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HISTORY

of

350TH STRATEGIC RECONNAISSANCE SQUADRON
100TH STRATEGIC RECONNAISSANCE WING

1 OCTOBER 1967-31 DECEMBER 1967
(Unclassified Title)

BCX1-68-31

Assigned to

12TH STRATEGIC AEROSPACE DIVISION
FIFTEENTH AIR FORCE
STRATEGIC AIR COMMAND

Stationed at

Davis-Monthan Air Force Base, Arizona

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TABLE OF CONTENTS

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

SAC/350SRS PROJECTS	26
Overland Flights, 147 H	27
MSQ 77/BQM3/A Flights	27
147S Activity	28
SPA Recovery	30
MARS	31
Improvement of Recovery Systems	31
Rapid Pickup	32
Compass Arrow Program	33
Operational Tech Data	33
Training	34
Equipment	36
Plans/Test Program	36
Modification	37
Reports	38
Project Names and Definitions	39
Mission Reports	41

LG CHAPTER IV: MAINTENANCE AND SUPPLY (Vol. II)

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

Materials Processing	68
HR 338	68
FA15Y Scorer	68

CE

CHAPTER V: FACILITIES (Vol. II)

Compass Arrow Facilities	70
Overseas OL Facilities	70

SE

CHAPTER VI: SPECIAL ACTIVITIES (Vol. II)

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

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

APPENDIX (Vols. I&2)

BIBLIOGRAPHY	82
GLOSSARY	83
LIST OF SUPPORTING DOCUMENTS	88

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FOREWORD

(U) The 4080th Strategic Wing was assigned to Davis-Monthan Air Force Base, Tucson, Arizona on 12 July 1963. The unit arrived from Laughlin Air Force Base, Del Rio, Texas, where it had been stationed since April 1967.

(U) Effective 25 June 1966, the 4080SW was redesignated the 100th Strategic Reconnaissance Wing by the Department of the Air Force, Headquarters SAC, Offutt AFB, Nebraska, Special Order G-50 dated 1 April 1966.¹

~~(S)~~ (U) The 100SRW is a unique organization in the Strategic Air Command. It is the only SAC unit assigned U-2 and DC-130 aircraft.

The wing conducts operations and assignments of a special nature. For this reason, the historian has been directed to report the activities of the 100SRW in a particular manner.

~~(S)~~ (U) This requirement was levied by 15AF message (C) DXIH 00413, 29 July 1966. The message stated that all activities within the scope of AFR 55-29 and the SAC Strategic Peacetime Airborne Reconnaissance (SPAR) Program and Security Guide will not be included in the regular quarterly history.²

~~(S)~~ (U) The contents of this message apply to the activities of the 350th Strategic Reconnaissance Squadron. Therefore, the activities of the 350SRS are no longer included in the regular quarterly history of the 100th Strategic Reconnaissance Wing

-
1. Appendix. 100SRW History for April-May-June 1966.
 2. Ibid.

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INTRODUCTION

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INTRODUCTION

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(U)

(S) This is the fourth special SPAR (Strategic Peacetime Aerial Reconnaissance) History/Annex of the 100th Strategic Reconnaissance Wing. Specifically, it describes the activities of the 350th Strategic Reconnaissance Squadron, 100SRW.

(U) The SPAR History/Annex was originally scheduled to be a semi-annual report. The three previous reports covered the periods Apr-Jun 66, Jul 66 - Mar 67 (two volume compendium), and Apr-Sep 67 (two volumes). This and future reports will be submitted on a quarterly basis, in accordance with directives from higher headquarters. The first and second reports were prepared in two copies, one to be retained and the other to be forwarded. Commencing with the third report, three copies have been prepared with one being retained and two forwarded.

(U) Primary stress in this report will be on documentation rather than upon the narrative, as requested by higher headquarters.

-
1. Hist 350SRS, 100SRW Jul 66 - Mar 67 (S) p. 1.
Hist 350SRS, 100SRW Apr 67 - Sep 67 (S) p. 1.

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I. MISSION, ORGANIZATION,
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MISSION

MISSION OF THE 100SRW

(U) The primary mission of the 100SRW is to conduct strategic reconnaissance operations on a global scale, either independently or in cooperation with other forces, to fulfill requirements for completed reconnaissance reports, target materials and weather data¹ for operational forecasting.

(U)
~~(S)~~ The commander of the 100SRW is specifically responsible for² the following:

- (1) Maintaining units in a state of readiness to accomplish operational tasks as required.
- (2) Being prepared to perform tasks as outlined in current emergency plans and relevant operations orders.
- (3) Deploying detachments with aircraft, crews and support personnel to forward area operation locations.
- (4) Conducting weather/air sampling operations and photographic/electronic reconnaissance training exercise.
- (5) Equipping units for accomplishing missions as assigned.
- (6) Training crews to perform missions as directed.

-
1. 15th AFR 23-1, 1 Jul 66.
Hist 100SRW, Apr-Jun 67 (S) and Jul-Sep 67 (S).
 2. Interview with Lt Col Joseph E. Brooks, 100SRW DCOI, by historian, TSgt H. R. Plimpton.

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MISSION OF THE 350SR

(U)
(S) The mission of the 350SR is to train and maintain combat ready DC-130 and CH-3 crews, capable of programming, launching, controlling, recovering, and retrieving unmanned reconnaissance drones.

ORGANIZATION

(U) The 100th Strategic Reconnaissance Wing (SRW) is composed of seven squadrons. The four maintenance squadrons, Field Maintenance (FMS), Organizational Maintenance (OMS), Armament & Electronics Maintenance (A&EMS) and Airborne Missile Maintenance (AMMS), are directly responsible to the 100SRW Deputy Commander for Maintenance. The tactical squadrons are directly responsible to the 100SRW Deputy Commander for Operations. These are the 349th and 350th Strategic Reconnaissance Squadrons. The 100th Headquarters Squadron is responsible to the Wing Commander.

-
3. Interview with Lt Col Joseph E. Brooks, 100SRW DCOI, by historian, TSgt H. R. Plimpton.

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II. PERSONNEL

CHAPTER II

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PERSONNEL

(U) Personnel strength authorizations and mannings are discussed in detail in the 100th Strategic Reconnaissance Wing History for the period 1 October through 31 December 1967. When authorization and manning situations were peculiar to the mission of the 350th Strategic Reconnaissance Squadron, the personnel situation will be discussed in connection with these sections of the report. Refer to the 100SRW history for all other general information.

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(S) The two model CH-3 helicopters were modified to E model aircraft through a time-compliance-technical-order (TCTO) engine-change modification at Davis-Monthan AFB on 13 December 1967. The aircraft available for the mission accomplishment of the 350SRS at the end of the reported period included seven DC130s, of which four were A models and three were E models, and five CH3E helicopters.³

Special Purpose Aircraft

(U) Former use of various types of jet-powered drone special purpose aircraft is discussed at length in the previous report. Special purpose aircraft used during the reported period consisted of the use of the 147H as primary vehicle for high altitude mission accomplishments; the primary low altitude vehicles for operational use were the 147J during October and November, but due to the high attrition rate the 147S SPA was the only low altitude vehicle launched on operational missions⁴ during December.

-
3. Interview with SMSgt Henry L. Woodward, NCOIC 100DCMCP, by historian, TSgt H. R. Plimpton.
Extract from Aerospace Vehicle Status Report (RCS:1HAF-A1) (C)
30 Dec 67. Ex 6.
 4. Hist 350SRS, 100SRW Apr-Sep 67 (S), pp 6-8.
Extract from 100SRW Monthly Maintenance Bulletin (U) Oct-Dec 67.
Ex 7.

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(S) The BQM34A drone was used at the home station as a training vehicle for captive flight, for launches, and for MARS recovery training. The 147G model SPA was flown on two captive missions at the home station in September, and one 147NRE was launched at the overseas operating location on 30 September. In summary, the SPA's utilized for training and operational requirements during the reported period were the 147G, 147H, 147J, 147NRE and 147S.⁵

COMBAT CREW RESOURCES AND CAPABILITIES

(U) The 350SRS was authorized 24 combat ready crews throughout the reported period. Of these, 12 were authorized and formed for the DC-130 and 12 were authorized and formed for the CH-3.⁶ There were ten combat ready DC-130 crews from the beginning of the quarter through November and one crew was upgraded in December with the other crew scheduled for upgrading in January 1968. The crews were originally scheduled for upgrading during November and December, but tests of the MCGS equipped aircraft required by higher headquarters during the months of November and December caused a one month slippage within the training schedule,⁷ primarily in training of ARCO's and GRCOs.

5. Ex 7.

6. 100SRW Unit Progress Report (RCS: SAC-U 89) (S). Oct-Dec 67. Ex 8.

7. Ibid.
Ltr (U) Col Cole to Gen Martin, 19 Jan 68. Ex 19.

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Flying Training, DC-130

(U)
(S) The DC-130 combat crew consists of eight members. The positions of these crew members are aircraft commander (AC), co-pilot (CP), Navigator (N), two launch control officers (LC01, LC02), an airborne recovery control officer (ARCO), an automatic tracking control radar technician (ATRT), and a flight engineer technician (FET). Also included with each flying crew is a ground control recovery officer (GRCO) who controls the SPA with the use of MSQ or MCGS configured equipment. He controls the SPA from the acquisition point to the recovery area enabling the CH-3 to effect a rendezvous and MARS recovery. Detailed 8 duties of other crew positions may be found in a previous history.

(U)
(C) Recurring training for DC-130 crews is governed by SACM 50-31. There were no delinquent combat ready crews/crew members as of 31 December; however, waivers were obtained for five crews for a total of 17 simulated recoveries. Primary cause of waivers was lack of availability of equipment. The numbers of simulated recoveries per crew varied from two for Crew S22 to five for crew E57. Lack of availability of MCGS equipped

-
8. Hist 350SRS, 100SRW Jul 66- Mar 67 (S). pp 8 & 9.
100SRW Special Narrative Reports, C-130 (RCS: 1SAC-T12) (C), Oct-Dec 67. Ex 9.
Interview with Lt Col Joseph E. Brooks, 100DCOO, by historian, TSgt H. R. Plimpton.

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aircraft hampered the upgrading of ARCO/ARTs to combat ready status, and this lack of equipment was expected to continue to be a problem during the following quarter due to requirements to conduct overland 147H flights and MSQ 77 missions at Eglin AFB, Florida.

Flying Training-CH-3 Helicopter

(U)
(C) There were seven combat ready CH-3 crews in the 350SRS as this reporting period began. One crew was upgraded effective 6 October and another was upgraded effective 22 November. No further crews were upgraded during the quarter. Two of the three remaining crews were scheduled to be upgraded in January 1968 and the third in February 1968.

(U)
(C) The lack/availability of operational SPA flights was cited as hampering the CH-3 crew upgrading program as early as September, and continued to effect the training/upgrading capabilities throughout the reported quarter. The requirement for 350SRS to upgrade two Sikorsky and one AFSC crew to MARS capability necessitated the use of available aircraft for that function in lieu of its own training requirements. The availability of aircraft was limited due to insufficient aircraft and

9. 100SRW Air Training Report, 1 Jul-31 Dec 67 (U). Ex 10.
Exs 8 & 9.

10. Hist 350SRS, 100SRW Apr-Sep 67 (S), pp. 10 & 11.
Exs 9 & 10.

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operational/rotational needs. To further complicate the problem, operational SPAs were not unit scheduled, but were directed from higher headquarters and were coordinated with other federal agencies and accomplished at Pt. Mugu, California.¹¹

(u)
(S) Recurring training for CH-3 crews is governed by SACM 50-8. As was pointed out in September, total recoveries needed to complete 50-8 training for the year was 18 BQM and 9 Operational SPAs, with a goal of 65% completion. As a result of the previously discussed problem area, waivers were received for five crews for a total of ten BQM and seven Operational SPA recoveries. At the end of the calendar year there¹² were no delinquent combat ready crews/crew members.

FORWARD OPERATING LOCATIONS

(u)
(S) The requirement exists to deploy unit personnel and equipment of the 350SRS and 100SRW to forward area locations to accomplish operations activities directed by higher headquarters and then to redeploy these forces to Davis-Monthan AFB, when the activity is completed. Formerly

11. Ibid.
Ex 8.

12. Ibid.

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11
[called "Open Door," the Operations Order containing instructions for deployment/redeployment was renamed "Busy Relay" on December 1, 1967.] 13 ok

(U) Operations for the three month period covered by this report were from two locations, Operating Location 20 (OL-20) at Bien Hoa Air Base, Vietnam, and Detachment 10 (OL-20/Det 10) located at Da Nang AB, Vietnam.
14

Operating Location 20

(U) The general mission of OL-20, including Detachment 10, is to provide aerial reconnaissance over certain areas in Southeast Asia. In accomplishment of this activity, OL-20 is supported by the 3rd Combat Support Group and 7th Air Force.
15

(U) The specific mission of OL-20 is to launch DC-130 aircraft and 147 series special purpose aircraft on missions directed by higher headquarters and as specified by JCS/DIA, CINCPAC, COMVSMACV, and DIA validated requirements of other federal agencies, including preparation of appropriate

13. Extract 100SRW OPORD 29-68, "Busy Relay" (C). Ex 11.

14. Hist 35OSRS, 100SRW Jul 66-Mar 67 (S). p. 15.
Hist 100SRW OL20/ OL20 Det 10, Oct-Nov-Dec 67 (S). Exs 12, 13, 14.

15. Hist 35OSRS, 100SRW Apr-Jun 66 (S). p. 19.

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model SPA. In addition, recovered aircraft and special purpose aircraft
16
are prepared for future use.

OL 20, Detachment 10

~~(S)~~ (U) The specific mission of Detachment 10 is to recover special purpose aircraft, dispatch scorer material to laboratories for processing, and to prepare recovered drones for transport to OL-20. The scorer material was dispatched to the Strategic Air Relocatable Photographic Facility (SARPF) during the month of September, but with the removal of this facility during October, the material for the 147J and 147S was dispatched to the 460th Reconnaissance Technical Squadron located at Saigon, and the material from the 147H was dispatched to the 67th Reconnaissance Technical
17
Squadron located at Yokota Air Base, Japan.

Operations and Training

~~(S)~~ (U) There was no change in the number of aircraft and crews operating from OL20 and OL20/Det 10 during the three month period. [Normal rotation

16. Exs 12-14.

17. Ibid.

Hist 100SRW Oct-Dec 67 (S). Ch III.

Msgs: A. (S) DOSR 021617 Dec 67.

B. (C) SAC SARPF 100405 Dec 67.

C. (C) SAC SARPF 100410 Dec 67.

"Bumble Bug" Ex 22.

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of crew and staff personnel was accomplished, except that during the end of December rotation of personnel was delayed with the approval of Lt Gen William K. Martin, Commander of Fifteenth Air Force. Rotation of personnel was to commence after January 8, 1968.

18

(u) ~~(S)~~ The Bumble Bug (formerly Lightning Bug and Combat Bug) operation at OL-20 utilizes jet-powered drones launched by DC-130 A&E aircraft.

Upon completion of mission, drones are recovered through the use of CH-3 helicopter utilizing the mid-air retrieval system (MARS) or by guiding to water/land recovery areas and subsequent parachute descent and landing.

19

(u) ~~(S)~~ The total hours flown by the two DC-130s at OL-20 decreased considerably for the three month period. During November, only 79 hours were flown on 19 sorties. Decreased operational requirements, decreased SPA availability, and weather factors contributed to decreased sorties throughout the quarter, but higher headquarters requirements necessitated an approach to normal sortie and flying time in December. One hundred fifty-four flying hours were accomplished in December to bring the total

18. Exs 12-14.

Msg (C) 15AF 0202315 Dec 67, "Martin to Cole." Ex 15.

19. Hist 350SRS, 100SRW Apr-Sep 67 (S) p. 14.

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

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for the quarter to 316 hours. Of the 63 sorties flown during the quarter,
20
29 were flown in December.

~~(U)~~ As might be expected, sorties and flying time on the two CH-3s
at Det 10 decreased for the same reasons as for the decrease in DC-130
operations; 38 of the 83 missions flown during the period were during
December, and 47 of the total of 90 flying hours were logged in December. 21

Personnel Deployment

~~(U)~~ The cell deployment concept formerly used to rotate personnel
to the forward operating location was discontinued during November 1967.
As the result of a review requested by higher headquarters, it was
determined that the disadvantages of disrupting two integral training
units in the event of illness, emergency leave, or other unforeseen
situations was detrimental to the integral unit training concept which

20. Extracts from 100SRW Monthly Maintenance Summary, Oct, Nov & Dec
67 (U). "C-130." Ex 16.

Exs 12-14.

Msgs: A. (S) 100SRW OL20 140407 Nov 67.
B. (S) 100SRW OL20 BBO 270900 Nov 67.
C. (S) 100SRW OL20 BBO 051042 Dec 67.
D. (S) 100SRW OL20 BBO 311007 Dec 67.
E. (S) 100SRW OL20 BBO 011302 Jan 68.
"C-130 Utilization" Ex 20.

21. Exs 12-14.

Extracts 100SRW Monthly Maintenance Bulletin, Oct-Nov-Dec 67 (U)
"CH-3". Ex 17.

Msgs: A. (S) OL20/DET 10 200346 Nov 67.
B. (S) OL20/DET 10 241030 Dec 67.
C. (S) OL20/DET 10 010110 Jan 68.
"CH-3 Utilization." Ex 21.

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was the basis of the cell deployment concept. Better utilization of personnel resources will be realized under the "crew concept" of operation when the flying crew is the largest unit considered for concurrent deployment, leave and training situations.²²

(u)
(S) Concerted efforts were initiated by USAF to man the 100SRW operations in Southeast Asia through a process of permanent change of station (PCS) rather than through temporary duty assignment (TDY). Classification requirements preclude a complete discussion of the subject. However, Lt Gen William K. Martin adequately voiced command objections in a message to VCINC, Strategic Air Command. A few of the objections included difficulties encountered during a training-operational test environment, depth of manning at the operating locations, lessening of opportunity for coordinated effort, retention of trained drone personnel, and shortage of peculiar aerospace ground equipment (ACE).²³

Second Operating Location

(u)
(S) The part of the Bumble Bug program which included plans for opening a second operating location remained unchanged. Although it

22. Hist 350SRS, 100SRW Apr-Sep 67 (S). p. 15.
Interview with Lt Col Joseph E. Brooks, 100DCOO, by historian.

23. Msg (S) 15AF C 100030 Nov 67, "Combat Bug." Ex 18.

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was apparent that a second OL could not be opened on the previously established date of January 15, 1968, plans were still being actively pursued to obtain equipment necessary to support a second Bumble Bug operating location. Concerted efforts were made by higher headquarters to determine the actual capability to deploy the "S" model to a second operating location if the need were to arise.²⁴

SPA Flight Activities

(S) A total of 26 launches occurred at the OL during the three month period. These included 11 launches of the "H" model, five launches of the "J" model, nine launches of the "S" model, and one launch of the NRE model. In addition, 37 captive flights were flown. These captive flights were for purposes of training, testing, and back-up of primary drones.²⁵

(S) A recapitulation of the year's activities at the operating location shows there were 155 launches and 293 captive flights. Although it would be expected that the launches would reflect the

24. Hist 350SRS, 100SRW Apr-Sep 67 (S). p. 15.
Interview with Lt Col Joseph E. Brooks, 100DCOO, by historian.
Msg: (S) SAC DM3A 162242 Nov 67, "Support Package." Ex 23.

