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HISTORY

of

350TH STRATEGIC RECONNAISSANCE SQUADRON
100TH STRATEGIC RECONNAISSANCE WING

1 APRIL 1967 - 30 SEPTEMBER 1967
(Unclassified Title)

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Assigned to

12TH STRATEGIC AEROSPACE DIVISION
FIFTEENTH AIR FORCE
STRATEGIC AIR COMMAND

Stationed at
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Vol II

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TABLE OF CONTENTS

	TITLE PAGE	i (Vol I + II)
	SECURITY INSTRUCTION PAGE	1 (Vol I + II)
	TABLE OF CONTENTS	111 (Vol I + II)
XP	FOREWORD	vi (Vol I)
XP	INTRODUCTION	1
XP	CHAPTER I: MISSION AND ORGANIZATION	
	Mission of the 100SRW	2
	Mission of the 350SRS	3
	Organization	3
DP	CHAPTER II: PERSONNEL	
	Personnel Strength	4
DOYR	CHAPTER III: OPERATIONS AND TRAINING	
	Weapons System Inventory	5
	Special Purpose Aircraft	6
	Combat Crew Resources and Capability	8
	Flying Training	9
	CH-3 Helicopter Crew Status	10
	Foreward Operating Location	12
	OL-20	13
	OL-20 Det 10	13
	Operations and Training	14
	Cell Deployment Concept	15
	Second Operating Location Progress ..	15
	Drone Recovery Problems	16
	MARS	20
	Stateside Rivet Bin Program	21
	147 G SPA	22
	147 H SPA	23
	147 J SPA	25
	147 S SPA	26
	147 T SPA	28
	Special NX-9 Flight	29
	147 NRE SPA	29
	Compass Arrow Program	31
	CH-3 FUEL CELLS	34

VOL I

VOL II

VOL I

VOL II

Projects, Nicknames and Definitions	34
Mission Reports	34

LG CHAPTER IV: MAINTENANCE AND SUPPLY

MARS and Associated Equipment	36
SPA Maintenance	38
Fuel Leaks & Venting	38
Cannibalization	39
Igniter Malfunctions	39
Other Interest Areas	40
147-G	40
147-H	41
147-J	43
147-S	44
Technical Orders	44
Aerospace Ground Equipment	45
DC-130 and Associated Equipment	46
IGRAN	47
Scorer	47
Scorer & Film Malfunction	48
FMC Actuator	49
Equipment Movement and Backhaul	49

CE CHAPTER V: FACILITIES

OL-20 Facilities	51
Det 10 Facilities	52

CHAPTER VI: SPECIAL ACTIVITIES

SE SPA Incidents, Mishaps and Losses	53
Accident & Incident Reports	53
Losses & Recoveries	53
Termination	54
DOYR MARS Photography	55

	Training Requirements	55
	147-S Training	56
	Compass Arrow	57
	Combat Falcon	57
SE	Personnel Injuries, Equipment	58
DOYR	TEAD	59
"	Work Load Planning	60
DOYR	SUMMARY	61
	APPENDIX	
DOYR	MID AIR RETRIEVAL SYSTEM	63 (Vol I)
	BIBLIOGRAPHY	70 (Vol I)
	GLOSSARY	71 (Vol I+II)
	LIST OF SUPPORTING DOCUMENTS	76 (Vol I+II)

**III. OPERATIONS AND
TRAINING**

(continued)

CHAPTER III (cont.)

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29

(U)
(S) The 147 T jet-powered drone is a high altitude vehicle with a range of over 2100 nautical miles at a true airspeed of 400-405 knots. It will normally be equipped with the HR338 camera scorer equipment but may occasionally carry other special electronic gear. 62

Special NX-9 Flight

(U)
(S) New methods of utilizing electronic gear were tested using the NX-9 on the Eglin-Matagordo range during July. Lt Col Guretsky was appointed project officer for Fifteenth Air Force. This test is an excellent example of the use of outmoded vehicles and the modification of the basic BQM for use in the development of new equipment. 63

The 147 NRE SPA.

(U)
(S) The 147 NRE jet-powered drone is a low to medium altitude vehicle with a range of 600 nautical miles at a true air speed of 400-405 knots. The vehicle is equipped with an electronic strobe night-photography capability. 64

(U)
(S) The NRE was flown operationally concurrently with the testing program flown by AFLC. The main difficulty experienced from an operational standpoint was the lack of technical data at the OL in SEA.

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62. Interview with Lt Col Joseph E. Brooks, 100DCOO, by historian, TSgt H. R. Plimpton.
63. Msg (S) DOR 01874 Jun 67, "Rivet Bin." Ex 86.
Msg (S) PAR SPAR (15AF) 05475) Jul 67, "NX9 Support." Ex 87.
64. Hist 350SRS 100SRW Jul 66 - Mar 67 (S). p 49.
Interview with Lt Col Joseph E. Brooks, 100DCOO by historian, TSgt H. R. Plimpton.

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The technical data for the 147 NP, which had already been established, was used for non-peculiar systems and tests were conducted by Air Force maintenance personnel. Peculiar systems were checked by contractor representatives and were certified on aircraft forms by military personnel.
65

(u)
(S) As a result of concurrent operational and testing programs, questions arose about scorer equipment and aperture openings. Questions were forthcoming from OL-20, and answers by AFLCLOR attributed to better understanding and more comprehensive usage by 350SRS personnel at OL-20.
66

(u)
(S) The first attempt to launch the 147 NRE from OL-20 was conducted on May 21, and was aborted because of drone malfunction on NRE-1. NRE-2 completed a successful mission on June 5, and NRE-3 made successful missions on June 20, June 25 and July 17, but did not return from a mission on July 24. Successful MARS recoveries were made on all missions that the drone was launched and returned. On the

-
65. Msg (S) LIMDIS SPAR PAR DPIC 03784 Apr 67, "147 NRE." Ex 88.
Msg (S) LIMDIS SPAR PAR DM4C 04938 May 67, "New System." Ex 89.
66. Msg (S) LIMDIS 100SRW OL20 10747 Aug 67, "Infrared Materials and Filters." Ex 90.
Msg (S) LIMDIS PAR SPAR LOR 1106 Sep 67, "Handling and Processing Scorer Material." Ex 91.

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31

last day of the reported period, NRE-4 was launched and upon completion of the mission the main chute failed to deploy. The scorer package and hulk were recovered, although a MARS could not be attempted.

67

THE COMPASS ARROW PROGRAM

(u)
~~(S)~~ The Compass Arrow (formerly White Hawk) program provides a follow-on drone to replace the 147 series SPA. The new vehicle, designated the 154, will be a jet-powered reconnaissance drone with high altitude, long range capabilities. It will carry photographic equipment, and may occasionally be equipped with special electronic gear.

68

(u)
~~(S)~~ The delivery date of the first vehicle by the manufacturer, the Ryan Aircraft Company, has been set for May 28, 1968. The Chief of Staff, USAF, has directed that the test period at the Air Force Missile Development Center (AFMDC), Holloman AFB, New Mexico, be shortened to 23 weeks. These tests will consist of approximately nine captive and 25 free flights.

69

(u)
~~(S)~~ Various conferences were held during the period for establishment and review of technical data (TD), tables of allowances (TA), and

67. Exs 24 - 28.

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

69. Ibid.
Msg (S) LIMDIS PAR COMPASS ARROW ASRD 11116 Apr 67, "Flight Test Program." Ex 92.

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aerospace ground equipment (AGE) needs. One such conference was held in conjunction with a 180 day technical data conference on Rivet Bin at San Diego, California on September 13-15. Although a problem existed of having unauthorized personnel at the overall conference, the Compass Arrow supervisor's group was able to make satisfactory progress at meetings held after the breakout to individual groups. ⁷⁰

(u)
(s) At other conferences held during the period, progress was made toward provisioning, including selection of items for mission support kits (MSK). Total microwave command guidance (MCGS) requirements for the Rivet Bin and Compass Arrow programs were studied and the 12th Strategic Aerospace Division Commander and Staff were extended an invitation to visit the test facilities at Holloman AFB, ⁷¹ New Mexico.

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70. Msg (C) LIMDIS LOR 1078 Aug 67, "Tech Data Conference." Ex 93.
Msg (C) LIMDIS SPAR DLPC 09145 Aug 67, "Tech Data Review." Ex 94.
Msg (C) LIMDIS PAR SPAR DPLC 10217 Sep 67, "Preliminary Review." Ex 95.
71. Msg (C) LIMDIS ASRD 11151 Jun 67, "Compass Arrow." Ex 96.
Msg (C) LIMDIS PAR SPAR DPLC 064440 Jun 67, "Proposed PDR for AGE." Ex 97.
Msg (S) LIMDIS PAR SPAR DM3A DM4C 07210 Jul 67, "MCGS Conference." Ex 98.
Msg (S) LIMDIS PAR SPAR DM3B 08469 Aug 67, "Compass Arrow." Ex 99.
Msg (S) LIMDIS WRNH-1 02527 Jul 67, "Compass Arrow." Ex 100.
Msg (C) LIMDIS COMPASS ARROW PAR SPAR ASRD 11189 Aug 67, "CA Test Facilities." Ex 101.

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(u)
(S) Manpower requirements to support the Compass Arrow program will cause an increase of personnel. A review of the proportion of work categories was requested by Fifteenth AF and was made by the 100SRW. Strength figures for increases are more highly classified than this annex and will be included as appendixes to future annexes when the increases become effective. 72

(u)
(S) Four DC-130 aircraft of the 350SRS will be modified to Compass Arrow configurations. The contractor estimate to install scanner seats at the paratroop doors was unacceptable, and other means of installation were considered. The second DC-130 aircraft arrived at Ontario, California for modification on August 23, 1967. 73

(u)
(S) A progress report of August 29 from Headquarters, Aerospace Systems Division indicated the acquisition and modification program was progressing satisfactorily. There were no key decisions pending, no major unresolved problems, and the project was staying within the current program budget. 74

72. Msg (S) LIMDIS SPAR PAR DPLP 00691 Jun 67, "CA Manpower Requirements." Ex 102.

73. Msg (S) LIMDIS SPAR PAR DM4ER 05581 Aug 67, "Scanner Seats." Ex 103.
Msg (S) LIMDIS COMPASS ARROW ASRD 11204 Aug 67, no subj. Ex 104.

74. Ex 104.

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CHAPTER IV
MAINTENANCE AND SUPPLY

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MARS AND ASSOCIATED EQUIPMENT

(U)
(S) Weekly parachute reports during March reflected that some parachutes with oldest repack dates were in stock, while newer repack date chutes were installed on SPA's. However, this problem was partially due to the fact that SPA's were received with parachutes installed. Chutes with older repack dates were used first at both OL-20 and at the home station; however, interchange of chutes between the two locations was not feasible. The 350SRS ability to repair, repack and replace their own chutes further alleviated the problem. ¹

(U)
(S) The MARS recovery system was temporarily suspended for use on April 13, 1967 due to the submission of emergency unsatisfactory report (EUR) submitted by the OL-20 operation. The system as furnished by the contractor was found to have a reduced strength in the apex area of the load line. As a result, operational drones in Southeast Asia were ground recovered until May 21. The next MARS recovery after the ban went into effect was at state-side facilities ² used by the 350SRS on May 10, 1967.

-
1. Msgs: A. (U) LOR 361 Mar 67.
B. (U) LOR 360 Mar 67.
"Big Safari" Ex 109.
Msg (S) SPAR DM4C 09267 Sep 67 "Rivet Bin." Ex 110.
 2. Msg (C) LIMDIS LOR 434 Apr 67. "Big Safari Message." Ex 111.
Ex 8, 23, 24.

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37

(U) Malfunction of winch systems, material failure of winch systems, and lack of calibration equipment for the winch systems of the CH-3 created some concern throughout the reporting period. In addition, two tines broke from a flying hook on a mission at OL-20 and an EUR was submitted. Other MARS failures were attributed to improper apex cutter operation, lack of apex cutter operation, and improper shear of the shear nut in time delay mechanism.

(U) MARS capability during July was hampered by the removal in late June at the Southeast Asian OL of the rotor shaft couplings of both helicopters to comply with an urgent T.C.T.O. One helicopter was returned to service in early June, then both were replaced. Replacement helicopter H-796 became MARS operational on July 26, and 790 became MARS operational on July 29.

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3. Msg (U) LOR 468 Apr 67, "Big Safari." Ex 112.
Msg (S) 100SRW OL-20/Det 10 01119 Jul 67, "Winch Calibration." Ex 113.
Msg (S) LIMDIS/SPAR/SPAR 100SRW OL20 BSO 09853 Aug 67, MARS Failure." Ex 114.
Msg (S) 100SRW OL20 Det 10 01150 Jul 67, "H-14." Ex 115.
Msg (S) LIMDIS/SPAR/SPAR LOR963 Aug 67. Subj: "Rivet Bin Message." Ex 116.
Msg (S) LIMDIS/SPAR/SPAR 100SRW OL20 05852 Aug 67, "EUR." Ex 117.
Msg (C) 100SRW OL20/Det 10 00033 Jul 67, (No unclas). Ex 118.
Msg (C) LIMDIS/SPAR/SPAR OL20 MO 11224 Sep 67, "Rivet Bin." Ex 119.
4. Ex 25 & 26.

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SPECIAL PURPOSE AIRCRAFT MAINTENANCE

~~(U)~~ During the six month period reported, the microwave command guidance system (MCGS) became the primary system for control of most model drones. No specific deviation or problem area was identified within the system, although random deviations continued to be attributed to it, and tests of various components continued. 5

Fuel Systems Leaks and Venting

~~(U)~~ Fuel leaks in the 147 fuselage continued to be a problem, but steps were taken to discover the leaks through use of a fluorescent dye and ultra-violet light. Some fuel cell repair was beyond capabilities of the 100SRW and consequently the vehicles were returned to the manufacturer for repair. 6

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5. Msg (S) LEMDIS (SPAR/PAR) DM4C/DOSR 06293 Jun 67, "SPA Deviations." Ex 120.
Msg (S) 100SRW OL20 07150 Jun 67, "SPA Deviations." Ex 121.
Msg (S) LEMDIS/SPAR/PAR/OL20/BSO 09648 Jul 67, "Preliminary Investigation of G-52." Ex 122.
Msg (S) LEMDIS/SPAR/PAR/DOR 02084 Sep 67, "MCGS Mission." Ex 123.
6. Msg (U) LOR 399 Apr 67 "Lightning Bug." Ex 125.
Msg (S) LEMDIS (SPAR/PAR) LOR PM 67315 Jul 67, "'H' Reliability." Ex 126.

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(u)

Other difficulties were encountered through fuel siphoning from SPA wing tank vents, a foreign object blocking the fuselage tank level control valve, fuselage vent siphoning, and siphoning from the pylon vent line. The question was raised whether the unknown loss of fuel from these sources might have attributed to the loss of some
7
drones.

Cannibalization

(u)

Several items were removed from the BQMs stored at Davis-Monthan to help keep operational drones from becoming GNORS. In some instances, the items used were not available for up to six
8
months.

Igniter Malfunctions

(u)

An EUR was placed regarding the ignitor terminal deficiency. The fuel control was considered as a possible cause of malfunction

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7. Msg (S) AFXOPFR 78601 Apr 67, "Lightning Bug." Ex 127.
Msg (S) LIMDIS (SPAR/PAR) LOR PM 67315 Jul 67, "'H' Reliability." Ex 128.
Msg (S) LIMDIS SPAR/PAR DM4 08219 Aug 67, "Unit H-20." Ex 129.
Msg (S) LIMDIS/SPAR/PAR/100SRW OL20 10263 Aug 67, "EUR." Ex 130.
Msg (S) LIMDIS SPAR PAR DM4C 09079 Aug 67 "Modification." Ex 131.
 8. Msg (S) LIMDIS (SPAR/PAR) DM3A/DM4C7 07209 Jul 67, "GNORS Requirements." Ex 132.
Msg (S) LIMDIS (SPAR/PAR) DM4BR 05556 Aug 67, "Cannibalization." Ex 146.

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rather than the ignition leads, and ignition leads were forwarded
9
for analysis.

Other Concerted Interest Areas

(U) A few of the other minor problem areas which might be expected when testing and operational programs are accomplished concurrently included inadvertent shipment of the wrong engine model and its subsequent return; the need to use specific type oil with anti-foaming properties, and the requirements for anti-windmill covers on all SPA vehicles. Although outside exposure was considered as a probable cause of deterioration of components, the vehicles at OL-20 are not left outside long enough to present a problem, and more storage space was
10
being acquired.

147 G Maintenance

(U) The 147 G drone was being phased out during the period. There were none scheduled in September at the overseas location, but in the five previous months there were seven drone aborts and 28 launches.

-
9. Msg (S) SPAR/PAR/OL20 MO 10290 Aug 67, "EUR on Igniter." Ex 133.
Msg (S) LIMDIS (SPAR/PAR) DM4BR 05633 Aug 67, "Ignition Problems." Ex 134.
Msg (C) LIMDIS SPAR PAR DM4BR 05040 Sep 67, "Ignition." Ex 135.
10. Msg (C) LIMDIS LOR 11595 Sep 67, "Rivet Bin." Ex 136.
Msg (C) LIMDIS/LOR 1099 Sep 67, "Oil." Ex 137.
Msg (C) LIMDIS SPAR DM4C 09080 Aug 67, "Covers." Ex 138.
Msg (C) LIMDIS/SPAR/PAR OL20 MO 06219 Sep 67, "Storage." Ex 139.

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Of the 28 launches, nine did not return. Most problem areas encountered in G model maintenance were encountered also in other models. The last G model at OL-20 was prepared for backhaul to Davis-Monthan AFB for complete checkout and storage.

147 H Maintenance

(u) The 147 H created a great deal of maintenance problems, though this is understandable when it is recalled that the model was first utilized at OL-20 in February 1967 and that reliability tests were being conducted by AFLC concurrently with operational use by SAC. In addition to being prone to fuselage fuel tank leaks and ignition problems, this model also created problems with unprogrammed deviation of engine RPM.

(u) Among other minor problem areas in this model were cracks in the leading edge of the engine inlet, abrasion and peeling of fiberglass on engine inlet, and premature activation of the recovery phase.

11. Ex 23 - 28.

Msg (S) LEMDIS/100SRW OL20 MO 08569 Jun 67, "G 55 and H 11."

Ex 140.

Msg (S) LEMDIS SPAR PAR DM4C 06667 Jun 67, "SPA Disposition."

Ex 141.

12. Ex 12, 123, 125-131, & 140.

Msg (C) LEMDIS (SPAR/PAR) DM4BR 05433 Jun 67, "EUR." Ex 142.

Msg (S) LEMDIS/SPAR/PAR 100SRW OL20 MO 09898 Aug 67, "147H Engine Data." Ex 143.

Msg (S) LEMDIS (SPAR/PAR) 100SRW OL-20 MO 10916 Sep 67, "Engine Data." Ex 144.

Msg (S) LEMDIS/SPAR/PAR 100SRW OL20 MO 08257 Jun 67, "EUR."

Ex 145.

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A new process of banding ailerons was developed when it was discovered
that ailerons were often damaged during captive flights. ¹³

(u) SPA H-17 was damaged at OL-20 on September 16 when the chute
system separated from the drone upon deployment, but recovered parts
were prepared for shipment to the testing facility to improve design
methods and operational techniques. Vehicle SN-66-8192 was also
returned to AFICLOR after investigation by the user/contractor team
at OL-20. ¹⁴

(u) Other activity during the period included correction of EUR
discrepancies in coaxial cable connections, inspection for bell crank
flipping assembly brackets and correction of peculiar maneuvers when

-
13. Msg (S) LIMDIS/SPAR/PAR OL20 09869 Aug 67, "EUR." Ex 147.
Msg (S) LIMDIS/SPAR/PAR 100SRW OL20 05857 Aug 67, "EUR."
Ex 148.
Msg (S) LIMDIS SPAR DM4C 08092 Jul 67, "Rivet Bin." Ex 149.
Msg (S) OFF USE ONLY LOR 466 Apr 67, "EUR." Ex 150.
14. Ex 28.
Msg (S) LIMDIS (SPAR/PAR) DM4C 09741 Sep 67, "Disposition."
Ex 151.
Msg (S) LIMDIS LOR 776 Jun 67, "EUR." Ex 152.

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more sophisticated equipment was engaged. It was discovered during the test program that satisfactory results could be obtained by manual control when memory systems control was erratic.

147 J Maintenance

(U) As with the "G" model, the maintenance of this model has been more routine due to its longer usage. This model was flown all six months of the period and had 29 launches of which only eight did not return. There were eight drone aborts.

(U) SPA 147 J-27 was out of commission from the period 15 May to 14 June with nine GNORS listings, five ANORS listings, and 12 NNORS requisitions. It was then put on an in-commission status and was flown on August 5, 1967; however, this attempt was recalled, and the next attempt on August 8 resulted in a drone abort. When launched on August 23, the vehicle failed to return.

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15. Msg (U) LOR 401 Apr 67, "EURs." Ex 153.
Msg (C) LMDIS/SPAR/PAR/100SRW OL20 02752 Aug 67, "Inspection."
Ex 154.
Msg (S) LMDIS LOR PM 67212 Jun 67, "Rivet Bin." Ex 155.
Msg (S) LMDIS LR-PM 67/FT00C 14335 Jun 67, "Rivet Bin."
Ex 156.
16. Exs 23-28.
17. Msg (C) (SPAR/PAR) DM4BR/DM3A4 05422 Jun 67, "J-27." Ex 157.
Exs 23-27.

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(U)
(S) Other difficulties encountered included the inadvertent release of SPA J-29 on June 21, although OL-20 personnel felt the release could have been prevented through amendment of procedures. Also compliance with TCTO for removal of rivets and installation of fasteners resulted in holes which were too large. Use of "H" model TCTO alleviated this situation.
18

147 S Maintenance

(U)
(S) The S model drone was available only the last month of the reporting period, and the full impact of maintenance problems could not be assessed during this time. One peculiarity of the vehicle was its tendency to abruptly reverse the elevators on some checks made during captive flight.
19

Technical Orders

(U)
(S) As might be expected during a program which conducts concurrent test and operational missions, many technical orders (T.O.)

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18. Msg (S) NOFORN 100SRW OL20 BS 08269 Jun 67, "Inadvertent Release."
Ex 158.
Msg (S) LIMDIS/OL20 11226 Sep 67, "TCTO." Ex 159.
Msg (C) LIMDIS/SPAR/PAR 100SRW OL20 MO 06216 Sep 67, "J-14."
Ex 160.
19. Msg (C) LIMDIS/LOR 1107 Aug 67, "147S." Ex 161.

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and Time Compliance Technical Orders (T.C.T.O.) were received during the period. Several tech orders changes were the result of emergency unsatisfactory reports (EUR) submitted by OL-20 as a result of malfunctions under actual conditions of combat operation. Other changes occurred as a result of technical representative reports from both the OL and the home station.²⁰

AEROSPACE GROUND EQUIPMENT

(U) Lack of transportation for maintenance personnel at OL-20 continued to be a problem. Authorization for enclosed transportation equipment was requested for the home station to alleviate the situation.²¹
(U) Authorization for an additional autopilot console was requested. The backlog of SPA 147s at Davis-Monthan was becoming excessive due to accelerated delivery of vehicles.²²

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20. Exs 154, 159.
Msg (S) LIMDIS/SPAR/PAR 100SRW OL20 09046 Jul 67, "Emergency AFTO Forms 22." Ex 162.
Msg (S) LIMDIS (SPAR/PAR) LOR 962 Aug 67, "EURs." Ex 163.
Msg (S) LIMDIS LOR 979 Aug 67, "Interim Change." Ex 164.
Msg (S) LIMDIS/SPAR/PAR LOR 982 Aug 67, "UATCTO." Ex 165.
Msg (S) LIMDIS (SPAR/PAR) DM4BR 05699 Oct 67, "Special Report." Ex 166.
21. Msg (U) 100SRW OL20 MO 01247 Apr 67, "Request." Ex 167.
22. Msgs: A. (C) LIMDIS (SPAR/PAR) DM4BR 05453 Jun 67.
B. (S) LIMDIS PAR SPAR DM3B 06939 Jun 67
"ACE Justification." Ex 168.

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(U)
(S) Airspeed schedules using the Garrett simulator became suspect on the H model drone. The use of the Manometer console was suggested by OL-20 and interim authority was granted by AFLCLOR. The 400 c.p.s. airspeed indicator on the Garret simulator was to be replaced with a 60 c.p.s. indicator through TCTO procedures when kits became available. 23

DC-130 AND ASSOCIATED EQUIPMENT

(U)
(S) Peculiar equipment associated with the modification of the DC-130 configuration, including the MCGS equipment, created some concern throughout the reporting period. However, EURs on the basic airframe were furnished periodically by higher headquarters. 24

(U)
(S) The pen drive cables utilized on the AN/TPW-2, AN/APW-23 and APN 2273 systems became frayed and broke easily. A better method was suggested by OL-20. Other equipment malfunctions and tests of new equipment which might be used later resulted in the establishment of new mission support kits (MSK) for the peculiarly equipped DC-130 aircraft of the 100SRW. 25

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23. Msg (S) LIMDIS LOR 850 Jul 67, "Simulator." Ex 169.
24. Msg (C) LIMDIS SPAR PAR DM4C 08237 Aug 67. "EUR." Ex 170.
25. Msg (C) LIMDIS/MCMX 04097 Aug 67, "EUR." Ex 171.
Msg (C) LIMDIS SPAR PAR DM 4BR 05480 Jul 67, "MCGS Data."
Ex 172.
Msg (S) LIMDIS SPAR PAR DM4BR 05642 Sep 67, "Beacon Installation."
Ex 173.
Msg (C) LIMDIS DM3A4 05435 Jun 67, "130MSK." Ex 174.

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LONG RANGE AID TO NAVIGATION (LORAN)

(U)
(S) During July, the out of commission rate of the LORAN "C" equipment on the two C-130s at OL-20 was very high. As a result, 15AF requested that status reports be included in daily operations reports and requested the status of maintenance capabilities at the OL.
26

(U)
(S) A noise generator was requested by the OL to set up a bench test set. A radar technician was obtained TDY from the 55th Strategic Reconnaissance Wing to assist in setting up the test set. The technician also completely familiarized 100SRW radar maintenance personnel with maintenance problems associated with the LORAN "C" equipment.
27

SCORER PROCUREMENT AND MAINTENANCE

(U)
(S) Scorer availability and capability to fulfill successful mission accomplishments at OL-20 was a matter of concern to higher

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26. Msg (C) LIMDIS SPAR PAR DM4BR 05479 Jul 67, "LORAN Status."
Ex 175.
27. Msg (C) LIMDIS/100SRW OL 20 MO 020664 Jul 67, "Test Equipment."
Ex 176.
Msg(S) LIMDIS SPAR PAR OL 20 MO 09771 Jul 67, "Status Report,"
Ex 177.
Msgs: A. (C) LIMDIS SPAR PAR DP 00612 Aug 67,
B. (C) LIMDIS SPAR PAR DM4BR 05562 Aug 67, "LORAN'C".
Ex 178.

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headquarters throughout the six month period. Weekly scorer status
28
reports were submitted in addition to daily operations reports.

Scorer and Film Test and Malfunction

(U)
(S) New type film and processing methods which are also used in
other reconnaissance aircraft were tested operationally under the
Combat Bug program at OL-20. Copies of mission reports using new
equipment were to be sent to the 9th Strategic Reconnaissance Wing.
Other innovations included the handling and processing of 5424 scorer
material which was used primarily in the NRE drone for extremely low
29
altitude missions conducted at 1,500 to 2,000 feet.

(U)
(S) Although most missions accomplished the desired results,
better data could have been obtained if various malfunctions had not
occurred. A small percentage of missions flown were of little or no
value due to blank film where equipment did not operate properly or

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28. Msgs: A. (S) LIMDIS SPAR PAR DM4C 09158 Aug 67,
B. (S) LIMDIS SPAR DM3A4 05627 Aug 67, "Scorer Availability."
Ex 179.
Msgs: A. (C) LIMDIS LOR 1024 Aug 67,
B. (C) LIMDIS 100SRW OL20 MO 05858 Aug 67,
C. (C) LIMDIS OL20 MO 06215 Sep 67, "Scorer Status."
Ex 180.
Msgs: A. (C) SPAR PAR 100SRW OL20 0261 Aug 67,
B. (C) SPAR PAR 100SRW OL20 05849 Aug 67, "Scorer Report."
Ex 181.
29. Msg (S) LIMDIS SPAR PAR DICR 01024 Jun 67, "Hycon." Ex 182.
Msg (S) LIMDIS PAR SPAR LOR 945 Jul 67, "Handling and Processing."
Ex 183.

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to punctured or blurred portions of the film frames.

Forward Motion Compensation (FMC) Actuator

(U)
(S) The forward motion compensation actuator on the HR 338 model scorer was the cause of several mission failures and degradations when the scorer equipment was used. Failure of this unit was the subject of an EUR which was under investigation by the prime contractor and vendor at the end of the reporting period. Alternate capabilities were being provided by installation of HR233 model scorer conversion/
31
installation kits.

EQUIPMENT MOVEMENT AND BACKHAUL

(U)
(S) The 100SRW OL-20 operation is also unique in that disposition of damaged or inoperative peculiar equipment cannot be made through normal channels. Most equipment used by the 100SRW is in a short supply

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30. Msg (S) LIMDIS SPAR PAR DM4BR 05700 Oct 67, "Degradation."
Ex 184.
Msg (S) LIMDIS SPAR PAR DM05632 Aug 67, "Mission." Ex 185.
Msg (S) LIMDIS 100SRW OL20 BS 01004 Aug 67, "Mission Review."
Ex 186.
Msg (S) LIMDIS SPAR PAR 9RTS ORA 02767 Sep 67, "Film Report."
Ex 187.
Msgs: A. (S) 100SRW OL20 MO 0949 Aug 67,
B. (S) 100SRW OL20 MO 09986 Aug 67,
C. (S) 100SRW OL20 MO 09967 Aug 67, "Mission Report."
Ex 188.
31. Msg (S) LIMDIS SPAR PAR OL20 10849 Sep 67, "Mission." Ex 189.
Msgs: A. (S) LIMDIS SPAR PAR 100SRW OL20 10857 Sep 67,
B. (S) LIMDIS LOR 1256 Sep 67, "EUR, Actuator." Ex 190.

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status due primarily to the lead time required to design and manufacture. This creates the necessity of preservation of pieces and parts for examination and re-use. This requires, in addition to normal transportation from the manufacturer to the 100SRW home station and from home station to the OL, a backhaul of equipment and special purpose aircraft to the home station or to the manufacturer.

32

(u)
~~(S)~~ At the end of the reporting period, steps were being taken to have special purpose vehicles delivered directly from the factory to the overseas location. This procedure would preclude the assembly, checkout, and disassembly for shipping which is presently being accomplished at Davis-Monthan AFB, and could result in a quicker delivery to the operating location.

33

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32. Msgs: A. (S) LIMDIS SPAR PAR DM4BR 05672 Sep 67,
B. (S) LIMDIS SPAR DM4C 06655 Jun 67,
C. (S) LIMDIS SPAR PAR DM4BR 05477 Jul 67,
D. (S) LIMDIS SPAR DM4C 08087 Aug 67,
E. (S) LIMDIS SPAR DM4C 09159 Aug 67,
F. (S) LIMDIS SPAR PAR DM4C 09691 Sep 67, "SPA Deployment."
Ex 191.
- Msgs: A. (C) 100SRW OL-20 02644 Jul 67,
B. (S) LIMDIS SPAR PAR OL20 MO 09913, Aug 67,
C. (C) 100SRW OL20 SUP 05907 Aug 67,
D. (S) 22DCSM 80305 Aug 67,
E. (S) MAOCOMS 52589 Aug 67, "Backhaul." Ex 192.
33. Msg (S) SPAR PAR DM4/DM5 05631 Aug 67, "Assembly and Checkout."
Ex 193.

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V. FACILITIES

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OL-20 FACILITIES

(U) A new administrative quonset hut was completed during the six month period. This building, which was started in April and completed in September, provided much needed administrative and flight-planning space within the 100SRW compound.¹

~~(S)~~ (U) During May and June, the revetment separating DC-130 aircraft parking ramps was completed, and air conditioner was installed in the maintenance trailer, electrical power distribution was extended to the nepho shop, and a covered shelter was obtained for power AGE work. Self-help improvements included installation of equipment racks on the DC-130 revetments, moving of steel planking and building a SPA engine runup pad.²

~~(S)~~ (U) All improvements to facilities in July and August were through the self-help program, but in September the base paved the unstabilized area near the revetments, resurfaced one revetment areas, and built a permanent-type bunker for the SPA maintenance area. Self-help assisted with the partitioning of the SPA storage area building.³

1. Ex 23 - 28.

2. Ibid.

3. Ibid.

Msg (S) SPAR PAR LIMDIS 100SRW OL20 10855 Sep 67, "Facilities Report," Ex 194.

-51-

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DETACHMENT 10 FACILITIES

(U) Lack of permanent facilities to upload SPAs at Detachment 10 created the need for a crane to be obtained from base resources. Difficulties were always encountered in obtaining a crane at the time it was needed, and those obtained were not always reliable. Detachment 10 obtained an inoperative H-11 crane and repaired it under the self-help program. The crane was first put to use on April 11.⁴

(U) Another cottage was obtained for airmen during April, alleviating the overcrowdedness. The new heliport was completed in May and was used for the first time on June 3. Other self-help projects⁵ during the three month period improved working conditions.

(U) In July, the maintenance building was moved from the flightline to the site, the helio pad and access roads were resurfaced, and a concrete slab and cover were installed in the outdoor maintenance area. During August, the MSQ bunker was rebuilt and strengthened, quonset huts repainted, and revetments built around the airmens quarters. During September the wiring was rerouted to a more secure area, and installation of a telephone in the ground maintenance trailer improved maintenance capabilities.⁶

4. Ex 23.

5. Ex 23 - 25.

6. Ex 25, 28 & 194.

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VI. SPECIAL ACTIVITIES

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SPA INCIDENTS, MISHAPS AND LOSSES

(U)
(S) Initial instructions from CSAF included requirements to report SPA incidents to Hq SAC, and Fifteenth Air Force made further requirements for telephone reports to that headquarters. This procedure was later amended to include telephone reports within one hour of the incident, loss or accident.¹

SPA Accident and Incident Reports

(U)
(S) The message from CSAF did not alleviate all reports in accordance with AFR 127-4. In incidents involving damage to private property or loss of life, the normal reporting procedures were still adhered to. Other reports of losses, incidents, and accidents to SPA were not to be reported in accordance with AFR 127-4.²

SPA Losses and Recoveries

(U)
(S) Losses of SPAs fall into two general areas of subsequent action. Those drones which proceed on over enemy territory or to an

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1. Ex 46.
Msgs: A. (U) EFTOO SPAR PAR IM34BR 52507 Apr 67.
B. (U) EFTO SPAR PAR IM4 52854 Apr 67. "Reporting."
Ex 195.
 2. Ibid.
Msg (S) LIMDIS 100SRW OL20 BSO Apr 67, "Prelim & Final Report."
Ex 196.

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unknown area usually are not recovered and investigation as to probable cause of deviation must be made by analyzing data obtained by the various maintenance and crew members who prepare and launch the vehicle. Losses which terminate in friendly territory, on the other hand, can usually be recovered by personnel of the 100SRW, other Air Force units, or other military services. In this event, a much more thorough investigation can be made to determine the cause of the deviation from the programmed or planned mission.

3

SPA Terminations

~~(U)~~
~~(C)~~ During the six month period covered by this report, there were 45 terminations on a total of 102 launches at the operating location. The home station had a total of five terminations for 70 launches, a great improvement over the five losses on 13 launches for the first three months of the year. The improving rate at both the home station and the operating location can be attributed to personnel experience and improved materiel factors. However, if the rate of loss continued, the 100SRW expected to terminate in excess of 95 SPAs during the year.

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3. Msgs: A: (U) EFT00 SPAR PAR DM34BR 52507 Apr 67.
B: (U) EFT0 SPAR PAR DM4 52854 Apr 57. "Reporting." Ex 195.
Ex 130.
Msg (S) LIMDIS 100SRW OL20 BS 01003 Aug 67, "Blue Springs." Ex 197.
Msg (S) OL20 BBO 11331 Sep 67, "Recovery Team." Ex 198.
4. Extracts from 100SRW Monthly Maintenance Report, Sep 67, "SPA Terminations." Ex 199.

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MARS PHOTOGRAPHY

(U)
(S) Cameras were shipped to OL-20 for installation on operational CH-3s to photograph the mid air retrieval system operation under actual combat conditions. A request was made by pilots using the equipment⁵ to relocate the camera switches to a more accessible position..

TRAINING REQUIREMENTS

(U)
(S) Equipment development and improvements create an unusual circumstance which requires a great deal of planning to include training both maintenance and operating personnel in new aspects of their respective jobs. Lead time for the Strategic Air Command to identify a training need and for the Air Training Command to set up contract action was considered too great to satisfy immediate needs when the more sophisticated equipment was deployed under test conditions. Therefore, the AFLC Liaison Office, Ryan Company (AFLCLOR), identified immediate needs and set up factory training courses for military, or⁶ "blue-suiter," personnel.

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5. Msgs: A. (C) LIMDIS SPAR PAR DM4BR 05582 Aug 67.
B. (C) 100SRW OL20/DET 10 00043 Aug 67.
"Camera Installation." Ex 200.
6. Msg (S) LIMDIS LOR 949 Jul 67, "Maintenance and Aircrew." Ex 201.

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(u)
(S) In addition, SAC and ATC identify the need for sustaining and follow-on training, and additional factory and field training is provided. Technical representatives also provide invaluable assistance to assist in on-the-job training of personnel at both the home station and the operating location. Military personnel from other units within 12SAD also provided assistance in training to new situations.

(u)
(S) Equipment for use by the 100SRW in training personnel to peculiar systems was not always available when needed. Various procedures were innovated by both the 100SRW and higher headquarters to obtain equipment necessary to familiarize and train to new situations.

Model 147 S Training

(u)
(S) A 147 S recommended training schedule was advanced by the AFLC Liaison Office at Ryan with training for various members to be held at Davis-Monthan Air Force Base and for others to be held at the contractor facility. Further training was conducted at Pt. Mugu Naval Facility, and training at Davis-Monthan AFB was expanded to include

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7. Msg (S) LIMDIS LOR 949 Jul 67, "Maintenance and Aircrew." Ex 201.
Msg (S) PAR SPAR DIR DOSR 06424 Jun 67, "Rivet Bin." Ex 202.
Msgs A. (S) LIMDIS LOR 751 Jun 67,
B. (S) LIMDIS LOR 761 Jun 67,
C. (C) LIMDIS SPAR PAR 100 OL20 MO 05870 Aug 67,
D. (C) LIMDIS LOR 1213 Sep 67, "Tech Rep Status and Services." Ex 203.
8. Msgs: A. (C) LIMDIS MCMX 04155 Sep 67,
B. (S) LIMDIS SPAR PAR DM 4C 09266 Sep 67,
C. (C) SPAR 100SRW OL20 SUP 06046 Aug 67,
"Training Hulks and Equipment." Ex 204.

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instruction on the F415Y scorer equipment. Despite a number of problems which were encountered, the first launches of the S model at Davis-Monthan and at the operating location were within the programmed time schedule.

Compass Arrow Training

(U)
(S) A program review for the 154 model special purpose aircraft was held at the contractor facility on August 8 and 9. Training requirements and training aids were discussed at this meeting, and the meeting was further utilized to discuss training aspects of other model SPAs.

Combat Falcon Training

(U)
(S) The requirement for the 100SRW to train Tactical Air Command crews to operate the 147 drone on reconnaissance missions was programmed

9. Exs 68, 75-77 & 201.

Msgs: A. (C) LIMDIS LOR 804 Jun 67
B. (S) LIMDIS SPAR DOTT 01885 Jul 67
C. (S) LIMDIS LOR 854 Jul 67
D. (S) SPAR DOTA 07176 Jul 67, "'S' SPA Training."

Ex 205.

10. Msgs: A. (S) LIMDIS SPAR PAR ATATB 39993 Aug 67.
B. (S) LIMDIS SPAR PAR DOTA 07997 Aug 67.
Subj: SPA Training. Ex 206.

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by Headquarters USAF. The draft plan of this program was approved and held in abeyance pending Hq USAF calling for the implementation of the plan.
11

Personnel Injuries, Equipment Damage and Safety

(U)
(S) Two persons were injured on May 12 when Bien Hoa Air Base was attacked by mortar and rocket fire. Lt Col Robert A. Stephanik received a leg wound caused by shrapnel. SSgt John L. Kirtley received only minor injuries when the supply hut in which he was working received a direct hit.
12

(U)
(S) In August, Crew R-62 received three rounds of rifle fire in CH-3 # 65-12790 while attempting to confirm a suspected drone impact area approximately six miles southeast of DaNang. No personnel were injured but the helicopter experienced minor structural damage.
13

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11. Msgs: A. (S) LIMDIS SPAR DOTA 04921 May 67,
B. (C) LIMDIS DOTA 08522 Aug 67, "Combat Falcon." Ex 207.

12. Ex 24.

13. Ex 27.

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(U)
(S)

The organization enjoyed an accident and injury free record for the six months reporting period. Several contributions were made to the Rivet Bin/Bumble Bug program. As an example, an emergency unsatisfactory report was submitted by OL-20 on the location of a potentiometer which was used during a chopper test (Part 2, HTM-338A-1, page 5-23). If an insulated screwdriver were not used in this operation, the person performing the work could receive a severe jolt of electricity or a direct short in the equipment could damage it.

TEST EVALUATION AND ANALYSIS DIVISION

(U)
(S)

The need for a Test Evaluation and Analysis Division (TEAD) for the 100SRW was recognized when the concurrent test and operational use of reconnaissance drones was directed. During April, a TEAD consisting of six persons was established from qualified personnel assigned to the 100SRW.

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14. Hist 100SRW Apr-Jun 67 (S).
Hist 100SRW Jul-Sep 67 (S).
Exs 23-28.
Msg (S) LIMDIS SPAR PAR 100SRW OL 20 10244 Aug 67, "EUR." Ex 208.
15. Msg (U) DPL 40061 Mar 67 (14 Apr), "TEAD." Ex 209.
Interview with Lt Col William J. Goree, 100TEADC, by historian, TSgt H. R. Plimpton.

