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MEMORANDUM FOR HQ AFHRA/RSQ
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FROM: SAF/AAZ
1720 Air Force Pentagon
Washington DC 20330-1720

SUBJECT: Special Access Required Caveats: PAR/SPAR

References: (a) Your letter, 10 Nov 93 to J241 USSTRATCOM
(b) Our meeting of 2 Feb 94 at Maxwell AFB, AL

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Director, Security and Special
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HISTORY

of

350TH STRATEGIC RECONNAISSANCE SQUADRON
100TH STRATEGIC RECONNAISSANCE WING

1 OCTOBER 1967-31 DECEMBER 1967
(Unclassified Title)

BCXI-68-31

Assigned to

12TH STRATEGIC AEROSPACE DIVISION
FIFTEENTH AIR FORCE
STRATEGIC AIR COMMAND

Stationed at

Davis-Monthan Air Force Base, Arizona

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Commander

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TABLE OF CONTENTS

TITLE PAGE (Vols. I&II)	1
SECURITY INSTRUCTION PAGE (Vols. I&II)	11
TABLE OF CONTENTS (Vols. I&II)	111
FOREWORD (Vol. I)	vi
CHAPTER I: MISSION AND ORGANIZATION (Vol. I)	
Mission of the 100SRW	2
Mission of the 350SRS	3
Organization	3
CHAPTER II: PERSONNEL (Vol. I)	
Personnel Strength	4
CHAPTER III: OPERATIONS AND TRAINING (Vol. I)	
Weapons System Inventory	5
Special Purpose Aircraft	6
Combat Crew Resources and Capabilities	7
Flying Training - DC-130	8
Flying Training - CH-3	9
Forward Operating Locations	10
OL-20	11
OL-20, Det 10	12
Operations and Training	12
Personnel Deployment	14
Second OL	15
SPA Flight Activities	16
Drone Recovery Problems	17
MARS Photography	19
Weather Limitations	20
Stateside Rivet Bin Program	21
147 H SPA	22
AFLCLOR	23
147 H Reliability Test (AFLCLOR)	24
147 H HEMP Test (AFLCLOR)	24
147 S Program (AFLCLOR)	25

SAC/350SRS PROJECTS	26
Overland Flights, 147 H	27
MSQ 77/BQM3A Flights	27
147S Activity	28
SPA Recovery	30
MARS	31
Improvement of Recovery Systems	31
Rapid Pickup	32
Compass Arrow Program	33
Operational Tech Data	33
Training	34
Equipment	36
Plans/Test Program	36
Modification	37
Reports	38
Project Names and Definitions	39
Mission Reports	41

LG

CHAPTER IV: MAINTENANCE AND SUPPLY (Vol. II)

Maintenance	43
Tech Rep Reports	43
AFLC Team Reports	45
Mission Review Panel	46
Operations Reports	46
Maintenance Procedures	47
Equipment Inventory	48
Disposition and Acquisition	48
Discrepancies	49
Aircraft Maintenance and Supply C-130	51
MCGS	52
Associated Equipment	53
Aircraft Maintenance and Supply CH-3	54
Aircraft Maintenance and Supply SPA	55
147 H	57
147 S	61
Parachute Status	63
Aerospace Ground Equipment	63
Garrett ::.....	64
TCTO and EUR Action	65
Modification Schedule	65
Scorer and Associated Equipment	66
Scorer Report	66

Materials Processing	68
HR 338	68
F415Y Scorer	68

CE

CHAPTER V: FACILITIES (Vol. II)

Compass Arrow Facilities	70
Overseas OL Facilities	70

SE

CHAPTER VI: SPECIAL ACTIVITIES (Vol. II)

Incidents and Mishaps	72
SPA Losses and Recoveries	72
SPA Terminations	73
Unusual SPA Activities	74
Training Requirements	76
Tech Rep Assistance	77
Staff Visit	78
Backhaul	78
Recognition of Officer	79
TEAD	80

DOYR

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SUMMARY (Vol. II)	81
-------------------------	----

APPENDIX (Vols. I&2)

BIBLIOGRAPHY	82
GLOSSARY	83
LIST OF SUPPORTING DOCUMENTS	88

IV. MAINTENANCE AND SUPPLY

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43

MAINTENANCE

(U)
(S) One of the unusual aspects of the maintenance function of the 100SRW is that the number of launched missions flown at the overseas location usually exceed the number launched while operating from the home base. During the calendar year, 155 of 264 launches occurred at the overseas location. When it is realized that concurrent test-operational missions are flown at the overseas location, it becomes apparent that the support of the contractor and Air Force Logistics Command become a matter of great concern to SAC units. To further complicate matters, the 100SRW Maintenance units are the only units supporting the weapon system operationally. Therefore, it becomes difficult to delineate between operational training and supply-maintenance functions. This compendium is following the format of the basic 100SRW history, although many operational aspects will appear in this chapter, just as maintenance aspects could not be ignored in the previous chapter. 1

Technical Representative Reports

(U)
(S) Weekly Field reports are submitted from the OL by technical representatives of Ryan Aircraft Company and of companies who

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1. Ex 26 & 32.
Hist 350SRS, 100SRW Jul 66 - Mar 67 (S). Intro.

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44

supply other associated equipment. These reports are useful to both the contractor and the Air Force. Several of the many maintenance and supply malfunctions which occurred under combat operational conditions and which were brought to the attention of the contractor and the Air Force were metallic screws in the fluxgate fairing, confusion in servicing equipment in accordance with technical orders, proper time to verify weight and balance of the SPA and lack of safety check lists to be used while performing under wing maintenance.

~~(S)~~ The tech rep reports provide a basic analysis of the difficulties encountered by the using organization, and further provide other echelons of SAC and AFLC with data upon which corrective action can be taken. Both SAC and AFLC presented different positions on the use of schematic drawings and blueprints for reference when trouble shooting. Other areas of concern stated by higher headquarters and AFLC as a result of tech rep field reports included confusion of the salt water switch with the battery cutoff bottle, proper use of bank angle adjustments, and malfunction of fuel controls.

-
2. Msgs. A. (C) 15AF DM4BR 072350 Nov 67.
B. (S) AFLCLOR 152349 Nov 67.
C. (S) 15AF DM4BR 161936 Nov 67.
D. (S) OL20 100SRW 240900 Nov 67.
E. (C) 15AF DM4BR 1300 16 Dec 67.
F. (C) 15AF DM4BR 012342 Nov 67.
"Tech Rep Reports" Ex 69.

3. Ibid.

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AFLC Assist Team Reports

(U)
(S) An Air Force Logistics Command Assistance Team was located at the overseas operation area during most of the reported period. These teams observe the entire preparation of the vehicle for a mission from the time it is uncrated to actual launch. They provide further surveillance during the flight, recovery, and reclamation of each vehicle, and the subsequent preparation for a future flight.

(U)
(S) With the return to operation of the "H" series SPA, Headquarters AFLC requested that the AFLCLOR assistance team accomplish an evaluation of the technical data of the H series under combat operations conditions. This evaluation was to be accomplished concurrently with the observation and evaluation of the S series drone, which was the primary goal of the assistance team.

-
4. Msgs: A. (S) 100SRW OL20 08052 Dec 67.
B. (S) 100SRW OL20 101318 Dec 67.
C. (S) 100SRW OL20 141336 Dec 67.
D. (S) 100SRW OL20 170621 Dec 67.
E. (S) 100SRW OL20 180341 Dec 67.
F. (S) 100SRW OL20 190530 Dec 67.
G. (S) 100SRW OL20 210220 Dec 67.
H. (S) 100SRW OL20 241716 Dec 67.
I. (S) 100SRW OL20 270934 Dec 67.
J. (S) 100SRW OL20 280218 Dec 67.
Ex 70.

5. Msg (S) AFLC MCMX 062155 Dec 67.
Ex 71.

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(U)
(S) Exact deviations from programmed parameters of both H series and S series drones were observed and recorded throughout the month of December by the assistance team. Response to manual commands were monitored, noted, and recorded. If a mission were aborted, whether due to cancellation by higher headquarters or equipment malfunction, the vehicle was flown captive and malfunctions and discrepancies were noted. The team returned from Southeast Asia on December 28, 1967.⁶

Bumble Bug Mission Review Panel

(U)
(S) Another valuable source of data pertaining to deviations from programmed or manually controlled operation are the reports of the mission review panels convened to determine actions needed to prevent such deviations in the future. These are primarily a function of the 100SRW personnel at the overseas location.⁷

Operations Reports

(U)
(S) Operation reports (OPREP) submitted by the overseas location to the Joint Reconnaissance Center (JCR) of the office of Joint Chief of Staff (CS), to the Strategic Reconnaissance Center (SRC) and to

6. Ex 70.

7. Msg (S) 100SRW OL20 240112 Dec 67. "Review Panel." Ex 72.

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other agencies also provide valuable information with which to assess areas of malfunction. These reports tend to indicate specific areas of concern, including improper turns, failure to respond to manual command, non-transfer of wing fuel and fuel control malfunction.

MAINTENANCE PROCEDURES

(U) As a result of the reports submitted by various agencies, higher headquarters of all commands are able to identify problem areas. In those cases where an item appears as a repeat problem area, requests for emergency unsatisfactory reports (EUR's) and subsequent shipment of defective items is requested. The re-routing of EUR's and immediate shipment of equipment to AFLCLOR were authorized in mid-December.

(U) Among other problems resolved during the period of this report were use of schematics and blueprints, authority for using AFLCLOR messages as authority to act by the OL and engine reporting procedures. Reporting procedures for reconnaissance engines were changed as the result of a SAC IG inspection of another reconnaissance

-
8. Msgs: A. (S) 100SRW OL20 300741 Nov 67.
B. (S) 100SRW OL20 070221 Dec 67.
C. (S) 100SRW OL20 120300 Dec 67.
"OPREP'S" Ex 73.

9. Exs 69-73.
Msgs: A. (C) 100SRW OL20 130832 Dec 67.
B. (C) 15AF DM4BR 152300 Dec 67.
C. (S) SAC DM4C 252145 Dec 67.
"UR" Exhibits" Ex 74.

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48

unit during the period 23-28 July 1967.¹⁰

Inventories of Equipment

(U) Periodic one-time inventories of specialized equipment are necessary, especially at the overseas location, to determine specific amounts of equipment installed or on hand. Much of the parts and equipment used in the 350SRS operation are peculiar to the command supply system and many components are peculiar to the entire Air Force supply system. The high attrition rate of complete special purpose vehicles further necessitates the unusual and detailed reports required by higher headquarters and other commands.¹¹

Equipment Disposition and Acquisition

(U) As various systems are changed in modification of the overall drone program, and as old models of the vehicle are expended, certain peculiar equipment is no longer necessary to support the program. The expeditious disposition of excess equipment at the OL is necessary due

-
10. Msgs A. (C) 15AF IM4BR 300024 Nov 67.
B. (U) 15AF IM4BR 291922 Nov 67.
C. "Rivet Bin" Ex 75.
Msg (C) SAC IM3/IM4 212235 Dec 67.
(Engine Reporting) Ex 76.
Exs 69-74.
11. Msgs: A. (C) AFLCLOR 041805 Dec 67.
B. (C) 100SRW OL20 041831 Dec 67.
C. (C) 100SRW OL20 082130 Dec 67.
D. (C) AFLCLOR 192245 Dec 67.
E. (S) 100SRW OL20 241715 Dec 67.
F. (C) 100SRW OL20 281040 Dec 67.
G. (C) 100SRW OL20 270936 Dec 67.
"Reports" Ex 77.

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49

to limited storage space and exposure to hostile action. In order that the peculiar equipment is not lost to the overall drone program, careful evaluation is made before disposition, and disposition is made only at the direction of higher headquarters.¹²

(u)
(S) The acquisition of equipment, including the pilotless special purpose aircraft, is equally considered in the interest of economy. Although operationally expendable, each drone is closely monitored and plans are made in advance of arrival to make expeditious utilization of the vehicle.¹³

Maintenance Discrepancies

(u)
(S) In the interest of mission accomplishment, the unnecessary portions of a complete checkout of each drone (as accomplished under non-pressing state-side conditions) are often eliminated at the

-
12. Msgs: A. (C) 100SRW OL20 Det 10 020635 Nov 67.
B. (C) 100SRW OL20 070745 Nov 67.
C. (S) AFLCLOR 271655 Nov 67.
D. (S) SAC DM4C 112144 Dec 67.
"Disposition" Ex 78.
13. Msg (C) AFLCLOR 022300 Jan 68.
"Shipment". Ex 79.

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operating location. Never is any step omitted unless a technical representative of the company manufacturing the component suggests other procedures or concurs that other procedures are satisfactory. 14

(U)
(S) Portions of complete check-out which were often deleted and which come to the attention of higher headquarters included weight and balance procedures prior to every flight, extensive under-wing maintenance, the use of blueprints and schematics rather than technical data calibration of launch console and other launch equipment, system checks at less than peak engine operating conditions and radar scope photographic capability. Higher headquarters defended the action of the OL in these circumstances, and clarified the command stand on changing of technical data and check lists to authorize the operation as practiced, or to obtain equipment and supplies to conduct maintenance functions according to established standard operating procedures (SOPs). 15

(U)
(S) Other areas of interest which were brought to the attention of higher headquarters by reports included maintenance management and

14. Interview with Capt R. L. Claytor, 100AMM.

15. Msgs: A. (S) SAC DM4C 07222 Nov 67.
B. (S) SAC DM4C 082218 Nov 67.
C. (S) SAC Dm4C 202101 Nov 67.
D. (U) SAC DM4C 211934 Nov 67.
"Drone Maintenance" Ex 80.

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51

discipline at both the stateside and overseas operating locations. These included unauthorized modification of aerospace ground equipment, incomplete records, incompleted maintenance prior to shipment and shipment of incomplete drones. Specific guidance was received from higher headquarters and was followed by the 100SRW.¹⁶

AIRCRAFT MAINTENANCE AND SUPPLY: C-130

(U) The repeated appearance of items in reconnaissance briefings often brings problem areas to the attention of higher headquarters. As an example, there were 15 C-130 propeller discrepancies reported between July 1 and December 15. It was further pointed out that eight of these discrepancies were due to regular problems.¹⁷

(U) Since the 350SRS is the only unit in the Strategic Air Command which operates the C-130 aircraft, it is understandable that the unit is not cognizant of recurring actions concerning the basic airframe unless informed by other units. Headquarters, SAC, forwards

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16. Msgs: A. (S) SAC DM4 082009 Nov 67.
B. (S) 15AF DM4 132340 Nov 67.
C. (S) 15AF DM4BR 160027 Nov 67.
Ex 81.

17. Msg (C) 15AF DM4 152255 Dec 67. Ex 82.

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all pertinent EUR's, TCTO's, and information concerning the aircraft under peculiar high altitude operating conditions. It has been determined by SAC that the operation most resembling usage of the aircraft involves the use of the WC-130. Other data was being developed on peculiar equipment operation on the DC-130. ¹⁸

Microwave Command Guidance System (MCGS)

^(U)
~~(S)~~ The AN/UPQ-3 microwave command guidance system, being another system peculiar to drone operations, created its share of problems throughout the reported period. Various actions were taken by contractor personnel in an attempt to prevent breakage of the pin cable, to improve interchangeability of plotting board sub-assemblies, and to improve tech data on repair of the ASN-35A analog adapter. ¹⁹

-
18. Msgs: A. (U) SAC DM4C 211932 Nov 67.
B. (U) SAC DM4C 051948 Dec 67.
C. (U) SAC DM4C 052145 Dec 67.
D. (U) SAC DM4C 012208 Dec 67.
E. (S) 15AF DM4BR 201900 Dec 67.
"C-130 Aircraft" Ex 83.

19. Msgs (S) SAC DM4C 062238 Nov 67.
"MCGS Deficiencies" Ex 84.

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53

(U) Headquarters AFLC affirmed that engineering services for the MCGS system would remain with ASD, but that certain review procedures would be accomplished by AFLC agencies.²⁰

Associated Equipment

(U) Long range aid to navigation (LORAN) was utilized on several occasions during captive flight to make a determination of capabilities of the system. During actual launch conditions the proper reading of LORAN instruments was a secondary duty of the launch control officer (LCO) and accurate data could not be obtained, but using best data obtainable, a one nautical mile circular error was noted. In addition, there were six maintenance discrepancies between July 1 and November 4, 1967 on the LORAN "C" equipment installed in the two DC-130's at the OL. An O-15 camera installed on radar scopes gave a check of the ALCO position reading.²¹

(U) Installation of the crash position indicator was to be performed during modification IRAN on all DC-130 aircraft.²²

20. Msg (U) AFLC MCMX 132129 Dec 67.
"Tech Services Support" Ex 85.

21. Msgs. A. (S) 100SRW OL20 030230 Oct 67.
B. (S) 100SRW OL20 031715 Nov 67.
C. (C) 100SRW OL20 070416 Nov 67.
D. (C) 100SRW OL20 - 120010 Dec 67.
E. (C) 15AF DM4BR 230030 Nov 67.
"LORAN C". Ex 86.

22. Msg (U) SAC DM4C DOSR 242151 Nov 67.
"Proposed Installation" Ex 87.

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~~(S)~~ (U) The maintenance activities on DC-130s at the overseas operating location require frequent flights to other bases to accomplish various tasks. During October, aircraft #61-2368 was taken to Naha AB, Okinawa, for fuel tank maintenance and a main landing gear retraction test. The same aircraft was sent to Clark Air Base, Philippines during October for a time compliance technical order (TCTO) accomplishment, and #61-2369 was sent to Yakota AB, Japan²³ for the same TCTO, also during the month of October.

AIRCRAFT MAINTENANCE AND SUPPLY: CH-3

(U) There were three air aborts of CH-3s during the three month period, and all occurred during December at Davis-Monthan AFB. Grounded, not operationally ready-supply (GNORS) status of one vehicle at the operating location was alleviated by removing the necessary part²⁴ from a vehicle at Davis-Monthan.

(U) Critical safety hazard emergency unsatisfactory reports were forwarded by the major command to the unit, which has to depend upon higher headquarters for information concerning the CH-3. As with the

23. Ex 12.

24. Extracts from 100SRW Monthly Maintenance Bulletin, Oct, Nov, Dec 67 (U) "Aborts". Ex 88.

Msg (U) 15AF DM4BR 09234 6 Nov 67 "GNORS". Ex 89.

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C-130, the 350SRS is the only unit in the command which utilizes this type aircraft. An example of this type message is included in the supporting documents.
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(U)
(S) Other problem areas during the reported period involved a high copper and iron content in an oil sample from the tail rotor gear box of #64-14228 and the incorrect mission support kit (MSK) for the CH-3E helicopters at OL-20; Detachment 10. The kit supplied for the operation was for a CH-3C aircraft, and many of the systems were not interchangeable with the CH-3E aircraft.
26

AIRCRAFT MAINTENANCE AND SUPPLY: SPA

(U)
(S) The rapid technological advances being incorporated into the drone reconnaissance program require a continuous maintenance training program, although overall training, which is interdependent upon operational-maintenance functions, will be discussed in the Special Activities chapter. It is significant to note that training to new systems was influenced by the practice of utilizing "obsolete"

25. Msg (U) SAC DM4C 202020Nov 67 "Critical Safety Hazard". Ex 90.

26. Msgs: A. (C) 100SRW OL20 100806 Nov 67.
B. (U) SAOQLD 070101 Dec 67.
"CH-3E". Ex 91.

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56

systems until attrition of the system was nearly complete. Further, the deployment of several systems to the same overseas operating location posed the requirement for "total systems" qualified personnel. Although this program was originally planned for a few supervisory personnel, it was expanded to include all 5 and 7 level personnel in order that more systems could be deployed with a minimum of personnel. ²⁷

(U) (S) Due to the grounding of the 147H SPA during October, the primary activity at the OL during October and November included maintenance of the single 147J SPA left in the inventory. Concerted efforts were made to keep this one vehicle operational, including repair of battle damage incurred on one mission. ²⁸

(U) (S) The maintenance function at Davis-Monthan included the maintenance of BQM34A and 147G drones for operational training purposes, and the maintenance of the 147H and 147S for operational test purposes. Maintenance on other type drones will be covered in the Special Activities chapter. ²⁹

27. Msgs: A. (C) SAC DM4C 091727 Nov 67.
B. (C) 15AF DM4BR 071850 Dec 67.
C. (C) 15AF DM4BR 222330 Nov 67.
D. (C) 15AF DM4BR 161934 Nov 67. "Total Systems Qualified.
Ex 92.

28. Exs 12, 13 & 27.

29. Ex 32.

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57

147H Maintenance and Supply

(S) A determination was made by the contractor that all fuel controls and actuators for the J69-T41A engines used in the 147H should be returned for recalibration. The first controls and actuators shipped from Davis-Monthan were damaged in shipment. No tech data was available to ascertain proper packaging methods, but data was developed and more stringent packaging methods developed to preclude damage in the future.³⁰

(S) Recalibration of the fuel control and actuator assembly did not completely rectify the problem area associated with this equipment. On overland flight number three conducted by AFLC and SAC units on November 14, the fuel control slipped internally resulting in a two percent change in all RPM readings. As a result, some doubt existed whether new fuel control-actuator assemblies should be installed at the OL. AFLC provided guidance to assist in determination of modified sets, which have a lead seal combining the fuel control-actuator assembly in a "married set." Further data was compiled by all users of the 147H and J69-T41A equipment throughout the reported

30. Msgs: A. (S) 15AF DM 071700 Nov 67.
B. (S) 15AF DM 081800 Nov 67.
Ex 93.

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period in an attempt to provide more reliable fuel control assemblies.

~~(S)~~ ^(U) The throttle actuator-fuel control assembly corrective action was not anticipated to be a problem on the 147S model due to the altitude flown by the drone. Technical assistance with this problem area on the H model at the OL was provided by a contractor representative from the Continental Aviation and Engineering Company (CAE), sub-contractor for the assembly. This member of the CSAF directed AFLC assistance team was the only person authorized to make adjustments on the system after it had left the factory. Further instructions permitted the adjustment of high RPM settings, but if other adjustments were necessary or high RPM limits were not attainable

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31. Msgs: A. (S) AFLC LOR/QM 141918 Nov 67.
B. (C) 100SRW OL20 170900 Nov 67.
C. (C) AFLC LOR 181600 Nov 67.
D. (U) AFLC LOR 242010 Nov 67.
E. (C) 100SRW OL20 260504 Nov 67.
F. (U) AFLCLOR 051710 Dec 67.
G. (S) AFLC MCMX 062165 Dec 67.
H. (S) 100SRW OL20 091335 Dec 67.
I. (S) 100SRW OL20 209431 Nov 67.
"Fuel Control-Throttle Actuator." Ex 94.

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with minor adjustment the entire assembly was to be replaced.

(U)
(S) Further problems were encountered with the fuel transfer system. The primary cause was determined to be the low level float and low level float switch assembly. Those missions not requiring fuel enough to include wing tank loading were flown using an internal fuel load, and modifications were made to exclude wing tanks from the fuel systems. New parameters were published for spa's modified to
33
exclude wing tank utilization.

32. Msgs: A. (S) 15AF DM4BR 062333 Nov 67.
B. (S) AFLC MCMX 172134 Nov 67.
C. (S) SACDPLC 222206 Nov 67.
D. (S) AFLC MCMX 222255 Nov 67.
E. (S) AFLC MCMX 272219 Nov 67.
F. (S) AFLC MCMX 081523 Dec 67.
G. (C) AFLCMCMX 131836 Dec 67.
"147H-147S Engine." Ex 95.

33. Msgs: A. (S) AFLCLOR 042130 Dec 67.
B. (S) 100SRW OL20 050851 Dec 67.
D. (C) 15AF DM5BR 051910 Dec 67.
D. (S) 100SRW OL20 081053 Dec 67.
"Low Level Float Switch." Ex 96.
Msgs: A. (S) 100SRW OL20 0213335 Dec 67.
B. (S) AFLCLOR 101600 Dec 67.
C. (S) AFLCLOR 101650 Dec 67.
"Wing Fuel Tanks." Ex 97.

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(U)
(S) Other problem areas encountered during the reported period included malfunction of the roll limiter module within the programmer (which was also a problem area with 147S model drones), incorrect phasing of the timing and phasing module and failure of engine to start. One drone, H-29 was damaged on a ground recovery at the OL to the extent that local repairs could not be made and was returned to the contractor for repair. Emergency unsatisfactory reports (EUR's) were submitted on various systems from the OL, and assistance was given the OL to obtain items in short supply on the H model mission support kit (MSK). SAC also suggested that a captive flight be conducted on each H model drone prior to free flight in view of the long stand down and modifications to the fuel control system.

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34. Msgs: A. (S) 100SRW OL20 050500 Dec 67.
B. (S) SAC DM4C 11214 2 Dec 67.
C. (S) 100SRW OL20 140823 Dec 67.
D. (U) 100SRW OL20 042311 Jan 68.
"Roll Limiter." Ex 98.
Msgs: A. (C) 15AF DM4BR 212126 Nov 67.
B. (C) AFLCLOR 221815 Nov 67.
"H-39". Ex 99.
Msgs: A. (S) SAC DM4C 052137 Dec 67.
B. (S) 15AF DM4BR 202334 Dec 67.
"H-29" Ex 100.
Msgs: A. (S) 100SRW OL-20 081050 Dec 67.
B. (C) 100SRW OL20 020035 Jan 68.
C. (U) 100SRW OL20 1216 Jan 68.
"Status Report." Ex 101.
Msg: (S) SAC DM4C 251141 Nov 67.
"147H Captive Flights" Ex 102.

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147S Maintenance and Supply

(u)
(S) During the initial test period of the 147S by AFLC it was discovered that flight control writeups were made on 17 of the 31 sorties, including 27 captives and 4 free flights. There were 14 failures of the flight control box and 15 failures of the programmer to cause these writeups. Five of the flight control boxes required complete replacement, and the remainder were repaired by individual component replacement. The programmer failures required only one complete replacement and individual component replacement was necessary to repair the remaining 14 faulty units. Through November 29, the 100SRW had submitted one EUR on a complete flight control box, and SAC suggested EUR's on each applicable component. 35

(u)
(S) Another 147S problem area was accuracy of the fuel quantity indicating system, which was difficult to check prior to upload on the aircraft due to inability to determine cause of no reading. Other phases which cannot be adequately ground checked are MCGS air speed and altitude readings. 36

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35. Msgs: A. (S) 15AF DM4BR 281743 Nov 67.
B. (S) SAC DM4C 292141 Nov 67.
"Flight Control Boxes." Ex 103.

36. Ex 94A.
Msg (C) 15AF DM4BR 282021 Nov 67
"Indicating System." Ex 104.

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(U)
(S) As previously mentioned, the roll limiter module and the fuel control and actuator components were problem areas in the "S" as well as in the "H" model vehicles. Various time compliance technical orders and interim change notice to technical orders were received on the 147S, as might be expected on a comparatively new system. Various items, including fuel controls programming components, were found to be peculiar to the model rather than interchangeable as originally anticipated.

(U)
(S) One problem area on the 147S reconnaissance vehicle which was corrected by TCTO was misplacement of compass swing decals on fuselage and wings of the SPA. The kits necessary for other TCTO's were delayed, and an EUR was submitted for improper alignment of compass swing bench marks. Difficulties were encountered with the timing and detector module, within the programmer, which caused a right turn to be indicated when a left turn was programmed.

37. Ex 94.

- Msgs A. (S) 100SRW OL20 080125 Jan 68.
- B. (U) AFLCLOR 302110 Nov 67.
- C. (U) AFLCLOR 302100 Nov 67.
- D. (U) AFLCLOR 012245 Dec 67.
- E. (U) AFLCLOR 020025 Dec 67.
- F. (U) AFLCLOR 051745 Dec 67.
- G. (C) 100SRW OL20 140941 Dec 67.
- H. (U) AFLCLOR 301650 Nov 67.
- "147S" Ex 105.

38. Ibid.

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Parachute Status

(U) No unforeseen or unusual circumstances occurred in the parachute procurement and repack programs during the reported period. The facilities for repacking were still inadequate, but no shortage of assets was attributed to the lack of proper facility. The ability to keep the repack program up to date was primarily due to the stand down of the 147H and the decreased free-flight activity during the three month period. A source of supply for tape required for the repack program was obtained from WRAMA through AFLCLOR. Weekly parachute status reports were submitted by the OL.

AEROSPACE GROUND EQUIPMENT (AGE)

(U) The 100SRW Maintenance Quality Control and Evaluation section (100DCMQC&E) made an inspection trip to OL-20 and Detachment 10 from October 13 through October 18. All AGE at the locations was found to be in satisfactory condition, not corroded, and calibrated by the host

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39. Msgs A. (S) 100SRW OL20 171015 Nov 67.
B. (U) AFLCLOR 212335 Nov 67.
C. (S) 100SRW OL20 081207 Dec 67.
D. (S) 100SRW OL20 240840 Nov 67.
"Parachutes" Ex 106.

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bases in an acceptable manner with the exception of a few items of equipment which were peculiar to the reconnaissance drone operation. However, as a result of this inspection, it was suggested by the OL maintenance officer that all AGE equipment at the OL be rotated with the stateside facilities at least once each year. Higher headquarters concurred with this concept of rotational replacement of properly maintained and calibrated equipment.

Garrett Pneumatic Signal Generator

(S) As reported in a previous annex, the Garrett pneumatic signal generator became suspect for airspeed readings on the H model drone, and in mid-November at the OL, both the altitude and airspeed functions of this equipment became inoperative. To further aggravate a poor situation, the pump assembly in the authorized Manometer back-up equipment became inoperative. A substitute was found, but was disapproved as being a suitable substitute due to failure to meet established tolerances. Another signal generator was shipped to the OL during early December.

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40. Msgs: A. (S) 100SRW OL20 011510 Nov 67.
B. (U) 100SRW OL20 090600 Nov 67.
C. (S) 15AF DM4BR 152055 Nov 67.
"AGE" Ex 107.

41. Ex 8.
Msgs: A. (C) 100SRW OL20 191209 Nov 67.
B. (C) 100SRW OL20 211403 Nov 67.
C. (S) ZIPPO/100SRW OL20 240841 Nov 67.
D. (C) 15AF DM4BR 042347 Dec 67. "Garrett Substitute" Ex 108.
Hist 350SRS/100SRW Apr-Sep 67 (S) p. 46.

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TCTO and EUR Action

(U) Time compliance technical orders were received on AGE equipment to modify equipment and correct design deficiency items. A cable assembly on the electrical/auto pilot console system was modified, and V-R kits were installed in the TPW-2 vans. The umbilical cable of the auto pilot console was the subject of an emergency unsatisfactory report.
42

AGE Modification Schedule

(U) AFLCLOR presented a schedule of factory modification of AGE for the 147T, 147S, and 147H High Altitude Threat-Reaction Countermeasures (HAT-RAC) programs in November and reiterated the necessity of AFLCLOR control over peculiar AGE items. Due to slippage of the various programs, AFLCLOR was reviewing the aerospace ground equipment modification schedule at the end of the reported period and had extended the publication of a new schedule from December 20th to early in January.
43

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42. Msgs A. (U) AFLCLOR 222345 Nov 67.
B. (U) AFLCLOR 131931 Dec 67.
C. (U) SAC DM4C 081647 Nov 67. "TCTO & EUR" Ex 109.
43. Ex 107.
Msgs: A. (S) AFLCLOR 171800 Nov 67.
B. (U) AFLCLOR 142340 Dec 67.
"AGE Modification" Ex 110.

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SCORER AND ASSOCIATED EQUIPMENT

(S) Forward motion control (FMC) actuators did not create any undue nor unforeseen problems during the reported period. Modifications were made on various parts of the FMC for the 338 scorer, and the flight restriction was removed by AFLCLOR. A routine action interim time compliance technical order was issued to provide a mid altitude scorer capability for the 147H vehicle using the 338 scorer. Field contractor representatives were given the responsibility of determining parameters to be used by operating personnel during the launch and flight of the one-of-a-kind vehicle.⁴⁴

Scorer Reports

(S) Periodic reports of the status of the scorers at the overseas location is necessary to pinpoint the location of the peculiar equipment. The reports are used to determine capabilities for unusual missions, to maintain an adequate supply of "back-up" scorers at the location and to furnish suppliers the location of scorers in order to

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44. Msgs A. (S) AFLCLOR 061930 Nov 67.
B. (S) AFLCLOR 222350 Nov 67.
C. (S) AFLCLOR 221700 Nov 67.
"FMC" Ex 111.

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expedite shipment and receipt of modification kits. Scorers used at the OL during the reported period included the "A" (HR-233A), the "C" (KA-60), HR338, and the F415Y.

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(c) Although weekly reports are submitted from the OL, often queries are received to determine the location of specific scorers. In addition, adequate conversion kits for other components of the special purpose vehicles to convert the use of other scorers must often be requested by the operating location.

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45. Msgs: A. (C) 100SRW OL20 Nov 67.
B. (S) 15AF DO DM 090100 Nov 67.
C. (C) 100SRW OL20 100401 Nov 67.
D. (C) 100SRW OL20 240931 Nov 67.
E. (S) 100SRWOL20 280515 Dec 67.
"Scorer Status" Ex 112.
46. Msgs: A. (C) AFLCLOR 080010 Nov 67.
B. (C) 100SRW OL20 121736 Nov 67.
C. (C) 100SRW OL20 250801 Nov 67.
"233 Scorer" Ex 113.

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Materiels Processing

(S) A scorer was operated on all test flights beginning in November and Fifteenth Air Force units were given the responsibility of processing the material. SAC authorized direct coordination between 15AF and LOR to implement the mechanics of a plan to insure proper data was exchanged and that processed material was distributed to the proper agencies.
47

HR 338 Scorer

(S) The HR 338A scorer was the scorer primarily used at the OL during the reported period with the exception of two KA-60 scorers used on SPA J-14 before its termination. Test flights on this scorer, used primarily on the 147H vehicle, were conducted by AFLCLOR during the reported period, and the material was processed in accordance with the plan developed between SAC and AFLC units.
48

F415Y Scorer

(S) The F415Y scorer used with the 147S reconnaissance drone was not used at the overseas operating location until December. The scorer

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47. Msgs: A. (S) SAC DPLC 091738 Nov 67.
B. (S) AFLCLOR 162343 Nov 67.
C. (S) 15AF DICR 291820 Nov 67.
D. (S) 15AF DICR 222035 Dec 67.
E. (S) 14SAD 9DCIP 262331 Dec 67. "Test Material" Ex 114.
48. Ex 114.
Msgs: A. (S) 14SAD9RTSSORA 061545 Nov 67.
B. (S) 15SAD9RTSORA 212255 Nov 67.
C. (S) 15SAD9RTSSORA 192310 Nov 67. "Processed Material. Ex 115.

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was test flown during October and November by both the 100SRW and AFLCLOR. Material for the scorer was in short supply, and maximum use was made of exposed material to determine exposure, contrast and damage to the emulsion. A critical requirement for replacement of scorers installed on drones which did not return existed at the overseas location during the latter part of December. An incident involving damage to one of the few F415Y's in the OL inventory further aggravated the situation, and steps were taken to prevent damage to scorers which were being transported from one shop to another.

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49. Msgs: A. (S) AFLCLOR 082355 Nov 67.
B. (S) 14SAD 9RTSORA 141730 Dec 67.
C. (C) AFLCLOR 201910 Dec 67.
D. (C) 100SRW OL20 SUP 241714 Dec 67.
E. (C) 100SRW OL20 011307 Jan 68.
"F415Y Scorer" Ex 116.
Msgs: (S) 15AF IM28045 Dec 67.
"Damaged Scorer" Ex 117.

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V. FACILITIES

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COMPASS ARROW FACILITIES

(U)
(S) A requirement for approximately 1400 square feet of shop space for the TV system and the SIDS system was identified in November 1967. Adequate space had not been established at the end of the reported period and the requirement was staffed for further study.
1

(U)
(S) Space requirements for the Compass Arrow SPA assembly hanger were reduced from 37,000 square feet to 18,000 square feet. This reduction in overall space will ultimately reduce the capability for SPA assembly and checkout maintenance. A longer lead time will be necessary to provide both a primary and backup vehicle for any one mission.
2

OVERSEAS OL FACILITIES

(U)
(S) Monthly reports are submitted on facilities at the overseas operating location. Major projects accomplished at OL20 during the reported period concluded construction of a 60' by 80' SPA storage hangar, relocation of the Command Post, enlargement of briefing and mission planning rooms and resurfacing of work areas. The slow down

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1. Ex 8B & 8C.
Msg (U) 15AF DE/DM 13902 Oct 67. "Facilities." Ex 118.
 2. Ibid.

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in operational missions provided time to accomplish many self-help programs.³

(U)
(S) Personnel from Headquarters SAC, including General Nazarro, Maj Gen Hunziker, Maj Gen Wells, Maj Gen Gillem, and Brig Gen Stewart, made an inspection visit to OL20 in November. General Hunziker indicated that OL20 had the best facilities he had seen in Vietnam, and pointed out several areas where improvement could be made to keep them that way.⁴

(U)
(S) Facilities at the Bien Hoa overseas location were to include secure teletype circuit to extend SAC facilities to the Republic of Vietnam. Although this circuit was planned for completion by January 1, 1968, various problems of obtaining secure facilities and equipment delayed completed installation.⁵

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3. Exs 8, 12, 13 & 14.
Msgs A. (S) 100SRW OL20 12917 Oct 67.
B. (U) 100SRW OL20 271312 Nov 67.
C. (U) 100SRW OL20 041000 Dec 67.
D. (U) 100SRW OL20 030865 Jan 68.
"Facilities" Ex 119.
4. Msgs: A. (C) 100SRW OL20 121735 Nov 67.
B. (U) 100SRW OL20 (to Gen Hunziker) 151423 Nov 67.
"Inspection" Ex 120.
5. Msgs A. (S) SAC DOCEP 032312 Dec 67.
B. (S) 100SRW OL20 (to SAC) 0300 20 Jan 68.
"Secure Circuit" Ex 121.

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VI. SPECIAL ACTIVITIES

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INCIDENTS AND MISHAPS

(U) CH-3 helicopter 64-14226 experienced a hard landing at Davis-Monthan AFB on October 10, 1967 which resulted in grounding the aircraft. The vehicle was airlifted to Westover AFB, Mass. and shipped by truck to the Sikorsky Aircraft Co plant at Stratford, Conn. At the end¹ of the reported period the aircraft was still at the Sikorsky plant.

SPA Losses and Recoveries

(U)
(S) Two incidents, one at the overseas location and one on the Fort Huachuca, Arizona Test Range, resulted in the loss of two drones. On December 17 an H model SPA, #66-8207, was lost by probable malfunction of a unit of an S-4 bomb shackle used to suspend the vehicle beneath the wing of the DC-130. On December 27 a BQM 34A, serial number 66-13454, entered an uncommanded dive and crashed at high speed in a remote desert area. Probable cause was felt to be deterioration of auto-pilot units² during a nine month period of storage at Davis-Monthan AFB.