25. Ex 7.
Msgs: A. (C) 100SRW OL20 MO 040730 Nov 67.
B. (S) 100SRW OL20 080109 Jan 68.
"SPA Activity." Ex 24.

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requirements of higher headquarters, this is not always the case.

A review of activities shows that primary factors influencing both launches and captive flights were the availability of SPAs, weather, familiarization with new series of SPAs, or equipment changes in SPAs. For example, only four launches, all of the "J" model, were accomplished in November although 25 launches were scheduled. Only one J model drone was available for flight and, even though higher headquarters desired more sorties, the loss of the drone precluded any more low altitude sorties until the "S" model became operationally available. In December, the "S" model was scheduled for nine captive flights, four were added, and ten were flown. Launches scheduled and added for the month totaled 19, of which ten were flown. Also, during the month of December, the "H" model was returned to service and 21 of 31 planned captive flights were accomplished; ten of 18 scheduled launches were performed.²⁶

Drone Recovery Problems

(U) There were three activations of recovery vehicles to accomplish a mid air retrieval system recovery during each of the months of October and November. One one occasion during each month

-
26. Ex 7.
Extract 100SRW Monthly Maintenance Summary, Dec 67 (U). "SPA Sorties." Ex 25.
Extracts 100SRW Monthly Maintenance Summary, Jan-Dec 67 (U).
"SPA Flying and Deviation Statistics." Ex 26.

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the drone did not return, but successful recoveries were made on each of the four other sorties. It is interesting to note that the first drone launched in October did not return, and that the same drone which ultimately did not return on the last mission of November was the only drone launched and recovered the four times successfully.²⁷

(u)
~~(S)~~ The lack of activity during the months of October and November was due primarily to cancellations of scheduled launch sorties, although the "H" model drone was indefinitely grounded after H-28 did not return on October 4, 1967. During October there were nine cancellations due to fighter strike cancellations. There were two cancellations due to drone aborts and one cancellation due to battle damage to the drone.²⁸

(u)
~~(S)~~ During December 1967, the "H" model was again declared operational and the "S" models were deployed and made operational, resulting in sorties departing the launch pad for MARS attempts a total of 17 times. On six of these sorties, the drones to be recovered did not return, and on one the SPA was ground-recovered 200 miles away.

27. Exs 12-14.

28. Ibid.

Msg (S) 100SRW OL20 171604 Nov 67, "Survivability Report." Ex 27.

Msg (C) 15AF DO/DM 132126 Nov 67, "Training." Ex 34.

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the drone did not return, but successful recoveries were made on each of the four other sorties. It is interesting to note that the first drone launched in October did not return, and that the same drone which ultimately did not return on the last mission of November was the only drone launched and recovered the four times successfully.²⁷

(U)
(S) The lack of activity during the months of October and November was due primarily to cancellations of scheduled launch sorties, although the "H" model drone was indefinitely grounded after H-28 did not return on October 4, 1967. During October there were nine cancellations due to fighter strike cancellations. There were two cancellations due to drone aborts and one cancellation due to battle damage to the drone.²⁸

(U)
(S) During December 1967, the "H" model was again declared operational and the "S" models were deployed and made operational, resulting in sorties departing the launch pad for MARS attempts a total of 17 times. On six of these sorties, the drones to be recovered did not return, and on one the SPA was ground-recovered 200 miles away.

27. Exs 12-14.

28. Ibid.

Msg (S) 100SRW OL20 171604 Nov 67, "Survivability Report." Ex 27.
Msg (C) 15AF DO/DM 132126 Nov 67, "Training." Ex 34.

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On the remaining ten MARS were attempted, and successful recoveries were accomplished on seven. On two of the three unsuccessful attempts the engagement chute did not inflate and on the other the main chute would not break away, although a successful engagement was accomplished. On this latter case, it was the opinion of higher headquarters that the winch may have caused the difficulty.

29

(u)
(S) A recapitulation of the operating location recovery activity for the three month period shows there were eleven successful MARS recoveries in 14 attempts. Two successful water recoveries were made of the missed MARS attempts, and the third was lost in the mountains.

30

MARS Photography

(u)
(S) The photographing of MARS recoveries received the concerted attention of higher headquarters as well as of the individual crew members. In spite of the devotion of crew members to the project, very poor coverage was obtained because unusual circumstances normally encountered in the most routine of "catches" caused the co-pilot's attention to be diverted to mission-essential tasks. It was the opinion of those most concerned with the project's development

29. Exs 12-14.

Msg: (C) 15AF DM4BR 202319 Dec 67, "H-22." Ex 28.

30. Exs 12-14.

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III. OPERATIONS AND
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WEAPONS SYSTEM INVENTORY

(u)
(S) At the beginning of the reported period, the 350 Strategic Reconnaissance Wing (35OSRS) utilized seven DC-130, one C-130E, and five CH-3 aerospace vehicles. The DC-130 inventory consisted of four A model and three E model aircraft used to launch special purpose aircraft (SPAs). The CH3 inventory consisted of two A model and three E model helicopters whose primary mission is to utilize the mid air retrieval system (MARS) to recover the special purpose aircraft upon mission completion. The C-130 E was utilized for crew training and administrative support.¹

(u)
(C) The C-130E aircraft, tail number 61-2364, was flown to Lockheed Aircraft Service, Ontario (AFLCLOO) California on 12 December 1967. The aircraft was transferred to the Air Force Systems Command upon arrival at the facility, and will undergo modification to include Compass Arrow launch capabilities. Estimated date of completion of modification is 9 July 1968, at which time the vehicle will be returned for use of the 35OSRS.²

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1. Extract from Aerospace Vehicle Status Report (RCS: 1 HAF-A1) (C) 30 Sep 67. Ex 4.
Hist 35OSRS, 100SRW, Apr-Sep 67 (S). p. 6.
 2. Msg: (U) DM4B 142309 Nov 67, "130 Mod Profram." Ex 5.

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that the fixed-camera installation could not be utilized since the helicopter mission was to accomplish a mid-air retrieval rather than to serve as a camera platform. The only way complete photographic coverage could be assured was by adding an aerial photographer as a crew member, and have an accompanying helicopter to perform photographic missions.
31

Weather Limitations

(U)
(S) Wind restrictions for MARS and ground recoveries were tentatively established by Headquarters, Strategic Air Command on December 12, 1967. Crew members at the operating location felt that the 15 knot gust restriction was satisfactory since the recovery capabilities are based on turbulence factors, but that a high wind forecast should not limit operations except as it might affect SPA docking procedures. Headquarters, Fifteenth Air Force, further clarified the situation by making suggestions, to be placed in SACM 55-20, which would determine a go/no-go situation when operational necessity became a factor of determination.
32

31. Ex 12.

Msgs: A. (S) SAC DM4C 132226 Nov 67.

B. (C) 100SRW OL20/DET 10 070620 Nov 67. "MARS Film." Ex 29.
Interview with Lt Col Joseph E. Brooks, 100DCOO, by historian.

32. A. (S) OL20 DET 10 190530 Dec 67.

B. (S) 15AF DOT/DOR 281817 Dec 67. "Combat Bug." Ex 30.

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(U)
(S) Capabilities for combat operations could be significantly increased by utilizing portable walk-around bottles for use on MARS recoveries. This suggestion was made by crew members at Detachment 33 10 and a request was made for walk-around oxygen bottles.

THE STATESIDE RIVET BIN PROGRAM

(U)
(S) The special purpose aircraft (SPA) utilized for pilotless aerial reconnaissance activities since the inception of the program in January 1964 have all been modifications of the basic BQM34A, & Ryan "Firebee" jet powered aerial target drone. Future drones will 34 tend to become designed basically for more specific mission capabilities.

(U)
(S) During the period October through December 1967, there was no change in type or model special purpose aircraft utilized, although the 147S SPA became fully operational, with subsequent deployment to the operating location during the period. Those models used for captive and launch sorties at Davis-Monthan AFB included the BQM34A, 147G, 147H, and 147S models. The 147G model was flown only in October on

33. Msg: (S) OL20/DET 10 140745 Dec 67, No Subj. Ex 31.
Interview with Maj J. W. Sennett, CH-3 Crew R-67, by historian,
TSgt H. R. Plimpton.

34. Hist 350SRS, 100SRW Apr-Sep 67 (S). pp. 21 ff.

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two captive flights, and the one remaining at the operating location was shipped to Davis-Monthan AFB for utilization for parts and use as a training hulk. Full details concerning capabilities of various modifications were reviewed in a previous history. ³⁵

The 147H SPA

~~(S)~~ ^(U) During the period of this report, the 147H was restricted from flight for reasons to be discussed in the next chapter of this report. A total of four captive missions using the "H" model were flown at the home station, four in October and two in November. It should be noted that the previously mentioned launches at the operating location were accomplished only because of operational necessity and two of the reported launches of the H model which appear in the October Monthly Maintenance Bulletin occurred between 26 and 30 September. ³⁶

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35. Ibid.
Extracts 100SRW Monthly Maintenance Summary, Oct-Nov-Dec 67 (U).
"SPA Deviations." Ex 32.
Exs 14 & 26.
36. Ex 32.

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AFLC/LOR Projects

~~(S)~~ The Air Force Logistics Command, in cooperation with the contractor, constantly updates the various systems used in the Bumble Bug Program, and conducts frequent test flights of these systems at Pt. Mugu Pacific Missile Range facility. Crews of the 350SRS participate in many cases, and this participation provides invaluable training, even when it consists only of over-the-shoulder observation. An 100SRW officer is usually present in a monitor status when SPA³⁷ evaluation flights are accomplished.

~~(S)~~ Close cooperation among SAC, AFLC, and contractor personnel has been established due in a large extent to firm guidelines established by Headquarters USAF. Apparent overlap of responsibilities or authority among the various representatives produced a few problem areas and these were resolved through reiteration of policies by Hq USAF. One area of concern involved a misunderstanding of range³⁸ scheduling procedures and another was recovery responsibility.

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37. Msg: (C) 15AF DPL/DO/DM 072200 Dec 67, "Recognition." Ex 35.
Msg: (S) 15AF DOT 272315 Dec 67, "MARS Training." Ex 36.
38. Msgs: A. (S) CSAF AFXOPR 052026 Dec 67.
B. (S) 15AF DM4BR 252335 Dec 67.
"SPA Recovery." Ex 37.
Msg: 15AF DOR 202137 Dec 67, "Combat Bug." Ex 38.

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147H Reliability Tests (AFLC/LOR)

~~(S)~~ During October several tests were flown by AFLC/LOR to determine heading corrections in order to provide better navigational accuracy, to determine accurate fuel consumption in conjunction with improvement of fuel control systems, and to test improvements on the scorer forward motion control actuator. Tests were completed from the standpoint of Air Force Logistics Command on November 20, 1967. A query was initiated by Hq SAC to determine when heading corrections could be available so that the "H" model could assume operational status. ³⁹

147H Hemp Tests (AFLC/LOR)

~~(S)~~ Extensive tests were accomplished on an electronic system to employ evasive maneuver procedures (HEMP/HIMP) when the special purpose aircraft was "painted" with a "foreign" radar frequency. The system was tested in conjunction with other tests on the 147H model SPA, and it was determined that the system met design specifications, and an "H" model vehicle was made available to SAC for an in-house ⁴⁰ test and training mission.

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39. Msgs: A. (S) LOR PM 032337 Nov 67.
B. (S) LOR PM 202005 Nov 67.
C. (C) LOR PM 272323 Nov 67.
D. (S) SAC JIFFY 0082 Nov 67.
E. (S) LOR PM 132340 Nov 67. "Rivet Bin." Ex 39.
40. Msgs: A. (S) LOR PM 060252 Dec 67.
B. (S) AFLC MCMX 212152 Dec 67.
"Hemp". Ex 40.

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The 147S Program (AFLCLOR)

(U)
(S) The Air Force Logistics Command included overland, local and captive flight tests on the 147S vehicle concurrently with tests flown on the 147H model. The necessity of expeditious test and operational release of the "S" model vehicle became apparent in early November, when only the one "J" model low altitude vehicle remained⁴¹ in the inventory.

(U)
(S) One of the systems tested extensively was the radar altimeter multiple altitude capability system (RAMACS) of which the exact specifications will be discussed in some future annex when security classifications have been determined. A timetable for testing this and other systems, and for delivery of the complete system to 100SRW units was presented on November 14, 1967 and mission reports followed. Higher headquarters requested concurrence of 100SRW with the proposed⁴² delivery dates.

41. Ex 32 (S) AFLC MCMX 011703 Nov 67, "Big Safari." Ex 41.

42. Msgs: A. (S) AFLCLOR 141815 Nov 67.

B. (C) 15AF DPLP 212212 Nov 67. "SAMACS." Ex 42.

Msgs: A. (S) AFLCLOR 170116 Nov 67.

B. (S) AFLCLOR PM 140038 Dec 67.

C. (C) AFLCLOR PM 050125 Dec 67.

D. (S) AFLCLOR PM 090233 Dec 67.

E. (S) AFLCLOR PM 270156 Dec 67.

F. (S) AFLCLOR PM 280113 Dec 67.

G. (S) AFLCLORPM 290320 Dec 67. "Flight Test." Ex 43.

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(U)
(S) Among other systems evaluated during the test program were technical data for reliability, navigational accuracy, turn radii, engine performance, and scorer operation. Discrepancies discovered included unacceptable navigational accuracy and short fuel duration. Other flights were conducted to evaluate TPW-2 tracking capabilities. Captive flights were flown to demonstrate the RAMACs system reliability and "bugs" were discovered in various modes at simulated altitudes. As a result of the intensive test program, AFLC hoped to deliver tested⁴³ and proven vehicles to the 350SRS.

SAC/350SRS PROJECTS

(U)
(S) Although the mission-essential requirements of the 100SRW at the overseas operating location directed the early deployment of the 147S and an expeditious "fix" of the problems surrounding the 147H, the requirement to train combat ready crews to a professional status in new models presented challenges for all levels of command. The concurrent training of personnel of other commands by 100SRW personnel necessitated a seven day work week at the home station as⁴⁴ well as at the OL.

43. Ex 43.

Msgs: A. (S) AFLCLOR 291725 Nov 67.

B. (S) SAC DPLC/DPPM 061723 Dec 67.

C. (S) AFLCLOR 181855 Dec 67. "Rivet Bin." Ex 44.

44. Msg: (S) 15AF DO 131852 Nov 67. "Combat Bug." Ex 45.

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

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Overland Flights, 147H (350SR5)

(U)
(S) Headquarters USAF reasserted its concern for the Bumble Bug program on November 15 and proposed that the 147H operational flights be immediately reinitiated when AFLC determined that recognized deficiencies had been corrected by the manufacturer. A series of three overland confidence flights were scheduled by Headquarters SAC, with a different SPA to be used for each flight. Detailed plans were coordinated by Hq Fifteenth Air Force, but commitments for other programs caused a request by that headquarters that the flights be indefinitely delayed or cancelled, since to the same objectives could be attained through evaluation of operational sorties at the overseas operating location. However, until the flights were complete, Headquarters SAC asked the concurrence of Hq USAF that comments of SAC units be withheld.⁴⁵

MSQ 77/BQM34A Flights

(U)
(S) Plans were finalized on November 28 by Fifteenth Air Force and 100SRW representatives to conduct a test of MSQ-77 equipment using the Eglin test range. These were to be an extension of tests conducted

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45. Msgs. A. (S) CSAF AFXOPR 152144 Nov 67.
B. (S) SAC DFLC 132125 Nov 67.
C. (S) 15AF DO/DM/DPL 241630 Nov 67.
D. (S) 15AF DO 062205 Dec 67.
E. (S) 15AF DM4BR 072350 Dec 67.
F. (S) 15AF DO 132332 Dec 67.
G. (S) 15AF DODMBPL 230015 Dec 67.
"Combat Bug/147H." Ex 46.

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at the Eglin and Matagorda ranges during September and October. Missions were flown during December 1967 although the DC-130 crew was returned to home station for the Christmas holidays. As a result of objectives not being reached before the flight scheduled for December 29, the overland 147H flights were "slipped" beyond a January 9, 1968 date. The DC-130 used in the Eglin tests was the only available aircraft with equipment necessary for the "H" overland flight.⁴⁶

147S Activities (SAC/350SRS)

(U)
(S) As a result of the rapid attrition rate of the low altitude "J" model vehicle, the 100SRW was again placed in the position of accomplishing concurrent training/test/evaluation missions with the 147S model. Although most of the vehicles received had been test flown by AFLC, several problem areas were identified during the first four flights. Fifteenth Air Force requested that some unsatisfactory aspects be resolved prior to deployment.⁴⁷

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46. Msgs. A. (S) 15AF DO 292315 Nov 67.
B. (S) SAC DOSRS 281739 Nov 67.
C. (S) 15AF JOPREP JIFFY DOR 0223 Dec 67.
"MSQ 77/BQM 34." Ex 47.

47. Msg (S) 15AF 210054 Nov 67. "147S." Ex 48.

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(U)
(S) Higher headquarters recommended that the 100SRW accomplish at least one free flight sortie of the "S" model each week when "H" test requirements did not preclude a variance from this goal. Further, no problem area was to be overlooked in the desire to expedite deployment to alleviate the critical shortage of low altitude reconnaissance vehicles. A satisfactory operational flight was flown by this back-up vehicle on test mission number six on December 7, 1967.⁴⁸

(U)
(S) Concerted efforts were directed by JCS(J-3) as early as November 9 to complete the confidence tests on the 147S and deploy it to the overseas locations. Plans for operating the vehicle from the operating location were consummated through pre-positioning of equipment and personnel. CSAF released the overall system for operational flights on November 22, and requested SAC to deploy the system to OL-20 and commence operational flights as soon as possible. Deployment date for six pre-crated vehicles was established for November 28, and first flight date was set for December 2.

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48. Msg (S) 15AF DPL 082320 Nov 67. "147S Testing." Ex 49.
Msgs: A. (S) AFLCLOR FM 080048 Dec 67.
B. (C) 15AF DM4BR 082333 Dec 67.
"Rivet Bin." Ex 50.

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Subsequently, normal replacement actions were initiated to maintain⁴⁹
an effective weapons force at OL-20.

SPA RECOVERY

⁽⁴²⁾
~~(8)~~ Satisfactory progress was made during the reported period
on improving the rate of recovery of the SPA/Scorer material at
the overseas location. Various types of recoveries at both the OL
and in the stateside program included mid air retrieval system, ground
recovery by the ground control officer (GRCO) and water recovery by
the GRCO. Some "lost drones" were discovered in friendly territory
by ground and naval forces and SPA/scorer material were subsequently
recovered.⁵⁰

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49. Msgs: A. (S) SAC DPLC 091733 Nov 67.
B. (S) 15AF DPL 142300 Nov 67.
C. (S) SAC DM4C 212018 Nov 67.
D. (S) CSAF AFXOPR/AFSMES 222332 Nov 67.
E. (S) SAC DM4C 241649 Nov 67.
"Deployment." Ex 51.
Msgs: A. (S) SAC DM4C 082333 Dec 67.
B. (S) SAC DM4C 212201 Dec 67.
C. (S) 15AF DM4BR 280006 Dec 67.
"Rivet Bin." Ex 52.