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WORKLOAD PLANNING

(U)
~~(S)~~ The 100SRW received many requests for support from other federal agencies. These included requests for aerial photographs, loan of peculiar equipment and aerospace vehicles, and loan of personnel qualified in the unusual duties required by the mission. Headquarters, Fifteenth Air Force during May set up a monitor of the workload of the maintenance activities of the 100SRW to minimize the schedule disruptions caused by special tasks placed on the unit. This program resulted in 15AF concurring with the 100SRW in August that one drone sortie per day should be the maximum workload to be sustained over a long period of time, excluding adverse conditions under which operational necessity might dictate more launches. In September, Headquarters Strategic Air Command assumed the responsibility for coordinating work-
16
loads generated outside of SAC.

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16. Msgs: A. (U) EFTO DM4C 41291 May 67,
B. (S) LIMDIS SPAR PAR DM4BR 05623 Aug 67,
C. (S) LIMDIS SPAR PAR DPL 00751 Sep 67,
"Workload Planning & 100SRW Activities," Ex 210.

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SUMMARY

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SUMMARY

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(U)
(S) A lack of equipment and spares created some concern over the ability to upgrade crews in the CH-3 during the first half of the reported six months period. The additional authorization of crews in the DC-130 and the CH-3 further aggravated the situation in the latter portion of the period. However, satisfactory progress was made throughout the period and at the end of September the outlook was excellent in that all authorized crews were assigned and most were upgraded to combat ready status.

(U)
(S) Planning for the opening of a second operating location was resumed and personnel authorizations were projected to supplement maintenance of the previously selected location. Equipment, spares and mission support kits were being assembled to support the location. A firm date of 15 January 1968 was established.

(U)
(S) Operational mid air retrievals were suspended at the beginning of the period, but were resumed using new concepts and procedures. MARS recoveries were used extensively throughout the latter three months of the period, and the successful recovery rate increased to nearly 90% when the drones returned to the recovery area.

(U)
(S) Concurrent operational and testing programs presented a major challenge to the unit when new series SPAs were adopted. Close association between the contractor, AFLC, AFSC, and SAC personnel led to a coordinated effort which resulted in outstanding mission accomplishments at OL-20.

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(U)
(S) A test evaluation and analysis division was formed from within the resources of the 100SRW. This division reported directly to the commander of the 100SRW.

(U)
(S) An attack by rocket and mortar fire at DaNang caused one officer of the 100SRW to incur shrapnel injuries. An NCO received minor injuries in the same attack, although the building he was occupying received a direct hit. A CH-3 received minor structural damage due to ground fire in another incident.

(U)
(S) Morale at OL-20 and Detachment 10 improved during the period due to improvements in the work areas and increased bunker protection around the airmen's barracks. Extensive self-help programs improved working conditions and increased mission effectiveness while proving the old adage "A busy man is a happy man."

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APPENDIX(con't)

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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 Technican
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

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

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
LFGR	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

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
RSP	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

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

LIST OF SUPPORTING DOCUMENTS

1. Units Assigned.
2. G Orders.
3. Personnel Strength.
4. Extract from Aerospace Vehicle Status Report (RCS:1 HAF-A1)
30 Mar 67 (C).
5. Extract from Aerospace Vehicle Status Report (RCS:1 HAF-A1)
30 Jun 67 (C).
6. Extract from Aerospace Vehicle Status Report (RCS:1 HAF-A1)
30 Sep 67 (C).
7. 100SRW Unit Progress Report (S) April 1967.
8. 100SRW Unit Progress Report (S) April 1967.
9. 100SRW Unit Progress Report (S) May 1967.
10. 100SRW Unit Progress Report (S) May 1967.
11. 100SRW Unit Progress Report (S) June 1967.
12. 100SRW Unit Progress Report (S) June 1967.
13. 100SRW Special Narrative Reports (RCS:1 SAC T-12), DC-130 (C)
May 1967.
14. 100SRW Special Narrative Reports (RCS:1 SAC T-12), DC-130 (C)
July 1967.
15. 100SRW Special Narrative Reports (RCS:1 SAC T-12), DC-130 (C)
August 1967.
16. 100SRW Special Narrative Reports (RCS:1 SAC T-12), DC-130 (C)
September 1967.
17. 100SRW Air Training Reports (U) April 1967.
18. 100SRW Air Training Reports (U) May 1967.
19. 100SRW Air Training Reports (U) June 1967.

20. 100SRW Air Training Reports (U) July 1967.
21. 100SRW Air Training Reports (U) August 1967.
22. 100SRW Air Training Reports (U) September 1967.
23. History OL-20/Det 10, 350SRS, 100SRW April 1967 (S).
24. History OL-20/Det 10, 350SRS, 100SRW May 1967 (S).
25. History OL-20/Det 10, 350SRS, 100SRW June 1967 (S).
26. History OL-20/Det 10, 350SRS, 100SRW July 1967 (S).
27. History OL-20/Det 10, 350SRS, 100SRW August 1967 (S).
28. History OL-20/Det 10, 350SRS, 100SRW September 1967 (S).
29. Extract from 100SRW Monthly Maintenance Bulletin April 1967 (U).
30. Extract from 100SRW Monthly Maintenance Bulletin May 1967 (U).
31. Extract from 100SRW Monthly Maintenance Bulletin June 1967 (U).
32. Extract from 100SRW Monthly Maintenance Bulletin July 1967 (U).
33. Extract from 100SRW Monthly Maintenance Bulletin August 1967 (U).
34. Extract from 100SRW Monthly Maintenance Bulletin September 1967 (U).
35. Extract from 100SRW Monthly Maintenance Bulletin (CH-3) April 1967 (U).
36. Extract from 100SRW Monthly Maintenance Bulletin (CH-3) May 1967 (U).
37. Extract from 100SRW Monthly Maintenance Bulletin (CH-3) June 1967 (U).
38. Extract from 100SRW Monthly Maintenance Bulletin (CH-3) July 1967 (U).
39. Extract from 100SRW Monthly Maintenance Bulletin (CH-3) August 1967 (U).
40. Extract from 100SRW Monthly Maintenance Bulletin (CH-3) September 1967 (U).

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41. Msg (S) LIMDIS PAR SPAR DO 01978 August 67, "Bumble Bug."
42. Msg (S) LIMDIS SPAR PAR DMC/DPLC3 07648 July 1967, "Rivet Bin."
43. Msg (C) LIMDIS SPAR PAR DM3B 09746 September 1967, "ARN-78."
44. Msg (S) LIMDIS PAR SPAR DM3/DM4 10028 October 1967, "Planning."
45. Msg (S) 100SRW OL20 BSO 04229 April 1967, "Crash of SPA."
46. Msg (S) LIMDIS PAR SPAR 100SRW OL20/Det 10 0090 July 1967, "SPA Incident."
47. Msg (S) LIMDIS AFXOP AFSME 94925 June 1967, "Combat Bug."
48. Msg (S) LIMDIS PAR SPAR DOR 01886 June 1967, "Combat Bug Msg."
49. Msg (C) LIMDIS LOR 942 July 1967, "Rivet Bin."
50. Msg (S) LIMDIS SPAR PAR/VC 00025 August 67, "Load Line Failures."
51. Msg (C) LIMDIS SPAR PAR DM4BR 05546 August 67, "Rivet Bin."
52. Msg (S) LIMDIS SPAR PAR 100SRW 010026 August 67, "EUR."
53. Extract from 100SRW Maintenance Bulletin, April 1967 (U).
54. Extract from 100SRW Maintenance Bulletin, May 1967 (U).
55. Extract from 100SRW Maintenance Bulletin, June 1967 (U).
56. Extract from 100SRW Maintenance Bulletin, July 1967 (U).
57. Extract from 100SRW Maintenance Bulletin, August 1967 (U).
58. Extract from 100SRW Maintenance Bulletin, September 1967 (U).
59. Msg (S) 100SRW OL20 01746 Jun 1967, "'H' Evaluation."
60. Msg (C) LIMDIS SPAR PAR DOT 01831 June 1967, "H Qualification."
61. Msg (C) SPAR PAR IM4C 07-78 July 1967, "Rivet Bin."
62. Msg (S) SPAR PAR DM4/DOR/DPL 05548 August 1967, "Rivet Bin."
63. Msg (C) LOR 1017 August 1967, "Rivet Bin."

UNCLASSIFIED

64. Msg (S) LIMDIS LOR 1025 August 1967, "Rivet Bin."
65. Msg (S) SPAR PAR LOR-PM 67429 August 1967, "Rivet Bin."
66. Msg (S) AFXOPR 87450 September 1967, "Combat Bug."
67. Msg (S) DOR 01875 June 1967 (No unclas).
68. Msg (S) LIMDIS MCMX 03236 July 1967, "Rivet Bin."
69. Msg (C) PAR SPAR DM4BR 05478 July 1967, "H Mission."
70. Msg (S) LIMDIS MCMX 04444 September 1967, "Overland Flight."
71. Msg (S) LIMDIS PAR SPAR LOR-PM 67317 July 1967, "Rivet Bin."
72. Msg (S) LIMDIS PAR SPAR LOR-PM 67442 September 1967, "Flight Test."
73. Msg (S) LOR 1100 September 1967, "Hemp Training."
74. Msg (C) SPAR PAR 100SRW OL20 MO 06057 August 1967, "Return SPA."
75. Msg (S) LIMDIS LOR-PM 67318 July 1967, "Rivet Bin."
76. Msg (S) LIMDIS SPAR PAR LOR 954 July 1967, "S Test No 5."
77. Msg (S) LIMDIS SPAR PAR DM4C 08527 August 1967, "Rivet Bin."
78. Msg (S) LIMDIS SPAR PAR DPL 0740 August 1967, "Combat Bug."
79. Msg (S) LIMDIS PAR SPAR LOR-PM 67443 September 1967, "'S' Test Flight."
80. Msg (S) LIMDIS LOR-PM 67364 August 1967, "Rivet Bin Message."
81. Msg (S) LIMDIS LOR-PM 67384 August 1967, "Rivet Bin."
82. Msg (S) LIMDIS PAR SPAR DM4C 09565 September 1967, "Weekly Report."
83. Msg (S) LIMDIS SPAR DPLC 09557 September 1967, "S Parameters."
84. Msg (S) LIMDIS SPAR DPLC 09729 September 1967, "Flight Evaluation."
85. Msg (S) LIMDIS LOR 1077 August 1967, "Age Mod."

UNCLASSIFIED

86. Msg (S) DOR 01874 June 1967, "Rivet Bin."
87. Msg (S) PAR SPAR (15AF) 05475 July 1967, "NX9 Support."
88. Msg (S) LIMDIS SPAR PAR DPLC 03784 April 1967, "147 NRE."
89. Msg (S) LIMDIS SPAR PAR DM4C 04938 May 1967, "New System."
90. Msg (S) LIMDIS 100SRW OL20 10747 August 1967, "Infrared Materials and Filters."
91. Msg (S) LIMDIS PAR SPAR LOR 1106 September 1967, "Handling and Processing Scorer Material."
92. Msg (S) LIMDIS PAR COMPASS ARROW ASRD 11116 April 1967, Flight Test Program."
93. Msg (C) LIMDIS LOR 1078 August 1967, "Tech Data Conference."
94. Msg (C) LIMDIS SPAR DPLC 09145 August 1967, "Tech Data Review."
95. Msg (C) LIMDIS PAR SPAR DPLC 10217 September 1967, "Preliminary Review."
96. Msg (C) LIMDIS ASRD 11151 June 1967, "Compass Arrow."
97. Msg (C) LIMDIS PAR SPAR DPLC 0644440 June 1967, "Proposed PDR for AGE."
98. Msg (S) LIMDIS PAR SPAR DM3A DM4C 07210 July 1967, "MCGS Conference."
99. Msg (S) LIMDIS PAR SPAR DM3B 08469 August 1967, "Compass Arrow."
100. Msg (S) LIMDIS WRNH-1 02527 July 1967, "Compass Arrow."
101. Msg (C) LIMDIS COMPASS ARROW PAR SPAR ASRD 11189 August 1967, "CA Test Facilities."
102. Msg (S) LIMDIS SPAR PAR DPLP 00691 June 1967, "CA Manpower Requirements."
103. Msg (S) LIMDIS SPAR PAR DM4BR 05581 August 1967, "Scanner Seats."
104. Msg (S) LIMDIS COMPASS ARROW ASRD 11204 August 1967, no subj.

0063
UNCLASSIFIED

105. Msg (S) LIMDIS SPAR DM4C 06658 June 1967, "CH3 Mod Program."
106. Msg (S) NOFORN 7TH AF TAN SON NHUT AB RVN 1 April 1967, "Blue Springs."
107. Msg (C) NOFORN IPIR/SARPF 10 August 1967, "Day Photo."
108. Msg (C) NOFORN IPIR/SARPF 12 August 1967, "Mission Coverage."
109. Msgs: A. (U) LOR 361 Mar 67.
B. (U) LOR 360 Mar 67.
"Big Safari".
110. Msg (S) SPAR DM4C 09267 Sept 67, "Rivet Bin." Ex 110.
111. Msg (C) LIMDIS LOR 434 April 1967, "Big Safari Message."
112. Msg (U) LOR 468 April 1967, "Big Safari."
113. Msg (S) 100SRW OL-20/Det 10 01119 July 1967, "Winch Calibration."
114. Msg (S) LIMDIS/SPAR/SPAR 100SRW OL20 BSO 09853 August 1967, MARS Failure."
115. Msg (S) 100SRW OL20 Det 10 01150 July 1967, "H-14."
116. Msg (S) LIMDIS PAR SPAR LOR963 August 1967, "Rivet Bin."
117. Msg (S) LIMDIS/SPAR/SPAR 100SRW OL20 05852 August 1967, "EUR."
118. Msg (C) 100SRW OL20/Det 10 00033 July 1967, (No unclas).
119. Msg (C) LIMDIS/SPAR/SPAR OL20 MO 11224 September 1967, "Rivet Bin."
120. Msg (S) LIMDIS (SPAR/SPAR) DM4C/DOSR 06293 June 1967, "SPA Deviations."
121. Msg (S) 100SRW OL20 07150 June 1967, "SPA Deviations."
122. Msg (S) LIMDIS/SPAR/SPAR/OL20/BSO 09648 July 1967, "Preliminary Investigation of G-52."
123. Msg (S) LIMDIS/SPAR/SPAR/DOR 02084 September 1967, "MCGS Mission."
124. Msg (S) NOFORN IPIR SARPF 102241 August 1967, "HR 233."

UNCLASSIFIED

- 125. Msg (U) LOR 399 April 1967 "Lightning Bug."
- 126. Msg (S) LIMDIS (SPAR/PAR) LOR PM 67315 July 1967, "H Reliability."
- 127. Msg (S) AFXOPFR 78601 April 1967, "Lightning Bug."
- 128. Msg (S) LIMDIS (SPAR/PAR) LOR PM 67316 July 1967, "'H' Reliability."
- 129. Msg (S) LIMDIS SPAR/PAR IM4 08219 August 1967, "Unit H-20."
- 130. Msg (S) LIMDIS/SPAR/PAR/100SRW OL20 10263 August 1967, "EUR."
- 131. Msg (C) LIMDIS SPAR PAR IM4C 09079 August 1967 "Modification."
- 132. Msg(C) LIMDIS (SPAR/PAR) IM3A/DM4C7 07209 July 1967, "GNORS Requirements."
- 133. Msg (S) SPAR/PAR/OL20 MO 10290 August 1967, "EUR on Igniter."
- 134. Msg (S) LIMDIS (SPAR/PAR) IM4BR 05633 August 1967, "Ignition Problems."
- 135. Msg (C) LIMDIS SPAR PAR IM4BR 05040 September 1967, "Inigation."
- 136. Msg (C) LIMDIS LOR 11595 September 1967, "Rivet Bin."
- 137. Msg (C) LIMDIS/LOR 1099 September 1967, "Oil."
- 138. Msg (C) LIMDIS SPAR IM4C 09080 August 1967, "Covers."
- 139. Msg (C) LIMDIS/SPAR/PAR OL20 MO 06219 September 1967, "Storage."
- 140. Msg (S) LIMDIS/100SRW OL20 MO 08569 June 1967, "G 55 and H 11."
- 141. Msg (S) LIMDIS SPAR PAR IM4C 06667 June 1967, "SPA Disposition."
- 142. Msg (C) LIMDIS (SPAR/PAR IM4BR) 05433 June 1967, "EUR."
- 143. Msg (S) LIMDIS/SPAR/PAR 100SRW OL20 MO 09898 August 1967, "147H Engine Data."
- 144. Msg (S) LIMDIS (SPAR/PAR) 100SRW OL-20 MO 10916 September 1967, "Engine Data."
- 145. Msg (S) LIMDIS/PAR/SPAR 100SRW OL20 MO 08257 June 1967, "EUR."

146. Msg (S) LIMDIS (SPAR/PAR) DM4BR 05556 August 1967, "Cannibalization."
147. Msg (S) LIMDIS/SPAR/PAR OL20 09869 August 1967, "EUR."
148. Msg (S) LIMDIS/SPAR/PAR 100SRW OL20 05857 August 1967, "EUR."
149. Msg (S) LIMDIS SPAR DM4C 08092 July 1967, "Rivet Bin."
150. Msg (U) OFF USE ONLY LOR 466 April 1967, "EUR."
151. Msg (S) LIMDIS (SPAR/PAR) DM4C 09741 September 1967, "Disposition."
152. Msg (S) LIMDIS LOR 776 June 1967, "EUR."
153. Msg (U) LOR 401 April 1967, "EURs."
154. Msg (C) LIMDIS/SPAR/PAR/100SRW OL20 02752 August 1967, "Inspection."
155. Msg (S) LIMDIS LOR PM 67212 June 1967, "Rivet Bin."
156. Msg (S) LIMDIS LR-PM 67/FTOOC 14335 Jun 67, "Rivet Bin."
157. Msg (C) (SPAR/PAR) DM4BR/DM3A4 05422 June 1967, "J-27."
158. Msg (S) NOFORN 100SRW OL20 BS 08269 June 1967, "Inadvertent Release."
159. Msg (S) LIMDIS/OL20 11226 September 1967, "TCTO."
160. Msg (C) LIMDIS/SPAR/PAR 100SRW OL20 MO 06219 September 1967, "J-14."
161. Msg (C) LIMDIS/LOR 1107 August 1967, "147S."
162. Msg (S) LIMDIS/SPAR/PAR 100SRW OL20 09046 July 1967, "Emergency AFTO Forms 22."
163. Msg (S) LIMDIS (SPAR/PAR) LOR 962 August 1967, "EURs."
164. Msg (S) LIMDIS LOR 979 August 1967, "Interim Change."

UNCLASSIFIED

165. Msg (S) LIMDIS/SPAR/PAR LOR 982 August 1967, "UATCTO."
166. Msg (S) LIMDIS (SPAR/PAR) DM4BR 05699 October 1967, "Special Report."
167. Msg (U) 10OSRW OL20 MO 01247 April 1967, "Request."
168. Msg: A. (C) LIMDIS (SPAR/PAR) DM4BR 05453 June 1967.
B. (S) LIMDIS SPAR PAR DM3B 06939 June 1967.
"AGE Justification."
169. Msg (S) LIMDIS LOR 850 July 1967, "Simulator."
170. Msg (C) LIMDIS SPAR PAR DM4C 08237 August 1967, "EUR."
171. Msg (C) LIMDIS/MCMX 04097 August 1967, "EUR."
172. Msg (S) LIMDIS SPAR PAR DM4BR 05480 July 1967, "MCGS Data."
173. Msg (S) LIMDIS SPAR PAR DM4BR 05642 September 1967, "Beacon Installation."
174. Msg (C) LIMDIS DM3A4 05435 June 1967, "13OMSK."
175. Msg (C) LIMDIS SPAR PAR DM4BR 05479 July 1967, "LORAN Status."
176. Msg (C) LIMDIS/10OSRW OL20 MO 020664 July 1967, "Test Equipment."
177. Msg (S) LIMDIS SPAR PAR OL20 MO 09771 July 1967, "Status Report."
178. Msg: A. (C) LIMDIS SPAR PAR DP 00612 August 1967,
B. (C) LIMDIS SPAR PAR DM4BR 05562 August 1967, "LORAN'C'".
179. Msg: A. (S) LIMDIS SPAR PAR DM4C 09158 August 1967,
B. (S) LIMDIS SPAR DM3A4 05627 August 1967, "Scorer Availability."
180. Msg: A. (C) LIMDIS LOR 1024 August 1967,
B. (C) LIMDIS 10OSRW OL20 MO 05858 August 1967,
C. (C) LIMDIS OL20 MO 06215 September 1967, "Scorer Status."
181. Msg: A. (C) SPAR PAR 10OSRW OL20 0261 August 1967
B. (C) SPAR PAR 10OSRW OL20 05849 August 1967, "Scorer Report."

UNCLASSIFIED

182. Msg (S) LIMDIS SPAR PAR DICR 01024 June 1967, "Hycon."
183. Msg (S) LIMDIS PAR SPAR LOR 945 July 1967, "Handling and Processing."
184. Msg (S) LIMDIS SPAR PAR IM4BR 05700 October 1967, "Degradation."
185. Msg (S) LIMDIS SPAR PAR IM05632 August 1967, "Mission."
186. Msg (S) LIMDIS 100SRW OL20 BS 01004 August 1967, "Mission Review."
187. Msg (S) LIMDIS SPAR PAR 9RTS ORA 02767 September 1967, "Film Report."
188. Msgs: A. (S) 100SRW OL20 MO 0949 August 1967
B. (S) 100SRW OL20 MO 09986 August 1967
C. (S) 100SRW OL20 MO 09967 August 1967, "Mission Report."
189. Msg (S) LIMDIS SPAR PAR OL20 10849 September 1967, "Mission."
190. Msgs: A. (S) LIMDIS SPAR PAR 100SRW OL20 10857 September 1967
B. (S) LIMDIS LOR 1256 September 1967, "EUR, Actuator."
191. Msgs: A. (S) LIMDIS SPAR PAR IM4BR 05672 September 1967
B. (S) LIMDIS SPAR IM4C 06655 June 1967
C. (S) LIMDIS SPAR PAR IM4BR 05477 July 1967
D. (S) LIMDIS SPAR IM4C 08076 August 1967
E. (S) LIMDIS SPAR IM4C 09159 August 1967
F. (S) LIMDIS SPAR PAR IM4C 09691 September 1967
"SPA" Deployment."
192. Msgs: A. (C) 100SRW OL-20 02644 July 1967
B. (S) LIMDIS SPAR PAR OL20 MO 09913, August 1967
C. (C) 100SRW OL20 SUP 05907 August 1967
D. (S) 22DCSM 80305 August 1967
E. (S) MAOCOMS 52589 August 1967, "Backhaul."
193. Msg (S) SPAR PAR IM4/IM5 05631 August 1967, "Assembly and Checkout."
194. Msg (S) SPAR PAR LIMDIS 100SRW OL20 10855 September 1967, Facilities Report."

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195. Msgs: A. (U) EFTOO SPAR PAR DM34BR 52507 April 1967.
B. (U) EFTO SPAR PAR DM4 52854 April 1967. "Reporting."
196. Msg (S) LIMDIS 100SRW OL20 BSO April 1967, "Prelim & Final Report."
197. Msg (S) LIMDIS 100SRW OL20 BS 01003 August 1967, "Blue Springs."
198. Msg (S) OL20 BBO 11331 September 1967, "Recovery Team."
199. Extracts from 100SRW Monthly Maintenance Report, September 1967, "SPA Terminations."
200. Msgs: A. (C) LIMDIS SPAR PAR DM4BR 05582 August 1967.
B. (C) 100SRW OL20/DET 10 00043 August 1967.
"Camera Installation."
201. Msg (S) LIMDIS LOR 949 July 1967, "Maintenance and Aircrews."
202. Msg (S) PAR SPAR DIR DOSR 06424 June 1967, "Rivet Bin."
203. Msgs A. (S) LIMDIS LOR 751 June 1967
B. (S) LIMDIS LOR 761 June 1967
C. (C) LIMDIS SPAR PAR 100 OL20 MO 05870 August 1967
D. (C) LIMDIS LOR 1213 September 1967, "Tech Rep Status and Services."
204. Msgs: A. (C) LIMDIS MCMX 04155 September 1967
B. (S) LIMDIS SPAR PAR DM4C 09266 September 1967
C. (C) SPAR 100SRW OL20 SUP 06046 August 1967
"Training Hulks and Equipment."
205. Msgs: A. (C) LIMDIS LOR 804 June 1967
B. (S) LIMDIS SPAR DOTT 01885 July 1967
C. (S) LIMDIS LOR 854 July 1967
D. (S) LIMDIS SPAR DOTA 07176 July 1967, "'S' SPA Training."
206. Msgs: A. (S) LIMDIS SPAR PAR ATATB 3999 August 67
B. (S) LIMDIS SPAR PAR DOTA 07997 August 67
Subject: SPA Training.

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207. Msgs: A. (S) LIMDIS SPAR DOTA 04921 May 1967
B. (C) LIMDIS DOTA 08522 August 1967, "Combat Falcon."
208. Message (S) LIMDIS SPAR PAR 100SRW OL20 10244 August 1967, "EUR."
209. Message (U) DPL 40061 March 1967 (14 Apr), "TEAD."
210. Msgs: A. (U) EFTO DM4C 41291 May 1967
B. (S) LIMDIS SPAR PAR DM4BR 05623 August 1967
C. (S) LIMDIS SPAR PAR DPL 00751 September 1967
"Workload Planning & 100SRW Activities."

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UNCLASSIFIED

~~SECRET~~

647

NNNNPTS JAW RUNKNA 6328 1802345-SSSS--RUNJDS

ZNY 00000

P 292100Z JUN 67

FM BAF VARCH AFB CALIF

TO RUNJDBA/120SRW D MONTAN AFB ARIZ

INFO RUCSRD/SRC OFFUTT AFB NEBR

RUNJDBA/12 SAD D MONTAN AFB ARIZ

BT

(U) ~~SECRET~~ FOR 01874 JUN 67. 120SRW FOR DOD/DCI: 12SAD FOR DO.
SUBJ: RIVET B IN (U). REFERENCE SAC TS JOPREP JIFFY 4117, 27 JUN
67. REQUEST COMPLIANCE WITH REFERENCE MESSAGE. (A). REQUEST THE
120SRW APPOINT A PROJECT OFFICER TO REPRESENT BAF. THE PROJECT
OFFICER WILL EFFECT ALL NECESSARY ACTIONS AS LISTED IN PART IV,
PARA B AND C OF REFERENCE TS MSG. (B). THE PROJECT OFFICER MUST
EFFECT RANGE COORDINATION WITH EGLIN ASAP. (C). REQUEST
LT/COL GURETSKY BE APPOINTED PROJECT OFFICER WITH THE CONCURRENCE
OF THE 120SRW COMMANDER. (D). THE MISSION MUST BE FLOWNSAP
CONVENSURATE WITH INSTALLATION OF EQUIPMENT IN NX-9 AND RANGE
SCHEDULING AVAILABILITY.

GP-4

BT

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

~~SECRET~~

NNNN

REPRODUCED

PCASMC
67-2557

UNCLASSIFIED

UNCLASSIFIED

~~SECRET~~

EXEMPTED AT 12 YEAR
REVIEW: NOT AUTOMATICALLY
DECLASSIFIED, DOD DER 5230.10

020010044

PITS JAN RUMBXNIA6016 1348307-5255--RUMJUL

P 232230Z JUL 67

FM 154F MARCH AFB CALIF

TO RUCSAAA/SAC

RUMJDBA/125AD DAVIS MONTAIN AFB ARIZ

INFO RUMJHEA/NAVCOMNSTA

BT

~~SECRET~~ (u) ~~SECRET~~ 1475 JUL 67.

FOR SPAR/PAR CONTACT OFFICERS. REF SAC/DAC, 125AD/13770/501.

INFO: 125AD/01, NAVCOMNSTA/AFLO-LON. THIS IS A COMBAT BOMB MESSAGE.

SUBJ: (SPAR/PAR) CONVERTED MX-9 SUPPORT (U).

1. FOR SAC: THE FOLLOWING SECRET LINDIS 1348307, 25 JUL 67, IS QUOTED FOR YOUR INFORMATION. QUOTE: "IN ORDER TO KEEP YOUR OFFICE ADVISED OF CURRENT MX-9 STATUS THE FOLLOWING INFORMATION IS SUBMITTED: (A) ARW-59, COMMAND RADIO IS PRESENTLY INSTALLED. RECONFIGURATION OF DRONE TO DRW-29 COMMAND RADIO WILL REQUIRE NECESSARY APPROVAL FOR USE OF LOCALLY DEvised WIRING DIAGRAM. CABLING OF NP-7 WAS USED AS A GUIDE. IT IS ANTICIPATED THAT THE DRW-29 WILL BE REQUIRED TO SUPPORT ZI AND OVERSEAS FREQUENCY ALLOCATIONS. YOUR ASSISTANCE WILL BE REQUIRED IN DETERMINING SOURCE FOR DRW-29. (B) NO RANGE CONFIGURATION IS INSTALLED IN

(u) ~~SECRET~~

PAGE 2 RUMBXNIA6016 ~~SECRET~~ LINDIS

MX-9. THIS CAN BE ACCOMPLISHED LOCALLY, IF NECESSARY APPROVAL IS GRANTED FOR USE OF LOCALLY DEvised WIRING DIAGRAMS. (C) L-RAND TWT ANTENNA FOR NOSE INSTALLATION IS MISSING AND PART NUMBER IS UNKNOWN. FURTHER, MOUNTING INSTRUCTIONS FOR THIS ANTENNA WILL HAVE TO BE PROVIDED. (D) TWT ANTENNA, PWS1248111-3 WAS SHIPPED FROM DM TO LOR FOR REPAIR/REPLACEMENT. THIS SAME ANTENNA WAS RECEIVED WITHOUT EVIDENCE OF ANY REPAIR BEING ACCOMPLISHED TO THE BROKEN RF CONNECTOR. THIS ITEM HAS BEEN RE-ORDERED THRU WASH "A" BY DOCUMENT NR 7175-3444. (E) CLARIFICATION AS TO WHICH TYPE CHUTE SHOULD BE ORDERED FOR THIS DRONE. WE RECOMMEND MARS III FM 1470260-9 WHICH IS FACTORY PACKED 81.6 MARS CHUTES. (2) TO FACILITATE DRONE FLIGHTS IN THE ZI THE FOLLOWING ROUTING INFORMATION MUST BE PROVIDED: (A) COMMAND RADIO FREQUENCY. (B) TELEMETRY FREQUENCY. (C) WHAT TYPE OF TRACKING BEACONS (D) WHAT DURATION OF LOSS CARRIER DELAY (E) ANY OTHER ADDITIONAL SUPPORT REQUIREMENTS (3) IMMEDIATE ATTENTION TO THIS SPECIFIC QUESTIONS LISTED IN (1) AND (2) ABOVE WOULD BE APPRECIATED". UNQUOTE.

2. FOR 1338W: THE FOLLOWING GUIDANCE IS PROVIDED.

(A) AUTHORITY IS GRANTED TO INSTALL DRW-29 USING LOCAL WIRING DIAGRAM. RECOMMEND RADIO BE OBTAINED FROM 3-42 AC GETS AND WASH

~~SECRET~~

UNCLASSIFIED

0074

151004

44 SACCSO

9 0355285 111 72

TO RUSSIAN SAC

~~SECRET~~

1. FOR SAC, THE FOLLOWING SECRET HANDS DISSEM BY 28 JUN 63

~~SECRET~~

AVAILABLE FROM OTHER SOURCES AT THIS TIME.

UNCLASSIFIED

~~SECRET~~

DATE 12 April 67
PHONE NO. 4352

TIME CALLED 1400

NNNN CZ CD 0A746
PTTS JAW RUCSAAA0421 1221823-SSSS--RUWJDBA.

ZNY 96855
P 121317Z APR 67

FM SAC

TO RUW3KNA/15AF

INFO RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ

RUWJDBA/100SRW DAVIS MONTHAN AFB ARIZ

BT

~~SECRET~~ LINDIS SPAR DPLC 03784 APR 67

DELIVER DURING DAYLIGHT HOURS. THIS IS A RIVET BIN MSG.

FOR SPAR CONTACT OFFICERS. 15AF FOR DPLC. INFO: 12SAD

FOR DO/DM; 100SRW FOR DCO/CM. SUBJ: 147NRE SPA (U).

1. REFERENCE SAC SECRET LINDIS DPLC 03521, 5 APR 67.

2. AFLC SECRET LINDIS MCMX 01759, 10 APR 67, NOT ADDRESSED

TO YOUR COMMAND, IS QUOTED FOR YOUR INFORMATION AND

GUIDANCE. QUOTE

THE FACT THAT THE 147NRE WILL GO OPERATIONAL CONCURRENT

WITH TESTING WAS THE PHILOSOPHY USED IN FORMULATING MCMX MESSAGE

PERSON NOTIFIED *Ann Smith*

Info
100C AS(1)

1200(1)
12 DM(1)

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

(U)

~~SECRET~~

PAGE 2 RUCSAAA0421 ~~SECRET~~ LINDIS
01615. FROM PARA. 4 OF DPLC MESSAGE IT WOULD APPEAR THAT A PROJECT
CANNOT HAVE ANY CHANGES FROM CONCEPTION TO BIRTH. IT IS LIKELY THE
NRE SPECIAL EQUIPMENT WILL SUSTAIN DAMAGE ON A LAND OR WATER
RECOVERY; THEREFORE, A MARS CHUTE WILL BE INSTALLED IN EVENT THE
DRONE CAN BE RECOVERED DURING EARLY MORNING HOURS. A NIGHT RECOVERY
CAPABILITY IS BEING INVESTIGATED AND WILL BE TESTED THE WEEK OF
24 APRIL AT D/M. THE CHICAGO AERIAL POWER CONVERTER FAILED TO
DELIVER ON SCHEDULE AND HAS RESULTED IN A SLIPPAGE. NEW PLANS CALL
FOR DELIVERY 10 APRIL CAPTIVE FLIGHT IS SCHEDULED FOR 18 APRIL WITH
A FREE FLIGHT ON 20 APRIL AND DEPLOYMENT TO OL ON 24 APRIL. MCMX
MSG 01615 ALSO ANSWERS QUESTIONS ASKED IN DPLC-3 MESSAGE 03413. GP 3
UNQUOTE

3. AS IMPLIED FROM THE CITED MESSAGE, IT IS IMPERATIVE
THAT THE 100SRW HAVE A QUALIFIED LCO IN EITHER THE 147NP
OR 147NRE BY 24 APR 1967. GP 3

BT

BCASMC
67-1383

REPRODUCED BY *2 copies by BCASMC*
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B-165

CZCDOA549
 OTTS JAW RUCSAAA0779 1292055-SSSS--RUM.DSA.
~~ONLY 00000~~
 292035Z MAY 67
 FM SAC
 TO RUM3KNA/15AF
 INFO RUWJD3A/12SAD DAVIS MONTAN AFB ARIZ
 RU'SAF/BIEN WIA AB RVN
 BT

Info
 100A(1)
 12DM(1)

~~SECRET~~ DIS SPAR DM4C 04938 MAY 67
 THIS IS A RIVET BIN MSG. FOR SPAR CONTACT OFFICER.
 FOR: DM4BR/15AF. INFO: 100DCM/12SAD, OL-20 (C).
 SUBJECT: NEW SPA SYSTEM (U).
 REFERENCE: SECRET OL-20 25590 MAY, SAC DM4C 00425 23 APR 67.
 THE NRE SPA IS BASICALLY AN NP VEHICLE WITH THE EXCEPTION OF THE
 PECULIAR EQUIPMENT.
 (1) OL-20 IS AUTHORIZED TO USE NP TECH DATA FOR CHECKOUT OF
 NONPECULIAR SYSTEMS ON THE NRE SPA.
 (2) CONTRACTOR REPRESENTATIVES ARE RESPONSIBLE FOR CHECKOUT

~~SECRET~~

PAGE 2 ~~SECRET~~ DIS
 OF PECULIAR SYSTEMS AND BLUE SUITERS ARE RESPONSIBLE FOR CHECKOUT
 OF BASIC SYSTEM.
 (3) THE NRE SPA WAS CHECKED OUT AT DAVIS MONTAN AFB PRIOR
 TO DEPLOYMENT BY BLUE SUITERS AND THE SAME TECH REPS PRESENTLY
 AT OL-20. THIS WAS ACCOMPLISHED USING NP TECH DATA FOR THE BASIC
 DRONE AND NRE TECH DATA FOR THE PECULIAR SYSTEM. TECH DATA WAS
 APPARENTLY ADEQUATE.
 (4) BLUE SUITERS ARE RESPONSIBLE FOR CERTIFYING COMPLETION
 OF CHECKOUT IN ACFT FORMS. GP 3
 BT

REPRODUCED 10 May 67 BY BCASMC
 REPRODUCED BY

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BCASMC
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1017
STRATRECONG DAVIS MONTHAN AFB AR 12
INFO RUNJHEA/AFLC LOR NAVCOMSTA SAN DIEGO CALIF
RUM3KNA/15AF MARCH AFB CALIF

(u) ~~SECRET~~ INFO IS 133SRW OL 20ND 18747 AUG 67.
133SRW FOR DCO/DCM. INFO: NAVCOMSTA FOR AFLC-LOR. 15AF FOR
DMSAN/COMBR. SUBJ: INFRARED MATERIAL TYPE 5424 AND TYPE II FILTERS
ON CA-120 SCORER.
REQUEST COMPLETE INFO AS TO PURPOSE AND USE OF TYPE 5424 MATERIAL.
WHAT TYPE SCORER SYSTEM IS IT TO BE USED IN AND IN WHAT MANNER?
WHAT IS THE REASON FOR TYPE II YELLOW FILTERS ON CA-120 SCORERS
NUMBER 2 AND 4 INSTALLED IN ARE-42
IS THERE ANY CONNECTION BETWEEN THE TYPE 5424 MATERIAL AND THE TYPE
II YELLOW FILTERS?
IF SO, WHAT F/STOP SETTING IS TO BE USED?
CP-3
BT

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EXEMPTED AT 12 YEAR
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DECLASSIFIED. DOD DIR 52

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PAGE THREE RUNJHEA 221 ~~SECRET~~ (LINOIS)

- (1) FOR ALL NRE 4 MISSIONS USE W-12 FILTER ON CA-120 SCORERS.
- (2) ABOVE 1800 FEET ALTITUDE USE SO-340 MATERIAL.
- (3) BELOW 1800 FEET ALTITUDE USE 5424 MATERIAL.
- (4) PROCESS SO-340 MATERIAL TO GAMMA OF 2.5.

2. WHAT SCORER SYSTEM? - W-12 NRE-4, ALL NIGHT MISSIONS.
MAINTAIN EITHER 5424 OR SO-340 MATERIAL AT STORAGE TEMPERATURE BELOW 50 DEGREE F PRIOR TO USE. IF 5424 MATERIAL IS TO BE STORED LONGER THAN SIX MONTHS, STORAGE TEMPERATURE SHOULD BE 2 DEGREE F. PRECONDITION EITHER MATERIAL AT ROOM TEMPERATURE SIX TO TWENTY-FOUR HOURS PRIOR TO LOADING.

3. REASON FOR YELLOW FILTER: FOSSILING OF MATERIAL DUE TO ATMOSPHERIC BACKSCATTER OCCURS PRIMARILY AT BLUE END OF SPECTRUM. W-12 YELLOW FILTER HAS NEAR ZERO TRANSMITTANCE AT WAVELENGTHS LESS THAN 0.5 MICRONS (BLUE END OF VISIBLE SPECTRUM).

4. CONNECTION BETWEEN YELLOW FILTER AND 5424 MATERIAL: SPECTRAL SENSITIVITY OF 5424 MATERIAL TENDS TO FURTHER REDUCE EFFECTS OF ATMOSPHERIC BACKSCATTER WHEN USED IN CONJUNCTION WITH W-12 FILTER; HOWEVER, PRIMARY REASON FOR USE OF 5424 MATERIAL IS BETTER RESOLUTION OF LOW CONTRAST TARGETS. BECAUSE THRESHOLD SENSITIVITY IS LOWER THAN THAT OF SO-340, USEFUL ALTITUDE RESTRICTION GIVEN IN "PURPOSE AND USE

(u)

~~SECRET~~

PAGE FOUR RUNJHEA 221 ~~SECRET~~ (LINOIS)

OF 5424 MATERIAL," PARA (C) MUST BE RECOGNIZED IN MISSION PLANNING.

5. WHAT F/STOP? FOR ANY NIGHT MISSION OF NRE-4 ABOVE 1000 FEET ALTITUDE, THE F/STOP SETTING MUST BE MAXIMUM APERTURE, F/1.4.

6. THIS VSS UPDATES INFORMATION CONTAINED IN LOR (S) VSS 945, 28 JUL

67.
SP-3
BT

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Compass Arrow

MINUCZC014735

PTTS JAW RUCIFGAG757 1177653-SSSS--RUWJDTA

P 271647Z APR 67

FM HQ ASD WPAFB WHIT

TO RUMTOD/AFMDC HOLLAMAN AFB NMEX

INFO RUMJDBA/103TH SRW DAVIS MONTHAN AFB AR

RUCSAAW/SAC

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EXCLUDED FROM AUTOMATIC
DECLASSIFICATION
DATE 10/11/2000
BY 1000000000

(u)

SECRET LINDIS FAW/COMPASS ARROW ASD-11116 APR 67. DELIVER DURING NORMAL DUTY HOURS ONLY. FOR: (MOLD, MAJ SCHLAGAL). INFO: DCO (LT COL WHITE); SAC(DILC-3, LT COL IRVIN). SUBJ: COMPASS ARROW FLIGHT TEST PROGRAM (12).