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1. Msg (U) SAC DM4 202240 Nov 67 "CH-3" Ex 122.
Interview with SMSgt Henry L. Woodward, 100DCMCP, by historian, TSgt H. R. Plimpton.
 2. Msgs: A. (S) 100SRW OL20 BBO 180711 Dec 67.
B. (S) 15AF DS 282328 Dec 67.
C. (C) 100DS 020105 Jan 68.
'Missile Accident' Ex 123.

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(U)
(S) A mission on December 20 from the OL resulted in an unscheduled water recovery of S-12 when it ran out of fuel prior to mission completion. The USS Dale was in the recovery area and picked up the jet reconnaissance drone. Later the same day, Major E. E. Forrester and crew R-64 landed on the Dale, located some 200 nautical miles north of Da Nang in the Gulf of Tonkin, and picked up the scorer material. The material was transferred to Det 10 for transshipment to OL20.³

SPA Terminations

(U)
(S) There were a total of 16 terminations during the three month reported period and a total of 58 launches. At stateside locations, there were 32 launches and four terminations, with all terminations occurring in December, when there were nine launches. At the overseas OL there were 26 launches and 12 terminations, although one termination was of a backup drone which was inadvertently released by materiel malfunction.⁴

3. Ex 14.

4. Ex 123.

Extracts: A. (U) SPA Terminations vs Launches.

B. (C) SPA Terminations.

Ex 124.

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(u)
(S) Although it was predicted that total terminations for the calendar year would be over 95, the final total of 87 for the year does not reflect a lower ratio of terminations to launches, but rather is reflected by the fewer launches during the period. From July to September there were four terminations compared to 33 launches at Davis-Monthan and 19 terminations compared to 43 launches at the overseas location. The rate of loss for the two three-month periods at Davis-Monthan was the same, while the October to December ratio of 47% at the overseas location was slightly higher than the loss ratio of 44% for the July to September period. Two factors attributing to the increased rate were malfunction of the fuel control on the 147H, which ultimately led to a stand down of the vehicle, and the new model 147S which was still in the test stage.⁵

Unusual SPA Activity

(u)
(S) The phaseout of equipment associated with drones no longer in the inventory or which have been superseded by modified reconnaissance drones is a matter of concerted effort at all levels of the drone program. The advent of a "peculiar" drone, i.e., one which has a specific

5. Ex 124.

Interview with Lt Col Joseph E. Brooks, 100DCOO, by historian, TSgt H. R. Plimpton.

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mission and which is used in limited numbers, often uses the same equipment or utilizes specific skills which were associated previous drones. Availability of storage space and transportation costs are considered, especially at and from the overseas location.⁶

(U) The 147N series drones accounted for most "peculiar" support activity during the three months period. Only four of the drones, three 147NX's and one 147N, remained in the inventory in November, and future activity was unknown, resulting in requests from the OL to remove equipment and delete skills from the overseas support package. At the end of the reported period the drones were in storage at Davis-Monthan AFB and a mission support kit was retained at OL20. However, it was suggested the four drones be converted to MCGS capability in the event mission requirements dictated their use.⁷

6. Interview with Lt Col Joseph E. Broosk, 100DCOO, by historian.

7. Ibid.

- Msgs: A. (C) 100SRW OL20 070415 Nov 67.
B. (S) 15AF DM5BR 122001 Nov 67.
C. (S) SAC DM4C/DM3A 042156 Dec 67.
"147N" Ex 125.

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(S) Plans for future use of a "peculiar" drone for a particular mission requirement were formulated early in November. Headquarters USAF directed the withdrawal of ten BQM 34A target drones from the Combat Bug inventory at the factory for conversion to 147NQ drones. These vehicles, which will provide a simple, quick reaction response to immediate mission requirements, were scheduled for delivery to the 100SRW during March 1968.⁸

TRAINING REQUIREMENTS

(S) In addition to training already discussed, two areas of training remained in the planning stages. The training for Combat Falcon was still scheduled for the first quarter of CY 1968, and the Combat Shack training was to follow on. The only units supporting the 350SRS which will be primarily affected by the Combat Shack training program are elements of the Nepho/Scorer maintenance activities.⁹

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8. Msgs: A. (S) CSAF 032319 Nov 67.
B. (S) SAC DPLC 25 1603 Nov 67.
C. (S) AFLCLOR 111829 Dec 67.
"147NQ" Ex 126.
9. Interview with Lt Col Joseph E. Brooks, 100DCOO, by historian.
Interview with Lt Col Roger E. Cooper, 100DCOT SAC/100SRW Combat Shack Project Officer, by historian, TSgt H. R. Plimpton. Ltr, Col Cole to Gen Martin "Report" 19 Oct 67. Ex 127.

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(U)
(S) A request was received for a SAC technician to brief Indian Air Force officials on the use of the HR 233A camera. This individual was to be sent to New Delhi, India, for a 30 day temporary duty period. This technician, TSgt John R. Farris, was commended by the CINCSTRIKE units in New Delhi upon his departure from that station on December 11, 1967. 10

Technical Representative Assistance

(U)
(S) With the unusual concurrent test-operations-training situation existing with expeditious development and deployment of new model vehicles, it is imperative that technical representation of all contractors and sub-contractors be readily available for on-the-job training supervision of AF personnel. The clearance authority for certain representatives which are furnished as part of the basic contract is retained by the Air Force Liaison Office at Ryan Avionics (AFLCLOR). AFLCLOR acts as only a liaison office for those technical representatives furnished at no expense to the government. Messages authorizing clearance and access for technical representatives are included in the supporting document

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10. Msgs: A.(S) CSAF AFRORM 78049 Oct 67.
B.(C) ODRI/New Delhi 081209 Nov 67.
C.(C) ODRI/New Delhi 120610 Dec 67.
"TDY of Technician" Ex 128.

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section of this annex as examples of procedures taken to authorize tech
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reps to the overseas area.

STAFF VISIT

(U) A staff visit to the 100SRW including the 350SRS, was conducted
by personnel of the 12th Strategic Aerospace Division on October 16
through October 20, 1967. A few minor discrepancies were found in the
350SRS but none were serious enough to warrant an answer in writing.
12
There were no repeat writeups.

BACKHAUL

(S) Due to the unique nature of some of the equipment used by the
350SRS and its supporting elements at the overseas operating location
it is neither feasible nor economical to dispose of this equipment or of
special purpose aircraft at an overseas location. The necessity of

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11. Msg: (S) AFLCLOR 010100 Nov 67. "Tech Rep Support" Ex 129.
Msgs: A. (S) AFLCLOR 042105 Dec 67.
B. (S) AFLCLOR 122230 Dec 67.
C. (C) AFLCLOR 130015 Dec 67.
"CTSP Clearance" Ex 130.

12. Extract from Report of Staff Visit, 12th SAD dtd 26 Oct 67.
Ex 131.

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keeping this equipment within the Combat Bag inventory requires an excessive amount of backhaul. The lack of sufficient or adequate storage space overseas requires a quick reaction to reports on equipment that is damaged or no longer needed at the OL.¹³

(U)
(S) Steps were still being undertaken to deliver special purpose vehicles directly to the overseas location from the factory. The project was proposed by the 12SAD staff, and was under study at Headquarters Fifteenth Air Force at the end of the reporting period.¹⁴

RECOGNITION OF OFFICER

(U) During the period of November 7 through December 5, 1967, Major Raymond J. Klimack, 100DCOOP, represented the 100SRW and Strategic Air Command as the designated representative at the Naval Air Station, Pt. Mugu, California. He was officially cited by SAC DPLC for the outstanding manner in which he performed his duties.¹⁵

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13. Hist 350SRS, 100SRW Apr-Sep 67 (S) pp. 49 ff.
Msgs: A. (S) 22AF 082140 Nov 67.
B. (S) 100SRW OL20 270800 Nov 67.
C. (S) MAC MAOCOMS 281748 Nov 67. "Backhaul" Ex 132.
14. Hist 350SRS, 100SRW Apr-Sep 67 (S) p. 49ff. Interview with Lt Col Dale R. McEwen, 12SAD DCM, by historian, TSgt H. R. Plimpton.
15. Msg: (U) SAC DPLC 052236 Dec 67. "Recognition" Ex 133.

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TEST ANALYSIS AND EVALUATION DIVISION (TEAD)

(S) The 100SRW TEAD worked on a total of six projects during the three months reported period. Of the six, five were active at the beginning of the period and one, concerning the 147S fuel control, was added in December.
16

(S) Higher headquarters monitored the work of the division closely during the reported period and furnished assistance as requested. As a result of studies during the three month period, a closing specific item report was submitted on January 2, 1968 on the Mars II/III Evaluation project (M-67-1). A specific item report was submitted on the same date for the 147S Evaluation Project (EM-67-4).
17

16. SPAR Monthly Progress Report of 100TEAD, Oct-Nov-Dec 67 (S). Ex134.

17. Ibid.

Msgs: A. (C) SAC DPLC 091729 Nov 67.

B. (C) SAC DPLC 151753 Nov 67.

C. (C) 15AF DM4BR 282138 Nov 67.

"Plans" Ex 135.

100TEAD Specific Item Report (S) Ex 136.

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SUMMARY

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81

S U M M A R Y

(u)
(S) Lack of equipment and spares continued to hamper efforts to upgrade crews during the three months period. A "stand down" of the 147H model drone caused concern over maintenance of operationally ready status of crews.

(u)
(S) Two relatively new models of the reconnaissance drone were introduced operationally during the period, and the concurrent test/operations concept was adequately supported by personnel of all commands in accomplishing the USAF mission. Increased emphasis was placed on contractor and AFLC technical representation at the overseas operating location.

(u)
(S) Although the overseas operations were conducted from two of the most shelled bases in Southeast Asia, there were no aircraft or personnel casualties during the reported period as a direct result of rocket or mortar bombardment.

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APPENDIX

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B I B L I O G R A P H Y

(U) Sources of information contained in this history are: files of organizations concerned; interviews with wing officials; wing commander's remarks attached to flying reports; wing, base, Fifteenth Air Force and SAC operations orders; various historical reports submitted by agencies concerned; and classified and unclassified messages to and from higher headquarters.

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83

GLOSSARY

The abbreviations listed below are most commonly used in the narrative and supporting documents of this annex.

AC	Aircraft Commander
AEP	Activation Exercise Procedures
AF	Air Force, Audio Frequency
AFB	Air Force Base
AFLC	Air Force Logistics Command
AFLCLOO	AFLC Liaison Office, Ontario, California.
AFLCLOR	AFLC Liaison Office of Ryan Aircraft Co., San Diego, Calif.
AFM	Air Force Manual
AFMDC	Air Force Missile Development Center
AFR	Air Force Regulation
AFS	Air Force Specification
AFSC	Air Force Systems Command, Air Force Specialty Code
AFTO	Air Force Technical Order
AFW	Air Force Weapon
AGE	Aerospace Ground Equipment
AMA	Air Materiel Area
ANORS	Approaching Not Operationally Ready, Supply
ARCO	Airborne Recovery Control Officer
ATRT	Automatic Tracking Radar Technician
ATC	Air Training Command
ATTAT	Aerospace Vehicles Training Directorate of ATC
BCXI	Base Information Office
BOI	Break of Inspection
BP	Base Procured, Base Procurement
BQM	Target Drone Missile
BSE	Base Support Equipment
C	Confidential, Commander, Chief
CE	Civil Engineer, Communications-Electronics
CFE	Contractor Furnished Equipment
CIA	Central Intelligence Agency
CINCSAC	Commander in Chief, Strategic Air Command
CME	Controlled Mission Equipment
CONUS	Continental United States
CP	Command Post, Copilot, Central Procurement
CSAF	Chief of Staff, United States Air Force
CTSP	Contract Technical Service Personnel
CY	Calendar Year
DASO	Demonstration and Shakedown Operations
DEFCON	Defense Configuration
DET	Detachment

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84

DM	Director of Materiel
DMAFB	Davis-Monthan Air Force Base
DO	Director of Operations
DOD	Department of Defense
EAID	Equipment Authorization Inventory Data
ECL	Equipment Component List
ECM	Electronic Countermeasures
ECO	Engineering Change Order
ECP	Engineering Change Proposal
EDD	Estimated Delivery Date
ETIC	Estimated Time In-Commission
ETS	Engineered Time of Service
EUR	Emergency Unsatisfactory Report
EWO	Emergency War Orders
FCIR	Facilities Change Initiation Request
FCP	Facility Change Proposal, Facility Change Planning
FCR	Facility Change Report, Facility Change Request
FE	Flight Engineer
FET	Flight Engineer Technician
FM	Flight Mechanic, Frequency Modulation
FMC	Forward Motion Compensation (Actuator)
FSC	Federal Stock Code
FSN	Federal Stock Number
FTD	Field Training Detachment
FY	Fiscal Year
GE	Ground Equipment, General Electric
GEEIA	Ground Electronics and Engineering Installation Agency
GGE	Ground Guidance Equipment
GIE	Ground Instrumentation Equipment
GNORS	Grounded, Not Operationally Ready, Supply
GOE	Ground Operational Equipment
GOR	Ground Operational Requirements
GRCO	Ground Recovery Control Officer
HASP	High Altitude Sampling Program
HF-SSB	High Frequency, Single Sideband Radio
HQ	Headquarters
IAW	In Accordance With
I & C	Installation and Checkout
IBID	Same as Before
IEP	Interim Equipment Procedure
IG	Inspector General
IOC	Initial Operational Capability
IPT	Individual Proficiency Training

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85
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IRAN	Inspection and Repair as Necessary
ISSL	Initial Spares Support Listing
ITO	Interim Technical Order
JCS	Joint Chiefs of Staff
JOTS	Job-Oriented Training Standards
JTS	Job Training Standards
LCO	Launch Control Officer
LFCR	Local Facility Change Request
LIMDIS	Limited Distribution
LOR	AFLC Liaison Officer, Ryan Aircraft Co.
LORAN	Long Range Aid to Navigation
LTR	Letter
MAC	Military Airlift Command
MARS	Mid Air Retrieval System
MAW	Military Airlift Wing
MCGS	Microwave Command Guidance System
MCMX	Directorate of Materiel, Experimental Systems, of Hq AFLC.
MEAL	Master Equipment Allowance List
MEL	Master Equipment List
MGE	Maintenance Ground Equipment
M&R	Maintenance and Repair
MRB	Materiel Review Board
MRR	Materiel Requisition Request
MSG	Message
MSK	Mission Support Kit
MTCTO	Modification Time Compliance and Tech Order
N	Navigator
N/A	Not Applicable
NCOIC	Non-Commissioned Officer-in-Charge
NCW	Not Complied With
NEPHO	Photographic
NM	Nautical Mile
NOFORN	No Foreign Dissemination
NNORS	Nearly Not Operationally Ready, Supply
NORS	Not Operationally Ready, Supply
NRTS	Not Repairable This Station
OD	Operations Directive
OGE	Operating Ground Equipment
OL	Operating Location
OPI	Office of Primary Interest
OPS	Operations

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0 8 6 3

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86

ORI Operational Readiness Inspection
ORT Operational Readiness Training
OSAF Office of Secretary of the Air Force
OSD Office of Secretary of Defense
OSTF Operational System Test Facility
OT Operational Training

PAR Peacetime Aerial Reconnaissance
PAS Primary Alerting System
PCS Permanent Change of Station
PETS Precision Equipment Test Shop
PMEL Precision Measurement Equipment Laboratory
PMR Pacific Missile Range
POL Petroleum, Oils and Lubricants
PRT Publications Requirement Table
PSI Per Square Inch
PTES Precision Test Equipment Shop

QCIRL Quality Control Inspection Requirement Listing

RCC Remote Control Center
R/D Restricted Data
R&D Research and Development
RGS Radio Guidance System
RIM Receipt, Inspection and Maintenance
RPIE Real Property Installed Equipment
RPM Revolutions Per Minute
RPT Report
RSPL Recommended Spare Parts List
RVN Republic of Vietnam

S Secret
SA Spares Authorization
SAC Strategic Air Command
SACM Strategic Air Command Manual
SACR Strategic Air Command Regulation
SAD Strategic Aerospace Division
SARPF Strategic Air Relocatable Photographic Facility
SEA Southeast Asia
SIOP Single-Staff Integrated Operations Plan
SMA Squadron Maintenance Area
SPA Special Purpose Aircraft
SPAR Strategic Peacetime Aerial Reconnaissance
SO Special Order
SOP Standard Operating Procedure
SRS Strategic Reconnaissance Squadron
SRW Strategic Reconnaissance Wing
STL Space Technology Laboratory
STOL Short Take Off and Landing

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87

U

TA	Table of Allowance
TAC	Tactical Air Command
TAT	Technical Acceptance Team
TCTO	Time Compliance Technical Order
TDY	Temporary Duty
TEAD	Test Evaluation and Analysis Division
TO	Technical Order
TOC	Tech Order Compliance
TOCN	Tech Order Change Notice
TOFCN	Tech Order Field Change Notice
TS	Top Secret
TSE	Test Support Equipment
TWX	Teletypewriter Exchange
U	Unclassified
UAL	Unit Allowance List
UEE	Unit Essential Equipment
UMD	Unit Manning Document
UME	Unit Mission Equipment
UR	Unsatisfactory Report
USAF	United States Air Force
USE	Unit Support Equipment
VHF	Very High Frequency
VLF	Very Low Frequency
WARRC	Western Aerospace Rescue and Recovery Center
WO	Warrant Officer, Winch Operator
WCOP	Weapon System Out of Commission for Parts
WS	Weapon System
WSECL	Weapon System Equipment Component List
WSIM	Weapon System Inventory Manager
WSSL	Weapon System Stock List
ZI	Zone of the Interior

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0 8 6 5

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88

LIST OF SUPPORTING DOCUMENTS

1. Units Assigned to Davis-Monthan Air Force Base.
2. G-Series Orders.
3. Personnel Strength.
4. Extract from Aerospace Vehicle Status Report (RCS: 1 HAF-A1) (C) 30 Sep 67.
5. Msg: (U) IM4BR 142309 Nov 67, "130 Mod Program."
6. Extract from Aerospace Vehicle Status Report (RCS: 1 HAF-A1) (C) 30 Dec 67.
7. Extract from 100SRW Monthly Maintenance Bulletin (U) Oct-Dec 67.
8. 100SRW Unit Progress Report (RCS: SAC-U 89) (S). Oct-Dec 67.
9. 100SRW Special Narrative Reports, C-130 (RCS: 1SAC-T12) (C), Oct-Dec 67.
10. 100SRW Air Training Report, 1 Jul-31 Dec 67 (U).
11. Extract 100SRW OPORD 29-69, "Busy Relay." (C).
12. Hist 100SRW OL20/OL20 Det 10, Oct 67 (S).
13. Hist 100SRW OL20/OL20 Det 10, Nov 67 (S).
14. Hist 100SRW OL20/OL20 Det 10, Dec 67 (S).
15. Msg (C) 15AF 0202315 Dec 67, "Martin to Cole."
16. Extracts from 100SRW Monthly Maintenance Summary, Oct-Dec 67 (U) "C-130."
17. Extracts 100SRW Monthly Maintenance Bulletin, Oct-Dec 67 (U) "CH-3."
18. Msg (S) 15AF C 100030 Nov 67, "Combat Bug."
19. Ltr (U) Col Cole to Gen Martin, 19 Jan 68.

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TA	Table of Allowance
TAC	Tactical Air Command
TAT	Technical Acceptance Team
TCTO	Time Compliance Technical Order
TDY	Temporary Duty
TEAD	Test Evaluation and Analysis Division
TO	Technical Order
TOC	Tech Order Compliance
TOCN	Tech Order Change Notice
TOFCN	Tech Order Field Change Notice
TS	Top Secret
TSE	Test Support Equipment
TWX	Teletypewriter Exchange
U	Unclassified
UAL	Unit Allowance List
UEE	Unit Essential Equipment
UMD	Unit Manning Document
UME	Unit Mission Equipment
UR	Unsatisfactory Report
USAF	United States Air Force
USE	Unit Support Equipment
VHF	Very High Frequency
VLF	Very Low Frequency
WARRC	Western Aerospace Rescue and Recovery Center
WO	Warrant Officer, Winch Operator
WCOP	Weapon System Out of Commission for Parts
WS	Weapon System
WSECL	Weapon System Equipment Component List
WSIM	Weapon System Inventory Manager
WSSL	Weapon System Stock List
ZI	Zone of the Interior

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89

20. Msgs: A. (S) 100SRW OL20 141407 Nov 67.
B. (S) 100SRW OL20 BBO 270900 Nov 67.
C. (S) 100SRW OL20 BBO 051042 Dec 67.
D. (S) 100SRW OL20 BBO 311007 Dec 67.
E. (S) 100SRW OL20 BBO 011302 Jan 68.
"C-130 Utilization."
21. Msgs: A. (S) OL20/DET 10 200346 Nov 67.
B. (S) OL20/DET 10 241030 Dec 67.
C. (S) OL20/DET 10 010110 Jan 68.
"CH-3 Utilization."
22. Msgs: A. (S) DOSR 021617 Dec 67.
B. (C) SAC SARPF 100405 Dec 67.
C. (C) SAC SARPF 100410 Dec 67.
"Bumble Bug."
23. Msg: (S) SAC DM3A 162242 Nov 67, "Support Package."
24. Msgs: A. (C) 100SRW OL20 MO 040730 Nov 67.
B. (S) 100SRW OL20 081009 Jan 68.
"SPA Activity."
25. Extract 100SRW Monthly Maintenance Summary, Dec 67 (U), "SPA Sorties."
26. Extracts 100SRW Monthly Maintenance Summary, Jan-Dec 67 (U).
"SPA Flying and Deviation Statistics."
27. Msg (S) 100SRW OL20 171604 Nov 67, "Survivability Report."
28. Msg: (C) 15AF DM4BR 202319 Dec 67, "H-22."
29. Msgs: A. (S) SAC DM4C 132226 Nov 67.
B. (C) 100SRW OL20/DET 10 070620 Nov 67. "MARS Film."
30. A. (S) OL20 DET 10 190530 Dec 67.
B. (S) 15AF DOT/DOR 281817 Dec 67. "Combat Bug."
31. Msg: (S) OL20/DET 10 140745 Dec 67, No Subj.
32. Extracts 100SRW Monthly Maintenance Summary, Oct-Nov-Dec 67 (U).
"SPA Deviations."

UNCLASSIFIED

0 8 6 6

UNCLASSIFIED

90

33. Msg (C) OL20 MO 07075 Nov 67 G-42.
34. Msg (C) 15AF DO/DM 132126 Nov 67, "Training."
35. Msg: (C) 15AF DPL/DO/DM 072200 Dec 67, "Recognition."
36. Msg: (S) 15AF DOT 272315 Dec 67, "MARS Training."
37. Msgs: A. (S) CSAF AFXOPR 052026 Dec 67.
B. (S) 15AF DM4BR 252335 Dec 67.
"SPA Recovery."
38. Msg: 15AF DOR 202137 Dec 67, "Combat Bug."
39. Msgs: A. (S) LOR PM 032337 Nov 67.
B. (S) LOR PM 202005 Nov 67.
C. (C) LOR PM 272323 Nov 67.
D. (S) SAC JIFFY 0082 Nov 67.
E. (S) LOR PM 132340 Nov 67, "Rivet Bin."
40. Msgs: A. (S) LOR PM 060252 Dec 67.
B. (S) AFLC MCMX 212152 Dec 67. "Hemp."
41. AFLC MCMX 011703 Nov 67, "Big Safari."
42. Msgs: A. (S) AFLCLOR 141815 Nov 67.
B. (C) 15AF DPLP 212212 Nov 67. "SAMACS."
43. Msgs: A. (S) AFLCLOR 170116 Nov 67.
B. (S) AFLCLOR PM 140038 Dec 67.
C. (C) AFLCLOR PM 040125 Dec 67.
D. (S) AFLCLOR PM 090233 Dec 67.
E. (S) AFLCLOR PM 270156 Dec 67.
F. (S) AFLCLOR PM 280113 Dec 67.
G. (S) AFLCLORPM 290320 Dec 67, "Flight Test."
44. Msgs: A. (S) AFLCLOR 291725 Nov 67.
B. (S) SAC DPLC/DPPM 061723 Dec 67.
C. (S) AFLCLOR 181855 Dec 67, "Rivet Bin."
45. Msg: (S) 15AF DO 131852 Nov 67, "Combat Bug."

UNCLASSIFIED

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UNCLASSIFIED

91

46. Msgs: A. (S) CSAF AFXOPR 152144 Nov 67.
B. (S) SAC DPLC 132125 Nov 67.
C. (S) 15AF DO/DM/DPL 251630 Nov 67.
D. (S) 15AF DO 062205 Dec 67.
E. (S) 15AF DM4BR 072350 Dec 67.
F. (S) 15AF DO 132332 Dec 67.
G. (S) 15AF DOIMBPL 230015 Dec 67.
"Combat Bug/147H."
47. Msgs: A. (S) 15AF DO 292315 Nov 67.
B. (S) SAC DOSRS 281739 Nov 67.
C. (S) 15AF JOPREP JIFFY DOR 0223 Dec 67.
"MSQ 77/BQM 34."
48. Msg (S) 15AF 210054 Nov 67, "147S."
49. Msg (S) 15AF DPL 082320 Nov 67, "147S Testing."
50. Msgs: A. (S) AFLCLOR PM 080048 Dec 67.
B. (C) 15AF DM4BR082333 Dec 67.
"Rivet Bin."
51. Msgs: A. (S) SAC DPLC 091733 Nov 67.
B. (S) 15AF DPL 142300 Nov 67.
C. (S) SAC DM4C 212018 Nov 67.
D. (S) CSAF AFXOPR/AFSMES 222332 Nov 67.
E. (S) SAC DM4C 241649 Nov 67.
"Deployment."
52. Msgs: A. (S) SAC DM4C 082333 Dec 67.
B. (S) SAC DM4C 212201 Dec 67.
C. (S) 15AF DM4BR 280006 Dec 67.
"Rivet Bin."
53. Msgs: A. (S) SAC DPLC 081712 Nov 67.
B. (S) 15AF DPL 032359 Nov 67.
"Drone Recovery."
54. Msgs: A. (C) AFLC MCMX 211951 Nov 67.
B. (C) 15AF DM4BR 082336 Dec 67.
C. (S) 15AF DO/DM 152345 Dec 67.
"MARS Training Hulks."

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0 8 7 6

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92

55. Msgs: A. (C) LOR FM 280102 Nov 67.
B. (C) LOR FM 050126 Dec 67.
C. (C) LOR FM 152331 Dec 67.
D. (S) LOR 271953 Dec 67.
"MARS."
56. Msgs: A. (S) SRC JOPREP JIFFY 0029 Nov 67.
B. (S) LOR 271910 Nov 67.
C. (S) 15AF DOT 131330 Dec 67.
"Rapid Pick-Up."
57. Msgs: A. (S) WRAMA WRNE 103084 Sep 67.
B. (S) SAC DM3/DM4 09795 Sep 67.
C. (C) ASRD 031718 Nov 67.
D. (C) SAC DPLC/DM3 151756 Nov 67.
E. (S) SAC DPLC-1 212203 Nov 67.
F. (C) ASRD 241455 Nov 67.
"Conference."
58. Msgs: A. (U) 15AF EFTO DE 142047 Nov 67.
B. (U) 15AF EFTO DM4BR 212247 Nov 67.
"Compass Arrow."
59. Msgs: A. (U) 15AF EFTO DP/DPL 152245 Nov 67.
B. (U) 15AF EFTO DPLP 012214 Dec 67.
C. (S) 15AF DO 052310 Dec 67.
"Compass Arrow."
60. Msgs: A. (C) SAC DOTA 022145 Nov 67.
B. (C) 15AF DOTT 171820 Nov 67.
C. (C) ATC ATTAT-B 052141 Dec 67.
"RCO Training."
61. Msgs: A. (C) 15AF DPL 081655 Nov 67.
B. (C) SAC DPLC 172329 Nov 67.
C. (U) 15AF EFTO DM4BR 30006 Nov 67.
"CA Training."
62. Msgs: A. (S) SAC DOTA 051924 Dec 67.
B. (S) SAC DPLC 202058 Dec 67.
"SPA Training."
63. Msgs: A. (C) SAC DM3A 082242 Nov 67.
B. (C) ASD ASRD 061740 Dec 67.
"Equipment."

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93

64. Msgs: A. (S) SAC DPLP 032241 Nov 67.
B. (S) 15AF DOT 032325 Nov 67.
"Training."
65. Msgs: A. (S) ASD ASRD 272251 Nov 67.
B. (C) ASD ASRD 282107 Nov 67.
C. (S) SAC DPLC 061500 Dec 67.
D. (S) SAC DPLC 171432 Dec 67.
"Testing."
66. Msgs: A. (C) SAC DPLC 021438 Nov 67.
B. (C) 15AF DPLP 1032155 Nov 67.
C. (S) CSAF AFRDRMS 222100 Nov 67.
D. (S) SAC DPLC-1 032138 Jan 68.
"CA Modification."
67. Msgs: A. (S) ASRD 11290 Oct 67.
B. (C) ASD 021801 Nov 67.
C. (S) SAC DPLS 081713 Nov 67 (RETRANSMITTAL)
D. (S) ASRD 152036 Nov 67.
E. (S) ASRD 221740 Nov 67.
F. (S) ASRD 282047 Nov 67.
G. (S) CASF AFMDG 051925 Dec 67.
H. (S) ASRD 052121 Dec 67.
"Compass Arrow."
68. Msgs: A. (C) 7AF NF 180115 Nov 67.
B. (C) 46RTS/JPCCO NF 271006 Dec 67.
"Mission Reports."
69. Msgs: A. (C) 15AF DM4BR 072350 Nov 67.
B. (S) AFLCLOR 152349 Nov 67.
C. (S) 15AF DM4BR 161936 Nov 67.
D. (S) OL20 100SRW 240900 Nov 67.
E. (C) 15AF DM4BR 1300 16 Dec 67.
F. (C) 15AF DM4BR 012342 Nov 67.
"Tech Rep Reports."
70. Msgs: A. (S) 100SRW OL20 08052 Dec 67.
B. (S) 100SRW OL20 101318 Dec 67.
C. (S) 100SRW OL20 14335 Dec 67.
D. (S) 100SRW OL20 170621 Dec 67.
E. (S) 100SRW OL20 180231 Dec 67.
F. (S) 100SRW OL20 210220 Dec 67.
G. (S) 100SRW OL20 241716 Dec 67.
H. (S) 100SRW OL20 241716 Dec 67.
I. (S) 100SRW OL20 270934 Dec 67.
J. (S) 100SRW OL20 280218 Dec 67.

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0 8 7 2

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94

71. Msg (S) AFLC MCMX 062155 Dec 67.
72. Msg (S) 100SRw OL20 240112 Dec 67, "Review Panel."
73. Msgs: A. (S) 100SRW OL20 300741 Nov 67.
B. (S) 100SRW OL20 07231 Dec 67.
C. (S) 100SRW OL20 120300 Dec 67.
"OPREP'S"
74. Msgs: A. (C) 100SRw OL20 130832 Dec 67.
B. (C) 15AF DM4BR 152300 Dec 67.
C. (S) SAC DM4C 252145 Dec 67.
"UR Exhibits."
75. Msgs: A. (U) 15AF DM4BR 300024 Nov 67.
B. (U) 15AF DM4BR 291922 Nov 67.
"Rivet Bin."
76. Msg (C) SAC DM3/DM4 212235 Dec 67. "Engine Reporting."
77. Msgs: A. (C) AFLCLOR 041805 Dec 67.
B. (C) 100SRW OL20 041831 Dec 67.
C. (C) 100SRW OL20 082130 Dec 67.
D. (C) AFLCLOR 192245 Dec 67.
E. (S) 100SRW OL20 241715 Dec 67.
F. (C) 100SRW OL20 251040 Dec 67.
G. (C) 100SRW OL20 270936 Dec 67.
"Reports."
78. Msgs: A. (C) 100SRW OL20 Det 10 020635 Nov 67.
B. (C) 100SRW OL20 070745 Nov 67.
C. (S) AFLCLOR 271655 Nov 67.
D. (S) SAC DM4C 112154 Dec 67.
"Disposition."
79. Msg (U) AFLCLOR 022300 Jan 68 "Shipment."
80. Msgs: A. (S) SAC DM4C 07222 Nov 67.
B. (S) DM4C SAC 082218 Nov 67.
C. (S) SAC DM4C 202101 Nov 67.
D. (U) SAC DM4C 211934 Nov 67.
"Drone Maintenance."

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0 8 7 5

UNCLASSIFIED

95

81. Msgs: A. (S) SAC DM4 082009 Nov 67.
B. (S) 15AF DM4 132340 Nov 67.
C. (S) 15AF DM4BR 160027 Nov 67.
82. Msg (C) 15AF DM4 152255 Dec 67.
83. Msgs: A. (U) SAC DM4C 211932 Nov 67.
B. (U) SAC DM4C 051948 Dec 67.
C. (U) SAC DM4C 051245 Dec 67.
D. (U) SAC DM4C 012208 Dec 67.
E. (S) 15AF DM4BR 201900 Dec 67.
"C-130 Aircraft"
84. Msgs (S) SAC DM4C 062238 Nov 67. "MCGS Deficiencies"
85. Msg (U) AFLC MCMX 132139 Dec 67. "Tech Services Support"
86. Msgs: A. (S) 100SRW OL20 030230 Oct 67.
B. (S) 100SRW OL20 031714 Nov 67.
C. (C) 100SRW OL20 070416 Nov 67.
D. (C) 100SRW OL20 120010 Dec 67.
E. (C) 15AF DM4BR 230030 Nov 67 "LORAN C"
87. Msg (U) SAC DM4C DOSR 242151 Nov 67 "Proposed Installation"
88. Extracts from 100SRW Monthly Maintenance Bulletin, Oct-Dec 67 (U)
"Aborts"
89. Msg (U) 15AF DM4BR 09234 6 Nov 67 "GNORS"
90. Msg (U) SAC DM4C 202020 Nov 67 "Critical Safety Hazard"
91. Msgs: A. (C) 100SRW OL20 100806 Nov 67.
B. (U) SAOQLD 070101 Dec 67 "CH-3E"
92. MSGS: A. (C) SAC DM4C 091727 Nov 67.
B. (C) 15AF DM4BR071859 Dec 67.
C. (C) 15AF DM4BR 222330 Nov 67
D. (C) 15AF DM4BR 161934 Nov 67 "Total Systems Qualified"
93. Msgs: A. (S) 15AF DM 071700 Nov 67.
B. (S) 15AF DM 081800 Nov 67.

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0 8 7 4

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96

94. Msgs: A. (S) AFLC LOR/QM 141918 Nov 67.
B. (C) 100SRW OL20 170900 Nov 67.
C. (C) AFLC LOR 181600 Nov 67.
D. (U) AFLCLOR 242010 Nov 67.
E. (C) 100SRW OL20 260504 Nov 67.
F. (U) AFLCLOR 051710 Dec 67.
G. (S) AFLC MCMX 062165 Dec 67.
H. (S) 100SRW OL20 091335 Dec 67.
I. (S) 100SRW OL20 209431 Nov 67.
"Fuel Control-Throttle Actuator."

95. Msgs: A. (S) 15AF DM4BR 062333 Nov 67.
B. (S) AFLCMCMX 172144 Nov 67.
C. (S) SACDPLC 222206 Nov 67.
D. (S) AFLC MCMX 222255 Nov 67.
E. (S) AFLC MCMX 272219 Nov 67.
F. (S) AFLC MCMX 081523 Dec 67.
G. (C) AFLCMCMX 131836 Dec 67.
"147-H 147 S Engine."

96. Msgs: A. (S) AFLCLOR 042130 Dec 67.
B. (S) 100SRW OL20 050851 Dec 67.
C. (C) 15AF DM5BR 051910 Dec 67.
D. (S) 100SRW OL20 081053 Dec 67.
"Low Level Float Switch."

97. Msgs: A. (S) 100SRW OL20 0213335 Dec 67.
B. (S) AFLCLOR 101600 Dec 67.
C. (S) AFLCLOR 101650 Dec 67.
"Wing Fuel Tanks."

98. Msgs: A. (S) 100SRW OL20 050500 Dec 67.
B. (S) SAC DM4C 11214 2 Dec 67.
C. (S) 100SRW OL20 140823 Dec 67.
D. (U) 100SRW OL20 042311 Jan 68.
"Roll Limiter."

99. Msgs: A. (C) 15AF DM4BR 212126 Nov 67.
B. (C) AFLCLOR 221815 Nov 67.
"H-39."

100. Msgs: A. (S) SAC DM4C 052137 Dec 67.
B. (S) 15AF DM4BR 202334 Dec 67.
"H-29."

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101. Msgs: A. (S) 100SRW OL-20 081050 Dec 67.
B. (C) 100SRW OL20 020035 Jan 68.
C. (U) 100SRW OL20 1216 Jan 68.
"Status Report."
102. Msg: (S) SAC DM4C 251141 Nov 67.
"147H Captive Flights."
103. Msgs: A. (S) 15AF DM4BR 281743 Nov 67.
B. (S) SAC DM4C 292141 Nov 67.
"Flight Control Boxes."
104. Msg (C) 15AF DM4BR 282021 Nov 67.
"Indicating System."
105. Msgs: A. (S) 100SRW OL20 080125 Jan 68.
B. (U) AFLCLOR 302110 Nov 67.
C. (U) AFLCLOR 302100 Nov 67.
D. (U) AFLCLOR 012245 Dec 67.
E. (U) AFLCLOR 020025 Dec 67.
F. (U) AFLCLOR 051745 Dec 67.
G. (C) 100SRW OL20 140941 Dec 67.
H. (U) AFLCLOR 301550 Nov 67.
"147S."
106. Msgs: A. (S) 100SRW OL20 171015 Nov 67.
B. (U) AFLCLOR 212335 Nov 67.
C. (S) 100SRW OL20 081207 Dec 67.
D. (S) 100SRW OL20 240840 Nov 67.
"Parachutes"
107. Msgs: A. (S) 100SRW OL20 011510 Nov 67.
B. (U) 100SRW OL20 090600 Nov 67.
C. (S) 15AF DM4BR 142055 Nov 67.
"AGE"
108. Msgs: A. (C) 100SRW OL20 191209 Nov 67.
B. (C) 100SRW OL20 211403 Nov 67.
C. (S) ZIPPO/100SRW OL20 240841 Nov 67.
D. (C) 15AF DM4BR 042347 Dec 67. "Garrett Substitute."
109. Msgs: A. (U) AFLCLOR 222345 Nov 67.
B. (U) AFLCLOR 131931 Dec 67.
C. (U) SAC DM4C 081647 Nov 67. "TCTO & EUR."