50. Exs 8-9.
Exs 12-14.
Msgs: A. (S) SAC DPLC 081712 Nov 67.
B. (S) 15AF DPL 032359 Nov 67.
"Drone Recovery." Ex 53.

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~~SECRET~~UNCLASSIFIED³¹MARS

(U)
(S) Combat ready crews performed MARS functions in an outstanding manner; however, a matter of great concern was created by the lack of training hulks and operational vehicles for upgrading and maintaining currency. While the "H" model was grounded, simulated recoveries were authorized at the operating location to maintain current status for recovery of that vehicle. The few available operational flights during the month of November, and most flights during the month of December were utilized to train crews of other agencies. In a reciprocal action, however, the 350SRS qualified crews were offered the opportunity of participating in the AFLC program at the Pacific Missile Range, Pt. Mugu (PMR-PM). Meanwhile, efforts were made to obtain "H" training
51
hulks to accomplish training/currency requirements.

Improvement of Recovery Systems

(U)
(S) During tests conducted by AFLC and the contractor, it was discovered that the 147H MARS system was not compatible with an 8.8 foot drag chute. The six foot chute must be used on the system to obtain proper cutting action to disengage the main canopy. Changes to

51. Exs 8, 9, 34 & 36.

Msgs: A. (C) AFLC MCMX 211951 Nov 67.
B. (C) 15AF DM4BR 082336 Dec 67.
C. (S) 15AF DO/DM 152345 Dec 67.
'MARS Training Hulks.' Ex 54.

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parameters and equipment are necessary before using the chutes. Other refinements to the system using a 100 foot main canopy included a positive deploy switch to activate the spring-deployed six foot stabilization chute. Previous tests had determined that the stabilization chute would not inflate using the 100 foot main canopy due to lack of forward motion of the package. A steel loop engagement device was tested concurrently, and performed satisfactorily except there was some difficulty getting the flying hook over a roller.

"Rapid Pickup"

(U)
(S) A system to enable the crew of a MARS configured CH-3 to pick up a SPA from ground or water was tested by AFLC during November and was made available to the 350SRS in December. The system, called "Rapid Pickup," utilizes a shepherd's hook retrieval assembly. Parameters were developed and plans were made to train crews at a state-side location prior to dispersal to the overseas location.

52. Msgs: A. (C) LOR FM 280102 Nov 67.
B. (C) LOR FM 050126 Dec 67.
C. (C) LOR FM 152231 Dec 67.
D. (S) LOR 271953 Dec 67.
'MARS.' Ex 55.

53. Msgs: A. (S) SRC JOPREP JIFFY 0029 Nov 67.
B. (S) LOR 241910 Nov 67.
C. (S) 15AF DOT 131330 Dec 67.
'Rapid Pick-up.' Ex 56.

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THE COMPASS ARROW PROGRAM

(U) The Compass Arrow program provides a follow-on vehicle to replace the 147 series SPA. The new vehicle, designated the 154, will be a jet-powered reconnaissance drone with long range, high altitude capabilities. It will carry photographic equipment and may be equipped with special electronic gear. 54

(U) Various conferences were held during the period for purposes of provisioning and establishing technical data. Among the problem areas defined through these conferences were lack of facilities space at Davis-Monthan AFB, inadequate distribution of authorized personnel under the unusual maintenance systems necessary. As a net result of these two problem areas, longer lead time will be necessary to provide primary and backup-launch vehicles for all Compass Arrow flights. 55

Operational Technical Data

(U) A flight crew from the 350SRS attended a flight manual review and distribution was established according to needs of participating

54. Hist 350SRS 100SRW Apr-Sep 67 (S) p. 31.

55. Ex 8.

- Msgs: A. (S) WRAMA WRNE 103084 Sep 67.
B. (S) SAC DM3/DM4 09705 Sep 67.
C. (C) ASRD 031718 Nov 67.
D. (C) SAC DPLC/DM3 151756 Nov 67.
E. (S) SAC DPLC-1 212203 Nov 67.
F. (C) ASRD 241455 Nov 67.

"Conferences." Ex 57.

- Msgs: A. (U) 15AF EFTO DE 142047 Nov 67.
B. (U) 15AF EFTO DM4BR 212247 Nov 67.
"Compass Arrow." Ex 58.

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units and headquarters. Fifteenth Air Force, however, expressed some concern over lack of coordination in development of operational technical data. It was pointed out that an unusual situation existed in the publication of MARS technical data, in that two different contractors were establishing technical data; Sikorsky Aircraft Company was writing the technical data for the Compass Arrow, and All American Engineering has written the Combat Bug data. Recommendations were made for Sikorsky to be responsible for a single manual for both systems and the manual should be coordinated with All American Engineering. A common prime contractor, Lockheed Aircraft Company, is responsible for both programs for the DC-130 and data on a system compatible to both programs should not be a problem.

Training

(U)
(S) Close coordination and cooperation among the participating commands of the Air Force are a must if the Compass Arrow program proceeds on schedule in order to have properly trained operations, maintenance, and staff personnel. With the typical professionalism

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56. Msgs: A. (U) 15AF EFTO DP/DPL 142234 Nov 67.
B. (U) 15AF EFTO DPLP 012214 Dec 67.
C. (S) 15AF DO 052310 Dec 67.
"Compass Arrow." Ex 59.

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of Strategic Air Command units, plans were being made in November for simulator trainer courses to be received by recovery control officers beginning in March 1968.

(U)
~~(S)~~ Equal professional devotion to ultimate mission accomplishment was displayed in other areas of training. Both SAC and 15AF directed that they be kept fully informed on progress of the personnel sub-systems test and evaluation plan and be kept current on progress of maintenance training.

(U)
~~(S)~~ The subject of training of personnel in maintenance and operation of the 154 SPA became a matter of routine consideration at conferences called for other purposes. Minor changes were accomplished to a Type I training plan developed on October 27 by the 100SRW. Courses had been completed by at least one staff member at the end of the reporting period.

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57. Msgs: A. (C) SAC DOTA 022145 Nov 67.
B. (C) 15AF DOTT 171820 Nov 67.
C. (C) ATC ATTAT-B 052141 Dec 67.
"RCO Training." Ex 60.
58. Msgs: A. (C) 15AF DPL 081655 Nov 67.
B. (C) SAC DPLC 172329 Nov 67.
C. (U) 15AF EFTO IM4BR 30004 Nov 67.
"CA Training." Ex 61.
59. Msgs: A. (S) SAC DOTA 051924 Dec 67.
B. (S) SAC DPLC 202058 Dec 67.
"SPA Training." Ex 62.

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Equipment

(U)
(S) Difficulties which might be encountered when ordering spares; the necessity for depot repair on modules, thus creating the need for additional spares provisioning; and lack of tech data to provide proper spares provisioning were identified by higher headquarters as problem areas. All facets of the program were thoroughly planned and re-evaluated, including all support equipment. As an example, in reply to a query by SAC DPLC, the Aerospace Systems Division provided information on mechanical refrigeration units, and further information was provided to determine the size unit necessary for 154 assets, 147 assets, 60 and a combination of both assets.

Plans for Test Program

(U)
(S) Plans for the Compass Arrow test program came under constant scrutiny at all echelons of command, and redetermination of support equipment and personnel, requirements, and command responsibility for providing personnel and support equipment caused constant revision of the test program. Operational commitments in Southeast Asia provided

60. Msgs: A. (C) SAC DM3A 082242 Nov 67.
B. (C) ASD ASRD 061740 Dec 67.
"Equipment." Ex 63.

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difficulties for the 350SRS in having trained personnel available for
the test program rather than at the OL.⁶¹

~~(S)~~ ^(U) Further areas of inadequacy of equipment were brought to the attention of ASD by SAC. Further prompting was necessary to obtain a detailed flight test plan for ASD prior to a briefing of CSAF units on December 13. It was also the position of units of SAC that systems compatability tests should be conducted prior to the 154 test program. Completion of the compatability tests prior to Compass Arrow tests could conceivably lead to immediate overseas deployment of both systems (with the 147 system used as a backup) utilizing a single launch aircraft in
the event of an emergency operational necessity.⁶²

Modification of Aircraft

~~(S)~~ ^(U) Modification of both the DC-130 launch vehicle and the CH-3 recovery vehicle are necessary to accomplish the new program. As

61. Msgs: A. (S) SAC DPLP 032241 Nov 67.
B. (S) 15AF DOT 032325 Nov 67.
"Training." Ex 64.

62. Msgs: A. (S) ASD ASRD 272251 Nov 67.
B. (C) ASD ASRD 282107 Nov 67.
C. (S) SAC DPLC 061500 Dec 67.
D. (S) SAC DPLC 171432 Nov 67.
"Testing." Ex 65.

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previously discussed, the optimum condition is to have both vehicles equipped to handle either the 147 (Bumble Bug) or 154 (Compass Arrow) program with a minimum of support component changes.

~~(S)~~ (U) The scheduled modification for both aerospace vehicles was progressing as planned throughout most of the reported period. However, an incident involving a CH-3 helicopter (to be in Special Activities Chapter) and a limited budget caused cancellation of some modifications to be accomplished on aircraft scheduled at later dates. An engine change modification for the DC-130's was also suspended and no prohibiting to jettisoning drones on takeoff if safety of aircraft is jeopardized was to be improved. Modification of performance data to incorporate emergency data for takeoff and three engine operation was proposed.

Compass Arrow Program Reports

~~(S)~~ (U) The effort and cooperation of all Air Force and contractor personnel is reflected in the periodic reports of the program submitted

63. Exs 62-65.

Interview with Lt Col Joseph E. Brooks, 100DC00, by historian TSgt H. R. Plimpton.

64. Msgs: A. (C) SAC DPLC 021438 Nov 67.
B. (C) 15AF DPLP 032155 Nov 67.
C. (S) CSAF AFRDMS 222100 Nov 67.
D. (S) SAC DPLC-1 032138 Jan 68.
"CA Modification." Ex 66.

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by Aerospace Systems Division, the "responsible" command. During the entire period these reports reflected that there were no major unresolved problems and that all key decisions were being satisfactorily accomplished. Significant events included many of those discussed previously in this section, and detailed discussions of major equipment refinements were included. The only major area where slippage could be anticipated occurred in the November 28 report when additional flights and time were identified as being necessary for Sikorsky to complete the mid-air retrieval system. Other tests progressed ahead of schedule, notably scorer and aerospace ground equipment refinements.

65

PROJECT NICKNAMES AND DEFINITIONS

(U) Provided below is a list of nicknames, operations orders and definitions of projects that pertain to the 350SRS, 100SRW.

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65. Msgs: A. (S) ASRD 11290 Oct 67.
B. (C) ASD 021801 Nov 67.
C. (S) SAC DPLS 081713 Nov 67 (RETRANSMITTAL)
D. (S) ASRD 152036 Nov 67.
E. (S) ASRD 221740 Nov 67.
F. (S) ASRD 282047 Nov 67.
G. (S) CSAF AFMDG 051925 Dec 67.
H. (S) ASRD 052121 Dec 67.
"Compass Arrow." Ex 67.

66. Hist 350SRS, 100SRW Sep 67 (S), pp. 35, 36.
Files, 100SRW, Plans/Operations Division (DCOO)

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SAC Ops Plan 63-68 - No nickname is presently assigned to this operations plan (formerly High Bar) which covers Strategic Air Command world-wide drone operations.

Rivet Bin - SAC 147 model drones assigned to the 100SRW

[Big Safari - USAF procurement and recycle program includes the retrofit of ACRP aircraft. Reconnaissance vehicles with "Rivet" series nicknames come under this program.] ok

Compass Arrow - Follow-on drone of the 154 series which will be utilized by the 350SRS.

Combat Bug - Overall reconnaissance drone program of all commands.

Combat Falcon - A program to be conducted by SAC personnel from the 350SRS to train Tactical Air Command personnel in the use of reconnaissance drones.

Combat Angel - The modification of a 147 series drone to include a low launch, a high entry, a change in altitude for reconnaissance purposes, and a subsequent change in altitude to depart the reconnaissance area. This program will incorporate the radar altimeter multiple altitude capability system (RAMACS).

(u)
(S) A new project nicknamed Combat Shack which will involve the 349SRS is mentioned here because of the appearance of the nickname in supporting documents used in this annex. The program, currently

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41

in the planning stages, has a highly classified "eyes only" restriction, and will be reported as a special annex to the 100SRW history after its inception in the organization. The 100SRW/SAC project officer is retaining correspondence, messages, RCS reports, and weekly summaries to be consolidated in a comprehensive history of the planning stages. 67

MISSION REPORTS

(U)
(S) The ultimate mission of any reconnaissance mission is the accrual of intelligence information to ascertain strike areas, probable anti-aircraft/surface to air missile activity, personnel movements and numerous other data which can be pieced together in an attempt to assess the intentions and capability of non-friendly forces. The professional capabilities of the personnel of the 350SRS and 100SRW staff and support agencies are reflected in the mission reports rendered by the 460 Reconnaissance Technical Squadron and 7th Air Force from Tan Son Nhut Air Base, Republic of Vietnam. 68

67. Interview with Lt Col Roger L. Cooper (100DCOT) SAC/100SRW "Combat Shack" Project Officer, by historian, H. R. Plimpton.

68. Msgs: A. (C) 7AF NF 180115 Nov 67.
B. (C) 46RTS/JPCCO NF 271006 Dec 67.
'Mission Reports.' Ex 68.

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(U)
(S) Two of the many mission reports are included as examples of useful information obtained through the efforts of the 100SRW personnel at OL-20 and Det 10. On a mission of December 20, 1967, only one unusual item was noted as a bonus target. However, on the report of a mission conducted on November 17, there were 33 items reported under the transient tactical target category. Items reported included the explosion of an SA-2 missile under the reconnaissance vehicle; SAM activities; ammunition storage areas; railroad activities; petroleum-oil, and lubrication (POL) storage areas; revetment areas; personnel barracks; river traffic and transshipment points.

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69. Msgs: A. (C) 7AF NF 180115 Nov 67.
B. (C) 46RTS/JPCCO NF 271006 Dec 67.
'Mission Reports.' Ex 68.

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APPENDIX

APPENDIX

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BIBLIOGRAPHY

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

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GLOSSARY

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

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

85

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

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

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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

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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

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

0 4-5-6

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D. (S) 100SRW OL20 BBO 311007 Dec 67.
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21. Msgs: A. (S) OL20/DET 10 200346 Nov 67.
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22. Msgs: A. (S) DOSR 021617 Dec 67.
B. (C) SAC SARPF 100405 Dec 67.
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23. Msg: (S) SAC DM3A 162242 Nov 67, "Support Package."
24. Msgs: A. (C) 100SRW OL20 MO 040730 Nov 67.
B. (S) 100SRW OL20 081009 Jan 68.
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25. Extract 100SRW Monthly Maintenance Summary, Dec 67 (U), "SPA Sorties."
26. Extracts 100SRW Monthly Maintenance Summary, Jan-Dec 67 (U).
"SPA Flying and Deviation Statistics."
27. Msg (S) 100SRW OL20 171604 Nov 67, "Survivability Report."
28. Msg: (C) 15AF DM4BR 202319 Dec 67, "H-22."
29. Msgs: A. (S) SAC DM4C 132226 Nov 67.
B. (C) 100SRW OL20/DET 10 070620 Nov 67. "MARS Film."
30. A. (S) OL20 DET 10 190530 Dec 67.
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31. Msg: (S) OL20/DET 10 140745 Dec 67, No Subj.
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34. Msg (C) 15AF DO/DM 132126 Nov 67, "Training."
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36. Msg: (S) 15AF DOT 272315 Dec 67, "MARS Training."
37. Msgs: A. (S) CSAF AFXOPR 052026 Dec 67.
B. (S) 15AF DM4BR 252335 Dec 67.
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38. Msg: 15AF DOR 202137 Dec 67, "Combat Bug."
39. Msgs: A. (S) LOR PM 032337 Nov 67.
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C. (C) LOR PM 272323 Nov 67.
D. (S) SAC JIFFY 0082 Nov 67.
E. (S) LOR PM 132340 Nov 67, "Rivet Bin."
40. Msgs: A. (S) LOR PM 060252 Dec 67.
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44. Msgs: A. (S) AFLCLOR 291725 Nov 67.
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45. Msg: (S) 15AF DO 131852 Nov 67, "Combat Bug."

0460

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48. Msg (S) 15AF 210054 Nov 67, "147S."
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54. Msgs: A. (C) AFLC MCMX 211951 Nov 67.
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B. (S) 100SRW OL20 031714 Nov 67.
C. (C) 100SRW OL20 070416 Nov 67.
D. (C) 100SRW OL20 120010 Dec 67.
E. (C) 15AF DM4BR 230030 Nov 67 "LORAN C"
87. Msg (U) SAC DM4C DOSR 242151 Nov 67 "Proposed Installation"
88. Extracts from 100SRW Monthly Maintenance Bulletin, Oct-Dec 67 (U)
"Aborts"
89. Msg (U) 15AF DM4BR 09234 6 Nov 67 "GNORS"
90. Msg (U) SAC DM4C 202020 Nov 67 "Critical Safety Hazard"
91. Msgs: A. (C) 100SRW OL20 100806 Nov 67.
B. (U) SAOQLD 070101 Dec 67 "CH-3E"
92. MSGS: A. (C) SAC DM4C 091727 Nov 67.
B. (C) 15AF DM4BR071859 Dec 67.
C. (C) 15AF DM4BR 222330 Nov 67
D. (C) 15AF DM4BR 161934 Nov 67 "Total Systems Qualified"
93. Msgs: A. (S) 15AF DM 071700 Nov 67.
B. (S) 15AF DM 081800 Nov 67.

0465

94. Msgs: A. (S) AFLC LOR/QM 141918 Nov 67.
 B. (C) 100SRW OL20 170900 Nov 67.
 C. (C) AFLC LOR 181600 Nov 67.
 D. (U) AFLCLOR 242010 Nov 67.
 E. (C) 100SRW OL20 260504 Nov 67.
 F. (U) AFLCLOR 051710 Dec 67.
 G. (S) AFLC MCMX 062165 Dec 67.
 H. (S) 100SRW OL20 091335 Dec 67.
 I. (S) 100SRW OL20 209431 Nov 67.
 "Fuel Control-Throttle Actuator."
95. Msgs: A. (S) 15AF IM4BR 062333 Nov 67.
 B. (S) AFLCMX 172144 Nov 67.
 C. (S) SACDFLC 222206 Nov 67.
 D. (S) AFLC MCMX 222255 Nov 67.
 E. (S) AFLC MCMX 272219 Nov 67.
 F. (S) AFLC MCMX 081523 Dec 67.
 G. (C) AFLCMX 131836 Dec 67.
 "147-H 147 S Engine."
96. Msgs: A. (S) AFLCLOR 042130 Dec 67.
 B. (S) 100SRW OL20 050851 Dec 67.
 C. (C) 15AF IM5BR 051910 Dec 67.
 D. (S) 100SRW OL20 081053 Dec 67.
 "Low Level Float Switch."
97. Msgs: A. (S) 100SRW OL20 021333 Dec 67.
 B. (S) AFLCLOR 101600 Dec 67.
 C. (S) AFLCLOR 101650 Dec 67.
 "Wing Fuel Tanks."
98. Msgs: A. (S) 100SRW OL20 050500 Dec 67.
 B. (S) SAC IM4C 11214 2 Dec 67.
 C. (S) 100SRW OL20 140823 Dec 67.
 D. (U) 100SRW OL20 042311 Jan 68.
 "Roll Limiter."
99. Msgs: A. (C) 15AF IM4BR 212126 Nov 67.
 B. (C) AFLCLOR 221815 Nov 67.
 "H-39."
100. Msgs: A. (S) SAC IM4C 052137 Dec 67.
 B. (S) 15AF IM4BR 202334 Dec 67.
 "H-29."