1. THE SPO HAS BEEN DIRECTED BY THE AIR STAFF TO REDUCE THE TEST PROGRAM TO TWENTY-THREE (23) WEEKS DURATION. THE NEW COMPRESSED TEST SCHEDULE WILL COMMENCE WITH THE DELIVERY DATE, 3 MAY 68, OF THE FIRST TEST SPA AND WILL CONSIST OF APPROXIMATELY TWENTY-FIVE (25) FREE FLIGHTS AND NINE (9) CAPTIVE FLIGHTS. ICC IS NOW SCHEDULED FOR OCTOBER 68 TO COINCIDE WITH THE END OF FLIGHT TEST THE IMPACT

SECRET

(u)

PAGE 2 RUCIFGAG757 SECRET LINDIS WHICH THE COMPRESSED SCHEDULE WILL HAVE ON WMR SHOULD BE INVESTIGATED AND REPORTED TO THE SPO WITHIN FIFTEEN (15) DAYS AFTER RECEIPT OF THIS MESSAGE. 3. A DETAILED AFMDC FLIGHT TEST PLAN IS REQUIRED ON OR BEFORE 15 JUNE 67. THE DETAILED TEST PLAN SHOULD TIE IN OTHER CONCURRENT TEST ACTIVITIES SUCH AS TRAINING, VALIDATION AND VERIFICATION OF TECHNICAL MANUALS, PSTE, COMPATIBILITY OF AGE, ETC. AFMDC, THE SAC DEPUTY TEST DIRECTOR, RYAN, AND THE SPO WILL PARTICIPATE IN THE WRITING OF THIS PLAN. THE PLAN SHOULD REFLECT THE AVAILABILITY OF ONLY ONE SET OF SUPPORTING AGE. 4. A COPY OF THE CONTRACTORS PROPOSED COMPRESSED SCHEDULE AND THE REVISED VEHICLE DELIVERY DATE LIST IS BEING MAILED TO AFMDC.

GP-1.

BT

REPRODUCED

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67-1611

Ac 67-1373

Operations		
	Action	Info
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NNNNPFTZ YUM RUMJHEA0784 2402303-CCCC--RUMJ03A.

DE RUMJHEA 367 2402210

~~ZNY CCCCC~~

P 202210Z AUG 67

FM AFLQOR

TO RUCSAAA/SAC OFFUTT AFB

RUEDFIA/AFLC WPAFB

INFO RUMBKNA/15AF MARCH AFB

RUMJDBA/12SAD DAVIS MONTHAN

BT

~~CONFIDENTIAL~~ LINDIS

LOR 1878 AUG 67. THIS IS A RIVET BIN MSG. PASS DIRECTLY TO SAC/DPLC
LT COL ALLISON AND DM4C LT COL RICKER AND DOTA SPAR/PAR OFFICER; AFLC/
MOMX COLONEL POWELL. INFO 15AF/DPL LT COL JACKSON AND DM4BR MAJOR
LEE, 12SAD/DM LT COL MCEWEN; 103SRW/DM COL RAFFERTY AND DCO COL
WELLER. SUBJECT: 180 TECH DATA CONFERENCE (U).

1. THE 180 DAY TECH DATA CONFERENCE FOR PROJECT RIVET BIN WILL CONVEGE
AT 0900 HRS, 11 SEP 67 AT CONTRACTORS FACILITY, LINDBURG FIELD SAN
DIEGO. THE FOLLOWING SCHEDULE WILL PREVAIL.

- (A) 11 SEP 67, 0900, GENERAL MEETING OF OPERATIONS AND MAINTENANCE.
(B) 11 SEP 67, 1330-1600 BREAKOUT IN SEPARATE MAINTENANCE AND OPERA-
TIONS MEETINGS.
(C) 12 SEP 67, 0900-1600 CONTINUED CONFERENCES. COMPLETION OF OPERA-

PAGE TWO RUMJHEA 367 ~~CONFIDENTIAL~~ LINDIS
TIONS MEETING AT 1600.

(C) 13 SEP 67 - 15 SEP 67 MAINTENANCE WORKING GROUPS. MEETING WILL BE
COMPLETED 1200, 15 SEP 67.

2. REQUEST NAMES, CLEARANCE AND RESERVATIONS OF ALL ATTENDEES BE

SUBMITTED NLT 7 SEP 67. REQUEST COMPLETE AGENDA BE SUBMITTED NLT 7
SEP 67. AFLQOR DESIRES THE FOLLOWING AGENDA ITEMS:

- (A) VERIFICATION/VALIDATION PROCEDURES.
(B) SUBMISSION OF EMERGENCY AFTO FORM 22'S AND AF FORM 847'S.
(C) TECH DATA COST VS OPINION CHANGE REQUESTS.
(D) AGE ON CONTRACT AND REQUIRED TECH DATA CHANGES.
(E) TOTO STATUS/COMPLIANCE/TECH DATA.
(F) SPECIAL SYSTEMS TECH DATA (HEMP, RIVET BUSH, TRIM 7).

3. COMPASS ARROW PROJECT DESIRES SUPERVISORS (OFFICERS & NCO'S)
COMPLETE CA TECH DATA REVIEW, I.E. POR OF DESIGN, PROCEDURES ETC OF
TECH DATA DURING THIS CONFERENCE. THIS CAN BE ACCOMPLISHED AFTER
BREAKOUT IN WORKING GROUPS.

FOR MOMX: MEETING DATES HAVE BEEN CONCURRED IN BY ALL ELEMENTS OF SAC
COMMAND. IF TAC PRESENCE IS DESIRED WOULD YOU PROVIDE AGENDA TO THEM
WITH REQUEST FOR NAMES, CLEARANCE AND RESERVATIONS NLT 7 SEP 67.

GP-3

BT

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MISC 667

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HTTCZYUW RUCSAA40571 2422150-CCCC--RUWJDBA.

~~INT 00000~~

R 302150Z AUG 67

FM SAC

TO RUWJDBA/15AF

INFO RUWJDBA/12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ

RUWJDBA/12STRATRECONWG DAVIS MONTHAN AFB ARIZ

BT

~~CONFIDENTIAL~~ LINDIS (SPAR)/DPLC 09145 AUG 67.

THIS IS A COMPASS ARROW MSG FOR SPAR CONTACT OFFICERS.

FOR 15AF (DPLP, DY43R, DOR). INFO: 12SAD (DO, DM):

1239TH (OCM, OCUS, DCO-LTC WHITE). SUBJ: (SPAR) TECH DATA REVIEW (UD).

1. REFERENCE AFLC CONFIDENTIAL LINDIS LOR 1073, 23 AUG.

2. FOR YOUR INFORMATION AND GUIDANCE, AFLC LOR, MCMX AND TAC (IF REPRESENTED) PERSONNEL ARE NOT CLEARED FOR THE COMPASS ARROW PROGRAM. SAC PERSONNEL THAT PARTICIPATE IN THE 133 TECH DATA CONFERENCE REF PARA 1, WILL BE CAUTIONED NOT TO DISCUSS THE COMPASS ARROW PROGRAM WITH ANY PERSON NOT PROPERLY CLEARED AND WITH AN ESTABLISHED NEED-TO-KNOW.

3. FOR 15AF (DPLP): REQUEST YOUR ASSURANCE THAT ALL

(u) ~~CONFIDENT~~

PAGE 2 RUCSAA40571 ~~CONFIDENTIAL~~ LINDIS PERSONNEL SCHEDULED FOR THE 11 SEP 1967 CONFERENCE HAVE BEEN BRIEFED AND UNDERSTAND THE SENSITIVE NATURE OF THE PROGRAM. GP-3.

BT

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DECLASSIFIED AT 12 YEAR
DATE 15-10-1979 BY 101
REASON: EOD DIA E200.10

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PTTS JAV RUCSAAA0399 1881545-SSSS--RUWJDBA.

ZNY 00000

P 071523Z JUL 67

FM SAC

TO RUW3KNA/15AF

RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ

BT

~~SECRET~~ LIMDIS SPAR/PAR DM3A/DM4C 27210 JUL 67

THIS IS A RIVET BIN/COMPASS ARROW MESSAGE. FOR DM3A4/DM4BR AT 15TH AF, DSUP/DCM AT 100TH STRAT RECON WG. SUBJ: AN/UPQ-3(MCGS) SOURCE CODE CONFERENCE 10-28 JUL 67. (U)

1. SMAMA MESSAGE UNCLAS EFTO (A) SMNSP 59578, 28 JUN 67 AND (B) SYNLRRR 33423, 3 JUL 67 ARE QUOTED FOR YOUR INFO AND ACTION:
A. QUOTE. SUBJECT CONFERENCE WAS ESTABLISHED FOR THE PURPOSE OF SOURCE CODING AN/UPQ-3 PROVISIONING DOCUMENTATION AND ESTABLISHING ISSL QUANTITIES FOR SUBSEQUENT BUYS. AN ACTION TO BE ADDED AS A RESULT OF WRAMA (WRNH-1) REQUEST IS ESTABLISHMENT OF ITEMS AND QUANTITIES FOR TWO MISSION SUPPORT KITS (MSK) TO BE REQUISITIONED BY SUPPORTING BASE ACTIVITY FOR DISTRIBUTION TO SITES. UNDERSTANDING IS THAT MSK SELECTIONS WILL BE DONE AT CONFERENCE IN COORDINATION BETWEEN USING COMMAND (SAC) AND SMAMA (SYNLTR) REPRESENTATIVES. RECIPIENTS OF REFERENCED MCMX INVITATIONS SHOULD REVIEW THE PURPOSE/

PAGE 2 RUCSAAA0399 ~~SECRET~~ LIMDIS

INTENT OF THEIR PROPOSED PARTICIPATION IN CONNECTION WITH ABOVE OUTLINED AGENDA AND NOTIFY SMAMA (SMNSPA) IF PLANNED ATTENDANCE IS CONFIRMED. UNQUOTE.

B. QUOTE. IN CONJUNCTION WITH SMAMA MAINTENANCE TECHNICIAN, SAC REPRESENTATIVES WILL SELECT ITEMS FOR MSK AND ISSL. AFTER SOURCE CODING, SAC WILL COMPILE THE MSK LIST AND FURNISH PRINTOUTS TO SMAMA/SYNLRRR AND WRAMA/WRNH-1. SMAMA WILL PROVIDE ISSL CARD DECK AND/OR LISTING ONLY. UNQUOTE.

2. AS INDICATED IN (B) ABOVE, SMAMA INTENDS FOR OUR REPRESENTATIVES TO COMPILE THE MSK LIST AND FURNISH PRINTOUTS TO SMAMA AND WRAMA. THEY WILL ONLY PROVIDE THE ISSL INPUTS. THEREFORE, WE MUST INSURE THAT THE SAC ATTENDEES UNDERSTAND THE REQUIREMENTS BEING LEVIED AND ARE WELL PREPARED TO DEVELOP THESE REQUESTS. THERE APPEARS TO BE SOME MISUNDERSTANDING AS TO THE EXACT PURPOSE OF THE CONFERENCE. LATEST INFO INDICATES THAT DETERMINATION WILL BE FOR TOTAL MCGS REQUIREMENTS FOR BOTH RIVET BIN AND COMPASS ARROW PROVISIONING AND SOURCE CODING.

3. REQUEST YOU REVIEW ATTENDANCE OF SUBJECT CONFERENCE AND ADVISE THIS HQS OF ANY MAJOR PROBLEMS RESULTING FROM THE SMAMA MESSAGES. GP 1.

BT

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NNNNRTTSZYUW RUCSAAA8828 2232155-SSSS--RUMJOBA.

~~ENT SSSSS~~

R 112045Z AUG 67

FM SAC

TO RUCLMMA/WRAMA ROBINS AFB GA

INFO RUCIFGA/ASD

RUWBKNA/15AF

RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ

BT

~~SECRET~~ LINDS PAR SPAR DM33 03469 AUG 67.

(u) THIS IS A COMPASS ARROW MSG. FOR PAR/SPAR CONTACT OFFICER. FOR: WRNH-1/WRNSE/JOHN WISH. INFO: ASD (ASRD), 15AF (DM4BR), 12SAD (DSUP/DM). REF WRAMA SECRET MSG WRNH-1 02527, 1 AUG 67. DURING THE 11-13 APR 67 PRE-TA/MAINTENANCE LOADING CONFERENCE HELD AT DAVIS MONTHAN AFB, IT WAS AGREED TO DELAY ANY TA DOCUMENTATION FOR THE COMPASS ARROW PROGRAM UNTIL SUCH TIME AS PROVISIONING WAS NEAR COMPLETION. IT WAS TENTATIVELY ESTABLISHED AT THAT TIME TO ATTEMPT TO CONVEY NO LATER THAN SEP 67. WE HAVE RECEIVED NO INFORMATION REGARDING DELIVERY SCHEDULES ON SYSTEM PECULIAR AGE. TA DOCUMENTATION IS NECESSARY BEFORE DELIVERY CAN COMMENCE. FURTHER, IT IS IMPERATIVE THAT AF COMMON STANDARD ITEMS BE DOCUMENTED ASAP IN ORDER TO ALLOW THE UNIT TO PLACE THEM ON

PAGE 2 RUCSAAA8828 ~~SECRET~~ LINDS

REQN EARLY ENOUGH TO ALLOW FOR LEAD TIMES. MANY OF THE COMMON ITEMS ARE OF AN AIR FORCE-WIDE CRITICAL NATURE AND THE LEAD TIME IN SOME CASES COULD BE FROM 12 TO 18 MONTHS.

ABOVE REF MESSAGE STATES AGE IS NOW ON ORDER, EITHER ON THE BASIC PRODUCTION ORDER OR FROM THE APPROPRIATE PRIVE AMA. THIS INDICATES SUFFICIENT INFORMATION IS AVAILABLE TO CONVEN DOCUMENTATION OF COMPASS ARROW AGE IN TA 101.

REQ YOU ESTABLISH DATES AND PLACE FOR REVIEW AND INCLUSION IN THE TA OF THOSE ITEMS NOW ON PROCUREMENT. PREVIOUS TIME SCHEDULE OF SEP AGREEABLE TO THIS HQ AS IS DAVIS MONTHAN AFB AS LOCATION. GP-3.

BT

DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED, DOD DIR 5300.10

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HTTSZYU RUCLMMA315 2131400-SSSS--RUJDBA.

ENR 30553

R 211230Z AUG 67

FM WRATA

TO RUSSIAA/SAC

INFO RUOIFGA/ASD

RUOSHQA/CSAF

RUWYUW/13AF WATON

RUJDBA/12SASO DAVIS MONTAN

RUEDTAA/AFSC

BT

(u)

SECRET LINDIS WRATA-1-22527 JUL 1967.

THIS IS A COMPASS ARROW MESSAGE. FOR SPAR/PAR CONTACT OFFICERS.
FOR DMSA DMAD DPLC INFO ASD/ASD AFMOPR/AFRDR/AFSME/
CNSV/DMSA/DMAFI/DPLC/13AF. 1005W DSUP/DCM/SCSV/AFSC. REF PART I
SECRET LINDIS SPAR PAR DMSA DMAD DPLC 07841 DATED 25 JUL 1967.
THE PURPOSE OF P305 WITHOUT PRICES IS TO EXPEDITE THE PROVISIONING
SCHEDULE. THE PRICES TO BE FURNISHED AT A LATER DATE. THE SS
WILL BUY THE ITEMS REQUIRED TO SUPPORT THE PROGRAM REGARDLESS OF
COST. REFERENCE PART II OF MESSAGE. ITEM 1, AGE IS NOW ON ORDER
EITHER ON THE BASIC PRODUCTION CONTRACT OR FROM THE APPROPRIATE
PRIME AMA. THE OAM AGE SPARES WILL BE PROCURED AT THE PROVISIONING

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(u) ~~SECRET~~

PAGE 2 RUCLMMA315 ~~SECRET~~

CONFERENCE. ITEM 2. THE SSN HAS BEEN IN CONSTANT CONTACT, EITHER
BY PHONE OR CLASSIFIED MAIL, WITH SAMA AND THEY WERE AWARE OF
THIS PROGRAM. WE REQUESTED PERMISSION TO ATTEND THE PROVISIONING
CONFERENCE FOR MOGS AT SPERRY UTAH; HOWEVER, THE PRIME AMA DID NOT
SEE A NEED FOR US TO ATTEND. ALL DATA REQUESTED TO DATE HAS BEEN
SUBMITTED TO THE SAMA PROJECT OFFICER. ITEM 3. A LIST OF PROJECT
MONITORS AT EACH AMA IS BEING FORWARDED SAC UNDER SEPARATE COVER.
THE MONITORS ARE TO BE CONTACTED FOR SUPPLY ASSISTANCE SUPPORT ONLY
FOR ITEMS PRIME THEIR AMA. SAMA HAS THE MOGS & OCAMA THE SIDS.
ANY PROBLEMS CONCERNING THE OTHER SYSTEMS WILL BE REFERRED TO THIS
OFFICE. ITEM 4. ISSLS WILL BE ESTABLISHED IMMEDIATELY FOLLOWING
THE PROVISIONING CONFERENCE FOR FEDERAL CATALOGED ITEMS ONLY. THE
ITEMS BEING STOCKED, STORED & ISSUED UNDER PART NUMBERS FROM THE
VSC WILL NOT REQUIRE AN ISSL AS THE HOME STATION AND MSK FOR EACH
Q WILL BE SHIPPED DIRECT FROM THE CONTRACTOR TO HOME STATION.
ITEM 5. WRATA IS THE SSN FOR TOTAL PROGRAM. ITEM 6. WRATA/ASD ARE
NOT AWARE OF A REQUIREMENT FOR THE APN-133 IN THE C/A PROGRAM.
ITEM 7. THE LN-16A PROVISIONING MEETING IS TENTATIVELY SCHEDULED FOR
2-6 OCT 67. THERE WILL BE FOUR INSTALLED SYSTEMS AND ONE SPARE.
OCAMA WILL BE IN ATTENDANCE AT THE LN-16A CONFERENCE AS THEY WILL AT

EXCLUDED FROM AUTOMATIC
DECLASSIFICATION
DOES NOT APPLY

(u) ~~SECRET~~

PAGE 2 RUCLMMA315 ~~SECRET~~

SOME FUTURE DATE ASSUME THE PRIME RESPONSIBILITY FOR THIS SYSTEM. GP-1.

BT

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CONFIDENTIAL

NNNNRITCZYUW RUWBKNA6136 LINC103-CCCC--RUWJDBA.

ENV 00000

R 112300Z AUG 67

FM 15AF MARCH AFB CALIF

TO RUWJDBA/12SAD D MONTAN AFB ARIZ

INFO RUCSAAA/SAC

BT

(4)

TO RUWJDBA/12SAD D MONTAN AFB ARIZ (SPAR/PAR) DMABR 35521 UC 37.

FOR 12OSRM/DCM; INFO: 12SAD/DM; SAC/DMAC.

FOR SPAR/PAR CONTACT OFFICERS.

THIS IS A COMPASS ARROW MESSAGE.

SUBJECT: (SPAR/PAR) SCANNER SEATS (U).

REFERENCE COMPASS ARROW QUARTERLY REVIEW, 3-9 AUG, WSC.

THE SPO HAS INDICATED THAT CONTRACTOR ESTIMATES TO INSTALL SCANNER SEATS AT THE PARATROOP DOORS ON THE FOUR COMPASS ARROW DC-130 ACFT ARE UNACCEPTABLE. SEATS, THEMSELVES, WOULD BE GFE. REQUEST YOUR

ESTIMATE ON THE PRACTICALITY AND POSSIBILITY OF FABRICATING PALETTES, WHICH COULD BE REMOVED FOR CARGO LOADING, FOR TWO SCANNER SEATS PER AIRCRAFT. THIS SUBJECT DISCUSSED WITH CMS BICKNER AND CAPT CHERRY, 100AMDS. CP-4.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD 5010.107, 10

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NNNNPITSZYUW RUCIFGA4789 2411648-SSSS--RUNJDBA.

ZNY SSSSS

P 291629Z AUG 67

FM HQ-ASD WPAFB OHIO

TO RUEFHQA/USAF

RUEDTAA/AFSC

RUCSAAA/SAC

RUMTEJA/ATC RANDOLPH AFB TEX

RUCMMA/KRAMA ROBINS AFB GA

RUMTDOA/AFMDC HOLLOMAN AFB NVEX

RUMBKNV/19AF WARCH AFB CALIF

RUMJDBA/188STRATRECONNG DAVIS MONTHAN AFB ARIZ

ZEN/AFLC

BT

~~SECRET~~
(U) ~~SECRET~~ LINDIS COMPASS ARROW ASD 11204 AUG 67. DELIVER DURING
NORMAL DUTY HOURS ONLY. FOR: USAF (AFRDM, COL MACCAULEY); AFSC
(SCSR, COL SMITH); SAC (DPLC-3, LT COL IRVIN); ATC (ATTAT-3, MAJ
SEXTON); WRAMA (ARNH-1, MR D. BUSH); AFMDC (NOLD, MAJ SCHLAGAL);
SAF (DPLP); 188SRW (CO, LT COL WHITE); AFLC (MCNXX).

I. KEY DECISIONS PENDING

NONE

II. MAJOR UNRESOLVED PROBLEMS

PAGE 2 RUCIFGA4789 ~~SECRET~~ LINDIS

NONE

III. SIGNIFICANT EVENTS

3 JPLC
The "W" CDR WAS COMPLETED ON 24 AUGUST AND RESULTED IN APPROVAL
OF 25 RFA'S. THE COST IMPACT OF THE CDR WAS MINIMAL AND CAN BE
ABSORBED BY THE CURRENT PROGRAM BUDGET.

THE NUMBER 2 C-130 AIRCRAFT ARRIVED FOR MODIFICATION AT LAS,
ONTARIO ON 23 AUGUST 1967.

PRELIMINARY TESTS PERFORMED ON THE CAMERA IN THE DYNAMIC
ANALYZER INDICATE THAT THE CAMERA IS PERFORMING VERY SATISFACTORILY.

IV. FINANCIAL

3620	REQUIRED	21.21
	RECEIVED	17.40
	OBLIGATED	11.85
3010	REQUIRED	13.98
	RECEIVED	13.98
	OBLIGATED	11.52
3020	REQUIRED	46.03
	RECEIVED	12.00
	OBLIGATED	9.00

V. OUTLOOK

PAGE 3 RUCIFGA4789 ~~SECRET~~ LINDIS

THE J-97 ENGINE SCHEDULED FOR INSTALLATION IN THE AEDC TEST
VEHICLE WILL BE SHIPPED TO AEDC ON 28 AUGUST 1967 FOR CALIBRATION.

GP-1.

BT

~~SECRET~~

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NNNNCZCD14377

PTT'S JAM RUCSAAA2793 1731742-3655--RUMJDBA
ZNY 66666

P 221718Z JUN 67

FM SAC

TO RUMBKNM/15AF

INFO RUMJDBA/12SAD DAVIS MONTHAN AFB ARIZ

RUCLYMA/WRAMA ROBINS AFB GA

BT

~~SECRET~~ (U) 85078T LINDIS SPAR D'40 06655 JUN 67

THIS IS A RIVET BIN MSG FOR SPAR CONTACT OFFICER.

FOR: 15AF/D1437. INFO: 12SAD/133DCM, WRND/WRAMA.

SUBJECT: CH-3 MOD PROGRAM (U).

REFERENCE: CONF LINDIS WRND 22031, JUN 67.

REFERENCED MSG INDICATES THAT A MOD TEAM ARRIVED DAVIS-MONTHAN AFB ON 18 JUN 67 FOR INSTALLATION OF HELI SEALING TANKS IN THRU

CH-3 HELICOPTERS PRIOR TO DEPLOYMENT TO OL-20. REQUEST YOU PRE-

PAIRE TO DEPLOY CH-3D 796 AND 798 TO OL-20 O/A ON 1 JUL 67. CH-3C

223 AND 226 WILL NOT BE PREPARED FOR ROTATION BACK TO DAVIS-MONTHAN

REPRODUCED

(U) ~~SECRET~~

PAGE 2 RUCSAAA2793 ~~SECRET~~ LINDIS

AFB UNTIL 798 AND 796 ARE IN PLACE AND CHECKED OUT AT OL-20.

PART C OF REFERENCED MSG REQUESTS AN XRAY OF MAINT. INTERMEDIATE,

AND TAIL GEAR BOX MOUNTING POINTS BE ACCOMPLISHED BECAUSE OF

EXCESSIVE CORROSION. DOES THE 133DCM HAVE THE CAPABILITY TO PER-

FORM THIS REQUIRE ON 226 RETURN TO Z17 PLEASE ADVISE. GP-3.

BT

~~SECRET~~

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109/1
REF: JAW RUNJHEA0522 0914616-EEEE--RUMJDBA.

DE RUMJHEA 971 0914154

ZNY EEEEE

R 041154Z APR 67

FM AFLC/LOR

TO RUEBKNA/15AF MARCH AFB CALIF

INFO RUMJDBA/12SAD DAVIS MONTHAN AFB ARIZ

RUMSJS/OL-20 BIEN HOA VIETNAM

RUCSAAA/SAC OFFUTT AFB NEBR

RUEDEFA/AFLC WRIGHT PATTERSON AFB OHIO

BT

~~UNCLAS E F T O~~

LOR 061 MAR 67. FOR OFFICIAL USE ONLY. THIS IS A BIG SAFARI MSG. PASS DIRECTLY TO 15AF/DMABR FOR LT COL WRIGHT. INFO: 12S. D/DM FOR COL KNIGHT, OL-20 FOR COL LOGAN, SAC/DPLC FOR LT COL ALLISON, AFLC/MCMX COL POWELL. SUBJ: RIVET BIN. IT HAS BEEN NOTED IN THE WEEKLY PAYMENTS THAT THE OLDEST REPACK DATE CHUTES ARE NOT IN SOME CASES INSTALLED ON SPA'S BUT ARE LOCATED IN STOCK. FOR ECONOMY PURPOSES TO AVOID EXPENDITURE OF UNNECESSARY FUNDS FOR RETURN OF OUTDATED CHUTES REPACK AND TO KEEP AS MANY USABLE CHUTES IN THE FIELD AS POSSIBLE, THE OLDEST CHUTES SHOULD BE USED FIRST. REQUEST APPROPRIATE INSTRUCTIONS TO THIS EFFECT BE ISSUED.

BT

REF: JAW RUNJHEA0525 0914620-EEEE--RUMJDBA.

DE RUMJHEA 902 0914153

ZNY EEEEE

R 041153Z APR 67

FM AFLC/LOR

TO RUMJDBA/12SAD DAVIS MONTHAN AFB ARIZ

INFO RUEBKNA/15AF MARCH AFB CALIF

RUCSAAA/SAC OFFUTT AFB NEBR

RUEDEFA/AFLC WRIGHT PATTERSON AFB OHIO

BT

~~UNCLAS E F T O~~

LOR 064 MAR 67. FOR OFFICIAL USE ONLY. THIS IS A BIG SAFARI MSG. PASS DIRECTLY TO 12SAD/DM FOR COL KNIGHT AND 12ASRW/DCM FOR COL WILPT. INFO: 15AF/DMABR FOR COL WRIGHT, SAC/DPLC FOR LT COL ALLISON, AFLC/MCMX FOR COL POWELL. SUBJ: RIVET BIN. DUE TO THE RECENT DECISION FOR SAC TO REPAIR AND REPLACE THEIR OWN TRAINING CHUTES, REQUEST NO FURTHER SHIPMENTS OF USED CANOPIES AND COMPONENTS BE MADE TO THIS ACTIVITY. FOR YOUR INFORMATION AFLC/MCMX HAS DIRECTED SHIPMENT OF CURRENT CANOPIES TO DM TO SUPPORT SAC'S REACK CAPABILITY. SHIPMENT WILL BE EFFECTED ALONG WITH FUTURE SPA'S CONTINGENT UPON SPACE AVAILABLE.

BT

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UNCLASSIFIED

~~CONFIDENTIAL~~

RECLASSIFIED AT 3 YEAR INTERVALS;
UNCLASSIFIED AFTER 12 YEARS.
- DOD DIR 5400.10

REPRODUCED 13/01/07 BY ACASMC

REPRODUCED 31

CZCDOA894

OFTC JAW RUWJHEA0828 1030228-CCCC--RUWJDBA.
DE RUWJHEA 751 1030220

ZNY CCCCC

O 130220Z APR 67

FM AFLC OR

TO RUEDHQA/CSAF WASHINGTON DC

RUCSAAA/SAC OFFUTT AFB NEBR

RUW9KNA/15AF MARCH AFB CALIF

RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ

RUWJDBA/100SRW DAVIS MONTHAN AFB ARIZ

RUMSJS/OL-20 BIENHOA VIETNAM

RUEDFIA/AFLC WRIGHT PATTERSON AFB OHIO

RUWJAH/PROJ RIVET STEAMER NAS PT MUGU

BT

~~CONFIDENTIAL~~ LINDIS/

LOR 434 APR 67. THIS IS A BIG SAFARI MSG. PASS DIRECTLY TO CSAF/AFSME-S FOR LT COL TALBOT, AND AFXOPFR FOR LT COL CORRA, SAC/DPLC FOR LT COL ALLISON, 15AF/DM4BR FOR MAJOR LEE, 12SAD/DM FOR LT COL KNIGHT, 100SRW/DCM FOR COL WILDT, OL-20 FOR COL LOGAN, AFLC/MCMX FOR COL POWELL, RIVET STEAMER FOR LT COL ELLIS. SUBJECT. TEMPORARY BAN ON USE OF MARS SYSTEM. FOLLOWING IN IV PARTS. PART I. REFERENCE EUR 123SRWOLAWP E67-16. INVESTIGATION OF UR EXHIBIT AND LOAD LINE TEST HAVE REVEALED THAT PRESENT PIONEER MARS SYSTEM LOAD LINE HAS REDUCED STRENGTH IN THE

~~CONFIDENTIAL~~

PAGE TWO RUWJHEA 751 ~~CONFIDENTIAL~~

AREA OF THE APEX TIE LOOP. PAART II. UNTIL A MODIFICATION IS INCORPORATED THE FOLLOWING MARS SYSTEMS WILL NOT BE USED FOR MID-AIR RETRIEVAL. THESE MARS SYSTEMS MAY BE USED FOR GROUND RECOVERIES. A. P/N 147L1047-X.

B. P/N 147V260-X. PART III. REINFORCING OF THE LOAD LINE IN THE AREA OF THE APEX TIE IS BEING ACCOMPLISHED. YOU WILL BE ADVISED OF THE EFFECTIVITY OF FIX AND EXPECTED DELIVERY DATE. PART IV. MARS SYSTEM P/N 147V582-X CAN BE USED PENDING DELIVERY OF REINFORCED PIONEER MARS (REF 100SRW SECRET MSG DSUP 00437 DATED 11 APRIL 1967.)

GP-4

BT

~~CONFIDENTIAL~~

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PTISZYU RUMTGU916 2140600-SSSS-RUMJD3A

ZNY SSSSS

DE RUMSAGP 77 2120637

ZNY SSSSS

P 310631Z JUL 67

FM 102SRW CL 20 DET 10 DANANG AB RVN

TO RUCSAAA/SAC OFFUTT AFB NEB

RUMTPEA/15AF MARCH AFB CALIF

INFO RUMJD3A/102SRW DAVIS MONTHAN AFB ARIZ

RUMSJS/102SRW CL 20 BIEN HOA AB RVN

BT

~~SECRET~~ 102 SRW CL -20/DET 10 01119 JUL 67.

SAC FOR DM40. 15 AF FOR DM40R. 102 SRW FOR DCM; CL-23 FOR MAINT.

OFFICER. REFERENCE -20 SECRET MESSAGE 00753 JUL 67 AND SMO

DM40 SECRET MESSAGE 07955. SUBJ: (U) WINCH CALIBRATION. THIS

MESSAGE IN TWO(2) PARTS:

1. THE FOLLOWING MALFUNCTIONS WERE FOUND ON THE DYNAMETER

1. HAIR SPRING MOVEMENT WAS OVER TORQUED.

2. BLUE RESET POINTER WAS BENT.

CORRECTIVE ACTION.

1. HAIR RESETED

2. POINTER STRIGHTENED

PART II. GLASS ON DYNAMETER IS CRACKED. MSGT CELSI FOR TAN SON

PHUT'S PHEL STATED PER TELECON TO TSGT KROCK DET 10 DANANG) THAT

PAGE 2 RUMSAGP 77 ~~SECRET~~

THE GLASS IS SAFTY PLATED AND THAT THE CRACK DOES NOT HINDER THE

OPERATION OF THE DYNAMETER. A SECOND DYNAMETER WAS REQUESTED

FROM HOME STATION PER DET 10 UNCLAS MESSAGE 00284 15 JUL 67.

GP-3

BT

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DECLASSIFIED AT 18 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10

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Misc dx

CZ0004357

UTSZYU RUMSCHU7238 2140007-SSSS--RUMJDBA
ZNY SSSSS ZOC

MMHTHTHTM OOOHMMHTHTM OHTO H
OO RUMJEA RUMJDB RUEDFIA RUCSAA
DE RUMSAR3 3C 2131033

~~ZNY 69939 ZOK JPCDD~~

O 211233Z AUG 67

RM 1005RATRECONWG OL23 BIEN HOA AB RVN
 TO RUWJEA/NAVCOMSTA SAN DIEGO CALIF
 INFO RUCSAAA/SAC OFFUTT AFB NEBR
 RUEDFIA/AFLO WRIGHT PATTERSON AFB OHIO
 RUHJDA/125AD DAVIS MONTHAN AFB ARIZ
 RUHHPB/366DSG DANANG AB RVN

CL-20350 09353 AUG 67.

THIS IS A RIVET BIN MSG NAVCOMSTA PASS TO AFLC LOR; SAC FOR DPLC/
LC ALLISON PASS TO DMAC/DOSRS; AFLC MONX/COL POWELL; 15AF DMAER/
MAJ LEE AND DOR/COL DIBBELL; 12SAD FOR 1200CM/ COL RAFFERTY; 365TH
PASS TO DT 10 (SAC). REF AFLC LOR 925 JUL 67. SUBJ: MARS
FAILURE. G50 PARACHUTE SYSTEM NUMBER IS 505117. 120SRV OL-20
DET 13.ANSWERING OTHER QUERIES. GP-3
BT

STRENGTH

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DOWNGRADED AT 10 YEAR
 INTERVALS; NOT AUTOMATICALLY
 DECLASSIFIED. DOD DIR 5200.10

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B-737

CZCDA391
CTEZYUW RUHMC1037 2140223-SSSS--RUJDBA.

~~SECRET~~

DE RUMPB 61 2140723

~~SECRET~~

O 020000Z AUG 67

FM 1003RW OL 20 DET 10 DANANG AB RVN

TO RUHMC/SAC OFFUTT AFB NEB

RUMSJS/15AF MARCH AFB CALIF

INFO RUJDBA/1003RW DAVIS MONTAN AFB ARIZONA

RUMSJS/1003RW OL 20 SIEN HOA AB RVN

BT

(U) ~~SECRET~~ 020000Z AUG 67

SAC FOR DYAC; 15AF FOR DYAC; 1003RW FOR COM; OL-20 FOR COMMANDER.
REFERENCE OL-20 SECRET MESSAGE OL-20 0900 0900 AUG 67 AND SAC SECRET

MESSAGE SPAR/PAR DYAC 0700 JUL 67. SUBJ: H-14 (U)

H-14 RETURNED AND WAS RETREIVED SUCCESSFULLY ON 1 AUG 67. REF.

SECRET/JOPREP/SAC/OPREP-4A/RECONV/01113 AUG 67. IN ANSWER TO QUES-

TIONS: 1. WINCH IN 795 CALIBRATED 29 JUL 67. REF PAR. 26 OF

SECRET/SAC/JOPREP/OPREP-4A/RECONV/01113 JUL 67.

2. DYNAMOMETER WAS REPAIRED AND RETURNED TO SERVICE ON 22 JUL 67.

3. SERIAL NUMBER OF MARS CHUTE FOR H-14 IS 505109 AND REPACK DATE

UNKNOWN. SERIAL NUMBER OF MARS CHUTE FOR H-9, VOST ON 31 JUL 67

IS 505117 AND ARRIVED THIS THEATER 20 JUL 67. REPACKS DATE NOT

AVAILABLE AT THIS STATION.

~~SECRET~~

(U)

PAGE 2 RUMPB 61 ~~SECRET~~

4. ON H-9 LOSS 31 AUG 67, VERY SMALL BEADS OF NYLON WERE LOCATED
EIGHT (8) INCHES AND FIVE (5) INCHES FROM BREAK ON ONE SIDE OF LOAD
LINE. REMAINDER OF LOAD LINE AND EUR ARE BEING SUBMITTED. H-9 WAS
RECOVERED AND REMAINDER LOAD LINE WAS ATTACHED. REAR PART OF BRIDAL
WAS ALSO FOUND TO HAVE FAILED PRIOR TO WATER RECOVERY. THIS IS ALSO
BEING SENT TO AFLC-LOR WITH EUR.

CP-3

BT

~~SECRET~~

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UNCLASSIFIED

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

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NNNOCDOA527
OFTSYUW RUMJHEA2572 2141857-SSSS--RUMJD3A.
DE RUMJHEA 254 2141807

~~2NY SSSSS~~
O P 221819Z AUG 67

~~FM AFLC/LOR~~
TO RUMSJS/OL-23 BIEN HOA AB RVN
INFO RUSSAAA/SAC OFFUTT AFB
RUMBKNW/15AF WACH AFB
~~RU/038A/12SAD DAVIS MONTHAN AFB~~
RUEDFIA/AFLC WPAFB

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B-750

WCHH...

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

LOR 363 AUG 67. THIS IS A RIVET BIN MSG. PASS DIRECTLY TO SPAR/PAR
CONTACT OFFICERS. OL-23 COMDR/COL NAKIS; SAC (DFLC/LT COL ALLISON)
AND COMAC/LT COL RICKER; 15AF (DMAER/MAJ LEE); 12SAD (1033RW/OC1/
COL RAFFERTY); AFLC (MCX/COL POWELL). SUBJ: MISSION Q-614 (U).
REQUEST FOR ADDITIONAL INFORMATION. REF OHREP-4A FOR MISSION Q-614.
REQUEST YOU FORWARD ANY ADDITIONAL INFORMATION YOU HAVE RELATIVE TO
LAUNCH, FLY AND RECOVERY PHASES OF Q-614. SPECIFICALLY REQUEST
ENGINE RPM AND EGT AT LAUNCH AND VEHICLE ALTITUDE, AIR-SPEED AND RPM
WHEN MALFUNCTION FIRST NOTED. ALSO REQUEST YOU FORWARD TO LOR ALL
CRUVE COMPONENTS RECOVERED AND/OR STILL ATTACHED TO WINCH. WE WILL
ATTEMPT ANALYSIS TO DETERMINE CAUSE. RETURN VEHICLE IF RECOVERED.

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GP-4
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DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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UNCLASSIFIED

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M-991

OKL

OTTSZYUW RUWMTGU6618 2571400-SSSS--RUWJDBA.

ZNY ~~SSSSS~~

DE RUMSARB 80C 2571045

ZNY ~~SSSSS~~

B-623

Act
10001
Inf
Dmci

O 141040Z SEP 67

FM 100SRW 0120 BIEN HOA AB RVN

TO RUCSAAA/SAC

RUEDFIA/AFLC WRIGHT PATTERSON AFB OHIO

RUWJHEA/NAVCOMMSTA SAN DIEGO CALIF

RUWTPFA/15AF MARCH AFB CALIF

RUWJDBA/12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ

RUWJDBA/100STRATRECONWG DAVIS MONTHAN AFB ARIZ

BT

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BCASMC

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CLASSIFIED BY 12 YEAR
NOT AUTOMATICALLY
DECLASSIFIED
DATE 03-01-10

(u) ~~SECRET~~ /LIMDIS/SPAR/PAR/100SRW OL-20MO 11224 SEP 67

THIS IS A RIVET BIN MESSAGE FOR: SAC (DM4C); AFLC (MCMX); NAVCOMSTA
PASS TO LOR: 15AF (DM4BR); 12SAD (DM); 100SRW (DV). SUBJ: SURVPV-
ABILITY REPORT. (U). REF SE CRET/LIMDIS/SPAR/PAR 100SRW OL-20 MO
11202 SEP 67. THIS IS A FINAL REPORT ON SPA J-14 (66-3572). INFOR-
MATION AND ANALYSIS OF THE MARS SYSTEM REVELED THE FOLLOWING. UVN
ENGAGEMENT THE LOADLINE PULLED LOOSE FROM APEX ON TOP OF MAINT CHUTE,
FOLLOWING PROPER APZX CUTTJ OPERATION. LOAD LINE WAS APPROXIMATELY AT
A 45 DEGREE ANGLE TO MAIN CHUTE AFTER ENGAGEMENT. THE TWO PAWS
WITHIN THE RELEASE MECHANISM APPARENTLY WERE IN AN EXTENDED POSITION
PREVENTING THE SHEAR PIN FROM BEING SHEARED. REF T.O 147H-2-6-.