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110. Msgs: A. (S) AFLCLOR 171800 Nov 67.
B. (U) AFLCLOR 142340 Dec 67.
"AGE Modification."
111. Msgs: A. (S) AFLCLOR 061930 Nov 67.
B. (S) AFLCLOR 222340 Nov 67.
C. (S) AFLCLOR 221700 Nov 67.
"FMC."
112. Msgs: A. (C) 100SRW OL20 Nov 67.
B. (S) 15AF DO DM 09100 Nov 67.
C. (C) 100SRW OL20 100401 Nov 67.
D. (C) 100SRW OL20 240931 Nov 67.
E. (S) 100SRW OL20 280515 Dec 67.
"Scorer Status."
113. Msgs: A. (C) AFLCLOR 080010 Nov 67.
B. (C) 100SRW OL20 121736 Nov 67.
C. (C) 100SRW OL20 250801 Nov 67.
"233 Scorer."
114. Msgs: A. (S) SAC DPLC 091738 Nov 67.
B. (S) AFLCLOR 162343 Nov 67.
C. (S) 15AF DICR 291820 Nov 67.
D. (S) 15AF DICR 222035 Dec 67.
E. (S) 15SAD 9DCIP 262331 Dec 67. "Test Material."
115. Msgs: A. (S) 15SAD9RTSSORA 061545 Nov 67.
B. (S) 15SAD9RTSSORA 212255 Nov 67.
C. (S) 15SAD9RTSSORA 192310 Nov 67. "Processed Material."
116. Msgs: A. (S) AFLCLOR 082355 Nov 67.
B. (S) 15SAD 9RTSORA 141730 Dec 67.
C. (C) AFLCLOR 201910 Dec 67.
D. (C) 100SRW OL20 SUP 241714 Dec 67.
E. (C) 100SRW OL20 011307 Jan 68.
"F415Y Scorer."
117. Msgs: (S) 15AF DM24045 Dec 67. "Damaged Scorer."
118. Msg (U) 15AF DE/DM 13902 Oct 67. "Facilities."

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119. Msgs: A. (S) 100SRW OL20 12917 Oct 67.
 B. (U) 100SRW OL20 271312 Nov 67.
 C. (U) 100SRW OL20 041000 Dec 67.
 D. (U) 100SRW OL20 030865 Jan 68.
 "Facilities."
120. Msgs: A. (C) 100SRW OL20 121735 Nov 67.
 B. (U) 100SRW OL20 (to Gen Hunziker) 1514123 Nov 67.
 "Inspection."
121. Msgs: A. (S) SAC DOCEP 032312 Dec 67.
 B. (S) 100SRW OL20 (to SAC) 0300 20 Jan 68.
 "Secure Circuit."
122. Msg (U) SAC DM4 202240 Nov 67 "Ch-3"
123. Msgs: A. (S) 100SRW OL20 BBO 180711 Dec 67.
 B. (S) 15AF DS 282328 Dec 67.
 C. (S) 100DS 020105 Jan 68.
 "Missile Accident."
124. Extracts: A. (U) SPA Termination vs Launches.
 B. (C) SPA Terminations.
125. Msgs: A. (C) 100SRW OL20 080415 Nov 67.
 B. (S) 15AF DM4BR 172001 Nov 67.
 C. (S) SAC DM4C/DM#A 042156 Dec 67.
 "147N."
126. Msgs: A. (S) CSAF 032319 Nov 67.
 B. (S) SAC DPLC 251603 Nov 67.
 C. (S) AFLCLOR 111829 Dec 67. "147NQ."
127. Ltr, Col Cole to Gen Martin "Report." 19 Oct 67.
128. Msgs: A. (S) CSAF AFRORM 78049 Oct 67.
 B. (C) ODRI/New Delhi 081209 Nov 67.
 C. (C) ODRI/New Delhi 120610 Dec 67.
 "TDY Of Technician."
129. Msg: (S) AFLCLOR 010100 Nov 67. "Tech Rep Support."

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- 130. Msgs: A. (S) AFLCLOR 042105 Dec 67.
B. (S) AFLCLOR 122230 Dec 67.
C. (S) AFLCLOR 130015 Dec 67.
"CTSP Clearance."
- 131. Extract from Report of Staff Visit, 12th SAD dtd 26 Oct 67.
- 132. Msgs: A. (S) 22AF 082140 Nov 67.
B. (S) 100SRW OL20 270800 Nov 67.
C. (S) MAC MAOCMS 281748 Nov 67.
"Backhaul."
- 133. Msg: (U) SAC DPLC 05236 Dec 67, "Recognition."
- 134. SPAR Monthly Progress Report of 100TEAD, Oct-Nov-Dec 67 (S).
- 135. Msgs: A. (C) SAC DPLC 091729 Nov 67.
B. (C) SAC DPLC 151753 Nov 67.
C. (C) 15AF DM4BR 282138 Nov 67.
"Plans."
- 136. 100TEAD Specific Item Report (S).

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P 072350Z NOV 67

FM 15AF MARCH AFB CAL IF

TO RUWJDBA/12SAD / 100DCM/ DAVIS MONTAN AFB ARIZ

INFO RUMSJS/OL 20 / 100SRW C/ BIEN HOA AB REPUBLIC VIETNAM

BT

~~CONFIDENTIAL~~ LINDIS (SPAR/PAR) DM4BR.

FOR SPAR/PAR CONTACT OFFICERS. THIS IS A RIVET BIN MESSAGE.

SUBJ: (SPAR/PAR) SERVICING OF SALT WATER SWITCH (U). REFERENCE

OL-20 TECH REP FIELD REPORT (S), DATED 4 OCTOBER 67, PARA 1.

INDICATIONS ARE THAT SOME CONFUSION MAY EXIST WHEN REQUIRED TO

SERVICE THE SALT WATER SWITCH IAW T.O. 147H-2-12, PAGE 3-23, PARA

3-13, ITEM F. REQUEST YOU SUBMIT AN AFTO FORM 22 TO INCLUDE A

WARNING NOTE BETWEEN PARA 3-13.F. AND PARA 3-14 STATING, "DO NOT

CONFUSE THE SALT WATER SWITCH WITH THE BATTERY CUTOFF BOTTLE AS

PERSONAL INJURY OR DAMAGE TO EQUIPMENT MAY RESULT." GP-4.

BT

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**ACTION
DCM**

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DECLASSIFIED AFTER 12 YEARS.
EOD DIB 6200.10

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FM AFLCLOR

TO RUCSAAA/SAC/DMAC/

INFO RUEDFIA/AFLC/MCMX/

RUMBKNA/15AF/DM4BR/

RUMJDBA/12STRATAEROSPD1V/DM/

RUMJDBA/100STRATRECONWG/DCM/

RUMSJS/CL-20 BIEN HOA AB RVN

BT

~~SECRET~~ LINDIS

PROJ RIVET BHN LOR

FOR COL HOLLEY, COL POWELL, MAJ LEE, LT COL MCEWEN, LT COL BRITTON, COL SWANSON. REF SAC/DMAC(S) 072221Z NOV 67. SUBJ: ACTION ON TECHNICAL REPRESENTATIVE REPORTS (U).

1. THE RYAN TECHNICAL REPRESENTATIVE REPORTS HAVE POINTED OUT AREAS THAT REQUIRE IMPROVEMENT. AFLCLOR HAS NOT RESPONDED TO ALL ITEMS IN REGARD TO FIXES. IT IS THE LOR OPINION THAT ALL PROBLEMS IN THESE REPORTS HAVE BEEN DISCUSSED AT LENGTHS WITH THE USING ORGANIZATION AND THAT ALL ITEMS, IF DEEMED A PROBLEM AS STATED, SHOULD BE FOLLOWED UP BY THE UNIT IN THE FORM OF AN EUR, UR, AFTO FORMS 189/22 OR AF

PAGE TWO RUMJHEA 056 ~~SECRET~~ LINDIS

FORM 847. THESE FORMS ARE BASIC PRODUCT IMPROVEMENT METHODS. SOME OF THE REPORTED DEFICIENCIES HAVE ALREADY BEEN ACTED UPON. THE SPECIFIC AREAS IN THE REFERENCED MSG ARE ANSWERED IN THE SAME ORDER AS THEY APPEAR.

A. WEIGHT AND BALANCE: ALL 147 TECH DATA NOW READS: "THE SPA IS WITHIN THE WEIGHT AND BALANCE LIMIT FOR THE SPECIFICATION MISSION WHEN SHIPPED FROM THE MANUFACTURING FACILITY. IF FOR ANY REASON A DEVIATION OF EQUIPMENT IS MADE FROM THE SPECIFIED MISSION AND/OR A MAJOR STRUCTURAL MODIFICATION HAS BEEN REQUIRED, IT WILL BE NECESSARY TO VERIFY THE WEIGHT AND BALANCE. THE FOLLOWING ARE CHANGE DATES TO TECH DATA FOR EACH OPERATIONAL MODEL SPA:

147J-2-2, PARA 6-42, 7 SEP 67

147H-2-2, PARA 6-72, 1 AUG 67

147S-2-2, PARA 6-42, 1 AUG 67

B. BLUE PRINTS AND SCHEMATICS: AFLCLOR IS UNABLE TO AUTHORIZE BLUE PRINTS AS ABSOLUTE TECH DATA. THE RYAN COMPANY DOES NOT USE A MASTER INDEX SYSTEM FOR CONTROL. THEY MAKE THE STATEMENT, "THIS DRAWING SUPERSEDES (PREVIOUS DRAWING) DATED ETC." UTILIZING THIS METHOD, THE FIELD WOULD NEVER KNOW WHEN THE DRAWINGS WERE CURRENT. THERE IS, HOWEVER, COMPLETE FILES AT EACH OPERATIONAL LOCATION. EACH

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PAGE THREE, RUMJHEA 056 ~~SECRET~~ LINDIS
NEW DRAWING IS DISTRIBUTED TO THE SENIOR CTSP AT EACH LOCATION. THESE
DRAWINGS ARE USED FOR "REFERENCE ONLY." AFLC/LOR CONTROLS THEIR USE
VIA TECH DATA STATEMENT TO EACH PUBLICATION PAGE AS FOLLOWS: WHERE
INFORMATION CONTAINED IN ANY COMBAT BUG PUBLICATION CONFLICTS, THE
DASH ONE AND DASH TWO HANDBOOKS WILL HAVE PRECEDENCE.
SCHEMATICS: AFLC/LOR AUTHORIZES THE USE OF SCHEMATICS WHEN THEY ARE
PRINTED IN 147 PUBLICATIONS. IN CONVERSATIONS WITH THE TECH REPS IT
IS THEIR FEELING THAT THE SAC SYSTEM DOES NOT PERMIT LATERAL USE OF
SCHEMATICS IN TROUBLE SHOOTING, I.E., IF TECH DATA DOES NOT STATE
USE OF SCHEMATICS TO FURTHER TROUBLE SHOOT SYSTEMS, THEY ARE NOT
PERMITTED TO USE THEM. IT IS THE AFLC/LOR POSITION THAT ALL SCHEMATICS
IN 147 PUBLICATIONS SHOULD BE USED IN TROUBLE SHOOTING TO INCLUDE FOR
REFERENCE ONLY DRAWINGS.

C. BANK ANGLE ADJUSTMENTS: AFLC/LOR HAS HAD THIS PROBLEM UNDER
INVESTIGATION SINCE JUNE 1967. IMPROVEMENTS ARE AS FOLLOWS: TCTO
ID-147-605 AND ID-147H-606 WERE ISSUED TO PROTECT THE CIRCUITS FROM
PEAK VOLTAGES AND TO IMPROVE ADJUSTMENT. IN ADDITION, A ONE TURN
TRIM POT WAS INCORPORATED DURING PRODUCTION, TO 147H NUMBER 24 AND ON,
ALL 147S AND 147T SPAS. THIS POT HAS PROVEN TO BE MARGINAL IN ITS
ABILITY TO HOLD ABSOLUTE ADJUSTMENT. A TCTO IS BEING DEVELOPED TO

(U) ~~SECRET~~
PAGE FOUR RUMJHEA 056 ~~SECRET~~ LINDIS
REPLACE THIS POT WITH A TWENTY FIVE TURN POT. TCTO WILL BE ISSUED
WITHIN THIRTY DAYS. THESE IMPROVEMENTS ALONG WITH TECH DATA CHANGES
FOR ADJUSTING AND SETTING BANK ANGLES SHOULD ELIMINATE ALL PROBLEMS
WITHIN THIS AREA.

D. UNDER WING MAINTENANCE: AFLC/LOR AT THE REQUEST OF HQ SAC
DEVELOPED A COMPLETE UNDERWING MAINTENANCE CHECKLIST FOR THE 147H
(REFERENCE 147H-2-12, SECTION V). THIS CHECKLIST WAS PUBLISHED IN
HARD COPY 1 APR 1967. IT OUTLINES ALL SYSTEMS (COMPONENTS) THAT CAN
BE WORKED UNDER WING. IT INCLUDES ALL SAFETY REQUIREMENTS PRIOR
TO MAKING ANY ONE SPECIFIED CHECK. IT WAS NOT INCLUDED IN THE 147S
TECH DATA, AWAITING SAC APPROVAL OF THE 147H CHECKS. DUE TO THE
REQUIREMENT IMPLIED IN YOUR MSG, LOR HAS INSTRUCTED THE CONTRACTOR
TO INCLUDE THESE CHECKS IN THE RAMACS (147S NO. 17 AND ON) DATA
NOW BEING WRITTEN AND REQUESTED CHANGE TO THE PRESENT S DATA.
2. THIS MSG WAS COORDINATED WITH AFLC/MCMX.

GP-3
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FUNCTION. EVERY EFFORT WILL BE MADE TO MAINTAIN THE PROGRAMMER

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ZN 328000
DE RUMSJS 1934 3281130

ZNY SSSSS
P 240900Z NOV 67

FM 100SRW OL 20 BIEN HOA AB RVN
TO RUMBKN/15AF MARCH AFB CALIF/DM4BR
INFO RUCSAAA/SAC/DM4C

RUMJDBA/12SAD DAVIS MONTHAN AFB ARIZ/DM/100DCM
BT

SECRET 0-20 100SRW NOV 67.

THIS IS A BUMBLE BUG MESSAGE. REF 15AF (S) MSG'S DM4BR 160027Z
NOV 67/161936Z NOV 67. SUBJECT: OL-20 TECH REP REPORTS, PERIODS
ENDING 5 NOV AND 29 OCT RESPECTIVELY. COMMENTS AND OR ACTION TAKEN
BY OL-20. MSG IN TWO PARTS. PERIOD ENDING 5 NOV 67. (1) DR
AUTO TUNE MALFUNCTION WAS DUE TO NORMAL WEAR CAUSED BY THE CON-
TINUOUS PRE-FLIGHTS AND ITS SUBSEQUENT CANCELLATIONS BY HIGHER
HEADQUARTERS (REPORTS REFLECT THE NUMBER OF PRE-FLIGHTS). NO U.R.
WAS SUBMITTED. (2) DURING POST-FLIGHT MAINTENANCE THE 523 DOPPLER
SYSTEM WAS THOROUGHLY AND EXTENSIVELY CHECKED BY AIR FORCE
PERSONNEL WITH THE ASSISTANCE OF THE CONTRACTOR'S TECH REPS AND
PTHE MALFUNCTION WAS NOT DUPLICATED AT THAT TIME; DURING THE NEXT
SCHEDULED PRE-FLIGHT IT WAS NOTED THAT THE PROGRAMMER WAS DOUBLE
PLLSING, THE SWITCH COULD NOT BE ADJUSTED, THE NAV-COMPUTER WAS

PAGE 2 RUMSJS 1934 SECRET

REPLACED AND THE MALFUNCTION CORRE TED. NO U.R. WAS BELIEVED TO BE
REQUIRED AND THE INFORMATION ON HAND IS NOT ENOUGH TO ESTABLISH
ANY TRENDS AND THE REQUIREMENT FOR ANY TIME CHANGE/ INSPECTION APP-
EARED TO BE PREMATURE AT THIS TIME. AGAIN THE MALFUNCTION COULD
BE ATTRIBUTED TO THE REPEATED PRE-FLIGHTS AND TIME EXPENDED FOR
MAINTENANCE. (3) DUE TO THE POSITION OF THE INLET COVERS WITH
RELATION TO THE ANTENNA THE COVERS WILL INTERFERE WITH THE AN-
TENNA. UPON REMOVAL OF THE COVERS THE MALFUNCTION WAS CLEARED,
BUT STILL EXTENSIVE CHECKS WERE PERFORMED AND THE MALFU CTION WAS
BUT STILL EXTENSIVE CHECKS WERE PERFORMED AND THE MALFUNCTION WAS
NOT DUPLICATED, NO CORRECTIVE ACTION WAS TAKEN. (4) IT HAS
BEEN THE PRACTICE OF HIGHER HEADQUARTERS, TO FOLLOW AND AFLC-LOR/
MCWX WITH A MESSAGE INDICATING THAT SUCH MESSAGE IS FOR OL-20
ACTION. OL-20 QUERRED HHQ ABOUT LOR 1352 AND NO ANSWER WAS
RECEIVED. LOR 1352 HAS BEEN COMPLIED WITH UPON RECEIVAL OF YOUR
15AF (S) DM4BR 160027Z, REFERENCED ABOVE. IS OL-20 TO UNDERSTAND
THAT ANY AFLC MESSAGE GRANTS AUTHORITY TO ACT, IF ADDRESSED TO OL-20
PLEASE ADVISE. (5) THE AUTO TUNE MODULE AS WELL AS ANY OTHER SYSTEM
IN THE SPA147J (J-14) EXPERIENCED A CONTINUOUS AND EXCESSIVE USE DUE
TO THE AMOUNT OF MISSIONS SCHEDULED AND SUBSEQUENTLY CANCELLED, DUE
TO THIS ABNORMAL CONDITION NO. UR/AFTO 22 WAS INITIATED. UNDER

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PAGE 3 RUMSJS 1934 ~~SECRET~~

NORMAL OPERATING CONDITIONS A U.R. WOULD HAVE BEEN SUBMITTED. (6) THE BLOWER MOTOR WAS REPAIRED AND INSTALLED AGAIN. A NEW MOTOR WAS IMMEDIATELY PUT ON ORDER AND REPLACED UPON ARRIVAL. TO INSURE EASY, OPERATIONAL AND RELIABLE SYSTEM. (7) THE PLATTING BOARD TECH IS UP-TO-DATE AND COMPLETE, AND GIVES GUIDELINES AND TIMELY INTERVALS FOR ALIGNMENT OF THE BOARD. THE PLATTING BOARD MALFUNCTION REFERENCED IN YOUR MESSAGE WAS FOUND DURING A PORTION OF THE ARCO PRE-FLIGHT AND CORRECTED BY A MINOR ADJUSTMENT IN THE SPAT BY THE WGS TECHNICIAN AND THE PRE-FLIGHT WAS COMPLETED WITHOUT ANY FURTHER DISCREPANCIES. (8) ALL PERSONNEL WERE BRIEFED ON THE IMPORTANCE TO ADHERENCE TO TECH DATA AND THE RESPONSIBILITY OF ALL INDIVIDUALS TO FOLLOW AND PERFORM EVERY STEP IN THE TECH DATA/CHECKLIST. THE SPA CREW CHIEF INCHARGE WAS INSTRUCTED TO PERSONALLY INSPECT THE CONNECTORS FOR THE 0.5 SECOND TIMER AND FUEL PUMP VALVE TO INSURE PROPER CONNECTIONS. (9) THE PIN FOR THE ANTI-WING MILL COVER WAS BROKEN AT DET 10 (DANANG AB) DURING THE INSTALLATION OF THE ANTI-WING MILL COVER AND REPLACEMENT OF PIN WOULD HAVE DELAYED THE RETURN OF THE LAUNCH AIRCRAFT TO CL-20. THE REPLACEMENT OF THE PIN COULD TAKE FROM ONE-HALF HOUR TO TWO(2) HOURS, AND A DELAY IN THE TURN-AROUND OF THE SPA FOR THE NEXT MISSION. THERE ARE PROVISIONS

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PAGE 4 RUMSJS 1934 ~~SECRET~~

IN THE TECH DATA FOR FLYING THE SPA WITHOUT ANTI-WIND MILL COVERS. (10) A COMPLETE EVALUATION OF THE AIRFRAME WAS PERFORMED AND APPROPRIATE CORROSION CONTROL METHODS WERE APPLIED WHERE NEEDED, BUT THE EXPOSURE TO THE INCLEMENT WEATHER WOULD CREATE A CERTAIN DEGREE OF CORROSION THAT HAS BEEN VORREVTED, WITHOUT DEGRADING THE OPERATIONAL STATUS OF THE SPA 147J(J-4). J-14 WAS UNLOADED AND EXPOSED TO THE ELEMENTS FOR AN EXTENDED PERIOD OF TIME INTERRUPTED ONLY BY OPERATIONAL LAUNCH AND URGENT MAINTENANCE ACTION. (11) THE APM-265 WAS ERRONEOUSLY REPORTED AS OUT OF COMMISSION, IT IS NOW UNDER VALI RATION AND HAS BEEN TURNED IN TO SUPPLY FOR SHIPMENT TO D-M FOR CALIBRATION. PART II. 1) AS STATED IN TECH REPS'S REPORT "WEATHER CONDITIONS AND TIGHTNESS OF SCHEDULE" WERE THE DECISIVE FACTORS IN MOVING THE SPA FROM THE RIGHT TO THE LEFT PYLON. THE TROUBLE DEVELOPED DURING R&D CHECKS WERE BELIEVED TO BE IN THE PYLON DUE TO THE RECENT CONSOLE CHECK-OUT OF THE SPA WERE NO ABNORMALITIES WERE ENCOUNTERED, SO THE DECISION WAS MADE TO CHANGE PYLON. PROPER PROCEDURES AND CAREFUL HANDLING IS ALWAYS COMMON PRACTICE AT CL-20. (2) REMOVAL OF PATCHES FROM PROGRAMMER: ALL PERSONNEL HAVE BEEN BRIEFED AS TO MAINTAIN PATCHES IN PROGRAMMER UNDISTURBED WHEN A MALFUNCTION HAS BEEN REPORTED, ALL PERSONNEL IS

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(u)
PAGE 5 RUMSJS 1934 ~~SECRET~~
NOT MORE READILY AWARE OF THE IMPOTANVE O EING A LE TO PLAY AVK
THE MIION DURING POSTFLIGHT. (3) J-14 FILE CONTROL HR-E67-1051
H^ BEEN SUBMITTED. (4) APW-23 SYSTEM MOCK-UP HAS ALL THE COMPONETS
IN ALLED AND ACTION FROM CE ISSBEING AWATIED TO MAKE POWER
INSTALLATION, AS AN INTERIM MEAN MD-3 POWER IS BEING USED FOR
CHECK-OUT. (WORK ORDER SUBMITTED 26 OCT 67). (5) THE RECOMMENDA
TIONS OBSERVATIONS MADE BY THE TECH REP ON THE SHUTDOWN
PROCEDURES FOR THE J69-T-41-A ENGINE WERE OBSERVATIONS DIRECTED
TO AFLC/LOR AND THE CONTRACTOR FOR THEIR EVALUATION. CL-28
DIS NOT SUBMITT AFTO 22, PRESENT PROCEDURES HAVE BEEN SUCCESSFULL
AND IF ANY DISCREPANCY IS FOUND BY AFLC/LOR A CHANGE OF TECH
DATA SHOULD BE RECOMMENDED.

GP43

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(u) NNNNPTTCZYUW RUWBKNA6130 3470051-~~0000~~-RUWJDBA.
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P 130016Z DEC 67

FM 15AF MARCH AFB CALIF
TO RUMSJS/OL-20/100SRW MO/BIENHOA AB RVN
INFO RUCSAAA/SAC /DM4C/
RUWJDBA/12SAD/100DCM/D MONTHAN AFB ARIZ

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MD 108-12

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DECLASSIFIED AFTER 12 YEARS.
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(u) ~~CONFIDENTIAL~~ L LIMDIS (SPAR/PAR)/DM4BR
THIS IS A RIVET BIN MESSAGE. FOR SPAR/PAR CONTACT OFFICERS.
SUBJECT: (SPAR/PAR) 523 ADJUSTMENT (U). REFERENCE TECH REP FIELD
REPORT (S), DATED 30 NOV 67, PAGE 2, LAST TWO PARAGRAPHS. PLEASE
CLARIFY THE DISCREPANCY NOTED DURING PREFLIGHT CHECKS ON H-23 CON-
CERNING THE PERTURBATION OSCILLATOR AND EPP EDJUSTMENT. WHO MADE
THE ORIGINAL ADJUSTMENTS THAT WERE FOUND TO BE INCORRECT DURING
PREFLIGHT. WHY WOULD ADJUSTMENTS CHANGE FROM ONE CHECKOUT TO THE
NEXT. WHAT ACTION CAN BE TAKEN TO PREVENT RECURRENCE PLEASE
ADVISE. GP-4.
BT

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(U) ZNY ~~SECRET~~
DE RUWJSJ 3633 3421435

ZNY ~~SECRET~~
O 08052Z DEC 67

FM 100STRATRECONWG OL 21 BIEN HOA AB RVN
TO RUWJHEA/COMV ELEVEN SAN DIEGO CALIF AFLCLOR

INFO RUEFHQA/CSAF AFXOPR AFSWE S
RUEDFIA/AFLC VCMX

RUCSAAA/SAC DCSR DPLL DV4

RUW3KNA/15AF DOR DPL DV4 WARCH AFB CALIF

RUWJDBA/12SAD CM DAVIS MONTAN AFB ARIZ

RUWJDBA/100STRATRECONWG DCM DAVIS MONTAN AFB ARIZ

RUWJABA/COMV PIR RIVET STEAMER PT MUGU CALIF

BT
(U) ~~SECRET~~ LINDIS/100SRN OL-21 DEC 67.

PROJECT RIVET 3IN. AFLC ASSIST TEAM RPT NO. NONE. FOR L/COL
BREWIS, COL POEHL, L/COL ELLIS, SPAR PAR CONTACT OFFICERS.

PART I: AFLC TEAM MEMBERS MONITORED ALL PHASES OF 147S-9 LAUNCH
AND FLIGHT 6 DEC 67. NO SPA MALFUNCTIONS OR DISCREPANCIES WERE
NOTED DURING PRELAUNCH, LAUNCH AND FREE FLIGHT PHASES OF MISSION.
VCGS TRACK ENDED ABRUPTLY. SPA DID NOT RETURN. DURING PRE-FLIGHT
S-9 PROGRAMMER AUTOTUNE FAILED. AN EUR IS BEING SUBMITTED BY OL-21
MAINT OFFICER. PART II: PRE-FLIGHT AND PRELAUNCH CHECKS WERE

~~SECRET~~
PAGE 2 RUWJSJ 3633 ~~SECRET~~ LINDIS
ACCOMPLISHED 7 DEC 67 ON H-22 WITH NO MALFUNCTIONS. TWO
DISCREPANCIES OCCURRED DURING THE FREE FLIGHT.

1. ENGINE RPM MONITORED ON VCGS DROPPED FROM 101.5 TO 91.5
AS ALTITUDE INCREASED. ABOVE 60,000 FT. RPM INCREASED TO 92.5
AND REMAINED CONSTANT FOR THE REMAINDER OF THE FLIGHT. PRE-LAUNCH
MAX RPM WAS 101.2 PERCENT AT 720 EGT. TAS 150 KTS OAT PLS 9 DEG C
AT 15,000 FT. REF (S) JOPREP JIFFY/OPREP-4/14164 FOR DETAILED VCGS
READINGS.

2. SPA WAS PROGRAMMED TO MAKE A LEFT TURN TO THE FINAL LEG
TO THE RECOVERY AREA BUT TURNED RIGHT INSTEAD. THE ARCO TOOK
MANUAL CONTROL COMMANDED A LEFT TURN TO RETURN SPA TO TRACK.
THEN COMMANDED RESTORE. THE SPA RESPONDED TO ALL COMMANDED
AND FLEW PROPER HEADING TO THE RECOVERY AREA. UPON RETURN THE
PROGRAMMER WAS CHECKED BY THE BENCH TEST SET, AND STEPPED THRU
INSTALLED IN H-23 WHILE STILL ON THE CC-131 PYLON. PROGRAM WAS
PROPER AND NO MALFUNCTION OCCURRED. THE MALFUNCTION APPEARS TO
BE OF SAME NATURE AS H-20. INVESTIGATION CONTINUING.

PART III: 147H-22 SUSTAINED MODERATE TO HEAVY IMPACT DAMAGE. A
PAR WAS ACCOMPLISHED BUT SPA COULD BE REELED IN TO ONLY 90 FT
BELOW THE CH3E. SPA WAS NOT LOOSE FROM APPROX 3 FT. TO AVOID

Inf
10001
OMC
DYICU

BCP/mc
67-4743

DECLASSIFIED AT 12 YEAR
INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10

UNCLASSIFIED

0892

UNCLASSIFIED

W
PAGE 3 RUMSJS 0633-6 E T LINDIS
LOAD LINE REBOUND. LOWER ENGINE COWL DAMAGED, TAILPIPE BENT
AND SCORER TRUMONS SHEARED OFF. EXTENT OF STRUCTURAL DAMAGE
CAN NOT BE DETERMINED UNTIL ENGINE AND COWL ARE REMOVED.
PART IV; 147S-14 WAS LAUNCHED 7 DEC 67. NO SPA DISCREPANCIES WERE
NOTED. THIS MSG HAS BEEN CO-ORDINATED WITH CMDR OL-20.
GP-3.
BT

NNNN

UNCLASSIFIED

0893

UNCLASSIFIED

m-141

~~SECRET~~

708/4

099
 DOWNGRADED AT 3 YEAR INTERVALS;
 DECLASSIFIED AFTER 12 YEARS.
 DOD DIR 5200.10

OTTSZYUW RUWSCMU2275 3440001-~~SECRET~~-RUWJDBA.

ZNY ~~SECRET~~
 DE RUMSJS 0796 3441430
 ZNY ~~SECRET~~
 O 101318Z DEC 67
 FM 120SRW OL23 BIEN HOA AB RVN
 TO RUWJHEA/NAVCOMSTA/AFLC LOR/SAN DIEGO CALIF
 RUEFHQA/CSAF/AFXOPR/AFSVE-S
 RUEDF4A/AFLC/MCMX
 RUCSAAA/SAC/DOSR/DPLL/DW4
 RUWBKNA/15AF/DOR/DPL/DV4/MARCH AFB CALIF
 RUWJDBA/12SAD/DV/DAVIS MONTHAN AFB ARIZ
 RUWJDBA/130STRATRECON/SG/DCM/DAVIS MONTHAN AFB ARIZ
 RUWJAH/COMV PVR/RIVET STEAMER/PT YUGU CALIF
 BT

ACJ
 10001
 Inf
 Dm d
 DV101

67-4773

(U) ~~SECRET~~ L'IVIDIS/120SRW OL-23/DEC 67.
 THIS IS A RIVET BIN MSG FOR LT COL BREWIS, COL POWELL, LT/COL ELLIS,
 SPAR/PAR CONTACT OFFICERS. AFLC ASSIST TEAM REPORT NUMBER ELEVEN;
 PART I; AN EXCESSIVE AMOUNT OF TIME IS REQUIRED BY PRESENT SYSTEM
 TO GET U.R. EXHIBITS TO AFLC LOR. PRESENTLY EUR INFORMATION IS
 SENT TO 120SRW DAVIS-MONTHAN WHO IN TURN SUBMITS EUR TO THE APPROPRIATE AGENCY. THE EXHIBIT IS HELD AT THE OL FOR KSPOSITION.
 RECOMMEND SPA PECUTAR ITEVS THAT ARE SUBJECT TO EUR ACTION AT THE
 OL BE IMMEDIATELY SHIPPED WITH A COPY OF THE EUR DIRECTLY FROM THE

(U) PAGE 2 RUWJDBA 0796 ~~SECRET~~ L'IVIDIS
 OL TO AFLC LOR.
 PART II; THE FOLLOWING IS BARE ENGINE STAND RUN DATA FOR ENGINE
 SYSTEM S/N 423189A/FUEL CONTROL 672AR197. MAX RPM 102.1 PER CENT
 AT 742 DEGREES. RESET TO 101.2 PER CENT AT 723. RUN DATE 9 DEC
 AMBIENT 82/64F BARO 30.22. PART III; CAPTIVE ENGINE RUN DATA 9 DEC
 MAX 140KTS OAT PLUS 8 DEG C ALT 15,22 FT. 147S-8 ENG 144A F.C. AR
 202, MAX RPM 101.1 AT 735 DEG C. CAPTIVE ENG RUN DATA 13 DEC
 140 KTS OAT PLUS 4 DEG C. ALT 15,500 147H-25 MAX RPM 101.3 AT 745
 DEG C. 147H-23 MAX RPM 102.1 AT 741 DEG C WITH IAW 140KTS. PART
 IV; 147S-14 WAS SUCCESSFULLY FLOWN 9 DEC. SPA INTERMITTENTLY WOULD
 NOT ACCEPT MANUAL TURN COMMANDS FROM EITHER THE APW-23 OR TPW-2
 DURING THE RECOVERY PHASE. PROBLEM COULD NOT BE DUPLICATED ON THE
 GROUND. APW-25 WAS REPLACED FOR NEXT FLIGHT. S-14 ALSO HAD HEAVY
 OIL VENTING DURING FREE FLT. THREE AND ONE HALF QTS OIL REMAINED
 AT POST FLT. 7829 OIL WAS USED. PART V; 147S-14 LAUNCHED 11 DEC
 DID NOT RETURN. NO MALFUNCTIONS WERE DETECTED ON MOCS MONITG.
 THIS MSG HAS BEEN CO-ORDINATED WITH COMMANDER OL-23, GP4.
 BT

UNCLASSIFIED

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0894

UNCLASSIFIED

~~SECRET~~

IMMEDIATE

086

NNNNOFTSZYUW RUHHROA2997 3500311-~~SECRET~~-RUWJDBA.

DE RUMSJS 1200 3481345

ZNY 68888

O 141336Z DEC 67 ZDK ZFD

FM 103SRW OL 20 BIEN HOA AB RVN

TO RUWJHEA/COMM ELEVEN SAN DIEGO CALIF AFLCLOR

INFO RUEFHQA/CSAF AFSME S AFXOPR

RUEOFIA/AFLC MCMX

RUCSAAA/SAC DOSRS DPLL DM4

RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ DM

RUWJDBA/1035TRATRECONWG DAVIS MONTHAN AFB ARIZ DCM

RUWJABA/COMM PVR PT MUGU CALIF RIVET STEAVER

BT

~~SECRET~~ 103SRW OL-20/DEC 67.

FOR LTCOL BREWIS, COL POWELL, LTCOL ELLIS, AND SPAR/PAR CONTACT OFFICERS. THIS IS A RIVEN BIN MESSAGE. AFLC ASSTST TEAM REPORT NO. FIFTEEN, (15).

PART 1. 147H MISSION CANCELLED 14 DEC 67. HOWEVER CAPTIVE WAS FLOWN ON H-25. ALL CHECKS GOOD EXCEPT OCCASIONAL APW-23 INTERMITTENT CARRIER LIGHT. ENGINE DATA FOLLOWS: 146K IAS ALT 14K OAT PLUS 10 DEG C. MAX RPM 101.5 AT 740 EGT.

PART 11. 147S-13 ABORT DUE TO DOPPLER MALFUNCTION. TROUBLE SHOOTING IN PROGRESS. LAUNCH NO-GO LIGHT REMAINED ON THROUGH

~~SECRET~~

PAGE 2 RUWJJS 1200 ~~SECRET~~ 103SRW

OUT FLIGHT. ENGINE DATA: 146K IAS ALF 14K OAT PLUS 10 DEG C. MAX RPM 99.1 AT 720 EGT. NO BACK-UP S-SPA AVAILABLE DUE TO LACK OF OPERABLE PROGRAMMERS.

PART 111. H-31 CHECK OUT WAS DELAYED BY AN INTERNAL SHORT CAUSING C/B TO OPEN ON CONSOLE. PROBLEM ISOLATED TO JUMPER PLUG P/N 147E 1019-5. PART OF MAIN DISTRIBUTION BOX P/N 147E 1011-101 S/N 4029.

PLUG WAS ASSEMBLED WITH METAL CAP SPACER INSTALLED UPSIDE DOWN CAUSING SHORT. JUMPER PLUG REPAIRED THIS STATION. THIS MESSAGE HAS BEEN CO-ORDINATED WITH CMDR OL-20. GP-3.

BT

NNNN

~~SECRET~~

MISC 153
10C/4

INFO
100A (1)
12DH (1)
DXI (1)

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

BCASMC
67-4857

UNCLASSIFIED

0845

UNCLASSIFIED

"IMMEDIATE"

~~SECRET~~

70 D/4

(w) M-197

OTT SZYUW RUMSCV#3223 3512222 ~~SECRET~~ -RUMJDBA.

ZNY ~~SECRET~~

DE RUMSJS 1383 3512655

ZNY ~~SECRET~~

O 170621Z DEC 67

FM 120SRW OL-20 3MEN HOA/AB RVN

TO RUMJHEA/NAVCOMSTA/AFLC/LOR/SAN DIEGO CALIF

INFO RUEFHCA/CSAF/AFXPDR/AFSME-S

RUEDFIA/AFLO/MCVX

RUCSAAA/SAC/DPLL/DW4C/DOSRS

RUMBKNA/15AF/30R/DPLV/DW4/VARCH AFB CALIF

RUMJDBA/122STRATRECONWG/DW/DVA/1 MONTHAN AFB AR

RUMJAHAN/COMMPAR/RIVETS TEAVER/POINT MUGU CALIF

BT

~~SECRET~~ LMDIS/120SRW OL-20/DEC 67.

THIS IS A RIVET B/N MSG. FOR LT COL BREWIS, COL POWELL, LT COL ELLIS, PAR/SPAR CONTACT OFFICERS. AFLC ASSIST TEAM REPORT NUMBER SEVENTEEN.

PART 1. 147H-31 ENGINE 423126A FUEL CONTROL 672AR216 GROUND RUN

15 DEC. AMBIENT 75/57 BARO 2998

MAX RPM 192.5 AT 775 DEG (C) RESET TO 101.9 AT 740

H1 INT. 94.7 AT 670

LO INT. 82.2 AT 550

~~SECRET~~

ACT
100A(1)

1234(1)
INFO
DXI(1)
DOWNLOADED AT 3 YEAR INTERVAL:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 6200.10

Beasie
67-4864

PAGE 2 RUMSJS 1383 ~~SECRET~~ LMDIS

PART 1. 147S-8 ENGINE S/N 423144A/FC 672AR159 LAUNCHED 16 DEC 67.

ALL CHECKS COMPLETED WITH NO MALFUNCTIONS. AFTER LAUNCH RPM

STABILIZED AT 92 PERCENT. AT INCREASE THRUST, RPM WENT TO 100 PER-

CENT. AT 24,000 FT. RPM 121.5. AT 33,000 FT. RPM 121.8. AT

47,000 FT RPM 133.1. RPM WAS DECREASED BY MCGS COMVAND TO 100.2.

RPM REMAINED CONSTANT FOR REMAINDER OF FLIGHT. FLIGHT DURATION ONE

PLUS ZERO FOUR (1 PLUS 04) OF WHICH TWENTY-FOUR (24) MINUTES WAS AT

LOW ALTITUDE. MAX ALT. 57,000 FT. TWENTY-FIVE (25) GALS. FUEL

REMAINED AT RECOVERY. FIRST LEG WAS LONG, APPROX. THREE (3) MILES

ACCORDING TO MCGS PLOT. THIS MESSAGE HAS BEEN CO-ORDINATED WITH

COMMANDER OF OL-20.