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

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

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

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

G-Series Orders pertaining to 100SRW may be found in
the 100SRW history for September-December 1967.

0474

Personnel strengths for units of the 100SRW may be found
in the 100SRW History for October-December 1967.

0 4 7 5

RTTUZYUJZ KJ JAA5281 3182336-UUUU--RUMJDDA

ZNR UUUUU

159Z NOV 67

FM

TO RUMJDDA/DAF DMB AND MARCH AFB CALIF

RUMJDDA/1035RU DCM DAVIS MOWHAN AFB MIZ

INFO RUEOFIA/AFPC SOLA

RUEFHQV/CAF AFOPAR AFRODC

RUCIFGA/ASD ASD WRIGHT PATTERSON AFB OH

RUEBFA/AFSC SCOD

RUMJDDA/DCASO EP000 LOCKHEED ACFT SVC ONTARIO CA

BT

UNCLAS DMB AND (3)

SUBJ: C-130E VMD PROGRAM. ACFT C-123C1 ASSIGNED 100 SMT WILL BE INPUT FOR MOD ON 11/12 DEC 67 AT LOCKHEED ACFT SERVICE, ONTARIO CALIF. ACFT WILL BE TRANSFERRED TO AFSC WITH EFFECTIVE DATE OF INPUT TO MOD ON PROJ WOPC-275, WITH POSSESSION BY LOCKHEED ACFT SERVICE IN CODE VJ. SAC TERMINATION ORDER T67-507 WILL APPLY. UPON COMPLETION OF MOD APPROX 9 JUL 68, C-123C1 WILL BE REASSIGNED TO SAC. ASSIGNMENT ORDER AND FURTHER INSTRUCTIONS WILL BE PROVIDED BY SCS/DMD AT THAT TIME. DIRECT COORDINATION BETWEEN 100 SMT AND MOD FACILITY PERTAINING TO INPUT OF SUBJECT ACFT IS AUTHORIZED.

BT

11828
RUMJDDA/1035RU RUMJDDA/1030 3182236-EEEE--RUMJDDA

ZNR EEEEE

159Z NOV 67

FM AFSCLO ONTARIO CALIF

TO RUMJDDA/1035RU/DSUPR/DAVIS MOWHAN AFB MIZ

INFO RUMJDDA/DAF DMB AND MARCH AFB CALIF

RUMJDDA/1035RU/DCASO/BIEN MOW AS RVN

BT

UNCLAS E F T O AFSCLO (3)

THIS IS A RIVET BIN MESSAGE. FOR SGT ELLIS AND SGT BAKER, WFO CL-28 SUP. REF YOUR MSG 132347Z NOV 67. RECOGNITION 73012410 FOR 7 EA SWITCH P/N 66-8151170-03 IS CANCELLED AS PER TELEPHONE CONVERSATION THIS DATE BETWEEN MR. DESMERE THIS OFFICE AND SGT'S ELLIS AND BAKER, YOUR ORGANIZATION.

BT

0 4 8 0

SPA DEVIATIONS BY MODEL AND LOCATION OCTOBER 1967

7A/4

DMAFB CAPTIVE SORTIES

OL-20 CPATIVE SORTIES***

TOTAL CAPTIVES

<u>DELS</u>	<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANX**</u>	<u>= FLOWN</u>
M34A	0	3	0	3
1"	0	2	0	2
1"	7	1	4	4
1"	0	0	0	0
TP"	0	0	0	0
EX"	0	0	0	0
NRE"	0	0	0	0
3"	11	3	7	7
<u>TOTALS</u>	<u>18</u>	<u>9</u>	<u>11</u>	<u>16</u>

<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANX**</u>	<u>= FLOWN</u>
0	0	0	0
0	0	0	0
7	0	3	4
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	3	4

<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANX**</u>	<u>= 1</u>
0	3	0	
0	2	0	
14	1	7	
0	0	0	
0	0	0	
0	0	0	
0	0	0	
11	3	7	
<u>25</u>	<u>9</u>	<u>14</u>	

DMAFB LAUNCH SORTIES

RECOVERED

OL-20 LAUNCH SORTIES***

RECOVERED

TOTAL LAUNCHES

M34A	18	3	8	13	13
1"	0	0	0	0	0
1"	0	0	0	0	0
1"	0	0	0	0	0
TP"	0	0	0	0	0
EX"	0	0	0	0	0
NRE"	0	0	0	0	0
3"	0	0	0	0	0
<u>TOTALS</u>	<u>18</u>	<u>3</u>	<u>8</u>	<u>13</u>	<u>13</u>

0	0	0	0	0
0	0	0	0	0
5	0	2	3	1
2	0	1	1	1
0	0	0	0	0
0	0	0	0	0
1	0	0	1	0
0	0	0	0	0
8	0	3	2	2

0	18	3	8
0	0	0	0
1	5	0	2
1	2	0	1
0	0	0	0
0	0	0	0
0	1	0	0
0	0	0	0
<u>2</u>	<u>26</u>	<u>3</u>	<u>11</u>

Includes captives due to launch air cancelled.

* Ground and air cancellations.

** Data covers period 26 September thru 19 October 1967.

SPA TERMINATIONS

ANALYSIS COMMENTS

<u>DATE</u>	<u>SPA</u>	<u>LOCATION</u>
3 Sep	H-30 66-8211	OL-20
10 Sep	NRE-4 66-13345	OL-20
Oct	H-28 66-8209	OL-20

The data on this page is presented as a sort of "preface SPA data section. Deviation data on SPA mission and captives scheduled and flown at both DMAFB and OL-20 is by 1 SPA model. This data gives you the "Big Picture". Further information on SPA performance and deviations is shown on page 2.

0484

SPA DEVIATIONS BY MODEL AND LOCATION NOVEMBER 1967

7/4

COMMENTS	DMAFB CAPTIVE SORTIES				OL-20 CAPTIVE SORTIES***				TOTAL CAPTIVES		
	SCH	+ ADDED*	- CANX**	= FLOWN	SCH	+ ADDED*	- CANX**	= FLOWN	SCH	+ ADDED*	- CANX**
BOMBARDIER	1	4	1	4	0	0	0	0	1	4	1
OL-20	0	0	0	0	0	0	0	0	0	0	0
OL-20	3	1	2	2	0	0	0	0	3	1	2
OL-20	0	0	0	0	2	5	0	7	2	5	0
OL-20	0	0	0	0	0	0	0	0	0	0	0
OL-20	11	9	3	17	0	0	0	0	11	9	3
TOTALS	15	14	6	23	2	5	0	7	17	19	6

COMMENTS	DMAFB LAUNCH SORTIES				RECOVERED	OL-20 LAUNCH SORTIES***				RECOVERED	TOTAL LAUNCHES		
	SCH	+ ADDED*	- CANX**	= FLOWN		SCH	+ ADDED*	- CANX**	= FLOWN		SCH	+ ADDED*	- CANX**
BOMBARDIER	18	0	10	8	8	0	0	0	0	0	18	0	10
OL-20	0	0	0	0	0	0	0	0	0	0	0	0	0
OL-20	0	0	0	0	0	0	0	0	0	0	0	0	0
OL-20	0	0	0	0	0	25	0	21	4	3	25	0	21
OL-20	0	0	0	0	0	0	0	0	0	0	0	0	0
OL-20	2	2	2	2	2	0	0	0	0	0	2	2	2
TOTALS	20	2	12	10	10	25	0	21	4	3	45	2	33

- * Includes captives due to launch air cancelled.
- ** Ground and air cancellations.
- *** Data covers period 20 October thru 25 November 1967.

SPA TERMINATIONS

DATE	SPA	LOCATION
20 Nov	J-14 66-13572	OL-20

ANALYSIS COMMENTS

The data on this page is presented as a "preface" to the S Deviation data on SPA mission and captive sorties schedule both DMAFB and OL-20 is by individual SPA model. This dat "Big Picture". Further information on SPA performance and shown on subsequent pages.

0485

100SRW

SPA DEVIATIONS BY MODEL AND LOCATION DECEMBER 1967

7/4

MODELS	DMAFB CAPTIVE SORTIES				OL-20 CAPTIVE SORTIES***				TOTAL CAPTIVES		
	SCH	+ ADDED*	- CANX**	= FLOWN	SCH	+ ADDED*	- CANX**	= FLOWN	SCH	+ ADDED*	- CANX**
BQM34A	4	9	0	13	0	0	0	0	4	9	0
"H"	2	0	2	0	22	9	10	21	24	9	12
"S"	9	3	6	6	9	4	3	10	18	7	9
TOTALS	15	12	8	19	31	13	13	31	46	25	21

MODELS	DMAFB LAUNCH SORTIES				RECOVERED		OL-20 LAUNCH SORTIES***				RECOVERED		TOTAL LAUNCHES	
	SCH	+ ADDED*	- CANX**	= FLOWN			SCH	+ ADDED*	- CANX**	= FLOWN			SCH	+ ADDED*
BQM34A	18	4	15	7	3		0	0	0	0	0		18	4
"H"	0	0	0	0	0		18	0	10	8	5		18	0
"S"	3	2	3	2	2		19	0	10	9	4		22	2
TOTALS	21	6	18	9	5		37	0	20	17	9		52	6

* Includes captives due to launch air cancelled.

** Ground and air cancellations.

*** Data covers period 26 November thru 23 December 1967.

SPA TERMINATIONS

DATE	SPA	LOCATION
4 Dec	BQM-66-2714	DMA
5 Dec	BQM-66-2717	DMA
6 Dec	S-67-21524	OL-20
10 Dec	S-67-21529	OL-20
11 Dec	BQM-66-2730	Eglin
17 Dec	S-67-21528	OL-20
17 Dec	H-66-8207	OL-20
18 Dec	S-67-21523	OL-20
18 Dec	H-66-8204	OL-20
22 Dec	S-67-21521	OL-20
22 Dec	H-66-8212	OL-20
27 Dec	BQM-66-13454	DMA

ANALYSIS COMMENTS

The data on this page is presented as a "preface" to the SPA data section. Deviation data on SPA mission and captive sorties scheduled and flown at both DMAFB and OL-20 is by individual SPA model. This data gives you the "Big Picture". Further information on SPA performance and deviations is shown on subsequent pages.

0486

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DCRM (2014 Ferguson/4716)

Unit Progress Report (RCS: SAC - U-80)
Eyes Only, SPAR CLEARANCE REQUIRED

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

1. ~~(S)~~ (U) This is a SPAR/PAR/LINDS Program Document. The original program is progressing on schedule in accordance with SAC Programming Plan 7-66. As a result of the Combat Falcon Conference, 19 thru 24 July 1967, the operational commitment for the second OL has slipped to a date not prior to 3 January 1968. The parachute repack program is not covered by the programming plan, but will be reported when complete. Specific status summaries follow:

2. ~~(S)~~ (U) Status Summaries:

a. (U) Personnel Status

(1) (U) Aircrew - The following is a status of Combat Ready Crews:

	<u>AUTH</u>	<u>FORMED</u>	<u>COMBAT READY</u>	<u>FORECAST</u>
DC-130	12	12	10	X Combat Ready in Nov 1 Combat Ready in Dec
CH-3C	12	12	8 9	2 Combat Ready in Nov 2 Combat Ready in Dec

(1) ~~(S)~~ (U) The lack/availability of operational SPA flights is hampering the CH-3C crew upgrading program. Upgrading is restricted to the point where an OPER catch is required. Without H' Hulas or pre-flights (Ref SAC Conf DOTA 11300, 21 Oct 67), the four remaining non-ready crews will not become combat ready until 31 Dec 1967. Request for assistance was forwarded to 15AF DOTA in 100DCOTF 2/2300Z Nov 67.

COORDINATION	
OFFICE SYMBOL	LAST NAME
C	
DEXO	
DM	
DO	
DS	
VC	
CAS	
DCR	
DCO	
DI	
DCM	
DM	
DP	
DS	
DXI	
C	
VC	
CAS	
DCR	
DCO	
DO	
DCM	
DM	
DP	
DS	
DXI	
MS	
NSOP	
HVC	
HDO	
HDSV	
HDCS	
HDCM	
HDCP	
HDCI	
HDCS	
HDCR	
HDP	
HDS	
HDA	
HDR	
HDXI	
HCH	

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

RETURN TO:	OFFICE SYMBOL	ORIGINATOR'S NAME AND GRADE	PHONE NO.	DATE	TIME	INITIALS	FOR
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SAC FORM 96c, JUN 67

AC 67-5200-10

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3. ^(U)~~TOP SECRET~~ Parachute Repack Program Status:

- a. ^(U)~~TOP SECRET~~ The program is progressing on schedule.

(a) ^(U)~~TOP SECRET~~ Completed plans for an addition to the present parachute packing facility have been forwarded to Hq SAC for approval. Planned construction dates are January thru March 1968. Approval has not been received to date.

4. ^(U)~~TOP SECRET~~ Problem Areas:

a. ^(U)~~TOP SECRET~~ A building to house chute repack tables, bench stock, presses, etc.

b. ^(U)~~TOP SECRET~~ The lack of availability of operational SPA flights to meet training requirements.

PROGRAMMING PLAN NO. 3-67 'COMPASS ARROW'

1. (U) The overall program is progressing on schedule. There were no functional areas on the implementation schedule which required action by 100 Strat Recon Wg. Specific status summaries follow.

2. ^(U)~~TOP SECRET~~ Status Summaries:

a. ^(U)~~TOP SECRET~~ Personnel:

(1) ^(U)~~TOP SECRET~~ A personnel requirements plan for the Compass Arrow flight test program was submitted to 15AF DPLP and SAC DPIC-3 on 1 Sep 1967. This plan contained 100 Strat Recon Wg personnel requirements by AFSC and function for each week of flight testing.

(2) ^(U)~~TOP SECRET~~ The development of overall manning requirements as outlined in SAC UMD Change 15-102 falls below the required authorizations in the following functional area:

(a) ^(U)~~TOP SECRET~~ Production Control - AMMS - Functional Code - 210001. No increases are shown for this section. With the reorganization of AMMS, this section will assume the control and scheduling

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of all in-hangar drone maintenance. The present manning is only adequate to support the current requirements of scheduling - controlling all in shop work; i.e., Black Box repairs, controls, etc., and additional five spaces will be required. Ref UMD Change submitted 30 Oct 1967.

b. ~~(S)~~ ^(U) Operations and Training:

(1) ~~(C)~~ ^(U) The AFSC CH-3 crew completed training 29 Sep 1967, (3 days earlier than previously estimated).

(2) ~~(C)~~ ^(U) The Compass Arrow flight test training plan was revised on 16 Oct 1967, due to personnel changes. The revised plan was distributed 23 Oct 1967.

(3) ~~(S)~~ ^(U) The Deputy Flight Test Director and twelve 100 Strat Recon Wg maintenance personnel attended an Aerospace Ground Equipment (AGE) Critical Design Review (CDR) at the Ryan Aircraft Company on 10, 11, and 12 October 1967. Designs on all primary AGE were reviewed and required changes were submitted. A detailed report of the review was submitted to SAC DPLC-3 and 15AF DPLP on 19 Oct 1967 by the Deputy Flight Test Director.

(4) ~~(S)~~ ^(U) 100 Strat Recon Wg operations and maintenance personnel attended a Tech Data Review at WPAFB 10, 11, and 12 Oct 1967. Numbers of T.O.'s, dates for publication and contents of support publications for support equipment were reviewed. A detailed report of the review was submitted to SAC DPLC-3 and 15AF DPLP 19 Oct 1967, by the 100 Strat Recon Wg Project Officer.

(5) ~~(S)~~ ^(U) A Type-1 training plan is being accomplished by 100 Strat Recon Wg training personnel in coordination with the 100 Strat Recon Wg Project Officer and the Deputy Flight Test Director. It will designate personnel by name for attendance at scheduled Type-1 training required to be completed prior to the flight test. The plan will also designate personnel by name who will deploy with the system, to insure that personnel deploying with the system have completed Type-1 training as well as training during the flight test program. Estimated completion date of the plan is 17 Nov 1967.

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0496

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(U)
3. ~~(S)~~ Maintenance:

a. ~~(S)~~ A Logistics conference was held at Davis-Monthan AFB on 17 October 1967. Representatives from Warner-Robins Material Area, Wright-Patterson AFB (ASD), Hq SAC, Hq 15AF, and 100 Strat Recon Wg were in attendance. A detailed report will be submitted to all applicable agencies by 3 November 1967.

(U)
4. ~~(S)~~ Soft Spots:

a. ~~(S)~~ The short flight test program will make it most difficult to complete training of personnel and determine adequacy of technical data and support equipment prior to 10C date. It will require the utmost in cooperation and planning by all agencies concerned to accomplish these required tasks during the short time period programmed.

(U)
5. ~~(S)~~ Problems/Inefficiencies:

a. ~~(S)~~ Areas of concern listed in the September 1967 report were submitted to 15AF DPLP and DOR in Secret C-01147 message dated 16 October 1967.

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have to be provided in order to develop necessary plans.

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(b) ^(u)~~(S)~~ Production Control - AFM3 - Functional Code-210001. No increases are shown for this section. With the reorganization of AFM3, this section will assume the control and scheduling of all in hangar drone maintenance. The present manning is only adequate to support the current requirements of scheduling - controlling all "in shop" work; i.e., Black Box repairs, controls, etc., and additional five spaces will be required. UND Change request was submitted 30 Oct 67; however, it was returned for re-accomplishment. Estimated completion, 4 Dec 67.

(c) ^(u)~~(S)~~ The peculiar part numbered items for MEK stages 26, 27(MCG3 Airborne) and stages 28, 29(MCG3 Ground) are approximately 50% available. On the AGE equipment there are four federal stock numbered items not on hand however stated the following are being procured by MCG3:

4920-712-4605, Parachute Packer, 1ea, EDD Unk
4920-865-6614, Indicator Rudder, 2ea, EDD Unk
4920-865-6613, Indicator Elevator, 1ea, EDD Unk

(d) The fourth item, FSN 5120-998-3630TH, Installer Seal, 1ea is due in thru the local DMO Tool Issue Center. FDD 8129.

b. ^(u)~~(S)~~ Facilities:

(1) 100 AFM3 Shop Space:

(a) A work order (serial number 182-8) has been submitted to relocate a wall in building 5500 which will give the 100 AFM3 sufficient space to move the C-130 Radar and Doppler functions into existing Comm/Nav Branch. This work order was forwarded to 15AF on 16 Nov 67 for necessary action.

c. ^(u)~~(S)~~ Problem Areas:

(1) ^(u)~~(S)~~ The lack/availability of operational EPA flights to meet training requirements. on 11-11-67

3. ^(u)~~(S)~~ Parachute Repack Program Status:

a. ^(u)~~(S)~~ The program is progressing on schedule.