~~SECRET~~

(u)
PAGS 2 RUMSARB 80C ~~SECRET~~ LIMDIS
FIG 4-4, P3 4-8, PART NO 147-211-1. APEX CUTTERS KD ABOUT 40
FEET OF LOAD LINE WAS NOT RECOVERED. THE MARS SYSTEM FROM SPA
-14 IS BEING PACKAGED FOR SHIPMENT TMAFLC-LOR FOR FURTHER
STUDY AND ANALYSIS. THIS WILL BE THE FINAL REPORT ON J-14.
THE POSSIBILITY EXISTS THAT THE CHUTE CAN MAYBE RECOVERED. IF
SUCCESSFUL, ADDITIONAL INFORMATION WILL BE SENT ALL ADDRESSES.
GP-3
BT

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RTH JAW 0150N12262 1600000-5335-11WJDBA.
ZNY 33333
DE RUMSJS 0913 1600225
ZNY 00000

6-2293

7 150200Z JUN 67
FM 100SRW OL 20 BIEN HOA AB RVN
TO RUCSAAM/SAC
INFO RUWBNVA/15AF WARCH AFB CALIF
RUMJDBA/12 SAG DAVIS MONTAN AFB ARIZ
RUMJHEA/NAVCOMSTA SAN DIEGO CALIF
BT

Info
100A11
200011

6-14

(u) SECRET 100SRW OL-20 07150 JUN 67.
SAC FOR DMAC/DOSR, 15AF FOR DMH9/DOR, 12 SAG FOR 100DCN, NAVCOMSTA
FOR AFLCLOR. REFERENCE SECRET/SAC/DMAC/DOSR 06293 DTD JUN 67.
SUBJ: (U) SPA DEVIATIONS. AS PER YOUR INSTRUCTIONS IN ABOVE REFER-
ENCED MSG, THE FOLLOWING INFORMATION IS SUBMITTED: 1. REFERENCE
PART 1. G-31 FLIGHT CONTROL BOX, SN4103, SN147X225-27 SHIPPED TO
AFLCLOR ON 14 JUN 67 BY WSP NUMBER SJ-140455. 2. REFERENCE PART 2.
G-31 AIR ABORTION 03JUN 67 WAS NOT THE RESULT OF A BAD TD-3 TRANS-
FONDER, BUT CAUSED BY A BROKEN WAVEGUIDE BRACE WHICH RESULTED IN
THE WAVEGUIDE AND ANTENNA COAX CONNECTOR ASSEMBLY BECOMING DIS-
CONNECTED. REFERENCE OL-20/SECRET/06730 DTD 3 JUN 67, OPREP-98,
ITEM 24. ELP WAS SUBMITTED ON 04 JUN 67 TO 100SRW FOR REVIEW AND
ROUTING IAW T.O. 02-35D-54. 3. REFERENCE PART 3. MR REICHERT, OL-20

PAGE 2 RUMSJS 0913 SECRET

SPERRY TECH REP HAS REVIEWED THE FINDINGS OF THE BLUE SPRINGS MISSIO
REVIEW PANEL. REFERENCE SECRET/OL-20 06384 DTD 10 JUN 67. MR
REICHERT STATED THAT NOTHING SIGNIFICANT COULD BE ADDED TO THE
REPORT SUBMITTED BY OL-20 MISSION REVIEW PANEL. POST FLIGHT OF
DG-130-327 AFM-23 (MCGS) SYSTEM AFTER H-18 (MIM) MISSION INDICA-
TED THAT EQUIPMENT CHECKED NORMAL WITH POWER FREQUENCY CHECKING
GOOD, AND RECEIVE SENSITIVITY AT 45DB. SPERRY TECH REP SUBMITTED
REPORTS TO SUCD 28 JUN 67 ON BOTH TD-3 PROBLEMS. 4. REFERENCE
PART 4. AN ELP ON H-11 (66-3192) ENGINE DEFICIENCY WAS SUBMITTED
TO THE 100SRW ON 14 JUN 67 FOR REVIEW AND FURTHER ROUTING IAW T.O.
02-35D-54. ITEM "T" OF SUBJECT ELP IS AS FOLLOWS: QUOTE, T.
WHEN VEHICLE ENTERED THE RECOVERY AREA, THE GRCO INDICATED RPM
AT 90 PERCENT AT 60M. AFTER RECOVERY OF VEHICLE IT WAS NOTED
THAT THE TAIL PIPE HAD A SEVERE DISCOLORATION. UPON TEAR DOWN
OF THE SPA THE FOLLOWING DISCREPANCIES WERE FOUND. (1).
TURBINE BLADES WERE DISCOLORED AND TWO WERE BROKEN. (2). HEAT
SHROUDS, LOWER AND UPPER WERE BURNED EXCESSIVELY AND MELTED.
(3). SPOILER SERVO WAS CHARRED AND CONNECTOR WAS MELTED. (4).
OIL PACKAGE WAS SCORCHED. (5). CONNECTOR FOR THE WING FUEL
LOW LEVEL FLOAT SWITCH WAS MELTED. (6). DISCOLORATION WAS

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1211
WING ON THE LOWER CENTER LINE WAS DETACHED AND BOLT GOING
THROUGH CENTER OF WING FUEL OIL MODULE AND MELTED OFF.
(2) WIRE HARNESS ON CRASH BURNER BODY BURNER. (3) FUEL CONTROL
PART NUMBER WAS 87900-AIX1. FURTHER ITEMS INSPECTED REVEALED: (1)
TWO AND ONE HALF QUARTS OIL REMAINED IN TANK. (2) NO ABNORMAL
CONTAMINATION NOTED IN OIL FILTER. (3) OIL SAMPLE WAS TAKEN AND IS
WITH THE ENGINE IN THE CONTAINER. (4) ENGINE IS FREE TO ROTATE
WITH ONE ROUGH SPOT. (5) OIL SYSTEM WAS SECURE AND REVEALED NO
LEAKS. (6) NO INTAKE FOD INDICATED. RECORDS SHOW THAT ON
GROUND RUN ENGINE WAS SET AT 102 PERCENT MAX. WITH 48 POUNDS
OF OIL PRESSURE. STARTING EST ON PYLON WAS 102 DEGREES. LAUNCH EST
WAS NORMAL. ON CLIMB OUT AFTER LAUNCH, INDICATED RPM WAS 102 PERCENT.
UNQUOTE. V. REFERENCE PART V. COMPLETE ANALYSIS OF H-9 AND H-12
ABORTS WAS SUBMITTED YOUR OFFICE (DM40) AS AN "H" MODEL EVAL-
UATION. REFERENCE SECRET/OL-20 07146 DTD 14 JUL 67. 130 0570
GP-3 07-02-3
BT

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REPRODUCED

WORKED ON AT 13 0000
ON 11-11-67
ON 11-11-67

~~SECRET~~

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NNNNPTT SZ YUH RUW3KNA6162 2631947-SSSS--RUJDBA.

ZNY SSSSS

P 221920Z SEP 67

FM JF MARCH AFB CALIF

TO RUEHDEB/1200RN D MONTAN AFB ARIZ

FM JF MARCH AFB CALIF

INFO RUEHDEB/1200RN D MONTAN AFB ARIZ

INFO RUEHDEB/1200RN D MONTAN AFB ARIZ

(u) ~~SECRET~~ LINDIS SPAN/PAR/DOR 1200RN SEP 67. 1200RN FOR DO: DL-
BY FOR DO: 1200RN FOR DO: 1200RN. SUBJ: MCGS MISSION MONITORING AND
ACCURACY (U). REFERENCE A. 1200RN DL-28 (S) MSG 1200RN, 19 AUG 67.
REFERENCE B. DOR (S) MSG 02413, 22 AUG 67. REF D. 1200RN TEAD
MONTHLY PROGRESS REPORT 8 AUG AND 8 SEPT 67 (NOTAL). REF D. 1200RN
TEAD (S) MSG 1096, 6 SEPT 67 (NOTAL). THIS MSG IN TWO PARTS. PART
I. FOR 1200RN. REF A SHOULD HAVE BEEN ADDRESSED TO YOU FOR
STAFFING PRIOR TO FORWARDING TO HIGHER HQTRS. REF B REQUESTS A
BRIEF SUMMARY OF DATA COLLECTED TO DATE AND IS PARTIALLY MISSED IN
YOUR TEAD REPORTS. REF D, INDICATES THAT FINDINGS WOULD BE SUPPORT
DL-28 RECOMMENDATIONS IN REF A REQUEST 1200RN CONVENIENCE. REF A
REF A BE FORWARDED TO THIS HQTRS INT 28 SEP 67. IF SUFFICIENT TEST
DATA HAS NOT BEEN COLLECTED BECAUSE OF RANGE LIMITATIONS AIRPORT

(u) PAGE 2 RUW3KNA6162 ~~SECRET~~ LINDIS
HUACHUCA, THE FOLLOWING CONTROLLED TEST IS SUGGESTED FOR YOUR
COMMENTS. FLY CAPTIVE DRONE ON A DC-133 AND MONITOR ITS TRACK
WITH MCGS FROM ANOTHER AIRBORNE DC-133. PLAN TRACK OF BOTH DC-133'S
FOR OPTIMUM NAVIGATION FIXING TO COMPARE WITH MCGS TRACK FOR
ANALYSIS UPON LANDING. PART II. FOR SAC. REFERENCE C SENT TO
SAC DWHC SUGGESTED PROCUREMENT OF A DATA RECORDING DEVICE FOR MCGS.
A PERMANENT RECORD OF MCGS DATA COULD BE INVALUABLE IN ANALYSIS OF
DRONE LOSSES SUCH AS H-17 ON 16 SEP 67. REQUEST YOUR SUPPORT.
(GP-4).

BT

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RTTE JAW RUMJHEA4698 0974511-EEEE--RUMJDBA.
DE RUMJHEA 615 0970057
ZNY EEEEE
R 070109Z APR 67
FM AFGLOR
TO RUEGAAA/SAC OFFUTT AFB NEBR
RUMKNAZ/15AF MARCH AFB CALIF
RUMJDBA/12SAD DAVIS MONTHAN AFB ARIZ
RUMJDBA/1745BN DAVIS MONTHAN AFB ARIZ
RUMSJS/01-24 BIENHOA VIETNAM
RUEDFIA/AFGL WRIGHT PATTERSON AFB OHIO
RUMJARA/PROJ RIVET STEAMER NAS PT MUGU CALIF

8-4-6649

ACT
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INT
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BT
UNCLAS E F T O
LOR 399 APR 67. FOR OFFICIAL USE ONLY. THIS IS A BIG SAFARI MSG.
PASS DIRECTLY TO SAC/DPLC FOR LT COL ALLISON, 15AF/DHNR FOR LT
WRIGHT, 12SAD/DM FOR COL KNIGHT, 1745BN/DCH FOR COL WILDT, 01-24
LOGAN, AFGL/MCM FOR COL POWELL. RIVET STEAMER FOR LT COL ELLI
SUBJECT: RIVET BIN EUR 1745BN E67-16. REFERENCE 1745BN/DMC MSG
DATED 14 MAR 67, EUR 1745BN E67-15. TO PRECLUDE REOCCURRENCE OF
LEAK PROBLEMS CITED IN ABOVE REF MSG. ALL 147 VEHICLE FUSILAGE T
TANKS WILL BE FILLED WITH SOLVENT TO WHICH A FLUORESCENT DYE HAS
ADDED. THE FUSILAGES WILL BE EXAMINED UNDER ULTRAVIOLET LIGHT I
ANY LEAKS. IF ANY LEAKS ARE PRESENT, THEY WILL BE REPAIRED AND I
CONDUCTED USING SOLVENT AND DYE. THIS CONSTITUTES CLOSING ACTION
EUR 1745BN E67-16.
BT

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NNNNPTCZ YUM RUMKNA6166 263225Z-CCCC--RUMJDBA

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P 202052Z SEP 67

FM DAF MARCH AFB CALIF

TO RUCSAAA/SAC

INFO RUMJHEA/NAVCOMSTA SAN DIEGO CALIF

RUMJDBA/12 SAG DAVIS MONTHAN AFB ARIZ

BT

~~CONFIDENTIAL~~ LINDIS (SPAR/PAR) DAVEN 19 SEP 67

FOR INFO: INFO: AFCLOR/NAVCOMSTA, DDAV12000, DDAV12000

FOR SPAR/PAR CONTACT OFFICERS: THIS IS A ROUTING MESSAGE.

SUBJECT: (SPAR/PAR) PA DISPOSITION (D). REF. CONF 117 14VS

01233, 19 SEP 67. REQUEST COORDINATION BE EFFECTED WITH

AFCLOR FOR RETURN OF H-12, 55-3153 TO MANUFACTURER FOR FUEL

CELL REPAIR. IT HAS BEEN VERIFIED THAT NECESSARY FUEL CELL

REPAIR IS BEYOND THE CAPABILITY OF THE 100SRW. PLEASE ADVISE.

GP-4.

BT

DECLASSIFIED AT 5 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 6200.10

UNCLASSIFIED

~~CONFIDENTIAL~~

0165

UNCLASSIFIED

~~SECRET~~

127/7

BDAS-712

00034743
PTTS JMW RUEDHQA2381 1021729-SSSS--RUMJDA.

ZNY 35353
P 121729Z APR 67

FM CSAFR
TO RUOSAAA/SAC
RUEDFIA/AFLC

INFO ZEN/JCS FOR J-3
RUMJHEA/AFLC LOR NAVCONSTA SAN DIEGO CALIF
RUM3KNA/15AF WARCH AFB CALIF
RUMJDBA/12SAD DAVIS MONTAN AFB ARIZ

BT

~~SECRET~~ AFXOPFR 78601 APRIL 1967.

SAC FOR DSSR/DPLC/DV4C, AFLC FOR MCYX, 15AF FOR DOR, 12SAD FOR

722URJ, JCS FOR J-3;

LIGHTNING BUG WEUSAGE.

REFERENCE: A. USAF TOP SECRET WEUSAGE AFXOPFR 01462 DTG
23/1540Z MAR 67.

B. AFLC SECRET MESSAGE MCYX 01739 DTG 07/2237Z

APR 67.

THIS MESSAGE IN FOUR PARTS.

PART I: REF (A) REQUESTED AFLC AND SAC TO CONDUCT AN INVESTIGATION

PAGE 2 RUEDHQA2381 ~~SECRET~~

OF RECENT 14TH OPERATIONAL LOSSES.

PART II: REK (B) IS THE FINDING OF SUBJECT INVESTIGATION. THE
INVESTIGATION REVEALED ONLY MINOR DISCREPANCIES IN TECH DATA,
NONE OF WHICH SHOULD HAVE CAUSED MISSION FAILURE. THE CAPPING
PROCEDURES USED IN THE WING TANKS BY THE OL SHOULD NOT HAVE
CAUSED MISSION FAILURE. HOWEVER, AFTER LAUNCH, IF THE VENT VALVE
MALFUNCTIONED WITH THE TANKS CAPPED, MISSION FAILURE IS HIGHLY
PROBABLE. ALTHOUGH THE CLIMB RATE WAS SET PROPERLY AN INCREASE IN
CLIMB SPEED HAS BEEN MADE TO FURTHER ASSURE A SAFE CONDITION.
PART III: REF (B) STATES QUOTE IT IS THEREFORE RECOMMENDED ANY
RESTRICTIONS ON OPERATIONAL USE OF THE 14TH BE REMOVED AND THAT THE
LOSS OF H-7 BE ATTRIBUTED TO A RANDOM FAILURE: CAUSE UNKNOWN UNQUOTE.
PART IV: THIS HQ CONCURS WITH AFLC RECOMMENDATIONS AND RELEASE THE
14TH SYSTEM FOR OPERATIONAL FLIGHTS. GP#3.

SL

BCASMC
67-1379

~~SECRET~~

REFLECTED BY

~~SECRET~~

PRODUCED

UNCLASSIFIED

RECOMMENDED AT 12 YRS
EXPIRATION: NOT AUTHORIZED
FOR DISCLOSURE

UNCLASSIFIED

NNNCZ 004348
OFTSZYYY RUHROG 2409 2250633 RUWJ-SSSS--RUWJDBA.
OO RUWJDBA
DE RUMSAR3 89C 2250504

~~ZNY 30989~~

O 132500Z AUG 67

FM 123SRW OL 20 BIEN HOA AB RVN

TO 123STRATRECONWG DAVIS MONTHAN AFB ARIZ

BT

~~SECRET~~ / LINDIS/SPAR/PAR/123SRW OL-20 12253 AUG 67.

123SRW FOR DCMOC&S DELIVER DURING DUTY HOURS. THIS IS AN EMERGENCY
LR IAW 22-35-54.

A. V.

B. SPA-147H

C. AFLO-LOR

D. A.

E. 65-3193 H-12

F. S

G. 13737

H. 45412

I. VALVE, PRESSURE RELIEF (PRESSURE/VACUUM RELIEF)

J. 381

K. "W" INFLIGHT NO ABORT

L. "W" REMOVE & REPLACE

M. 01502

~~SECRET~~

AT
1000V

Inf
DmC
DVI

6-3133
3139

MISC.

B-446

PRODUCED

(4) ~~SECRET~~

PAGE 2 RUMSAR3 89C ~~SECRET~~

N. 1 11 AUG 1967

O. NEL

P. 71631-1

Q. 123SRW OL-20267-1031

R. 7.5 MAN HOURS

S. 73022

T. DURING FLIGHT ON THE 11TH OF AUGUST, THE LOO NOTICIED FUEL VENTING

FROM WING TANK VENT DURING LEVEL FLIGHT AND IN TURNS. H-12 WAS DOWN
LEADED SO IT COULD BE DEKUSLED. AT THIS TIME, THE FILLER VALVE WAS
SUSPECTED OF BEING BAD. WHEN THE DEFUELING WAS STARTED, USING
THE RTM-147H-2CL PAGE 2-9 STEP 3A THRU PAGE 2-11, STEP 3.N.,
FUEL WAS NOT TRANSFERRING TO THE FUSELAGE TANK. THIS WAS NOTICED
BY NO PRESSURE INDICATION ON THE SENSING PRESSURE GAGE ON THE
CHECKOUT CART. A DRAIN COCK ON THE WING TANK WAS OPENED AND A
FEW DROPS OF FUEL CAME OUT. THIS VERIFIED THAT THE WING TANKS
WERE EMPTY. THIS COULD ONLY HAVE HAPPEN IF THE WING TANK VENT
VALVE (PRESSURE-VACUUM RELIEF) HAD MALFUNCTIONED. TO AN
OPEN POSITION. WITH THE AIR FLOW ACROSS THE VENT HOLE ON THE
RIGHT SIDE OF THE FUSELAGE, THE FUEL WAS SUCKED OUT. THIS LEFT
THE WING TANK EMPTY. IF THE MISSION HADN'T BEEN RECALLED BEFORE
LAUNCH, THE SPA 147H WOULD NEVER HAVE RETURNED, DUE TO NOT ENOUGH
FUEL. THE SAME MALFUNCTION COULD BE THE ANSWER WHY SOME OF THE
OTHER "W" MODELS NEVER RETURNED.

~~SECRET~~

UNCLASSIFIED

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(u) ~~SECRET~~

PAGE 3 RUMSAB 89C ~~SECRET~~

U.4

V. A CHECKOUT PROCEDURE SHOULD BE ESTABLISHED TO CHECK THE OPERATION OF THE WING TANK VENT VALVE, TO INSURE IT RELIEVES AT SET PRESSURE AND OPENS AT SET VACUUM. A VENT SYSTEM LIKE THE ONE INCORPORATED IN THE FUSELAGE VENT SYSTEM WOULD WORK IF A CHECKOUT PROCEDURE CAN'T BE ESTABLISHED FOR THE PRESENT WING VENT SYSTEM.

W. ON HAND AT OL-20

X. RICHARD C. HUTCHINSON, SSGT OL-20 SCLE, PHONE 2311

Y. YES, GEORGE M. NAKIS, COLOCEL, OL-20 COMMANDER, PHONE 2151.

GP-3

BT

EXPIRATION DATE 12 YEAR
CLASSIFICATION: NEW AUTOMATICALLY
DECLASSIFIED. GCD DIR 5200.10

~~SECRET~~

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11-989

PTTCZYUW RUCSAAA0495 2411855-CCCC--RUNJDBA.

~~2NY 00000~~

P 291825Z AUG 67

FM SAC

TO RUEFIA/AFLC WPAFB OHIO
RUMJABA/AFLC LO ONTARIO CALIF
INFO RUMSKNA/15AF
RUMJDBA/12SAD DMAFB ARIZ
RUMSJS/OL 20 BIENHOA AB RVN
BT

~~CONFIDENTIAL~~

*Inf
need
DMCJ*

*B-732
Ry*

(U) ~~CONFIDENTIAL~~ LINDIS SPAR PAR DM4C 09079 AUG 67.
THIS IS A RIVET BIN MESSAGE. FOR SPAR/PAR CONTRACT/PROJECT OFFICER.
FOR: AFLC/MCMX; AFLC/LO-ONTARIO. INFO: 15AF/FM4BR; 12SAD/100
DCM; OL-20/C.

SUBJECT: MODIFICATION OF PYLON VENT SYSTEM (U).

REFERENCE: 100SRW CONF OL-20 NO 06040 26 AUG 67.

PART I FOR MCMX; REFERENCED OL-20 06040 IS QUOTED FOR YOUR INFO

QUOTE CONFIDENTIAL LINDIS SPAR PAR OL-20 NO 06040 AUG 67.

SAC FOR DM4C; INFO; SRC; 15AF FOR DM4BR; 12SAD FOR DM; 100SRW FOR
DCM; AFLC/OL FOR LT COL BLACK. SUBJ: (U) MODIFICATION OF PYLON
VENT SYSTEM. DURING RECENT MISSIONS IT HAS BEEN NOTICED THAT FUEL

DECLASSIFIED

(U)

~~CONFIDENTIAL~~

PAGE 2 RUCSAAA0495 ~~CONFIDENTIAL~~ LINDIS

IN VARYING AMOUNTS HAS BEEN ISSUING FROM THE PYLON VENT LINE. AS
THIS VENTING HAS BEEN NOTED ON CAPTIVE FLIGHTS ALSO WE HAVE BEEN ABLE
TO VERIFY THE AMOUNT OF FUEL LOSS. THIS HAS BEEN IN EXCESS OF FIF-
TEEN GALLONS ON SOME OCCASSIONS. THOUGH AIR REFUELING CAPABILITY DOES
EXIST IT COULD CAUSE A PROBLEM WHEREIN PARTIAL FUEL LOADINGS ARE RE-
QUIRED. AS THERE IS NO METHOD OF DETERMINING IN FLIGHT THE AMOUNT
OF FUEL LOSS, AIR REFUELING BECOMES A MATTER OF GUESS WORK. OVER-
REFUELING COULD RESULT IN AN IMBALANCE AND SUBSEQUENT DEGRADATION OF
SPA PERFORMANCE, WHEREAS UNDER REFUELING COULD RESULT IN AN EARLY
FUEL-OUT TIME. WE FEEL THAT THIS SITUATION IS SERIOUS ENOUGH TO
WARRENT FURTHER CONSIDERATION. A DC-130 PRESENTLY AT PT MUGU HAS
A PRESSURE RELIEF VALV INSTALLED IN THE VENT SYSTEM TO PREVENT
FUEL LOSS. IT IS RECOMMENDED THAT THIS MODIFICATION BE MADE
APPLICABLE TO ALL DC-130 AIRCRAFT POSSESSED BY THE 100SRW. ON THE
BASIS OF THIS VENTING DEFICIENCY, OL-20 IS SUBMITTING AN EUR.
UNQUOTE

PART II FOR ALL: REQUEST YOUR IMMEDIATE ACTION IN CORRECTING
REF DEFICIENCY IN THE PYLON VENT SYSTEM. PLEASE ADVISE THIS HQS
OF YOUR ACTION. (GP-3).

BT

~~CONFIDENTIAL~~

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

UNCLASSIFIED

UNCLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
ODD DUM 5203.10

NNNNCZCDOA380
OTTC JAW RUCSAAA0398 1891545-CCCC--RUVJDBA

ZNY CCCCC

O 071520Z JUL 67

FM SAC

TO RUEDHQA/CSAF

RUEDFIA/AFLC

RUCLMMA/WRAMA ROBINS AFB GA

INFO RUWJHEA/NAV COM STA SAN DIEGO CALIF

RUW3XNA/15AF MARCH AFB CALIF

RUWJDBA/12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ

RUMSJS/100STRATRECONWG OL-20 BIEN HOA AB RVN

BT

~~CONFIDENTIAL~~ LINDIS (SPAR/PAR) DM3A/DM4C/07209 JUL 67.

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

FOR CSAF/AFKOPFR (LT COL CORRA/AFSME (LT COL TALBOT); AFLC/MCMX
COL POWELL; WRAMA/WRND (MR. CROWLEY NAV COM STA PASS TO AFLC-LOR
(CWO THOMAS); 15AF DM 44/DM4 BR; 100SRW DSUP/DCM; 100SRW OL-20C.

SUBJECT: G/NORS REQUIREMENTS FOR SPA'S (U).

1. WE CURRENTLY HAVE A G/NORS REQUIREMENT FOR ONE EACH RECEIVER
FSN 5895-059-7516 ON REQUISITION FBA604 71822008 PRIORITY 21 FOR
NP-5 AT THE OL. LATEST INFO FROM WRNDRW/WRAMA INDICATES THAT
NONE OF SUBJECT ITEMS ARE AVAILABLE OR ON PROCUREMENT AND THAT
SUPPORT IS SIX MONTHS LEAD TIME AWAY.

~~CONFIDENTIAL~~

PAGE 2 RUCSAAA0398 ~~CONFIDENTIAL~~ LINDIS

2. WE ALSO HAVE A G/NORS REQUIREMENT FOR ONE EACH CONTROL FSN
6615-864-1029 REQUISITION NUMBER FBA604 71602008 FOR BOM 714 AT
DAVIS-MONTHAN AFB. ERD IS 4 AUG 67.

3. REQUEST AUTHORITY TO CANNIBALIZE SUBJECT ITEMS FROM CRATED BOM
AT DAVIS-MONTHAN IN ORDER TO RETURN THE CITED SPA'S TO OPERATIONAL
STATUS. UPON RECEIPT OF LIKE ITEMS FROM THE DEPOT, THEY WILL BE
REPLACED IN THE CANNIBALIZED SPA'S.

4. AN IMMEDIATE REPLY WOULD BE APPRECIATED. GP74.

BT

~~CONFIDENTIAL~~

UNCLASSIFIED

UNCLASSIFIED
~~SECRET~~

NNNNOTTSZYUW RUHHMOD0018 2270000-SSSS--RUXJDBA.

ZNY 66600 ZEL RUMSARB

OO RUMJDBA

DE RUMSARB 96C 2260425

ZNY SSSSS YOK JPCCO

O 004202 AUG 67

FM 100SRW DL-20 BIEN HOA AB RVN

TO 100SRW DAVIS MONTHAN AFB ARY

BT

~~SECRET~~ SPAR/PAR/OL-28W 10290 AUG 67.

100SRW FOR 100 OCWOCSE. REFERENCE SECRET 100SRW JOPREP JIFFY

0000 AUG 67. SURJ: EUR ON IGNITER SYSTEM (U).

(S) AN EUR IS BEING PREPARED REGARDING THE IGNITER TERMINAL DEFICIENCY. ALTHOUGH WE HAVE BEEN APPRIEZED BY RYAC PERSONNEL THAT A FIX IS IN PROGRESS AND WILL BE FORHOIVING IN THE NEAR FUTURE. WE HAVE NOT CONSIDERED INCLUDING THE USE OF TAPE AS TECH DATA REQUIREMENT AS IT IS ONLY A TEMPORARY MEASURE TAKEN DURING PERIODS OF HEAVY PRECIPITATION AFTER UPLOAD AND PRIOR TO FLIGHT. GP-3

XT

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DECLASSIFIED AT 12 YEAR
INTERVALS; NOT AUTHORIZED
DECLASSIFIED. DOD-DM 5200.10

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~~SECRET~~

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M-168

PTTSZYUW RUABKNA6319 2438235-SSSS--RUWJGBA.

~~NAV 66000~~

P 322252Z AUG 67

FM 5TH MARCH AFB CALIF

TO RUWJGBA/OL 23 BIEN HOA AB REPUBLIC OF VIETNAM

INFO RUWJGBA/12SAD D MONTANA AFB ARIZ

SUESAAR/SAC LINDI

RE: LINDI (SPAR/PAR) DM45R 03633 AUG 67.

FOR SPAR CONTACT OFFICER. FOR: OL-23/C/MO. INFO: 12SAD/DM/1035W/DM, SAC/DM4C. THIS IS A BUGLE BUG MESSAGE. SUBJECT: (SPAR/PAR) IGNITION PROBLEMS (U). REQUEST COMPLETE RUNDOWN ON PROBLEMS AND CORRECTIVE ACTION WITH RESPECT TO H-14 ENGINE START MALFUNCTION ON 25 AUG 67. SPECIFICALLY, COULD THE FUEL CONTROL HAVE BEEN THE CAUSE OF NO START PROBLEM RATHER THAN DC-133 IGNITION LEADS. WHAT WAS DISCREPANCY ON DC-133 IGNITION LEAD THAT REQUIRED REPLACEMENT. REQUEST INFO BE AS DETAILED AS POSSIBLE - REQUIRED FOR BRIEFING PURPOSES. GP-4.
BT

JIF
100C
DMC
MSC

664

PLASME
67-25

~~SECRET~~

DECLASSIFIED AT 3 YEAR INTERVAL
EXCEPT WHERE SHOWN OTHERWISE
DATE 01-01-2001 BY 1000000000

UNCLASSIFIED
~~SECRET~~

~~CONFIDENTIAL~~

UNCLASSIFIED

m 070
NNNNPFCZTUW RUWJHEA 266 2580120-CCUC--RUWJDEA.
DE RUWJHEA 266 2580030

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NY 00000

P 150230Z SEP 67
FM AFLCLOR
TO RUMSJS/OL-20 BIEN HOA AB

RUWEDUA/SAAMA KELLY AFB
RUWJDEA/12SAD DAVIS MONTHAN AFB

RUWBKNA/15AF MARCH AFB

RUCSAAAXSAC OFFUTT AFB

BT

~~CONFIDENTIAL~~ LIMDIS

LOR 1159 SEP 67. THIS IS A RIVET BIN MSG. PASS DIRECTLY TO SPAR PAR

CONTACT OFFICERS. OL-20 (COMER/COL MAKIS), 12SAD (JSTCH/COL RATTEN),
SAAMA (SAMP/MR. NAEGELIN), 15AF (DMABR/MAJ LEE), SAC (NAC/MAJ
RICHER). SUBJ: T41 ENGINE

REF 108SRU OL-20 (C) 0615Z, 12 SEP 67 (NOTAL)

1. FOR OL-20 AND 12SAD. THE J-69-T-41 CANNOT REPEAT NOT

147 VEHICLE. ALL J-69-T-41 ENGINES SHOULD BE RETURNED TO SSM AS

EXCESS TO PROGRAM REQUIREMENTS. T-41A/AND T-41-A (MOD) NOT EFFECTED.

2. FOR SAAMA. REQUEST YOU ISSUE SHIPPING INSTRUCTIONS TO REMOVE ALL
J-69-T-41 ENGINES FROM FIELD INVENTORY. THESE ENGINES ARE EXCESS

TO 147 PROGRAM REQUIREMENTS.

PAGE TWO RUWJHEA 266 ~~CONFIDENTIAL~~ LIMDIS

3. FOR OL-20. SECOND HALF OF REF MSG IS BEING ANSWERED BY SEPARATE
MSG ASAP.

GP-3

BT

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DOWNGRADE AT 12 JUL
INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED, DMC DIR 5200.10

UNCLASSIFIED

~~CONFIDENTIAL~~

0 1 8 6

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~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

NNNNPFT CZ YUW RUMJHEA 885 245 832 1-CCCC--RUMJDS A.

DE RUMJHEA 219 245 832

ZNY 00000

P 020422Z SEP 67

FM AFL QOR

TO RUMJDS/OL-28 31EN HOA AB

RUCSAAA/SAC OFFUTT AFB

RUMJDS/12 SAG DAVIS MONTHAN AFB

INFO RUCDFIA/AFLC WRIGHT PATTERSON AFB

BT

~~CONFIDENTIAL~~ LINDIS

CONFIDENTIAL/LINDIS/LOR 1899 SEP 67. THIS IS A RIVET BIN MSG. PASS DIRECTLY DT OL-28 (COMDR/CDL NAKIS); SACOM/40/CDL COL RICKER); BAF (COM/45R/MAJ LEE); 12 SAG (COM/CDL COL MOSENF); 18 SAG (COM/CDL COL RAFFERTY). PASS TO FWS ENGINE SHOP. INFO: AFLC (COM/CDL COL PONELL). SUBJECT: OIL FOR USE IN J-69-T-41A ENGINE (CD). REFERENCE OL-28 UNCLAS MSG 06388, 30 AUG 67, NOTAL, SAVE SUBJECT. THE ONLY OIL AUTHORIZED TO BE USED IN THE J-69-T-41A ENGINE IS MIL-L-7828F. NO OTHER MIL-L-7828F SHRED OUT OILS WILL BE USED, REPEAT, NO OTHER. THE REASON FOR THIS IS THAT THE 7828F IS SPECIALLY TREATED WITH A CHEMICAL TO PREVENT FOAMING AT ALTITUDES. NO OTHER SHRED OUT OILS SUCH AS TAME E/O CONTAINS THIS ANTI FOAMING CHEMICAL. THE MIL-C-8188 WILL NOT BE USED FOR FLYING, HOWEVER, IT IS AN OUTSTANDING PRESERVATIVE OIL AND MAY BE USED IN THE TEST STAND FOR GROUND ENGINE RUNS. AT ANY TIME MIL-C-8188 IS SERVICED IN THE SPA OIL TANK AN ENTRY SHOULD BE MADE IN THE SPA 781 AND TREATED AS A DISCREPANCY THAT MUST, REPEAT MUST, BE CLEARED PRIOR TO ACTUAL FLIGHT. THIS SHOULD BE A CONTINUING QCSE ITEM AS SPAS RETURNING TO THIS FACILITY ARE ALMOST ALWAYS SERVICED WITH MIL-C-8188. THIS MAY OR MAY NOT BE A DISCREPANCY AS THIS OIL IS SPECIFIED AS A PRESERVATIVE. REFERENCE: 77H-2-2, PAGE 5-15, FIG 5-2. REQUEST THIS MSG BE TREATED AS AN INTERIM CHANGE MSG UNCLASSIFIED PORTIONS MAY BE EXTRACTED AND FILED BEHIND COVER PAGE OF T.O. 77H-2-2.

GP-4

BT

~~CONFIDENTIAL~~

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~~CONFIDENTIAL~~

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~~CONFIDENTIAL~~

CZ000163
RTTCZYUW RUCSAAA0303 2411940-CCCC--RUWJDBA.
~~ZNY-CCCC~~
R 291825Z AUG 67

FM SAC
TO RUWJDBA/15AF
INFO: RUWJDBA/12SAD DPAFB ARIZ
RUEDFIA/AFLC WPAFB OHIO
RUWJDBA/NAVCOMSTA SAN DIEGO CALIF

BT
~~CONFIDENTIAL~~ LINDIS SPAT DMC 29033 AUG 67.

THIS IS A RIVET BIN MSG. FOR SPAT CONTACT OFFICER.
FOR: 15AF(DM4BR). INFO: 12SAD(180000); AFLC(MCND); AFLC/LOR
SUBJ: ANTI-WINDMILL COVERS (U).
REF LOR 1257 AUG 67.
REQUEST YOUR RECOMMENDATION FOR THE CONTINUED REQUIREMENT OF
ANTI-WINDMILL COVERS ON ALL SPA 147 VEHICLES AS PER REFERENCED
MESSAGE. (GP-4)

BT

~~CONFIDENTIAL~~

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DECLASSIFIED AS 5 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
120 DIL 6249.10

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omcy m15c 652

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PTCZ YUN RUMSCMV 06 2590000-CCCC--RUMJDBA.

ZNY CCCCC

DE RUMSJS 1073 2580630

ZNY CCCCC

P 150500Z SEP 67

FM 100SRW OL 20 BIEN HOA AB RVN

TO RUMSKNA/15AF MARCH AFB CALIF

INFO RUMJDBA/100STRAT RECON WG DAVIS MONTAN AFB ARIZ

RUCSAAA/SAC

BT

~~CONFIDENTIAL~~ LINDIS SPAR PAR/OL-28NO 08216 SEP 67.
FOR 15AF/DM4BR. INFO: 100SRW/DCM, SAC/DM4C. THIS IS A RIVET BIN
MSG. SUBJECT: STORAGE (U). REFERENCE DM4BR 0609 SEP 67 (C).
THE FIRST TWO QUESTIONS IN REFERENCED MSG CANNOT BE ANSWERED ACCURATELY
BY OL-28 AT THIS TIME. ANY INFORMATION GIVEN WOULD BE PURELY
THEORETICAL ON THE PART OF OL-28 BLUE SUIT AND CONTRACTOR PERSONNEL
TO ACCURATELY SUPPLY THIS TYPE OF INFORMATION. ENVIRONMENTAL TESTING
WOULD HAVE TO BE CONDUCTED. SUGGEST YOU CONTACT AFLC FOR MORE
COMPLETE DATA. AS TO PRESENT STORAGE METHODS, SPA ARE PRESENTLY
STORED UNDER COVER WHENEVER POSSIBLE. ADDITIONAL STORAGE SPACE
IS BEING PROCURED TO INSURE THAT NO SPA'S ARE LEFT UNCOVERED
FOR ANY LENGTH OF TIME. SPA'S ARE SELDOM LEFT IN STORAGE LONG
ENOUGH AT OL-28 FOR ANY DETERIORATION OF COMPONENTS TO SET IN.
APPROXIMATELY 5-10 SPAS COULD BE STORED OUTSIDE IN THE IMMEDIATE

PAGE 2 RUMSJS 1073-~~CONFIDENTIAL~~
AREA OF OL-28. HOWEVER, IT IS NOT OUR POLICY TO LEAVE SPA'S
OUTSIDE FOR ANY LENGTH OF TIME UNLESS ABSOLUTELY NECESSARY.
GP-3
BT

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~~CONFIDENTIAL~~

UNCLASSIFIED

~~SECRET~~

DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10
Info
100AF(1)
100MC(1)

OTTS JAW RUMHOC 1848 1800000-SSSS--RUMJ03.
ZNY 00000 ZOK JPCCO
DE RUMSARB 263C 1921
~~ZNY 00000 ZOK JPCCO~~
O 291935Z JUN 67
FM 113SRW OL20 BIEN HOA AB RVN
TO RUMTFA/15 AF MARCH AFB CALIF
INFO RUMJ03A/12 STRAT AEROSPO IV DAVIS MONTHAN AFB ARIZ
RUMJHEA/NAVCOMVSTA SAN DIEGO CALIF
BT

(u) S O R E 17214015 /1800R# EL-3040 05569 JUN 67. 151F FOR
DM4BR, 12SAD FOR 100 DCM, NAVCOMVSTA PASS TO AFLC LOR ATTN:
R.W. XJCF. SUBJ: (U) G-55 AND H-11. REFERENCE SECRET 7
VLIND IS DM4BR 05459 28 JUN 67. PART I: A. ARE BOTH ABORTS
RELATED TO OR CAUSED BY THE SAME PROBLEMS? THE FIRST ABORT
AT THIS LOCATION WAS CAUSED BY FAILURE OF THE SPI TO PASS
THE ONE SECOND TIVER TEST. REF T.O. 1476-1, NORMAL PROCEDURES,
SPECIAL SYSTEMS TESTS. THE SECOND ABORT AT THIS LOCATION WAS
CAUSED BY TWO MALFUNCTIONS: FAILURE AGAIN OF THE ONE SECOND
TIVER AND FAILURE OF THE DOPPLER MILEAGE PULSE MICRO SWITCH
WHICH CAUSED A DOUBLE PULSE TO OCCUR EACH DISTANCE PULSE. EITHER
MALFUNCTION WOULD BE JUSTIFICATION TO ABORT. B. COULD THE
PROBLEM BE DUPLICATED ON THE GROUND? THE ONE SECOND TIVER FAILURE
WAS CAUSED BY A THERMAL SENSITIVE UNIJUNCTION DIODE (2N1596).

REPEATED

(u) PAGE 2 RUMSARB 263C ~~SECRET~~
REF DESIGNATOR OR 12 OF THE 147X244-10 ROLL LITER TIVING MODULE.
PROBLEM WAS FINALLY ISOLATED BY SELECTIVELY FREEZING DIODES AND
TRANSISTORS DURING BENCH CHECKS. THE MICRO SWITCH, REF DESIGNATOR
S3 OF NAV COMPUTER MODULE WAS DETERMINED TO HAVE BOUNCING CONTACTS
WHICH CAUSED THE NOTED DOUBLE MILEAGE PULSE. C. WAS THE TIVER
PROBLEM HAS BEEN INTERMITTENT, BUT HAD OCCURRED AT DVAFB. MAINT-
ENANCE PERSONNEL AT DVAFB WERE UNABLE TO DUPLICATE MALFUNCTION.
RYAN AJVQS BEEN ALERTED TO QUALIFY TIVER MODULES UNDER FREEZING
CONDITIONS DURING ACTUAL TEST. TIVER PROBLEM IS UNIQUE TO THE
NEW PRINTED CIRCUIT BOARD MODULES. AN OLDER SERIES MODULE, FUNC-
TIONALLY IDENTICAL HAS BEEN INSTALLED IN G-55'S PROGRAMMER FOR
NEXT ATTEMPTED MISSION. THIS CONFIGURATION TESTED SUCCESSFULLY
ON CAPTIVE MISSION OF 29 JUN FOLLOWING EXTENSIVE COLD OAK.
MILEAGE SWITCH MALFUNCTION IS ATTRIBUTABLE TO NORMAL WEAR.
PART II: H-11 EVALUATION IS COMPLET AT OL-20. VEHICLE BEING
RETURNED TO AFLC LOR FOR FURTHER EVALUATION. RECOMMEND AFLC LOR
BE CONTACTED FOR DETAILS CONCERNING THEIR EVALUATION. AS REPORTS
WERE SENT BY TECH REPS DIRECT TO COMPANY, NO KNOWN DISCREPANCY WAS
FOUND OTHER THAN REPTED OVER TEMP OF ENGINE, CAUSE STILL UNKNOWN.

BCASMC
67-2533

(u) PAGE 3 RUMSARB 263C ~~SECRET~~
H. CHECKOUT IS WAITING CLEARANCE OR DIRECTION TO PERFORM TEST FLIGHT.
GP-3
BT

UNCLASSIFIED

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UNCLASSIFIED

~~SECRET~~

B-437

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PTIS JAW RUCSAA43797 1732010-0000-RUNJ03A

ZNY 00000

P 221300Z JUN 67

FM GAC

TO RUWBYNA/15AF

INFO RUWJD34/12SAD DAVIS MONTAN AFB ARIZ

RUWJ08A/122SRV DAVIS MONTAN AFB ARIZ

RUEDFIA/AFLO WPAFB OHIO

RUEDHQA/CSAF

RUWSJS/31EN HQ4 AB RVN

BT

~~SECRET~~ 12015 SPAR PAR DM4C 26567 JUN 67

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

FOR: DM4BR/15AF. INFO: 120000, 12SAD (DM), AFLO/COM, AFSYS-S.

AFXOPFR/CSAF, OL-23 CYBR.

SUBJECT: SPA-147 G-42 DISPOSITION. (U).

REQUEST YOU RETURN SPA 147 G-42 FROM OL-23 ASAP. G-42 WILL BE

RETURNED TO DAVIS MONTAN AFB. THE DRONE AND PECULIAR SYSTEMS

WILL BE COMPLETELY CHECKED OUT. G-42 WILL THEN BE PLACED IN STOR-

AGE UNTIL FURTHER NOTICE. AFSYS-S/CSAF WILL PROVIDE SAME CON-

TRACTOR SUPPORT FOR CHECKOUT OF PECULIAR SYSTEMS THAT WAS ORIGINAL-

LY PROVIDED FOR INSTALLATION AND CHECKOUT. ADVISE THIS HQS, INFO

AFLO AND CSAF WHEN VEHICLE WILL BE AVAILABLE FOR BACKHAUL. GP-3.