GP-4

BT

~~SECRET~~

UNCLASSIFIED

0 8 9 6

IMMEDIATE

UNCLASSIFIED

~~SECRET~~

IMMEDIATE

OTTSZYU RUMSCWV5627 3520330-~~SECRET~~-RUMJDBA.

ZNY ~~SECRET~~
DE RUMSJS 1428 3520330

ZNY ~~SECRET~~
O 191341Z DEC 67

FM 122SRW CL 20 BIEN HOA A RVN

TO RUEFHQA/CSAF AFOPR AFSMS S

RUEDFWA/AFLC MCXK

RUCSAAA/SAC DPLC DY4C DOSRS

RUM3KNA/15AF VARCH AFB CALIF DOR DPL DY43R

RUMJDBA/12SAD DAVIS MONTHAN AFB ARIZ DX

RUMJDBA/102SIRATRECONGNG DAVIS MONTHAN AFB ARIZ DCV

RUMJAHZCOMPRV POINT YUGU CALIF RIVET STEAVER

ST

~~SECRET~~ 111SRW CL 20 DEC 67.

THIS IS A RIVET BIN MSG FOR LTCOL BREWIS, COL POWELL, LTCOL ELLIS,
PAR/SPAR CONTACT OFFICERS, AFLC ASSIST TEAM REPORT NO. EIGHTEEN

(18).

PART 1; 1475-13 WAS LAUNCHED 17 DEC 67. WCGS CONTACT ABRUPTLY
ENDED APPROX 21 MINUTES AFTER LAUNCH. WCGS INDICATED THE SPA
APPROX TEN MILES TO THE RIGHT OF INTENDED TRACK. ERROR WAS NOT
KNOWN TO BE SPA NAV OR WCGS ACCUMULATED ERROR. A COMMAND WAS
GIVEN TO CLYB TO 6000 FT TO AVOID POSSIBLE IMPACT WITH TERRAIN.

~~SECRET~~

PAGE 2 RUMSJS 1428 ~~SECRET~~ 111SRW

PART 11; 147H-25 WAS LAUNCHED 17 DEC. ENGINE S/N 420117A F.C.

672AR 197. WCGS CONTACT WAS MADE APPROX ONE MINUTE AFTER LAUNCH.

A SLOW LEFT DRIFT, THEN LEFT TURN INCREASED IN RATE ALTHOUGH NO
LEFTWELL WAS INDICATED ON WCGS DATA. THE ART BROKE LOCK AND

REQUIRED THE TARGET TO INSURE PROPER LOCK ON. A RIGHT TURN WAS

COMMANDED TO PREVENT THE SPA FROM PENETRATING IN LAND AT APPROX

FIVE MINUTES AFTER LAUNCH. POSITION AND HEADING OF SPA WAS CONFIRMED

BY TPW-2. ALL RESPONSES TO MANUAL COMMANDS WERE NORMAL INCLUDING

ROLL DATA. SPA CLIMBED TO 55,000 FT IN FOURTEEN MINUTES. VAX RPY

PRIOR TO LAUNCH WAS 112.3 AND STAYED CONSTANT TO 55,000 AT WHICH

TIME ARCO MANUALLY REDUCED RPY TO 94 TO MAINTAIN LOWER THAN VAX

ALTITUDE WHILE BURNING OFF FUEL. ALL PREFLIGHT AND PRELAUNCH CHECKS

WERE VERY GOOD AND WITNESSED BY AFLC TEAM. POST FLIGHT CHECKS COMPLETED

AT THIS TIME FOLLOWS:

1. PROGRAMMER WAS STEPPED THRU ON THE BENCH TEST SET. ALL
HEADINGS AND PROPER PROGRAMMING WAS CONFIRMED.

2. PROGRAM WAS STEPPED THRU ON THE PYLON WITH FLIGHT LINE TEST
SET. HEADINGS, COMPASS OUTPUT AND PROPER CONTROL SURFACE RESPONSE
WAS CONFIRMED.

3. DOPPLER WAS CHECKED TO INSURE EXCESSING DRIFT WAS NOT PRESENT.

ACT
100A(1)
120M(1)
DxZ(1)

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

BCASMC
67-4865

UNCLASSIFIED

0897

UNCLASSIFIED

(W) ~~SECRET~~
PAGE 3 RUMSJS 1428 ~~SECRET~~ LMDIS

4. PROGRAMMER COUNTER WAS READING PULSE 68 CN POST FLIGHT. FREE FLIGHT TIME WAS APPROX ONE PLUS 45. MCTS ROLL DATA WAS CONFIRMED AS NORMAL DURING MANUAL CONTROL MODE.

5. PROPER OPERATION OF SPOILERS WAS CONFIRMED AND NO RUDDER OUT OF TRIM WAS OBSERVED AFTER RECOVERY. POST FLIGHT CHECKS ARE CONTINUING IN AN ATTEMPT TO ISOLATE THOWALFUNCTION.

PART MM; AT 0515Z 17 DEC 147H 26 INADVERTANTLY FELL OFF THE RT PYLON OF C-133 S/N 369. C-133 CONDITIONS WERE IAS 213 KTS ALT 17000 FT DESCENDING IN CLEAR CONDITIONS WITH NO TURBULENCE. ALL EMERGENCY SWITCHES WERE CHECKED AND FOUND SAFETY WIRED. LAUNCH SWITCH COVER ON THE LCO PANEL WAS DOWN. POST FLIGHT INSPECTION INDICATED THE EMERGENCY JETTISON SPRING WAS RELEASED BUT FUSE WAS NOT BLOWN AND SQU3 WAS NOT FIRED. THE BOMB SHACKLE WITH THE EMERGENCY JETTISON SPRING RELEASED CAN BE COCKED AND GIVE A SAFE INDICATION, BUT THE SHACKLE IS NOT SAFELY LOCKED. INSPECTION OF PYLONS ON C-133 S/N 369 REVEALED ONE BOMB SHACKLE HAD THE EMERGENCY JETTISON SPRING RELEASED BUT WITH THE FUSE AND SQUI3 INTACT. AN EMERGENCY APT 22 TS BEING SUBMITTED BY OL-20 MAINTENANCE OFFICER TO VISUALLY INSPECT THE EMERGENCY JETTISON SPRING THRU INSPECTION

(W) ~~SECRET~~
PAGE 4 RUMSJS 1428 ~~SECRET~~ BT LMDIS

WINDOW PRIOR TO EACH FLT.

THIS MSG HAS BEEN CO-ORDINATED WITH COMDR OL-20.

GP-4

BT

~~SECRET~~

UNCLASSIFIED

0 8 9 6

UNCLASSIFIED

~~SECRET~~

DATE 19 Dec 67

PHONE NO. none NA

TIME CANCELED none

DEPROT. none

B-339

"IMMEDIATE"

m-424

OTTSZYUR RUMSCMU1390 3532223-~~SECRET~~-RUMJDBA.

ZNY 00000

DE RUMSJS 1543 3532643

ZNY 00000

O 190532Z DEC 67

FM 192SRW OL 23 31EN HOA TBS RVN

TO RUMJDBA/NAVCOMSTA SAN DIEGO CALIF AFLCLOR

INFO RUEFHQA/CSAF AFKOPR AFSVE S

RUEDFIA/AFLC WCMX

RUCSAAA/SAC DPLL DM4C DOSRS

RUM3KNAX/15AF MARCH AFB CALIF DOR CPL DVA

RUMJDBA/12SAD DAVIS MONTHAN AFB ARIZ DA

RUMJDBA/12STRATRECONAS DAVIS MONTHAN AFB ARIZ DC

RUMJAH/COMMPVR POINT MUGU CALIF RIVET STEAMER

BT

SECRET LINDIS/192SRW OL-23 DEC 67.

THIS IS A RIVET BTR MSG FOR LTCOL BREWIS, COL POWELL, LTCOL ELLIS,

PAR/SPAR CONTACT OFFICERS AFLC ASSIST TEAM RPT NO. NINETEEN (19).

PART I: 1475-3 ENG S/N 421144A F.O. 3/N 672AR159 POST FLT GROUND

RUN 17 DEC. DATA FOLLOWS; MAX RPM 99. PERCENTUT 733. MAX

VMOUCNG FREE FLT AT 47, 10X ON YDEC 10 123.2 PERCENT.

PART IV: 1475-3 LAUNCHED 18 DEC. SPA DID NOT RETURN. YCGS TRACK

WAS MAINTAINED FOR APPROX 8 MINUTES. ALL OPERATIONS APPEAR NORMAL.

TARGET REQUIRED JUST PRIOR TO LOSS OF SPA. APPROX 10 VN-

~~SECRET~~

PAGE 2 RUMSJS 1543 ~~SECRET~~ LINDIS

UTES AFTER LAUNCH. PART IV: 147H-23 LAUNCHED 18 DEC. ENGINE S/N

420111A F.O. 3/N 672AR122, ENGINE RUN ON PYLON PRIOR TO LAUNCH AT 15K

FT. WAS 150 MAX RPM 102.1 PERCENT AT 720 DEG C. PREFLIGHT AND PRE-

LAUNCH CHECKS COMPLETED WITHOUT MALFUNCTION. LAUNCH AND CLIVE

WERE NORMAL. RPM MAINTAINED 102.1 TO 53K DROPPED TO 9AT 65K

THEN INCREASED TO 112 AT 68K. FIRST LEG WAS APPROX 12 MI LON,

4 MI CGHT. FIRST LEG WAS APPROX 312 MILES OVER WATER PRIOR

TO LAND PENETRATION. OPERATION WAS NORMAL FOR ONE HOUR 53 MIN.

SPA WAS RETURNING APPROX 3 MI LEFT OF INBOUND LEG. FUEL READING

DROPPED FROM 23 GAL TO 15 GAL IMMEDIATELY THENHO 2300PHN

3SECVDS. PITCH EM TOMP DEG DOWN, ROLL 35 DEG LEFT,

RATE OF DESCENT MAX DIVE, RPM DROPPED TO ZERO IN LESS THAN 10

SECONDS. TD-3 WOULD NOT ACCEPT A GLIDE ARV COMMAND. CHUTES

WERE NOT COMMANDED BECAUSE SPA WAS NOT IN A FRIENDLY AREA. ALL

CONTACT LOST.

PART IV: 147H-25 POST FLT CHECKS COULD NOT DUPLICATE MALFUNCTION

THAT OCCURRED ON MISSION 17 DEC. ALL SYSTEMS CHECKS

CHECKS CONTINUING.

THIS MSG HAS BEEN CO-ORDINATED WITH COMDR OL-23.

GP-5

BT

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

~~SECRET~~

UNCLASSIFIED

NNNN

0849

UNCLASSIFIED

~~SECRET~~

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OTTSZYUW RUMSCWU0296 3550000 -RUWJOBA.

ZNY 66666

DE RUMSJS 1702 3550300

ZNY 66666

O 210220Z DEC 67

FM 120SRW OL 20 BIEN HOA AB RVN

TO RUWJHEA/NAVCOMSTA/SAN DIEGO CALIF/AFLC LOR

RUEFHQA/CSAF/AFXOPR/AFSVE-S

RUEDFIA/AFLC/MCMX

RUCSAAA/SAC/DPCL/DW4C/DOSRS

RUWBKNA/15AF MARCH AFB CALIF/DOR/DPL/DW4BR

RUWJOBA/12SAD/DW/DAVIS MONTHAN AFB ARIZ

RUWJDBA/120SRW/DCM/DAVIS MONTHAN AFB ARIZ

RUWJABA/COMMPMR PT MUGU CALIF/RIVET STEAMER

BT

~~SECRET~~ LINDIS OL-20/DEC 67.

THIS IS A RIVET BIN MSG FOR LT COL BREWIS, COL POWELL, LT COL ELLIS, SPAR/PAR CONTACT OFFICERS, AFLC ASSIST TEAM REPORT NUMBER TWENTY ONE (21), PART I; 1475-12, ENGINE NUMBER 420157A, F.C. 672AR158 WAS LAUNCHED 20 DEC. PREFLIGHT, PRELAUNCH CHECKS WERE NORMAL. SPA BEGAN CLIMB OUT APPROX 24 MINUTES AFTER LAUNCH. RPM INCREASED WITH ALTITUDE TO 115 PERCENT AT 56,000 FT. THROTTLE WAS DECREASED BY MCGRS TO 113 PERCENT. RPM AGAIN INCREASED TO 115, AND COULD NOT BE REDUCED BY MCGRS COMMAND. GLIDE ARM WAS COMMANDED AND ENGINE RAN

~~SECRET~~

PAGE 2 RUMSJS 1702 ~~SECRET~~ LINDIS

DOWN APPROX 2 MINUTES LATER. SPA WAS RECOVERED APPROX 245 MILES FROM THE PLANNED RECOVERY AREA. NAVY SHIP PICKED UP SPA. SCORER MATERIAL WAS RETURNED BY HELO. TOTAL FLIGHT TIME OF SPA APPROX 42 MIN. GROUND ENGINE RUN WAS PERFORMED 7 DEC WITH FOLLOWING READINGS; MAX RPM 99.1 AT 760 DEG C. HI INT 91.9 AT 670, LOW INT 87.8 AT 645.

RECOMMEND SEA MARKER DYE BE INSTALLED IN SPA WHICH ARE INADVERTENTLY RECOVERED OVER WATER TO FACILITATE SEARCH OPERATIONS. PART II; RELEASE MECHANISM FROM 147 H-22 FLIGHT 19 DEC HAS BEEN RECEIVED FROM DA NANG. OL 20 MAINT OFFICER WILL SUBMIT EUR. EXHIBIT SHOULD BE RETURNED TO AFLC LOR ASAP TO DETERMINE CAUSE OF MALFUNCTION.

PART III; NO DISCREPANCIES OR MALFUNCTIONS HAVE BEEN FOUND IN 147H-25 THAT COULD CAUSE THE TURN AFTER LAUNCH 17 DEC. H-25 WILL BE FLOWN AS BACKUP ON NEXT MISSION. PART IV; MR MUCKLEBUST DEPARTED TAN SON NHUT 20 DEC 67 ON FLT G-244. THIS MSG HAS BEEN COORDINATED WITH THE COMMANDER OF OL-20. GP-4.

BT

NNNN

UNCLASSIFIED

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

ACT
100A (1)
12DM (1)

INER
DXI
12DO

BCASMC
67-4910

~~SECRET~~

DATE 2000
PAGE 3043
2230

Oyle

0900

UNCLASSIFIED
~~SECRET~~

OPERATIONAL
IMMEDIATE

OTTSZYU RUMSCMU0163 3580110-SSSS--RUWJDBA.

ZNY 33333

DE RUMSJS 1998 3581752

ZNY 33333

O 241716Z DEC 67

FM 122SRW OL 20 BIEN HOA A3 RVN

TO RUWJHEA/NAVCOMSTA SAN DIEGO CALIF/AFLC LOR

INFO RUEFHQA/CSAF/AFXOPR/AFSME-S

RUEDFIA/AFLC/MCXX

RUCAAAA/SAC/DPCD/DW4C/DCSRS

RUW8KNA/15AF MARCH AFB CALIF/DOR/DPL7DM43R

RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ/DM

RUWJDBA/122SRW DAVIS MONTHAN AFB ARIZ/DCM

RUWJABA/COMPAR PT MUGU CALIF/RIVET STEAMER

BT

~~SECRET~~ LIMDIS/122SRW OL-20/DEC 67.

THIS IS A RIVET BIN MSG. FOR LT COL BREWIS, COL POWELL, LTCOL ELLIS,
PAR/SPAR CONTACT OFFICERS. AFLC ASSIST TEAM REPORT NO. TWENTY-FOUR
(24).

PART 1. 147H-25 ENGINE S/N 420123A F.C. S/N. 672AR128 GROUND RUN
23 DEC 67. MAX RPM 130.5 AT 725 DEG. C. AMBIENT 87/62 F BARO 2983.
PART 1. BASED ON OVERSPEED OF ENGINES ON 147S FLIGHTS 16 AND 20
DEC. RECOMMEND ALL FUTURE JCRUS SHIPPED TO OL-20 BE EQUIPPED WITH
DASH FOUR FUEL CONTROLS.

~~SECRET~~

PAGE 2 RUMSJS 1998 ~~SECRET~~ LIMDIS

PART 1. REF AFLCLOR 212125Z DEC 67 (S). ASSISTANCE PROVIDED BY
AFLC TEAM HAS INCLUDED; TRAINING, CHECKOUT ASSISTANCE, TROUBLE-
SHOOTING AND ISOLATING PROBLEM AREAS, TECH DATA REVIEW, MAINTENANCE
TECHNIQUE SUGGESTIONS AND REPORTING. ASSISTANCE BY THE TEAM HAS
BEEN ENHANCED BY THE EXTREMELY RECEPTIVE ATTITUDE OF ALL OL-20
PERSONNEL. FUTURE EFFORTS WILL BE PRIMARILY LIMITED TO ACTIVITY
REPORTING BECAUSE ALL CONTRACTOR TEAM MEMBERS, WITH THE EXCEPTION
OF MR. NEIHARDT OF CONTINENTAL, HAVE DEPARTED OL-20.
THIS MESSAGE HAS BEEN CO-ORDINATED WITH COMMANDER OF OL-20.

GP-3

BT

~~SECRET~~

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UNCLASSIFIED

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UNCLASSIFIED

~~SECRET~~

70I/4

M-257

OTTSZYUW RUMSCMU1736 3610000-~~SECRET~~--RUMJDBA.

ZNY ~~SECRET~~

DE RUMSJS 2134 3611025

ZNY ~~SECRET~~

O 270934Z DEC 67

FM 100SRW OL 20 BIEN HOA T3 RVN

TO RUMJHEA/NAVCOMMSTA/SAN DIEGO CALIF/AFLC LOR

INFO RUEFHQA/CSAF/AFXOPR/AFSME S

RUEDFIA/AFLC/MCMX

RUCSBB/SAC/DPCL/DM4C/DOSRS

RUWTPFA/15AF MARCH AFB CALIF/DOR/DPL/DM4BT

RUWJDBA/12SAD/DAVIS MONTHAN

RUWJDBA/100SRW DAVIS MONTHAN AFB ARIZ/DCM

RUWJAH/COMPMR PT MUGU CALIF/RIVET STEAMER

BT

~~SECRET~~ LINDIS 100SRW OL-20/DEC 67.

THIS IS A RIVET BIN MSG FOR LT COL BREWIS, COL POWELL, LTCOL ELLIS, PAR/SPAR CONTACT OFFICERS. AFLC ASSIST TEAM REPORT NO. TWENTY-FIVE (25).

PART I. 147H MARS SYSTEM WAS UNPACKED AT OL-20 IN AN ATTEMPT TO DETERMINE IF A MALFUNCTION COULD BE FOUND. ALL REEFING CUTTERS FIRED NORMALLY NO DISCREPANCIES FOUND. MARS DATA IS AS FOLLOWS;

SYS S/N 235

ENG S/N 505487

MAIN S/N 505162

PACK DATE 13 JULY 67

(U)

~~SECRET~~

BCASMC

67-4979

PAGE 2 RUMSJS 2134 ~~SECRET~~ LINDIS

ENG REEFING CUTTERS LOT NO. 0467-1-3

PART II. REPORT FROM DET-10 INDICATES ENGAGEMENT CHUTE FROM 147H-31 FLT 22 DEC 67 WAS SIGHTED BY SALVAGE PARTY. THE REEFING LINE APPEARED TO BE INTACT. CHUTE COULD NOT BE RECOVERED.

PART III. 147H-34 ENGINE S/N 420134A F. C. 672 AR 106 GROUND RUN 26 DEC 67 MAX RPM 101.0 AT 740 DEG C. HI INT 94.5 AT 650 LO INT 81.1 AT 560.

PART IV. 147S-20 ENGINE S/N RECEIVED 25 DEC 67 HAD NOT BEEN CHECKED OUT AT D.M. CHECKS ACCOMPLISHED HERE WITH NO MAJOR DISCREPANCIES.

RECOMMEND 147 SPA BE SHIPPED DIRECT TO OL-20 FROM AFLCLOR TO MINIMIZE HANDLING AND MAINTENANCE HOURS ON EHICES. THIS MSG HAS BEEN CO-ORDINATED WITH CMDR OL-20.

GP 3.

BT

~~SECRET~~

DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED, DOD DIR 520C.10

NNNN

UNCLASSIFIED

0402

UNCLASSIFIED

705/4

DOWNGRADED AT 4-YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5800.10

"IMMEDIATE"

OTTSZYUW RUMSCMU1481 3610000 ~~SSS~~ -RUWJDBA.

ZNY: 33533

DE RUMSJS 2168 3620245

ZNY: ~~SSS~~

O 280218Z DEC 67

FM 100SRW OL20 BIEN HOA AB RVN
TO RUWJHEA/NAVCOMSTA SAN DIEGO CALIF/AFLC-LOR
INFO RUEFHQA/CSAF/AFXOPR/AFSME-S
RUEDFIA/AFLC/MCMX

RUCSAAA/SAC/DPCL/DW4C/DOSRS

RUBKNA/15AF MARCH AFB CALIF/DGR/DPL/DW4BR

RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ/DN

RUWJDBA/100SRW DAVIS MONTHAN AFB ARIZ/QCM

RUWJAH/COMVPMR PT MUGU CALIF/RIVET STEAMER

BT

~~SECRET~~ LINDIS 100SRW OL-20/DEC 67

THIS IS A RIVET 3IN MSG FOR LT COL BREWIS, COL POWELLBM LTCOL ELLIS,
PAR/SPAR CONTACT OFFICERS, AFLC ASSIST TEAM REPORT NO. TWENTY-SIX

(25).

PART I. 14TH MISSION 27 DEC RECALLED BY HIGHER HQTRS. CAPTIVE
ENGINE RUN DATA FOLLO

; ALT 13.8 K. FT. OAT PLUS 8 DEG C. IAS 150KT.

Z 1470422AEFC672AR 134. MAX RPM 131.1 AT 720 DEG C. 14TH-5

ENG 420056A FC 672AR 137 MAX RPM 131.0 AT 740 DEG C.

PART II. 14TS-11 LAUNCHED 27 DEC. AN ATTEMPT WAS MADE TO MAKE

"IMMEDIATE"

PAGE 2 RUMSJS 2168 ~~SECRET~~

REMOTE LEFT TURN AT LOW ALTITUDE. SPA WOULD NOT RESPOND, BUT DID
RESPOND TO RESTORE TO PROGRAMMED HDG. SPA WOULD NOT ACCEPT A LEFT
TURN UNTIL DESCENT TO APPROX 30K FT. IN GLIDE MODE. A LEFT BANK OF
APPROX 8 DEG WAS NOTED ON MCGS DURING LOW ALTITUDE PORTION OF FLIGHT
ALTHOUGH THE SPA FLEW A STRAIGHT TRACK. THE LEFT BANK DECREASED TO
ONE DEG. AT 55K FT. NO ENGINE DATA WAS AVAILABLE AFTER LAUNCH.
MCGS RPM DATA WAS INOP. S-11 POST FLIGHT IS CONTINUING. SUSPECT
MALFUNCTION IN RELAY MODULE OF FLIGHT CONTROL BOX.

PART III. AFLC TEAM SCHEDULED TO DEPART FOR SAN NHUT ON FLT W-244
28 DEC 67. ARRIVE TRAVIS AFB 1845 28 DEC 67.

THIS MSG HAS BEEN CO-ORDINATED WITH OL-20 COMMANDER.

GP-4

BT

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"IMMEDIATE"

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0903

UNCLASSIFIED

~~SECRET~~

M-SZS

PTTSZYUW RUEDF1A0538 3402231-~~SECRET~~-RUWJDBA.

ZNY ~~SECRET~~
P 062155Z DEC 67

FM AFLC (MCNIX)

TO RUMSJS/OL-20 BIEN HOA AB RVN

INFO RUWJDBA/103SRW DVAFB ARIZ

RUEFHQA/CSAF

RUCSAAA/SAC

RUWBKNA/15AF MARCH AFB CALIF

RUWJDBA/12SAD DVAFB ARIZ

RUWJHEA/NAV COMM STA SAN DIEGO CALIF

RUWJAHM/PWR PT MUGU NAS CALIF

BT

~~SECRET~~ IWDIS/MCNIX.

THIS IS A BIG SAFARI/RIVET BIN MSG. OL-20 FOR COMMANDER, PASS TO MAJ STANTON; INFO: 103SRW FOR DCM; CSAF FOR AFSME-S, VR.0*REAR, AFXOPR; SAC FOR DOSR, DPLL, DY4; 15AF FOR DOR, DPL, DY4; 12SAD FOR DM; NAV COMM STA PASS TO AFCLOR, L/C BREWIS; PWR PT MUGU PASS TO RIVET STEVENS. SUBJ: AFLC ASSIST TEAM. REQUEST YOUR TEAM ACCOMPLISH A COMPLETE EVALUATION OF THE ADEQUACY AND ACCURACY OF 14TH TECH DATA. YOUR RECOMMENDATIONS FOR ANY CHANGES SHOULD BE SUBMITTED TO AFCLOR. THIS ACTION REQUIRED TO INSURE MAXIMUM

~~SECRET~~

DECLASSIFIED AT 12 YEAR
INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10

67-4723

PAGE 2 RUEDF1A0538 ~~SECRET~~ IWDIS
VEHICLE MISSION POTENTIAL. SUGGEST INTERIM PROGRESS REPORTS REGARDING TECH DATA INFORMATION BE INCLUDED IN YOUR "ASSIST TEAM REPORT" MESSAGES. GP-3.

BT

UNCLASSIFIED

0905

~~SECRET~~

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PHONE

"IMPROVED DATE"

TIME

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100 CP

OTTSZYUW RUMSCMU1692 3580000-0000-RUWJDBA.

ZNY 93355

DE RUMSJS 1956 3580215

ZNY 00000

O 240112Z DEC 67

FM 100SRW OL 20 BIEN HOA AB RVN

TO RUWBNKA/15AF MARCH AFB CALIF DOR DM4BR

INFO RUCSBB/SAC DOSR DM4C

RUWJDBA/100STRATRECONGW DAVIS MONTHAN AFB ARIZ DCO

RUWJDBA/12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ

RUEDFIA/AFLC WRIGHT PATT AFB OHIO MCMX

BT

~~SECRET~~ LINDIS/100SRW OL-20880/DEC 67

SUBJ: BUMBLE BUG MISSION REVIEW PANEL CONVENED AT 1100 HRS, 21 DEC 67.

THE FOLLOWING MEMBERS WERE PRESENT;

A. OPERATIONS

(1) ASST OPS OFFICER; MAJ ANSBERRY

(2) CREW E-28

B. MAINTENANCE OFFICER; MAJ BAYNE

(1) MAINTENANCE

(2) FLIGHT CONTROL; TSGT SMITH

(3) DOPPLER; SSGT VILLARREAL

C. ADDITIONAL PERSONNEL;

PAGE 2 RUMSJS 1956 ~~SECRET~~ LINDIS

(1) MAJ STANTON, AFLC PROJECT OFFICER

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

Q642/17 DEC 67/147H/H-25

3. DRONE DEVIATIONS; AT APPROXIMATELY 1 (ONE) MINUTE AFTER LAUNCH THE SPA STARTED A LEFT TURN AS VERIFIED BY THE ARCO TRACK AND BEARING INDICATIONS FROM THE GRCO IN THE TPW-2. DURING THE LEFT TURN THE AIRBORNE AND GROUND ROLL METERS DID NOT INDICATE A LEFT ROLL. THE METERS CHECKED OUT NORMALLY BEFORE THE LAUNCH AND DURING THE REMOTES. AFTER THE ARCO TOOK CONTROL HE COMMANDED A RIGHT TURN WITH RIGHT ROLL INDICATION TO RETURN IT FOR RECOVERY AND HAND OFF TO THE TPW-2. DURING THE HAND OFF THE SPA AGAIN STARTED A LEFT TURN WITH NO LEFT ROLL INDICATION ON THE APW-23 METER. THE SPA FUNCTIONED NORMALLY IN BOTH RIGHT AND LEFT TURNS WHILE BEING CONTROLLED BY THE CRGO WITH THE TPW-2 PRIOR TO RECOVERY WITH THE APW-23 AND TPW-2 ROLL METERS SHOWING BOTH LEFT AND RIGHT ROLL.

4. MISSION DETAILS;

A. PREFLIGHT CHECKS; ALL SYSTEMS CHECKED IAW APPLICABLE TECH DATA. NO DISCREPANCIES NOTED.

B. PRE LAUNCH CHECKS; ALL FLIGHT SYSTEMS AND SUBSYSTEMS CHECKED O.K. IAW APPLICABLE TECH DATA.

~~SECRET~~

INFO

100A (1)

12 DO (1)

12 DM (1)

DXE

1307

Stamp
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24/0915Z

"IMPROVED DATE"

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

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0907

(u)
PAGE 3 RUMSJS 1956

C. LAUNCH;

(1) PLANNED LAUNCH POINT; 16-13N 108-13E

(2) REPORTED LAUNCH POINT; 16-13N 108-13E

(3) CONDITIONS (IFR-VFR); VFR

(4) MCGS DATA; AS PER OPREP-4 OF 17 DEC

(5) VISUAL SIGHTING; SPA WAS NOT IN VISUAL CONTACT AT TIME OF TURN.

(6) LAUNCH RUN; DC-130 WAS IN STRAIGHT AND LEVEL FLIGHT FOR 12 MINUTES PRIOR TO LAUNCH, AND FOR APPROXIMATELY 12 MINUTES AFTER LAUNCH TILL HANDOFF TO THE CRCO WAS COMPLETE.

D. POST FLIGHT FINDINGS; ALL SPA SYSTEMS AND SUBSYSTEMS CHECKED IAW APPLICABLE TECH DATA BY SAC PERSONNEL ASSISTED BY AFLC ASSISTANCE TEAM AND NO DISCREPANCIES OR MALFUNCTION NOTED. THE SPA PROGRAMMER CHECKED O.K. AND ALL HEADINGS WERE WITHIN 3 MINUTES.

5. CONCLUSIONS; UNABLE TO DETERMINE THE CAUSE OF THIS MALFUNCTION.

6. RECOMMENDATIONS; THE BOARD RECOMMENDED THAT H-25 BE FLOWN AGAIN. SUBSEQUENT TO THE BOARD MEETING H-25 WAS SUCCESSFULLY FLOWN WITH NO DEVIATIONS OR MALFUNCTIONS. NO SPECIFIC ADDITIONAL FOLLOW UP ACTION IS REQUIRED FOR THIS SPA. EACH LAUNCH OF A 14TH SPA IS BEING CAREFULLY MONITORED FOR A SIMILAR MALFUNCTION.

(u)
PAGE 4 RUMSJS 1956

A REOCCURANCE WILL REQUIRE A RETURN OF THE SPA TO AFLC FOR A DETAILED ANALYSIS OF THE SPECIFIC EQUIPMENT MALFUNCTION.

GP-3

BT

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M-870

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(u) OTTSZYUW RUMSCMU0905 3350000-~~SSS~~-RUWJDBA.
ZNY ~~SSSSS~~-ZOC

(u) 00 RUWJDBA RUWJHEA RUWTPFA RUCSRD RUEDFIA RUEPJS
DE RUMSJS 2431 3340823
ZNY ~~SSSSS~~
O 300741Z NOV 67

FM 100SRW OL20 BIEN HOA AB RVN
TO RUCSRD/SRC OFFUTT AFB NEBR
RUEPJS/JCS

INFO RUWTPFA/15AF MARCH AFB CALIF
RUWJDBA/12 STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ
RUWJHEA/NAVCOMSTA SAN DIEGO CALIF
RUEDFIA/AFLC

(u) BT
~~SECRET~~ LIMIDIS/OL-20/NOV 67.

SAC (DM3/DM4). JCS (J-3 FOR JRC). INFO; 15 AF FOR DOR/DI/DM4BR/
12 SAD FOR 100SRW. NAVCOMSTA FOR AFLC-LOR. AFLC FOR MCMX.
SUBJECT; BUMBLE BUG

THIS IS AN INTERIM REPORT ON MISSION Q-639, 29 NOV. 67. THIS
MESSAGE IN TWO PARTS. PART I RESUME. AT APPROX 0542Z, LAUNCH PLUS
ONE HOUR EIGHTEEN MIN MCGS FUEL METER INDICATED 20 GALS FUEL
REMAINING. ASSUMING THE FULE INDICATION WAS CORRECT AN EMERGENCY
RECOVERY WAS PLANNED EAST OF UDORN, THAILAND. UHF CONTACT WAS
MADE WITH GCI SITE FOR SUITABLE RECOVERY AREA. AT 0600Z FUEL
METER INDICATED TEN (10) GALLONS REMAINING WHICH PROMPTED ARCO TO

~~SECRET~~

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COMMAND GLIDE ARM. T 0615, THE SPA ENTERED GLIDE MODE. DISTANCE TO DANANG AT THIS POINT WAS 260NM. THE MAXIMUM DISTANCE WHICH COULD BE ATTAINED IN GLIDE MODE WAS 150NM SHOULD THE BATTERY LAST THAT LONG. ACTING ON THESE FACTS A RECOVERY IN THAILAND WAS INITIATED. A SAFE RECOVERY AREA HAD NOT BEEN GIVEN BY GCI SITE UNTIL THE SPA HAD BEEN IN GLIDE MODE FOR 13 MINUTES. AS A RESULT OF THIS, RECOVERY WAS INITIATED 48NM EAST OF UDORN. SPA WENT INTO CHUTES 45NM EAST OF UDORN AT 35M, 15 MINUTES AFTER ENTRY INTO GLIDE MODE. SHORTLY AFTER CHUTE WERE COMMANDED THE AGC FLICKERED SEVERAL TIMES INDICATING BATTERY WAS RUNNING DOWN. DC-130 CIRCLED THE AREA MAINTAINING VISUAL CONTACT WITH THE SPA UNTIL AN HH-43 REQUESTED BY THE PILOT ARRIVED WITH TWO GUARDS TO SECURE THE SPA.

DC-130 THEN LANDED AT UDORN TO COORDINATE SPA PICKUP BY SUPER JOLLY GREEN GIANT FROM DET 2 37TH ARRS UDORN. DC-130 NAV AND TECH REP. ACCOMPANIED HH-53 TO ADVISE AND ASSIST. SPA WAS FOUND TO HAVE SUSTAINED MINOR DAMAGE AND WAS UNLOADED BY FLIGHT CREW MEMBERS UTILIZING A 4000 NO. UNLOAD CART WITH NUMEROUS MATSSES TO CUSHION SPA. UDORN SUPPORT WAS OUTSTANDING. PART II; MISSION REVIEW PANEL NOW IN SESSION TO DETERMINE REASONS FOR NON-TRANSFER OF WING FUEL AND WHY SPA TURNED RIGHT INSTEAD OF LEFT AT NORTH END OF TRACK. INITIAL FINDINGS

PAGE 3 RUMSJS 2430 ~~SECRET~~

CONFIRM CORRECT PROGRAMMING FOR LEFT TURN. SAC SAFR HAS CONFIRMED SPA MADE RIGHT TURN.
BT

~~SECRET~~

~~SECRET~~

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR E200.10

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UNCLASSIFIED

0 9 1 1

UNCLASSIFIED

NNNNOFTSZYUW RUHROC 0704 3410759-~~0000~~-RUWJDBA.

DE RUMSJS 0471 3410335

ZNY ~~SECRET~~

O 070221Z DEC 67

FM 100SRW OL 20 BIEN HOA AB RVN

TO KQJS/JCS JRC

RUEFHQA/USAF AFXOPR

RUCSBB/SAC DVAC DV3 DIR

INFO RUWTPFA/15AF VARCH AFB CALIF DVZ DOR DI

RUWJDBA/12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ

BT

SECRET/OL-20/QPREP-5B 14133 DEC 67

12STRATAEROSPDIV FOR 100DCM/DCO.

A. REFERENCES:

A1. OPOD NICKNAME/MISSION NR/DATE

BUMBLE BUG/Q417/6 DEC 67

A2. UNIT OF ASGNT/TYPE ACFT/ACFT NR

100SRW/SPA-146S (67-1529)/S-14

A3. SCHED T.O./ACTUAL T.O./SCHED DURATION/ACTUAL DURATION

060243Z/060243Z/01PLUS37/N/A

Z. REMARKS:

Z1. TYPE OF DEVIATION: AIR ABORT

Z2. SYSTEM CAUSING DEVIATION: PROGRAMMER

PAGE 2 RUMSJS 0471 ~~SECRET~~

Z3. CONTRIBUTING CAUSE: UNK

Z4. FUNCTIONAL CAUSE: TIMER FOR 20 SECONDS OF HIGH THRUST WOULD NOT SHUT OFF AT 20 SECONDS AND NO CHANGE OF RPM AS PROGRAMMED OCCURRED.

Z4. CORRECTION ACTIONS/ABILITY: TROUBLE SHOOTING IN PROGRESS.

Z6. NUMBER OF CONSECUTIVE MISSION FLOWN SINCE LAST DEVIATION:

NONE. FIRST FLIGHT FOR S-14.

Z7. SUPPLY/RESUPPLY INFORMATION: UNKNOWN AT THIS TIME.

Z8. OTHER REMARKS: SUPPLEMENTAL INFORMATION TO FOLLOW.

Z9. IMPACT ON NEXT SCHEDULED MISSIONS: NONE. GP-3

BT

~~SECRET~~

NNNN

UNCLASSIFIED

0412

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

UNCLASSIFIED

73C/8 ~~SECRET~~

NNNNOTTSZYUW RUMSCMU1642 3468000-5555 RUMJDBA.

ZNY ~~SECRET~~

DC RUMSJS 0909 3468340

ZNY ~~SECRET~~

O 120300Z DEC 67

FM 100SRW OL-20 BIEN HOA AB RVN

TO RUEPJS/JCS JRC

RUEFHQA/USAF AFXOPR

RUCSAAA/SAC DM4C DM3 DIR

INFO RUWBKNA/15AF MARCH AFB CALIF DMZ DOR DI

RUMJDBA/12STRATEROSPDIV DAVIS MONTHAN AFB AZ DCM DCO

BT

~~SECRET~~ OL-20/OPERP-58/UPDATE/14290 DEC 67.