(1) ^(u)~~(S)~~ Facilities:

(a) ^(u)~~(S)~~ Completed plans for an addition to the present parachute packing facility have been forwarded to Hq SAC for approval. Planned construction dates are January thru March 1968. Approval has not been received to date.

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PROGRAMMING PLAN NO. 3-67 "COMPASS ARROW"

1. (U) The overall program is progressing on schedule. Specific status summaries follow:

2. ~~(S)~~ (U) Status Summaries:

a. ~~(S)~~ (U) Personnel:

(1) ~~(S)~~ (U) Maintenance - Initial review of preliminary FI 2/67 IRND indicates that many realignments and adjustments must be accomplished. It is understood that a SAC DP team will visit this unit 7 Dec 67 to identify specific problems and initiate appropriate action. Specific actions/problems will be reported in follow-on reports.

b. ~~(S)~~ (U) Operations and Trainings:

(1) (U) The type I training plan annex designating personnel by name for training prior to flight phase is in process of completion and distribution. Previously estimated completion date was revised due to a change in 100SRW operational commitments which primarily affects material personnel. Estimated distribution of the type I annex is 10 Dec 67.

(2) ~~(S)~~ (U) 100SRW operations personnel attended a tech data review at Ryan Aircraft Facility 15-17 Nov 67. The 154 and Lockheed flight manual and aircrew checklists were reviewed. A detailed report of the review was submitted to SAC (DPLC-3) and 15AF (DPLP) 27 Nov 67 by the 100SRW project officer.

(3) (U) Comments and recommendations for changes to the Flight Test Training plan have been received from all agencies. The plan is being revised as a result of these comments and will be completed by 22 December 1967.

(4) (U) The Deputy Flight Test Director briefed the Commander 123AD, 15AFG and SAC staff personnel on the Type I Training Plan and the Flight Test Training Plan during the week of 13 November 1967. All agencies were in agreement with the plans.

c. ~~(S)~~ (U) Maintenance Trainings:

(1) ~~(S)~~ (U) SIDG Maintenance - Six personnel started classes at Offutt AFB, Nebraska as scheduled on 20 Nov 1967. Four of these were from AFM3 and two were from AM43.

(2) ~~(S)~~ (U) "R" Differences - Course scheduled to start 15 November 1967 has been rescheduled to start at a later date, which is unknown at the present.

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(3) (U) In the area of supply spares support for home station lay-in, Mission Support Kits and AGE equipment requirements, the status of the overall program is on schedule. An AFIC/ASD/CAC Conference was held at Davis-Monthan AFB on 17 October 1967, to evaluate a preliminary AGE listing of equipment items of Project 134, and to establish valid basis of issue and document items of both CFE and GFE in Ta 101. All spares provisioning conferences have been held on schedule. Additional conferences are presently being held with follow-on conferences proposed. No slippage in dates are expected. A directive providing guidelines and establishing planning factors for the expansion and acceptance of spares support of Project 134 has been published and disseminated.

d. ~~(S)~~ Facilities:

(1) ~~(S)~~ TV Shop:

(a) ~~(S)~~ A requirement for approximately 1400 square feet of shop space for the TV system and the SIDG system has been identified. This problem was tentatively solved by the proposed move of the oxygen shop from building 5404 into building 4850 in conjunction with facility project DMT 118-8 (Combat Shack project). This facility project (DMT 118-8) has been disapproved as outlined in UNCLAS 15AF DE, 072351Z, Nov 67 which regenerates the requirement for additional shop. This problem is currently being staffed for feasible solution.

(2) ~~(S)~~ Hangar Space:

(a) ~~(S)~~ Compass Arrow facilities, as outlined in Top Secret, SPP T-167, 1 Jul 67, and further substantiated by WDC personnel, were reviewed and appropriate 1391 action was accomplished. The SPA Assembly Hangar, which was originally programmed for 37,000 square feet has been reduced to 18,000 square feet. This reduction in overall footage will significantly reduce the SPA assembly and checkout maintenance capability. This subject has received 15AF Command Staff attention and the reduced square footage hangar (18,000 sq. ft.) is apparently what is planned at the present time. It is our understanding that funding and lead time is the primary problem and no further action can be initiated at unit level.

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b. Production Control, Functional Code 2100011.

Code 2170001.

c. Technical Administration 702X0, Functional

Code 2412000.

d. Airborne Radar Maintenance 301X4, Functional

2440001.

e. Aero Photo Repair, 402X0, Functional Code

Code 2102000.

f. Squadron Administration 702X0, Functional

(b) In addition, there are twenty-one personnel assigned to the Flight Control Branch (100AMMS) in the 316X0 Missile Systems Analysis, not authorized in the present UMD. A UMD change request is being submitted to incorporate these personnel into the Compass Arrow Program.

(3) ^(u)~~(S)~~ Supply Personnel:

(a) A Personnel Utilization Survey is presently being conducted by SACMET. The survey, at this point, does not reflect any obvious changes.

^(u)
b. ~~(S)~~ Operations and Training Status:

(1) Aircrews:

(a) The higher headquarters test in the month of December and contemplated tests in January with MCGS equipped aircraft will hamper DC-130 crew upgrading.

(b) The lack/availability of operational SPA flights is hampering the CH-3 crew upgrading program. Upgrading is restricted to the point where an operational catch is required. Without hulks or preflights, two of the three remaining non-ready crews will not become combat by 31 Jan 1968. Request for assistance was forwarded to 15AF (DOTTA) in 100DCOTP 2/2306Z November 67 msg.

(2) Maintenance Training:

(a) No problems exist at this time. However, due to a shortage of Airborne Doppler Radar personnel 301X4 (100 AMMS), requests

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for retraining of the 301X1 and 301X0 personnel to the 301X4 career field have been submitted. To date, no approval has been received on this request.

(u)
c. ~~(S)~~ Maintenance Status:

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

(a) Console-Electrical Auto-Pilot, S/N 4004, P/N 147G 150-7 required vacuum for Garrett Signal Generator. Emergency Unsatisfactory Report was submitted on 22 November 1967 (EUR 100SRW E-67-73).

(b) Doppler Bench Test Set, S/N 4004, P/N 523-2001-G1, returned to the factory as directed for updating in conjunction with "T" Program EDD 1 Feb '68 (Ref AFLC-LOR Msg 17/1800Z Nov 67).

(c) Doppler Line Test Set, S/N 4007, P/N 523-4001-G1, returned to the factory as directed for updating in conjunction with "T" Program (Ref AFLC-LOR Msg 17/1800Z Dec 67).

(u)
d. ~~(S)~~ Supply Status:

(1) Telephone status information, as of 26 Dec 67, revealed the following three items on Buy Action by AFLC-LOR (MCMX) with no firm EDD's:

4920-712-4605, Parachute Packer, 1 ea
4920-865-6614, Indicator Rudder, 2 ea
4920-865-661B, Indicator Elevator, 1 ea

(2) A fourth item, FSN 5120-998-3638, Installer Tool, 1 ea, BB, EDD 8129.

(u)
e. ~~(S)~~ Transportation Status:

(1) The following vehicles have been requested and 601B's submitted by the 803d TSVO: MC-1 Crane (601B CN VV-0123, 8 Sep 67); Tug, (601B CN VV-0158, 1 Dec 67); Pick-up, 6-passenger (601B CN VV-0078 Aug 67). The AMMS presently has only 5 vehicles assigned; two econolines, two pick-ups, six-passenger, and one fork lift.

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(a) Two of these vehicles are used daily by team members commuting to Fort Huachuca (80 miles one way) to support operational training requirements, leaving only two for support of maintenance. The requested vehicles are urgently required. To date no action has been received.

(u)
f. ~~(S)~~ Facilities Status:

(1) Approval has been received to relocate a wall in Building #5500 to provide sufficient space for the C-130 Radar and Doppler functionings within the AEMS Com/Nav Branch. Estimated completion date is 1 February 1968.

(u)
g. ~~(S)~~ Soft Spots:

(1) The lack/availability of operational SPA or hulks is hampering this unit's upgrade training program.

(2) Since mid-1967, the Garret Pneumatic Signal Generators have failed due to pressure vacuum pumps both in the 60 and 400 cps. Four of these pumps have had EUR's submitted, and were sent to Ryan as UR exhibits. One pump has been returned (repaired) and reinstalled; the other generators are awaiting pumps. The pumps have had the internal O rings go bad, as well as ruptured diaphragms. At this time there is no field repair, kits or lubrication authorized in the technical order. Replacement pumps are through factory repair only.

(3) Request for additional vehicles, MC-1 Crane, 4,000 lb tug, and six passenger pick-ups are urgently needed to support the 100 Strat Recon Wg mission requirements. At the present time drones are being towed by a pick-up truck, which is considered poor safety practice, as the low towing speed is difficult to maintain, plus the distance between the pick-up tailgate and the SPA nose assembly is very critical. This requires one man to slide in the bed of the pick-up to supervise the turns and prevent nose damage. Disapproval of these requests by higher headquarters would jeopardize the mission of the 100 Strat Recon Wg.

(4) Disapproval by higher headquarters of the retraining of 301X1 and 301X0 would cause a severe training problem, consuming training on assigned peculiar equipment.

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PROGRAMMING PLAN No. 3-67 COMPASS ARROW

1. ^(U)~~(S)~~ The overall Compass Arrow Program is considered behind schedule. Adequate facilities are approximately six months behind and personnel authorizations are approved for FY Quarter 2/69, which does not allow sufficient time for adequate training to fulfill Compass Arrow operational commitments. Specific status summaries follow.

2. ^(U)~~(S)~~ Status Summaries:

a. ^(U)~~(S)~~ Personnel Status:

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

(a) 443X0, Guided Missile Maintenance

(b) 443X3, Aero Photo Repairman

(c) 702X0, Technical Administration

1. Manning assistance is required in the Airborne Doppler Radar career field. AFSC 301X4. Authorized 16; assigned 7. However, a request for retraining of eight 301X1/301X0 into the 301X4 field was submitted on 28 Nov 67. UMD change requests are presently being prepared in the following areas to identify those AFSC's where manning deficiencies still exist:

a. 316X1P - Missile Guidance/Control Systems

b. 303X3 - Auto Track Radar Repairmen

c. 316X0 - Missile System Analyst

b. ^(U)~~(S)~~ Operations and Training Status:

(1) The Flight Test Training Plan was revised in accordance with instructions from SAC (DPLC-3) and twelve copies were mailed to SAC (DPLC-3) on 20 December 67, for signature and distribution.

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(2) The Deputy Flight Test Director attended a review meeting at the Ryan Aft Co on 13 and 14 December. USAF, SAC, 15AF, AGRD, AFSC, Ryan and Lockheed Air Service were represented. A report of the meeting was forwarded to 15AF (DPLP) and SAC (DPLC-3) on 19 Dec 67.

(3) A review of the Ryan and Lockheed Factory Type I training was conducted at Davis-Monthan AFB 19-20 Dec 67. Both contractors were represented. Revised dates were coordinated with all interested agencies. Minutes of the meeting prepared by the 100 Strat Recon Wg Project Officer were forwarded to 15AF (DPLP (DM4) and to SAC (DPLC-3) (DOTA) on 22 Dec 67.

(4) Type I training plan, Appendix A and B, designating personnel by name for training were completed and forwarded to 15AF (DPLP) and SAC (DPLC-3) on 8 Dec 67.

(5) SIDS Maintenance Six personnel started training at Offutt AFB on 20 Nov 67. Four personnel were from AEMS and two were from AMMS. The class is scheduled to be completed on 16 Feb 68.

(6) "R" Difference Training scheduled to start 15 Nov was re-scheduled for 10 January with a completion date of 2 Feb 68.

(U)
c. ~~(S)~~ Maintenance Status:

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

(U)
d. ~~(S)~~ Supply Status:

(1) Copies of the new TA101 for equipment items were received and are being reviewed for requisitioning action.

(U)
e. ~~(S)~~ Facilities Status:

(1) The Compass Arrow facilities have been programmed and facility requests have been submitted to 15AF and SAC. The overall size of the SPA Assembly Hangar was reduced from 37,000 square feet to 18,000 square feet. This reduction in overall footage will reduce the maintenance capability and prevent the "checkout" of two

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SPA vehicles to cover one launch (primary and alternate) without a longer lead time in mission preparation. Sufficient space has been allocated for shop requirements.

f. ^(u)~~(S)~~ Soft Spot

✕ (1) The lack of an adequate maintenance facility will have an adverse affect on the Compass Arrow Program. Estimated facility construction start and completion dates are unknown.

(2) Complete higher headquarters approval of Compass Arrow personnel authorization as early as possible and not later than FY Qtr 1/69.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 100TH STRATEGIC RECONNAISSANCE WING (SAC)
DAVIS-MONTHAN AIR FORCE BASE, ARIZONA 85707

DOCTR

1-SAC-T-12 Special Narrative Report, Oct 1967 (u)

SAC (DOCU) 15AF (DOCTR) (DOR) 12 Strat Aircorp Div (DO)

100 Strat Recon Wg (Historian)

1. Special reporting information contained in attachments one (1) through three (3) are submitted IAW SAC Secret message DOF 00603, 21 June 1966.

2. This letter does not contain classified information.

FOR THE COMMANDER

signed

RUSSELL E. WELLS, COL, USA
Deputy Commander for Operations

3 Atch's

1. Special U-2 Narrative (C)
2. Special EC-130 Narrative (C)
3. Special CH-3 Narrative (C)

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SPECIAL DC-130 NARRATIVE SECTION (350888)

As of 31 October 1967

1. FLIGHT CREW STATUS:

CREW NO	CREW POS	LAST NAME	OL		INIT QUAL	COMBAT READY
			DEP	RET		
E-21			13 Aug	17 Nov		
E-22	No Change					
E-28	No change except as noted		14 Nov	17 Feb		
E-28	CP	Staugard	14 Nov	17 Feb	4 Oct 67	4 Oct 67
E-28	ICO 2	Quick	14 Nov	17 Feb	9 Nov 67	9 Nov 67
E-29			17 Sep	17 Dec		
E-33	No change except as noted					
E-33	FRT	Stewart			7 Nov 67	7 Nov 67
E-40	No Change					
E-56	No Change					
E-57	No Change					
E-58	No Change					
E-65			14 Jul	26 Oct		
N75	AC	McGlohon			12 Jan 63	6 Aug 64
N75	CP	Nagant			7 Nov 67	7 Nov 67
N75	N	Loggins			17 Oct 67	17 Oct 67
N75	ICOL	Meishart			15 Feb 65	15 Feb 65
N75	ICOR	Maserales			(est) 21 Nov 67	(est) 21 Nov 67
N75	FRT	Cook, J.F.			26 Jan 67	26 Jan 67
N75	ARCO	McClanahan			7 Nov 67	7 Nov 67
N75	ARNT	Funderburk			7 Nov 67	7 Nov 67
N76	AC	White			8 Jan 67	8 Jan 67
N76	CP	Shigum			(est) 29 Dec 67	(est) 29 Dec 67
N76	N	Joachim			15 Nov 65	15 Nov 65
N76	ICOL	Walls, R.S.			15 Nov 65	15 Nov 65
N76	FRT	Mutano			(est) 31 Jan 68	(est) 31 Jan 68
N76	ICOR	Franko		Rept unit 20 Oct 67	(est) 29 Dec 67	(est) 29 Dec 67
N76	ARCO	Walls, J.T.			(est) 29 Dec 67	(est) 29 Dec 67
N76	ARNT	Adams			(est) 29 Dec 67	(est) 29 Dec 67

NOTE 1: Crew Change. Stewart assigned from spare status to E-33 on 1 Nov 67 vice Hanny. Hanny assigned Spare Status.

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NOTE 2: Crew Change. Quirk assigned from Spare Status to E-68 on 7 Nov 67. Vice Mahan. Mahan assigned to H75.

NOTE 3: H-75 formed 7 Nov 67
H76 formed 1 Nov 67

NOTE 4: Refer to Jul 67 report for complete listing of crew.

2. SPARE FLIGHT CREW MEMBERS:

POS	NAME	L.O.	C/R	REMARKS
A/C	Kennedy	15 Nov 65	15 Nov 65	Retire in Nov
CP	Beverly	1 Nov 67	1 Nov 67	Attending "K" School
CP	Kiper (Est)	31 Jan 67	(est) 31 Jan 67	
CP	Acheson	11 Oct 67	11 Oct 67	Attending "K" School
CP	Guldry	1 Nov 67	1 Nov 67	Attending "K" School
ICO	Betourne	Reptd Unit - 25 Sept 67		
ICO	Schrupp			
PST	Mumay			

3. ORCO STATUS:

CREW NO	NAME	OL		IQ	C/R	REMARKS
		DEP	RET			
E-12	Wilson	No change				
E-13	Friberg	No change				
E-14	Jells	No change				
S-15	Ruppenthal	No change				
E-16	McNeill	No change				
E-17	Ertel	13 Aug	17 Nov			
E-18	Hoffmeister	20 Jul	16 Oct			
E-19	Sullivan	16 Oct	16 Feb			
E-71	Williams	15 Nov	17 Feb			
E-72	Glass	No change				
E-73	Kring	No change				
E-74	Guthals	No change				

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4. PROJECTED LOSSES:

<u>NAME</u>	<u>DATE</u>	<u>FOR</u>	<u>REASON</u>
Schaber	20 Nov	IGO	Pilot Tng
Kennedy	30 Nov	AC	Retire

5. PROJECTED INFUSE: None

6. PROJECTED AREAS: Combat readiness for upgrading ANCO's/ART's will be delayed with the use of unit's only MDUS equipped aircraft for higher headquarters "H" Overland tests and weekly 147"8" missions at Ft Magu, Calif. This means unit will not be able to comply with higher headquarters directive for twelve combat ready crews by 31 Dec 1967. One crew will lack a qualified ANCO/ART. Another crew will lack a qualified ANCO.

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SPECIAL CR-3 NARRATIVE SECTION (370000)

as of 31 October 1967

1. FLIGHT CREW STATUS:

<u>CREW NO</u>	<u>CREW POS</u>	<u>NAME</u>	<u>DEP</u>	<u>OL</u>	<u>RET</u>	<u>IS</u>	<u>C/R</u>
B-42		No change					
B-43			14 Nov		16 Feb		
B-45		No change					
B-46		No change					
B-47		No change except as noted					
B-47	CP	Mansur					4 May 67-26 Oct 67
B-47	WO	Tittle					1 Aug 67(est)15 Nov 67
B-54			14 Jul		3 Nov		
B-61							
B-62			13 Aug		17 Nov		
B-64			16 Oct		17 Jan		
B-67	AC	Sennett					9 Nov(est)15 Dec 67
B-67	CP	Corson					13 Feb 67-12 Sep 67
B-67	FET	Jones					1 Aug 67-2 Nov 67
B-67	WO	Lambert					19 Jun 67-2 Nov 67
B-68	AC	DuBoise					14 Mar 67-(est)15 Dec 67
B-68	CP	Shepard					14 Mar 67-(est)15 Dec 67
B-68	FET	Autry					1 Aug 67(est)15 Dec 67
B-68	WO	Casteel					19 Jun 67(est)15 Dec 67
B-70	A/C	Johnson					6 Nov 66(est)29 Dec 67
B-70	CP	Dugas					(est) 29 Dec 67(est)29 Dec 67
B-70	FET	Gamble					14 Sep 67(est)29 Dec 67
B-70	WO	Browning					10 Oct 67 (est)29 Dec 67

NOTE 1: B-64 upgraded to Combat Ready Crew B-64 effective 6 Oct 67.