BT

REPRODUCED

~~SECRET~~

BCASMC
67-2412

EXCLUDED 12 12 YEAR
TERMINALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10

NNNN

UNCLASSIFIED

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UNCLASSIFIED

~~SECRET~~

NNNNZCDOA385
OTISZYUW RUMTFHA9946 2140830-SSSS--RUMJDBA.
ZNY SSSSSS-ZFHI RUMTFHA
DE RUMSAR3 13C 2140710

ZNY SSSSSS
O 2-2735Z AUG 67
FM 120500N CL 20 DIEN HOA AB RVN
TO RUMJDBA/NAVCOMMSTN SAN DIEGO CALIF
INFO RUSSAA/9AC
RUSSAA/ASADAC/NAVCOMMSTN AFB ARIZ
RUSSAA/RIGHT PATTERSON AFB OHIO

(u)

~~SECRET~~ LINDIS/SPAR/PAR/120500N CL 2000 0938 AUG 67.
NAVCOMMSTA PASS TO AFLCLOR; SAC FOR DPLCI 15AF FOR DYABR;
120500NOR 04/10000N; WRIGHT PATTERSON AFB FOR MCMX.
REFERENCE SECRET LINDIS LOR 765, 21 JUN 67. SUBJECT: 1474
ENGINE DATA. THE FOLLOWING DATA IS RELATIVE TO ENGINE PERFORMANCE
OF SP4 (M-14) (S/N 66-8195) AND (M-19) (S/N 66-8282) ON THE FLIGHTS
OF 1 AUGUST 67. M-14 DATA IS AS FOLLOWS: A. GROUND TEMP AT
TIME OF ENGINE RUN WAS PLUS 27 DEGREES CENTIGRADE. B. RPM AND
EGT SETTING WAS 101 DECIMAL 5 (101.5) PERCENT AND 730 DEGREES
CENTIGRADE. C. OAT AT MISSION ALTITUDE WAS PLUS ONE DEGREE
CENTIGRADE. D. RPM READING AT PLUSEIGHT CLIMB OUT WAS 93PER-
CENT. M-19 DATA IS AS FOLLOWS: A. GROUND TEMP AT TIME OF
ENGINE RUN WAS PLUS 26 DEGREES CENTIGRADE. B. RPM AND EGT SETT-

(u)

~~SECRET~~

PAGE 2 RUMSAR3 13C ~~SECRET~~ LINDIS
ING WAS 101 DECIMAL 5 PERCENT AND 732 DEGREES CENTIGRADE.
C. OAT AT MISSION ALTITUDE WAS PLUS ONE DEGREE CENTIGRADE
D. RPM READING AT PLUS FOUR(4) 97PERCENT. RPM READINGS
WERE NOT RECORDED AT PLUSE TWO BECAUSE THIS WAS A DOUBLE LAUNCH
AND MONITORING WAS DIVIDED BETWEEN THE TWO SP4.

GP-3
BT

~~SECRET~~

021

MISC
B-328

Inf
100C
0mC

DECLASSIFIED

BCA3mc
67-2049
2949

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

UNCLASSIFIED

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UNCLASSIFIED ~~SECRET~~

~~SECRET~~

m-930

TOTTSZYU RUHMOC1083 2478738-SSSS--RUMJDBA

ZNY SSSSS

DE RUMSRB 24C 24709

ZNY SSSSS

O 249537 SEP 67

FM 1035W OL23 BNH AB RVN

TO RUMJEA/NAVCOMSTA SD IEGO

INFO RUCSAAA/SAC

RUMJEA/5AF MARCH AFB CALIF

RUMJDBA/12 STRATAEROSPD IV DAVIS VONTHAN AFB ARIZ

RUEGFIA/AFLC

BT

~~SECRET~~ LIVOIS/SPAR/PAR/1035W OL-23W 10916 SEP 67.

NAVCOMSTA PASS TO AFLC LOR; SAC FOR DPLC; 5AF FOR DM45R, 1254D
FOR DM/DCV; AFLC FOR MCX. REFERENCE SECRET LIVOIS LOR 78, 21 JUNE
67. SUBJECT: (U) 747-H ENGINE DATA. THE FOLLOWING DATA IS RELATIVE
TO ENGINE PERFORMANCE OF SPA (H-21) (S/N 66-82882) ON THE FLIGHT OF
3 SEPT 67. A. GROUND TEMP AT TIME OF ENGINE RUN WAS PLUS 30 DEGREES
CENTIGRADE. B. RPM AND EGT SETTING WWS (102.5) 102 DEIVAL 5 PERCENT
AND 730 DEGREES. C. OAT AT MISSION ALTITUDE WAS PLUS 2 DEGREES
CENTIGRADE. D. RPM READING AT PULSE 2 CLING OF WAS 100 PERCENT.

GP-3

BT

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CZC004356
PTTS JMW RUNMT306121 1701300-SSSS-2010034
ZNY 55555
DE 7010JS 1553 1731401
ZNY 55555

P 221332Z JUN 67
FM 100SRV OL 23 BIEN H7A AS RVN
TO RUN3KNV 15 AF MARCH AFB CALIF
INFO RUNJDBA 12SAD DYA73 ARIZ
BT

(u) *pl-2*
~~SECRET~~ LINDIS/100SRV OL-23 NO 03257 JUN 67.
15AF FOR DYA3R, 12SAD FOR DM AND 133 DOW/ DCMOCSE. SUBJ: (U)
SPAR/PAR EUR. REFERENCE CONFIDENTIAL/LINDIS/SPAR/PAR/100
DCMOCSE 03724 22 JUN 67. BLUE SPRINGS MISSION REVIEW PANEL
REPORT DATED 10 JUN 67 INDICATES THAT ON THE FLIGHT OF 7
JUNE 67 FROM OL-23, SPA H-13, S/N 56-3199 EXPERIENCED UNPRO-
GRAMMED DEVIATIONS IN ENGINE RPM. THE MAXIMUM AND MINIMUM
RPM RECORDED WAS 94 PERCENT AND 92 PERCENT RESPECTIVELY THROUGHOUT
THE FLIGHT. NO OTHER SIGNIFICANT DATA IS AVAILABLE AS THE VEHICLE
WAS NOT RECOVERED. THERE ARE NO OTHER H TYPE DRONE ENGINE
RPM DEFICIENCIES KNOWN TO HAVE OCCURED IN VEHICLES AT THIS
STATION. OTHER INFORMATION OF THIS NATURE MAY BE AVAILABLE FROM
ZI SOURCES. GP-3
BT

~~SECRET~~

BCFSMC
67 2418

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REPRODUCED

UNCLASSIFIED

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UNCLASSIFIED

MISC
~~SECRET~~

B-324

021

CZ000A354
CITSZYU RUMJBOA5010 2140450-SSSS--RUMJBOA.
ZNY SSSSS ZOV RUMJBOA
DE RUMSARS SC 213152
ZNY SSSSS ZOK JPCOO
D 211525Z AUG 67
FM 100000Z CL20 BIEN HOA AB RVN
TO 100000Z RECONING DAVIS MONTHAN AFB ARIZ
BT

ACT
10001

Int
Dm (U)

DEC 11 1967

(u)

~~SECRET~~
LIMDIS/SPAR PAR/CL-23 39659 AUG 67
FOR 100000Z/000000Z. SUBJ: (U) THIS IS AN EMERGENCY U.R. 14W 03-350-
54. A. M; B. SPA-147H; C. AFLC LOR; D. A; E. 65-8913; F. S; G.
31077; H. 11121; I. OIL TANK ASSY; J. 111; K. J PRE-FLIGHT;
L. S; M. 78222; N. 3 1 JUL-31 JUL 57; O. NSL; P. 1473 1223-1;
T. 100000Z CL-20 E67-1231; R. 6 MAN HOURS; S. 78222; T. ON 24 JUL
DURING PRE-FLIGHT A CRACK WAS FOUND IN LEADING EDGE OF ENGINE AIR
INLET (BYPASS). WATER WAS LEAKING FROM THIS CRACK. A SMALL HOLE
AND 100 WAS DRILLED APPROX 3/4 OF AN INCH BACK FROM THE CO NOM LEAD-
ING EDGE OF THE ENGINE INLET. APPROX 1 GZ OF WATER DRAINED FROM THIS
HOLE. EXAMINATION OF ALL H, S AT THIS STATION REVEALS PRESENCE OF
WATER INSIDE THIS LEADING EDGE OF ENGINE INLET. AT ALTITUDE THIS
WATER WILL FREEZE, CAUSING MISSION FAILURE. U.N.; V. RECOMMEND A
SMALL HOLE BE DRILLED 3/4 OF AN INCH BACK FROM BOTTOM LEADING EDGE OF
ENGINE INTLET, TO DRAIN ANY TRAPPED WATER IN THIS AREA. EXTREME CARE
MUST BE USED IN DRILLING HOLE, TO ENSURE HOLE ISNT DRILLED INTO THE

BCASMC
67-2945

DOWNGRADED AT 12 YEAR
INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED. DDD OIR 5200.10

(u)

~~SECRET~~

PAGE 2 RUMSARS SC ~~SECRET~~ LIMDIS
OIL TANK. W. NONE; X. MCNORROW, JOHN H. SSGT, CL-20. Y. G.M. NAKIS,
CDDR.
GP-3
BT

~~SECRET~~

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~~CONFIDENTIAL~~

MISC
B-440

NNNNZC004795

PTTCZYUW RUWMTGU233 2241822-COCO--RUWJDBA.

~~CONFIDENTIAL~~

DE RUMSAF 2958 2241455

~~CONFIDENTIAL~~

P 121415Z AUG 67

FM 130SRW OL23 BIEN HOA AB RVN

TO 103STRATRECONWG DAVIS-MONTHAN AFB ARIZ

BT

~~CONFIDENTIAL~~ (U) DIS/SPAR/PAR/130SRW OL-23 25337 AUG 67.

130SRW FOR OCSE. SUBJ: (U) THIS IS AN EMERGENCY LR IAW PP-350-54.

A. "M"

B. SPA-147H

C. APLC LOR

D. "A"

E. 65-8193

F. S

G. 11037

H. 11159

I. ENGINE INLET LEADING EDGE

J. 223

K. "H" BASIC POSTFLIGHT

L. "G" REPAIRED

M. 75722

N. 3 EA 9 AUG 67 THRU 11 AUG 67

PCT
100C1

Inf
omw
dyl

DECLASSIFIED

~~CONFIDENTIAL~~

PAGE 2 RUMSAF 2953 ~~CONFIDENTIAL~~

O. NL

P. 147N 1331-1

Q. 130SRW OL-23 E67-1034

R. 6.2 MAN HOURS

S. 75722

T. DURING POST FLIGHT INSPECTION OF THE ENGINE INLET, IT WAS NOTED THAT THE LEADING EDGE SHOWED EVIDENCE OF ABRASION AND PEELING OF THE FIBERGLASS. FURTHER INVESTIGATION REVEALED THE FIBERGLASS TO BE VERY THIN AND SOFT WITH A SPLIT ALONG THE LEADING EDGE. FURTHER SPLITTING COULD HAVE RESULTED IN FRAGMENTATION WITH PROBABLE INGESTION BY THE ENGINE AND SUBSEQUENT MISSION FAILURE.

U. "N"

V. THE ENGINE INLET LEADING EDGE SHOULD BE REINFORCED WITH ONE OR MORE ADDITIONAL LAYERS OF FIBERGLASS CLOTH.

W. PHOTOS TO FOLLOW EUR

X. RICHARD C. HUTCHINSON, SSGT, OL-20 OCSE, PHONE 2361

Y. YES, GEORGE M. NAKIS, COL, OL-23 COMMANDER, PHONE 2161

G2-3

BT

DECLASSIFIED
EXEMPTED FROM AUTOMATIC
DECLASSIFICATION
DATE 12-11-2010
BY 5200.10

UNCLASSIFIED

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0210

DECLASSIFIED BY 4712
INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED, DOD DIR 5.000,
[REDACTED]

150/13
17 APR 67
248-4127
2215
COL KNIGHT

18-4-1568

Act Int
100 om

CZCDOA238

PTTE JAW RUWJHEA 632 1488255-EEEE--RUWJDBA7.

DE RUWJHEA 632 1488124

ZNY EEEEE

(P)R 180125Z APR 67

FM AFLCLOR

TO RUCSAAA/SAC OFFUTT AFB

RUWBKNAT/15AF MARCH AFB

RUWJDBA7/12SAD DAVIS NONTHAN AFB

RUWJDBA7/1144SRW DAVIS-NONTHAN AFB

RUMSJS/OL-24 DEEN HOA AB

INFO RUEDITA/AFLC WPAFB

BT

UNCLAS E F T O

LOR 466 APR 67. FOR OFFICIAL USE ONLY. THIS IS A BIG SAFARI MESSAGE. PASS DIRECTLY TO SAC (DPLC/LT COL ALLISON), 15AF (DMAHR/MAJOR LEE), 12SAD (DM/COL KNIGHT), 1144 SRW (DCM/COL WILDT), OL-24 (COL LOGAN), AFLC (MCMK/COL POWELL), PROJ RIVET STEAMER (LT COL ELLIS); SUBJECT: EUN 1488SFN ES7-25. FOLLOWING IN FOUR PARTS.

PART I. CONTRACTOR HAS COMPLETED A STUDY OF PROBLEMS AND NEW MANUFACTURING METHODS ARE BEING INCORPORATED TO ASSURE A SATISFACTORY BOND. WITH THIS FIX, A REOCCURRENCE OF THIS PROBLEM IS NOT ANTICIPATED. INTERIM PROCEDURES AS DIRECTED IN UNCLAS LOR 357 MSG DATED 1 APR 67 ARE STILL VALID.

PAGE TWO RUWJHEA 632 UNCLAS E F T O

PART II. THIS TYPE OF PROBLEM SHOULD BE ANTICIPATED ONLY AFTER CAPTIVE FLIGHT BECAUSE OF THE VIBRATION OF THE SPA WITH THE SPOILERS EXTENDED. FOR SAFETY OF FLIGHT SPOILERS MUST REMAIN EXTENDED DURING CAPTIVE FLIGHT. SPAS SHOULD BE INSPECTED AFTER EACH CAPTIVE FLIGHT AND IF NECESSARY AILERON REPAIRED AS SPECIFIED IN INTERIM FIX. IF DAMAGE REOCCURS, THE ONLY REMAINING ACTION IS TO REPLACE AILERON.

PART III. THIS PROBLEM COULD POSSIBLY PERSIST UNTIL AILERONS MANUFACTURED UNDER NEW PROCESS ARE IN THE FIELD.

PART IV. FOR PURPOSE OF ENGINEERING STUDY, REQUEST THAT AILERON REMOVED FROM H-8 BE RETURNED TO AFLCLOR, ATTN: CWO MARTIN.

BT

0214

~~SECRET~~

~~SECRET~~

UNCLASSIFIED

NNNNPTT SZ YUM RUCSAAA 0299 2622159-SSSS--RUMJDBA.

ZNY SSSSS

P 192125Z SEP 67

FM SAC

TO RUMKNA/15AF

INFO RUMJDBA/12SAD DVAFB ARIZ

RUMJHEA/AFLC/LOR NAVCONSTA SAN DIEGO CALIF

RUMSJS/BIEN HON A3 RVN

BT

THIS IS A RIVET BINDER. FOR RUMJDBA CONTACT OFFICER.

FOR: RUMJDBA. INFO: RUMJDBA/12SAD DVAFB ARIZ (02).

SUBJECT: SPA 147 H-17 DISPOSITION (02).

REQUEST SPA 147 H-17 BE RETURNED TO AFLC/LOR FOR EVALUATION IF

LOCAL REPAIR CANNOT BE ACCOMPLISHED. CHUTE ASSEMBLY AND PARTS

WILL ALSO BE SHIPPED TO AFLC/LOR. SHIPMENT CAN BE SCHEDULED ON

VAC SARD NR 1242 SCHEDULED TO DEPART 01-29 FOR DAVIS MONTHAN AFB

24 SEP 67. PLEASE ADVISE. GP-3

BT

DURING 1967
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD GIN 100-10

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15/17
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CZCDOA798

PFTS JAW RUWJHEA0116 1710135-SSSS--RUWJDBA
DE RUWJHEA 026 1710037

~~ZNY SSSSS~~

P R 200037Z JUN 67

FM AFLC/LOR

TO RUMSJS/OL-20 BIEN HOA AB

INFO RUEDHQA/CSAF WASHDC

RUCSAAA/SAC OFFUTT AFB

RUWBRNA/15AF MARCH AFB

RUWJDBA/12SAD DAVIS MONTHAN AFB

RUWJDBA/100SRW DAVIS MONTHAN AFB

RUWJAHN/NAS PT MUGU

RUEDFIA/AFLC WPAFB

BT

~~SECRET~~ LINDIS

LOR 776 JUN 67. THIS IS A RIVET BIN MSG. PASS DIRECTLY TO OL-20 (COL KIRKPATRICK, CSAF (AFSMES/LT COL TALBOT AND MR. O'NEAR AND AFXOPFR/LT COL CORRA), SAC CDPLC/LT COL ALLISON), 15AF (CMASR/MAJ 12SAD (CM/LT COL MCEVEN), 100SRW (COM/COI RAPPERTY), RIVET STEAME (LT COL ELLIS), AFLC (COM/COI ROWELL), GURJI EUR 100SRW E67-1024. REQUEST THAT VEHICLE SN 66-8192 BE RETURNED TO AFLC/LOR BY THE MOST EXPEDITIOUS MEANS AFTER COMPLETION OF INVESTIGATION BY USER/CONTR EXPERT TEAM AT OL-20. PLEASE ADVISE WHEN SHIPPING INFORMATION IS F

GP-4

BT

DECLASSIFIED ON 8 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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152(2)

2. LOAD LINE FULLLED 24 13.1 IN
3. CHUTE DESCRIPTION MARS 17 ENGAGEMENT CHUTE 24 FT MAIN CHUTE 100 FT RING SLOT
4. POSITION OF ENGAGEMENT CHUTE AT ENGAGEMENT 30 DEGREES RIGHT OF VERTICAL
5. ALT AT ENGAGEMENT 9K, AIRSPEED 55 KAS AIRSPEED LOSS 15 KAS
6. ENGAGEMENT MADE BY RIGHT POL
7. CABLE PAYOUT 150 FT.
8. REEL IN TIME 35 MIN
9. TOW CONDITION STORED
10. MARS RESUME: A SUCCESSFUL ENGAGEMENT WAS MADE ON THE SECOND PASS. REEL IN WAS NORMAL TO 200 FT. LOAD LINE VIBRATION WAS AN-COUNTERED. AIRSPEED WAS SLOWED DOWN FROM 55K TO 35K AND VIBRATION STOPPED. DOCKING WAS NORMAL. THIS NSB CLASSIFIED SECRET TO CONFORM WITH CLASSIFICATION OF PROJECT RIVET B1N. GP-3.
- BT

BCASMC
67-234

~~SECRET~~

UNCLASSIFIED

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~~CONFIDENTIAL~~

UNCLASSIFIED

02CBOA233

PTTC JAW RUM/KNAS175 1682347-0000-RUMJLBA

01 0000

151020Z JUN 57

FM 15AF MARCH AFB CALIF

TO RUM/DBA/129AD DAVIS CONTRAN REF ARIZ

RUM/SJ/BIEH HOA AB REPUBLIC VIETNAM

BT

Act
105AM
12PM(1)

(u)

~~CONFIDENTIAL~~ (SPAR/PAR) DM/DBA/129AD 151020Z JUN 57.

FOR 100SRW/DCM, 100SRW/OL-20 (C); INFO: 129AD/DI.

FOR SPAR/PAR CONTACT OFFICERS.

THIS IS A RIVET BIN MESSAGE.

SUBJECT: (SPAR/PAR) J-27 (U).

REQUEST COMPLETE STATUS BE FURNISHED THIS HQ ON SPA 147 J-27.

RECORDS THIS HQ INDICATE THIS VEHICLE HAS BEEN OUT OF COMMISSIONS

SINCE 12 MAY. THE SUPPLY STATUS REFLECTED AGAINST THIS VEHICLE

FOR THE PERIOD 15 MAY TO 14 JUNE SHOWS NINE INDIVIDUAL S-VORS

LISTINGS, FIVE ANORS LISTINGS, AND 12 M-WORS REQUISITIONS. OF

SPECIFIC INTEREST ARE MAINTENANCE ACTIONS PERFORMED CURRENT

CONDITION OF THE VEHICLE, ACTIONS TO BE TAKEN AND A COMPLETE

LISTING OF PARTS REQUIRED TO RETURN THE VEHICLE TO AN IN

COMMISSION STATUS. GR-4.

BT

DOUGMADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS,
DOL DIA 5300, LO

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REF: 105AM

UNCLASSIFIED

~~CONFIDENTIAL~~

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1504A

REPRODUCED

DECLASSIFIED AT 12 11/01
AUTHORITY: E.O. 13526
DATE 01/11/01 BY 60322 UCBAW/STW

~~SECRET~~

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SECRET - INFORMATION 1992M OF-5992 03503 70M 01* 2VC FOR D02BV
BL

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Ры

M-979

OTTSZYUW RUWMTGU6542 2571400-SSSS--RUWJDBA.

~~ZNY SSSSS~~

DE RUMSARB 79C 2571038

~~7NY 5555~~

0 141035Z SEP 67

FM 100SRW OL 20 BIEN HOA AB RVN

TO RUWJHEA/NAVCOMMSTA SAN DIEGO CALIF

INFO. RUWJDBA/12STRATAEROSPDIV DAVIS MONTHAN AB ARIZ

RUWJDBA/100STRATRECONWG DAVIS MONTHAN AFB ARIZ

BT

(U) ~~SECRET~~ /LINDIS/OL-20MO 11225 SEP 67.

NAVCOMMSTA (PASS TO LOR), FOR 12SAD(D.), 100SRW (DCM). SUB
COMPLIANCE WITH TCTO 10-147X-608 DTD 5 SEP 67. THIS STATION IS
EXPERIECING DIFFICULTY ON COMPLIANCE WITH SSBJ TCTO ON SPA'S
NX-10 AND J-14. AFTER REMOVAL OF OLD RIVITS PN AN-426-1117AD-2
IAW SUBJ TCTO AND UPON ATTEMPTING INSTALLATION OF DEUTSCH FASTN
PN 6950-5-05-8 ON THE RIVET HOLES WERE THEN TOO LARGE CAUSING
DEUTSCH FASTNERS TO PULL TO FAR THRU RIVET HOLE AND BEING

33000000

1000
0m(1)

B 622

BCMSme
67-3587

DOWNLOADED AT 12 12 12
 TIME: 12 12 12 NOT AFTER 12 12 12
 DELETED, 001 12 12 12
 DELETED, 001 12 12 12

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0245

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~~SECRET~~

C AND STEM COULD NOT BE SNAPPED OFF. REQUEST PERMISSION TO
COUNTER BORE RIVET HOLES TO 3/16 INCH AS ON H MODELS AND INSTALL
HMIT NAS 1398C6-7 OR WOULD IT BE PERMISSABLE TO USE A SUBSTITUTE
VET OF EQUAL SHEER STRENGTH SUCH AS A 5/ -12(7 9)5. IF CM4)4-
ERBOCQING TO 3/16 INCH IS ACCEPTABLE REQUEST TWO ADDITIONAL KIT "A"SS

BINSHIPP2D ASAP. FURTHER REQUEST PERMISSION T
STALL OLD TYPE AN-

426-2117AD-5 RIVETS ON ABOVE SPA'S UNTIL GROUNDING DATE BY TCTO.

GP-3

BT

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~~CONFIDENTIAL~~

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OTT CZ YUN RUHMMO 1491 258888-CCCC--RUWJDBA.

~~ZNY 00000~~

DE RUMSARB 84C 258885

~~ZNY 00000~~

O 0805Z SEP 67

FM 100SRW OL28 BIEN HOA AB RVN

TO RUMKMA/BAF MARCH AFB CALIF

INFO RUWJDBA/12SAD DAVIS MONTAN AFB ARIZ

RUWJDBA/100SRW DAVIS MONTAN AFB ARIZ

BT

~~CONFIDENTIAL~~ LIND IS/SPAR/PAR/100SRW OL-28MO 16216 SEP 67.

FOR: BAF/DN4BR. INFO: 12SAD/DM, 100SRW/DCM. FOR SPAR/PAR CONTACT

OFFICERS. THIS IS A RIVET BIN MSG. SUBJECT: (SPAR/PAR) J-14 (U).

REF CONFIDENTIAL LIND IS (SPAR/PAR) DN4BR 1566 SEP 67. THIS MSG

IN 4 PARTS. PART 1: IN ORDER TO BRING J-14 TO OPERATIONAL READY

STATUS THE FOLLOWING COMPONENTS IN ADDITION TO THE ENGINE ARE

REQUIRED. F/C RISER CABLE ASSY (1 EA) P/N 147E-182-1, T.O. 147 G-4,

FIG. 57, INDEX 95. FAIRING ASSY (1 EA) P/N 147N-1238-14, T.O. 147

G-4, FIG 5. FAN AND HEETER ASSY (1 EA) P/N V29710-425-9, T.O. 147J-4,

FIG 2, INDEX 30. PART 2: UPON RECEIPT OF ITEMS LISTED IN PART 1,

IT IS ESTIMATED THAT THE FOLLOW CLOCK HOURS WILL BE REQUIRED TO BRING

J-14 TO OPERATIONAL READY STATUS. ENGINE INSTALLATION-2 HOURS,

AIRFRAME ASSEMBLY-12 HOURS AND CONSOLE RECYCLE-35 HOURS.

PART 3. ALL SHEET METAL WORK HAS BEEN ACCOMPLISHED AND NOSE INSTAL-

~~CONFIDENTIAL~~

PAGE 2 RUMSARB 84C ~~CONFIDENTIAL~~ LIND IS

LATION COMPLETED. PART 4: FOR 100SRW/DCM. A REPLY TO OUR SECRET/

LIND IS/OL-28MO 11225 SEPT 67 IS ALSO NEEDED ASAP.

GP3

BT

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NNNNFTCZ YUW RUMSKNA6118 257000-CCCC--RUMJDBA.

ZNY CCCCC

P 032117Z SEP 67

FM 5AF MARCH AFB CALIF

TO RUMSJS/B IEN HOA AB RVN

INFO RUMJDBA/12 SAD O MONTAN AFB ARIZ

BT

~~CONFIDENTIAL~~ INFO IS (SPAR/PAR)/DMABR 1365 SEP 67.
FOR 100SRW/OL-28 (C). INFO: 100SRW/DM, 12 SAD/DM. FOR SPAR/PAR
CONTACT OFFICERS. THIS IS A RIVET BIN MESSAGE. SUBJECT: (SPAR/
PAR) J-14 (U). REQUEST DETAILED REPORT BE FURNISHED THIS HQ ON
MAINTENANCE STATUS OF J-14. ACTION IS BEING TAKEN TO PROVIDE
REQUIRED ENGINE FROM HOME STATION. IT IS IMPERATIVE THAT THIS
VEHICLE BE MADE OPERATIONALLY READY ASAP. INFORM THIS HQ OF ANY
PROBLEMS OR ASSISTANCE REQUIRED FOR RETURNING IT TO THIS CONDITION.

GP-4.

BT

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~~CONFIDENTIAL~~

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~~CONFIDENTIAL~~

M 763

FTICZ YUN RUNJHEA 336 2452300-CCCC--RUNJ03A.

DE RUNJHEA 336 245195A

ZNY 00000

P R 221957Z SEP 67

FM AFLC OR

TO RUNJ03A/12SAD DAVIS MONTAN AFB

INFO RUCSAAA/SAC OFFUTT AFB

RUEFIA/AFLC & PAFB OHIO

RUNBNA/BAF MARCH AFB CALIF

RUNJSJ/DL-23 BIEN HOA RVN

BT

~~CONFIDENTIAL~~ LING IS/LOR 1107 AUG 67.

THIS IS A RIVET 3IN MSG. PASS DIRECTLY TO 12SAD/DCO COL KELLER AND DCM COL RAFFERTY. INFO: 12SAD/DCM LT COL VOELEN; SAC/DCO LT COL ALLISON. PASS TO DM4C/DOTA; AFLC/DMX COL POTELU; 12AF/DOTA COL BROWN AND DM4B MAJ LEE; DL-23/COMOR COL NAKIS PASS TO MR GENE RAYMOND. SUBJECT: W7S ELEVATOR RESPONSE TO OLIVS SIGNAL (U).

1. REFERENCE W7S ABORT AT DAVIS MONTAN AFB, 31 AUG 67. TO PREVENT THIS PROBLEM FROM OCCURRING AGAIN REQUEST THAT EACH LCO AND FLIGHT CONTROL TECHNICIAN BE THOROUGHLY BRIEFED AS TO WHAT OCCURRED AND HOW TO PREVENT REOCCURRENCE.

PAGE TWO RUNJHEA 336 ~~CONFIDENTIAL~~

2. PROBLEM: DURING REMOTE AND/OR DIRECT CHECKS, WHILE CHECKING ELEVATOR RESPONSE TO A OLIVS SIGNAL, WITH TOO LOW AND/OR NO AIRSPEED, THE ELEVATORS WILL DRIVE DOWN. TECHNICIANS OR LCO WHEN MAKING THIS CHECK IS ONLY INTERESTED IN THE INTERGRATION OF THE SIGNAL, (BY LIGHT INDICATION AND/OR ELEVATOR MOVEMENT). WHEN INTERGRATION SIGNAL IS ASSURED, INPUT SIGNAL MUST BE CORRECTED BY COMMAND OF STRAIGHT AND LEVEL AND/OR SERVO CUTOFF. IF THE OLIVS SIGNAL IS PERMITTED TO CONTINUE ELEVATORS WILL CONTINUE TO DRIVE. THIS MAY PERMIT THE INTEGRATOR POTENTIOMETER TO EXCEED ITS LIMITS ON THE LOW SIDE AND ENTER IN READING FROM THE HIGH SIDE, CAUSING ABRUPT REVERSAL OF THE ELEVATORS. THIS SITUATION CAN NOT HAPPEN WHILE SPA IS IN FREE FLIGHT AS THIS IS A FUNCTION OF AIR SPEED SCHEDULE.

3. THERE ARE SOME 34 AREAS IN TECH DATA THAT THIS COMMAND IS CHECKED, TO ADD CAUTION NOTES TO EACH OF THESE AREAS IS NOT FEASIBLE AT THIS TIME. PRIME CONTRACTOR HAS BEEN REQUESTED TO RECOMMEND CORRECTIVE ACTION, I.E. ENGINEERING CHANGE AND/OR TECH DATA CHANGE. YOU WILL BE ADVISED THE RESULTS OF THEIR INVESTIGATION.

GP-3

BT

UNCLASSIFIED

~~CONFIDENTIAL~~

CONFIDENTIAL
INTERVALS: NOT AUTHORIZED
DECLASSIFIED, EOD 000 000

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CZCDOA105
QTSZYUW RUWMTGU4594 2081000-SSSS--RUWJDBA.

ENV 0000

DE RUMSARB 93C 1920815

ENV 0000

0. 110010Z JUL 67 ZFG

1. 100SRW OL 12 BIEN HOA AB RVN

2. 100SRW OL 12 BIEN HOA AB RVN

BT

3. 100SRW OL 12 BIEN HOA AB RVN

12. SAD FOR 100SRW (DCMCOA). SUVS: (U) THESE ARE EMERGENCY AFTO
FORMS 22. THIS MSG IN EIGHT PARTS. PART I. THE FOLLOWING SEVEN
CHANGES ARE IAW T.O. 00-5-1, PARA 8-32 ON PAGE 8-3. PART I.

4. 100SRW OL-20 E67-1094

5. RTM-147H-2CL

6. 1 DEC 1966

7. 15 JAN 1967

8. 12-1

9. 2A

10. N/A

11. DEFICIENCY: OMIT STEP 2

RECOMMENDED CHANGE: STEP 2A SHOULD

READ LAUNCH POWER SWITCH ON.

PART III.

1. 100SRW OL-20 E67-1095

5. RTM-147; 22CL

PAGE 2 RUMSARB 93C-SECRET LINDIS

6. 1 DEC 1966

7. N/A

8. 12-4

9. AFTER STEP M

10. N/A

11. DEFICIENCY: NO STATEMENT TO SHUT LAUNCH POWER SWITCH OFF. RECO-
MENDED CHANGE: DD AFTER STEP M. LAUNCH POWER SWITCH OFF.

PART IV.

4. 100SRW OL-20 E67-1096

5. RTM-147H-2CL

6. 1 DEC 1966

7. 15 FEB 1967

8. 12-5

OM WG

10. N/A

11. DEFICIENCY: OMIT STEP 2G. RECOMMENDED CHANGE: STEP 2G SHOULD
READ LAUNCH POWER SWITCH ON.

UNCLASSIFIED

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UNCLASSIFIED

RT V.
1. 100SRW OL-20 E67-1097
5. RTM-147H-2CL

PAGE 1 RUMSARO 93C ~~SECRET~~ LINDIS

6. 1 DEC 1966

7. 15 FEB 1967

8. 12-14

9. 2A(5)(A) 2

10. N/A

11. DEFICIENCY: OMIT STP 3D(5)(A)2. RECOMMENDED CHANGE: STEP

(6)

5)(A)2 SHOULD READ LAUNCH POWER SWITCH OFF.

PART VEE.

4. 100SRW OL-20 E67-1099

5. RTM-147H-2CL

6. 1 DEC 1966

7. 15 FEB 1967

8. 12-21/12-22

9. 3JJ

10. N/A

11. DEFICIENCY: OMIT STEP 3JJ. RECOMMENDED CHANGE: STEP 3JJ SHOULD READ LAUNCH POWER SWITCH OF.

PART VI.

4. 100SRW OL-20 E67-0098

5. RTM-147H-2CL

~~SECRET~~

PAGE 2 RUMSARO 93C ~~SECRET~~ LINDIS

6. 1 DEC 1966

7. 15 FEB 1967

8. 12-14

9. 2A(5)

10. N/A

11. DEFICIENCY: OMIT STEP 2A(5). RECOMMENDED CHANGE: STEP 2A(5) SHOULD READ LAUNCH POWER SWITCH ON.

PART VIII.

4. 100SRW OL-20 E7-1108

5. RTM-147H-2CL

6. 1 DEC 1966

7. N/A

8. 12-42

9. AFTER STEP J

10. N/A

11. DEFICIENCY: NO STATEMENT TO SHUT LAUNCH POWER SWITCH OFF. RECOMMENDED CHANGE: INSERT AFTER STEP J LAUNCH POWER SWITCH OF.

12. RICHARD C. HUTCHINSON, SSGT, OL-20 QCA.

GP-3

BT

~~SECRET~~

UNCLASSIFIED

0 2 4 5

~~SECRET~~

PT AFLQOR
TO RUEFDIA/AFLC WPAFB
RUOSAAA/SAC OFFUTT AFB
RUMJXNA/15AF MARCH AFB
RUMJDBA/12SAD DAVIS MONTHAN AFB
RUMJSB/CL-23 31EN HOA AB
RUMJABA/NAS PT MUGU

LOR 962 AUG 67. THIS IS A RIVET 3IN MSG. PASS DIRECTLY TO AFLC (CMCIX/ COL POWELL), SAC (DPLC/LT COL ALLISON AND DMAC/LT COL RICKER), 15AF (CM4BR/MAJ LEE), 12SAD (123DCM/COL RAFFERTY), OL-28 (COMDR/COL NAKIS), RIVET STEAMER (LT COL ELLIS). SUBJ: EUR 1208RV E57-49, -51, -52 AND 53. 1. THE FOLLOWING IS PROVIDED FOR PLANNING PURPOSES ONLY.

C. LOR WILL ISSUE TCTO TO PROVIDE SPOILER IN/OUT SWITCH ON DCP.

PAGE TWO RUJUEHA 261 ~~SECRET~~ LINDIS SPAR/PAR
2. THESE T.O. CHANGES AND TCTO WILL BE ISSUED ASAP.
3. THIS IS INTERIM ACTION ON SUBJ EURS.

GA-4
H

~~SECRET~~

NNN

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007175

~~SECRET~~

m 261

PT SZ YYY RUKBNA5029 2752223-SG3S--RUM,IDA

~~INVESTED RUBLES~~

P. 113 of 57

WYOMING TECH AFB CALIF

UNITED STATES OF AMERICA

RECEIVED BY THE DIRECTOR, FBI, 11/11/64

INFLUENZA A VIRUS

LINE IS (SPAR/PART) ON 4E 2539 01 87

FOR: 122SRW/JL-23 (C), 122SRW/DCM, INFO: SAC/DX45, 123AD/OM.

FBI SMO/PWR CONTACT OFFICERS. THIS IS A RIVET IN MESSAGE.

SYNOPSIS: 10 OCT 67. SUBJECT: (S/P/R) SPECIAL TECH REP

REPORT OF 12 SEP 01-20 (U). REQUEST STATUS/ACTION ON FOLLOWING
ITEMS:

1. PAR 18-10A(4) (C) REFERENCE PARA "9 SEPTEMBER": ADDRESS STATUS OF COMPLIANCE TO O ID-147X-49, EXCEL 87 CIRCULARIZATION WAVE GUIDE), AND ACTIONS TAKEN REGARDING SAME IN REFERENCE WITH WAVE SWATHION AND CL-28. (G) PARAGRAPH "7 SEPTEMBER": IS THERE ANY KNOWN HISTORY ON THE DOPPLER FLIGHTLINE TEST SET (S/N4600) WHICH WOULD SHED LIGHT ON DISCUSSED UNAUTHORIZED MODIFICATION. IF POSSIBLE, MAKE A DETERMINATION ON THE ORIGIN OF THIS MOD. SUGGEST IT BE DISCUSSED WITH APPROPRIATE SPECIALISTS AND THAT PERSONNEL

PAGE 2 RUMBNIA6329 ~~SECRET~~ LINDIS

BE CRITICIZED AGAINST THE PERFORMANCE OF SUCH ACTIONS. (C) 2ND
PARA UNDER "OBSERVATIONS": MR. WEAVER IMPLIES TCO KITS TO UPDATE
NOG ALTITUDE INDICATORS OC-130 FOR 147H ARE AVAILABLE. WHAT IS
STATUS THIS ITEM IN REGARD TO AVAILABILITY AND ACTIONS TAKEN TO
PROCURE/PROVIDE. (D) "RECOMMENDATION": REQUEST YOU TAKE EVERY
POSSIBLE ACTION TO INSURE THAT SPA DEPLOYED FROM DAVIS-MONTHAN TO
CL-20 ARE "CLEAN" VEHICLES, BOTH IN REGARD TO TCO'S AND DIS-
CREPANCIES. SPECIFIC INSTANCES MAY DICTATE VARIANCES TO THIS RULE
(AT TIME OF SHIPMENT EXCEPTIONS WILL BE STATED). SHOULD DEPLOYMENT
IN THE FUTURE BE MADE DIRECT FROM THE CONTRACTOR, THE SHIPMENT OF
VEHICLES WITH OUTSTANDING UNIT LEVEL TCO'S MAY HAVE TO BE ACCEPTED.
IN THIS CASE THE KITS WILL BE INCLUDED WITH EACH VEHICLE.

2. FOR CL-20. (A) "OBSERVATIONS", FIRST PARAGRAPH: REVIEW APPROPRIATE ACTION BE TAKEN TO AMEND TECH DATA TO INCLUDE IMPROVED DETAILED PROCEDURES AND TECHNIQUES FOR MAKING BANK ANGLE ADJUSTMENTS TO ROLL LIMITER. NOTIFY THIS HQ OF ACTION TAKEN AND DATE. (B) ON PREVIOUS REPORT, THERE IS NO INDICATION OF TRAINING PERFORMED IN PROGRESS. REQUEST STATUS.

3. (4) FOR ALL ACTION ADDRESSEES: REQUEST ADDED COMMENTS AND
REFERENCED ITEMS. DIRECTED FOR SPECIFIC ANSWER TO: [REDACTED]

PAGE 3 RU5KNA6029 ~~SECRET~~INDIS

HAVE THE EFFECT OF UPDATING THE STATUS OF THIS REPORT. (U)

CURRENTLY WORKING ON PROBLEM ASSOCIATED WITH HEADLINE OFFENSE

FACTOR (OBSERVATION NO. 3), GP-4.

5

UNCLASSIFIED

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 BDCS
 TSTMB

ET

PAGE 2 RUMSJS 0735 UNCLAS E F T O

BT

UNCLASSIFIED

~~SECRET~~

318

M-991

PTTS JAW RUCSAAA0298 1832 835-SSSS--RUMJ034.

ZNY 66666

P 292020Z JUN 67

FM SAC

TO RUEFIA/AFLC

INFO RUEOHQA/CSAF

RUEBKNA/15AF

RUELMVA/15AFV ROBIN AFB GA

RUMJ034/12 SAG DMABR ARIZ

RUMJICA/NV COMVST 1 SAN DIEGO CALIF

BT

REPRODUCED

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

2/6
120m(1)
100m(1)

(u)

SECRET LINDS PAR SPAR DM33 26239 JUN 67.