A. REFERENCES;

- A1. OPOD NICKNAME/MISSION NR/DATE
BUMBLE BUG/0641/11 DEC 67
- A2. UNIT OF ASGNT/TYPE ACFT/ACFT NR
100SRW/SPA-147H (66-8204)/H-23 AND 147H (66-8206)/H-25
- A3. SCHED T.O./ACTUAL T.O./SCHED DURATION/ACTUAL DURATION
110200Z/110200Z/2PLUS41/N/A

Z. REMARKS;

- Z1. TYPE OF DEVIATION; IN-FLIGHT MALFUNCTION - (DURING CAPTIVE) -
NO ABORT.
- Z2. SYSTEM CAUSING DEVIATION; ENGINE

~~SECRET~~

PAGE 2 RUMSJS 0909 ~~SECRET~~

Z3. CONTRIBUTING CAUSE; UNK

Z4. FUNCTIONAL CAUSE; MISSION 0641 WAS CANCELLED; DURING RETURN FLIGHT, THE ENGINES FOR H-23 AND H-25 WERE RUN AND WERE FOUND TO BE BEYOND THE TECH DATA LIMITATION. DATA AS FOLLOWS; H-23 (FUEL CONTROL S/N 672AR 199) MAX RPM WAS 102.4 PERCENT AT 760 DEGREES. AFTER APPROXIMATELY A TEN (10) MINUTE RUN THE MAX RPM HAD INCREASED TO 103.2 PERCENT AT 740 DEGREES. H-25 (FUEL CONTROL S/N 672AR203) MAX RPM WAS 102.9 PERCENT AT 700 DEGREES. ENGINE WAS SHUT DOWN. WHEN RESTARTED AGAIN THE MAX RPM WAS OBSERVED AT 103.2 PERCENT AT 760 DEGREES.

Z5. CORRECTION ACTION CAPABILITY; FUEL CONTROL (S/N 672AR203) FROM H-25 WILL BE REMOVED AND REPLACED WITH LIKE ITEM FROM STOCK. WHEN RUN IN GROUND IT WAS FOUND THAT MAX RPM WAS 102.1 PERCENT AT 685 DEGREES. H-23 WHEN RUN ON GROUND IT WAS FOUND TO BE 101.0 PERCENT, WITHIN TECH DATA LIMITS. A CAPTIVE WILL BE SCHEDULE FOR THIS SPA-1447H TO OBSERVE ENGINE PERFORMANCE AGAIN.

Z6. NUMBER OF CONSECUTIVE MISSIONS FLOWN SINCE LAST DEVIATION;
NONE

Z7. SUPPLY/RESUPPLY INFORMATION; N/A

Z8. OTHER REMARKS; EUR ON FUEL CONTROL S/N 672AR203 WILL BE

~~SECRET~~

PAGE 3 RUMSJS 0909 ~~SECRET~~

SUBMITTED. RESULTS OF CAPTIVE FLIGHT WILL BE FORWARDED AS SOON AS ACCOMPLISHED.

Z9. NONE. GP-3.

BT

~~SECRET~~

DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED, DOB LTR 120010

UNCLASSIFIED

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~~CONFIDENTIAL~~

m-627

B-249

DTTCZYUW RUMSCMV5993 3470000+CCCC+RUKJDBA.

ZNY 00000

DE RUMSJS 1039 3470040

ZNY 00000

O 130832Z DEC 67

FM 100SRW OLH20 BIEN HOA AB RVN

TO 100SRW DAVIS MONTHAN AFB ARIZ DCMQC E

BT

~~CONFIDENTIAL~~ 100SRW OL-20/ DEC 67.

THIS IS A BUMBLE BUG MYG. REQUEST PERMISSION BE GRANTED TO SUBMIT ALL EUR'S DIRECTLY TO THE APPROPRIATE AGENCY IN ORDER TO EXPEDITE GALL ACTION AND OBTAIN A PROMPT REPLY TO THE EUR'S. OL-20 WOULD SHIP ALL EUR EXHIBITS, WHEN AVAILABLE, TO THE CONCERNED AGENCY ON THE SAME DAY THAT EUR'S ARE SUBMITTED. WHAT HAS PROMPTED THIS REQUEST IS THE RE-OCCURANCE OF THE SAME MALFUNCTIONS (I.E., ROLL LIMITER MODULE) AND AS OF NOW, DUE MAINLY TO THE SAME DISCREPANCY, WE ONLY HAVE ONE SPA 147-S MODEL IN-COMMISSION. PLEASE ADVISE BY IMMEDIATE MESSAGE.

GP-3

BT

DEGRADED AT 12 YEAR
INTERVALS. NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 6200.10

13 Dec 67

PHONE NO. _____

~~CONFIDENTIAL~~

TIME CALLED _____

PERSON INITIATED _____

No action

NNNN

UNCLASSIFIED

0915

UNCLASSIFIED

74B/9

NNNZ-CD-0A635

RTT CZ YUY RWB KNA 6181 3492335-0000-RWJDBA.

ZNY 00000

R 152300Z DEC 67

FM 15AF MARCH AFB CALIF

TO RUCSAAA/SAC /DM4C/

INFO RWJDBA/12 STRATAERO SPOLV/100DCM/DAVIS MONTHAN AFB ARIZ

INFO RWJHEA/AFLC/LOR NAVCOMMSTA SAN DIEGO CALIF

BT

~~CONFIDENTIAL~~ LINDS (SPAR/PAR) DM4BR

FOR SPAR/PAR CONTACT OFFICERS. THIS IS A RIVET BIN MESSAGE.

SUBJECT: (SPAR/PAR) U.R. EXHIBITS (U. REF 100SRW/OL-20 (S)

10/1318Z DEC, SUBJECT: AFLC ASSIST. TEAM REPORT NO. 11, PART I

AND 100SRW/DCM (C) 12/1637Z DEC, SUBJECT: OL-20 (S) 10/1319Z DEC

(ABOVE). THIS HQ CONCURS WITH THE 100SRW IN THAT OL-20 EUR'S

SHOULD BE FORWARDED TO THE SPECIFIC END AGENCY VIA HOME STATION.

THIS PROVIDES THE 100SRW WITH THE SUPERVISION AND CONTROL OVER THE

DEFICIENCY REPORTING SYSTEM. A REVIEW OF EUR'S FORWARDED BY D-M

TO AFLC/LOR INDICATES A MINIMUM TIME DELAY. SUGGEST THE PROCEDURE

IN SHIPPING THE EUR EXHIBIT BE CHANGED TO AUTHORIZE IMMEDIATE

SHIPMENT TO AFLC/LOR RATHER THAN HOLDING FOR DIRECTION TO SHIP.

THE EUR PROCESSED BY HOME STATION WILL STILL ARRIVE AT LOR PRIOR

TO RECEIPT OF THE EXHIBIT. IN CASES WHERE THE PARENT UNIT "KILLS"

~~CONFIDENTIAL~~

PAGE 2 RWB KNA 6181 ~~CONFIDENTIAL~~

THE EUR; AFLC/LOR CAN BE INFORMED BY THE 100TH TO DISREGARD THE EXHIBIT AND HANDLE IT AS IS APPROPRIATE (REPAIR, FORWARD TO D-M, DESTROY, ETC). IT SHOULD NOT BE REQUIRED TO INCLOSE A COPY OF THE EUR WITH THE EXHIBIT, SINCE IT WILL ALREADY HAVE BEEN RECEIVED BY AFLC/LOR. THIS PROCEDURE WILL ALLOW THE 100TH TO CONTROL ITS DEFICIENCY PROGRAM, AND TO SPEED UP THE SHIPMENT OF EXHIBITS. TIMELY RECEIPT OF THE EXHIBIT AT AFLC/LOR APPEARS TO BE THE MAJOR POINT OF THE ASSISTANCE TEAM REPORT. TO AVOID UNNECESSARY SHIPMENTS, OL-20 PERSONNEL WILL HAVE TO EXERCISE NECESSARY JUDGMENT AS TO WHAT CONSTITUTES AN EXHIBIT AND WHAT WOULD BE REQUIRED BY THE CONTRACTOR. GP-4.

BT

INFO
100 A. (1)
12 DM (1)
EXI (1)

DECLASSIFIED AT 5 YEAR INTERVALS.
DOD DIR 6500.10

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~~CONFIDENTIAL~~

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MISC-264

(u) NNNCZ CD 0A668
RTTCZ YUY RUCSAAA02 12 3602255-~~0000~~ RUWJDBA.
ZNY ~~00000~~
R 202145Z DEC 67
FM SAC

TO RUWBNKA/15 AF DMA BR
INFO RUWJDBA/12SAD 100DCM DMAFB ARIZ
RUEDFIA/AFLC MCMX
RUWJHEA/AFLC LOR NAVCOMMSTA SAN DIEGO CALIF
RUMSJS/BIEN HOA OL20 AB RVN
BT

(u) ~~CONFIDENTIAL~~ LIMOIS SPAR/PAR PROJECT RIVET BIN DMA C
FOR SPAR/PAR CONTACT OFFICER. SUBJECT: RIVET BIN EUR'S AND EXHIBITS
ROUTING FROM OL-20 (U). THERE IS A REQUIREMENT TO EXPEDITE
RECEIPT OF EUR AND EUR EXHIBITS AT AFLC/LOR. ENTIRELY TOO MUCH
TIME IS BEING LOST BETWEEN THE OCCURRENCE OF THE SITUATION WHICH
GENERATES AN EUR AND RECEIPT OF THE DATA AT LOR. THIS DELAYS
AFLC/CONTRACTOR RESPONSE TO A REPORTED EMERGENCY CONDITION WITH
RESULTANT DELAYS IN GETTING THE "FIX" TO THE REPORTING UNIT.
TO RECTIFY THIS CONDITION THE FOLLOWING PROCEDURES AND ROUTING
WILL BE PLACED INTO EFFECT UPON RECEIPT OF THIS MESSAGE:

(A) EURLS WILL BE TRANSMITTED DIRECT AND ACTION FROM OL-20 TO AFLC/
LOR WITH INFO TO ALL OTHER INTERESTED AGENCIES, I.E. 100SW, 12SAD,

(u) ~~CONFIDENTIAL~~

PAGE 2 RUCSAAA02 12 ~~CONFIDENTIAL~~ LIMOIS
AFLC/MCMX, 15AF, AND SAC, ETC. (B) EUR EXHIBITS WILL NOT BE HELD
FOR DISPOSITION FROM LOR. EUR EXHIBITS WILL BE SHIPPED IMMEDIATELY
BY THE MOST EXPEDITIOUS MODE OF TRANSPORTATION TO AFLC/LOR AND THE
APPROPRIATE SHIPPING DATA WILL BE INCLUDED IN PARAGRAPH "W" OF THE
EUR. EXCEPTION-IF THE COMPONENT CREATING THE EUR CONDITION IS
TO BE REPAIRED LOCALLY (AT OL-20) THIS CONDITION WILL BE NOTED IN
THE EUR AND NO SHIPMENT OF AN EXHIBIT WILL BE REQUIRED.
(C) THE 100SW DMQCE MAY FORWARD COMMENTS TO LOR RELATIVE TO EACH
OR ANY EUR SUBMITTED BY THE OL AS NECESSARY OR APPROPRIATE.
THE ABOVE PROCEDURES HAVE BEEN COORDINATED WITH AFLC/MCMX, AFLC/LOR
AND 15AF/DMA BR. GP-3
BT

~~CONFIDENTIAL~~

UNCLASSIFIED

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

0917

UNCLASSIFIED

75A/10

M-694

PTTZYUW RUMKNA336 334000 1-2200 RUMJDBA

① 380000Z NOV 67

FM 15AF MARCH AFB CALIF

TO RUMJDBA 123AD /DMA 136000/D MONTANA AFB ARIZ

INFO RUMJDBA 100000/CL-20 02) SIEN NOA AB RVN

INFO RUSSAAA/SAC/DMA

BT

UNCLAS (S) FOR OFFICIAL USE ONLY (SPAR/PAR/DMAER

THIS IS A RIVET DII MESSAGE FOR SPAR/PAR CONTACT OFFICERS.

SUBJECT: (SPAR/PAR) SPA TECHNICAL DATA REF SECRET SAC DMAC MSG,

20/2101Z NOV 67, SUBJECT: SPA MAINTENANCE PROCEDURES (U). THIS

HQ CONCURS IN THE USE OF (REFERENCE ONLY) RYAN DRAWINGS FOR

TROUBLESHOOTING WHEN THE EXISTING TECHNICAL DATA IS NOT ADEQUATE.

WE ALSO SUGGEST THE SENIOR RYAN PFR AT EACH LOCATION AND THE

MAINTENANCE OFFICER AGREE ON THEIR USE PRIOR TO STARTING THE

MAINTENANCE ACTION. THIS IS NOT A NORMAL PRACTICE, HOWEVER,

DUE TO THE UNIQUE TECHNICAL ORDER SYSTEM IN THE RIVET DII PROGRAM,

THIS IS THE ONLY ACCEPTABLE METHOD OF ACCOMPLISHING THE

MAINTENANCE TASKS.

BT

30-11-5118 MSC 208

A/I
1001 DM

209

UNCLASSIFIED

0919

UNCLASSIFIED

76/10

~~CONFIDENTIAL~~

INFO
100A (1)
DXI (1)
ADM (1)
CSUP (1)

(u) ZC00A353
RTTCZYUW RUCSAAA0096 3552333 ~~CONFIDENTIAL~~ -RUWJDBA.
ZNY ~~CONFIDENTIAL~~
R 212235Z DEC 67
FM SAC

TO RUWAKNA/15AF DM DO
RUWJDBA/100SRW DSUP DCM DAVIS MONTHAN AFB ARIZ
RUMSBJ/100ARW CL 20 BIEN HOA AB RVN
INFO RUHFDA/3AD DM DI ANDERSEN AFB GUAM
RUHFDA/3960SW DM DI ANDERSEN AFB GUAM
RUABKE/4252SW DM DI KADENA AB OKINAWA
RUABAB/18TACFTRWG DCMS KADENA AB OKINAWA
RUAUAR/42AD DMS YOKOTA AB JAPAN
RUAUAR/82SRS DM DI YOKOTA AB JAPAN
RUKDJA/6SW DCM DI EIELSON AFB ALASKA
RUKDSA/DET 1 6 SW DM DI SHEMA AB ALASKA
RUTHBN/98SW DCM DI TORREJON AB SPAIN
RUDLGO/DET 1 98SW DCM DI UPPER HEYFORD ENG
RUWJDBA/12SAD DM DI DAVIS MONTHAN AFB ARIZ
ZEN/3902ABWG BDCS OFFUTT AFB NEBR
ZEN/55SRW DCM DCOI OFFUTT AFB NEBR
BT

MISC-223

(u) ~~CONFIDENTIAL~~ LINDIS SPAR PAR DM3 DM4 ~~CONFIDENTIAL~~

(u) PAGE 2 RUCSAAA0096 ~~CONFIDENTIAL~~ LINDIS
SUBJECT: RECONNAISSANCE ENGINE REPORTING (U).

1. REFERENCES:

- A. SAC IG REPORT (PARA 3C(6)) 23-28 JUL 67.
- B. 15AF DM4B/DM3A 05568, 10 AUG 67.
- C. SAC DM3A/DM4C 08945, 24 AUG 67.
- D. 15AF DM4/DM3 56947, 12 OCT 67.

2. THIS HEADQUARTERS HAS REVIEWED THE SAC IG WRITE-UP ON
RECONNAISSANCE ENGINE REPORTING PROCEDURES. EFFECTIVE IMMEDIATELY
THE FOLLOWING PROCEDURES WILL APPLY.

R A. J58, SPA, AND J-75-13 ENGINES ARE EXEMPT FROM
STANDARD AFM 400-1 AND AFR 65-20 REPORTING.

B. UNINSTALLED ENGINES (TYPE OUTLINED IN PARA 2A EXCEPT J-58)
WILL BE REPORTED ON THE DAILY OPREP-1C TO INCLUDE:

- (1) TYPE ENGINE; (2) SERIAL NUMBER; (3) NR AUTH;
- (4) ON HAND; (5) STATUS; (6) ETIC; (7) REMARKS.

STATUS SHOULD INCLUDE CONDITION, I.E., ENORS, AWM, ETC.
REMARKS SHOULD INCLUDE THE MAJOR CAUSE OF THE NOR CONDITION AND
LIST DOCUMENT NUMBERS, FSN, P/N, ETC. IF ON REQUISITION.

C. ADEQUATE REPORTING IS CURRENTLY IN EFFECT FOR THE J-58 ENGINE.
REQUEST 15 AF TAKE ACTION TO OBTAIN A COPY OF THE 9SRW/DSUP J-58

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

UNCLASSIFIED

0 9 2 2

(4)

~~CONFIDENTIAL~~

NNNN

UNCLASSIFIED

0910

UNCLASSIFIED

~~CONFIDENTIAL~~

M-280

NNNNPFTCYUW RUWJHEA0955 3390141-0000--RUWJDBA.

DE RUWJHEA 378 3390042

ZNY

P 041805Z DEC 67

FM AFLCLOR

TO RUWJDBA/100STRATRECONWG/DSUP/DCM/DAVIS MONTHAN AFB

RUMSJS/OL-20/COMDR/BIEN HOA AB RVN

RUMHPB/DET TEN/DETCD/DANANG RVN

BT

~~CONFIDENTIAL~~ LINDIS

PROJ RIVET BIN LOR FOR LT COL MCCULLEY, COL LOGAN, COL SWANSON, MAJ HOFFMEISTER. SUBJ: TD-3 INVENTORY (U). REQUEST ONE TIME INVENTORY BE MADE OF ALL TRANSPONDERS, P/N 2288905-901 ON HAND YOUR ACTIVITY AS OF 6 DEC 67, REGARDLESS OF STATUS: SERVICEABLE OR UNSERVICEABLE. TO INCLUDE SPARES, UNITS INSTALLED IN SPAS, ETC (TAIL NO. NOT REQUIRED). BORESIGHT KITS EXCLUDED REPEAT ARE TO BE EXCLUDED FROM THIS INVENTORY. PLEASE REFER TO THIS MSG IN REPLY.

GP-4

BT

~~CONFIDENTIAL~~

DATE

PHONE NO

TIME CALLED

PERSON NOTIFIED

RECEIVED AT 5 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 6200.10

UNCLASSIFIED

~~CONFIDENTIAL~~

0925

UNCLASSIFIED 77B/11

~~CONFIDENTIAL~~

M-378

PTTCZYUW RUNTFHA6498 3392038-0000-RUWJDBA.

(U)

ZNY ~~00000~~
ZNY ~~00000~~ ZFH-1
ZCZCSKA072VV AFA489
PP RUABK
DE RUMSAF 0297 3381850
ZNY ~~00000~~ T RUCS RUWBKNA RUWJDBA RUCSAAA
P 041831Z DEC 67 ZFD
FM 100SRW OL20 BIEN HOA AB RVN
TO RUWJDBA/100SRW DAVIS MONTHAN AFB ARIZ/DSUPWB
INFO RUCSAAA/SAC /DM4C
RUWBKNA/15 AF MARCH AFB CALIF/DM3A4
BT

Act
10001
Inf
B-Brace
DRTCD

PRODUCED

(U)

~~CONFIDENTIAL~~ PAFOP/SPAR/OL-20 SUP
FOR OFFICIAL USE ONLY. THIS IS A BUMBLE BUG MESSAGE.
FOR DSUPWB MSGT GREY. INFO: CAPT VOLAND AND CAPT BAKER.
SUBJECT: ARN78/78A SUPPORT STATUS. REF: DM MSG 30/1748Z NOV 67.
THE INVENTORY REQUESTED IS AS FOLLOWS.

FSN	QTY INSTALLED	ON HAND RECPT	TOTAL
5826-901-0892	2 EA	NONE	2 EA
5826-901-0893	2 EA	1 EA	3 EA
5826-9017840	2 EA	NONE	2 EA
5826-901-881	NONE	NONE	NONE
5826-916-3586	2 EA	NONE	2 EA
5826-942-9543	2 EA	NONE	2 EA
5826-943-8956	2 EA	NONE	2 EA
5826-960-0936	2 EA	NONE	2 EA

DEREGATED AT 12 YEARS
INTERESTS: NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.103

(U)

~~CONFIDENTIAL~~

PAGE RUMSAF 0297 ~~CONFIDENTIAL~~ PAFOP
5826-960-0937 NONE NONE NONE
ALL MSK AUTHORIZATIONS AS OF THIS MESSAGE ARE (O) ZERO BALANCE.
THE REPARABLE GENERATIONS OVER THE PAST (6) SIX MONTHS ARE AS
FOLLOWS:

5826-901-8840/EA/00001/FY725472712012/146/N NORS/369
5826-901-8848/EA/00001/FY725472712011/146/N NORS/369

GP-3

BT

~~CONFIDENTIAL~~

UNCLASSIFIED

0926

UNCLASSIFIED 770/11

~~CONFIDENTIAL~~

m-668

B-373

PFTOZYUN RUMJHEA3403 055137 ~~0000~~ -RUMJDBA.

DE RUMJHEA 775 3550357

ZNY 000000

P 122245Z DEC 67

FM AFLCLO

TO RUMJDBA/1038STRATRECONWG/OSUP/DMAF3 ARIZ

INFO RUMJDBA/227COMDR/31EN HQA AB RVN

RUMJDBA/DET 11/DETGO/DANANG AB RVN

BT

~~CONFIDENTIAL~~ (LINDIS)

PROJ RIVET BIN LOR.

FOR LT COL MCCULLEY. INFO: COL STEFANIK, MAJ HUFFVEISTER.

SUBJ: (U) ANTENNA INVENTORY.

REQUEST ONE TIME INVENTORY BE MADE OF ALL ANTENNAS, P/N 2589178 ON HAND
YOUR ACTIVITY TO INCLUDE SERIAL NO OF UNIT. THIS IS REQUIRED REGARDLESS
OF STATUS. SERVICEABLE OR UNSERVICEABLE TO INCLUDE SPACES, UNITS
INSTALLED IN SPA'S, ETC. TAILING NOT REQUIRED. PLEASE REFER TO THIS
MSG IN REPLY. MAKE INVENTORY AS OF 27 DEC 67.

GP-4

BT

ACT
100A(1)

INFO
12 DM (1)
DXI (1)

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

~~CONFIDENTIAL~~

UNCLASSIFIED

0926

UNCLASSIFIED

~~SECRET~~

77 E/11

m-113

PTTSZYUW RUMSCMU0338 3580000-~~0000~~--RUWJDBA.ZNY ~~00000~~

DE RUMSJS 1999 3581750

ZNY ~~00000~~

P 241715Z DEC 67

FM 100SRW OL-20 BIEN HOA AB RVN

TO RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ/CSUPA

INFO RUWBNKA/15AF MARCH AFB CALIF/DM3A2

BT

~~SECRET~~ 100SRW OL-20MO/DEC 67.

REF 12SAD UNCLAS EFTO CSUPA 112206Z DEC 67. THE QUARTERLY
 DROPULSION UNIT OPERATING TIME AND RECON REPORT IS FURNISHED
 AS REQUESTED. INVENTORY IS AS OF 21 DEC 67. APUJ ENGINES AND
 MA-1 S/N 55-255 ARE NOT AT THIS LOCATION.

1. C-130 ENGINE INVENTORY/T56A7

ACFT	POSITION	S/N	TSOH
61-2368	1	AE 104404	1896.6
	2	AE 103258	0126.9
	3	AE 105006	0439.3
	4	AE 104165	1739.3
	GTC	100P-5504	0291.8
61-2369	1	AE 103376	0358.8
	2	AE 105488	0494.2
	3	AE 104740	0027.5

~~SECRET~~PAGE 2 RUMSJS 1998 ~~SECRET~~

4	AE 102108	0027.5
GTC	56P-1286	0132.3
SPARE	AE 104899	1107.3
SPRE	AE 101857	0000.0

2. SPA ENGINE INVENTORY/J-69T41.

ACFT	S/N	TSOH
H-5(66-8186)	TE420056A	2.9
H-22(66-8203)	TE420092A	8.0
H-31(66-8212)	TE420126A	1.5
H-34(66-8215)	TE420120A	1.5
S-11(67-2150BS-11(67-21526)	TE420149A	1.8
S-12(67-21527)	TE420157A	2.6
S-15(67-21530)	TE420162A	0.9

WE HAVE NO SPARE J-69 ENGINES AT THIS LOCATION. ENGINE
 TE420117A IS SALT WATER CONTAMINATED AND IS AWAITING
 SHIPMENT. ENGINE TE420157A IN PSA S-12 (67-21527) IS ABOARD
 A NAVY SHIP, ALSO SALT WATER CONTAMINATED. ENGINE TE420126A
 IN SPA H-31 (66-8212) IS NEAR DANANG. ATTEMPTS ARE BEIN MADE TO
 RECOVER SPA. GP-3

BT

~~SECRET~~

UNCLASSIFIED

NNNN

0929

ACT
B100 A(1)
CSUP(1)INFO
DXI

67-4082

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

UNCLASSIFIED

77E/11

~~CONFIDENTIAL~~

13

3-Info ACT
OXI 100A(1)
12DM(1)

PTTCZYUW RUMSCMU1257 3590000-~~0000~~-RUWJDBA.

~~ZNY CCCCC~~

DE RUMSJS 2014 3591110

~~ZNY CCCCC~~

P 251040Z DEC 67

FM 100 SRW OL20 BIEN HOA AB RVN

TO 100 SRW DMAFB ARIZ/100 AMMS/

BT

~~CONFIDENTIAL~~ 100SRW OL-20 MO/DEC 67.

REF YOUR UNCLAS EFTO 222215Z, DEC 67. SPA S-6 (67-21321) WAS
TERMINATED WITH AGASTAT TIMER INSTALLED. GP-3.

BT

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

~~CONFIDENTIAL~~

UNCLASSIFIED

0930

UNCLASSIFIED

776/11

NNNNPTTCZYUW RUWODZP8940 3611214 ~~SECRET~~ RUWJDBA.

ZNY ~~SECRET~~ ZFH -1 RUABK

DE RUMSAF 2143 3611145

ZNY ~~SECRET~~ RUABK T RUCS RUWJHEA RUWJDBA

P 270936Z DEC 67

FM 100SRW OL 20 BIEN HOA AB RVN

TO RUWJHEA/AFLC LOR/

INFO RUWJDBA/100SRW DAVIS MONTHAN AFB ARIZ/ DSUPWB

BT

~~CONFIDENTIAL~~ L/PAR OP/SPAR/OL-20 SUP

JFLC-LOR FOR CAPT BRENNEN. SUBJECT: ANTENNA INVENTORY. REFERENCE:

AFLC-LOR MESSAGE 19/2245Z DEC 67. A COMPLETE INVENTORY OF ALL

ANTENNAS, P/N 2589170, HAS BEEN MADE; AND STANDS AS FOLLOWS AS OF

27 DEC 67. FOUR (4) EACH IN THE MSK STG-947, S/N U7050152,

U7050158, U7050160, U7050162. TWELVE (12) EACH INSTALLED IN

AIRCRAFT, S/N U7040133, U7040136, U7050106, U7050179, U7050210,

U7050211, U7060205, U7060206, U7070209, U7080221, U7080230,

U9050176. ONE (1) EACH INSTALLED IN TEST HARNESS, S/N U6050036.

GP-3

BT

INFO
100A (1)
12DM (1)
DXI (1)

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

NNNN

~~CONFIDENTIAL~~

UNCLASSIFIED

0931

UNCLASSIFIED

~~CONFIDENTIAL~~

78A/12
Ø 31

482

OTTCZYUW RUHMOC0935 3060020-0000--RUWJDBA.

(U) ZNY 00000
DE RUHHPB 35 3060550

(U) ZNY 00000
O 020535Z NOV 67

100SRW CL 20 DET 10 DNG A3 RVN
TO RUWJDBA/100SRW DAVIS MONTHAN AFB ARIZ
INFO RUMSJS/100SRW CL 20 BIEN HOA A3 RVN

BT

(U) ~~CONFIDENTIAL~~ /100SRW CL-20, DET-10 NOV 67
100SRW FOR DCM. REFERENCE YOUR CONF. LIMDIS 120DCML 01185 OCT 67.
VAN ARE READY FOR SHIPMENT AS OF 31 OCT 57, REF. CONF. DET-10.
00057 OCT 57. AWAITING DISPOSITION INSTRUCTIONS FOR TEST EQUIPMENT,
GENERATORS AND TRANSFER DOCUMENTS PER YOUR CONF LIMDIS/SPAR/PAR
120 ANMS 01182 OCT 57 AND SAC SECRET LIMDIS D'AC 11057 OCT 57.

GP-4
BT

~~CONFIDENTIAL~~

DECLASSIFIED AT 3 YEAR INTERVALS:
AND DIS 6800.10

ACT (8800)
Int DMS
Dw/1
Ac-1

ACTION
DCM

UNCLASSIFIED

~~CONFIDENTIAL~~

0933

UNCLASSIFIED

~~CONFIDENTIAL~~

PHONE NO.

TIME CALLED

PERSON NOTIFIED

NNNNOTTCZYUW RUMSCMU5375 3110000-~~0000~~-RUWJDBA.

ZNY ~~00000~~

DE KMSJS 0505 3110840

ZNY ~~00000~~

O 070745Z NOV 67

FM 100SRW OL 2 BIEN HOA AB RVN

TO RUWJDBA/100SRW DAVIS MONTHAN AFB ARIZ AMMS -

INFO RUMHPD/366CSG DET 10 DANANG AB RVN C

BT

~~CONFIDENTIAL~~ ISA E/LIMDIS/OL-20MO NOV 67.

REFERENCE CONF DET 10 WPYETZ NOV 67, SUBJ; MSQ TEST EQUIPMENT (U).

DET 10 PRESENTLY HAS 47 PIECES OF TEST EQUIPMENT WITH NO DISPOSITION

CONSTRUCTIONS. WE ASSUME THIS EQUIPMENT SHOULD BE RETURNED TO D-M AND

NOT ACCOMPANY THE VAF TMIRAN AT MCLELLAN AFB. SJEQUEST YOU ADVISE

DET 10 QTH INFO TO OL-20 INSTRUCTIONS FOR PREPARATION AND SHIPMENT

OF SUBJECT TEST EQUIPMENT ASAP.

GP-3

BT

ACTION
DCM

~~CONFIDENTIAL~~

DATE

PHONE NO.

TIME CALLED

PERSON NOTIFIED

UNCLASSIFIED BY 12 YEAR
EXEMPTED FROM AUTOMATICALLY
DECLASSIFIED. 500 DIR 5200.17

CONFIDENTIAL

UNCLASSIFIED

0934

~~SECRET~~

UNCLASSIFIED

B-168

78C

GEORGETTE

CZ CD 0417
RFT SZ YUW RUWJHEA 0830 3320205 -RUWJDBA.

DE RUWJHEA 260 3320106

ZNY 08000

R 271655Z NOV 67

FM AFLOR

TO RUMSJS/CL-20/COMOR/B1EN H1A AB RVN

INFO RUWJDBA/100STRATRECONWG/OSUP/DCM/DAVIS MONTAN AFB

RUYBKNA/15AF/DM3A4/DM48R/MARCH AFB

RUCSAAA/SAC/DM3A1C/DLC

RUEDFIA/AFLC/MCMX/

BT

~~SECRET~~ LIMOIS

PROJ RIVET BIN LOR

FOR COL SWANSON, INFO MAJ MCCULLEY, LT COL BRITTON, CAPT BAKER, LT COL LEE, CAPT VOLANO, LT COL ALLISON, COL POWELL. SUBJ: DISPOSITION OF "J" SPA SPARES (U).

IN THAT FINAL "J" MODEL SPA HAS BEEN TERMINATED, REQUEST THE FOLLOWING TASKS BE ACCOMPLISHED:

A. RETURN TO FX2372 ALL, REPEAT ALL, REMAINING KA-60 (1134M1) SCORERS.

B. RETURN TO FX2372 ALL MAJOR COMPONENTS, BLACK BOXES, ETC, WHICH ARE PECULIAR TO THE "J" MODEL ONLY, AND ARE HELD IN YOUR SPARES STORES AT PRESENT.

PAGE TWO RUWJHEA 260 ~~SECRET~~ LIMOIS

C. TAKE ACTION TO CAREFULLY REVIEW YOUR MSK LEVELS FOR "G/J" WITH THE PURPOSE OF DRASTICALLY REDUCING THESE STOCKS. ALL "J" MODELS HAVING BEEN TERMINATED AND ONLY TWO "G" MODELS REMAINING IN THE INVENTORY, (G-42 BEING REHABED AT DM AND G-52 BEING REHABED AT LOR) DICTATES THIS ACTION.

D. KEEP IN MIND THE FOLLOWING FACTS: SOME PARTS ARE COMMON TO "G", "J" AND "S" SPAS. THE ORIGINAL PLANNING FOR ESTABLISHMENT OF MSK LEVELS WAS FOR THREE (3) FLIGHTS PER SPA AND A TOTAL OF TWENTY (20) SPAS IN THE INVENTORY AT ONE TIME.

5. ANY ITEMS OF A STRICTLY EXPENDABLE NATURE (XB3) AND PECULIAR TO "J" SPA MAY BE DISPOSED OF LOCALLY AS YOU MAY DEEM NECESSARY.

6. TAKE ACTION TO CANCEL ALL OPEN RQNS AGAINST "J" MODEL SPA.

GP-4

BT

BA smc
67-4602

DOWNGRADED AT 5 YEAR INTERVALS
DECLASSIFIED AFTER 18 YEARS
DOD DIR 0200.10

UNCLASSIFIED

09.35

UNCLASSIFIED

~~SECRET~~

B-219

180/12

RTTSZ YUW RUCSAAA0614 3452 50-5888--RUWJOBA.

717 66666

R 12144Z DEC 67

FM SAC

TO RUEFIA/ARLC MCIX WPAFB OHIO

INFO RUEFHQA/CSAF AFSCZ S

RUCJ FEA/ARLC LOR NAVCOMSTA SAN DIEGO CALIF

RUMBKIA/15AF DIBBR MARCH AFB CALIF

RUMJOCX/12SAD 100DCH DMAFB ARIZ

BT

~~SECRET~~ ILLDIS PROJECT BIG SAFARI RIVET BINDING

SUBJECT: ORL SYSTEMS (U).

Q-20 IS PRESENTLY STORING TEN (10) ORL KITS FOR THE T7 H DRONE,

AND TWENTY-FOUR (24) KITS FOR THE T7 G DRONE. THIS HQS IS

INTERESTED IN FUTURE ORL REQUIREMENTS SO PROPER DISPOSITION MAY

BE TAKEN OF KITS PRESENTLY IN STORAGE. REQUEST THE FOLLOWING

INFORMATION: (1) DO YOU PLAN TO RELEASE ORL KITS FOR USE ON

T7 H DRONES? IF ANSWER IS YES, DO YOU HAVE A TENTATIVE RELEASE

DATE? (2) DO YOU KNOW OF ANY REASON TO CONTINUE STORAGE OF

THE 24 T7 G ORL KITS? (3) WHAT IS THE SHELF LIFE OF ORL AGENT

WHILE IN STORAGE? (GP-3)

BT

~~SECRET~~

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

67-4783

Received
11 Dec 67
2110
A. Bunkley
Mogre USARF

UNCLASSIFIED

0936

UNCLASSIFIED

NY 812

79/13

A-066

PTEZYUW RUMJEA0163 0036327- RUMJDBA.
DE RUMJEA 516 0038222

ZNY
PR 022300Z JAN 67
FM AFLCGR

3-1-055

TO RUMJDBA/12STRATAEROSPDIV/DM/DAVIS-VENTNA AFB ARIZ
RUMJDBA/160STRATRECONNG/CMDR/DCM/DCM/DAVIS-MONTHAN AFB ARIZ
INFO RUMJDBA/12AF/DM5BR/DM52/MARCH AFB CALIF
RUCSAAA/SAC/DPLC-3/DM40/DPLC
RUEDFIA/AFLC/MOMX
RUEFHQA/CSAF/IFSNE-S/AFXPFR
BT

A	I
100 (7)	DM (1)
	DO (1)
	DS (1)

UNCLAS
FOR OFFICIAL USE ONLY PROJ RIVET BUN LON
FOR LT COL NICHEN, COL MIXSON, LT COL MUSEROVE, COL LOGAN,
INFO: LT COL LEE, CAPT BEAGLE, COL HONEY, LT COL ALLISON, COL
POWELL, MR. O'REAR, LT COL CORRAL. SUBJ RIVET BUN SHIPMENT OF S-21
AND S-22. ITEMS DEPARTED THIS ACTIVITY 2000 HRS, 27 DEC 67 VIA
WESTERN GILLETTE WITH DESTINATION DMABF, TO ARRIVE 0800HRS, 29 DEC
67. THIS MSG CONFIRMS TELECON BETWEEN SGT FISHER (AFLCGR) AND JCS
CONTROL (CCMC).
BT

UNCLASSIFIED

0 9 3 6

UNCLASSIFIED ~~SECRET~~

80A/15 MISC
CP55

VAVPTTSZYUW RUCSAAA0280 3112310-0000--RUMJDBA.

ZNY ~~SECRET~~
P 072221Z NOV 67

FM SAC

TO RUEOFIA/AFLC MCMX

INFO RUMJHEA/AFLC LOR SAN DIEGO CALIF

RUMBKNA/15AF DM4BR

RUMJDBA/12SAD 100SW DCM DMAFB ARIZ

RUMSJS/BIEN HOA CL 20 C AB RVN

BT

~~SECRET~~ LMDIS SPAR/PAR PROJECT RIVET BIN DM4C

SUBJECT: RYAN REPRESENTATIVE REPORTS FROM CL-20 (U).

SUBJECT REPORTS WHILE RECOGNIZED AS COURTESY INFORMATION HAVE POINTED UP A NUMBER OF AREAS WHICH REQUIRE IMPROVEMENT. YOUR ASSISTANCE IS ESSENTIAL TO GET SOME OF THESE OFF THE GROUND, AS FOLLOWS: (A) CURRENT TECH DATA REQUIRES A WT & BAL CHECK OF EACH DRONE PRIOR TO EACH FLIGHT. REQUEST THIS REQUIREMENT BE DELETED. SUFFICIENT EXPERIENCE HAS SURELY BEEN ACCUMULATED BY NOW TO APPLY APPROVED WT & BALANCE TECHNIQUES TO COMPUTE DRONE WT & BALANCE AFTER AN INITIAL WEIGHT AND BALANCE CHECK HAS BEEN MADE ON THE DRONE AFTER BEING RECEIVED IN THE FIELD. SOME CHANGES IN TECH DATA MUST ACCOMPANY THIS DELETING. (B) IT WAS POINTED OUT THAT A SIGNIFICANT

~~SECRET~~

PAGE 2 RUCSAAA0280 ~~SECRET~~ LMDIS
IMPROVEMENT COULD BE REALIZED IN FIELD TROUBLE SHOOTING TECHNIQUES, PLUS SAVINGS IN LRU'S, IF FIELD TECHNICIANS WERE AUTHORIZED (OFFICIALLY) TO UTILIZE BLUE PRINTS AND SCHEMATICS IN THE PROCESS OF DRONE MAINTENANCE. REQUEST YOU IDENTIFY DRONE SYSTEM BLUEPRINT AND SCHEMATICS WHICH YOU CAN AUTHORIZE FOR FIELD USE, AND THEN EITHER PUBLISH THESE DOCUMENTS IN TECH ORDER OR OTHER OFFICIAL FORMAT FOR FIELD USE. (C) REPORTEDLY TECH DATA RELATIVE TO BANK ANGLE ADJUSTMENT REQUIRES CONSIDERABLE ELABORATION TO PROVIDE SUFFICIENT INFORMATION TO THE TECHNICIAN TO ATTAIN OPTIMUM ADJUSTMENT OF THE SYSTEM. YOUR ASSISTANCE TO PROVIDE AMPLIFIED TECH DATA IN THIS AREA APPEARS TO BE IN ORDER. (D) ALTHOUGH NOT SPECIFICALLY CALLED OUT THERE WERE INFERENCES IN THE REPORTS WHICH INDICATES A NEED TO INCREASE THE SCOPE OF UNDERWING MAINTENANCE PROCEDURES AND TECHNIQUES. UNIT RECOMMENDATIONS HAVE BEEN SOLICITED; HOWEVER, YOUR ASSISTANCE WILL OF COURSE BE MOST IMPORTANT IN DEVELOPMENT OF SUCH A CONCEPT. IT IS RECOGNIZED THAT MUCH OF THE CURRENT TECH DATA WOULD APPLY TO A UNDER-THE -WING-MAINTENANCE CONCEPT BUT SUITABLE REFERENCES AND CROSS REFERENCES WOULD HAVE TO BE DEVELOPED. YOUR ACTION TO INITIATE A STUDY TOWARD THIS END WOULD EXPEDITE AUTHORIZING THIS UNDER-THE-WING CONCEPT. PLEASE ADVISE. (GP-3).