NOTE 2: B-67 upgraded to Combat Ready Crew B-67 effective 7 Nov 67.

2. SPARE STATUS:

<u>POS</u>	<u>NAME</u>	<u>I.Q.</u>	<u>C/R</u>	<u>REMARKS</u>
P	Blake			

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FE	Langley
FET	Buten
FET	Rogers
FET	Thorp
FET	Klemer
FET	Halbert
FET	Spencer
FET	Newton
FET	Johnson

20 Oct 67

Rept unit 11 Nov 67
Rept unit 23 Oct 67
Rept unit 13 Nov 67

3. Projected Losses: None

4. PROJECTED INPUTS:

<u>FOE</u>	<u>NAME</u>	<u>EDCSA</u>
FET	Androwsky	5 Dec 67
FET	Barnett	5 Dec 67

5. PROBLEM AREAS:

Unit has received nine personnel above unit authorization. Two more FET are projected in. These inputs are above useful utilization. Most of these individuals are from South East Asia. They can not be utilized for 100 SRW's SEA commitment unless they sign volunteer statements.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 170TH STRATEGIC RECONNAISSANCE WING (SAC)
DAVIS-MONTHAN AIR FORCE BASE, ARIZONA 85707

DOOR

13 Dec 1967

1-SAC-T-12 Special Narrative Report, Nov 1967

SAC (DOFC) 15AF (DOOR) (DOR) 12SAB (DO) 100SRW (Historian)

1. Special reporting information contained in Attachments one (1) through three (3) are submitted IAW SAC Secret Message DOF 00603, 21 June 1966.

2. This letter does not contain classified information.

FOR THE COMMANDER

Signed:

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

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1. Special U-2 Narrative (c)
2. Special DC-130 Narrative (c)
3. Special CH-3 Narrative (c)

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1. SPECIAL NO-138 NARRATIVE SECTION (350886)
AS OF 30 NOVEMBER 1967

1. FLIGHT CREW STATUS:

<u>CREW NO</u>	<u>CREW POS</u>	<u>LAST NAME</u>	<u>DEP</u>	<u>OL</u>	<u>RET</u>	<u>INIT QUAL</u>	<u>COMBAT READY</u>
S-21			13 Aug		17 Nov		
S-22	CO-2	Detourne					
E-28			11 Nov		17 Feb		
E-29			17 Sep		17 Dec		
E-33	No Change						
E-40	No Change						
E-56	No Change						
E-57	CO-1	Reiter					
E-58	No Change						
E-65			14 Jul		7 Oct		
sen-75	ICO-2	Meserole				5 Dec	5 Dec
E-76	No Change						

* Crew Change - Detourne from space to CO-2, S-22, as of 20 Nov 67

** Crew Change - Reiter from CO-2, S-22, to ICO-1, E-57. Schaber, ICO-1, E-57, to POS as of 20 Nov 67

*** To Combat Ready as of 5 Dec 67

2. SPACE FLIGHT CREW MEMBERS:

<u>POS</u>	<u>NAME</u>	<u>IQ</u>	<u>C/R</u>	<u>REMARKS</u>
A/C	Kennedy	15 Nov 65	15 Nov 65	Extended DOS to Indef
CP	Beverly	1 Nov 67	1 Nov 67	Attending "F" School
CP	Kiper (Est)	31 Jan 67	(Est) 31 Jan 67	
CP	Acheson	11 Oct 67	11 Oct 67	Attending "F" School
CP	Gaidry	1 Nov 67	1 Nov 67	Attending "F" School
ICO	Schrupp			
FTT	Mannery	24 Jan 66	24 Jan 66	

3. GRCC STATUS:

<u>CREW NO</u>	<u>NAME</u>	<u>DEP</u>	<u>OL</u>	<u>RET</u>	<u>IQ</u>	<u>CR</u>	<u>REMARKS</u>
E-12	Wilson	No Change					
E-13	Friberg	No Change					
E-14	Jolls	No Change					
E-15	Ruppenthal	No Change					
E-16	McNeill	No Change					
E-17	Ertel	13 Aug		17 Nov			
E-18	Hoffmeister	20 Jul		17 Oct			
E-19	Gullivan	16 Oct		17 Jan			
sen-71	Williams	14 Nov		17 Feb			
E-72	Glenn	No Change					
E-73	Kring	No Change					
* E-74	Outhals	No Change					

* To senior status as of 20 Nov 67

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4. PROJECTED LOSSES:

<u>LAST NAME</u>	<u>DATE</u>	<u>POS</u>	<u>REASON</u>
Spotts	31 Dec 67	ART	Retire
Horstein	1 Feb 68	CP	DCS
McKnight	1 Apr 68	ANCO	Staff (Wing EV)
Heinert	1 Apr 68	ICO	FCS (SAC Bq)
Ansberry	1 Jul 68	A/C	Command and Staff School
Woolfal	Aug 68	CP	Requested Release
Yoshim	Aug 68	CP	Requested Release
Kiper	30 Nov 68	CP	Retire

5. PROJECTED INPUTS: None

6. PROBLEM AREAS: Combat readiness for upgrading ANCO's/ART's will be delayed with the use of Unit's only MCDS equipped aircraft for higher headquarters "H" overland tests and weekly 147 "S" missions at Ft Meade, Calif. This means Unit will not be able to comply with higher headquarters directive for twelve (12) combat ready crews by 31 Dec 67. One crew will lack a qualified ANCO/ART. Another crew will lack a qualified ANCO.

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SPECIAL CH-3 NARRATIVE SECTION (350381)
AS OF 30 NOVEMBER 19671. FLIGHT CREW STATUS:

CREW NO	CREW POS	LAST NAME	OL	DET	INIT QUAL	COMBAT READY
S-42	CP	Hansen (Effective 20 Nov)			10 Oct 67	
W-43	FR	Langley		Will not depart as previously scheduled for OL		
W-45	No Change					
E-46	No Change					
H-47	CP	Hoffman (Effective 20 Nov)				
H-47	WO	Tuttle			1 Aug 67	22 Nov 67
E-54			14 Jul	3 Nov		
E-61	No Change					
E-62			13 Aug	28 Nov		
E-64			16 Oct	17 Jan		
W-67			25 Nov	17 Apr		
H-68	No Change					
H-70	No Change					

*To senior status as of 3 Nov 67 - Desires of the Commander.

Crew Change - Langley from spare to E-43 as of 6 Nov - Anderson to spare as of 6 Nov (Medical)

**To select status as of 3 Nov 67 - Assigned to Stan/Eval.

***To combat ready status as of 22 Nov 67.

2. SPARE STATUS:

POS	NAME	IQ	C/B	REMARKS
P	Blake			
FR	Anderson			Medical Reasons
FRT	Evton			
FRT	Rogers			
FRT	Thorpe			
FRT	Bloomer			
FRT	Halbert			
FRT	Replinger			
FRT	Renton			
FRT	Johnson			

3. PROJECTED LOSSES:

NAME	DATE	POS	REASON
Levandowski	1 Feb 68	A/c	Staff

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Wch #3

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4. TRANSFER LIST:

<u>POS</u>	<u>NAME</u>	<u>RECEIVED</u>
FET	Antovsky	5 Dec 67
FET	Barnett	5 Dec 67
FET	Maltner	20 Nov 67

5. PROBLEM AREAS:

Lack of operational SPA and/or hulks for upgrade training will not permit upgrading of crews H-70 and H-68 to combat ready prior to 31 Dec 67.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 105TH STRATEGIC RECONNAISSANCE WING (SAC)
DAVIS-MONTESS AIR FORCE BASE, ARIZONA 85707

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9/C

DOCTR

2 Jan 1968

1-SAC-T-12 Special Narrative Report, Dec 1967 (U)

SAC (DOCTR) 15AF(DOCTR) (DOCTR) 123AC (DO) 2008W (Historian)

1. Special reporting information contained in Attachments one (1) through three (3) are submitted IAW SAC Secret Message DOT 00603, 21 June 1966.

2. This letter does not contain classified information.

FOR THE COMMANDER

Signed

RUSSELL E. WELER, Colonel, USAF
Deputy Commander in Operations

3 Atch

1. Special U-2 Narrative (C)
2. Special DC-130 Narrative (C)
3. Special CH-3 Narrative (C)

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UNCLASSIFIED

SPECIAL NO-135 BOMBING SECTION (350000) AS OF 31 DECEMBER 1967

1. FLIGHT CREW STATUS:

CREW NO	CREW POS	LAST NAME	DEP	OL	RET	INIT QUAL	COMBAT READY
S-41	No Change						
S-42			27 Dec		17 Mar		
F-43			11 Nov		17 Feb		
F-44			17 Sep		18 Dec		
F-45	No Change						
F-46	No Change						
F-47	No Change						
F-48	No Change						
F-49	No Change						
F-50	No Change						
F-51			15 Dec		17 Mar		
F-52	No Change						

2. SPARE FLTL - CREW MEMBERS:

POS	NAME	IQ	C/R	REMARKS
A/C	Kennedy	15 Nov 65	15 Nov 65	
CP	Beverly	1 Nov 67	1 Nov 67	Attending "E" School
CP	Kiper (Est)	31 Jan 67	(Est) 31 Jan 67	
CP	Acheson	11 Oct 67	11 Oct 67	Ret from "E" School 12 Dec 67
CP	Guidry	1 Nov 67	1 Nov 67	Attending "E" School
LCO	Schrupp			
FTT	Manney	24 Jan 66	24 Jan 66	

3. GRCO STATUS:

POS	NAME	DEP	OL	RET	IQ	CR
W-61	Wilson	No Change				
F-62	Friberg	No Change				
F-63	Jolls	No Change				
W-64	Ruppenthal	No Change				
F-65	McNeill	No Change				
F-66	Ertel	No Change				
F-67	Hoffmeister	No Change				
F-68	Sullivan	16 Oct		17 Jan		
F-69	Williams	14 Nov		17 Feb		
H-70	Glenn			(Est) 15 Jan	(Est) 15 Jan	
H-71	Kring	No Change				
W-72	Guthals	No Change				

*To Select Status effective 3 Dec 67

**To Select Status effective 18 Aug 67

***To Combat Ready Status effective 29 Nov 67

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.

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Atch #2

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4. PROJECTED LOSSES:

<u>LAST NAME</u>	<u>DATE</u>	<u>FIS</u>	<u>REASON</u>
Burstein	1 Feb 68	CP	DOS
McKnight	1 Apr 68	ANCO	Staff (wing Ev)
Meinhart	1 Apr 68	ZCO	FCS (SAC Hq)
Ansberry	1 Jul 68	A/C	Command and Staff School
Woolfal	Aug 68	CP	Requested Release
Yoshim	Aug 68	CP	Requested Release
Kiper	30 Nov 68	CP	Retire

5. PROJECTED INPUTS:

<u>LAST NAME</u>	<u>POC</u>	<u>EDCSA</u>
Stenquist	ICO	20 Jan 68

6. PROBLEM AREAS: Combat readiness for upgrading ARCO's/ART's will be delayed with the use of unit's MOGS equipped aircraft for higher headquarters H overland tests and MBQ 77 missions at Eglin AFB, Florida.

2 UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
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SPECIAL CB-3 NARRATIVE SECTION (190586)
AS OF 31 DECEMBER 1967

1. FLIGHT CREW STATUS:

<u>CREW NO</u>	<u>CREW POS</u>	<u>LAST NAME</u>	<u>DEP</u>	<u>OL</u>	<u>RET</u>	<u>UNIT QUAL</u>	<u>COMBAT READY</u>
G-81	No Change						
H-82			15 Dec		17 Feb		
G-83	No Change						
G-84	No Change						
H-85	No Change						
E-86	No Change						
E-87	No Change						
E-88	No Change						
E-89			16 Oct		17 Jan		
W-90			14 Feb		17 Apr		
H-91	No Change						
H-92	No Change						

*To Select Status effective 1 Dec 67
 **To Senior Status effective 1 Dec 67

2. SPARE STATUS:

<u>POS</u>	<u>NAME</u>	<u>IQ</u>	<u>C/R</u>	<u>REMARKS</u>
P	Blake			
FET	Anderson			Medical Reasons
FET	Evton			
FET	Rogers			
FET	Thorpe			
FET	Bloomer			
FET	Halbert			
FET	Replinger			
FET	Renton			
FET	Johnson			
FET	Beckett			Reported to unit 11 Dec 67
FET	Meltzer			Reported to unit 22 Dec 67

3. PROJECTED LOSSES:

<u>NAME</u>	<u>DATE</u>	<u>POS</u>	<u>REASON</u>
Levandowski	1 Feb 68	A/C	Staff

4. PROJECTED INPUTS:

<u>POS</u>	<u>NAME</u>	<u>EDCSA</u>
FET	Androwsky	5 Dec 67
FET	Barnett	5 Dec 67

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 UNCLASSIFIED AFTER 12 YEARS.
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~~CONFIDENTIAL~~

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5. PROBLEM AREAS: Lack of operational SPA and/or bulks continues to be a problem for our upgrading program.

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DECLASSIFIED AFTER 12 YEARS.
505 DMR 5200.10

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 100TH STRATEGIC RECONNAISSANCE WING (SAC)
DAVIS-MONTHAN AIR FORCE BASE, ARIZONA 85707

DCOFB

6 NOV 1967

Air Training Report for 1 Jul thru 31 Oct 1967

SAC (DCRNC (T-12)) SAC (DOTC (T-12)) 1st Cmbt Eval Gp (DPLA)
15AF (DOTC) 12 Strat Aero Sp Div (DO) 100 Strat Recon Wg (Historian)

Attached is the Air Training Report for 1 July thru 31 October 1967.

FOR THE COMMANDER

signed

RUSSELL E. WELLMER, COLONEL, USAF
Deputy Commander for Operations

2 Atch

~~1. S-6 Narrative~~

2. DC-130 Narrative

0521

EC-130 BOMBARDIER SECTION (350000)

1. Profile Data:

a. None

b. None

c. None

d. Mission/Enroute Effectiveness:

Crew No	Dt of Flt	2 Tag Item	Abbrev Sp Reason
E22	10 Jul	Z30,31	Ops delay, crew rest
E33	25 Jul	Z30,31,32	Maint canx, engine hot air valve
E22	28 Jul	Z30,32	Air abort, #4 prop malf
E33	2 Aug	Z30,32	Unauthorized substitute
E40	5 Aug	Z30,31	Maint delay, engine change
E56	4 Oct	Z30,31,32	Maint canx, fuel leaks
E58	19 Oct	Z30,31	SPA malf/Downloaded
E58	19 Oct	Z32	Lost radar

e. Target/Launch Effectiveness:

Crew No	Dt of Flt	2 Tag Item	Abbrev Sp Reason
E33	2 Aug	E33	Unauthorized substitute
E58	19 Oct	E33	SPA malf/Downloaded

2. Waiver of Training Requirements: None

3. Delinquent Combat Ready Crews/Crew Members: None

4. Special Reporting Requirements: IAW SAC Secret Msg DOT 00603 21 Jul 66, will be submitted as a separate report.

Atch #2

052-2

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 100TH STRATEGIC RECONNAISSANCE WING (SAC)
DAVIS-MONTGOMERY AIR FORCE BASE, ARIZONA 85707

108/

DOOR

JAN 5 1968

Air Training Report for 1 Jul thru 31 Dec 1967

SAC (DCRC (T-12))
15AF (DORC)

SAC (DORC (T-12))
12SAB (DO)

1st CAG (DPLA)
MOORE (Historian)

Attached is the Air Training Report for 1 July thru 31 December 1967.

FOR THE COMMANDER

Signed

MURKILL K. MILLER, Colonel, USAF
Deputy Commander for Operations

3 Atch

1. ~~DC-130~~ Narrative
2. DC-130 Narrative
3. CH-3 Narrative

052-3

**EO-333 RECOVERY SUMMARY (1980-1981)
AS OF 31 MARCH 1987**

1. Profile Data:

- a. None
- b. None
- c. None

d. Mission/Enroute Effectiveness:

<u>Crew No</u>	<u>Dt of Flt</u>	<u>Z Tag Item No</u>	<u>Abbrev Sp Reason</u>
S22	10 Jul	Z30, 31	Ops delay, crew rest
K33	25 Jul	Z30, 31, 32	Maint cmx, engine hot air valve
S22	28 Jul	Z30, 32	Air abort, #4 prop half
K33	2 Aug	Z30, 32	Unauthorized substitute
E40	5 Aug	Z30, 31	Maint delay, engine change
E56	4 Oct	Z30, 31, 32	Maint cmx, fuel leaks
E58	19 Oct	Z30, 31	SPA half/downloaded
E58	19 Oct	Z32	Lost radar
E57	8 Nov	Z30, 31, 32	Maint cmx, pressurization
E56	21 Nov	Z30, 31	Maint delay, compass system
E57	28 Nov	Z30, 31	Maint delay, #3 prop out of limits

e. Target/Launch Effectiveness:

<u>Crew No</u>	<u>Dt of Flt</u>	<u>Z Tag Item No</u>	<u>Abbrev Sp Reason</u>
K33	2 Aug	Z33	Unauthorized substitute
E58	19 Oct	Z33	SPA half/downloaded

2. Waiver of Training Requirements:

- a. Crew S22 two (2) simulated recoveries.
- b. Crew E56 three (3) simulated recoveries.

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HEADQUARTERS 100TH STRATEGIC RECONNAISSANCE WING (SRW)
Davis-Monthan Air Force Base, Arizona
1 December 1967

100 OPRD 29-68

"BRIEF RELAY"

EXTRACT COPY

(U) CHARTS AND MAP REFERENCES: As required.

(U) TASK ORGANIZATIONS:

603 Combat Support Group	Colonel R. R. Mitchell
349 Strat Recon Squadron	Colonel H. A. Swanson
300 Strat Recon Squadron	Colonel G. M. NAKIS Colonel H. Swanson
100 Strat Recon Wg Deputy Commander for Operations	Colonel R. K. Waller
100 Strat Recon Wg Deputy Commander for Maintenance	Col R. B. HOGAN
100 Strat Recon Wg Airborne Missile Maint Squadron	Major J. J. Tonn
100 Strat Recon Wg Organizational Maint Squadron	Lt Col W. T. Knight
100 Strat Recon Wg Field Maint Squadron	Major W. E. Duden
100 Strat Recon Wg ALE Maint Squadron	Major C. P. Arnold
100 Strat Recon Director of Supply	Lt Col A. C. McCulley
100 Strat Recon Wg Test, Evaluation, Analysis Div	Lt Col W. Gorce

1. (U) GENERAL SITUATION: The requirement exists to deploy B-2/10-130 aircraft, combat crews, support personnel, and support equipment from Davis-Monthan AFB, Arizona, to forward area locations to accomplish operations activity directed by higher headquarters and then to redeploy these forces to Davis-Monthan AFB when activity is completed. This OPRD contains general instructions applicable to these deployments and redeployments. Instructions for in-place operation will be contained in the OPRD directing the in-place operation.