THIS IS A RIVET BIN MSG. FOR SPAR CONTACT OFFICER. FOR: AF/C
(MCMX). INFO: CSAF (AFSME-S/AFKOPER), 15 AF COMABR, 15AFV
(KRNSE/15R WISH), 12 SAG DMV, NAV COMVST 1 (AFLC/LOR). SUBJECT:
AGE JUSTIFICATION (U). JUSTIFICATION FOR PROCUREMENT OF AN
ADDITIONAL AUTO-PILOT CONSOLE FOR PROJECT "RIVET BIN" IS AS
FOLLOWS:

1. THE PRESENT AUTO-PILOT CONSOLES HAVE BEEN USED AN AVERAGE
OF 35.1 HOURS PER MONTH. 124 CONSOLE CHECKS WERE ACCOMPLISHED
DURING THE MONTH OF MAY AND UTILIZATION WAS IN SOME CASES AS
MUCH AS 18 HOURS PER DAY.
2. A BACK LOG OF NINE (9) EACH SPA-147'S ARE IN STORAGE AND

BCASMC
67-2524

~~SECRET~~

UNCLASSIFIED

0256

UNCLASSIFIED

PAGE 2 RUCSAAA0098 ~~SECRET~~ ~~SECRET~~
AWAITING CHECKOUT IN THE INVENTORY AT DVAFB. WITHOUT AN
ADDITIONAL CONSOLE AT DVAFB AT ALL TIMES, THE BACK LOG WILL
BECOME EXCESSIVE AS DELIVERY TO DVAFB KEEPS INCREASING.
3. WITH ONLY ONE (1) CONSOLE AVAILABLE AT DAVIS-MONTGOMERY, THERE
WOULD BE NO BACKUP IN THE EVENT OF A BREAKDOWN. THIS WOULD LEAD
TO A SERIOUS STOPPAGE, AND DELAY IN COMBAT GROUND TRAINING.
4. THE UTILIZATION PROBLEM WITH THESE CONSOLES WILL BE COM-
POUNDED IF THE 100TH HAS TO PROVIDE TRAINING FOR APPROX 50
PERSONNEL OF ANOTHER COMMAND. THE QUANTITY OF TRAINING THAT
WILL BE GENERATED FOR THIS LARGE NR OF PERSONNEL WILL
NECESSITATE THE ABSOLUTE USE OF THE AUTO-PILOT CONSOLE FOR
THIS PURPOSE, LEAVING ONLY ONE FOR THE USE OF THE 100TH
REQUIREMENT AT DVAFB. WITH ONLY ONE CONSOLE ON STATION THE
COMBAT FALCON PROGRAM OR THE CURRENT 100TH MISSION WILL BE
HAMPERED.
5. IN THE EVENT OF A SECOND OL ON A SHORT NOTICE THE
AVAILABILITY OF A CONSOLE IS PARAMOUNT FOR THE SUCCESSFUL
COMPLETION OF ALL MAINTENANCE AND CONFIDENCE CHECKS THAT
HAVE TO BE PERFORMED PRIOR TO HAVING AN SPA-147/BOV-34A IN
COMMISSION, AND READY FOR LAUNCH. HAVING THE CONSOLE ON

PAGE 3 RUCSAAA0098 ~~SECRET~~ ~~SECRET~~
HAND WOULD AVOID MANY LOGISTIC PROBLEMS.
6. REQ IMMEDIATE PROCUREMENT OF AN ADDITIONAL AUTO-PILOT CONSOLE
WITH INFORMATION PROVIDED TO WRAVA (WRNSEA/R WISH) FOR INCLUSION
IN TA 101. PLEASE ADVISE. GP #3
BT

~~SECRET~~

BCASMC
67-2524

NNNN

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NNNNCZCD7A536

PFTS JAW RUWJHEA3909 1870309-SSSS--RUWJDBA.
DE RUWJHEA 744 1870105

ZNY SSSSS

P R 060105Z JUL 67

FM AFLCLOR

TO RUCSAAW/SAC OFFUTT AFB

INFO RUEDFIA/AFLC WRIGHT PATTERSON AFB

RUWBNVA/15AF MARCH AFB

RUWJDBA/12SAD DAVIS MONT HAN AFB

BT

~~SECRET~~ (LIMDIS)

LOR 350 JUL 67. THIS IS A RIVET BIN MSG. PASS DIRECTLY TO SAC(DPLC/LT COL ALLISON AND DM4C/LT COL RICKER), AFLC(MCMX/COL POWELL), 15AF(DM43R/MAJOR LEE), 12SAD(DM/LT COL MCEVEN), 100SRV(DCM/COL RAFFERTY). SUBJ: ALTITUDE AIRSPEED SIMULATOR (U).

1. THE FOLLOWING OPS IMMEDIATE (S) MSG, OL-20, 08653, 1 JUL 67, IS RETRANSMITTED FOR YOUR INFORMATION AND ACTION.

QUOTE. NAV COMM STA PASS TO AFLCLOR. FROM CAPT MCDANIEL.

SUBJ: (U) VISIT REPORT NUMBER SEVEN. DURING AUTO PILOT/ELECTRICAL CONSOLE RE-CHECK OF H-12 PRIOR TO SCHEDULED FLIGHT WE REQUESTED A VERIFICATION OF THE AIRSPEED SCHEDULES USING BOTH THE GARRET SIMULATOR AND THE MANOMETER CONSOLE. THIS RE-CHECK REVEALED AN AVERAGE DIFFERENCE OF TEN (10) KNOTS IN THE AIRSPEED SCHEDULE. IN ALL CASES THE

PAGE TWO RUWJHEA 744 ~~SECRET~~ (LIMDIS)

GARRET CAUSED THE SCHEDULE TO BE LOW. THE MANOMETER CONSOLE WAS CALIBRATED WITHIN THE PAST SEVEN(7) DAYS AND MUST BE CONSIDERED THE MORE ACCURATE. AN EUR IS BEING SUBMITTED BY LOCAL PERSONNEL. IN THE INTERIM WE HAVE RECOMMENDED THAT NO HIGH ALTITUDE VEHICLE BE FLOWN UNTIL THE AIRSPEED SCHEDULE HAS BEEN VERIFIED USING THE MANOMETER CONSOLE AS THE STANDARD. THE TECH DATA NOW HAS NO PROVISION FOR USING THE MANOMETER/BAROMETER CONSOLE AS A BACKUP FOR THE GARRET SIMULATOR. THE SUGGESTED PROCEDURE IS TO CONNECT THE GARRET CONTROLS TO THE MANOMETER/BAROMETER COMBINS THUS BYPASSING THE GARRET INSTRUMENTS AND MANOMETER CONSOLE PUMP. THE INSTRUMENTS AND PUMP ARE THE WEAKEST COMPONENTS OF EACH UNIT. THE MAINTENANCE PERSONNEL ARE PROFICIENT ON OPERATING THE MANOMETER CONSOLE. REQUEST INTERIM AUTHORITY TO USE THE MANOMETER UNTIL SUCH TIME AS THE EUR HAS BEEN PROCESSED AND FINAL PROCEDURES ESTABLISHED. GP-3. UNQUOTE.

2. THE FOLLOWING UNCLAS MSG LOR 041,2 JUL 67, IS RETRANSMITTED FOR YOUR INFORMATION AND ACTION. QUOTE. THIS IS A PROJECT RIVET BIN MSG. FOR OFFICIAL USE ONLY. PASS DIRECTLY TO COMMANDER OL-20 08653, 1 JUL 67.

INTERIM AUTHORITY IS GRANTED TO UTILIZE THE MANOMETER UNTIL SUCH TIME AS FINAL EUR ACTION IS COMPLETED. UNQUOTE.

3. REFERENCE OL-20 08653 QUOTED ABOVE. AFLCLOR WAS INSTRUCTED THE CON-

UNCLASSIFIED

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UNCLASSIFIED

PAGE THREE RUMJHEA 744 ~~SECRET~~ (LINDIS)
TRACTOR TO PREPARE TCTO TO REPLACE 400 CPS ALTITUDE AIRSPEED WITH
MORE RELIABLE 60 CPS. THIS TCTO WILL PROVIDE A UNIT WITH MORE ACCURACY
AND RELIABILITY. THE PUMP OPERATION IS REDUCED IN CPS BY RATIO OF TEN
(10) TO ONE (1). THE 400 CPS UNIT WILL BE STORED IN EACH MSK IN THE
QUANTITIES NOW INDICATED IN T/A 101.

4. TCTO WILL REQUIRE A MINIMUM OF 90 DAYS TO PROVIDE KITS. DURING THIS
INTERNAL PERIOD IT IS RECOMMENDED THE FOLLOWING ACTION BE TAKEN.

A. CONTINUE PREPARATION OF CLIMB DIVE SCHEDULES UTILIZING METHOD
OUTLINED BY THE SUBJECT OL-20 MSG.

B. ALTERNATE METHOD COULD BE USED BY CHARTING GARRET SIMULATOR
ERROR AS CALIBRATED AGAINST PMEL STANDARDS AND COMPARED TO MANOMETER
CONSOLE.

C. PERMISSION IS GRANTED TO USE EITHER OF THESE METHODS IF SAC
AGREES.

GP-3

BT

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

BCASINC
67-2592

OF 100 (10) KNOTS IN THE AIRSPEED SCHEDULE. IN ALL CASES THE
AND THE MANOMETER CONSOLE. THIS RE-CHECK REVEALED AN AIRSPEED DIFFERENCE
REPLICATION OF THE AIRSPEED SCHEDULES USING BOTH THE GARRET SIMULATOR
CONSOLE RE-CHECK OF H-15 PRIOR TO SCHEDULED FLIGHT RE RECORDED A
2037: (0) AIRSPEED REPORT NUMBER SEVEN. DURING AUTO PILOT RECHECK
NOTE: HAV CONN 21A PASS TO AIRCRAFT. FROM CABL WCDAMIER.
RETRANSMITTED FOR YOUR INFORMATION AND ACTION.

1. THE FOLLOWING OBS IMMEDIATE (2) MSG. OF-50. 2222. 1 JUL 61. IS

ATTENTION: AIRSPEED SCHEDULES (01)
AUGUST 1961. 1220 (DAMIER) (01) (GENERAL) 1222 (DAMIER) (01) (GENERAL)
FOR ATTENTION AND DAMIER (01) (GENERAL) AIRCRAFT (01) (GENERAL) 1222 (DAMIER)
FOR 222 JUL 61. THIS IS A BUREAU OF AIRSPEED DIRECTOR TO SAC (DAMIER)
~~SECRET~~ (LINDIS)

BT

RUMJHEA 1220 DAVIS MONTANA AFB
RUMJHEA 1220 MARCH AFB
INFO BUREAU OF AIRSPEED BATTERSON AFB
TO BUREAU OF AIRSPEED OFFICE AFB
FM AIRCRAFT

6 6 222122 JUL 61

~~SECRET~~

DE RUMJHEA 144 121022
1212 744 RUMJHEA 1220 121022-2222-RUMJHEA
UNCLASSIFIED

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0 2 6 0

UNCLASSIFIED

~~CONFIDENTIAL~~

NNNNZC000226

PTTCZYU RUCAAA3541 2102313-0000--RUWJD3A.

ZNY 00000

P 040100Z AUG 67

FM SAC

TO RUWJD3A/15AF

INFO RUWJD3A/125AD DHAFF ARIZ

RUISJG/BIEN HON AB RVN

BT

~~CONFIDENTIAL~~ LINDIS SPAR PAR DIAO 23237 AUG 67.

THIS IS A ROUTE DIRM MESSAGE. FOR CHAIRMAN CONTACT OFFICER.

FM: DHAFF/15AF. INFO: 100001/125AD; OL-23 (C).

SUBJECT: DIR 515 TACALFTG/DIAO 32016 JUL 67 IS SLOTTED FOR YOUR INFORMATION. QUOTE.

FM: RUWJD3A/15AF; INFO: TAC COMB, MAC COMB, PACAF (PTM), ATO (ATM), SAC COMB, USAF COMB, OAS (AFIAC-R2), AFLO (CMT AND SO), ASI (ACIS), 12AF COMB, SSG (CMT), 2AF COMB, ALL OTHER DI. SUBJ: DIR SUBMITTED 1/A/W T.O. 30-350-34.

A. 1

B. 0-1000

C. 0

D. 1

E. 00-7000

F. 7

~~CONFIDENTIAL~~

(u)

PAGE 2 RUCAAA3541 ~~CONFIDENTIAL~~ LINDIS

G. 27077

H. 30025

I. VALVE HOUSING ASSEMBLY - SERIAL NUMBER 02177.

J. 240, FAILED TO OPERATE.

K. 0, INFLIGHT - NO ABORT.

L. R, REMOVED AND REPLACED.

M. 7000

N. 1 EACH

O. 1010-334-4339

P. 570000 P3

Q. 510TAW-E-67-5

R. 2.5 MANHOUS

S. 90007

T. DURING FLIGHT NUMBER THREE (3) PROP STARTED BEATING IN NORMAL.

WHEN SWITCHED TO MECHANICAL IT STILL HAD THE BEAT. AFTER TWENTY

(20) MINUTES THE RPM STARTED TO FLUCTUATE TWO (2) TO THREE (3)

PERCENT. ENGINE WAS SHUT DOWN 1/A/W T.O. 10-1300-1. DURING

GROUND MAINTENANCE THE ENGINE WAS STARTED AND THE PROP WENT

TO THE FEATHER POSITION. THE VALVE HOUSING WAS REMOVED AND RE-

PLACED. DURING TEAR DOWN OF THE VALVE HOUSING, THE DUPLEX BEAR-

~~CONFIDENTIAL~~

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

UNCLASSIFIED

0262

~~CONFIDENTIAL~~

L. N.

V. RECOMMEND THAT STUDY BE MADE AS TO THE CAUSE OF THE BEARING FAILURE.

W. BEARING RACES BEING HELD PENDING DISPOSITION INSTRUCTIONS, BALLS FROM BEARINGS WERE NOT FOUND. VALVE HOUSING REPAIRED AND RETURNED TO SERVICE.

Y. MAYIE C. MEYER, MGT, 516 QUALITY CONTROL, DUTY PHONE: 046-2467, HOME PHONE: 042-3649, DYEISS AFB TEXAS.

Y. YES, WARREN C. CRAIG, LT COL, CHIEF OF MAINTENANCE, DUTY PHONE: 2543.
UNCLUTE. (GP-3)

2

UNCLASSIFIED

0 2 5 7

~~UNCLASSIFIED~~ ~~SECRET~~

m-127

NNNNPTTSZYUW RUEDFIA8876 2421821-SSSS--RUMJ5A.

ZNY 66666

P 381824Z AUG 67

FM AFLC

RUMJNA/FT DOUGLAS UTAH

INFO RUCSAAA/SAC

RUMSKNA/DAF MARCH AFB

RUMJ5A/12SAC DAVIS MONTAN AFB ARIZ

RUMJEA/NAV COMM STA SAN DIEGO CALIF

BT

~~SECRET~~ LINDIS/MOMX 0439Z AUG. THIS IS A BIG SAFARI MSG.

FT DOUGLAS PASS TO SPERRY UTAH CO., MR. BOB GROVER; INFO: SAC FOR

OVAC, LEO RICKER; B AF FOR OMAR, OMAR, MAJ LEE; 12SAC FOR DC4,

CO. RIFTER; NAV COMM STA PASS TO RUMJEA/NAV COMM STA

FOLLOWING MESSAGE IS QUOTED FOR YOUR ACTION: SECRET/LINDIS/12SAC

E 28522 AUG 67. THIS IS A EUR IAN 82-350-54: (U).

A. A MISSION FAILURE

B. DC-138AE

C. F (MONT & SGMA)

D. A

~~UNCLASSIFIED~~ ~~SECRET~~

0 2 6 5

~~SECRET~~

UNCLASSIFIED

PAGE 2 RUEDFIA8876 ~~SECRET~~ LTMDIS

E. 61-2371, 61-2368, 61-2369, 56-527 APN-273 (2 EA), AN/TPA-2

(3 EA)

F. S

G. 22887

H. NONE 1. PEN DRIVE CABLE

J. 878 (BROKEN)

K. C-DURING EQUIPMENT OPERATION/CAUSE EQUIPMENT DOWN TIME

F-UNSCHEDULED MAINTENANCE

P-OPERATIONAL SYSTEM CHECK

L. R (REMOVE & REPLACE)

M. 81867

N. 21 MAY 67-21 AUG 67 14 EA.

O. NONE

P. P/N 399-434-8

Q. 1835RA E67-56

R. 84 MAN/HOURS

S. SPERRY UTAH CO.

T. THERE IS AN EXCESSIVE HIGH RATE OF BREAKS, FRAYS AND BENDS

OCCURRING IN THE PEN DRIVE CABLES UTILIZED ON THE AN/TPA-2, AN/TPA-23

AND APN-273, NINE SYSTEMS ARE BEING UTILIZED WITH TEN CABLES PER

SYSTEM. THE TENSILE STRENGTH OF THE PEN DRIVE CABLES IS INSUFFICIENT

TO WITHSTAND THE SUDDEN STRESS-APPLIED WHEN THE SYSTEM POWER IS TURNED

UNCLASSIFIED AT 12 YEAR
EXEMPT FROM AUTOMATICALLY
DECLASSIFIED
DND DIR 66300

~~(U) SECRET~~

PAGE 3 RUEDFIA8876 ~~SECRET~~ LTMDIS

ON OR OFF. THE STRENGTH IS ALSO INSUFFICIENT WHEN THE PEN DRIVE IS

ACTIVATED ELECTRICALLY OR MANUALLY DURING NORMAL OPERATION. THE

PEN DRIVE CABLE, WHICH IS .21-IN DIAMETER, HAS A TWISTING FORCE

EXERTED ON IT WHEN MOVED ALONG THE PLOTTING PEN BOOM. ANY BEND,

Twist or Kink that may occur during shipment, storage or installation,

INCREASES THE SUSCEPTABILITY OF BREAKAGE.

U. N

V. SUGGEST PEN DRIVE CABLES BE REMOVED FROM ALL SYSTEMS AND

CONVERTED TO STRAP DRIVE ASSEMBLY, CONSISTING OF BELT CABLE BOOM WITH

COUNTER WEIGHTS. THIS WOULD ELIMINATE PEN CABLE COSTING \$25.00 EACH,

MANY MAN/HOURS WASTED INSTALLING SAID ITEMS, REALIGNMENT OF PLOTTING

BOARD.

W. NONE

X. SSGT CHARLES M. BERSTLER, 183AVMS DY PH 4484; HOME PH 624-5321

Y. YES, CHARLES D. REFFERTY, COL, USAF, DCM; PH 4924

GP-3.

BT

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TTTTGCZCDD04735

PTTC JAV RUWBNNA6041 1872015-CCCC--RUWJDBA

ZNY CCCCC

P 251850Z JUL 67

FM 15 AF MARCH AFB CALIF

TO 12 SAD D MONTAN AFB ARIZ

BT

~~CONFIDENTIAL~~ LINDIS (SPAR/PAR) 104 BR 25480 JUL 67.
FOR SPAR CONTACT OFFICERS. FOR: 12SAD/122SRW/DCM. INFO: 12SAD/
DM. THIS IS A COMBAT BUG MESSAGE. SUBJECT: (SPAR/PAR) WCCG
MAINTENANCE DATA A/C 369 (U). REF: CONFIDENTIAL LINDIS (SPAR/PAR)
100 DCM 00743, 29 JUN 67, SAME SUBJECT.

1. THIS HQ SHARES YOUR CONCERN ON THE POOR RELIABILITY OF THE
APV-25 SYSTEM INSTALLED ON ACFT 369. YOUR ANALYSIS OF EQUIPMENT
MALFUNCTIONS IS COMPREHENSIVE AND DETAILED. REQUEST YOU FURNISH
THIS HQ WITH SOME SPECIFIC FIXES THAT YOU RECOMMEND TO ALLEVIATE
THE MAINTENANCE TIME REQUIRED IN SUPPORT OF THIS SYSTEM. ALSO
REQUEST YOU PROVIDE THIS HQ WITH A LIST OF ALL UR'S SUBMITTED ON
EQUIPMENT FAILURES OF DESIGN DEFICIENCIES OF THIS SYSTEM.

2. YOUR RECOMMENDATIONS AND ANALYSIS FINDINGS WILL BE FORWARDED TO
SAC AND AFLC UPON RECEIPT OF INFORMATION REQUESTED IN PARAGRAPH 1.

GP-4.

BT

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REF: 111FD

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CZCDOA 71
PTTC JAW RUWBKNA6030 1862340-CCCC -RUWJDBA

ZNY CCCCC

P 052255Z JUL 67

FM 15AF MARCH AFB CALIF

TO RUWJDBA/12SAD D MONTAN AFB ARIZ

INFO RUCSAAA/ SAC

RUMSJS/ BIEN HOA AB RVN

BT

act
100A(1)
120MC(1)

B 063

(u) ~~CONFIDENTIAL~~ LINDIS (SPAR/PAR) DMABR 05479 JUL 67.
FOR SPAR CONTACT OFFICERS, FOR: 12SAD/100SRW/DCM, INFO: SAC/
DM4C, OL-20/CMDR. THIS IS A COMBAT BUG MSG. SUBJECT: (SPAR/PAR)
LORAN "C" STATUS. (U)
REQUEST THAT OL-20 INCLUDE THE CURRENT STATUS OF DC-130'S LORAN
"C" SYSTEM ON FUTURE OPREP IC, DAILY STATUS REPORTS. REPORTS
SHOULD INCLUDE CURRENT IN OR OUT OF COMMISSION DATA AND A STATE-
MENT OF LIMITATIONS AFFECTING LORAN "C" MAINTENANCE CAPABILITY.
INCLUDE ALL REQUIREMENTS FOR ADDITIONAL TECH DATA, TEST EQUIPMENT,
ETC, AND STATE THE IMPACT OF THESE SHORTAGES ON OL-20 MAINTENANCE
CAPABILITY. PLEASE CONTINUE REPORTING LORAN "C" STATUS UNTIL
FURTHER ADVISED. GP-4.

BT

REPRODUCED

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

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TE BUNCARB 224C 212M319

0 313410Z JUL 67

2-57 100000 20 BIEN HUA AS RVN

~~REF ID: A68084~~/190STRATRECONING DAVID NICHAN AF3-AZ

INFO RUMJDBA/12STRATAEROSPDIV DAVEN MONTAN AFB AZ

15 AF MARCH AFB CALIF

1999

~~CONFIDENTIAL~~ INOIS/SPR /P/R/CL-2000 10771 JUL 67

12 SAC FOR DUT 1248 FOR D'GER. SUBJECT: (U) LORAN

"C" WEEKLY STATUS REPORT. BOTH BSA-78 UNITS HAVE BEEN IN COMMISSION

AND HAVE PERFORMED SUCCESSFULLY DURING THE SEVEN MISSIONS FLOWN THIS

REK. A NOISE GENERATOR HAS BEEN ORDERED TO ENABLE PERSONNEL TO

ADJUSTMENTS UNDER A SIMULATED NOISE ENVIRONMENT

C2-5

11

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

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~~CONFIDENTIAL~~

3-2 PRODUCED

NNVZC00A232

RITCZYU RUMBKN46145 2261832-C000-RUWJD3A.

ZNY 00000

R 141732Z AUG 67

FM 1345 HATCH AFB CALIF

TO RUWJD3A/125AD DAVIS MONTHAN AFB ARIZ

INFO RUCS4AM/33SRW OFFUTT AFB NEBR

E

RE 125400Z, INFO: 33SRW/OC1 & 125SRW/OC1.

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

SUBJECT: SPAR/PAR) LORAN "C" (D).

REQUEST ACTION BE TAKEN TO PLACE SGT WILKEY, ARBON, D.,

AF1341780, AFSC 32151 SECURITY CLEARANCE: SECRET, (S), AED

ON TOY TO 125SRW FOR PERIOD OF APPROXIMATELY 60 DAYS, STARTING

1 SEP 67. PURPOSE OF TOY WILL BE TO INSTRUCT MAINTENANCE

E

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UNCLASSIFIED

m-142
NNNNOTT SZ YUN RUCSAAA 0375 2422245-SSSS--RUJDBA.

ZNY 33398

O 302200Z AUG 67

FM SAC

TO RUW3 KNA/13AF

RUMSJS/3 IEN HOA AB RVN

INFO RUJDBA/12SAD DRAFB ARIZ

RUMJFA/AFLC LOR NAVCONSTA SAN DIEGO CALIF

BT

SECRET TILL 15 SPAR PAR 0440 03158 AUG 67.

THIS IS A RIVET BIN MESSAGE. FOR SPAR/PAY CONTRACT OFFICER.

FOR: D448R/13AF; OL-28 (C); INFO: 18JDB/12SAD; AFLC/LOR.

OL-28 OPREP-1C 13742 29 AUG PARA 02 STATES THAT THREE (3) C

SCORERS ARE ON HAND AT OL-28, AND A REQUIREMENT FOR FOUR (4) SCORERS

EXISTS. FOUR KA-63 SCORERS WERE SHIPPED WITH J-14 29 AUG 67

FROM DAVIS MONTHAN AFB. TWO ADDITIONAL SCORERS WERE SHIPPED PAN

AMERICAN AIRLINES FLIGHT 873. FLIGHT 873 ARRIVED SAIGON 0710L

26 AUG 1967, AIR BILLING NR WAS 016 SAN 1656 001. THIS INFORMATION

WAS TRANSMITTED TO OL-28 IN CONF LOR 1371 25 AUG 67. REQUEST YOU

INFORM THIS HEADQUARTERS WHICH OF THE SIX SCORERS SHIPPED, YOU ARE

IN RECEIPT OF. WERE THE TWO SCORERS EVER RECEIVED? IF NOT, HAVE

YOU CHECKED WITH SAIGON CUSTOMS? CP-3

BT

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

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

NNNNPITSYUN RUMKNA6295 2482236-SSSS--RUMJDBA.
ZNT 33398

P 282135Z AUG 67

FM BAF MARCH AFB CALIF

TO RUMJDBA/188SRW D MONTAN AFB ARIZ

INFO RUCSAAA/SAC

BT

(4) ~~SECRET~~ LINDIS (SPAR) DMJAN 25627 AUG 67.
THIS IS A RIVET BIN MESSAGE. FOR SPAR CONTACT OFFICER. FOR
DSUP/188SRW OMAJ MCCULLEY. INFO DM3ATR/SAC (CAPT VOLAND).
SUBJ: SCORER AVAILABILITY (U). REF SAC SECRET LINDIS (SPAR)
DMC/DOSR/DMJA 88978, 25 AUG 67. TAKE ACTION TO ESTABLISH
FIRM PROCEDURES FOR COMPLIANCE WITH REF MSG. TO PRECLUDE THE
POSSIBILITY OF MISSION DEGENERATION, ACCURATE AND TIMELY REPORT-
OF SCORER STATUS IN BOTH THE WEEKLY SCORER REPORT AND DAILY
OPREP 1C CANNOT BE OVEREMPHASIZED. GP-3.
BT

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0284

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NNNNPFTCYUW RUMJHEA0025 227112Z AUG 67 RUMJDBA.
DE RUMJHEA 675 227002Z
ZNY-00000

P R 150027Z AUG 67

FM AFL CLOR

TO RUMSJS/OL-28 BIEN HOA AB

INFO RUMJDBAA/12SAD DAVIS MONTHAN AFB

RUMBKNA/15AF WARCH AFB

BT

~~CONFIDENTIAL~~ LINDIS

LOR 1024 AUG 67. THIS IS A RIVET BIN MSG. PASS DIRECTLY TO OL-28 (COMDR /
COL NAKIS); 188SRW (CSUP/MAJ MCCULLEY); 15AF (CM344/CAPT BAKER). REF
YOUR (C) OL-28VO 05058, 12 AUG 67. THERE WERE A FEW BITS AND PIECES,
VERY BADLY MUTILATED, WHICH WE IDENTIFIED AS PARTS OF ONE OR MORE
DESTROYED KA-68 SCORERS WITH THE BOX OF JUNK ACCOMPANYING THE HULK OF
J-34. NO SERIAL NUMBERS COULD BE DETERMINED FROM THE PACKAGING. IN
LIGHT OF YOUR REF MESSAGE ABOVE WE WILL ASSUME THE JUNK WE RECEIVED
WAS IN FACT THE LAST REMAINS OF KA-68 SCORERS S/Ns 329 AND 362. THE
ONLY INDICATION WE HAD AT THIS ACTIVITY OF THE STATUS OF THESE SCORERS
WAS YOUR SCORER REPORT OF 14 JUL 67 IN WHICH YOU REPORTED THESE
SCORERS AS "DAMAGED", NOT "TERMINATED" WHICH IN REALITY THEY WERE.
REQUEST IN THE FUTURE WHEN SCORER REMAINS MAY BE SHIPPED WITH ANY
OTHER PROPERTY EITHER SERVICEABLE OR REPAIRABLE THE S/Ns OF THE
SCORER(S) BE IDENTIFIED.

GP-4

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✓ NNNCZC004797
✓ PTTZYUW RUMTGUB127 2241822-CCCC--RUMJDBA.
ZNY CCCCC

IE RUMSJS 2959 2241455
ZNY CCCCC

P 121415Z AUG 67

✓ P 1235W Q122 BIEN HOA AB RVN
TO RUMJDBA/NAVCOMSTA SAN DIEGO CALIF
INFO RUMBYNA/15AF MARCH AFB CALIF

✓ RUMJDBA/12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ

Inf
100W
on(1)

B-983

DZ1

(u)

✓ ~~CONFIDENTIAL~~ LINDIS/1235W Q1-2240 25358 AUG 67. THIS
IS A RIVET BIN MSG. FOR OFFICIAL USE ONLY. NAVCOMSTA PASS TO AFLC
LOR. 15AF FOR DM48R. 12SAD FOR DM PASS TO 200M. REFERENCE: CONFID/
LOR 1237, DTD 00 AUG 67. SUBJ: (U) SCOPER STATUS. SCOPER NR-233,
S/N 333 IS IN COMMISSION AS INDICATED ON PAGE 1 OF BOTH 4 AUG AND
11 AUG WEEKLY STATUS REPORTS. SCOPERS KA-50, S/N 229 AND S/N 232
WERE REPORTED AS DAMAGED ON J-34 IN THE 14 JUL 67 WEEKLY STATUS RPT.
BOTH SCOPERS WERE NOT REPARABLE AND WERE SHIPPED TO AFLC/LOR WITH
THE REMIDU OF J-34. THIS WAS ALSO REPORTED IN CONFID/CL-2240
2350, DTD 28 JUL 67 OF WHICH YOU WERE ADDRESSED.

~~CONFIDENTIAL~~

DOWNLOADED AT 12:11 PM
INTERNAL: NOT FOR
DECLASSIFIED, 000 DTM 000.10

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PTI Q YUW RUMSCMV 67 2590000-CCCC--RUMJDBA.

ZNY 00000

DE RUMSUS 1372 2500000

ZNY 00000

P 15 1500Z SEP 67

FM 110000 OL20 SIEN NOA AB RVN

TO RUMJDBA/AFLC/LOR NAVCOMSTA SAN DIEGO CALIF

INFO RUMBNA/5AF WARCH AFB CALIF

RUMJDBA/188SRW DAVIS MONTHAN AFB ARIZ

BT

(u)

~~CONFIDENTIAL~~ LINDIS OL-28MD 06215 SEP 67.

THIS IS A RIVET BIN MESSAGE. FOR AFLC/LOR, INFO; 5AF/OMJAN CAPT

BAKER, 188SRW/DSP MAJOR MCCULLEY. REFERENCE LOR 147 SEPT 67.

SUBJECT; SCORER HR-233 S/N 068. SCORER IS ON HAND THIS LOCATION.

WAS LISTED ON OUR SCORER REPORT BUT MOST LIKELY OMITTED IN TRANSMIT-

TION.

CP-3.

BT

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NNNNPTT CZYUW RUYSYU0539 216000-0000--RUTJDB

ZNY 00000

DE RUYSJS 0359 216113Z

ZNY 00000

P 04 1100Z AUG 67

TO RUYSJS 0120 BIEN HOA AB RVN

INFO RUYSJS/12510 DAVIS MONTHAN AFB ARIZONA

INFO RUYSJS/15AF

RUYSJS/15AF MARCH AFB CALIF

RUYSJS/15AF MARCH AFB CALIF

BT

~~CONFIDENTIAL~~

358

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DVI

OSUP, DELIVER DURING DUTY HOURS: 15 AF FOR DM3: 15 AF MARCH AFB

FOR LOR. SUBJ: (U) WEEKLY SCORER STATUS REPORT AS OF 24 AUG 67.

A. SCORER "A" (HR-233A)

S/N 068

S/N 074

S/N 078

S/N 098

S/N 090

B. SCORER "C" (KA-5A)

S/N 044

S/N 07

S/N 075

S/N 094

S/N 086

S/N 096

S/N 084

S/N 092

C. SCORER "D" (P-2)

S/N 2349

S/N 2338

S/N 2334

PAGE 2 RUYSJS 0359 216000-0000--RUTJDB

D. SCORER CA-120 NONE

E. SCORER HR-338

S/N 6

S/N 14

S/N 17

S/N 25

S/N 27

S/N 33

S/N 49

F. LOSSES:

TYPE SERIAL NUMBER

DISPOSITION

HR-338

12

LOST ON H-9

HR-338

13

OST ON H-19

G. MATERIAL INVENTORY:

TYPE ON HAND

HR-233

37 ROLLS

KA-5A

100 ROLLS

P2

20 ROLLS

HR-338

4 ROLLS

CA-120

8 ROLLS

SO-151

12 ROLLS

GP-3

BT

~~CONFIDENTIAL~~

DOWNGRADED AT 12 YEAR
INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED. DO NOT DER E200.10

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~~CONFIDENTIAL~~

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

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PTCZYU RUMSCH2892 2248888-CCCC--RUMJDBA.

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DE RUMSJS 0913 223168

~~ZNY 00000~~

P 111637Z AUG 67 ZDS

FM 1305W 0120 BIEN HOA AB RVN

TO RUJDBA/12SAD DAVIS MONTHAN AFB ARIZ

INFO RUCSAAA/SAC

RUMBCHA/15AF MARCH AFB CALIF

RUMJHEA/AFLC NAVCOMSTEN SAN DIEGO CALIF

BT

(U) ~~CONFIDENTIAL~~ 13/SPAR/PAR/1305W 01-20 35349 AUG 67. 12SAD FOR
DSUP, DELIVER DURING DUTY HOURS; 15AF FOR DM3A; AFLC NAVCOMSTA
FOR LOR. SUBJ; KID WEEKLY SCORER STATUS REPORT AS OF 11 AUG 67.

A. SCORER "A" (HR-233A)

S/N 053

S/N 074

S/N 075

S/N 033

S/N 033

B. SCORER "C" (KA-60)

S/N 044

S/N 037

S/N 035

S/N 051

S/N 046

S/N 096

S/N 034

S/N 052

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

PAGE 2 RUMSJS 0913 ~~CONFIDENTIAL~~

C. SCORER "D" (P-2)

S/N 2329

S/N 2338

S/N 2334

E. SCORER (HR-338)

S/N 6

S/N 14

S/N 17

S/N 25

B S/N 27

S/N 33

S/N 48

G. MATERIAL INVENTORY:

TYPE

ON HAND

HR233

37 ROLLS

KA60

135

P2

28

HR338

15

CA129

8

SO151

10

REPRODUCED

GP-3

BT

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EXEMPTED AT 5 YEAR INTERVALS;
DECLASSIFIED AFTER 15 YEARS.
DOD DIR 5200.10

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DMC (1)

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M-166

PTTSZYUN RUMAKNA 6318 2430834-SSSS--RUMJDA.

BT 55555

P 342312Z AUG 67

FM BAF WARCH AFB CALIF

TO RUMSJS/OL 29 BIEN HOA AB REPUBLIC OF VIETNAM

INFO RUCSAAA/SAC

RUMJDA/12SAD DAVIS MONTANA AFB ARIZ

BT

(4)

SECRET/INDIS/SPAR/PAR DM 25632 AUG 67.

FOR: SPAR/PAR CONTACT OFFICER. FOR: OL-29/G PASS TO 12SAD CMOR.

INFO: SAC/DM4, 12SAD/100SRH/G. SUBJECT: (SPAR/PAR) 147 H

MISSION(4). THIS IS A RIVET BIN MESSAGE. EVALUATION OF DATA

FROM H-17 MISSION OF 30 AUG 67 INDICATED A NEGATIVE TAKE WITH

ALL FILM BLANK. REQUEST YOU INVESTIGATE CAUSES AND ADVISE SAC

DM4 AND THIS HQ OF YOUR FINDINGS AT THE EARLIEST POSSIBLE DATE.

GP-4.

BT

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67-3388

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NNNNPT SZ YUW RUMMODAT381 2570011-SSSS--RUMJDBA.

ZNY 00000

P 132314Z SEP 67

FM INSTRATAEROSPOIV BEALE AFB CALIF

TO RUSSAAR/SAC

RUMKNA/BAF MARCH AFB CALIF

RUMJDBA/100STRATRECONING DAVIS MONTHAN AFB ARIZ

RUMJDBJ/7AF TAN SON NHUT AB VIETNAM

ZEN/9STRATRECONING BEALE AFB CALIF

RUCIFGA/AFLC

BT

(U)

~~SECRET~~ LIMDS/SPAR/PAR/SRTSORA 02767 SEP 67.

SAC FOR DISO (CAPT DOUCETTE), DFLC, BAF FOR DIOB (CAPT GROSSMAN), 100SRN FOR DCOIN (MAJ WASHVAN), 7AF FOR SAC SARPF (LT COL PAULMAN), 9SRN FOR DCIP (CAPT SMULLEN), AFLC FOR MONX. THIS MSG IN THREE PARTS.

PART 1.

A. MISSION DESIGNATION: 147S TEST: SCORER F415Y.

B. MISSION DATE: 12 SEP 67.

C. ALTITUDE: SENSOR LEGS OF 2.4K, 2.0K.

D. SHUTTER SPEED: 1/120 TO 1/6000.

E. APERTURE SETTING: RANGED FROM 0.2 TO 0.02.

(U)

SECRET

PAGE 2 RUMMODAT381 ~~SECRET~~ LIMDS

F. INTERVLOMETER SETTING: N/A.

G. FILTER USED: NONE.

H. HOW CAMERA EXPOSURE DETERMINED: BY STANDARD CALCULATIONS FOR 3401 AEI.

I. HOW EFFECTIVE FILM SPEED IS DETERMINED: 6/10 GAMMA; 1/2E (AEI).

J. TOTAL FOOTAGE EXPOSED: 1749.

K. TOTAL NUMBER FRAMES: 2050.

L. FILM TYPE: 3401.

M. CHEMISTRY TYPE: NON MODIFIED.

N. CHEMISTRY TEMPERATURE: 80 DEG F.

O. REPLENISHMENT RATES: 30PH DEV; 50PH STOP; 100PH FIX.

P. TYPE PROCESSOR: HTA-3CM.

Q. PROCESSING SPEED: 24.6PHN.

R. GAMMA, HEAD, TAIL, BASE FOG: GAMMA 1.77, HEAD 1.70, TAIL 1.70, BASE FOG .19.

S. D-MIN: .19; D-MAX: 3 PLUS.

T. EFFECTIVE FILM SPEED: 74 AEI.

U. PPL EVALUATION OF ON: (1) TRAILING EDGE OF EACH FRAME HAS A 1/4 TO 3/8 IN VERTICAL PLUS DENSITY BAR. (2) MINOR TO SEVERE MINUS DENSITY LINES THROUGHOUT. (3). UNEVEN FRAME SEPARATION (MISMETERING)

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(u)

PAGE 3 RUMDDA7380 ~~SECRET~~ END IS
THROUGHOUT. (4). MINOR PINHOLES INTERMITTENT THROUGHOUT.
PART II.

A. OVERALL P1 FILM EVALUATION: THE IMAGERY WAS 88 PCT CLOUD
COVERED AND ENTIRELY OVER WATER. THE CENTER ONE-THIRD OF EA
FRAME HAD MORE CONTRAST THAN THE OTHER TWO-THIRD THROUGHOUT
THE MISSION. THOSE FRAMES WHICH WERE FREE OF CLOUDS AND HAZE
WERE EVALUATED AS GOOD BY THE PHOTO-INTERPRETERS, ALTHOUGH NO
OBJECTS OTHER THAN THE WATER WERE COVERED.

~~SECRET~~

PART III.

A. DISTRIBUTION: (1) ONE DP TO 100SRW (DCOTN). (2) ONE TO
SAC (ISD). (3) ONE DP TO 5AF (DCIR). (4) ONE DP TO AFLC
(MOMX). (5) ONE DP TO 7AF TSN (SAC SARPF).

B. INFO FOR ITEMS A, C THRU G IN PART I WERE ASSUMED TO BE
THE SAME AS FOR 1475 TEST OF 1 SEP 67. GP3.
BT

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PO RUMJCZC00A770
OTTSZYU RUMHC1561 2150000 RUMJ-SSSS--RUMJDBA
DOTTSZYU RUMHMO1561 2150000-SSSS--RUMBKNA RUMJDBA

215 33333 E
DE RUMSARB 22C 21507

215 33333
O 030730Z AUG 67

FM 100SRW OL 20 BIEN HOA AB RVN
TO RUMBKNA/15AF MARCH O TAFB CALIF
INFO RUMJDBA/12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ
RUMSBJ/7AF TAN SON NHUT AB RVN
RUCSAAA/SAC

BT

100SRW OL-20MO 09904 AUG 67. 15AF FOR DCR/DMABR,
12SAB FOR 100 DCH. 7AF FOR SAC SANPT, SAC FOR DOSRS/DMAC. SUBJ:
(U) SCORER MISSION RAPORT.

A. REFERENCES:

- A1. BUNBLE BUG/C-615/01 AUG 67.
- A2. 100SRW/SPA 147H/CS-8201(R-14)
- A3. HK 333/HYCON/SCORER S/N 25
- A4. EASTMAN KODAK/3401

Z. REMARKS:

21. FILM EVALUATION: INTERPROFABILITY POOR, FILM QUALITY POOR.
APPARENT SHUTTER MALFUNCTION CAUSING SEVERE BANDING IN FIRST PORTION OF MISSION (ATMOSPHERES COMPLETELY OBLITERATING IMAGE). BANDING CEASES AFTER EXPOSURE 1254. THEREAFTER, MS

PHOTOGRAPHY IS EXTREMELY

BCRSMC

67-2001

PAGE 2 RUMSARB 22C 33333 E

OVER EXPOSED FOR REMAINDER OF ENTIRE MISSION. SEVERAL LONGITUDINAL DENSITY MINUS LINES IN FIRST PORTION OF MISSION.

22. THE BANDING UP THROUGH EXPOSURE 1254 WAS CAUSED BY 1/1000 SLIT WORKING LOOSE FROM ITS HOLDER. AFTER EXPOSURE 1254 THE SLIT FELL INTO THE CHOPPER CAVITY. THE SLIT HOLDER IS MACHINED FOR 1/400, CAUSING THE OVER EXPOSURE FOR THE REMAINDER OF MISSION.

23. UPON INSPECTION OF THE CHOPPER, THE SLIT HOLDER WAS FOUND TO BE BOWED SLIGHTLY IN THE MIDDLE, PROBABLY CAUSED BY TOO MUCH TENSION ON THE CHOPPER CURTAIN. CHOPPER ASSEMBLY S/N 69, WA DRAWN NEW FROM SUPPLY ON 28 JULY 1967 AND WAS OPERATIONALLY AND VISUALLY CHECKED PRIOR TO INSTALLATION IN SCORER S/N 25 FOR ITS FIRST MISSION.