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

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302219Z NOV 67

FM-SAC

TO RUWYKNA7 15AF DM43R

RUNJDBA/12SAD 100DCM DAVIS MONT HAN AFB ARIZ

RUMSJS/BIEN HOA CL 20C A9 RVN

BT

SECRET LINDIS PROJECT RIVET BIN SPAR PAR DM4C

FOR SPAR/PAR CONTACT OFFICER. SUBJC SEA VISIT BY SAC DOSR (U).

1. A TRIP REPORT PREPARED BY COL WATSON SAC (DOSR) ON HIS SEA TRIP IN OCT 67 INDICATED SEVERAL DISCREPANCIES IN THE MAINTENANCE AREA. THE FOLLOWING DISCREPANCIES AND DM4C COMMENTS TO THESE DISCREPANCIES ARE AS FOLLOWS: DOSR COMMENT: (A) (S) THE AIRBORNE LAUNCH CONTROL OFFICER'S INSTRUMENTS REQUIRE CALIBRATION EVERY 180 DAYS. MAINTENANCE PEOPLE COULD FIND NO RECORD OF THIS EVER HAVING BEEN ACCOMPLISHED ON THE TWO AIRCRAFT PRESENTLY THERE. FURTHERMORE, THE TEST EQUIPMENT FOR ACCOMPLISHING THIS CALIBRATION IS NOT AVAILABLE AT THE CL. DM4C REPLY: (A) (S) THE LCO CONSOLE IN THE DC-130 IS A CONSOLE PANEL WHICH ACCEPTS A SERIES OF DIFFERENT TYPE DRONE "PLUG IN" LAUNCH CONTROL MODULES. THE MAJORITY OF THESE COMPONENTS CONSIST OF CONTROL TYPE SWITCHES, CIRCUITS AND "GO-NO-GO"

PAGE 2 RUCSAAA0346 SECRET LINDIS
LIGHTS WITH FEW GAUGES. THE GAUGES AND ATTENDANT ELECTRICAL CIRCUITS HAVE A NULL SYSTEM SELF-CALIBRATE FEATURE WHICH WILL ALIGN THESE INSTRUMENTS WITH THE ACTUAL OUTPUTS FROM THE DRONE CIRCUITRY. THESE FEATURES ELIMINATE A NEED FOR CALIBRATION OF THE ENTIRE CONSOLE AS A UNIT. THEREFORE, NO PROVISIONS HAVE BEEN MADE FOR A PERIODIC CALIBRATION OF THE CONSOLES IN TECH DATA (NOR IS ONE REQUIRED). CONSEQUENTLY, A LAUNCH CONSOLE "CHECKER" AS SUCH IS NOT PROVIDED. LCO "PLUG IN" MODULES DO RECEIVE A VACE SHOP CHECKOUT PRIOR TO INSTALLATION IN THE AIRCRAFT. DOSR COMMENT: (B) (S) THERE ARE NO FIXED CALIBRATION REQUIREMENTS FOR THE AIRBORNE RECOVERY CONTROL OFFICER'S INSTRUMENTS (MCGS). ALL THAT THE BOOK APPARENTLY REQUIRES IS A FUNCTIONAL CHECK EVERY 14 DAYS. IN OTHER WORDS, THE ACCURACY OF DRONE PERFORMANCE AS REFLECTED IN THE MCGS INSTRUMENTS IS QUESTIONABLE. DM4C REPLY: (B) (S) AIRBORNE RECOVERY CONTROL OFFICER'S CONSOLE (MCGS) IS REQUIRED BY LTM (RB) E-2-8 PARA 7-131 TO HAVE A DETAILED OPERATIONAL CHECKOUT EVERY TWO WEEKS, WHENEVER PARTS ARE REPLACED OR WHENEVER POWER HAS BEEN OFF THE EQUIPMENT SEVEN DAYS OR LONGER. THE VENDER SPERRY UTAH AND THE MAINTENANCE PERSONNEL CONSIDER THESE CALIBRATION PROCEDURES, AND INTERVALS IS COMPLETELY ADEQUATE. IN ADDITION, THE AIRBORNE RECOVERY CONTROL OPERATORS CHECK

DOWNGRADE T 12 1444
INTERVALS: NOT AUTOMATICALLY
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(u)
PAGE 3 RUCSAAA0346 ~~SECRET~~ LINDIS
LIST LTM (R3) A-1CL-4 VERIFIES OPERATIONAL CHECK-OUT PRIOR TO EVERY
FLIGHT. DCSR COMMENT: (C) (S) THE MCGS OUTPUT OF THE DRONE IT-
SELF IS CHECKED IN TERMS OF VOLTAGES OUTPUT DURING THE GROUND CONSOLE
CHECK. CAPTIVE FLIGHT CHECKS OF THE DRONES DO NOT NORMALLY OPERATE
THE ENGINES AT ITS PEAK OPERATING CONDITIONS, THEREFORE THE MCGS
READINGS AT PEAK OPERATING CONDITION ARE NOT CROSS CHECKED. DM4C
REPLY: (C) (S) IT IS NOT NECESSARY TO OPERATE THE ENGINE AT PEAK
OPERATING CONDITION TO SATISFACTORILY CHECKOUT MCGS SYSTEM. STABLE
POWER IS THE CRITICAL CRITERION IN FUNCTIONALLY CHECKING ANY ELECTRONIC
SYSTEM. DCSR COMMENT: (E) (S) THEIR DC-130 STILL DO NOT HAVE RADAR
SCOPE PHOTO CAPABILITY. INSTALLATION BRACKETS ARE MISSING. SAC DM
IS ON THIS. DM4C REPLY: (E) (S) DAILY STATUS REPORT OPREP 1C STATES
THAT THE KITS ARE AVAILABLE BUT TECH DATA IS STILL REQUIRED. TECHNICAL
DATA IS AVAILABLE AND SAC WAS INFORMED THAT DATA HAD BEEN SENT.
SAC DM4C HAS REQUESTED CURRENT STATUS AND EXPLANATION. DCSR COMMENT:
(F) (S) LORAN C IS STILL NOT SATISFACTORY. PROBLEMS ARE MAP
ACCURACY (NO CALIBRATION FACTOR) AND MAINTENANCE OF GROUND EQUIPMENT.
DM4C REPLY: (F) (S) COL WATSON IS REFERRING HERE TO LORAN STATIONS
NOT AGE. MAINTENANCE OF THESE STATIONS ARE THE RESPONSIBILITY OF THE
US NAVY.

(u)
PAGE 4 RUCSAAA0346 ~~SECRET~~ LINDIS
2. REQUEST YOU BE PREPARED TO DISCUSS THE VALIDITY OF THESE DIS-
CREPANCIES WITH GENERAL HUNZIKER UPON HIS ARRIVAL TO CL-20 ON 10
NOV 67.
3. GENERAL HUNZIKER HAS IN HIS POSSESSION SOME SLIGHTLY
DIFFERENT WORDS IN DM4C REPLIES. THIS MESSAGE CONTAINS THE
REPLIES WHICH WERE ACTUALLY SUBMITTED. THE GENERAL'S COPY IS
FROM A DRAFT WHICH WAS CHANGED. (GP-3)
BT

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PTTSZYUW RUCSAAA0741 3242120-~~5555~~--RUWJDBA.

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P 202101Z NOV 67

FM SAC

TO RUWBKNA/15AF DM4BR

RUWJDBA/12SAD 100SRW DCM DMAFB UHIZ

RUMSJS/OL 20 M O BIEN HOA AB RVN

ONBT

~~SECRET~~ LIMDIS SPAR PAR PROJECT RIVET BIN. DM4C.

SUBJ: DRONE MAINTENANCE PROCEDURES (U). REF: LOR MSG 152349Z,
NOV 67 AND SAC MSG DM4C 072221Z NOV 67.TK

SAC CONCURS WITH THE LOR ACTION TO PROBLEMS POSED BY REF SAC MSG
AS FOLLOWS:

1. WEIGHT AND BALANCE. A DRONE TO BE FLOWN IN ITS PRODUCTION
CONFIGURATION WILL NOT REQUIRE A WT & BAL CHECK DURING MISSION
PREPARATION. A WT&BAL CHECK WILL BE REQUIRED AT ANY TIME A
CONFIGURATION (EQUIPMENT) CHANGE IS MADE WHEN PROPER BALANCE CANNOT
BE ASCERTAINED IAW THE MAINTENANCE HANDBOOKS AND ANYTIME WHEN IN THE
OPINION OF THE LOCAL MAINTENANCE AUTHORITY A WT & BAL CHECK IS
REQUIRED.

2. BLUE PRINTS AND SCHEMATICS. SAC CONCURS IN USE OF "REFERENCE
ONLY" RYAN DRAWINGS (IN POSSESSION OF RYAN FSR'S) IN ADDITION TO

PAGE 2 RUCSAAA0741 ~~SECRET~~ LIMDIS

SCHEMATICS PRINTED IN 147 PUBLICATIONS WHEN IN THE OPINION OF THE
SENIOR MAINTENANCE SUPERVISOR USE OF SUCH "REFERENCE ONLY" DRAWINGS
IS ESSENTIAL TO PROPERLY AND ADEQUATELY TROUBLE SHOOT AND AS
OTHERWISE ISOLATE/REPAIR A MALFUNCTION. SUITABLE REFERENCE WILL
BE MADE IN THE "CORRECTIVE ACTION" BLOCK OF THE APPROPRIATE
MAINTENANCE DOCUMENT TO IDENTIFY THE "REFERENCE ONLY" DRAWING
USED.

3. UNDERWING MAINTENANCE: RECOMMEND MAXIMUM UTILIZATION BE MADE OF
THE 147H UNDER THE WING MAINTENANCE CHECKLISTS WHEN IN THE OPINION
OF THE MAINTENANCE SUPERVISOR IT IS MORE ADVANTAGEOUS TO ACCOMPLISH
THE REQUIRED MAINTENANCE UNDER THE WING THAN TO RETURN THE DRONE
TO THE MAINTENANCE AREA. THE SUPERVISOR IS RESPONSIBLE TO ASSURE
THAT THE MAINTENANCE TO BE PERFORMED IS PROPERLY COVERED BY A
UNDER THE WING MAINTENANCE CHECKLIST PRIOR TO STARTING THE
MAINTENANCE ACTION.

4. AS HAS PREVIOUSLY BEEN POINTED OUT IT IS ESSENTIAL THAT ANY
AREAS DETERMINED DEFICIENT IN THE COURSE OF MAINTENANCE OPERATIONS
BE CAREFULLY AND ACCURATELY DOCUMENTED IAW 00-35D-54 AND OTHER
MAINTENANCE DIRECTIVES FOR PROPER AND TIMELY CORRECTIVE ACTION
BY THE APPROPRIATE AUTHORITY. (GP-3)

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~~SECRET~~ BDM

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DOWNGRADED AT 12 YEAR
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DECLASSIFIED, DOD DIR 6200.10

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P 082009Z NOV 67

FM SAC
TO RUMBKN/15AF DM4BR MARCH AFB CALIF
INFO RUMJDBA/12SAD DM DMAFB ARIZ
RUMSJS/BIEN HOA CL 20 C AB RVN
BT

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OKI(3)

(U) ~~SECRET~~ LINDIS SPAR PAR PROJECT RIVET BIN DM4
SUBJECT: MATERIEL DEFICIENCIES IN DRONE MAINTENANCE - (RYAN REP
REPORTS - CL-20) (U). THE RYAN REPORTS HAVE BEEN RECEIVED AND
REVIEWED WITH A GREAT DEAL OF INTEREST IN THIS HEADQUARTERS. IN
ADDITION TO POINTING UP SOME DEFICIENCIES IN TECH DATA AND OTHER
MAINTENANCE REQUIREMENTS SOME SIGNIFICANTLY IMPORTANT DEFICIENCIES
WERE IDENTIFIED IN MAINTENANCE MANAGEMENT AND MAINTENANCE DISCIPLINE
AT BOTH THE ZI AND O/S OPERATING LOCATIONS. AREAS IDENTIFIED WERE:
UNAUTHORIZED MODIFICATION OF AGE; SHIPMENT OF INCOMPLETE VEHICLE
781'S AND OTHER HISTORICAL DOCUMENTS; INCOMPLETED MAINTENANCE PRIOR
TO SHIPMENT - (I.E. NO ENGINE RUN FOLLOWING THROTTLE ACTUATOR
CHANGE); DRONES SHIPPED INCOMPLETE AND WITH KNOWN DEFECTS; ALLOWING
DETERIORATION OF PECULIAR AGE AT O/S CL TO A POINT OF NEAR COM-
PLETE INEFFECTIVENESS; QUESTIONABLE KNOWLEDGE OF MAINTENANCE/CALIBRA-

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(U) ~~SECRET~~
PAGE 2 RUCSAAA0329 ~~SECRET~~ LINDIS
TION REQUIREMENTS FOR VEHICLES AND LAUNCH VEHICLE SYSTEMS. IT IS
IMPORTANT TO POINT OUT HERE THAT CL-20 IS A FORWARD OPERATING BASE
(FOB) AND THEREFORE IS NEITHER MANNED OR EQUIPPED IN DEPTH NECESSARY
TO SOLVE ALL THEIR PROBLEMS ALL OF THE TIME. THE MANAGEMENT DIRECTION
MUST COME FROM THE PARENT ORGANIZATION. LIKEWISE, THE EXPERTISE AND
MANPOWER AUGMENTATIONS INTO AREAS OF NEED MUST COME FROM THE PARENT
UNIT, TO ASSURE THAT THE FOB IS A WELL MANAGED, WELL DISCIPLINED AND
EFFECTIVE MAINTENANCE ELEMENT. FROM INDICATIONS CONTAINED IN THE
REPORTS (RYAN) CONSIDERABLE EMPHASIS IS NEEDED ALONG THESE LINES:
SPECIFICALLY A PROGRAM TO ASSURE THAT PECULIAR AGE IS MAINTAINED, AT
ALL TIMES, IN A COMPLETELY SERVICEABLE CONDITION. AGE AVAILABILITY
LIMITATIONS ARE RECOGNIZED BUT A ROTATION/REPAIR/CALIBRATION CYCLE
PROGRAM WOULD APPEAR TO BE A LOGICAL SOLUTION IF THE REPAIR CAPA-
BILITY AT THE CL CANNOT BE SUSTAINED AT THE REQUIRED LEVEL. THE
OVERALL QUALITY CONTROL PROGRAM AT THE CL, ALTHOUGH NOT SPECIFICALLY
CALLED OUT, APPEARS TO NEED EMPHASIS. AS IMPLIED ABOVE THE EFFORT
AT THE FOB IS MERELY AN EXTENSION OF THE SPECIFIC FUNCTIONAL AREAS OF
THE PARENT ORGANIZATION. THIS INCLUDES THE FUNCTIONAL AREAS OF MAIN-
TENANCE CONTROL QC&E, TRAINING, R&A, RECORDS, FM, A&E, A&WS, ETC. LACK

DEGRADE AT 12 YEAR
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PAGE 3 RUCSAAA0329 ~~SECRET~~ LINDIS
OF COMMUNICATION, DIRECTION AND SUPERVISION FROM THESE FUNCTIONAL
AREAS CAN DETRACT MATERIALLY FROM THE OVERALL EFFECTIVENESS OF THE MAIN-
TENANCE ELEMENT AT THE CL. A PLAN TO BOLSTER THESE AREAS WARRANTS CON-
SIDERABLE ATTENTION. PLEASE ADVISE. (GP-3).
BT

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NNNNPTTSZYUW RUMBKNA6133 3180130-8888-RUMJD3A.

ZNY-888888

P 132340Z NOV 67

FM 15AF MARCH AFB CALIF

TO RUMJD3A/12SAD/DW/130DCV/DAVIS MONTHAN AFB ARIZ

INFO RUCSAAA/SAC/DW4/DW4C

RUMSJS/CL 20/100SRW/C/BIEN PHA AB REPUBLIC VIETNAM

BT

~~SECRET~~ LINDIS (SPAR/PAR)/DW4

FOR SPAR/PAR CONTACT OFFICERS. THIS IS A RIVET 3IN MESSAGE.

SUBJECT: (SPAR/PAR) MATERIEL DEFICIENCIES IN SPA MAINTENANCE. (U).

REFERENCE: SAC DW4 (S) 08/2009Z, MESSAGE, SAME SUBJECT.

1. THIS HQ AGREES THAT EFFICIENT CL OPERATION DEPENDS GREATLY UPON THE MANAGEMENT DIRECTION THAT COMES FROM THE PARENT ORGANIZATION. THE HOME STATION FUNCTIONAL AREAS MUST PROVIDE DIRECTION AND SUPERVISION TO INSURE THAT DIRECTIVES AND POLICIES GOVERNING QUALITY CONTROL, TRAINING, RECORDS KEEPING, AND MAINTENANCE PROCEDURES ARE COMPLIED WITH. ADEQUATE DIRECTION AND SUPERVISION CAN ONLY BE PROVIDED BY CLOSELY MONITORING CL ACTIVITIES AND PERFORMANCE AND MAINTAINING CLOSE COMMUNICATIONS.

2. SPECIFICALLY, REQUEST YOUR ACTION TO INITIATE PROGRAMS TO:

(A) INSURE THAT PECULIAR AGE IS MAINTAINED PROPERLY, (B)

~~SECRET~~

PAGE 2 RUMBKNA6133 ~~SECRET~~ LINDIS

REEMPHASIZE THE CL QUALITY CONTROL PROGRAM, (C) STRESS CONTINUING COMMUNICATIONS AND GUIDANCE FROM PARENT DCV FUNCTIONS TO ASSOCIATED CL ACTIVITIES. PLEASE ADVISE. GP-1

BT

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DOWNGRADE AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 6200.10

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ZNY-66000
P 160027Z NOV 67
FM 15AF MARCH AFB CAL IF
TO RUMSJS/OL-20/100C/MO/BIEN HOA AB RVN
INFO RUWJDBA/12SAD/DM/100DCM/D MONTHAN AFB ARIZ
RUCSAAA/SAC/DMAC
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~~SECRET~~ LINDIS (SPAR/PAR)/DM4BR
THIS IS A BUMBLE BUG MESSAGE. FOR SPAR/PAR CONTACT OFFICERS.
SUBJECT: (SPAR/PAR) OL-20 TECH REP FIELD REPORT, PERIOD ENDING 5 NOV 67. (U). REQUEST YOUR COMMENTS AND/OR ACTION TAKEN ON FOLLOWING ITEMS LISTED IN SUBJECT REPORT: 30 OCT: (1) DR AUTOTUNE MODULE MALFUNCTION. HAS A U.R. BEEN SUBMITTED IF NOT, WHY NOT (2) PROGRAMMER DOUBLEPULSING, J-14. THIS WAS A REPEAT MALFUNCTION ON 1 NOV. THE DETENT IN DISTANCE PULSE CAM IN NAV-COMPUTER AND WEAR OF MICRO-SWITCH ARE NOT FULLY EXPLAINED. IS A U.R. REQUIRED IF NOT AND THIS CAN BE EXPECTED DUE TO NORMAL WEAR, PERHAPS A TIME CHANGE OR PERIODIC INSPECTION OF THE UNIT IS IN ORDER. (3) INLET COVER INTERFERENCE WITH DOPPLER ANTENNA. THIS MALFUNCTION IS NOT UNDERSTOOD. INLET COVERS HAVE BEEN USED EXTENSIVELY WITH NO KNOWN PROBLEM OF THIS TYPE. WHY WERE THE

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PAGE 2 RUWBKNA6165 ~~SECRET~~ LINDIS
COVERS OBSCURING THE DOPPLER ANTENNA AND WHAT WAS CORRECTIVE ACTION 31 OCT: TCTO KITS FOR LOWER FLOATS. AFLC-LOR STATES THAT RECEIPT OF KITS PLUS CONF LOR 1352, 19 OCT 67, IS ONLY AUTHORIZATION REQUIRED FOR INSTALLATION. A FORMAL TCTO WILL NOT BE ISSUED. IF DOUBT STILL EXISTS THIS MSG REPRESENTS AUTHORITY TO INSTALL NEW FLOATS. 1 NOV: OVERHEATING OF DOPPLER AND DR AUTOTUNES. IT SEEMS APPARENT THAT A LIMITATION MUST BE PLACED ON RESETTING OF AUTOTUNES. HAS AFTO FORM 22 ACTION BEEN TAKEN TO CORRECT THIS DEFICIENCY 3 NOV: (1) BLOWER MOTOR MALFUNCTION. WHAT ACTION HAS BEEN TAKEN TO INSURE A CLEAN, OPERATIONAL, AND RELIABLE SYSTEM (2) PLOTTING BOARD DISCREPANCY. IS TECH DATA ADEQUATE AND DOES IT PROVIDE FOR PROPER ADJUSTMENT OF SYSTEM ON A TIMELY BASIS (3) 0.5 SECOND TIMER DISCONNECTED. THIS APPEARS TO BE A VIOLATION OF TECH DATA/CHECKLIST PROCEDURES. WHAT ACTION HAS BEEN TAKEN TO IDENTIFY AND EDUCATE THE RESPONSIBLE INDIVIDUAL AND TO PREVENT RECURRENCE 5 NOV: INABILITY TO INSTALL RIGHT ANTI-WINDMILL COVER DUE TO BROKEN PIN. HOW WAS PIN BROKEN AND WHY COULDN'T IT BE REPLACED PRIOR TO FLIGHT OBSERVATIONS AND RECOMMENDATIONS: (1) WING LEADING AND TRAILING EDGE CORROSION, J-14: REFERENCE IS APPARENTLY TO EXPOSED AREAS WHICH SHOULD BE

DECLASSIFIED AS 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DSD DIB 6200.10

Ac 67-2778

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PAGE 3 RUMBKNA6165 ~~SECRET~~ LIMOIS

EASILY AND THOROUGHLY CONTAMINATED. IF CORROSION IS IDENTIFIED IN AN EXPOSED AREA IT WOULD BE REASONABLE TO ASSUME A WORSE CONDITION EXISTS IN HIDDEN OR UNEXPOSED AREAS. HAS A COMPLETE EVALUATION BEEN MADE OF THE ENTIRE AIRFRAME WHAT IS CONDITION INDICATED IS SUCH DATA CONSIDERED ADEQUATE TO PROVIDE FOR THROUGH DECONTAMINATION AFTER SALTWATER RECOVERY (2) APM-265 PROBLEM? WHAT PRECISELY IS PROBLEM WHAT IS RECOMMENDATION WHAT ASSISTANCE IS REQUIRED REQUEST YOUR COMMENTS BY RETURN PRIORITY MESSAGE. FOR 12SAD/DM AND 100/DCM. THE CL HAS BEEN REPEATEDLY REQUESTED TO THOROUGHLY ANALYZE AND EVALUATE EACH OF THESE REPORTS PRIOR TO DISPATCH. IN CASES WHERE CORRECTIVE ACTION, U.R., OR AFTO FORM 22 ACTION IS INDICATED, THE REPORT SHOULD BE SO ANNOTATED. IF THIS ACTION IS TAKEN, THE MAJOR PORTION OF CORRESPONDENCE SUCH AS THIS COULD BE ELIMINATED. REFERENCE TELECON LT COL MCEWEN, 12SAD/DM AND MAJ LEE, 15AF/DM1BR, SAME SUBJECT. WOULD GREATLY APPRECIATE YOUR IMMEDIATE ASSISTANCE. GP-4.

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RTTCZ YUW RUWBKNA6180 3492336-0000-RUWJDBA.

ZNY CCCCC

R 152255Z DEC 67

FM 15AF MARCH AFB CALIF

TO 12STRATAER OSDIV/100DCM/DAVIS MONTAN AFB ARIZ

BT

~~CONFIDENTIAL~~ (u) (u) MOIS (SPAR/PAR) DM

FOR SPAR/PAR CONTACT OFFICERS. THIS IS A RIVET BIN MESSAGE. INFO
12 SAD/DM. SUBJECT: (SPAR/PAR) DEFICIENCY REPORTING (U):

1. IN RECENT WEEKS TWO WIDELY SEPARATED HARDWARE AREAS HAVE COME
TO THE ATTENTION OF THE DCS/MATERIEL BECAUSE OF THEIR REPEATED
APPEARANCE ON DAILY RECONNAISSANCE BRIEFINGS AS MATERIEL FAILURE
ITEMS. THESE ITEMS ARE 147 "S" FLIGHT CONTROL SYSTEM AND DC-130
PROPELLER MALFUNCTIONS. IN THE COURSE OF COMPLING DATA IN THESE
AREAS IT WAS DISCOVERED THAT AS OF 30 NOV, ONLY ONE LR HAD BEEN
SUBMITTED ON 147 "S" FLIGHT CONTROL SYSTEMS. THE 100 TEAD STATED
CREASD 20/2330Z NOV THAT 17 OF 31 147 "S" SORTIES RESULTED IN
FLIGHT CONTROL WRITE-UPS AND, QUOTE, "FAILURES APPEAR TO BE EXCES-
SIVE...UNQUOTE. SINCE 1 JULY, 15 C-130 PROPELLER DISCREPANCIES
WERE REPORTED, 8 WERE REGULATOR PROBLEMS, BUT NO DEFICIENCY
REPORTS HAVE BEEN PROCESSED TO DATE.

2. DIRECTION AND CONTROL OF THE 100SRW DEFICIENCY REPORTING

PAGE 2 RUWBKNA6180 ~~CONFIDENTIAL~~ (u) (u)

PROGRAM RESTS WITH THE 100SRW. THIS HQ, HOWEVER, HAS THE RESPONSIB-
ILITY OF INSURING THE DEFICIENT AREAS WITHIN THE RIVET BIN PROGRAM
ARE UNCOVERED AND CORRECTED IN THE MOST TIMELY MANNER POSSIBLE. TO
INSURE POSITIVE AND TIMELY ACTION IN THIS AREA, REQUEST ALL MAINTEN-
ANCE PERSONNEL BE REMINDED OF THEIR ROLE IN THIS VITAL PROGRAM AND
THAT THEIR CONTINUING SUPPORT IS REQUIRED. GP-4

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DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
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82A/18

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RTTZYUW RUCSAA6932 325153Z-REWJDEA.

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021153Z NOV 67

FM SAC
TO RUEDDEA/15AF DHAER WARCH AFB CALIF
INFO RUWJDEA/12SAD 102DCM DHAPE ARIZ
RUMSJA/BIEN HDA CL-20 C AB RVN
BT

UNCLAS [REDACTED] DMAC

BT DMAC 152131 NOV 67, SUBJ: INSPECTION AND REPLACEMENT OF C-130
NORMAL BRAKE HOSE; YOUR 153000 (ID CL-20 W/O 181215Z NOV 67, SUBJ:
TOTO RECEIPT ACKNOWLEDGED).

SUBJ: INSPECTION AND REPLACEMENT OF C-130 NORMAL BRAKE HOSE.

1. REFERENCED DMAC MSG QUOTING SAAMA UNCLAS SAN 141547Z NOV 67,
SHOULD HAVE INCLUDED "1. O. 10-130-006 AIRLINES".
2. WRAMA UNCLAS WRAM 171500Z NOV 67, SUBJ: FAILURE OF BRAKE HOSES
IS QUOTED FOR YOUR INFO ACTION. QUOTE
UNCLAS WRAM

SUBJ: FAILURE OF BRAKE HOSES, C-130 ACFT. BRAKE HOSE FAILURES HAVE
CONTRIBUTED TO TWO KNOWN INCIDENTS WHICH RESULTED IN LOSS OF BRAKES
AND RESULTED IN BRAKE FIRES. INVESTIGATION REVEALED THAT FAILURES
WERE RESULT OF INTERIOR, OVERSIZE TYPE HOSES P/N 293-5735-0240.

PAGE 2 RUCSAA6932 UNCLAS [REDACTED]

THESE HOSES ARE APPLICABLE TO C-130B/WH SERIES ACFT. TOTO 10-130-
006 WAS PUBLISHED TO INSPECT AND REMOVE THESE HOSES FROM ALL
AFFECTED ACFT. AS THE RESULT OF REFERENCED INCIDENT IT WAS RECOM-
MENDED THAT BRAKE HOSES BE INSPECTED AT EACH BASIC POST FLIGHT
INSPECTION. BASED ON RECOMMENDATION OF THE INCIDENT REVIEW BOARD
ACTION HAS BEEN TAKEN TO REVISE THE BASIC POST FLIGHT INSPECTION
WORK CARDS FOR C-130A/D/L/E ACFT TO ADD ONE FOLLOWING INSPECTION
AS PRESENTLY OUTLINED IN 10-130-006 N 501: ACCESSIBLE RUBBER HOSES
FOR CRACKS (190) DEGENERATION (110) BRAYING/CRACKS LEAKAGE (380)
BINKING (730) CRACKING (600) SQUINT (730). THIS CONSTITUTES
AUTHORITY TO PERFORM POSTFLIGHT INSPECTION PENDING FORMAL REVISION
OF THE WORK CARDS. REQUEST INSPECTION CRITERIA OUTLINE HEREIN
BE DISSEMINATED TO ALL SUBSEQUENT ACTIVITIES. UNQUOTE
3. IF FURTHER ASSISTANCE IS REQUIRED PLEASE ADVISE.
BT

UNCLASSIFIED

0953

UNCLASSIFIED

83E/18

~~SECRET~~

(u) CZ CD OA 14 6
RTTSZYUW R UWBKNA 62 12 354 19 24 - ~~SECRET~~ - R UYJDBA.
ZNY ~~SECRET~~
R 231300Z DEC 67
FM 15 AF WARCH AFB CALIF
TO RUMSJS/100SRW/OL-20/C/6 IEN HOA AB RVN
INFO R UYJDBA/12 SAO/100DCM/D MONTHAN AFB ARIZ
BT

~~B-369~~
MISC
B-199

INFO
100 A (1)
1250 (1)
12DM (1)
DXL

(u) ~~SECRET~~ LINDIS (SPAR/PAR) DIM4 BR
FOR SPAR/PAR CONTACT OFFICERS. THIS IS A RIVET BIN MESSAGE.
SUBJ: (SPAR/PAR) AIRCRAFT TAIL NUMBERS. (U). REQUEST YOU INCLUDE
ON THE OPREP 4 THE LAUNCH AIRCRAFT TAIL NUMBER AND PYLON ON WHICH
SPA WAS HUNG FOR MISSION. REQUEST NAME OF LCO WHO LAUNCHED THE
FOLLOWING VEHICLE:

6 DEC Q4 18 S9
IF AVAILABLE, AND FOR THE MONTH OF DECEMBER TO DATE, REQUEST INFO
AS TO WHAT PYLON MISSION SPA'S WERE HUNG. THIS REFERS TO ACTUAL-
LAUNCHED VEHICLES AND A/A MISSIONS ONLY. GP-4.
BT

BCASMC
67-4906

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

~~SECRET~~

NNNN

UNCLASSIFIED

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UNCLASSIFIED

84/19

~~SECRET~~

N. JCZCD0477

RITSZYU RUCSAAA236 3102310-0000-RUMJDBA

ZNY 00000

R 062230Z NOV 67

FM SAC

TO RUMJDBA/15AF DMABR

INFO RUMJDBA/12SAD 1000CM CATD DAVIS MONTHAN AFB ARIZ
BT

~~SECRET~~ LINDIS SPAR/PAR PROJECT RIVET BIN DMAC

FOR SPAR/PAR CONTACT OFFICER. YOUR 15AF (S) DMABR 25739 12 OCT 67.

SUBJECT: MOGS DEFICIENCIES (ID).

1. INFORMAL INFORMATION INDICATES THE FOLLOWING ACTIONS HAVE BEEN TAKEN BY MOGS CONTRACTOR TO RESOLVE THE PLOTTING BOARD PROBLEMS:

A. ECP-12 IS A PROOF KIT THAT WILL ALLOW INTERCHANGEABILITY OF PLOTTING BOARD SUBASSEMBLIES. THIS ECP WILL ALSO ALLOW BETTER PIN LEFT WHEN ARM IS BEING SLEWED.

B. ECP 24 WILL IMPROVE OPERATION OF PIN HOLD SOLENOID AND IMPROVE PIN CABLE TO PREVENT BREAKAGE.

C. TO DATE, NO ACTION HAS BEEN TAKEN TO RESOLVE THE DRIFT PROBLEM. CONTRACTOR STATES THAT DRIFT IS WITHIN SPECS. REQUEST 1000CM TO SUBMIT A UR ON THIS SUBJECT.

2. LAS HAS ADVISED THAT THEY NOW HAVE A REPAIR CAPABILITY FOR THE ASN-35A ANALOG ADAPTER, AN LAS TECH REP WAS SENT TO DMABR 19 OCT 67

MISC-B-042

Action Info

10041L

DEM-2

TEAD-1

AC-1

11/7/67 by 1054c
REPR 11/10/67

~~SECRET~~

(u)

PAGE 2 RUCSAAA236 ~~SECRET~~ LINDIS

TO ASSIST IN REPAIR OF ANALOG ADAPTERS AND TO PROVIDE INTERIM TECH DATA. REQUEST YOU ADVISE OF ANY ADDITIONAL PROBLEMS YOU MAY HAVE ON THESE SYSTEMS. (GP-3)

BT

~~SECRET~~

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

Ac 67-3621

UNCLASSIFIED

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UNCLASSIFIED

11231
(u) NNNNOFTSZYU RUHROC0363 2760400-~~SECRET~~ -RUWJDBA
DE RUMSAF 0221 2760315
ZNY ~~SECRET~~
O 030230Z OCT 67
FM 100RW CL 20 BIEN HOA AB RVN
TO 100STRATRECONWG DAVIS MONTAN AFB ARIZ
BT

(u) ~~SECRET~~ PAFOP LINDIS/100RW CL-20 11828, OCT 67.
FOR DCOIN. SUBJ: (U) LORAN C EVALUATION. THIS MSG IN TWO PARTS.
PART I. REFERENCE 100RW DCOIN 0591, 16 AUG 67. THE FOLLOWING IS
REQUESTED LORAN C INFORMATION.

DATE	LAUNCH COORD	FIX COORD	ALT CONDITIONS
27 SEP 67	S3Y29420/S3X13484	S3Y29416/S3X13484	5.0 NORMAL
23 SEP 67	S3Y29420/S3X13484	N/A	5.0 NO LOCK BLINK
30 SEP 67	S3Y30131/S3X12388	S3Y30120/S3X12389	3.0 NORMAL
30 SEP 67	S3Y30204/S3X12400	S3Y30204/S3X1660	8.0 FLASE LOCK ON S3X

PART II. DUE TO UTILIZING LORAN C ON A NON INTERFERENCE BASIS IT IS
FELT THAT A PROPER EVALUATION IS NOT POSSIBLE UNDER PRESENT
CONDITIONS. ON FUTURE MISSIONS, TIME PERMITTING, A FRACTIVE LAUNCH
RUN WILL BE MADE USING LORAN C. THIS WILL ENABLE THE NAVIGATOR TO
BETTER DETERMINE THE OVERALL ACCURACY WITHOUT THE INTERFERENC3OF AN

1123
(u) PAGE 2 RUMSAF 0221 ~~SECRET~~ PAFOP LINDIS
ACTUAL MISSION. THESE RUNS WILL TAKE PLACE IN THE DANANG AREA AT
ALTITUDES OF TWO AND THREE THOUSAND FEET. CONTINUED EVALUATION WILL
BE MADE ON LAUNCH RUNS.
GP-3.
BO

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DECLASSIFIED, DOD DIR 3800.10
INTERVALS: NOT AUTOMATICALLY
DOWNGRADED AT 12 YEAR

UNCLASSIFIED
~~SECRET~~

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860/21
11/3/67 1014c
REPR 11123

OTTZYUW RUW00ZP0889 3071916-5555--RUWJDBA.

ZNY 65555 ZFH-1 RUABK

DE RUMSJS 0267 3071740

ZNY 66666

O 031715Z NOV 67

FM 130SRW QL 20 BIEN HOA AB RVN

TO 130STRATRECONWG DAVIS MONTHAN AFB ARIZ DCOTN

BT

~~SECRET~~ / PAFOP/LIMDIS/QL-23 NOV 67.

SUBJ: LORAN "C" EVALUATION (U). TWO MISSIONS WERE FLOWN FROM 15 OCT THROUGH 31 OCT. ON 25 OCT THE LAUNCH COORDINATES WERE: S3Y

30234, S3X-12405. FIX COORDINATES AT TIME OF LAUNCH WERE: S3Y-30200, S3X 12410, RESULTING IN A C.E. OF 1 N.M. THE LAUNCH ALTITUDE WAS 8.0, AND THE WEATHER CONDITIONS WERE GOOD. A PRACTICE RUN WAS MADE IN THE DA NANG AREA ALSO RESULTING IN A 1 N.M. C.E. THE PROPOSED LAUNCH COORDINATES WERE: S3Y-29400, S3X-13420. THE COORDINATES AT TIME OF LAUNCH WERE: S3Y-29405, S3X-13415. THE SIMULATED LAUNCH ALTITUDE WAS 15.0 AND THE WEATHER CONDITIONS WERE FAIR WITH SCATTERED BUILDUPS IN THE AREA. ON THE 29 OCT MISSION, THE SET REMAINED IN BLINK FOR THE ENTIRE DURATION, AND IT WAS NOT POSSIBLE TO DETERMINE A C.E. THE WEATHER DURING THE MISSION WAS GOOD. ON 30 OCT, DURING A FLIGHT TO DA NANG, THE SET WAS CROSSCHECKED AGAINST NUMEROUS RADAR RETURNS AND WAS WITHIN 2 N.M. EACH TIME. GP-BT

B - 058 / 216
Ref
1000 / 12
Ac-1

4372

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

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Ac 67 3549

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~~SECRET~~

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B 110

866/21/07/00356

DATE 7 Nov

PHONE NO 3443

TIME CALLED 0035L

PERSON NOTIFIED Sep. Ogden
1000111

OTTCZYUW RUMSCMUS 002 3110000000--RUMJDBA.