100 OPRD 29-68
1 December 1967

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12/14 (1000)

FROM: 100SNW OL-20BHD

11 November 1967

SUBJECT: History of the Month of October 1967 (U)

TO: 123AD (DXIN) 100SNW (DCO)

1. (U) This special report covers activities of the 350th Strategic Reconnaissance Squadron, 100 Strategic Reconnaissance Wing (Bumble Bug) operating at OL-20 and Detachment 10 during the month ending October 1967.

2. ~~(S)~~ (GP-3) General Mission: To conduct photographic and electronic reconnaissance of military objectives in Southeast Asia as specified in JCS/DIA, CINCPAC, COMUSMACV and DIA validated requirements of other agencies.

3. (U) Specific Missions:

a. ~~(S)~~ (GP-3) OL-20 Mission: Launch the DC-130 aircraft and 147 - SPA's on higher headquarters directed missions utilizing appropriate models and to prepare the aircraft and drones for future use.

b. ~~(S)~~ (GP-3) Detachment 10 Mission: Recover the SPA and dispatch the scorer material to the Strategic Air Relocatable Photographic Facility (SARPF) for processing. Prepare the SPA for transportation to OL-20.

4. (U) Tasks associated with the general and specific mission have not changed.

5. a. Key Personnel at OL-20

Col H. A. Swanson
Lt Col R. F. Thomas
Lt Col R. A. Stefanik
Maj J. A. Dale and Crew
Maj J. L. Stiglitz and Crew
Maj L. G. Walker and Crew
2nd Lt J. E. Ihrke
Maj F. L. Walton
1st Lt G. L. Nelson
SMSgt G. D. Flanagan
SMSgt W. D. Odell
MSgt J. R. Bond
SSgt R. W. Ivens

Commander
BB Operations Officer
BB Operations Officer
DC-130 Crew S-21
DC-130 Crew E-29
DC-130 Crew E-65 (1-15 Oct 67)
Intelligence Officer
Maintenance Officer
Weather Officer
BB A & E Supervisor
Line Chief
First Sergeant
Admin Supervisor

b. Key Personnel at Det 10:

Maj K. E. Ertel
Maj J. B. Sullivan

Commander
RCO

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

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Maj E. L. Forrester
Capt W E. Lueckert
MSgt W. Monfort
MSgt S. Hillard
SSgt M. F. Wright
TSgt L B. Beebe

CH-3 Crew B-64
CH-3 Crew B-61
NCOIC MSQ
First Sergeant
NCOIC Supply
NCOIC Maintenance

c. (U) Problem areas concerning personnel:

(1) Detachment 10:

(a) The impending removal of the MSQ 70 equipment necessitates evaluation of Recovery Radar Section manning to eliminate unnecessary positions prior to mid-November deployment.

(b) The function of Detachment First Sergeant, which had previously be filled by a variety of plans, has been delegated to the ranking NCO.

(2) OL-20:

(a) There have been no new problem areas during this reporting period.

d. (U) (GP-3) Average Personnel Strength:

(1) OL-20:

Officers	34
Airmen	114
Civilians	5
Total	153

(2) Detachment 10:

Officers	7
Airmen	36
Civilians	2
Total	45

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6. (U) Operations and Training:

a. (U) (GP-3) There are 2 tactical aircraft assigned to OL-20 and 2 lateral aircraft assigned to Det 10.

(1) DC-130E # 61-2368 and DC-130E # 61-2369 are assigned to OL-20.

(2) CH-3E # 790 and # 796 are assigned to Detachment 10.

b. (U) Number of Crews Assigned:

(1) (U) (GP-3) OL-20: 8-21, 8-29 and 8-65 (1-15 Oct 67)

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(U)
(2) ~~(S)~~(GP-3) Detachment 10: R-62 and R-64

c. (U) Sortie Information OL-20

(1) ~~(S)~~(GP-3) 15 DC-130 sorties were flown for a total of 78 + 25 hours. Five were operational, seven were maintenance and three were ferry sorties.

(U)
(2) ~~(S)~~(GP-3) 6 SPA missions were scheduled and 4 were executed and 2 were cancelled by SAC. Listed chronologically below are the 4 SPA missions that were executed.

<u>DATE</u>	<u>VEHICLE</u>	<u>COMMENTS</u>
4 Oct	H-28	Did not return
25 Oct	J-14	Successful
28 Oct	J-14	Unsuccessful (SPA recalled by ARCO after it failed to level at 8000 ft after launch, successful MARS)
30 Oct	J-14	Cancelled prior to launch (weather)

(U)
(3) ~~(S)~~(GP-3) 0... Flying Time:

DC-130E/61-2368	25 + 20
DC-130E/61-2369	53 + 05

d. (U) Sortie Information, Det 10:

(U)
(1) ~~(S)~~(GP-3) Operational Sortie Data.

<u>DATE</u>	<u>COMMENTS</u>
4 Oct	Drones did not return
25 Oct	Successful MARS
28 Oct	Successful MARS

7. (U) Safety

a. (U) There were no accidents or incidents at OL-20 during the month of October.

8. (U) Maintenance and Supply

a. (U) Maintenance

(1) OL-20

(a) DC-130E/61-2368 - Completed phase inspection # 2. Changed # 1 engine due to time change. Aircraft was sent to Maha on 6 Oct 67 for # 1,2,3, & 4 fuel tank maintenance and MLG retraction test.

(b) All 147H SPA's were grounded during October until further notice.

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(c) DC-130E/61-2369 was sent to Yakota for TCTC -10-130-798.

(d) DC-130/61-2368 was sent to Clark for TCTC 10-130-798.

(2) Det 10:

(a) TCTC LHM (CH-3) 5-501 cannot be completed on aircraft 796 until new wave guide 5 received. The original wave guide received in the kit was badly corroded and pitted beyond re-usage. Unserviceable wave guide was shipped to AFLC, Ontario, Calif, 17 Oct 67 as directed. Reference UNCLAS/EPTO DSUFWB 75169, Oct 67.

(b) IFF/SIF inoperative on aircraft # 790 from 7 Sep until 24 Oct 67. Required complete bench alignment prior to installation.

(c) TPC-2 400 cycle power supply sources (MC-1A & MD-3s) have been unreliable. The prolonged running time on MD-3s may be the significant factor causing excessive equipment maintenance.

(d) The CH-3 camera project 5 now providing timely quality mission photography, as a result of the continuing efforts and effective project refinements introduced by Lt W. T. Clemons, Co pilot on CH-3 crew R-62. Almost all of the camera installation limitations have been successfully overcome, and the recently attained local film processing capability has expedited receipt and distribution of the finished product.

b. (U) Supply:

(1) Detachment 10:

(a) Det 10 supply has experienced no difficulties since the last reporting period.

(b) All supply priority requisitions, N MORS, MORS - G and ROCP are now being included in the OPS - 10 report on a daily basis.

(2) OL-20:

(a) All supply functions for the month of October were routine.

9. (U) Facilities:

a. (U) OL-20

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(1) Bumble Maintenance - Completed Projects:

(a) Installation and painting of three newly acquired canes adjacent to the SPA hangar for storage facility.

(b) Money allocation granted and purchase order issued for compressor for the Bumble Bag hangar air conditioner.

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(2) Projected Improvements:

- (a) Paving of unstabilized area within revetment area.
- (b) Resurfacing of #1 revetment area.
- (c) Permanent type bunker for SPA maintenance area.
- (d) Paving of area in front of Bldg 598 (SPA Storage) hangar.
- (e) Build SPA hangar 60-80 ft, case approved.

(3) Compound - Administrative Q-Hut - Completed Project

(a) All work has been completed on the Administrative Q-Hut and the move should be complete within the next 2 or 3 days.

(b) Installation of new heavier trunk line wire from generators into compound. New lines enable increased load to be drawn from generators without heavy voltage drop.

(c) Extending compound perimeter security fence to encompass the Port-A-Camps.

(d) Complete installation and hook-up of Port-A-Camps.

(e) Purchase of six TV Sets for the trailers with \$672 received from the Base Housing Office.

(f) Purchase of patio/lawn furniture, officers and airmen's quarters with \$150 received from CBF.

(4) Projected Improvements:

(a) Enlarge briefing room in CP Q-Hut.

(b) Construct Nav planning tables along each side of CP Q-Hut for Giant Dragon and Bumble Bug mission planning.

(c) Base power into compound.

(d) Beautification of compound, landscaping with \$200 received from CBF.

(e) Purchase of rugs for trailers.

b. Detachment 10

(1) Completed Projects

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- (a) Both quonset hut roofs were leak sealed and prepared for the rainy season. Far wall also placed around both foundations to reduce water seepage.
- (b) The Administrative Q-Hut was painted inside and out.
- (c) The Supply Q-Hut exterior and supply office were painted.
- (d) The Administrative Q-Hut was completely rewired and the light fixtures were repositioned and provides better lighting.
- (e) Aircraft and control radar maintenance vans were painted.
- (f) All site fencing was repaired and painted.
- (g) The engine storage shelter was repaired and painted.
- (h) Base water is now being used by IET-10. Trenches were dug; and un-ociated piping and tapoffs were installed on a self-help basis.
- (i) An additional water sp-off was installed adjacent to the helipad for aircraft and vehicles wash : installed on self-help basis.
- (j) A new waterproof housing was fabricated and installed on the main site electrical AC feeder panel.
- (k) A water drainage pipe was installed under the sidewalk leading to the administrative Q-Hut.
- (l) The four MSQ-70 vans and associated power equipment have been prepared for shipment and removed from the site. A study is in progress to determine effective utilization of the resulting available space.

(2) Projected Improvements.

- (a) Obtaining furniture for the proposed dayroom in the administrative Q-Hut.

10. (U) Deployment and Redeployment:

a. OL-20

- (1) Maj L.G. Walker and crew E-65 departed on 15 Oct.
- (2) 2d Lt John W. Ambrose III replaced 2 Lt W.C. Guerrero 25 Oct.

b. IET-10

- (1) No change

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11. (U) Special Activities

a. OL-20

(1) Col Watson and Maj Stratton from SAC departed 6 Oct after paying a staff visit.

(2) Col Marion C. Mixson, 100SRW Commander and Col Charles D. Rafferty, 100SRW DCM departed 21 Oct after a 3 day visit.

b. DET-10

(1) There were no special activities at DET-10 during the month of October.

12. Summary: The month of October saw quite a decrease in operational missions flown, which was contributed to the availability of equipment. However, this spare time was used to make much needed improvements to both working and living conditions at OL-20 and Detachment 10.

HAROLD A. SWANTON, Colonel, USAF
Commander

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INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. GDD 617. 1. 17.

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13/14

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FROM: 100R 01-20

23 March 1968

SUBJECT: History of the Month of November 1967 (U)

(RUCO 13 MAR 68)

TO: 12 AD (LAF) 100R (LCO)

1. (U) This report covers activities of the 350 Strategic Reconnaissance Squadron, 100 Strategic Reconnaissance Wing (Amle Wing) operating at 01-20 and Detachment 10 during the month of November 1967.

2. (U) General Mission: To conduct photographic and reconnaissance of military objectives in Southeast Asia as specified in JCS/DIA, GACCPAC, COMUSMACV and DIA validated requirements of other agencies.

3. (U) Specific Missions:

a. (U) 01-20 Mission: Launch the DC-130 aircraft and 147 drones on higher headquarters directed missions utilizing appropriate models and to prepare the aircraft and recover drones for future missions.

b. (U) Detachment 10 Mission: Recover the drones and recover material for dispatch to the appropriate agency for processing and readout and to prepare the recovered drones for transport back to 01-20.

4. (U) Tasks associated with the general and specific missions did not change during this period.

5. (U) Key Personnel:

a. (U) 01-20

Colonel Swanson
Lt Colonel Stefanik
Lt Colonel Lanningham
Major Stiglitz
Major Auserry
Major Dale
Capt Ramos
Lt Beu
Capt Delaney
Lt Amrose
Lt Ihrike
Capt Hensley
Capt Gilbert

Commander
Bumble Bug Operations Officer
Asst Bumble Bug Operation Officer
DC-130E Aircraft Commander
DC-130E Aircraft Commander
DC-130E Aircraft Commander
Maintenance Officer
Maintenance Officer
Intelligence Officer
Intelligence Officer
Intelligence Officer
Flight Surgeon
Weather Officer

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

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MSgt Bond
SMSgt O'Dell
SSgt Cain
SSgt Foster

First Sergeant
Bumble Bug Line Chief
NCOIC Supply
Administration Supervisor

b. (U) Det 10:

Major E.E. Ertel
Major I.B. Sullivan
Major G.E. Forrester
Major J.W. Bennett
Capt W.E. Lueckert
MSgt S.L. Hillard
SSgt R.J. Hagan
MSgt W.H. Monfort
TSgt W.C. Pitman
TSgt L.B. Beebe
TSgt V.H. Lawrence
SSgt M.F. Wright
SSgt C.L. Nix

Commander (1 Nov - 17 Nov)
Commander (17 Nov - Present)
CH-3 R-64 (17 Nov - Present)
CH-3 R-67 (28 Nov - Present)
CH-3 R-62 (1 Nov - 28 Nov)
First Sergeant (1 Nov - 21 Nov)
First Sergeant (21 Nov - Present)
NCOIC MSQ (1 Nov - 18 Nov)
NCOIC MSQ (18 Nov - Present)
NCOIC Maint (1 Nov - 18 Nov)
NCOIC Maint (18 Nov - Present)
NCOIC Supply (1 Nov - 19 Nov)
NCOIC Supply (19 Nov - Present)

c. (U) Problem areas concerning personnel: None

d. (U) Average Personnel Strength:

(1) OL-20

Officer 31
Airman 117
Civilians 8
Total 156

(2) Det 10:

Officers 6
Airman 36
Civilians 7
Total 49

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6. ~~(S)~~ (U) Operations and Traininga. ~~(S)~~ (U) Two tactical aircraft were assigned to OL-20 and lateral aircraft were assigned to Det 10.

(1) DO-130E's 61-2368 and 61-2369 were assigned to OL-20 during the month.

(2) CH-3E's #790 and 796 were assigned to Det 10 during the month.

b. (U) Number of aircrews assigned:

(1) OL-20: S-21 (1 Nov to 15 Nov), E-28 (15 Nov to 30 Nov), and E-29 (1 Nov - 30 Nov).

(2) Det 10: Two CH-3 crews were assigned to Det 10 during the month.

c. (S) Sortie Information, OL-20

(1) 18 - 130 sorties were flown during this month.

DATE	VEHICLE	CREW	OPERATIONS
01 Nov 67	J-14	S-21	Canx, fighter strike canx
02 Nov 67	J-14	S-21	" " " "
03 Nov 67	J-14	S-21	" " " "
04 Nov 67	J-14	E-29	" " " "
05 Nov 67	J-14	E-29	MARS Successful
05 Nov 67	J-14	S-21	Airt Ground Abort
06 Nov 67		E-29	OCF - DaNang
07 Nov 67	J-14	S-21	Canx SAC
09 Nov 67	J-14	S-21	Drome Abort
09 Nov 67	J-14	E-29	Captive J-14
10 Nov 67	J-14	S21	Canx SAC
11 Nov 67	J-14	S-21	Canx, Fight Strike Canx
11 Nov 67		S-21	OCF/Aircraft Abort
12 Nov 67	J-14	S-21	Recalled by SAC
13 Nov 67	J-14	E-29	Canx Fighter Strike Canx
14 Nov 67	J-14	E-29	Canx, Fighter Strike Canx
14 Nov 67	J-14	E-29	DaNang Captive J-14
15 Nov 67	J-14	E-29	Canx, Fighter Strike Canx
16 Nov 67	J-14	E-29	Canx, Fighter Strike Canx
16 Nov 67		E-28	OCF/To DaNang
17 Nov 67	J-14	E-29	Successful MARS
18 Nov 67	J-14	E-28	Canx/J-14 Bottle Damage
19 Nov 67	J-14	E-28	Drome Air Abort
20 Nov 67	J-14	E-29	J-14 Did Not Return
21 Nov 67		E-29	Dry Run Test
23 Nov 67		E-28	Ferry/For Repair to Maha
25 Nov 67		E-28	Ferry/Cargo Return & OCF
27 Nov 67		E-28	H-29 Fuel Cell - H-23 Fuel Control/Captive

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29 Nov 67
30 Nov 67

H-29
H-22 & H-23

E-28
E-29

H-29 Damaged/Ground Pickup
H-22 OK (Sensor High Temp)
H-23 No Engine Start

(2) OL-20 Flying Time:

DC-130E 61-2368 - 43.00
DC-130E 61-2369 - 37.03

(U)

d. ~~(S)~~ Sorties Information, Det 10:

(1) A total of 23 CH-3 sorties were flown, of which 11 were operational, 5 were training, 2 were FCF and 5 were miscellaneous.

(2) SAC Directed Operational Sorties:

DATE	ACFT	PILOT	REMARKS
05 Nov 67	790	Lueckert	Successful HARS
17 Nov 67	796	Forrester	Successful HARS
20 Nov 67	790	Lueckert	Drome Did Not Return

(3) Det 10 Flying Time:

CH-3E 790 - 11.00
CH-3E 796 - 13.30

7. (U) Flying Safety

a. There were no known significant incidents involving flying safety at OL-20 during November.

b. There were no known significant incidents involving flying safety at Det 10 during November.

c. A continuing effort is being made at OL-20 and Det 10 to improve safety.

8. (U) Maintenance and Supply

a. Maintenance OL-20:

(1) Aircraft Status as of 30 Nov 1967

DC-130 368/In Commission
DC-130 369/In Commission
CH-3 790/In Commission
CH-3 796/In Commission
SPA H-8/In Storage

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SPA F-22/In Commission
SPA H-23/Norm ETIC
SPA H-25/Norm
SPA H-26/Norm
SPA H-29/Norm - Recycle
SPA H-31/Storage
SPA S-8/Storage
SPA S-9/Norm - Check out ETIC
SPA S-11/Norm
SPA S-12/Storage
SPA S-13/Storage
SPA S-14/Norm - Check out ETIC

(2) Maintenance action at OL-20 during November is thought to have been normal.

b. Maintenance Det 10:

(1) Maintenance action at Det 10 during November was normal. There were no significant maintenance problems or unsuccessful sorties due to maintenance failures.

(2) No suggestions were received for improving maintenance.

c. Supply activities at OL-20 are thought to have been normal during November.

d. Supply Det 10:

(1) Supply activities at Det 10 were normal during November.

(2) Supply personnel from Davis-Monthan completed a complete inventory of supply accounts on 27 Nov 1967. No discrepancies were found.

9. (U) Facilities: Facilities at OL-20 and Det 10 are thought to have been adequate and in good repair during the month of November.

10. (U) Deployment and Redeployment

a. Deployment and redeployment at OL-20 are reflected in Para 5a.

b. Deployment and redeployment at Det 10 are reflected in Para 5b.

c. There were no changes in the tactical aircraft assigned to OL-20 and Det 10 during November.