24. CHOPPER ASSEMBLY WAS REMOVED AND REPLACED. AN ATTEMPT WILL BE MADE TO REPAIR THE CHOPPER BY ADJUSTMENT OF THE CURTAIN TENSION.

GP-3

BT

OF COM 100 67
KODAK 100 1570000
EVAL 21 24 000000

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TO: DIRECTOR, FBI
FROM: SAC, NEW YORK (100-157111)
SUBJECT: JAMES EARL RAY
RE: NEW YORK TELETYPE TO BUREAU, 1/11/68

PINE BLISS

PERSON HOUSING

(u)

1547 FOR DOD/DOWNS. INFO 1538Z FOR 180 DOW, 747 FTR SAC SAREP,
SAC FOR DOD/DOWNS. SUBJECT: (U) SOUTHERN MISSION REPORT.

1. DUBS BUD-7-610/73 JUN 67
2. 17000/73 1.7/66-231 (1-2)
3. IN 330/NOV/17
4. 21000/73 1.7/66-231

~~SECRET~~

21. FILM EVALUATION, INTERPRETABILITY FACT: FILM QUALITY FACT. GENERAL LONGITUDINAL DENSITY MEAS AND DENSITY FACT MEAS AND TACT MEAS THROUGHOUT. AN ONE RIGHT AND TWO RIGHT POSITION WERE EXCESSIVELY OVEREXPOSED AND OUT OF FOCUS. ALL OTHER POSITION WERE IN FOCUS.

3C MS 21C

67- 3010

~~SECRET~~

PAGE 2 RUMDARD 370-02-0-1-1
FOCUS. FILM WAS RECEIVED WITH THREE INCH GOUGE IN FRAME 1353 WITH REDDISH IMPRESSION VISIBLE THROUGH SEVERAL WRAPS. EXPOSURE APPARENTLY 22. PROBABLE CAUSE. THE DENSITY PLUS AND MINUS LINES WERE PROBABLY CAUSED BY A SLIGHT AMOUNT OF FILM-EMULSION FOUND ON THE ROLLERS. THE FAINT BANDING COULD HAVE BEEN CAUSED BY THE FOOL PLATE SHUTTER WOULD, OVEREXPOSURE WAS A RESULT OF VARIOUS CLOUD COVER WHICH WAS OBSERVED ON THE FILM, COMBINED WITH THE 1/10000 SHUT WHICH WAS INSTALLED. THE REASON FOR OUT OF FOCUS ON ONE AND TWO RIGHT POSITIONS IS UNKNOWN AT THIS TIME. POSSIBLY THE OPTICS SLABS WERE MISMATCHED ON THE SPA. NO PREVIOUS RESULTS ARE AVAILABLE SINCE THIS WAS FIRST MISSION FOR THE DRONE. IT IS BEING PREPARED FOR RETURN TO THE FACTORY. DUE TO MORE THAN 1500 FEET OF MATERIAL ON THE ROLL. EXCESS MAY HAVE COME IN CONTACT WITH THE CASSETTE, CAUSING THE GOUGE.

23. TENTATIVE CORRECTIVE ACTION. A FOCUS TEST WAS PERFORMED USING THE FOCUS TEST SET AND THE MAXIMUM DEVIATION FOR THE SCREW AT ANY POSITION WAS .031 INCH, WELL WITHIN THE TOLERANCE OF .035 INCH. THE SCREWS WILL BE THOROUGHLY CLEANED AND THE GUNTER WILL BE CHECKED AGAIN AND CORRECTED IF NECESSARY.

62-3.

~~SECRET~~

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DECLASSIFIED AT 12 YEARS
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED, DOO OR 6200.10

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CZ, CDC, NS 93

21 ZYU RUHROAD 71 2172347-SSS-RUICBA.
22 RUICAB 413 2171725

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(3)

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0 341133Z JUL 67

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1545 11/13 0117

SEP 20 1964

11754705 100% COTTON 100% A3 3VH

1997

Inf
100W
0mW
0.71

REF ID: A66547

1000H FOR BOI. 715 FOR SAC SHRP. SAC FOR DOCTR/40. SUBJ: (U)
SOARER MISSION REPORT.

4. REFERENCES

AL. BUFILE 200/363/31 JUL 67

2. 100ST1/147P/66-2636(NP-5)

13. VA-65/FA RCHILD/SN 34

14. WORK/3401

2. REMARKS:

21. FILM EVALUATION, INTERPRETABILITY EXCELLENT. FILM QUALITY
GOOD. IMAGERY COMPRESSED ON LEFT SID OF EACH FRAME. TOTAL FRAME
APPROX. 8 INCHES LONG WITH INCHES BETWEEN FRAMES. APPROX 5
INCHES PER FRAME USABLE.

BCASmc

67- 3013

DOWNGRADED AT 12 YEAR
INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED. EOD DIR 6200.10

PAGE 2 RUMSARD 310 ~~SECRET~~

22. PROBABLE CAUSE. THE SCORER WAS OPS CHECKED IN THE SHOP USING VARIOUS CYCLE RATES. OPERATION WAS NORMAL WITH NO APPARENT MAL-FUNCTION. SUSPECT THAT THE FILM LOOP POSSIBLY SHIFTED DURING INSTALLATION OF THE MAGAZINE IN THE SCORER, OR THAT THE FILM LOOP MAY HAVE BEEN TOO SMALL IN THE MAGAZINE.

73. TENTATIVE CORRECTIVE ACTION: GREATER EMPHASIS WILL BE PLACED ON FILM LOADING AND MAGAZINE INSTALLATION IN THE SCOPES.

24. REMARKS: A LIVE FILM TEST WILL BE RUN TO EVALUATE THE SCORER OPERATION. ANY ADDITIONAL CONCLUSIONS WILL BE FURNISHED AS A SUPPLEMENT TO THIS REPORT.

02:3

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31-585
OTTSZYUW RUHHMOC:664 2440000-SSSS--RUHJDEA.

RT SSSSS
DE RUMSARB 3C 244121

ZNY 00000

O 011215Z SEP 67

FM 100SRW OL-20 BIEN HOA AB RVN

TO RUCSBB/SAC

INFO RUMTFFA/15AF MARCH AFB CALIF

RUMJDEA/12SAD DAVID MONTHAN AFB ARIZ

BT

SECRET
SPAR/PAR/LINDIS/SPAR/PAR/OL-20 10349 SEP 67.

FOR: SPAR/PAR CONTACT OFFICER. SAC FOR DM. 15AF FOR DM. 12SAD
FOR 100SRW. SUBJ: (U) SPAR/PAR 147TH MISSION. THIS IS A RIVET BIN
MESSAGE. REF 15AF DM 05632, AUG 67, SAME SUBJECT AND SRC JOPREP
SIFTY 0144, AUG 67, AUG 67 AND 100SRW OL-20 10311, AUG 67. MISSION ON
30 AUG 67 WAS MONITORED BY 12SAD STAFF FROM GROUND PREPARATIONS
THROUGH FINAL RECOVERY. THE CAUSE OF THE MALFUNCTION WAS DUE TO THE
APPARENT FAILURE OF THE FORWARD MOTION COMPENSATION (FMC) ACTUATOR AS
PREVIOUSLY STATED IN 100SRW OL-20 10311, AUG 67. REFERENCED ABOVE.

SECRET
FURTHER REVIEW OF AVAILABLE RECORDS INDICATES THIS WAS THE FOURTH
KNOWN FAILURE SINCE MARCH 67. TWO WERE INFIGHT. FIRST ON 12 JUNE
67, REFERENCED EUR OL-20 MSG MQ 03135 DTD 19 JUN 67. THE SECOND ON
30 AUG MISSION EUR BEING SUBMITTED ON CONTROL NUMBER 100SRW OL-20
E 67-1041 WITH DEFECTIVE FMC HELD FOR LOR DISPOSITION. THE OTHER
TWO FAILURES DISCOVERED DURING SYSTEMS CHECKOUT AT DMAFB AND UPON
WITHDRAWAL FROM SUPPLY AT OL-20 (NOT KNOWN TO HAVE BEEN SUBMITTED ON

(U) SECRET
PAGE 2 RUMSARB 3C SECRET

THOSE DISCOVERED ON GROUND). FURTHER INVESTIGATION OF ALL THE
(INSTALLED AND IN STOCK) WAS ACCOMPLISHED. OF TWELVE (12) ITEMS,
ELEVEN (11) WERE FOUND TO BE SERVICABLE AND ONE (1) REQUIRED
READJUSTMENT OF THE CYCLE START SWITCH. REQUEST YOUR ACTION TO
EXPEDITE EUR INVESTIGATION OF 12 JUNE 67 AND 30 AUG MISSIONS.
I FIND NO REPEAT NO EVIDENCE OF ANY MAINTENANCE MALPRACTICE
OR VIOLATIONS OF CHECKOUT PROCEDURES.

E.

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NNNNOTT SZ YUN RUHMOO 1197 2448888-SSSS-ROUJDBA

ZNY SSSSS

DE RUMSAB 180 2441721

ZNY SSSSS

O 811720Z SEP 68

FM 188TH DE 28 BIEN HOA A3 RVN

TO RUHJDBA/188STRATRECONG DAVIS MONTAN AFB ARIZ

BT

SECRET 10000 10000 10000 10000 10000 10000 10000 10000 10000 10000

188TH DE 28 BIEN HOA A3 RVN. SUBJECT: THIS IS AN EMERGENCY OR IAW

188TH DE 28 BIEN HOA A3 RVN

A. 1

B. SPA W7H

C. AFLC-LGR

D. 1

E. 66-8198 (H-17)

F. 1

G. 1097

H. 78453

I. F.V.C. ACTUATOR

J. "663" STRIPPED

K. "H" BASIC POST FLIGHT

L. "H" REVIVE AND REPLACE

M. 80883

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PAGE 2 RUMSARS 18C ~~SECRET~~ E T L T W O I S
N. THREE (3) 12 JUNE 1967 THRU 31 AUG 67

O. NSL

P. P/N 338-307881-11 S/N 154

Q. 188 SRW OL-28 E 67-1041

R. 12 HOURS

S. 78022

T. SEE ATACH

U. N

V. SEE ATTACH

HR 235A SCORER SBYSYEV RTRIAL NO 233 HAD AN UNSUCCESSFUL MISSION ON
30 AUG 67. ONLY 53 EXPOSURES WERE SHOWN ON THE DATE BLOCK FRAM-
METER. IT WAS FOUND DURING POST FLIGHT CHECK OF THE SYSTEM THAT
THE F.M.C. ACTUATOR HAD FAILED AFTER 27 EXPOSURES. THE ACTUATOR
MOTOR WOULD RUN HOWEVER THE METRON DRIVE ASS'Y APPEARS TO BE
STRIPPED AND SLIPPING AND WOULD NOT LIFT THE HEIGHT OF THE SCORER
TO PROVIDE F.M.C. ALSO THE CAM WHICH ACTUATES THE CYCLE START A
SWITCH (S1) WAS NOT BEING DRIVEN BY THE METRON ASS'Y. THIS IS THE
FOURTH MALFUNCTION OF THIS TYPE SINCE MARCH 67 THE THIRD SINCE 12
JUNE 67 TWO OF THESE MALFUNCTIONS OCCURRED IN FLIGHT ONE OCCURED AT
DOW. DURING SYSTEM CHECK OUT IN SHOP. ANOTHER WAS AT THIS

PAGE 3 RUMSARS 18C ~~SECRET~~ E T L T W O I S
LOCATION UPON WITH DRAVAL FROM SUPPLY STOCKS TO REPLACE A PREVIO-
USLY CANNABIZED F.M.C. ACTUATOR SERIAL 053 WOULD NOT LIFT THE
HEIGHT OF THE SCORER. THE FIRST IN FLIGHT MALFUNCTION TOOK PLACE
ON 12 JUNE 67 AFTER 734 EXPOSURES. AN EUR WAS SUBMITTED SWSGT
PERRY AND WAS NOIC OF THIS ACTION AT THE TIME OF THAT FAILURE.
(13051A OL-28 E 67-1025) DUE TO MAINTENANCE LIMITATIONS ON THE
F.M.C. ACTUATOR LOCAL PERSONNEL ARE UNABLE TO DISASSEMBLE AND TO
DEE

EXAMINE THE EXACT CAUSE OF FAILURE

W. EXHIBIT AVAILABLE AT OL-28

X. WAYNE S. WADLEY SSGT 188TH SRW AMMS OL28 EXT 2361 (DUTY)

2533 (BARRACKS)

Y. YES GEORGE M. NAKIS COL OL-28 COMMANDER EXT 2161.

GP-3

BT

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NOT FOR
DISTRIBUTION
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OFFICIALS
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DEPARTMENT

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OFTSZYUW RUWJHEA0436 2752144-SSSS--RUWJDBA
DE RUWJHEA 944 2752105

ZNY SSSSS

BT (u)

~~SECRET~~ SVC

A. RUWJHEA 5516 2751944 (SVC) NOTAL

B. RUWJHEA 918 2751825 (SVC)

1. H/W CORCY RUWJHEA 813 2752049/302049Z SEP 67.

O 302049Z SEP 67

FM AFLCLOR

TO RUEDFIA/AFLC WPAFB OHIO

RUEDFHA/CSAF WASH DC

RUCSAAA/SAC OFFUTT AFB NEBR

RUWJHNA/15AF MARCH AFB CALIF

RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ

RUMSJS/OL-20 BIEN HOA AB RVN

BT

~~SECRET~~

LIMDIS LOR 1256 SEP 67. THIS IS A RIVET BIN MSG. FOR CSAF (AFSME-S/
LT COL TALBOT AND MR. O' REAR); AFLC (MCMX/COL POWELL); SAC (DPLC/
LT COL ALLISON) PASS IMMEDIATELY TO DOSR/DM4C; 15AF (DM4C/MAJ LEE) PASS
IMMEDIATELY TO DOR; 12SAD (DM/COL MCEWEN; 100SRW (DCM/COL RAFFERTY);
OL-20 (COMDR/COL NAKIS).

SUBJ: EUR 100SRW OL-20 E67-1041; HR-338 FMC ACTUATOR FAILURES (U).

1. REF AFLC (S) MSG MCMX 04665, 29 SEP 67, SUBJ: EVALUATION OF HR-338
FMC PROBLEMS. REFERENCE MSG WAS AN ACCURATE EVALUATION OF THE FMC
ACTUATOR PROBLEMS AT THE TIME, HOWEVER FURTHER QUALITY CONTROL TESTING
AT HYCON BY PRIME CONTRACTOR AND VENDOR PERSONNEL REFLECTS THERE ARE NO
ACCEPTABLE OR RELIABLE ACTUATORS IN THE INVENTORY OR INSTALLED IN

(u) ~~SECRET~~

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PAGE TWO RUWJHEA 813 ~~SECRET~~
SCORERS IN THE FIELD. PRIME CONTRACTOR AND VENDOR ARE ENGAGED IN PRIORITY TESTING OF THE SYSTEM TO ARRIVE AT A SOLUTION. THERE IS NO KNOWN OR EASY FIX RECOGNIZABLE OR IN SIGHT. THEY ESTIMATE COMPREHENSIVE IDENTIFICATION OF A PROPER SOLUTION BY 6 OCT 67. AT THIS TIME THEY EXPECT TO BE ABLE TO ESTIMATE A GET WELL DATE.

2. IN VIEW OF ABOVE IT IS RECOMMENDED THAT THE HR338 NOT BE EMPLOYED OPERATIONALLY.

3. TO PROVIDE AN ALTERNATE CAPABILITY AFLCLOP WILL SHIP COMMERCIALY VIA PANAM ON 30 SEP 67 FROM SAN DIEGO, DIRECT TO OL20 (4) 67162291 FOUR HR233 CONVERSION/INSTALLATION KITS FOR THE 147H AND (4) FOUR HR233 SCORERS. SINCE INVENTORY FIGURES SHOW AN ADDITIONAL (4) FOUR SCORERS ON HAND AT OL20, IN ORDER TO PROVIDE BACK UP CONVERSION KITS, LOR WILL SHIP TWO (2) ADDITIONAL CONVERSION/INSTALLATION KITS VIA WEAPONS SYSTEM POUCH ON 30 SEP 67 ALSO. AS SOON AS SHIPPED LOR WILL ADVISE OR CONFIRM BY OPS IMMEDIATE MSG CARRIER GIVING CBL DATA FOR COMMERCIAL SHIPMENT AND WEAPONS SYSTEM POUCH NUMBER FOR THE (2) TWO BACK UP KITS. AN ADDITIONAL (4) FOUR KITS AND/OR SCORERS WILL BE SHIPPED AT A LATER DATE. THESE CONVERSION/INSTALLATION KITS ARE STANDARD AND IDENTIFIED IN TECH DATA, SECTION II, PAGE 2-1, T.O. 147H-2-10, KITS ARE IDENTIFIED AS 147V1019.

(u)
PAGE THREE RUWJHEA 813 ~~SECRET~~

4. CONSISTENT WITH RECOMMENDATIONS IN PARA 2 IT IS ALSO RECOMMENDED THAT THE HR233 BE USED IN THE 147H UNTIL CONTRACTOR CAN SOLVE THE ACTUATOR PROBLEM.

GP-3
BT

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NNNNPTTSZYUW ROWBKNA6158 2638001-SSSS--RUWJLBN

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P 192325Z SEP 67

FM 15AF MARCH AFB CALIF

TO RUWJHEA/NAVCOMMSTA SAN DIEGO CALIF

INFO RUCSAAA/SAC

RUWJLBN/IESAD DAVIS MONTHAN AFB ARIZ

FOR AFIC-LOR/NAVCOMMSTA. INFO RUWJLBN/IESAD, DCM/120SRW.

FOR SPAR/PAR CONTACT OFFICERS. THIS IS A BUNBLE BUS MESSAGE.

SUBJECT: (U) VEHICLE MOVEMENT (U). REF. TELECON CWO SCRUGGS (AFIC-LOR), MAJ MADSEN (DM4C/SAC) AND MAJ LEE, 15AF/DM4BR ON 19 SEP 67. REQUEST NECESSARY ACTION TO SHIP FOUR 14TH SPA'S TO 120SRW, DAVIS-MONTHAN AFB ASAP. PLEASE ADVISE OF TIME AND DETAILS OF SHIPMENTS. GP-4.

BT

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120A(1)

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PTTS JAW RUCSAAA731 1731642-5555-RUWJDBA

ZNY 55555

P 221632Z JUN 67

FM SAC

TO RUWBNV/15AF

INFO RUWJDBA/12SAD DMAFB ARIZ

RUWJDBA/120SRV DMAFB ARIZ

RUMSAF/BIEN HOA AB RVN

BT

~~SECRET~~ LINDIS (SPAR) DY4C 35655 JUN 67.

THIS IS A RIVET BIN MESSAGE. FOR SPAR CONTACT OFFICER.

FOR: DMAFB/15AF. INFO: 120DCY/12SAD; OL-20 (COMMDR)

SUBJECT: SPA 147 DEPLOYMENT (U).

REQUEST J-35, G-43, G-52, AND NP-3 BE CHECKED OUT FOR DEPLOYMENT TO

OL-20 AT THE EARLIEST POSSIBLE DATE. FURTHER, REQUEST A J-2 BE

SUBMITTED FOR DEPLOYMENT OF ALL FOUR VEHICLES. THE ORDER-10

22 JUN INDICATES G-43 NORS/G FOR CABLE ASSY AND NOSE ASSY. G-42

IS REPORTED AS IN COMMISSION AT THE OL. SUGGEST NORS/G PARTS

REQUIRED FOR G-43 BE TAKEN OFF G-42 AT OL-20 AND INSTALLED ON

G-43 UPON ITS ARRIVAL AT OL-20. GP-3.

BT

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PITSZYUW RUCSAAA0387 2141959-SSSS--RUWJDBA.

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P 021940Z AUG 67

FM SAC

TO RUMBKNA/15AF

INFO RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ

BT

~~SECRET~~ SPAR DM4C 03387 AUG 67.

THIS IS A RIVET BIN MESSAGE. FOR SPAR CONTACT OFFICER.

FOR: DM4BR, DM5/15AF. INFO: 102DCM/12SAD.

SUBJECT: SPA 147 DEPLOYMENT (U).

REQUEST YOU PREPARE FOUR 147H SPA'S FOR DEPLOYMENT TO OL-23.

SUBMIT A J-2 REQUEST FOR A DEPLOYMENT DATE OF 7 AUG 67. (GP-3).

BT

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INTERVALS: NOT AUTOMATICALLY
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P 3 22 00Z AUG 67

FM SAC

TO RU3KNA/15A1

INFO RUEDFIA/AFLC

RUWJEA/AFLC LOR NAVCOMSTA SAN DIEGO CALIF

BUHJL5A/12SAD DAVIS WINTHAN AFB ARIZ

BT

~~SECRET~~ IWOIS SPAR/DM4C 89159 AUG 67.

FOR DAF (GM4BR); AFLC/LOR; AFLC/MCMX; 12SAD/188DCW. REQUEST

J-2 ACTION BE INITIATED FOR THE DEPLOYMENT OF (4) FOUR SPA

14TH DRONES AND SEVEN SETS OF BELLINGER EQUIPMENT TO OL-20.

PICKUP DATE AT DAVIS MONTHAN SHOULD BE 5 SEPT 67. RETURN.

SPA #7 H-12 BACK TO DAVIS MONTAN ON BACKHAUL FOR REPAIR OF FUEL SYSTEM. GP-3

FUEL SYSTEM. GP-3

BT

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INTERVALS; NOT AUTOMATICALLY
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OTTSZYUW RUCSAAA2235 2511925-SSSS--RUMJDBA.

0.15112Z SEP 67

TO: RUMJDBA/DIAF
INFO: RUMJDBA/123AD DPAFS ARIZ
RUMJDBA/BIEN HCA AB RVN
RUMJDBA/AFIC NAVCOMSTA SAN DIEGO CALIF

BT
THIS IS A RIVET BIN MESSAGE. FOR SPAR/PAR CONTACT OFFICER.
FOR: DM43A/DIAF. INFO: 1020GM/123AD; OL-20 (C); AFIC/LOR.
SUBJECT: SP A DEPLOYMENT (U).
REQUEST YOU SUBMIT A J-2 REQUEST FOR THE DEPLOYMENT OF (4) FOUR
"147" SP A'S TO OL-20 DEPLOYMENT DATE FROM DPAFS WILL BE
02 SEP 67 (GP-3).

BT

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CONTINUED AT 12 1234
REMARKS: NOT AUTHORIZED
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USE ONLY. 1305RW/300PMB/001/001L. INFO: 1305RW/00344/0030.
SUBJECT: BACKHAUL AIRCRAFT. REQUEST IMMEDIATE BACKHAUL
OF TYM REMAINS OF C-52 AND J-34, 5300 LBS, 800 CU. AND
NON-WAS TRAILER, 500 LBS, 442.7 CU, AND 5485 LBS, 542.7
TOTAL WEIGHT: 7933 LBS, 1465.9 CU. GP-0
BT

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192C/32

Ref B - 018

J OTTCZUW RUWMTGU1621 2271000-CCCC--RUWJDBA

ZNY CCCCC

DE RUWSJS 1155 2271025

ZNY CCCCC

O 151000Z AUG 67

FM 100SRW DL 28 BIEN HOA AB RVN

TO RUWJDBA/100SRW DAVIS MONTHAN AFB ARIZ

INFO RU18KNA/15AF VARCH AFB CALIF

BT

(U) ~~CONFIDENTIAL~~ 100SRW DL-28 SUP 85907 AUG 67.
FOR OFFICIAL USE ONLY. 100SRW/D SUP W3/DCV/DCML. INFO: 15-F/
DM3A4/DM59. SUBJECT: BACKHAUL AIRCRAFT. REQUEST IMMEDIATE
BACKHAUL FOR 2 DISASSEMBLED "A" MODEL PROPS, 1 ASSEMBLED "A"
MODEL PROP, 1 NON MAG TRAILER, 1 WINCH ASSY, 1 DRUM AND BRAKE
ASSY, 4 PCS TEST EQUIP, 9 EMPTY K-62 CASES, AND 2500 LB OF
CARGO. TOTAL WEIGHT: 7,500, CUBE: 1,477.6. WEIGHT AND CUBE
SUBJECT TO INCREASE. GP-3

BT

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NNNCZ CD04376

RITSZYU RUMBKNA6326 2432245-SSSS--RUMJDBA.

ZNY SSSSS

R 32303Z AUG 67

FM 15AF MARCH AFB CALIF

TO RUMJDBA/125AD D MONTHAN AFB ARIZ

INFO RUMSJS/CL 20 BIN HOA AB RVN

BT

REF: SPAR PAR DVA/DV5 25631 AUG 67.

FOR 125AD DM, INFO 125EW D, 833 CGS C AND CL-28 C. THIS IS A RIVET BIN MESSAGE. FOR SPAR/PAR CONTACT OFFICER. SUBJECT: (SPAR/PAR) SPA ASSEMBLY AND CHECKOUT (U). SUSPENSE: 11 SEP 67. THIS MESSAGE IN FOUR PARTS. PART I: REF SECRET 15AF DMBR 25622, 17 AUG 67. THE ADVISABILITY OF SHIPPING SPA DIRECT FROM FACTORY TO THE CL HAS BEEN PREVIOUSLY DISCUSSED AND GENERALLY AGREED UPON AS A WORTHWHILE CONCEPT. TO OBTAIN AUTHORIZATION FOR IMPLEMENTATION OF SUCH A PROCEDURE, SUPPORTING STATISTICS ARE REQUIRED. PART II: REQUEST A MAINTENANCE ANALYSIS BE PERFORMED, SHOWING THE COMPARISON BETWEEN CHECKOUT AND ASSEMBLY AT DAVIS-MONTHAN AND CHECKOUT AND ASSEMBLY AT CL-28. THE ANALYSIS SHOULD INCLUDE AVERAGE MANHOURS AND CLOCK HOURS REQUIRED PER SPA AS WELL AS LIMITING FACTORS SUCH AS STORAGE SPACE, TEST EQUIPMENT, SUPPLY SUPPORT, AND TECHNICAL ASSISTANCE. ADDITIONALLY, REQUEST YOUR

PAGE 2 RUMBKNA6326 ~~SECRET~~

ESTIMATE OF THE NUMBER OF DAYS ELIMINATED IN GETTING A SPA OPERATIONAL BY SHIPPING DIRECT FROM THE FACTORY TO THE CL. PART III: REQUEST A TRANSPORTATION ANALYSIS BE PERFORMED, SHOWING THE AVERAGE MANHOURS AND CLOCK HOURS REQUIRED PER SPA AT DAVIS-MONTHAN FOR RECEIVING, PREPARING FOR SHIPMENT, LOADING AND UNLOADING. ADDITIONALLY, REQUEST THE COST OF SHIPPING A SPA FROM RYAN TO DAVIS-MONTHAN BE PROVIDED. PART IV: PLEASE PROVIDE REQUESTED INFORMATION BY 11 SEP 67. GP-4.

BT

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PAGE 2 RUMSARB ~~SECRET~~ LINDIS

NO CHANGE

B. PROJECTED:

- (1) PAVING OF UNSTABILIZED AREA WITHIN REVETMENT AREA.
- (2) RESURFACING OF 1 REVETMENT AREA.
- (3) PERMANENT TYPE BUNKER FOR SPA MAINT AREA.
- (4) PARTITIONS IN BL 2500 (SPA STORAGE AREA)

3. OL-12 COMPOUND (ADMIN "C" HUT)

A. COMPLETED:

- (1) LATRINE FIXTURES INSTALLED
- (2) INSTALLATION OF SOUNDPROOF TIE CEILING.
- (3) INSTALLATION OF 1/3 OF FLOOR TILE.
- (4) INSTALLATION OF THIRD AIR CONDITIONER.
- (5) FINISH COAT OF ENTIRE INTERIOR.
- (6) FABRICATION OF THREE DOORS
- (7) BILLETSSUNDER 3RD COMBAT SUPPORT GP AS OF 15 AUG 67.

B. PROJECTED:

- (1) INSTALLATION OF 1/3 OF FLOOR TILE
- (2) INSTALLATION OF BASE BOARDS
- (3) COMPLETION OF PATIO COVER
- (4) WIRING OF 220 VAC

PAGE 3 RUMSARB ~~SECRET~~ LINDIS

- (5) HANGING & PAINTING OF THREE DOORS

4. DETACHMENT 12:

A. COMPLETED:

- (1) HQ BUNKER REBUILT AND CONSIDERABLY STRENGTHENED WITH ADDITIONAL WOOD BRACING.
- (2) LATRINE REPLACED.
- (3) SUPPLY "C" HUT FLOOR REPAINTED
- (4) HOUSING REVETMENTS BUILT AROUND AIRMAN QUARTERS

SELF HELP)

B. PROJECTED:

- (1) PAINTING OF OVERHEAD ENCLOSURE BETWEEN MAINT TRAILERS.
- (2) NEW DECONTAMINATION POOL TO BE CONSTRUCTED.
- (3) BRING BASE WATER INTO SITE.
- (4) BRING BASE POWER INTO SITE.

GP-4
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RTTE JAW RUWBKNA4911 4972137-EEEE--RUWJDBA.

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FM 15AF MARCH AFB CALIF

TO RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ

INFO RUMSJS/BIEN HOA REPUBLIC VIETNAM

RUCSAAA/SAC

BT

UNCLAS ~~E F T O~~ FOR OFFICIAL USE ONLY (SPAR/PAR) DM34BR 52547

APR 67.

FOR 12SAD 102SRW/DCM; INFO: 12SAD/DM, OL-23/C, SAC/DM4. FOR SPAR CONTACT OFFICERS. THIS IS A RIVET BIN MESSAGE.

SUBJECT: (SPAR/PAR) REPORTING OF BQM AND SPA LOSSES, INCIDENTS, AND MISHAPS.

REFERENCE SAC DM CONF/LMDIS 33448, 4 APR 67, SAME SUBJECT (UNCLASSIFIED), ON WHICH YOU WERE AN INFO ADDRESSEE. REQUEST YOU ESTABLISH FORMAL PROCEDURES WITHIN THE 102SRW MAINTENANCE COMPLEX FOR INFORMING THIS HQ (DM4BR) OF ALL KNOWN FACTS AND CIRCUMSTANCE: SURROUNDING BQM AND SPA LOSSES, INCIDENTS, AND MISHAPS. WRITTEN COMMUNICATION SHOULD BE INFO SAC/DM4C. SUGGEST AN INITIAL TELEPHONE REPORT UPON IDENTIFICATION OF SUCH HAPPENINGS WITH FOLLOW-UP REPORTS (BY APPROPRIATE COMMUNICATIONS MEDIA) AS

PAGE 2 RUWBKNA4911 UNCLAS ~~E F T O~~

SIGNIFICANT FINDINGS OR INFORMATION BECOMES AVAILABLE. REPORTS MADE DURING AFTER DUTY HOURS SHOULD BE MADE TO THE CONTROLLER SECTION, DM2 (6247) (DROPS 118/83). THE DM2 CONTROLLER WILL CONTACT DM4BR ON-CALL PERSONNEL.

B

UNCLASSIFIED

UNCLASSIFIED

No action required
GPO. 15 Apr 67
9330

OFTS JAX RUNJING 0940 1060537-SSSS--RUMJDBA.

DE RUMSAB 137C 1060353

ZNY 06986

O 160340Z APR 67

FM 100SRW DL 20 BIEN HOA A3 RVN

TO RUMJDBA/12 STRATAEROSPOIV DAVIS MONTHAN AFB ARIZ

RUMT PFA/15AF MARCH AFB CALIF

RUCSAAA/SAC

RUEDHCA/CSAF

RUEDFIA/AFLC

BT

~~SECRET~~

BDAS-298

act

1205(1)

1200(1)

1200(1)

100AC(1)

DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 6000.10

(4) ~~SECRET~~ TYLINDIS/100SRW DL-20350 24692 APR 67. 12500 FOR DS/
DO/DIA. 15AF FOR DS/DOR/DOTAR/DW2XDV3C/M4. SAC FOR DODSM/DCSR/
DM3A/DNA. CSAF FOR AFKOPR/AFSVLS. AFLC FOR VCMX. THIS IS A
RIVET BOM MESSAGE. SUBJ: PRELIMINARY AND FINAL REPORT OF RIVET BOM
SPA INCIDENT, FIVE DAY MESSAGE. FOR OFFICIAL USE ONLY (SPECIAL
HANDLING REQUIRED. SEE AFR 127-4)

A. 14 APR 67. 1811 LOCAL, RVN TIME ZONE HOTEL

B. DA NANG RECOVERY AREA

C. 147-SPA (J-27) 66-3585

D. SAC, 15AF, 100SRW, DAVIS-MONTHAN AFB ARIZONA, 120 CAVS

E. RUPPENTHA

2) FREDDIE E. CAPT., EV3108104, 3585S, 100SRW, SAC,
DAVIS-MONTHAN AFB, ARIZONA, GROUND RECOVERY OFFICER

BCASMC
67-1435

(4) ~~SECRET~~

PAGE 2 RUM ARB 137C ~~SECRET~~ TYLINDIS/

F. NA

G. NA

H. SACM 514 CHECK DEC 1966- NO OTHER INFORMATION AVAILABLE

I. PLANNED FLIGHT DURATION OF SPA: 123.

J. SPA GROUND RECOVERY.

K. BASED ON WINDS, THE GPOO COMMANDED CHUTES AT 1747L (0957 GMT)

ALTHOUGH SPA IMPACTED WITHIN PERIMETER OF RECOVERY AREA, ACTUAL

IMPACT POINT WAS SIX TENTHS OF A MILE NORTH EAST OF PRE-PLANNED

IMPACT POINT. SPA CAME TO REST IN SMALL SETTLEMENT. MAIN CHUTE

FAILED TO RELEASE BECAUSE PROBE OF THE GROUND RELEASE ASSEMBLY

DID NOT MAKE CONTACT WITH ANY SURFACE. HELICOPTER CREWMAN

DEFLECTED WHISKER TO RELEASE MAIN CHUTE AND A SUBSEQUENT GROUND

RECOVERY WAS EFFECTED WITHOUT FURTHER INCIDENT. DAMAGE TO ANTENNA

AND NOSE ASSY BEYOND REPAIR. NOSE INSTALLATION CRACKED. L. C. 100

100SRW, DAVIS-MONTHAN AFB, ARIZONA, GROUND RECOVERY OFFICER

100SRW, DAVIS-MONTHAN AFB, ARIZONA, GROUND RECOVERY OFFICER

100SRW, DAVIS-MONTHAN AFB, ARIZONA, GROUND RECOVERY OFFICER

100SRW, DAVIS-MONTHAN AFB, ARIZONA, GROUND RECOVERY OFFICER

100SRW, DAVIS-MONTHAN AFB, ARIZONA, GROUND RECOVERY OFFICER

100SRW, DAVIS-MONTHAN AFB, ARIZONA, GROUND RECOVERY OFFICER

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(u) ~~SECRET~~
PAGE 2 RUVSARS 1340 8 5 6 7 14 VOIS/
THEY WILL BE PROCESSED THROUGH FOREIGN CLAIMS COMMISSION.
N. SAC OPORD 63-67-81 MISSION DANANG RECOVERY AREA

O. NA

P. DA NANG AB WEATHER 1800L: UNKNOWN BROKEN, VISIBILITY TWELVE
MILES, TEMPERATURE 82 DEGREES POINT 74 DEGREES, ALTITUDE 2000.
CUMULUS ALL QUADRANTS; ALSO CUMULUS TO THE WEST. WIND IN RECOV-
ERY AREA ESTIMATED 10-15 KNOTS.

Q. NA

R. SPA RETURNED TO OL-20 FOR REPAIR.

S. NONE

T. NO

U. NO

V. NONE

W. NA

X. NO

Y. JAN T. HURLEY, MAJOR, DET 17, COMMANDER, EXTENSION 6334.

BT

3002
REPRODUCED 1700167 BY BCASMC

BCASMC
67-1435

~~SECRET~~
REPRODUCED

BY

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m-340

NNNNFT SZ YUN RUHROG 0060 2600619-SSSS--RUWJDBA.
DE RUMSAR 102C 2600459

ZNY SSSSS

O 170455Z SEP 67

FM 100SRW OL28 BIEN HOA AB RVN

TO RUCSRD/SRC OFFUTT

INFO RUMTPEA/15AF MARCH AFB CALIF

BT

BT

SEC 170455Z SEP 67.
SRC FOR DORS. INFO 15AF FOR DGR, 123AD FOR 100SRW. ONE OF OUR
DRONES HAS BEEN LOCATED IN LAOS AT 18-45N 108-42E. INITIAL
REPORTS INDICATE IT APPEARS TO BE INTACT AND IN FRIENDLY TERRITORY.
WE ARE PLANNING TO SEND A RECOVERY TEAM TO UDORN AB THAILAND IN
OUR DC-138 FOR PICK UP 19 SEP 67. LTCOL J.S. REED, DCGO 7/13AF
AT UDORN, HAS ARRANGED FOR ATTACHEE ASSISTANCE AND HELICOPTER
SUPPORT. WILL ADVISE WHICH DRONE AND STATUS ASAP.

GP-3

BT

EXCLUDED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DOWNGRADED

UNCLASSIFIED

~~SECRET~~

0346

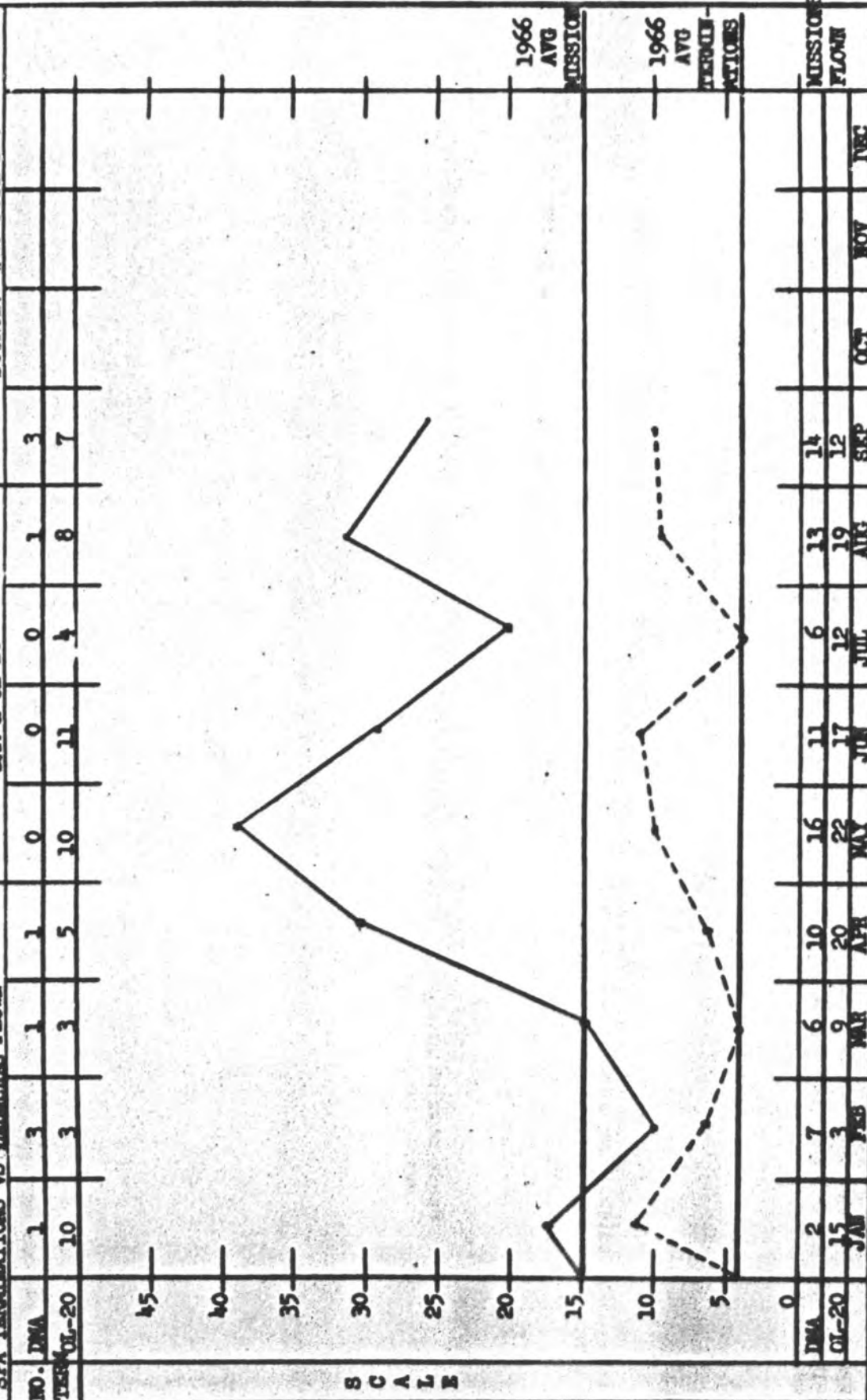
TITLE

199 A/4

SOURCE: SAC FORM 126

DMA & OL-20

SPA TERMINATIONS VS LAUNCHES FLOW



LEGEND:

TOTAL LAUNCHES FLOW

TOTAL TERMINATIONS

II-32

SAC FORM 15 PREVIOUS EDITION MAY BE USED.

PRESENTATION GRAPH

0348

SPA TERMINATIONS VS LAUNCHES

199B/4

ANALYSIS COMMENTS

The chart impresses us with the idea that an increase or decrease in launches flown will result in an increase or decrease in terminations. This impression can be misleading for statistical computation of data collected during the nine months shown indicates a correlation does exist but to a very low degree. Closer scrutiny of the chart, the months of Mar, Jun and Sep especially, shows the reason for low correlation. Launches flown during those months are inversely proportional to terminations. Considering that 3 months is $1/3$ of the total data accumulated, we can see more readily the reason for the low correlation factor achieved from statistical methods. Last month's computation showed a termination for each 3.1 sorties flown; we are less effective this month with a termination each 3.0 sorties flown. If terminations continue at the present rate we can expect to lose 95 SPA's by the end of the year.

m950
RTTCZYUW RUMBER

ZNY 00000

R 112310Z AUG 67

CONFIDENTIAL
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS...
DOD DIB 0200.10

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UNCLASSIFIED
438

FM 1 AF MARCH AFB CALIF
TO RUMBER/BIEN HOA AB RVN
INFO RUMBER/AA/SAC
FM JEDAF/LSAD D LO THAM AFB ARIZ
BT

(U) ~~CONFIDENTIAL~~ LIMDIS (SPAR/PAR)/DM4BR 0550Z AUG 67.