ZNY 00000

DE RUMSJS 0474 3110455

ZNY 00000

O 070416Z NOV 67

FM 100SRW QL 20 BIEN HOA AB RVN

TO RUMBKNA/15AF MARCH AFB CALIF DM4BR

INFO RUMJDBA/12STRATAEROSPOIV DAVIS MONTHAN AFB ARIZ 100DCM

BT

~~CONFIDENTIAL~~ 100SRW QL-20MO NOV 67. THIS IS A BUMBLE BUG MESSAGE. REF 15AF (C) MSG 05789, DTD 31 OCT 67. SUBJ: LORAN "C". (U) INFORMATION REQUESTED IN REFERENCED MESSAGE HAS BEEN OBTAINED FROM FORMS 781/126/14 AND IS AS FOLLOWS; LORAN "C" STATUS FROM 1 JUL THRU 4 NOV 67.

1. DC-130E 61-2368

AIRCRAFT 2368 HAD ONE LARAN "C" DISCREPANCY FROM 1 JUL THRU 4 NOV 67.

DISCREPANCY

9 JUL LORAN "C" READS 000000

CORRECTIVE ACTION

OPERATIONAL CHECK GOOD IAW TECH DATA. (GROUND STATION INOPERATIVE)

IN AUTO ALL THRU FLIGHT.

2. DC-130E 61-2369

AIRCRAFT 2369 HAD FIVE DISCREPANCIES FROM 1 JUL THRU 4 NOV 67.

DISCREPANCY

CORRECTIVE ACTION

ACTION
DCM

~~CONFIDENTIAL~~

PAGE 2 RUMSJS 0474 ~~CONFIDENTIAL~~

24 JUL LORAN "C" DID NOT LOCK ON.

CHECKED GOOD USING APM-251 AND LOCKED ON MASTER AND SLAVE "A" GROUND STATION.

18 AUG LORAN "C" STAYED IN BLINK FOR MAJORITY OF FLIGHT. WHEN SET INDICATED NORMAL OPERATION, READOUT DIGITS WERE UNRELIABLE.

18 AUG OPERATIONAL CHECKED SYSTEM GOOD WITH AN/ARM-106.

27 AUG LOW STATION WOULD NOT LOCK IN OR WOULD LOCK IN WITH IMPROPER READINGS. HIGH STATION ACCURATE ON LORAN "C".

SYSTEM OPERATIONAL CHECKED GOOD WITH SG-722/ARM-106.

28 SEP LORAN "C" REMAINED IN BLINK FOR THE ENTIRE MISSION. WOULD NOT LOCK ON TO CORRECT READINGS.

7 OCT REMOVED AND REPLACED R-1298/ARM-78. CU-130 ON ORDER. 20 OCT REMOVED AND REPLACED ANTENNA COUPLER. SYSTEM CHECKED GOOD.

28 OCT LORAN "C" DID NOT LOCK ON. NO PROPER READINGS. MOST OF FLIGHT WAS IN BLINK CONDITION.

29 OCT COULD NOT DUPLICATE MALFUNCTION. SYSTEM CHECKED GOOD IAW T.O. 33A1-8-454-1.

GP-3.

BT

UNCLASSIFIED ~~CONFIDENTIAL~~

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED
DOC AIR 5200-10

0965

UNCLASSIFIED

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~~CONFIDENTIAL~~

B224

11 Dec 67
B. P. Swickham
Engr. USMC

(u)

(u)

(u)

NNNNPTTCZYUW RUMSCHV5381 3460000-0000--RUMJDBA.
ZNY 000000 120010Z D
DE RUMSJS 0829 3460225
ZNY 000000 120010Z D
FM 100SRW CL20 BIEN HOA AB RVN
TO 100STRATRECONWG DAVIS MONTHAN AFB ARIZ AEMS
BT

~~CONFIDENTIAL~~ /EVDIS/100SRW CL-20 MO/DEC 67.

SUBJ: O-15 CAMERA (U)
REF YOUR 292130Z NOV 67. FOLLOWING INFORMATION IS PROVIDED AS
REQUESTED. THE O-15 CAMERA SYSTEM IS INSTALLED AND IS OPERATIONAL
ON ACFT 369. WE ARE AWP TO COMPLETE INSTALLATION ON ACFT YCM THE
PART REQUIRED IS AN ADAPTER, MOUNT, P/N 556-12, D/W 7303-2002,
ORDERED ON 30 OCT 67. CLEAR CORSCRS WERE PROVIDED WITH THE MOD
KITS AND ARE INSTALLED. TYPE OF FILM BEING USED IS EASTMAN 4-X
NEGATIVE TYPE 5224, SP415. ONLY ONE TEST ROLL OF FILM HAS
BEEN USED. RESULTS ARE VERY GOOD. WHAT ARE THE GUIDELINES FOR
CL-20 USAGE OF THIS CAMERA SYSTEM : 40-3
BT

~~CONFIDENTIAL~~

DOWNGRADED AT 12 YEAR
INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED. USG DER BRG 110

UNCLASSIFIED

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UNCLASSIFIED

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~~CONFIDENTIAL~~

PTTCZYUW RUWBKNA6236 3279183-CCCC--RUWJDBA.

ZNY CCCCC

P 230038Z NOV 67

FM 15AF MARCH AFB CALIF

TO RUWJDBA/12SAD/130DCM/AEMS/D MONTAN AFB ARIZ

INFO RUCSAAA/SAC/DM4C

RUEDF1A/AFLC/MCMX/WPAFB OHIO

RUWJABA/AFLC-LOO/ONTARIO CALIF

BT

~~CONFIDENTIAL~~ LINDIS (SPAR/PAR)/DM4BR

THIS IS A RIVET BIN MESSAGE FOR SPAR/PAR CONTACT OFFICERS.

SUBJECT: (SPAR/PAR) B-15 CAMERA INSTALLATION. (U). REF AFLC-LOO

SECRET MSG DTG 09/0805Z/NOV 67, SAME SUBJECT. REQUEST YOUR

EVALUATION OF THE FILM RESULTS OBTAINED BY INSTALLATION OF CLEAR

CURSORS AS SUGGESTED BY REFERENCED MSG. PROVIDE ONE ROLL OF FILM

TO LOO AS REQUESTED IN REFERENCED MESSAGE. SUGGEST OL-28 BE

PROVIDED WITH LATEST METHOD OF SETTINGS AND PROCESSING NECESSARY

TO ACHIEVE GOOD RESULTS. DOES THE OL HAVE CLEAR CURSORS FOR

INSTALLATION ON 368 AND 369 PLEASE ADVISE. GP-4.

BT

~~CONFIDENTIAL~~

GROUP 4
Downgraded At 3 Year Intervals.
Declassified After 12 Years.

UNCLASSIFIED

0967

UNCLASSIFIED

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HONOLULU
ZNY

MEMORANDUM 1093 3 132053-20-R

88/2

0592346Z NOV 67

11-11-1024

100 1110 PM

B-075

TO: WAF, MARCH AFB, CALIF

FROM: RUMJDBA, WESAD, 10800N, DAVIS MONTHAN AFB, ARIZ

RUMJDBA/CL 20 C BIEN HOA AB RVN

BT (6)

UNCLAS [REDACTED] FOR OFFICIAL USE ONLY (SPAR/PAR) OWNER
FOR SPAR/PAR CONTACT OFFICER. SUBJ: (SPAR/PAR) CH-3 RHC06.
REQUEST YOU TAKE ACTION TO REMOVE COUPLER FROM CH-3C 226 TO
SATISFY CHQTS AGAINST CH-3C 791. EXPEDITE SHIPMENT OF REFERENCED
COUPLER BY EARLIEST POSSIBLE MEANS.
BT

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10 NOV 67
443
CONFIDENTIAL
DECLASSIFIED
DDO DIA 5200-10
INTERVALS
REPRODUCED
11/16/71 by 1074

m-469 ~~CONFIDENTIAL~~

TOTTCZYUW RUHMOC 1274 3140000-0000-RUNJDBA:

ZNY 00000
DE RUHHP3 85 3140951

ZNY 00000

O 100806Z NOV 67

FM 100SRW CL 20 DET 10 DA NANG AB RVN

TO 100SRW DAVTS WORTHAM AFB ARIZONA

BT

~~CONFIDENTIAL~~/100SRW CL-20, DET-10/NOV 67

FOR 100TH DCM PASS TO DSUGPL. OUR CH-3E AIRCRAFT ARE EQUIPPED WITH THE AN/APX-64 IFF/SIF SYSTEM. OUR PRESENT MSK IS FOR CH-3C AIRCRAFT, AN/APX-46 IFF/SIF SYSTEM. THE SYSTEMS ARE NOT INTERCHANGABLE.

REQUEST RT-727/APX-64 (V) TRANSPONDER STOCK NUMBER 5895-880-3568 EA

BE ADDED TO MSK LISTING FOR DET-10. REF: T.O. 1H-3(C)C-4 PAGE

2-464 FIG 195 INDX 122 THIS IS MISSION ESSENTIAL EQUIPMENT.

GP-4

BT

~~CONFIDENTIAL~~

UNCLASSIFIED

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92A/27

REPRODUCED

NYZ 0001395

10ZYLW RUCSAA0329 3131742-~~0000~~-PLWJDBA

~~ZNY-CCCCC~~

R 291727Z NOV 57

FM 24C

TO RUEBKNA/15AF DM48R MARCH AFB. CALIF

~~INFO RUM JDBA/125AD DM DMAF3 ARIZ~~

RUEDFIA/AFLC MCIX WPAFB OHIO

प

CONFIDENTIAL LINDIS SPAR/POR PROJECT RIVET PIN DWAC
YOUR DWACR 05723 OCT 67. SUBJECT: TOTAL SYSTEMS QUALIFIED
PERSONNEL (U). THE INITIAL RECOMMENDATION WHICH BROUGHT ABOUT
SUBJECT DISCUSSION WAS "INCREASE SCOPE OF TRAINING FOR ALL SP
MAINTENANCE PERSONNEL" NOT TO MAKE EXPERTS OUT OF A FEW. OF
CONCERN WERE IS THAT TECHNICIANS IN INDIVIDUAL SPECIALITIES HAVE
NOT BEEN PROVIDED SUFFICIENT DRONE AND SYSTEM BACKGROUND AND THEORY
DURING THEIR TRAINING PROCESSES TO ATTAIN A PROFESSIONAL ABILITY
AS A DRONE TECHNICIAN/SPECIALIST. FURTHER, TO PROVIDE THE SPECIALTY
TECHNICIAN WITH SUFFICIENT KNOWLEDGE OF OTHER DRONE SYSTEMS, OUT-
SIDE HIS SPECIALTY TO ENABLE HIM TO UNDERSTAND THE INTERFACES,
REACTIONS, AND/OR LACK THEREOF OF HIS SPECIALTY SYSTEMS ON AND
FROM THESE SYSTEMS. THERE WAS NO THOUGHT IN THE INITIAL RECOM-
MENDATION TO TOTAL SYSTEMS QUALIFY ELSE SUIT PERSONNEL. HOWEVER,

PAGE 02 RUGSAA0352 ~~CONFIDENTIAL~~ LITIA
CONSIDERATION SHOULD BE GIVEN TO QUALIFYING THE AETS, CURRENTLY
AUTHORIZED ON THE 1235TH IHD INSOFAR AS POSSIBLE UNDER THE "TOTAL
SYSTEM CONCEPT". IF THE SPA MAINTENANCE FUNCTION IS TO BE ANY-WHERE-
ANY-TIME-DROVE MAINTENANCE CAPABLE A CONTINUOUS MAINTENANCE TRAINING
PROGRAM IS IN FACT REQUIRED FOR THE ENTIRE Z1 GROUP MAINTENANCE FORCE,
AND SOME AT THE EOL. TOWYEE YOU

W/P TO-DATE, ON THE SYSTEMS WITH MULTIZYCLITY, YAT 720077020, REFLECTING IN THE CONTEXT ABOVE, THE ADEQUACY OF THE CURRENT TRAINING FOR A PROVE. TECHNICIAN OR SPECIALIST CAN BE DETERMINED BEST BY THE ANSWER TO THE QUESTION "CAN THIS 7 LEVEL OR 5 LEVEL IN FACT PERFORM THE PROFESSIONAL 7 AND 5 LEVEL MAINTENANCE OF THE SAC SPECIAL PURPOSE AIRCRAFT AFTER COMPLETING THE PRESCRIBED SR-1 (TYPE I AND IV) TRAINING?" IF THE ANSWER IS YES THEN NO ACTION IS REQUIRED. HOWEVER, IF THIS ANSWER IS NO OR IF THERE IS A QUESTION THEN AN INCREASE IN THE DEPTH AND SCOPE OF TRAINING PROVIDED IS IN ORDER. (CF-4).

ET.

~~CONFIDENTIAL~~

SPINN

UNCLASSIFIED

UPGRADED AT 3 YEAR INTERVALS;
 DECLASSIFIED AFTER 12 YEARS.
 DOD DIR 6200.10

DECLASSIFIED BY SP-6 JAC/STW
DATE 08-19-2010

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UNCLASSIFIED

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~~CONFIDENTIAL~~

B-14P
R-084

(U) PTTZYUW RUWBKNA6068 3411925-~~0000~~--RUWJDBA.
ZNY ~~00000~~
P 071850Z DEC 67
FM 15AF MARCH AFB CALIF
TO RUCSAAA/SAC/DM4C
INFO RUWJDBA/12STRATAEROSPDIV/100DCM/DAVIS MONTHAN AFB ARIZ
BT

(U) ~~CONFIDENTIAL~~ LIMDIS (SPAR/PAR) DM4BR
THIS IS A RIVET BIN MESSAGE FOR SPAR/PAR CONTACT OFFICERS.
SUBJECT: (SPAR/PAR) TOTAL SYSTEMS QUALIFIED PERSONNEL (U). REF:
(A) CONFIDENTIAL 100 DCM DTG 01/2200Z
(B) AFLC (MCNX) SECRET LETTER, "RIVET BIN MEETING MINUTES",
15 SEP 67.
(C) SECRET 15AF DM4BR 05708, 3 OCT 67.
AS STATED IN REFERENCE B, PAGE 2, ITEM 7, THE ORIGINAL TASK WAS
TO EVALUATE THE REQUIREMENT FOR BLUE SUIT TOTAL SPA SYSTEM TRAIN-
ING COURSES WITH EMPHASIS IN THE DEVELOPMENT OF FOUR OR FIVE
TOTAL SYSTEM QUALIFIED SUPERVISORS. THE 15AF POSITION WAS STATED
IN REF. C AND CONCURRED WITH BY THE 100SRW IN REF. A. THIS POSI-
TION IS THAT IT IS NOT FEASIBLE TO ATTEMPT TOTAL SYSTEMS CAPABIL-
ITY WITH BLUE SUIT PERSONNEL. YOUR ADDITIONAL QUESTIONS ARE
ANSWERED BY REF. A.

GP-4.
BT

~~CONFIDENTIAL~~

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 6200.10

UNCLASSIFIED

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NNNNPTTCZYUW RUWBKNA6232 3262335-~~CONFIDENTIAL~~ RUWJ08A.

ZNY CCCCC

P 222330Z NOV 67

FM 15AF MARCH AFB CAL IF

TO 100STRATRECONWG/DCM/DAVIS MONTHAN AFB ARIZ

BT

~~CONFIDENTIAL~~ LINDIS SPAR/PAR DM4BR

THIS IS A RIVET BIN MSG. FOR SPAR/PAR CONTACT OFFICER. SUBJECT: (SPAR/PAR) TOTAL SYSTEMS QUALIFIED PERSONNEL (U). REF YOUR UNCLAS EFTO 100DCM 282110Z NOV 67. SAC CONF LINDIS DM4C 091727Z NOV 67 IS QUOTED FOR YOUR INFORMATION: QUOTE: CONFIDENTIAL LINDIS SPAR/PAR PROJECT RIVET BIN DM4C. YOUR DM4BR 05708 OCT 67. SUBJECT: TOTAL SYSTEMS QUALIFIED PERSONNEL (U). THE INITIAL RECOMMENDATION WHICH BROUGHT ABOUT SUBJECT DISCUSSION WAS: INCREASE SCOPE OF TRAINING FOR ALL SPA MAINTENANCE PERSONNEL, NOT TO MAKE EXPERTS OUT OF A FEW. OF CONCERN HERE IS THAT TECHNICIANS IN INDIVIDUAL SPECIALITIES HAVE NOT BEEN PROVIDED SUFFICIENT DRONE AND SYSTEM BACKGROUND AND THEORY DURING THEIR TRAINING PROCESSES TO ATTAIN A PROFESSIONAL ABILITY AS A DRONE TECHNICIAN SPECIALIST. FURTHER, TO PROVIDE THE SPECIALTY TECHNICIAN WITH SUFFICIENT KNOWLEDGE OF OTHER DRONE SYSTEMS, OUTSIDE HIS SPECIALTY TO ENABLE HIM TO UNDERSTAND THE INTERFACES, REACTIONS, AND OR LACK THEREOF OF

~~CONFIDENTIAL~~

PAGE 2 RUWBKNA6232 ~~CONFIDENTIAL~~ LINDIS

HIS SPECIALTY SYSTEMS ON AND FROM THESE SYSTEMS. THERE WAS NO THOUGHT IN THE INITIAL RECOMMENDATION TO TOTAL SYSTEMS QUALIFY BLUE SUIT PERSONNEL, HOWEVER, CONSIDERATION SHOULD BE GIVEN TO QUALIFYING THE AFETS, CURRENTLY AUTHORIZED ON THE 100SRW UMD INSOFAR AS POSSIBLE UNDER THE TOTAL SYSTEM CONCEPT. IF THE SPA MAINTENANCE FUNCTION IS TO BE ANY-WHERE-ANYTIME-DRONE MAINTENANCE CAPABLE A CONTINUOUS MAINTENANCE TRAINING PROGRAM IS IN FACT REQUIRED FOR THE ENTIRE 21 DRONE MAINTENANCE FORCE, AND SOME AT THE DL. TO ASSURE THAT THESE PERSONNEL ARE CURRENT AND UP-TO-DATE ON THE SYSTEMS WITH WHICH THEY MAY BE REQUIRED TO DEPLOY IN THE CONTEXT ABOVE THE ADEQUACY OF THE CURRENT TRAINING FOR A DRONE TECHNICIAN OR SPECIALIST CAN BE DETERMINED BEST BY THE ANSWER TO THE QUESTION "CAN THIS 7 LEVEL OR 5 LEVEL IN FACT PRODUCE THE PROFESSIONAL 7 AND 5 LEVEL MAINTENANCE OF THE SAC SPECIAL PURPOSE AIRCRAFT AFTER COMPLETING THE PRESCRIBED SPA (TYPE I AND IV) TRAINING". IF THE ANSWER IS YES THEN NO ACTION IS REQUIRED. HOWEVER, IF THIS ANSWER IS NO OR IF THERE IS A QUESTION THAN AN INCREASE IN THE DEPTH AND SCOPE OF TRAINING PROVIDED IS IN ORDER. UNQUOTE. GP-4.

BT

~~CONFIDENTIAL~~

PRODUCED

GROUP 4
Downgraded At 3 Year Intervals
Declassified After 12 Years

UNCLASSIFIED

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UNCLASSIFIED ~~CONFIDENTIAL~~

NNNNCZ01Q4563
RTTCZ YLW RUMKNA6171 320205-~~0000~~-RUMJDBA.

ZNY CCCCC

R 161934Z NOV 67

FM 15AF MARCH AFB CALIF

TO RUMJDBA/12SAD 102DCM DAVIS MONTHAN AFB ARIZ

INFO RUCSAAA/SAC DM4C

RUEDFIA/AFLC MCMX WPAFB OHIO

BT

~~CONFIDENTIAL~~ LINDIS (SPAR/PAR)/DM4BR

THIS IS A RIVET BIN MESSAGE FOR SPAR/PAR CONTACT OFFICERS.

SUBJ: (SPAR/PAR) TOTAL SYSTEMS QUALIFIED PERSONNEL. (U).

REFERENCE SAC CONFIDENTIAL DM4C DTG 09/1727Z, SAME SUBJECT.

REQUEST YOUR REVIEW OF AND COMMENTS ON REFERENCED MESSAGE.

SPECIFICALLY, REQUEST YOUR EVALUATION OF THE QUESTION POSED:

"CAN 7 OR 5 LEVEL DRONE TECHNICIAN OR SPECIALIST PRODUCE THE PROFESSIONAL 7 OR 5 LEVEL MAINTENANCE OF THE SAC SPA AFTER COMPLETING THE PRESCRIBED SPA (TYPE I AND IV) TRAINING" AS INDICATED IN REFERENCED MSG, IF ANSWER TO THIS QUESTION IS "NO", AN INCREASE IN THE DEPTH AND SCOPE OF TRAINING MAY BE REQUIRED. GP-4.

BT

~~CONFIDENTIAL~~

920/27

ACT
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DCM-2

JAF
D-1985

TEAD-1
AC-1

2cy5

ACTION
DCM

UNCLASSIFIED

~~CONFIDENTIAL~~

0986

ZNY 68888

P 071700Z NOV 67

FM 15AF MARCH AFB CALIF

TO 12SAD/C/DAVIS MONT HAN AFB ARIZ

~~SECRET~~

UNCLASSIFIED

~~SECRET~~ DM

FOR CO MIXSON, INFO COL COLE FROM COL BURRILL, AFLC MSG

MCM 062158Z NOV 67 IS QUOTED FOR YOUR INFO AND ACTION.

QUOTE. THIS IS A BIG SAFARI MSG. AS YOU ARE AWARE, WE ARE CURRENTLY ATTEMPTING TO RESOLVE THE ENGINE PROBLEM ENCOUNTERED ON 20 OCT 67 DURING THE OVERLAND 14TH FLIGHT. TO DATE SUFFICIENT DATA HAS BEEN COLLECTED BY THE CONTRACTOR TO INDICATE A NEED FOR RECALIBRATION OF ALL 14TH FUEL CONTROLS AND ACTUATORS. THIS WORK WILL BE DONE BY THE CONTRACTOR; HOWEVER, AS REQUESTED IN OUR AFLC MCMX (S) MSG 05197, DATED 27 OCT 67, ALL AFFECTED FUEL CONTROLS AND ACTUATORS MUST BE RETURNED TO THE CONTINENTAL AVIATION AND ENGINEERING CO., (CAE), TOLEDO, OHIO AS SOON AS POSSIBLE. THE FIRST EIGHT (8) RECEIVED AT CAE FROM DAVIS-MONT HAN WERE AFFORDED ONLY MINIMAL PACKING PROTECTION AGAINST DAMAGE. PHOTOGRAPHS ARE BEING FORWARDED UNDER SEPARATE COVER. OBVIOUSLY DAMAGE INCURRED DURING SHIPPING WILL ONLY

~~SECRET~~PAGE 2 RUWBKNA6874 ~~SECRET~~

AGGRAVATE A SITUATION ALREADY BESET WITH UNDESIRABLE DELAYS.

IN ADDITION, SERIOUS PROBLEMS AT THE CL COULD BE GENERATED

IF THESE SAME PACKING PROCEDURES ARE UTILIZED IN FILLING THEIR

FUEL CONTROL AND ACTUATOR REQUISITIONS. I WOULD THEREFORE

APPRECIATE IT IF YOU WOULD GIVE THIS MATTER YOUR PERSONAL

ATTENTION TO PRECLUDE A RECURRENCE OF THIS SITUATION. UNQUOTE.

PLEASE ADVISE FINDINGS AND CORRECTIVE ACTIONS BY RETURN MSG

ASAP. DESIRE TO CLOSE THIS ISSUE ECPEDITIOUSLY.

ABOVE MESSAGE WAS FORWARDED DIRECT TO GENERAL MARTIN

AND GEN HUNZIKER FROM GENERAL GRAHAM. GP-3

BT

~~SECRET~~

NNNN

DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 6290.10

Ac 67-5636

UNCLASSIFIED

0988

~~SECRET~~

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m-240

(u)

NNNNPTT SZYU RWBKNA6092 3122039-~~SECRET~~ RWJDBA

ZNY 86883
P 081800Z NOV 67

FM 15AF MARCH AFB CALIF
TO RUCSAAA/SAC DDM

RWJDBA/12SAD C DAVIS MONTAN AFB ARIZ
BT

(u)

~~SECRET~~ LINDIS SPAR/PAR PROJ BIG SAFARI DM
FOR GEN CAMPBELL FROM BURRILL. SUBJ: SHIPMENT OF 147H FUEL
CONTROL (U). MSG IN TWO PARTS. PART I FOR SAC. THE 12SAD
HAS BEEN REQUESTED TO INVESTIGATE THE CONDITIONS CITED IN GEN
GRAHAM'S MSG AND REPORT ACTION TAKEN TO INSURE FUTURE PACKAGING
IS IN ACCORDANCE WITH DIRECTIVES. YOU WILL BE INFORMED OF THE
RESULTS OF THIS INVESTIGATION ASAP.
PART II FOR 12SAD. SEE 15AF MSG 071700Z, 7 NOV, AND GEN
CAMPBELL TO BURRILL MSG 072249Z. GP-3.

~~SECRET~~

AT
12(u)

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DECLASSIFIED
INTERVALS NOT
DOD DIR 0200.10
AT 12 YEAR
065
BCASmc
67-4385

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(u)

14 1900Z NOV 67

FM AFLC-LOR PT MUGU

TO RUEOFIA/AFLC WPAFB

INFO RUEFHQA/HQ CSAF

RUCSAAA/SAC OFFUTT AFB

RT KNA/15AF MARCH AFB

2 RU7JDBA/12SAD DAY IS MONTAN AFB

RUMSJS/OL20 BIEN HOA RVN

RUMJHEA/COMELEVEN

BT

SECRET LIMIDIS LOR-PM 67638 NOV 67

THIS IS A RIVET BIN MSG. AFLC FOR MCMX, COL POWELL; USAF FOR AFSME-S/AFXOPR; SAC FOR DPLC, LT COL ALLISON; DAF FOR DMABR, MAJ LEE; 12SAD FOR 100SRW, COL MIXSON; OL20 FOR COMDR, COL SWANSON; COMELEVEN FOR AFLC-LOR, COL BREWIS.
SUBJECT: PACER PROGRESS MSN REPT (U) 14TH OVERLAND FLT NO 3 FLOWN FROM NAS PT MUGU.

1. DATE FLOWN: 14 NOV 67
2. VEHICLE NO: 147H-39 - 147H-20
3. SPEC EQUIP: HR338 SCORER

~~SECRET~~

PAGE TWO RUMJAH0002 ~~SECRET~~ LIMIDIS

4. SKED TIMES: ACTUAL TIMES
 - A. RANGE: 0230-1030 NA
 - B. LAUNCH: 0400 NA
 - C. RECOVERY: 1030 NA
5. TYPE OF FLT: 14TH OVERLAND MAX RANGE
6. FLT OBJECTIVES: DEMONSTRATE 14TH TOTAL CAPABILITY
7. FLT RESULTS: UNSATISFACTORY - AIR ABORT
8. PRE-FLT ABNORMALITIES: PRIMARY SPA H-39 ABORTED RPM 104 PER CENT EGT 760 DEGREES - SECONDARY SPA H-20 ABORTED NO A/S - ALT OR FUEL REMAINING READINGS ON MCGS.
9. LAUNCH ABNORMALITIES: NA
10. LAUNCH ERROR: NA
11. PERFORMANCE: NA
12. SCORER PERFORMANCE: NA
13. RECOVERY METHOD: NA
14. MISSION ANALYSIS: H-39 ENGINE SET AT MAX RPM 101.5 PER CENT AND EGT 675 ON PRE-FLT ENGINE INDICATED 104 PER CENT AND 760 DEGREE ON PRE-LAUNCH CHECK. POST FLT ENGINE RUN INDICATED 103.4 PER CENT AND 718 DEGREE. THE FUEL CONTROL HAS SLIPPED INTERNALLY AND ALL READINGS HAVE CHANGED 2 PER CENT. ENGINE BEING RETURNED

PAGE THREE RUMJAH0002 ~~SECRET~~ LIMIDIS

TO CAE IN AN AS IS CONDITION. POST FLT OF H-20 INDICATED NO 5 VOLT EXITATION TO THE TRANSDUCER. IT IS IMPOSSIBLE TO GROUND CHECK A/S AND ALT ON MCGS AND THE GROUND PRE-FLT CHECK FOR FUEL REMAINING INDICATION INDICATED A POSSIBLE STICKING GAUGE.

NEXT OVERLAND FLT IS NOW SCHEDULED FOR 21 NOV. REQUEST SAME TIMING SCHEDULE FOR SAC RESOURCES AS FURNISHED FOR 11TH MISSION.

G
BT

~~SECRET~~ UNCLASSIFIED

UNCLASSIFIED

DECLASSIFIED AT 3 YEARS INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIB 6807.10

AC61-3713

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UNCLASSIFIED

~~CONFIDENTIAL~~

M-439

98B/31

NNNNNOTCZYUW RUMSCMV9187 322000000000--RUMJDBA.

ZNY 00000

DE RUMSJS 1293 3210910

ZNY 00000

O 170900Z NOV 67 ZOK

FM 100SRW OL 20 BIEN HOA AB RVN

TO RUM3KNA/15AF MARCH AFB CAL IF/DM4BR/

INFO RUMJDBA/100SRW DAVIS MONTHAN AFB ARIZDCM/

RUMJHEA/NAVCOMSTA SAN DIEGO CAL IF/AFLC/LOR/

BT

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~ 100SRW OL-20/NOV 67.

THIS IS A BUMBLE BUG MESSAGE PART II. FOR IMMEDIATE DELIVERY.

REF LOR (S) MSG PM-67638 DATED 114 NOV 67. SUBJECT: OVERLAND

FLIGHT NR. 3. THIS OL EXPECTS TO RECEIVE FOUR (4) FUEL CONTROLS

FOR THE 147H MODEL SPA THIS AFTERNOON. REQUEST YOU PROVIDE GUIDE

LINE AS OF THE DISPOSITION OF THESE ASSETS WHEN RECEIVED.

SHOULD OL-20 PROCEED WITH THE INSTALLATION OF SUCH UNITS OR WAIT

UNTIL DETERMINATION OF THE CAUSE OF HIGH RPM MENTIONED IN THE ABOVE

REF MSG IF FURTHER STUDIES AND MODIFICATION OF THE FUEL CONTROLS

IS DEMED NECESSARY AND RETURNED OF THESE UNITS REQUIRED IT WOULD

BE TO OUR ADVANTAGE TO MAINTAIN THEM IN THE SAME CONTAINER AND

READY FOR SHIPMENT. PART II. NO ANSWER HAVE BEEN RECEIVED AS OF

THIS DATE TO OUR QUERRIES WITH REGARDS TO LOR MSG (C) 1352 DTG

19 OCT 67. DOES THIS MEFSAGE CONSTITUTES AUTHORITY TO INSTALL THE

~~CONFIDENTIAL~~

PAGE 2 RUMSJS 1293 ~~CONFIDENTIAL~~

THE FLOAT SWITCHES A PROMPT REPLY TO BOTH PARTS OF THIS MESSAGE

WOULD BE APPRECIATED. GP-3.

BT

~~CONFIDENTIAL~~

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

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94C/3/MISC-140

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DE RUNJHEA 352 3222222

(U)

ZNY-00000

P 181600Z NOV-67

FM AFLCLOR

TO RUVSJS/CL-20/CMR/BIEN HOA AB RVN

INFO RUCSAAA/SAC/DM4C

RUEDFIA/AFLC/MCMX

RUM3KNA/15AF/DM4BR/MARCH AFB CALIF

RUJDBA/12STRATAEROSPD IV/DM DAVIS MONTHAN AFB, ARIZ

RUJDBA/10STRATRECONWG/DCM/ DAVIS MONTHAN AFB, ARIZ

BT

(U)

~~CONFIDENTIAL~~ IMDIS PROJ RIVET BIN SPAR PAR LOR FOR COL SWANSON, INFO SPAR CONTACT OFFICER, COL HOLLEY, COL POWELL, MAJ LEE, LT COL MCEWEN, LT COL BRITTON, SUBJ: FUEL CONTROLS FOR J69-T41A ENGINES. (U) REFERENCE CL-20 OPREP 1C, 18 NOV 1967

1. FUEL CONTROLS RECEIVED WERE OF THE LATEST CONFIGURATION. ALL HAVE BEEN RUN AND QUALIFIED IN THE ALTITUDE CHAMBER. ACTUATOR PART NUMBER HAS CHANGED TO DASH E-1 FROM DASH D-1. ALL TCTOS HAVE BEEN COMPLIED WITH. IF IDENTIFICATION PLATES HAVE BEEN LOST THEY ARE STILL READILY IDENTIFIABLE BY CAE LEAD SEAL ATTACHING ACTUATOR AND FUEL CONTROL. (NOW MARRIED SETS). FURTHER IDENTIFICATION CAN BE MADE BY THROTTLE ACTUATOR ADJUSTMENTS, (INDEX ITEMS 8, 9, 10 AND 11, PAGE 4-8, FIG. 4-2 TO 147H-2-4) ARE SEALED WITH GLYPTOL MATERIAL TO PREVENT ADJUSTMENTS.

(U)

~~CONFIDENTIAL~~

PAGE TWO RUNJHEA 352 ~~CONFIDENTIAL~~

2. FUEL CONTROL UNITS ARE TO BE INSTALLED ONLY. ENGINES WILL NOT BE RUN AND NO ADJUSTMENTS WILL BE MADE UNTIL FURTHER INSTRUCTIONS ARE PROVIDED.
3. AFLCLOR IS AWARE THAT TECH DATA CHANGES ARE REQUIRED PRIOR TO OPERATIONAL USE. YOU WILL BE PROVIDED THESE CHANGES AS SOON AS CAE PROVIDES THEM TO AFLC/MCMX.
4. THE CONTENTS OF THIS MSG HAS BEEN COORDINATED WITH CAPT KOEPKE, AFLC/MCMX AND MAJ LEE, ISAF/DM4BR.

GP-4

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~~CONFIDENTIAL~~

REPRODUCED
2/1/72
JHEA

DECLASSIFIED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
EOP DBB 5500.10

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WG-100-HL

1st Dec 1968

1,2

RETURN TO
Historical Research Division
825/HOA
Wright AFB, AL 36112



UNCLASSIFIED

POSSIBLE SENIOR YEAR
INFORMATION
08 MAR 1994

FOR OFFICIAL USE ONLY (Special Handling
Required - See AFR 127-4)

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Q/E/3/

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m-313

OTTCZYUW RUMSCMU00865 3300000--RUMJD3A.

ZNY CCGGG

DE RUMSJS 2073 3300545

ZNY CCGGG

O 260504Z NOV-67 ZFD

FM 120SRW OL 20 BIEN HOUABRVN

TO RUMJHEA/NAVCOMSTA SAN DIEGO CAL IF AFLC LOR

RUM9KNA/15AF MARCH AFB CAL IF DM4BR

RUMJD3A/12SAD DAVIS MONTHAN AFB ARIZ DCM

BT

~~CONFIDENTIAL~~ 120SRW OL-20 NOV 67.

THIS IS A BUMBLE BUG MESSAGE. REF AFLC LOR MSG 222255Z DTD

NOV 67. SUBJ: FUEL CONTROL FOR 147H. REF MSG HAS BEEN

COMPLETELY COMPLIED WITH. THE FIVE (5) CONTROLS HAVE BEEN

STORED IN SUPPLY. TWO (2) FUEL CONTROLS NOT MENTIONED IN THE

REFERENCED MSG S/N 672 AR 112 AND 672 AR 203 ARE ALSO IN OUR

INVENTORY. PLEASE ADVISE THIS OL- OF STATUS OF THESE FUEL

CONTROLS AND DISPOSITION. A PROMPT REPLY WILL BE APPRECIATED.

GP-3

BT

~~CONFIDENTIAL~~

**ACTION
DCM**

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DECLASSIFIED
INTERVALS: 12 YEAR
NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10

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94G/3/

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(u)

ZNY ~~SECRET~~

P 062154Z DEC 67

FM AFLC

TO RUWJHEA/NAVCOMSTA SAN DIEGO

INFO RUCSAAA/SAC/DM4C

RUWJDBA/12SAD/100SRW/DAVIS MONTAN AFB ARIZ

RUMSJS/OL-21/BIEN HOA AB RVN

RUW3KNA/15AF/DM/MARCH AFB CALIF

BT

(u)

~~SECRET~~ LINDIS/MCMX

NAVCOMSTA FOR AFLCLOR, L/C BREWIS; SAC FOR MAJ VADSEN; 12SAD FOR MAJ GLEN; BIEN HOA FOR MAJ STANTON. THIS IS A BIG SAFARI/RIVET BIN MSG. SUBJECT: ENGINE RUN DATA. CRITICAL NATURE OF 14TH ENGINE

T-41A DICTATES RECORDING AND FEEDBACK OF ENGINE-RUN DATA. REQUEST EACH ACTIVITY RECORD RPM AND TPT OCCURRING ON EACH BARE ENGINE RUN BEFORE AND AFTER ADJUSTMENT (IF REQUIRED) ON THE ENGINE DO FORM 829-1. ENTRY SHOULD INCLUDE AMBIENT TEMPERATURE AND HUMIDITY CONDITIONS. FURTHER REQUEST TWX REPORTING OF THIS DATA TO THIS OFFICE AND AFLCLOR ON AN INFORMATION AVAILABLE BASIS. CURRENT STATUS REPORTS MAY BE USED TO REPORT THIS INFORMATION. NOTE FOR SAC REQUEST YOU INITIATE COMPLIANCE WITH THE INTENT OF THIS

(u)

~~SECRET~~

PAGE 2 RUEDFIA0537 ~~SECRET~~ LINDIS

MSG WITHIN YOUR UNITS. ENGINE RUN DATA WILL BE ACCUMULATED TO PROVIDE BASIS FOR FURTHER ENGINEERING ANALYSIS OF VARIABLE ENGINE PERFORMANCE ON TEST STAND RUNS. GP-3.

BT

~~SECRET~~

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

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DECLASSIFIED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS;
DOD DIR 6200.10

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(U) OTTSZYUW RUMSCMU0468 3430000-~~SECRET~~--RUWJDBA.

ZNY 55555

(U) DE RUMSJS 0752 3431545

ZNY 55555

0 091335Z DEC 67

FX100STRATRECONWG OL-20 BIEN HOA AB RVN

TO RUWJHEA/COMM ELEVEN SAN DIEGO CALIF AFLCLORD

NFO RUEFHQA/CSAF AFROI R AFSME E WASHINGTON DC 1

RUEDFIA/AFLC MCMX WRIGHT PATTERSON AFB OHIO

RUCSAAA/SAC DOSR DPLL DM4 OFFUTT AFB NEBR

RUWBKNA/15AF DOR DPL DM4 MARCH AFB CALIF

RUWJDBA/15AD DM DAVIS MONTHAN AFB ARIZ

RUWJDBAQQPSTRATRECONWG DCM DAVIS MONTHAN AFB ARIZ

RUWJAH/COMM PMR RIVET STEAMER PT MUGU CALIF

BT

(U) ~~SECRET~~ LIMIDIS/100SRW OL-20 DEC U

THIS IS A RIVET BIN SPAR/PAR MSG. FOR L/COL BREWIS, COL POWELL,
L/COL ELLIS, SPAR/PAR CONTACT OFFICERS. AFLC ASSIST TEAM REPORT
NO. TEN. PART I; THE FOLLOWING IS THE ENGINE RUN DATA FOR H-22.