FOR 100SRW/OL-10 (C). INFO: 100SRW/DCM TEAD, SAC/DM4C, 12SAD/DM.
FOR SPAR/PAR CONTACT OFFICERS.

THIS IS A RIVET BIL MESSAGE.

SUBJECT: (SPAR/PAR) CAMERA INSTALLATION (U).

1. INSTRUCTIONS HAVE BEEN ISSUED TO 100SRW TO SHIP THREE HIGH SPEED CAMERAS, TWO GUN CAMERAS, BRACKETS, MISCELLANEOUS HARDWARE, INSTALLATION INSTRUCTIONS, AND FILM TO DET. 10 TO MAKE POSSIBLE AN INSTALLATION ON OPERATIONAL CH3 ACFT SIMILAR TO THE LOR-DI CH3 CAMERA INSTALLATION FOR FILMING HARS OPERATIONS. SUFFICIENT BRACKETRY IS PROVIDED TO PLACE MOUNTS AND GUN CAMERAS ON BOTH HELICOPTERS. HIGH SPEED CAMERAS WILL BE PLACED ON THE PRIMARY HELICOPTER ONLY. ONE HIGH SPEED CAMERA IS BEING SHIPPED SHORT ITS LENSE (CDD AT D-M, 17 AUG). IT WILL BE FORWARDED ON RECEIPT.

(U) ~~CONFIDENTIAL~~ LIMDIS
PAGE 2 RUMBER/AA6137 ~~CONFIDENTIAL~~ LIMDIS
REQUEST YOU INFORM THIS HQ ON RECEIPT OF THIS EQUIPMENT. ON RECEIPT OF EQUIPMENT, FURNISH THIS HQ AN ETIC FOR THIS INSTALLATION. FOR PLANNING PURPOSES, THE 29TH OF AUGUST IS BEING CONSIDERED THE OPERATIONAL READY DATE.
2. REQUEST YOU EVALUATE THE IN THEATER PROCESSING CAPABILITY FOR FILM (15 M/10). PROCESSED FILM MUST BE RETURNED TO 100SRW/TEAD AS RAPIDLY AS POSSIBLE FOR EVALUATION.
3. FOR 100SRW/TEAD: REQUEST YOU EVALUATE RETURNED FILM AND REPORT RESULTS ASAP TO 15AF/DM4BR WITH INFO DOR AND TO SAC/DM4C/DOBR. AT A FUTURE DATE, IT MAY BE NECESSARY TO FORWARD FILM TO BOTH 15AF AND SAC.
4. FOR 100SRW/DCM: REQUEST YOU NOTIFY THIS HQ AT TIME CAMERA EQUIPMENT IS SHIPPED. GP-4.
BT

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~~UNCLASSIFIED~~

DECLASSIFIED BY 3 YRS 10/1/83
EXEMPT FROM GDS 1.4
EXEMPT FROM GDS 1.4

151 PTTZYUW RUHHWOC1125 2428888-CCCC--RUJDBA.

DE RUHWPB 66 2423919

P 333945Z AUG 67

FM 188SRW OL 28 DET 18 DANANG AB RVN
TO RUHJDBA/188SRW DAVIS MONTAN AFB ARIZONA
INFO RUHJJS/188SRW OL 28 BIEN HOA AB RVN

BT
188SRW OL-28/DET 18 83043 AUG 67.
188SRW FOR 358 SRS. SUBJ: (U) CH-3 CAMERA INSTALLATION. THIS
MESSAGE IN TWO PARTS.

PART I.
REQUEST CAMERA CONTROL SWITCHES BE RELOCATED FROM PILOT'S CONSOLE
TO A POSITION CAPABLE OF BEING OPERATED BY BOTH PILOT AND CO-PILOT.
PART II.
REQUEST STATUS OF APPROVED WATER RECOVERY PROCEDURE FOR DET 18 ASAP.
GP-4
BT

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~~CONFIDENTIAL~~

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TO RUEBAA/SAC OFFICE AFB
JUN 57 1234567890
RUMBLEW 1234567890
RUMBLEW OL 20 312M HOA AD RVN
BT

(4)

SECRET LINDIS
LOR 751 JUN 57. THIS IS A RIVET BIN MESS PASS DIRECTLY TO SAC (CM
LT COL RICKEN), (DPL C3/LT COL ALLISON), 1507 (COMBRY/4J LEE), 12345
(CM/LT COL NOCEMENT), 1005RW (COM/COOL RAPPERT), 0123 (COM/DR/COOL
KIRKPATRICK). SUBJ: TECH REP STATUS (UL REP OFF SECRET 86958, 10
JUN 57, SAME SUBJECT (NOT TO SAC) REQUESTING STATUS OF TECH REPS
SUPPORTING TRIN SEVEN. MR. ARMSTRONG SHOULD RETURN TO HOME OFFICE
FIRST AVAILABLE TRANSPORTATION. NO MORE TRIN SEVEN EQUIPPED VEHICLE
WILL BE DELIVERED IN THE NEAR FUTURE. FOR YOUR INFORMATION WE ARE
INVESTIGATING THE TRIN SEVEN SYSTEM FOR INSTALLATION IN A SELECTED
NUMBER OF FUTURE VEHICLES. HOWEVER, THESE WILL NOT BE AVAILABLE FOR
APPROXIMATELY SIX MONTHS. MR. ZAHAN WILL REMAIN AT OL TO SUPPORT
THE RIVET BUSH INSTALLATION NOW BEING DEPLOYED. THIS MSG COORDINATED
WITH MR. FOREHAND (RYAN).
GP-3
BT

AP.2

REASAC 17-2015

RECEIVED
JUN 57 1234567890
RUMBLEW 1234567890
RUMBLEW OL 20 312M HOA AD RVN

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RECEIVED

~~SECRET~~

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DE RUJHEA 245 165438
ZN/ 00000

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AT 5 120 1000151
120 APR 12 1967
DD DIS 6200-10

P 152033Z JUN 67
FM AFLC/LOR
TO RUJHEA/PACAF
RUJHEA/CINCPAC
INFO RUEPJS/JCS WASHINGTON DC
RUEHQA/CSAF WASHINGTON DC
RUEDFIA/AFLC WRIGHT PATT 204 AFB OHIO
RUCSAAA/SAC OFFUTT AFB NEBR
RUWJKNB/15AF MARCH AFB CALIF
RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ
RUMSJS/OL-20 BIEN HOA RVN
BT

(u)

SECRET LINDIS
LOR 761 JUN 67. THIS IS A RIVET BIN MSG. PASS DIRECTLY TO PACAF/SPAF
PAR OFFICER AND CINCPAC FOR SPAF/PAR OFFICER.
INFO: JCS (J-3), CSAF/AFSME-S FOR LT COL TALBOT AND MR O'NEAR, AND
AFXOPFR FOR LT COL CORRA, SAC/DFLC FOR LT COL ALLISON AND DQSR/DM4
SPAF/PAR OFFICER, 15AF/DOF FOR SPAF/PAR OFFICER, 12SAD/1003RV FOR COL
MIXSON, OL-20 FOR COL KIRKPATRICK, SUBJECT: VISIT TO SOUTH VIETNAM
THAILAND. REFERENCES:

(u)

plv

PAGE TWO RUJHEA 245 SECRET LINDIS
A. CSAF MSG AFXOPFR-81746 APR 67.
B. CINCPAC MSG, SUBJ: AREA CLEARANCE FOR TECH REPS, DTD 30 APR 67.
1. IN ACCORDANCE WITH REF A, AS AUTHORIZED IN REF B, AFLC/LOR HAS CUT
ORDERS ON THE FOLLOWING TECH REPS FROM DMAB TO OL-20 TO ASSIST IN
OPERATIONAL REQUIREMENTS OF RIVET BUSH MISSIONS:
MR EUGENE ROLAND MOTTER (GS-12 EQUIVALENT), SPECIAL TECHNICIAN, RYAN
AERONAUTICAL CO, CLEARED TOP SECRET BY SIAMA, 26 APRIL 1962, US CIT
DOB- 22 JUL 1934, POB- SEATTLE, WASH, CLOC #47920, AND MR WILLIAM
ZATHAN (GS-12 EQUIVALENT), SPECIAL TECHNICIAN, RYAN AERONAUTICAL CO
CLEARED TOP SECRET BY SIAMA, 26 MARCH 1967, US CITIZEN, DOB 10 JUL
1938, POB-CHICAGO, ILL CLOC #34710.
2. TECH REPS WILL DEPART FOR DMAB ON OR ABOUT 15 JUN 1967 AND PROG
TO OL-20 ON OR ABOUT 21 JUN 1967, INDIVIDUALS WILL DEPART OL-20 ON
ABOUT 20 AUGUST 67.
3. MODE OF TRANSPORTATION: MILITARY AIR ENROUTE TO OL-20.
4. POINT OF CONTACT: COMMANDER, OL-20
COLONEL DONALD F. KIRKPATRICK
GP-4
BT

BCF5me
67-229

REF: 12001

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~~CONFIDENTIAL~~

NNNCZ CD0A923

PTCZYUW RUWMTGUS985 2252200-CCCC--RUWJDBA.

~~ZNY 00000~~

DE RUMSJS 1007 2252040

~~ZNY 00000~~

P 132035Z AUG 67 ZEX

FM 133SRW DL20 BIEN HOA AB RVN

TO RUCSAAA/SAC

INFO RUMBKNA/15AF MARCH AFB CALIF

RUMJDBA/12STRATAEROSPOIV DAVIS MONTHAN AFB ARIZ

RUMJDBA/133STRATRECONWG DAVIS MONTHAN AFB ARIZ

BT

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DMCI

041

3-993

(u)

~~CONFIDENTIAL~~ LINDIS/SPAR/PAZ/133SRW DL-2010 05379 AUG 67.

SAC FOR DMAC, 15AF FOR DMABR, 12SAD FOR DM, 133SRW FOR DCM.

SUBJ: (U) CONTRACTOR PERSONNEL ASSISTANCE. REFERENCE SECRET/

LINDIS/SPAR/PAZ/DMAC 07369 9 AUG 67. WE ARE UNAWARE OF ANY

INSTANCES WHEREIN SAC PERSONNEL ARE DOING MAINTENANCE ON

SPECIAL EQUIPMENT. MAINTENANCE PERSONNEL ARE FORBIDDEN TO

PERFORM MAINTENANCE ON ANY EQUIPMENT NOT COVERED BY TECHDATA

AND SUCH IS THE CASE WITH THE SPECIAL EQUIPMENT PROVIDED BY

THE CONTRACTOR. BLUE SUITERS DO OCCASIONALLY ASSIST CONTRACTOR

PERSONNEL IN THE CHECKOUT OF EQUIPMENT WHEN SUCH ACTIONS CANNOT

BE PERFORMED BY A SINGLE PERSON. THEY ALSO ASSIST IN THE MANNER

OF PROVIDING POWER UNITS, LIGHTING UNITS, SMALL TOOLS, ETC., BUT

THIS IS NOT CONSTRUED AS MAINTENANCE ON THE SPECIAL EQUIPMENT.

DECLASSIFIED

(u)

~~CONFIDENTIAL~~

PAGE 2 RUMSJS 1007-~~CONFIDENTIAL~~

THE VERY NATURE OF OUR MISSION PRECLUDES US FROM COMPLETELY
ISOLATING OUR PERSONNEL FROM THE CONTRACTOR FURNISHED EQUIPMENT.

IT IS OUR INTENTION TO UTILIZE CONTRACTOR TECHNICIANS TO THE
MAXIMUM EXTENT POSSIBLE AND WE FEEL THAT THIS IS BEING DONE.

IT IS OUR CONTENTION THAT CONTRACTOR PERSONNEL BE RETAINED UNTIL

SUCH TIME AS A PROJECT IS TERMINATED OR UNTIL THE SPECIAL EQUIP-

MENT HAS BECOME STANDARD EQUIPMENT AND HARD-COPY TECH DATA IS MADE

AVAILABLE. TO DATE THE CONTRACTOR SUPPORT FURNISHED WITH THE

SPECIAL EQUIPMENT HAS BEEN VERY ADEQUATE. PERSONNEL HAVE BEEN VERY

KNOWLEDGEABLE AND HAVE MADE THEMSELVES READILY AVAILABLE AT ALL

TIMES TO CORRESPOND WITH OUR WORK SCHEDULES.

GS-3

BT

~~CONFIDENTIAL~~

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INTERVALS: NOT APT
DO NOT
DO NOT
DO NOT

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RITCZYU RUEDFIR0945 2451409-CCCC--RUMJDBA.

ZNY CCCCC

0212151Z SEP 67

PARC

TO RUMJDBA/15AF MARCH AFB, CALIF

INFO RUCSAA/SEC

RUMJDBA/NAV COM STA, SAN DIEGO, CALIF

RUMJDBA/12SAD DAVIS MONTHAN AFB, ARIZ ✓

RUEFHQA/CSAF

BT

3 COPY
COUNCIL LINDIS/NOV DA155 SEP. THIS IS A BIG SAFARI

REG. 15AF FOR DOTT; SAC FOR DOTAC, CAPT SCHEERER; NAV COM STA PASS

TO ARCLOR, L/C BREWIS; 12SAD FOR DDO DOD/DCOT; CSAF FOR AEXCEP,

L/C ORRA, AFSME-S, L/C TALBOT. SUBJ: OPERATIONAL SPA CHARGED UP.

REF: 15AF DOTT 01993 DTG 191435Z AUG. NOTAL. AT THE PRESENT TIME

THERE IS NO RESIDUE FROM DAMAGED VEHICLES THAT COULD BE MADE INTO

AN H HULK FOR WARS TRAINING. RESIDUE FROM DAMAGED - M - SPAS

WHEN AVAILABLE WILL BE PROVIDED TO SAC FOR BUILD UP OF A HULK.

GP-3.

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NNNNCZCD04235

PETC JAW RUMJHEA0372 1780232-CGCC--RUMJDBA.

DE RUMJHEA 257 1772301

ZNY 00000

P R 262301Z JUN 57

FM AFLC/LOR

TO RUCSAAA/SAC OFFUTT AFB

INFO RUEOFIA/AFLC WRIGHT PATTERSON AFB

RUMTFJA/ATC RANDOLPH AFB

RUM3KNA/15AF MARCH AFB

RUMJDBAGXOWSAD DAVIS MONTAN AFB

RUMJSJ/OL-22 31EN HQA AB

RUMJAH/MAS PT MUGU

BT

~~CONFIDENTIAL~~ /LIMDIS/

LOR 804 JUN 57. THIS IS A RIVET BIN MSG. PASS DIRECTLY TO SAC(DPLC/ LT COL ALLISON, DM4A, DM4C, DOCR, AND DOTD). INFO: AFLO(MCMX/COL POWELL), ATC (MPC/ MAJOR SEXTON), 15AF(DM4 BR/MAJOR LEE, DOR, DPL AND DOTD), 12SAD(CM/LT COL MCNEEN AND DCO), OL-28(CM/DPL/COL KIRKPATRICK) PROJ RIVET STEAMER/LT COL ELLIS. SUBJ: 147S RECOMMENDED TRAINING SCHEDULE(U). REFERENCE SAC CONFIDENTIAL MSG DPLC 26491, 16 JUN 1957. SUBJ: 147S SPA. 1. LAUNCH CONTROL OFFICER TRAINING: A. PLACE OF TRAINING, DAVIS MONTAN AFB. B. LENGTH OF TRAINING, FIVE ACADEMIC DUTY DAYS. C. START DATE: 0800 5 JULY 1957. D. QUALIFICATION AND NUMBER OF

REPRODUCED

~~CONFIDENTIAL~~

PAGE TWO RUMJHEA 257 ~~CONFIDENTIAL~~ /LIMDIS/ STUDENTS: CLASS WILL BE COMPOSED OF MAXIMUM OF EIGHT (8) MINIMUM OF SIX(6), FULLY QUALIFIED LAUNCH CONTROL OFFICERS. E. EQUIPMENT REQUIRED: 147S MODIFIED PROGRAMMER BENCH AND FLIGHT LINE TEST SETS TO BE PROVIDED BY 122SRV. F. FACILITIES REQUIRED: CLASSROOM FOR MAXIMUM OF EIGHT(8) STUDENTS. SHOP SPACE WITH POWER REQUIREMENTS FOR PROGRAMMER TEST SET TO BE PROVIDED BY 122SRV. G. TRAINING MATERIAL: T.O. 147S-1 (PRELIMINARY) AND HANDOUTS, TO BE PROVIDED BY AFLO/CONTRACTOR. 2. RECOVERY CONTROL OFFICER TRAINING: A. PLACE OF TRAINING: CONTRACTOR FACILITY LINDBERGH FIELD, SAN DIEGO CALIF. B. LENGTH OF TRAINING: TWO(2) CLASSES, NINE (9) ACADEMIC DAYS FOR EACH CLASS. (THREE (3) DAYS LECTURE, TWO (2) DAYS SIMULATOR EACH STUDENT). C. START DATE OF EACH CLASS: 0800 10 JULY 1957 AND 0800 18 JUL 1957. D. QUALIFICATION AND NUMBER OF STUDENTS EACH CLASS: EACH CLASS WILL BE COMPOSED OF THREE (3) STUDENTS (LIMITED DUE TO SIMULATOR TIME) ALL STUDENTS WILL BE FULLY QUALIFIED ARCO/RCA. E. EQUIPMENT REQUIRED: ALL EQUIPMENT WILL BE PROVIDED BY AFLC/CONTRACTOR. F. FACILITIES REQUIRED: TO BE PROVIDED BY CONTRACTOR. G. TRAINING MATERIAL: 147S-1 (PRELIMINARY AND CLASSROOM HANDOUTS TO BE PROVIDED BY AFLC/CONTRACTOR. 3. FLIGHT CONTROL TECHNICIANS: A. PLACE OF TRAINING: DAVIS MONTAN AFB. B. LENGTH OF TRAINING: ONE CLASS, FIFTEEN (15) ACADEMIC DUTY DAYS. C. START DATE: CLASS WILL CONVEY 12 JULY

~~CONFIDENTIAL~~

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PAGE THREE RUMJHEA 257 C ~~CONFIDENTIAL~~ /LIMDIS
 1967. NOTE: TO INSURE CONTINUITY OF THE TRAINING EFFORT, IT IS
 RECOMMENDED THAT THE 100SRW, DCM DESIGNATE THE STARTING HOUR FOR DAILY
 CLASS PERIOD. CLASS SHOULD BE SCHEDULED DURING HOURS THAT PROVIDE THE
 LEAST INTERFERENCE TO THE DAILY WORK SCHEDULE. THIS SCHEDULING MUST
 PROVIDE FOR REQUIRED AGE AND SPACE. D. QUALIFICATIONS AND NUMBER OF
 STUDENTS: CLASS WILL BE COMPOSED OF MAXIMUM EIGHT (8) STUDENTS,
 MINIMUM OF SIX (6) STUDENTS, ONE OF WHICH WILL BE AN ETD INSTRUCTOR.
 ALL STUDENTS WILL BE 3 TO 7 LEVEL JOTS QUALIFIED 147X FLIGHT CONTROL
 TECHNICIAN. E. EQUIPMENT REQUIRED: ONE SET OF 147 AGE, TO BE PROVIDED
 BY 100SRW. ALL AGE TO BE 147S MODIFIED BY 100SRW. ALL MODIFICATION
 KITS AND HARD COPY TOTOS WILL BE PROVIDED TO 100SRW BY 23 JUN 1967.
 ONE 147S SPA TO BE PROVIDED BY AFLO APPROXIMATELY 7 JULY 1967. THIS SPA
 147S NO. 3 WILL BE USED FOR GROUND TRAINING AND CAPTIVE FLIGHT ONLY.
 F. FACILITIES REQUIRED: CLASSROOM, SHOP SPACE AND HANGAR SPACE TO BE
 PROVIDED BY 100SRW. G. TRAINING MATERIALS: T.O. 147S-2 (PRELIMINARY)
 WILL BE PROVIDED IN SUFFICIENT COPIES BY AFLO WITH DELIVERY OF TRAINING
 VEHICLE. 4. FURTHER RECOMMENDATIONS: THAT ANY CAPTIVE FLIGHTS FOR
 TRAINING BE SCHEDULED IN SUCH MANNER THAT INTERRUPTION OF TRAINING DOES
 NOT OCCUR. FULLY QUALIFIED RYAN TECHNICIAN WILL BE PROVIDED WITH
 DELIVERY OF TRAINING VEHICLE.

GP-4

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~~CONFIDENTIAL~~

DAVIS CLASS DAVIS 257 C ~~CONFIDENTIAL~~ /LIMDIS
 TRAINING DAVIS WORTHMAN AFB. 3. LENGTH OF TRAINING: FIVE ACADEMIC DAYS
 2037: 1412 257. 1. GRADE: COMBATOR OFFICER TRAINING: A. PLACE OF
 SCHEDULED: REFERENCE 257 CONFIDENTIAL WSC DFG 25401. 10 JUN 1967.
 2007 BIVEL STEWART/CI CO EFFIS. 2037: 1412 RECOMMENDED TRAINING
 DOLLIA. 1520(DMGTI COG WOMEN AND DCO). OF-SC(OWDBACOG KIRKBAIDICK)
 BOWETT. VIC (WBCA WATOB 25100). 1245(DMGTI WATOB GEE. DUB. DFG AND
 FI COG ALGISON. DMVA. DMAC. DUCH. AND DOLA. INFO: AFGC(WCWX)COG
 FOR 804 700 01. THIS IS A BIVEL BIN WSC. PASS DIRECTLY TO 257 DFG
~~CONFIDENTIAL~~ /LIMDIS

BI

BUMJAHANAS BI WSCN
 BUMJAHANAS-50 BIEH HDA AB
 BUMJAHANAS 2570 DAVIS WORTHMAN AFB
 BUMJAHANAS 1245 WATOB AFB
 BUMJAHANAS 1245 WATOB AFB
 INFO BUEDEIA AFGC WHICH BATTERSON AFB
 TO BUC2544 2570 0111 AFB
 EW AFGCOW

B B 252012 700 01

END 00000

DE BUMJHEA 257 1115701

BETC 700 BUMJHEA 257 1180525-CCCC--BUMJDBA

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DECLASSIFIED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR BRCO.10

CZCD0A410
PTTS JAW RUWBXNA6026 1861819-SSSS--RUWJDBA.
ZNY 00000
P 051710Z JUL 67
FM 15AF MARCH AFB CALIF
TO RUCSAAA/SAC
INFO RUWJDBA/12SAD DAVIS-MONTHAN AFB ARIZ

Info
100000
170000

BT
(u) ~~SECRET~~ LINDIS (SPAR) DOTT 01685 JUL 67.
FOR SAC (DOTA). INFO : 100(DCOT), 12SAD(DO). SUBJ: (SPAR)
'S' SPA TRAINING(U). REF SAC (S/LINDIS) (SPAR) DOTA 06834,
JUN 67. REQUEST YOU INFORM THIS HQ AS TO THE SPECIFIC
AVAILABILITY (BY COURSE AND DATES) OF 'S' SPA TRAINING AR PT MUGU.
WHEN THIS INFORMATION IS RECEIVED WE WILL BE ABLE TO DETERMINE
THE EXTENT OF ANY 100SRV CREW TRAINING ACCOMPLISHED. GP-4.
BT

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ECASMC
67-2589

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~~CONFIDENTIAL~~

PHONE NO. 100 1001 1001

TIME CALLED 10:00 10:00

~~CONFIDENTIAL~~

DECLASSIFIED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
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CZC004749

PFTC JAW RUMJHEA2143 1872243-C000--RUMJDBA.
DE RUMJHEA 981 1872154

ZNY 00000

P 062154Z JUL 67

FM AFLGLOR

TO RUCSAAA/SAC OFFUTT AFB NEBR
INFO RUEDFIA/AFLC WPAFB OHIO
RUMTFJA/ATC RANDOLPH AFB TEX
RUMBYNA/15AF MARCH AFB CALIF
RUMJDBA/12SAD DAVIS MONTHAN AFB ARIZ

BT

~~CONFIDENTIAL~~ (LIMDIS)
LOR 854 JUL 67. THIS IS A RIVET BIN MSG. FOR SAC (DPLC/LT COL ALLISON)
PASS TO DM4A/DM4C/DOTA. INFO AFLC (MCMX/COL POWELL); ATC (ATTAT-3/MAJ
SEXTON); 15AF (DM4BR/MAJ LEE) PASS TO DM4A/DPL/DOTTA; 12SAD (DM/LT
COL MCSEWEN); 100SRW (DCM/COL RAFFERTY) PASS TO DCM. SUBJ: 1A7 S TRAINING
(U)

1. REF SAC (CONF) MSG DOTA 07032, 30 JUN 67, SAME SUBJ. SUBJ MSG NOT
FULLY UNDERSTOOD HOWEVER UNDERSTANDING IS NOT NECESSARY. 100SRW WAS
REPRESENTED BY CAPT HARROP AND CAPT WALKER AT LOR, 30 JUN 67. TNG
SCHEDULE WAS MODIFIED AS FOLLOWS:

- A. LCO COURSE, 5-11 JUL 67, AT DAVIS MONTHAN WILL INCLUDE ARCO-S.
- B. ARCO/RCO INDOCTRINATION COURSE WILL BE TAUGHT AT DAVIS MONTHAN

~~CONFIDENTIAL~~

PAGE TWO ~~CONFIDENTIAL~~ (LIMDIS)
INSTEAD OF CONTRACTOR FACILITY, 12-12 JUL 67.

C. 1475 SIMULATOR TNG WILL BE CONDUCTED AS STATED IN PARA 1B
REF MSG.

D. CHANGES AS OUTLINED WILL PROVIDE FOR MORE STUDENTS AND IMPROVE
TNG.

E. SLOTS ARE PROVIDED FOR FTD INSTRUCTORS.
2. REF SAC (S) MSG DM4A 07059, 3 JUL 67, SUBJ: F415Y SCORER TNG, ALSO
TELECON CAPT WILLIAMS, SAC, AND CWO SCRUGGS, LOR, 30 JUN 67, SAME SUBJ.
INVESTIGATION OF KA-60 WHICH WAS TO HAVE TAUGHT DIFFERENCE BETWEEN
KA-60 AND F-415Y WAS NOT SUCCESSFUL, AS INDICATED BY YOUR MSG. PENDING
AFLC/MCMX APPROVAL TENTATIVE AGREEMENT TO PROVIDE FAIRCHILD TECHNICIAN
24 THROUGH 28 JUL IS BEING PLANNED. SUBJECT TECHNICIAN WILL PROVIDE TNG
AND VALIDATE/VERIFY TECH DATA DURING CLASS PERIOD.

GP-4.

BT

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NNNNCZCDOA707
PTTS JAW RUCSAAA0364 1371859-5355--RUWJDBA.
ZNY 65888

P 061830Z JUL 67

FM SAC

TO RUWBKNA/15AF

INFO RUWJDBA/12SAD DAVIS MONTAN AFB ARIZ

RUWJDBA/100STRATRECONWG DAVIS MONTAN AFB ARIZ

BT

~~SECRET~~ (u)
~~SECRET~~ LINDIS (SPAR)/DOTA 07176 JUL 67

THIS IS A COMBAT BUG/RIVET BIN MESSAGE. DELIVER DURING DAYLIGHT HOURS ONLY. FOR SPAR CONTACT OFFICER. FOR 15AF (DOTTA). INFO:

12 STRAT AEROSP DIV (DO): 100 STRAT RECON WG (DCOT). SUBJ: (SPAR)

"S" SPA TRAINING (U). 15AF DOTT (S) 01835, 5 JUL 67; HQ SAC DOTA

(C) 07032, 30 JUN 67; DOTA (S) 26334, 27 JUNE 67.

1. REFERENCE PARA 4 DOTA (S) 26334: REQUEST 15AF CONTACT AFLC (PT MUGU) FOR TRAINING SPECIFICS AVAILABLE AT THE PWR. THIS TRAINING WILL BE SUPPLEMENTED AS NECESSARY IAW DOTA 07032 AND SACM 50-31, PARA 16.

2. REQUEST THIS HQ BE NOTIFIED WHEN THE FIRST CREWS ARE PREPARED FOR DEPLOYMENT. GP-4

BT

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67-2598

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DO NOT AT 3 YEAR INTERVALS
RECLASSIFY AFTER 12 YEARS.
DATE 010500.10

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RTTSZYUW RUMTFJA0502 2141511-SSSS--RUMJD3A.

ZNY 00000

R 021501Z AUG 67

FM ATC

TO RUCSAAW/SAC

INFO RUEDFIA/AFLC

RUMJEA/US NAVY COMM STA SAN DIEGO CALIF

RUMJEA/15TH AF MARCH AFB CALIF

RUMJDBA/100 SRW DAVIS MONTHAN AFB ARIZ

BT

~~SECRET~~ IDIS SPAR PAR ATTAT-3 39993 AUG 67

THIS IS ARIVET 3IN MESSAGE. DELIVERY DURING NORMAL DUTY HOURS.

FOR SAC (DOTA/CAPT SHEERER); INFO USNAVCOMSTA (AFLC/LOR/LT COL

BREVIS AND LT COL PRICE), 15AF (DOTTA), 100 SRW (OCG/OCOTP).

CONCUR WITH YOUR SUGGESTED MEETING TO DISCUSS SPA TRAINING

PROGRAM. ATC REPRESENTATIVES WILL BE AT THE CONTRACTOR FACILITY 3-9 AUG

67 FOR MODEL 154 PROGRAM REVIEW. SUGGEST THAT THE MEETING BE

CONDUCTED IN COORDINATION WITH THAT MEETING SINCE MOST

REPRESENTATIVES WILL BE PRESENT AT THAT TIME/LOCATION.

BT

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PTTSZYLW RUCSAAA0290 2121730-5355--RUJDBA

IN 0000
P 311702Z JUL 67

FM SAC

TO RUEDFIA/AFIC

RUMJGA/USNAVCOMMSTA SAN DIEGO CALIF

RUMJGA/11NAVAL DIST SAN DIEGO CALIF

RUMJGA/ATO

INFO RUMJKA/15AF

RUMJDBA/12SAD DAVIS MONTHAN AFB ARIZ

RUMJDBA/12SAD DAVIS MONTHAN AFB CALIF

BT
SECRET LINDIS SPAR PAR DOTA 07097 JUL 67

THIS IS A RIVET BIN MESSAGE. DELIVER DURING NORMAL DUTY HOURS.

FOR SPAR/PAR CONTACT OFFICER. FOR AFIC (MOM/COO POWELL); USMC

(AFIC LOR/LT COL BREWIS); 11 NAV DIST (LT COL PRICE); ATC (ATTAT-B/

MAJ SEYTON). INFO: 15AF (DOTA); 12SAD (DO); 12SAD (DOO/DOOTP).

SUBJ: (U) WIRELESS SPA TRAINING. AFIC LOR SECRET/LINDIS LOR 949,

23 JUL 67 (NOTAL), SAC (S) MSG DOTA 07097, 27 JUL 67 (NOTAL).

1. REQUEST MCX AND ATC ARRANGE A MEETING, REF LOR 949, BETWEEN

9-11 AUG 67, FOR THE PURPOSE OF ESTABLISHING TRAINING REQUIREMENTS

FOR THE FOLLOWING SPAS: S, T, NO, 154 AND ANY OTHER KNOWN SPAS.

2. DUE TO SECURITY CLEARANCES FOR INDIVIDUALS INVOLVED, IT

PAGE 2 RUCSAAA0290 SECRET LINDIS
APPEARS THAT SEPARATE MEETINGS WILL HAVE TO BE SCHEDULED.

3. FOR 15AF: REQUEST THAT THE FOLLOWING BE AVAILABLE TO
ATTEND THE TRAINING MEETINGS.

A. 15AF DOTA-1 REPRESENTATIVE.

B. 12SAD-1/CO, 1/CO AND 1/DOOT REPRESENTATIVE.

ALL REPRESENTATIVES SHOULD BE PREPARED TO DISCUSS TRAINING PROGRAMS AS
WELL AS POSSIBLE DATES FOR TRAINING. YOU WILL BE NOTIFIED OF THE
EXACT MEETING DATE AS SOON AS ARRANGEMENTS ARE COMPLETED.

4. FOR MCX/ATC: REQUEST EARLIEST REPLY ON PROPOSED MEETING.

GP-3
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NNNNPTB JAW RUCSAAA8758 1291945-8855--RUMJDBA

2NW 88555

P 091948Z MAY 67

FM SAC

TO RUMBKNA/15AF

INFO RUMJDBA/12SAD DAVIS MONTHAN AFB ARIZ

RUMJDBA/100SRW DAVIS MONTHAN AFB ARIZ

BT

REPRODUCED (10 May 67) BY BCASMC

100A(1)
1200(1)

~~SECRET~~ LINDIS (SPAR) DOTA 0921 MAY 67

THIS IS A RIVET BIN/COMBAT BUG MESSAGE. DELIVER DURING DAYLIGHT HOURS ONLY. FOR SPAR CONTACT OFFICER. 15AF (COTTA/1 COL BROWN). INFO: 12 STRAT AEROSP DIV (CO); 100 STRAT RECON WG (CO, DCOT, DCOTP). SUSPENSE: 19 MAY 67. SUBJ: (U) COMBAT FALCON TRAINING PROGRAM.

1. THE COMBAT FALCON CONFERENCE HELD AT HQ SAC, 2-4 MAY 67, LEVIED AN ADDITIONAL TRAINING COMMITMENT ON THE 100 STRAT RECON WG. REQUEST THE FOLLOWING INFORMATION NOT LATER THAN 19 MAY 67.

A. THE ESTIMATED TIME REQUIRED TO COMPLETE THE TAC CREW FLYING

PAGE 2 RUCSAAA8758 ~~SECRET~~ LINDIS TRAINING.

B. A COMBINED SAC/TAC INITIAL TRAINING SCHEDULE TO INCLUDE GROUND SCHOOL AND FLYING TRAINING FOR THE PERIOD JULY 67 - FEB 68.

C. THE NUMBER OF ADDITIONAL CREWS, DC-130 AND CH-3, THAT WILL HAVE TO BE UPGRADED TO IP STATUS TO SUPPORT THE TAC TRAINING. REQUEST COMMENTS ON MODIFYING THE SACM 78-8 REQUIREMENTS FOR THESE IP CREWS WHILE TRAINING TAC STUDENTS.

D. LIST THE NUMBER OF PERSONNEL, SAC/TAC, THAT WILL NEED MCGS, SIMULATOR, AND FTD COURSES JULY 67 - FEB 68. INCLUDE THE APPROXIMATE DATES FOR THESE COURSES.

2. REQUEST THAT PREPARATIONS BE MADE TO CONDUCT A RIVET BIN/COMBAT BUG STAFF INDOCTRINATION COURSE DURING THE LAST WEEK OF JUNE/FIRST WEEK OF JULY. FURTHER DETAILS AND EXACT DATES WILL FOLLOW. GP3

BT

REPRODUCED

By

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BCASMC
67-001757

DOWNGRADED AT 12 YEAR
INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED, DOO DMR E200.10

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OTTSZYUW RUMSCHUS998 2250000-SSSS--RUWJD3A.

ZNY 000000

DE RUMSARB 900 2250000

ZNY 000000

O 130000Z AUG 67

FM 100SRW OL 20 BIEN HOA AB RVN

TO 100STRATRECONWG DAVI MONTAN A ARIZ

BT
SECRET
100SRW OL 20 BIEN HOA AB RVN 100000Z AUG 67.

100SRW FOR COMJOCE DELIVER DURING DUTY HOURS. THIS IS AN EMERGENCY
UR IAW 00-35-54.

A. CN

B. HR-332

C. AFLQ-LQ

D. A

E. NR 25

F. 5

G. 12037

H. 78022

I. FOCAL PLANE SHUTTER CONTROL MOD.

J. 007-400ED

K. "T" DURING SCHEDULES CALIBRATION

L. "T" REMOVED AND REPLACED (FPS DRIVE BMT)

M. 33695

~~SECRET~~

PAGE 2 RUMSARB 900 ~~SECRET~~

N. 1 EA 9 AUG

O. NEL

P. 333-102314-11

Q. 100SRW OL-20 E67-1035

R. 1.5 MAN HOURS

S. 78022

T. WHILE PERFORMING A CHOPPER TEST (AS PER "PART 11, HTM-3384-1, PAGE 5-17), IT WAS NOTED THAT CHOPPER TEST (PART 2, HTM-3384-1, PAGE 5-23) TO DETERMINE WHETHER THE PROBLEM EXISTED IN THE CHOPPER ITSELF AT THE CHOPPER CONTROL MODULE BEING MISADJUSTED. ATTEMPTED RECTION BY ADJUSTING R3 (ADJ VELOCITY) WITH LITTLE OR NO RESULTS. A CHECK AT TP2, SHOWED FEEDBACK VOLTAGE TO BE HIGH & OUT OF TOLERANCE. (-2.5VDC PLUS 2.1VDC). READING WAS -0.32VDC. ACCORDING TO "FPS CONTROL MODULE ALIGNMENT PROCEDURE", (PAGE 5-51, HTM-3384-1). THE ADJUSTMENT POT FOR CORRECTING THIS CONDITION IS R2. HOWEVER THIS POT IS NOT ONLY CONCEALED, BUT INACCESSIBLE, DUE TO PHYSICAL POSITION OF TRANSISTOR Q9. A VERY SMALL SCREWDRIVER, INSULATED BY HEAT-SHRINK SLEEVING WAS USED, IN ATTEMPTS TO REACH THIS POT.

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0-23 3 RUMSARS 97
THIS RESULTED IN A FIRING & THE CHOPPER SLAMMING INTO THE MECHANICAL STOPS, BREAKING ONE(1) FPS DRIVE BELT.

CONCLUSION:- IF ANY PART OF SCREWDRIVER IS NOT INSULATED, AND IN THIS CASE ONLY 1/8 OF AN INCH WAS NOT SO PROTECTED, TH S PROBABILITY OF AN ARC EXISTS, WITH DEFINITE HAZARD TO EQUIPMENT, AND POSSIBLE HAZARD TO PERSONNEL.

U.N

V. RECOMMENDATIONS:- LOOKING AT FPS CONTROL MODULE FROM THE FRONT (I.E. I.D. LABEL SIDE) SUGGEST TRANSISTOR C9 BE MOVED AS FAR TO THE RIGHT AS POSSIBLE, APPROXIMATELY ONE-HALF OF ONE INCH. IN SUCH A ABOVE, ALL THREE POTENTIOMETERS IN THE MODULE WOULD BE UNCOVERED MORE READILY ACCESSIBLE. (POTS REFERRED TO ARE R3, R15, R2 IN THAT PHYSICAL ORDER.)

W. NONE AVAILABLE

X. WAYNE S. WADLEY, SSGT OL-23 PHONE 2351,

Y. YES. GEORGE M. NAKIS, COLONEL , OL-23 COMMANDER, PHONE 2161.

GP-3

BT

CLASSIFIED AT 12 YEAR
EXEMPTED FROM AUTOMATICALLY
DECLASSIFIED, GPO FOR EEO 1.0

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7--829

RTTU JAW RUWBKNA? 1944 1457748-UUUU--RUWJDBA.

ZNR UUUUU

R 142459Z APR 67

FM 15AF MARCH AFB CALIF

TO RUWJDBA/12SAD D MONTAN AFB ARIZ

RUWJDBA/144SRW D MONTAN AFB ARIZ

RUWJDBA/SACMET D MONTAN AFB ARIZ

BT

UNCLAS DPL 43761 MAR 67.

FOR: 12SAD, C; 144SRW, C; SACMET TEAM, CHIEF. SUBJECT:
ESTABLISHMENT OF A TEST EVALUATION AND ANALYSIS DIVISION,
144SRW. HEADQUARTERS SAC HAS APPROVED OUR REQUEST TO ESTABLISH
A "TEST EVALUATION AND ANALYSIS DIVISION." THIS SMALL GROUP
OF SPECIALIZED INDIVIDUALS WILL REPORT DIRECTLY TO THE 144SRW
COMMANDER. THE COMPOSITION INCLUDES PERSONNEL VITAL TO PROBLEM
RESOLUTION, BUT WHOSE CHARTER WILL NOT DUPLICATE FUNCTIONS OF
THE NORMAL STAFF. THE POSITIONS AUTHORIZED ARE
AS FOLLOWS:

JOB TITLE	GRADE	AFSC	NUMBER
CHIEF (CH-3 PILOT)	MAJ	1425E	1
RECOVERY/ELINT SYS OFF	CAPT	E1575	1
MSL MAINT SUPT	CMS	44394	21

PAGE 2 RUWBKNA1944 UNCLAS

AERO PHOTO SYS TECH	TSG	44274	1
MSL ELEG SYS MAINT SUPT	SMS	31692	1
ADMIN CLERK	AIC	74254	1
		TOTAL	6

INITIAL MANNING WILL, OF NECESSITY, HAVE TO BE PROVIDED FROM
PERSONNEL PRESENTLY ASSIGNED AND QUALIFIED. IF DEVIATIONS
(NUMBERS, GRADES AND AFSC'S) ARE LATER REQUIRED, PROPER
JUSTIFICATION WILL BE SUBMITTED IAW CHAPTER 2, AFM 26-1.
THIS IS A DM, DO, DP, AND DPL COORDINATED MESSAGE.
BT

210A/16

VL

V

CZCJ0A438

PTTE JAN RVCSAAAN14 151213Z-RELE--RUMJDBA.

ZNY EEEEE

121137 MAY 67

FM SAC

TO RUMBKNAL15AF

INFO RUMJDBA/12SAD DMAFB ARIZ

BT

UNCLAS E F T O DMAC 4:291 MAY 67.

FOR OFFICIAL USE ONLY, FOR: 15AF/DHABR. INFO: 12SAD/144DCM.

SUBJ: WORKLOAD PLANNING. THIS HQ DESIRES TO MONITOR THE WORKLOAD OF THE MAINTENANCE ACTIVITIES OF THE 144SRW TO MINIMIZE THE SCHEDULE DISRUPTIONS CAUSED BY SPECIAL TASKS PLACED ON THE UNIT. REQUEST, THEREFORE, YOU PROVIDE THIS OFFICE WITH THE KNOWN PROJECTE SORTIE REQUIREMENTS FOR THE MONTHS OF JUNE AND JULY 1967 INVOLVING SPA, BOM, CH3 AND DC-130 AIRCRAFT AT DMAFB.

BT

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