ENGINE INSTALLED 420109A. FUEL CONTRBL 672AR198.

A. 28 NOV GROUND RUN INSTALLED.

MAX 101.7 PERCENT AT 695 DEG C.

RESET TO 101.4 PERCENT AT 675 DEG C.

B. 29 NOV CAPTIVE

~~SECRET~~

(U) PAGE 2 RUMSJS 0752 ~~SECRET~~ LIMIDIS

MAX RPM 101.1 PERCENT AT 710 DEG C.

AMBIENT 70Q DEG F 29.82 BARO

C. 30 NOV CAPTIVE

MAX VXQQQMO PERCENT AT 720 DEG C

D. 2 DEC GRBUND RUN TO CHECK FUEL TRANSFER

MSX RPM 101.1 PERCENT AT 710 DEG C.

E. 4 DEC CAPTIVE

MAX RPM 101.0 PERCENT AT 710 DEG C.

IAS 139 KTS, OATPLUS 8 DEG C ALT. 15,000 FT.

F. 7 DEC PRE-LAUNCH

MAX RPM 101.2 PERCENT AT 720 DEG C.

IAS 150 KTS OAT PLUS 9 DEG C ALT 15,000 FT.

G. 7 DEC FREE FLT.

RPM DROOPED TO APPROX 91.5 PERCENT AS SPA CLIMBED. INCREASED
TO 92.5 PERCENT ABOVE 60K.

H. 8 DEC POST FLT ENGINE RUN

MAX RPM 100.9 PERCENT AT 750 DEG C

AMBIENT CONDITIONS 82/68 DEG F 29.91 BARO.

THE ONLY ADJUSTMENT DE Q KRING GROUND RUN ON 23 NOV.

AN EUR IS BEIFG SUBMITTED BY OL-20 MAINT OFFICER ON FUL CONTROL

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(u) PAGE 3 RUMSJS 0752 ~~SECRET~~ LIMIDIS

AR198 FOR EXCESSIVE RPM DROOP AT ALTITUDE.

PART II; EXHAUSTIVE CHECKS ON PROGRAMMER S/N 4082 FROM H-22 HAVE FAILED TO DUPLICATE THE MALFUNCTION THAT CAUSED AN UNPROGRAMMED RIGHT TURN DURING FREE FLT. 7 DEC. ANSUR IS BECG SUBMITTED BY OL-20 MAINT OFFICER ON THE PROGRAMMER. SUGGEST ENVIRONMENTAL TESTS BE ACCOMPLISHED AT THE CONTRACTOR FACILITY TO ATTEMPT TO ISOLATE PROBLEM.

PART III; AFLC ASSIST TEAM HAS RESERVATIONS TO DEPART OL-20 ON FLT B240 ON 12 DEC 67. WJWL JRIVE TRAVIS AFB 1600 ON 12DEC 67. THIS MSVHU BEEN COORDINATED WITH COMDR OL-20.D

CP4.

BT

~~SECRET~~

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NNNNOTTSZYUW RUHHMOC0101 3330200-0000-RUMJDBA.

JE RUMSAF 2325 333044

ZNY SSSSS

U 290431Z NOV 67

FM 100SRW QL 20 BIEN HOA A3 RVN

TO RUMJHA/COMV ELEVEN SAN DIEGO CALIF

INFO RUEFHQA/CSAF/AFXOPFR/AFSVE S

RUEDFIA/AFLC/MCMX

RUCSAAA/SAC/DOSP/DPLL/DV4

RUMBKNM/15AF MARCH AFB CALIF/DOR/DPL/DV4

RUMJDBA/12SAD DAVIS MONTAN AFB ARIZ/DV

RUMJDBA/100SRW DAVIS MONTAN AFB ARIZ/DV

RUMJHA/COMV PWR RIVET STEAVR PT MUGU CALIF

BT

SECRET LINDISV 100SRW QL-20 NOV 67.

FOR SPAR/PAR CONTACT OFFICERS.

THIS IS A RIVET 34N MSG. AFLC ASSIST. TEAM REPORT NO. 4. PART I;

THE FOLLOWING IS A RECAP OF 14TH ENGINE/FUEL CONTROL MAINTENANCE ACTIVITIES AT QL-20:

A. FUEL CONTROL NO. 672AR121 (1) HAND CARRIED TO QL BY AFLC TEAM 25 NOV 67. (2) INSTALLED ON ENG NO. 420286A IN H-29. GROUND RUN 26 NOV RPM 101.4 AT 740. (3) CAPTIVE FLIGHT RUN 27 NOV RPM 101.9 C 745.

PAGE 2 RUMSAF 2325 SECRET

B. FUEL CONTROL NO. 672AR219

(1) HAND CARRIED TO QL BY AFLC TEAM 25 NOV 67
(2) INSTALLED ON ENG NO. 420111A IN H-23 GROUND RUN 26 NOV RPM 101.3 AT 750.
(3) CAPTIVE FLIGHT RUN 27 NOV RPM 102.8 AT 760 WHICH EXCEEDED LIMIT OF 102.5.

(4) POST FLIGHT GROUND 27 NOV RPM 102.1 AT 750.

(5) UNIT REJECTED. U.R. EXHIBIT SENT TO AFLC/LOR TO INVESTIGATE PERMANENT INCREASE IN RPM. MAX ADJUST WAS NOT TOUCHED AT QL.

C. FUEL CONTROL NO. 672AR203

(1) INSTALLED ON ENGINE NO. 420111A IN H-23 27 NOV GROUND RUN RPM 102.2 AT 750.

(2) REINSTALLED ON ENGINE NO. 420117A ON BARE ENGINE STAND 28 NOV GROUND RUN RPM 1022 AT 760.

(3) FUEL CONTROL MAX RPM WAS ADJUSTED DOWN TO RPM 101.4 AT 745 BY AFLC TEAM.

D. FUEL CONTROL NO. 672AR112

(1) INSTALLED ON ENG. NO. 420109A IN H-22 28 NOV GROUND RUN RPM OSCILLATED BETWEEN 101.3 AND 102.2 AT 695 (OSCILLATIONS APPROX

PAGE 3 RUMSAF 2325 SECRET

2 CYCLES PER SECOND)

PART II: THE RPM INDICATOR IN THE ENGINE RUN CART IS NOT CONSIDERED A FACTOR IN HIGH READINGS BECAUSE RPM AND EGT ON INITIAL RUNS CORRELATED VERY WELL WITH RUN DATA AT PT. MUGU ON TWO FUEL CONTROL HAND CARRIED BY AFLC TEAM.

PART III: A FUEL CONTROL WILL BE ADJUSTED DOWN TO WITHIN MAX RPM LIMITS IAW MCMX DTD 272219Z AND INSTALLED IN H-22. CAPTIVE FLT IS ANTICIPATED ON H-22 29 NOV. THIS MSG HAS BEEN CO-ORDINATED WITH COMDR QL-20. GP-3.

SEC Inf
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03/11/166

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

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(u) NNNNPTTSZYUW RUWBKNA6869 311882 -RUWJDBA.
ZNY 66983
P 062333Z NOV 67
FM MARCH AFB CALIF
TO RUCSAAA/SAC /DPLC/DM4/
INFO RUWJDBA/12SAD /DM/ DAVIS MONTHAN AFB ARIZ
BT

~~SECRET~~ UNCLASSIFIED

(u) ~~SECRET~~ LINDIS SPAR/PAR DM4BR
INFO: 180SRW/DCM. SUBJECT: (SPAR/PAR) SPA 147S ENGINE (U).
INFORMATION AVAILABLE TO THIS HEADQUARTERS INDICATES THE J-69-41A
ENGINE INSTALLATION, INCLUDING THE FUEL CONTROL/ACTUATOR
COMBINATION, IS IDENTICAL FOR THE "H" AND "S". ALL INDICATIONS
TO DATE ARE THAT THE FUEL CONTROL PROBLEM IS LIMITED TO THE "H"
AND NO CORRECTIVE ACTION IS REQUIRED OR PLANNED FOR THE "S".
THE DIFFERENCE IN REQUIREMENT BEING DUE PRIMARILY TO THE ALTITUDES
FLOWN. IN VIEW OF THE POSSIBLE RPM AND FUEL PROBLEM EXPERIENCED
WITH S-6 ON 2 NOV 1967, PERHAPS A REEVALUATION OF THE "S"
ENGINE/FUEL CONTROL IS IN ORDER. REQUEST YOUR COMMENTS. GP-3.
BT

95 A/32
MY 58/3
Ack
10091
TERM 1
B-09/6
DCM-2

11/7/67 64104Ac
REPR D DCEA 3045

~~SECRET~~

6-7-4357

DOWNGRADED AT 12 YEAR
INTERVALS: NOT AUTOMATICALLY
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(u) INWOTTSYUW RUEDFIA0202 32 12 138 ~~SECRET~~ RUWJDBA.

ZNY 68885

O 172134Z NOV 67

FM AFLC MCMX

TO RUWJDBA/OL 20 BIEN HOA AB RVN

RUCSAAA/XWL

RUWJDBA/15AF MARCH AFB CAL IF

RUWJDBA/100SRW DMAFB ARIZ

RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ

INFO RUEFHQA/C SAF

RUWJHEA/NAV COMM STA SAN DIEGO CAL IF

BT

(u) ~~SECRET~~ LIMCIS/VCMX

THIS IS A BIG SAFARI MSG. OL-20 FOR COMDR; SAC FOR DM4C, L/C RICKER; 15AF FOR DOR, L/C SEABAUGH; 100SRW FOR DCM; 12SAD FOR DCO, COL WELLER; INFO: CSAF FOR AFSME-S, MR. O'REAR; AFXOPFR, L/C CORRA; NAV COMM STA PASS TO AFLCLOR, L/C BREWSI. SUBJ: RIVET BIN. TO DATE, EIGHT RECALIBRATED 147H ENGINE FUEL CONTROLS HAVE BEEN RETURNED TO CW FOR TRANSHIPMENT TO OL-20. EACH CONTROL HAS CONTRACTOR LEAD SEALS MARRYING THE ACTUATOR WITH THE FUEL CONTROL AND COMPOUND SEALS ON EACH ACTUATOR JAM NUT. THESE SEALS MUST NOT,

(u) PAGE 2 RUEDFIA0202 ~~SECRET~~ LIMCIS

REPEAT NOT, BE BROKEN BY ANYONE. AUTHORIZATION IS GRANTED TO MAKE FUEL CONTROL INSTALLATIONS ON THE 147H VEHICLES AT OL-20. HOWEVER, EXTREME CAUTION MUST BE EXERCISED TO AVOID DAMAGE TO THE TEMPERATURE PROBE. WHEN ATTACHING THE TEMPERATURE PROBE TO THE ENGINE, CARE MUST BE TAKEN TO AVOID TURNING THE INNER NUT ON THE PROBE.

AUTHORIZATION IS NOT GRANTED FOR ANY GROUND RUNS OR ADJUSTMENTS TO THE ENGINES/CONTROLS. A CHANGE TO THE TECH DATA IS BEING CONTEMPLATED WHICH WOULD ESTABLISH NEW ACCEPTABLE RPM LIMITS. FAILURE OF ENGINE RPM TO FALL WITHIN THESE LIMITS ON PREFLIGHT RUNS WOULD REQUIRE A FUEL CONTROL CHANGE. APPROPRIATE DIRECTION WILL BE FURNISHED PRIOR TO RESUMPTION OF THE 147H MISSIONS. GP-3.

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UNCLASSIFIED
~~SECRET~~

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

95B/32

Act
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Inf
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Dec-2

DSUP-1
HEAD-1
AC-1

Cy Sup

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1/26/74
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AC 67-5746

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~~SECRET~~

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RTTSZYUW RUCSAAA0869 3262315-~~0000~~ -RUWJDBA.

ZNY ~~SS663~~

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FM SAC

TO RUWBKNA/15AF DPLP DM4 BR

RUWJDBA/12STRATAEROSPD IV DAVIS MONTHAN AFB AR1Z

RUWJDBA/100STRATRECONWG DAVIS MONTHAN AFB AR1Z

BT

SECRET
S E C R E T
IS (SPAR) PROJECT (RIVET BIN) DPLC
FOR SPAR CONTACT OFFICERS. 12SAD (DM); 100SRW (DCM).

SUBJ: SPA 147S ENGINE (U). 15AF (S) DM4 BR 062333Z NOV 67.

1. APLC (S) MCMX 151503Z NOV 67 IS QUOTED FOR YOUR INFO.

QUOTE: AT THE PRESENT TIME IT DOES NOT APPEAR THAT THE
147H ENGINE FUEL CONTROL/ACTUATOR PROBLEMS RELATE DIRECTLY
TO THE 147S PERFORMANCE REQUIREMENTS. HOWEVER, IF SUCH
PROVES FALSE, AFTER FURTHER INVESTIGATION, YOU WILL BE
ADVISED. GP 3. UNQUOTE.

2. THIS IS CLOSING ACTION BY HQ SAC DPLC. GP 3.

BT

~~SECRET~~

Int
amcl
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REPRODUCED

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

67-4562

UNCLASSIFIED

1005

UNCLASSIFIED

~~SECRET~~

95P/32

B 119

NNNNOTTSZYXX RUEFIA0297 32623 17-~~SECRET~~-RUMJDBA.

ZNY-~~SECRET~~ ZEL RUEFIA

O 222255Z NOV 67

FM AFLC

TO RUMSJS/OL 20 BIEN HOA AB RVN

INFO RUCSAAA/SAC

RUMBKN/15AF MARCH AFB CALIF

RUMJDBA/100 SRW DAVIS MONTHAN AFB ARIZ

RUEFHQA/CSAF

RUMJHEA/NAVCOMSTA SAN DIEGO CALIF

RUMTDA/SAAMA

BT

~~SECRET~~ LINDIS/MCMX NOVEMBER 1967.

OL 20 FOR COMDR. SAC FOR DPLC, LT COL ALLISON. 15AF OR DM,
LTCOL WRIGHT. 12SRW FOR DCO COL WELLER. SAAMA FOR SANUO, NAGELIN
CSAF FOR AFSME-S,

MR. O'NEAR, AFXOPFR FOR LTCOL CORRA. NAVCOMSTA PASS TO AFLCLOR
LTCOL BREWIS. THIS IS A BIG SAFARI MESSAGE. SUBJECT: RIVET BIN.
J69-T41A. REQUEST THE FOLLOWING J69-T41A FUEL CONTROL/ACTUATORS
BE REMOVED AND STORED FOR USE ON THE 147S VEHICLES. ALTHOUGH
MODIFIED AND RECALIBRAED - THEY WILL NOT CONFORM TO THE MOST
RECENT TECH DATA RPM LIMITS FOR THE 147S.

~~SECRET~~

PAGE 2 RUEFIA0297 ~~SECRET~~ LINDIS

SERIAL NUMBER

672AR198

672AR202

672AR206

672AR199

672AR197

THE CSAF DIRECTED AFLC/CONTRACTOR TEAM WILL HAND CARRY TWO APPROVED
H CONTROLS. ADDITIONAL CONTROLS WILL BE EXPEDITED FOR USE ON THE
REMAINING 147H'S. GP-3.

BT

NNNN

~~SECRET~~

UNCLASSIFIED

DOWNGRADED AT 12 YEAR
INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED. LOD DIR 5200.10

1006

UNCLASSIFIED

418

~~SECRET~~

95E/32

B - 16

RECEIVED

(u)

NNNN OTTSZYUW RUEDF 1A035 1 33 12233 ~~SECRET~~ -RUWJDBA.

ZNY ~~SECRET~~
O 272249Z NOV 67

FM AFLC
TO RUMSJS/OL-20 100SRW BIEN HOA AB RVN
INFO RUEFHQA/C SAF
RUCSAAA/SAC
RUMJ2KNA/15AF
RUMJDBA/100SRW DAVYS MONTHAN AFB ARIZ
RUMTDUA/SAAMA
RUMJHEA/NAVCOMSTA SAN DIEGO CALIF
BT

Inf.
1000/
000/
04100

DATE 27 Nov 67

PHONE NO. 3443

TIME CALL 2030

PERSON NOTIFIED Sgt Delmon

(u)

S E C R E T LMDIX MCMX NOVEMBER 1967
OL-20 FOR COMDR. CSAF FOR AFSWE-S, MR O'REAR AND AFXOPRF, LTCOL
CORRA. SAC FOR DPLC, LT COL ALLISON. 15AF FOR DM, LTCOL WRIGHT.
100SRW FOR DCO COL WELLER. SAAMA FOR SANUO, MR. MAEGLIN.
NAVCOM PASS TO AFLCLOR, LTCOL BREXIS. THIS IS A BIG SAFARI
MESSAGE. SUBJECT: RIVET BIN. REFERENCE AFLC MCMX (S) 22255Z
NOV 67.
PART I. MR. SAM NIEHART, CONTINENTAL AVIATION AND ENGINEERING
MEMBER OF THE CSAF DIRECTED AFLC TEAM, IS AUTHORIZED TO MAKE
NECESSARY ADJUSTMENTS ON FUEL CONTROLS LISTED IN REFERENCED

BCAme
67- 4600

(u)

~~SECRET~~

3

PAGE 2 RUEDF 1A035 1 S E C R E T
MESSAGE TO MAKE THEM COMPATABLE WITH THE MOST RECENT TECH DATA
RPM LIMITS FOR THE 147H'S. LATEST INFORMATION FROM THE CONTRACTOR
INDICATES ONLY A MINOR ADJUSTMENT IS NECESSARY TO EFFECT THIS
COMPATIBILITY. DUE TO THE CRITICAL FUEL CONTROL LOGISTICS SITUATION AT
THIS TIME REQUEST MR. NIEHART BE ALLOWED TO MAKE THE REQUIRED ADJUSTMENT.
THOSE CONTROLS WHICH CANNOT BE SUCCESSFULLY READJUSTED AFTER ONE
ATTEMPT ARE TO BE STORED FOR USE ON THE 147S VEHICLES. THIS IS A
CHANGE TO PREVIOUS DIRECTION WHICH PROHIBITED ANY FIELD ADJUSTMENTS
AND APPLIES ONLY TO THE SERIAL NUMBERED CONTROLS LISTED IN REFERENCED
MESSAGE. UPON SUCCESSFUL ACCOMPLISHMENT OF THIS TASK THE CONTROLS
ARE AUTHORIZED FOR USE ON THE 147H VEHICLES. THIS MESSAGE HAS BEEN
COORDINATED WITH SAC (DMC) AND AFLCLOR.
PART II. TO ASSIST THIS HEADQUARTERS IN MONITORING THE OVERALL
SYSTEM RELIABILITY REQUEST A POST FLIGHT ENGINE RUN BE MADE ON ALL
FUEL CONTROLS WHICH DURING CAPTIVE FLIGHT EXCEED THE 102.5 RPM LIMIT.
FURTHER REQUEST THE COMPLETE FUEL CONTROL RPM/EGT READINGS, SEA
LEVEL/CAPTIVE/POST FLIGHT, BE FORWARDED THIS HEADQUARTERS
(ATTN: MCMX) AFTER EACH POST FLIGHT. GP-3
BT

DEREGATED AT 12 YEAR
INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED. DDC 1P 5200.10

NNNN

~~SECRET~~

UNCLASSIFIED

1000

UNCLASSIFIED

~~CONFIDENTIAL~~

956/32

CZ CD OA 189

RTT CZ YUW RUEDFIA0670 3471845 ~~0000~~ RUWJDBA.

ZNY ~~00000~~

R 131836Z DEC 67

FM AR-C

TO RUCSAAA/SAC

RUEFHQA/CSAF

RUWTDUA/SAAMA

RUWTHEA/NAVCOMMSTA SAN DIEGO CA

INFO RUWYBKA/15AF MARCH AFB CA

RUWJDBA/100SRW DMAFB ARIZ

BT

~~CONFIDENTIAL~~ LINDIS MCMX.Q

THIS IS A BIG SAFARI MSG. SAC FOR DIA C, L/C RICKER; CSAF FOR AFSME-S, MR. O'REAR, AFXOPFR, L/C CORRA; SAAMA FOR SANMP, MR. NAEGELIN; NAV COMM STA PASS TO AFL CLOR, L/C BREWIS; INFO: 15AF FOR DIA DR, MAJ LEE; 100SRW FOR DCM. SUBJ: RIVET BIN. THE FOLLOWING CONTRACTOR REPORT IS QUOTED FOR YOUR INFORMATION. (QUOTE)

INVESTIGATION OF ENGINE S/N 420141A FOR IN FLIGHT OVERSPEED OF 110 PERCENT. ENGINE OPERATED IN AS RECEIVED CONDITION UP TO 22,700 RPM (103.2PCT) WHICH WAS NOT FULL OPEN THROTTLE. FLOW BENCH TEST OF FUEL CONTRL REVEALED THAT 100PCT POSITION (260 DEGREES STANDARD) WAS SET AT 326 DEGREES OF ACTUATOR TRAVEL (COVER THE CAM ON STOPCOCK) AND

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

PAGE 2 RUEDFIA0670 ~~CONFIDENTIAL~~ LINDIS

THE 80PCT STOP WAS SET IN FULL OPEN POSITION. THE LOCKNUT WAS LOOSE ON THE 100PCT ACTUATOR STOP ADJUSTMENT. A MODIFIED THROTTLE ACTUATOR HAD BEEN INSTALLED AT RYAN ON AUGUST 19, 1967 IN COMPLIANCE WITH T.O. 2J-J69-538.

DISASSEMBLY AND INSPECTION OF ENGINE DID NOT REVEAL ANY DISCREPANCY TO INDICATE EXCESSIVE OVERSPEED OR OVERTEMPERATURE OPERATION. TURBINE ROTOR DIAMETER HAD NOT INCREASED AND THE HARDNESS WAS 30/36 WITH B/P LIMITS BEING 24/38.

AN OVERSPEED CONDITION COULD HAVE RESULTED DUE TOO AN IMPROPERLY ADJUSTED ACTUATOR; HOWEVER, ENGINE INSPECTION DOES NOT INDICATE EXCESSIVE OVERSPEED OR OVERTEMPERATURE OPERATION. (UNQUOTE).

GP-3.

BT

UNCLASSIFIED

1009

UNCLASSIFIED

9.6A/33

292

~~SECRET~~

NNNNPFTSZYUW RUWJHEA0968 3390227 ~~0000~~ RUWJDBA.

DE RUWJHEA 387 3390047

ZNY ~~00000~~

P 042130Z DEC 67

FM AFLCLOR

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

INFO RUCSAAA/SAC/DM4C/DPLC/

RUEDFIA/AFLC/MCMX

RUWBKNA/15AF/DM4BR/MARCH AFB

RUWJDBA/12STRATAEROSPDIV/DM/DAVIS MONTHAN AFB

RUWJDBA/100STRATRECONWG/DCM/DAVIS MONTHAN AFB

BT

~~SECRET~~ LIMDIS

PROJ RIVET BIN SPAR PAR LOR FOR COL SWANSON. INFO COL HOLLEY, LT COL

ALLISON, COL POWELL, LT COL LEE, LT COL MCEWEN, COL LOGAN.

SUBJ: FLOTA SWITCH GASKET (U) YOUR OL-20 (S) 040001Z DEC 67. REQUEST

YOU CONFIRM THE PART NUMBER OF THE GASKET INSTALLED UNDER THE LOW

LEVEL FLOAT SWITCH ON H-29 AND H-25.

GP-4

BT

~~SECRET~~

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

UNCLASSIFIED

UNCLASSIFIED

~~SECRET~~

96B/33

M-366

OTTSZYUW RUWSCMU0240 3390000 ~~0000~~ --RUWJDBA.

(u) ZNY ~~00000~~
DE RUMSJS 0339 3390055

(u) ZNY ~~SSSSS~~
O 050051Z DEC 67

FM 100SRW OL 20 BIEN HOA AB RVN
TO RUWJHEA/COMM ELEVEN SAN DIEGO CAL IF/AFLC LOR
INO RUEFHQA/CSAF/AFXOPR/AFSME S
RUEDFIA/AFLC/MCMX
RUCSAAA/SAC/9R/DPLL/DM4
RUWBKNA/15AF MARCH AFB CAL IF/DOR/DPL/DM4
RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ/DM
RUWJDBA/100SRW DAVIS MONTHAN AFB ARIZ/DCM
RUWJAH/COMM PMR/RIVET STEAMER/PT MUGU CAL IF
BT

Inf
10 DEC 67
Dmcl
DHLU

B-079

PRODUCED

(u) ~~SECRET~~ LINDIS/133SRW OL-20 DEC 67.
FOR LT COL BREWIS, COL POWELL, LT COL ELLIS, PAR/SPAR CONATCT
OFFICERS. THIS IS A RIVET BIN MSG. AFLC ASSIST TEAM REPORT NO.
EIGHT.

RCRMC

67-4687

PART I; THE LOW LEVEL FLOAT SWITCH PN 147P 1534-1 IS A CONTINUING
PROBLEM AT OL-20. THE FAILURES HAVE OCCURED;
A. H-29 FREE FLIGHT. WING FUEL DID NOT TRANSFER. SUSPECTED
CAUSE LOW LEVEL FLOAT SWITCH.
B. H-25 LOW LEVEL FLOAT SWITCH STUCK. WOULD NOT ALLOW FUEL

~~SECRET~~

(u) PAGE 2 RUMSJS 0339 ~~SECRET~~
TO TRANSFER DURING ENGINE RUN.
C. H-23 LOW LEVEL FLOAT SWITCH STUCK. WOULD NOT ALLOW FUEL
TO TRANSFER DURING DE-FUELING OPERATION ALTHOUGH FUEL HAD PREVIOUSLY
TRANSFERRED DURING ENGINE RUN.
PART II; CLOSE EXAMINATION OF SWITCHES REMOVED FROM H-23 AND
H-25 REVEALED BURRS ON THE SHAFT UPON WHICH THE FLOAT RIDES. THE
BURRS COULD BMTEN OPERATION. THE INSTALLATION OF
THE SCREEN RETAINER CAP ON THE TOP OF THE SWITCH SHELL APPEARS TO
HAVE DISTORED THE CASE SUFFICIENTLY TO MOVE THE UPPER FLOAT STOP
TO A LOWER POSITION RESULTING IN MARGINAL AND INTERMITTENT OPERATION
OF THE SWITCH. THE MOUNTING HOLE OF THE SCREEN RETAINER CAP ON THE
ABOVE SWITCHES WAS NOT PROPERLY ALIGNED WITH SHELL. THE MISALIGN-
MENT COULD CAUSE IMPROPER TRAVEL OF THE FLOAT. WHEN THE FLOAT WAS
ROTATED ON THE SHAFT IT APPEARED OUT OF ROUND. ANY ONE OR A COMBIN-
TION OF THESE DISCREPANCIES COULD HAVE CAUSED THE ABOVE FAILURES.
OL-20 MAINTENANCE OFFICER IS SUBMITTING EUR'S ON THE FAILURES.
PART III; RESPECTFULLY REQUEST IMMEDIATE QUALITY CONTROL AND/OR
ENGINEERING SUPPORT TO ALLEVIATE THIS PROBLEM. THIS MSG HAS BEEN
CO-ORDINATED WITH CMOR OL-20. GP-3
BT

DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. (U) DIR 5200.10

UNCLASSIFIED

1012

UNCLASSIFIED

~~CONFIDENTIAL~~

PRODUCED

11-381

(u)

PTTCZYUW RUWBKNA6033 3392037-0000--RUWJDBA.

ZNY 00000
P 051910Z DEC 67

FM 15AF MARCH AFB CALIF

TO RUMSJS/BIEN HOA AB/10SRW/OL-20(C)/RVN

RUWJDBA/12SAD/10SRW/DCM/DAVIS MONTHAN AFB ARIZ

INFO RUWJHEA/NAVCOMSTA/AFLC LOR/SAN DIEGO CALIF

BT

(u)

~~CONFIDENTIAL~~ LINDIS (SPAR/PAR) DM4BR
INFO 12SAD DM. FOR SPAR/PAR CONTACT OFFICERS. THIS IS A RIVET
BIN MESSAGE. SUBJECT: SPAR/PAR LOW LEVEL FLOAT SWITCH (U)
REFERENCE AFLCLOR (C) 1352, 19 OCT AND AFLCLOR (U) 091635Z NOV,
SUBJECT AS ABOVE. (1) TELECON WITH AFLC/LOR HAS DISCLOSED THAT
UNMODIFIED FLOAT SWITCHES, REMOVED FROM 14TH SPA, HAVE NOT BEEN
RETURNED TO AFLC/LOR AS REQUIRED BY REFERENCED MESSAGES. REQUEST
YOU PROVIDE THIS HQ, WITH INFO AFLC/LOR, SHIPPING DATES AND
INFORMATION RELATIVE TO SHIPMENT OF REMOVED SWITCHES. (2) AT
TIME OF THE NO FUEL TRANSFER INCIDENTS ON H-25 AND H-29, WHAT
FLOAT SWITCH AND GASKET CONFIGURATION WAS INSTALLED ON EACH
WHAT CONFIGURATION IS INSTALLED ON EACH. 14TH SPA CURRENTLY
ASSIGNED TO OL-20 AND DAVIS-MONTHAN (APPROPRIATE LOCATION ANSWER
FOR LOCALLY ASSIGNED VEHICLES) GP-4.

BT

NNNN

~~CONFIDENTIAL~~

DECLASSIFIED AT 3 YEAR INTERVAL;
DECLASSIFIED AFTER 18 YEARS.
DOD DIB 6200.10

UNCLASSIFIED

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UNCLASSIFIED

96 D/33

~~SECRET~~

OTTSZYUW RUWSCMU0384 342000Z ~~SECRET~~ RUWJD3A.

(u) ZNY 66666

DE RUWJSJ 0653 342114Z

(u) ZNY 66666

O 081053Z DEC 67

FM 122SRZ-OL 20 BIEN HOA A3 RVN

TO RUW3KNA/15AF MARCH AFB CALIF DM43R

RUWJHEA/NAVCOMSTA SAN DIEGO CALIF/AFLC-LOR

INFO RUWJD3A/12SAD/1105R DAVIS MONTHAN AFB ARIZ DM DCV

BT

(u) SECRET//NOFORN/OL-2740 DEC 67.

THIS IS A BUMBLE BUG MESSAGE. REF LOR (S) 042130Z DEC 67 AND

15AF DM43R (C) 251010Z DEC 67. 1. FLOAT SWITCH INSTALLED IN

H-29 AND H-25 AT TIME OF THE NO-FUEL TRANSFER INCIDENTS WERE

THE LATEST MODIFICATION, SWITCH P/N 147P1534-1/ -S &-KET

147P1034-7. 2. WITH THE EXCEPTION OF H-X8/ -S #-31 (GNORS FOR

FLOAT SWITCH) ALL OTHER 147H SPA CURRENTLY ASSIGNED AT OL-20

HAVE THE LATEST MODIFIED CONFIGURATION, SWITCH 147P1534-1 AND

GASKET 147P1034-7. 3. ALL OTHER SWITCHES WERE TURNED INTO

SUPPLY, SHIPPING INFORMATION AS FOLLOWS; ALL FLOAT SWITCHES

WERE SHIPPED TO AFLC-LOR AT SAN DIEGO, CALIF ON WSP NO. SJ141526.

SHIPMENT WAS ON 22 NOV 67. GP-3

BT

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

67-4760

~~SECRET~~

~~SECRET~~

NNNN

UNCLASSIFIED

1014

UNCLASSIFIED

OTTSZYUW RUMSCMU0151 3360000--RUMJDBA.

ZNY 000000

DE RUMSJS 0162 3361500

ZNY 000000

O 021335Z DEC 67

FM 100SRW OL-20 BIEN HOA AB RVN

DOXBCCSOFFUTT

INFO RUEPJS/JCS

RUMTIPFA/15AF MARCH AFB CALIF

RUMJDBA/12SAD DAVIS MONTHAN AFB ARIZ

RUMJHEA/NAVCOM 11 SAN DIEGO CALIF

RUEDFIA/AFLC

RUMJAH/COMPMR NAS PT MUGU CALIF

BT

SECRET LIMDIS 100SRW OL-20 DEC 67.

SAC (DM3/DM4). INFO; JCS (J-3 FOR JRC); 15AF FOR DOR/DI/DM4BR; 12SAD FOR 100SRW; NAVCOM 11 FOR AFLC-LOR; AFLC FOR MCMX; COMPMR FOR RIVET STEAMER. REF MY TS MISSION REVIEW PANEL MSG OF 011040Z NOTAL. FOLLOWING IS WRAP-UP MESSAGE ON RECENTLY EXPERIENCE 147H WING FUEL TRANSFER PROBLEM. MSG IN IV PARTS. PART I. THE H29 WING FUEL TRANSFER SYSTEM HAS BEEN THOROUGHLY CHECKED BY OL-20 AND AFLC/CONTRACTOR TEAMS. THE WING FILL SOLENOID VALVE WAS FOUND INOPERATIVE, HOWEVER, THIS FAILURE WOULD CAUSE PREMATURE FUEL TRANSFER AND IS NOT CONSIDERED A FACTOR IN THE NON-TRANSFER OF

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

PAGE 2 RUMSJS 0162 SECRET LIMDIS

FUEL EXPERIENCE 29 NOV 67. ALL OTHER COMPONENTS WERE FOUND TO BE OPERATIONAL. PRIMARY SUSPECTED CAUSE OF THE FUEL TRANSFER FAILURE IS A STICKING LOW LEVEL FLOAT SWITCH PART NBR. 147P 1534-1 LOCATED IN THE WING TANK. SMALL METAL SHAVINGS FOUND IN THE FLOAT PORTION OF THE SWITCH COULD CAUSE STICKING AND PREVENT THE WING TANK FROM PRESSURIZING. WE WERE UNABLE TO DUPLICATE THE MALFUNCTION ON GROUND CHECKS. ANTICIPATE RETURNING H-29 TO THE MANUFACTURER FOR STRUCTURAL REPAIR FOLLOWING THE 29 NOV GROUND RECOVERY. THE SUSPECTED SWITCH WILL BE LEFT INSTALLED. ANTICIPATE NO FURTHER LOCAL ACTION ON H-29. PART II. THE PREVIOUSLY REPORTED WING FUEL TRANSFER SYSTEM FAILURE ON H-25 HAS BEEN THOROUGHLY INVESTIGATED. MALFUNCTION WAS FOUND TO BE AN INOPERATIVE LOW LEVEL FLOAT SWITCH PART NBR. 147P 1534-1 IN THE WING TANK. THE WING TANK WILL BE DEFUELED AND THE SWITCH REMOVED AND REPLACED TO DETERMINE THE CAUSE OF THE MALFUNCTION. EUR WILL BE SUBMITTED. PART III. WING FUEL TRANSFER CAPABILITY HAS BEEN CONFIRMED ON BOTH H-22 AND H-23 DURING ACTUAL ENGINE RUN USING TECH DATA IN T.O. 147H-2-4 AND 26 SEPTEMBER TECH REP REPORT PROCEDURES AS PER AFLC-LOR MSG 292345Z AND 15AF/DM4BR 010049Z. DURING FUTURE 147H MODEL BUILD-UP RECYCLE PROCEDURES THE WING FUEL TRANSFER CAPABILITY WILL BE CHECKED AS ADOE. PART IV. AFTO FORM 22 IS BEING SUBMITTED

PAGE 3 RUMSJS 0162 SECRET LIMDIS

AS A PROPOSED CHANGE TO T.O. 147H-2-4 TO INCLUDE A WING FUEL TRANSFER CAPABILITY CHECK DURING ENGINE RUN PORTION OF BUILD-UP/RECYCLE PROCEDURES, AND TO OUTLINE THE CORRECT PROCEDURES FOR ACCOMPLISHING THE CHECK. GP-3.

BT

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SECRET

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UNCLASSIFIED

181

~~SECRET~~

97B/33

(u)

PFTSZYUW RUWJHEA 1962 3451544 -RUWJGBA.

DE RUWJHEA 352 3452134

ZNY 55555

P. 131522Z DEC 57.

FM AFLC/LOR

TO RUCSAAA/SAC/DPLC/DOSR/DV4C

RUEDFAA/AFLC/VCM/X

RUW3KNA/15AF/DCR/DOTTA/DV43R/VARCH AFB CALIF

RUWJD3AA/12STRATAEROSPOIV/DV/DAVIS-VONTHAN AFB ARIZ

RUWJD3AA/12STRATRECONAG/DCO/DCV/DAVIS-VONTHAN AFB ARIZ

RUWSJS/OL-23 34EN HOA AB RVN

RUWJAH/PROJ RIVET STEAYER/PT MUGU NAS CALIF

BT

(u)

SECRET//NOFORN

PROJ RIVET STEAYER

COL HOLLEY, LT COL ALLISON, MAJ BOKEN, COL POWELL, COL DIBBELL,

LT COL BROWN, LT COL LEE, LT COL MOENEN, COL WILBER, COL LOGAN,

COL SWANSON, LT COL ELLIS.

SUBJ: THIS IS INTERIM CHANGE NOTICE NO. 8 TO T.O. 147H-1, 1 DEC 1956, CHANGED 15 SEP 1957, FURTHER CHANGED AS INDICATED.

"PAGE PARA FIGURE ADDITION

1-2 FIRST

"THE RANGE OF SPA MODIFIED IAW TCTO
10-147H-626 WITH APPROVED FUEL LOAD IS

DECLASSIFIED
INTERVALS: NOT AUTOMATICALLY
DOWNGRADED AT 12 YEAR
1000P
1500P
11/10/500P

62-4775

~~SECRET~~

PAGE TWO RUWJHEA 352 3452134 SECRET//NOFORN

APPROXIMATELY 1945 NM"

1-8 LAST

"IN SPA MODIFIED IAW TCTO 10-147H-626,
THE WING FUEL TANKS SHALL NOT BE USED."

1-13 FIRST

"THE MAXIMUM ALLOWABLE CAPACITY FOR SPA
MODIFIED IAW TCTO 10-147H-626 IS APPROX-
IMATELY 1142 POUNDS."

2-41 61

NOT APPLICABLE TO SPA MODIFIED IAW TCTO
10-147H-626.

3-3 LAST

SPA MODIFIED IAW TCTO 10-147H-626 SHALL
BE CONSIDERED TO BE IN A LOW FUEL CONDITION
AFTER 3 HOURS AND 23 MINUTES.

7-3 2ND

"IN SPA MODIFIED IAW TCTO 10-147H-626
THE WING FUEL TANKS ARE NOT TO BE USED."

N7-7 LAST

"WING FUEL SHALL NOT BE USED IN SPA MODIFIED
IAW TCTO 10-147H-626."

A-5 2ND

CHANGE TO READ "THERE IS ONE BASIC, TWO ALTERNATE AND ONE SPECIAL MISSION PRESENTED FOR THE
147H SPA."

TABLE A-1A. MISSION TABULATION (FUSELAGE FUEL, WITHOUT ORL,
BELLINGER.

UNCLASSIFIED