11. (U) Summary:

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a. The personnel of OL-20 and Det 10 continued to perform in a professional manner in the hazardous environment of South Viet Nam's combat zone. Personnel put forth a maximum effort to produce optimum mission results from available resources while improving general conditions through preventive maintenance and self-help projects.

William F. Cochran
WILLIAM F. COCHRAN, Colonel, USAF
Commander

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FROM: 1005NW OL-20

8 Jan 1968

SUBJECT: History of the Month of December 1967 (U)

TO: 129AD (DXN) 1005NW (D000)

1. (U) This report covers activities of the 330TH Strategic Reconnaissance Squadron, 100 Strategic Reconnaissance Wing (Ramble Bag) operating at OL-20 and Detachment 10 during the month ending December 1967.

2. (U) General Mission: To conduct photographic and electronic reconnaissance of military objectives in Southeast Asia as specified in JCS/DIA, CINCPAC, COMUSMACV, and DIA validated requirements of other agencies.

3. (U) Specific Mission.

a. (U) OL-20 Missions: Launch the DC-130 aircraft and 147 SPA's on higher headquarters directed missions utilizing appropriate models and to prepare the aircraft and recovered SPA's for future use.

b. (U) Detachment 10 Missions: Recover the SPA and dispatch the scorer material to the appropriate processing and read out agency. The 460th Reconnaissance Technical Squadron for the "S" located at Saigon, South Vietnam. The 67th Reconnaissance Technical Squadron for the "H" Model located at Yokota, Japan. Preparation of the SPA for transportation to OL-20.

4. (U) Tasks associated with the general and specific mission have not changed.

5. (U) Key Personnel at OL-20 and DET 10.

a. OL-20:

1st Lt Col R.A. Stefanik

Commander

1st Lt Col A.S. Davis

S.B. Operations Officer

Maj T.H. Ansberry and Crew

DC-130 Crew E-28

Maj K.W. Beckner and Crew

DC-130 Crew S-22 (19 Dec - Present)

Maj J.L. Stiglitz and Crew

DC-130 Crew E-29 (1st - 14 Dec)

Capt R.A. McGlehen and Crew

DC-130 Crew E-75 (12 Dec - Present)

1st Lt W.A. Houghtaling

Intelligence Officer

Maj W.D. Bayne

Maintenance Officer

1st Lt W.A. Bea

Maintenance Officer

2nd Lt J.W. Ambrose

Intelligence Officer

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Capt C.F. Gilbert

SSgt E. Mann

CSgt P.A. Stratsmeyer

MSgt A.W. Tripp

SSgt B.E. Johnson

Weather Officer

B.V. AME Supervisor

Line Chief

First Sergeant

Admin Supervisor

b. DET 10:

Maj J.B. Sullivan

Maj E.W. Williams

Maj E.R. Forrester and Crew

Maj J.W. Semmett and Crew

Capt A.L. Poff and Crew

TSgt W.C. Pitman

TSgt W.H. Lawrence

SSgt R.J. Hagan

SSgt G.L. Nix

Commander

ROO

CH-3E Crew B-64

CH-3E Crew B-67 (1-16 Dec)

CH-3E Crew E-43 (16 Dec - Present)

NCOIC Radar

NCOIC Maintenance

First Sergeant

NCOIC Supply

c. (U) Problem areas concerning personnel.

(1) OL-20:

(a) There have been no new problem areas during this reporting period.

(2) Detachment 10:

(a) There has been an apparent improvement in the overall pay situation. The 15 December pay roster was received from Davis-Monthan and was relatively free of discrepancies. The retroactive pay roster and checks were on 22 December and appeared to be in order.

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d. ^(U)~~(S)~~ Average Personnel Strength:

(1) OL-20:

Officers	31
Airmen	117
Civilians	<u>1</u>
Total	156

(2) Detachment 10:

Officers	6
Airmen	30
Civilians	<u>1</u>
Total	37

6. (U) Operations and Training:

a. ^(U)~~(S)~~ There are 2 tactical aircraft assigned to OL-20 and 2 lateral aircraft assigned to Detachment 10.

(1) DC-130E # 61-2368 and DC-130E # 61-2369 are assigned to OL-20.

(2) CH-3E # 790 and CH-3E # 796 are assigned to Detachment 10.

b. (U) Number of crews assigned.

(1) ^(U)~~(S)~~ (GP-3) OL-20: E-28, S-22 (19 Dec - Present) E-29 (1st - 14 Dec), and E-75 (12th Dec - Present).

(2) ^(U)~~(S)~~ Detachment 10: CH-3E Crews R-64, R-67 (1 Dec - 16 Dec), E-43 (16 Dec - Present), and two HCO's are assigned.

c. Sortie Information OL-20:

(1) ^(U)~~(S)~~ (GP-3) 28 DC-130 sorties were flown, of which 24 were operational, 3 were maintenance, and 1 was a ferry sortie.

(2) ^(U)~~(S)~~ 43 SPA missions were scheduled and 19 were cancelled. Listed below are the 24 SPA missions that were executed.

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<u>DATE</u>	<u>VEHICLE</u>	<u>CODE</u>	<u>COMMENT</u>
6 Dec	S-9	E-28	Did not return
6 Dec	S-14	E-28	Abort due to SPA malfunction
7 Dec	S-14	E-29	Successful MARS
7 Dec	H-22	E-28	Successful MARS
9 Dec	S-14	E-29	Successful MARS
10 Dec	H-23	E-28	Recalled WX
10 Dec	S-14	E-29	Did not return
11 Dec	H-23	E-28	Recalled WX
12 Dec	H-26	E-29	Recalled WX
14 Dec	S-13	E-29	Abort due to SPA malfunction
16 Dec	S-8	R-75	Successful MARS
17 Dec	S-13	R-75	Did not return
17 Dec	H-25	F-28	SPA recalled, successful MARS
18 Dec	S-8	E-75	Did not return
18 Dec	H-23	E-28	Did not return
19 Dec	H-22	E-28	Chute malfunction (water recovery)
20 Dec	S-12	E-75	SPA malfunction (water recovery)
21 Dec	H-25	S-22	Chute malfunction (water recovery)
22 Dec	S-6	E-75	Did not return
22 Dec	H-31	E-28	Chute malfunction (lost in mountains)
27 Dec	S-11	S-22	Successful MARS
27 Dec	H-22	E-75	Recalled WX
28 Dec	H-22	E-75	Successful MARS
31 Dec	S-11	E-28	Did not return

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3. ^(U)~~(S)~~ 02-20 flying times

02-1302 / 612343 73+41

^(U) 02-1302 / 612349 72+13

d. ^(U)~~(S)~~ Sortie information Det-10

1. ^(U)~~(S)~~ Operational sortie data:

DATE	CREW	REMARKS
6 Dec	R-64	Did not return
7 Dec	R-67	Successful MARS
7 Dec	R-64	Successful MARS
9 Dec	R-67	Successful MARS
10 Dec	R-64	Drone did not return
16 Dec	R-64	Successful MARS
17 Dec	R-64	Drone did not return
17 Dec	R-64	Successful MARS
18 Dec	E-43	Did not return
18 Dec	R-64	Did not return
19 Dec	E-43	Main chute would not break away (Water Recovery)
20 Dec	E-43	SPA was recovered 200 NM away
21 Dec	E-43	Engagement chute did not inflate
22 Dec	E-43	Did not return
22 Dec	E-43	Engagement chute would not inflate
27 Dec	E-43	Successful MARS
28 Dec	E-64	Successful MARS

2. ^(U)~~(S)~~ Detachment 10 flying time:

CH3E - 790 30.1

CH3E - 796 34.6

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7. (U) Safety:

a. OL-20:

There were no accidents or incidents at OL-20 during the month of December.

Remarks: Recommend that 390th SWS 1005th forward minutes of all flying safety meetings held at Davis-Monthan for dissemination to all air crews at OL-20.

b. Detachment 10:

(1) Accidents or incidents: None

(2) Special efforts to improve safety: Safety is emphasized at all mission briefings, command's call, and the daily informal ground safety inspection is an effective tool.

(3) Remarks: The fuel dump adjacent to the radar site is causing increased concern. In the past 10 days, personnel of this detachment have assisted in controlling a flash fire, on two occasions have called the fire department to wash down fuel spills from leaking valves and reported two leaking storage tanks. Several telephone conversations with POL personnel regarding this problem have produced unsatisfactory results. The matter has been referred to the Wing Safety Office who has made an inspection of the facility, and will take necessary action to alleviate the problem.

8. (U) Maintenance and Supply:

a. (U) Maintenance:

(1) OL-20:

(a) Aircraft # 61-2369 had Phase I completed on Dec 13 and changed # 3 engine on a time change.

(b) 147 "H" SPA's were declared operational

(c) 147 "S" SPA's were received and made operationally ready.

(2) Det 10. The maintenance of AGE has always been a problem at Detachment 10. During the latter part of November, a program was started to bring our AGE up to a high state of operational readiness. To implement this program

the AGE, specialist, Sgt Perkins, inspected each piece of AGE thoroughly, listing all defects. With this list of defects, the line chief assigned various maintenance specialists to correct discrepancies which fell in their job area. As a result of this AGE improvement program, no discrepancies were found on a 10 per cent inspection by QAGE. The QAGE inspectors stated that the AGE shows a great deal of improvement over previous inspections.

b. (U) Supply:

(1) OL-20, Call 2293:

All supply functions for the month of December were routine.

(2) Det 10: All supply functions for the month of December were routine.

Facilities:

(a) (U) OL-20:

1. Bumble Bee Maintenance:

a. The new 22 storage hangar has been completed, and is now in use.

(b) Paint was obtained for debriefing/Wephe Quonset Hut, and the surrounding area was graded and leveled.

(c) The foundations are in place and waiting for the cement to be poured for a side walk extension by the flight line trailers.

(d) Commercial power is now in use and the transformer/power shed has been repainted.

(2) OL-20 Compound:

(a) The new mission briefing room has been completed with a new seating capacity of 30. New chairs, lights, and other equipment have been obtained which provides for a more professional and comfortable briefing.

(b) Painting of the Mission Planning Rooms has been completed.

(c) The HFSSB trailer has been completely rebuilt. Their equipment has been relocated; a new work bench installed, and a more pleasurable work area is now in use for this important support facility.

(d) The enlisted flight crew members have moved to a new hut. A continuing self-help project is under way to make their quarters more comfortable.

(3) Projected Projects:

(a) Install a new wall to wall briefing board in the mission briefing room.

(b) Det 10:

1. A facilities improvement program is in progress to restore existing facilities to the best possible condition and appearance and to improve their utilization.

2. Projected Projects:

a. Due to rotting of the plywood floor in the supply quonset hut and the impossibility of making adequate repairs; a new metal hut has been requested with a concrete floor.

b. Two bunkers have been requested, one by the officers' billets and another to protect the TFW-2 and its generators.

9. (U) Deployment and Re-deployment:

a. OL-20:

(1) Captain R.A. McGlehen and crew replaced Major Stiglitz and crew on the 12th of December. An additional crew was sent over for the anticipated increased mission work load, Major Beckner's crew arrived on the 19th of December.

(2) Almost all airmen due to depart in December were extended two weeks due to the anticipated increased work load.

b. Det 10:

(1) Captain A.R. Perrin and crew replaced Major T.W. Sennet and crew on December 16.

(2) Two airmen had replacements arrive and the rest were extended.

10. Special Activities:

a. OL-20:

(1) Col Marion C. Mixson, 1003RW Commander, visited OL-20 14 to 17th of December.

(2) Major Stanton (AFLC) departed on the 30th of December after 35 days on a SPA improvement tour. His help and suggestions were greatly appreciated.

b. Det 10:

(1) On 20 Dec 67, Major Forrester and crew landed on the USS Dale located some 210 nautical miles north in the Gulf of Tonkin, to transport the

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scorer from 8-12 to Det-10 for transport to OL-20. The SPA had fueled out and was recovered by the crew of the USS Hale. Major Forrester and crew demonstrated the highest degree of airmanship in accomplishing this task. True dedication to duty and a desire for successful mission accomplishment are self evident.

11. Summary:

a. (U) OL-20: The month of December saw a heavily increased mission load. The crews, and support personnel met this challenge with professionalism, vigor, and an acute awareness that their individual effort would contribute to the overall mission success.

b. (U) Det-10:

1. There has been no change in the status of work orders for the paving of the parking area or installation of base power.

2. Construction of helicopter revetments has been delayed pending final decision to co-locate the 38TH AERS (Pedro) adjacent to our present helopad. Plans have been completed and construction of their pad and revetments for all helicopters should commence momentarily.

3. Self-help projects are delayed awaiting materials.

4. There is a critical shortage of motor vehicle parts locally. Most of our vehicle maintenance is accomplished by the self-help method and it is becoming increasingly difficult to maintain the vehicles in good repair due to this shortage. Davis-Monthan AFB should be able to provide some help especially for the vehicles that they sent over here.

Robert A. Stefani
ROBERT A. STEFANIK, LT COL, USAF
Commander, OL-20

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

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RTTCZYU RUSKINATYP ETRERASCCO-RUSJDAJ
ZNY-CCCC
R 2023 15Z DEC 67
FM USAF WARCH AFB CA: IF
TO RUEADIA/125AD (C) D MONYAN AFB ARIZ
INFO RUCAAA/SAC CDO/DND
BT

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ACT
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MARTIN TO CDE. REF DOR TELECOM 18 DEC 67 AND USAF DO SECRET
MSG 1 DEC 67, SUBJ: BUNBLE BUG. DUE TO ANTICIPATED INCREASED
ACTIVITY AT QL20 IN THE NEXT FEW WEEKS, I DO NOT CONSIDER IT WISE
TO EFFECT A CHANGEOVER OF PERSONNEL DURING THE HOLIDAY PERIOD.
SUGGEST THAT THE NEXT ROTATION COMMENCE AFTER 8 JAN 68. GP-1.
BT

INFO
DXI (1)
1200 (1)
1204 (1)

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REGRADING; DOD DIR 5200.10
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DC-130 FLYING AND DEVIATION STATISTICS OCTOBER 1967 - SORTIE INFORMATION

GENERAL SORTIE INFORMATION IS AS FOLLOWS:

	<u>DMAFB</u>	<u>OL-20*</u>	<u>TOTAL</u>
Sorties Scheduled	44	8	52
+ Additions	12	10	22
+ FCF**	0	0	0
- Cancellations	6	3	9
Late Take Off's	8	0	8
Air Aborts	0	0	0
<u>TOTAL SORTIES FLOWN</u>	50	15	65
<u>TOTAL FLYING HOURS</u>	241.6	84.6	326.2
Aircraft Avail/Poss	6.0	2.0	8.0
Average Sorties Per Aircraft	8.3	7.5	8.1
Average Hours Per Aircraft	40.3	42.3	40.8
Average Hours Per Sortie	4.8	5.6	5.0

* Data covers period 25 September thru 19 October 1967.

** FCF included in chart for additions.

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ATION IS AS FOLLOWS:

<u>DRAFT</u>	<u>OL-20*</u>	<u>TOTAL</u>
44	8	52
12	10	22
0	0	0

ANALYSIS COMMENTS AND CONCLUSIONS

With the curtailment of some SPA activity, scheduled and flown DC-130 sorties continued to decrease to the lowest number of any month so far this year. Even though fewer sorties were flown, flying hours increased due to the ferry flights by the "Cargo-type" (C-130) aircraft 2364.

Late Take Off's and cancellations decreased proportionately to sorties scheduled and flown. However, additions increased significantly.

This period of relatively light activity by mission equipped aircraft was an ideal time to clear delayed discrepancies.

100SRW

DC-130 FLYING AND DEVIATION STATISTICS NOVEMBER 1967 - SORTIE INFORMATION

GENERAL SORTIE INFORMATION IS AS FOLLOWS:

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	<u>DMAFB</u>	<u>OL-20*</u>	<u>TOTAL</u>
Sorties Scheduled	42	26	68
+ Additions	9	9	18
+ FCF**	0	0	0
- Cancellations	11	16	27
Late Take Off's	9	0	9
Air Aborts	1	1	2
<u>TOTAL SORTIES FLOWN</u>	40	19	59
<u>TOTAL FLYING HOURS</u>	195.7	78.8	274.5
Aircraft Avail/Poss	6.0	2.0	8.0
Average Sorties Per Aircraft	6.7	9.5	7.4
Average Hours Per Aircraft	32.6	39.4	34.3
Average Hours Per Sortie	4.9	4.1	4.7

* Data covers period 20 October thru 25 November 1967.

** FCF included in chart for additions.

DC-130 FLYING AND DEVIATION STATISTICS NOVEMBER 1967 - SORTIE INFORMATION

ANALYSIS COMMENTS

Sorties scheduled and flown at Davis Monthan show a decrease for the month of November. The decrease can be attributed to the stand-down over the two Holidays. There were 42 sorties scheduled with 40 flown compared to 44 scheduled with 50 flown for the month of October.

The sortie activity at OL-20 increased considerably compared to October. During November 26 sorties were scheduled with 19 flown compared to 8 scheduled and 15 flown during October.

Cancellations show a considerable increase. A total of 27 cancellations occurred at Davis Monthan and OL-20. Higher Headquarters accounted for 19 of these 27 deviations.

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DC-130 FLYING AND DEVIATION STATISTICS DECEMBER 1967 - SORTIE INFORMATION

GENERAL SORTIE INFORMATION IS AS FOLLOWS:

	<u>DMAFB</u>	<u>CL-20*</u>	<u>TOTAL</u>
Sorties Scheduled	40	38	78
+ Additions	23	7	30
+ PCF**	1	0	1
- Cancellations	21	16	37
Late Take Off's	8	0	8
Air Aborts	1	0	1
<u>TOTAL SORTIES FLOWN</u>	42	29	71
<u>TOTAL FLYING HOURS</u>	209.5	153.7	363.2
Aircraft Avail/Poss	5.0	2.0	7.0
Average Sorties Per Aircraft	8.4	14.5	10.1
Average Hours Per Aircraft	81.9	76.9	51.9
Average Hours Per Sortie	5.0	5.3	5.1

* Data covers period 26 November thru 23 December 1967.

** PCF included in chart for additions.

ANALYSIS COMMENTS

Sorties Scheduled at DMAFB decreased from 42 in November to 40 in December; however, 42 sorties were flown compared to 40 in November. At OL-20 the sorties scheduled increased from 26 in November to 38 in December and sorties flown increased from 19 in November to 29 in December. The increase in flying activity at OL-20 is attributed to increased sorties requirements by higher headquarters.

Cancellations at DMAFB increased from 11 in November to 21 for December. Higher headquarters accounted for 11, Weather 5, Operations 2, while Materiel and Supply were charged with 2 and 1 respectively.

CH-3 FLYING AND DEVIATION STATISTICS OCTOBER 1967 - SORTIE INFORMATION

GENERAL CH-3 SORTIE INFORMATION:

** FCF's included in chart for additions.

	<u>DMAFB</u>	<u>DET 10*</u>	<u>WING</u>
Sorties Scheduled	59	18	77
+ Additions	10	6	16
+ FCF**	6	2	8
- Cancellations	24	2	26
Late Take Off's	8	0	8
Air Aborts	0	0	0
<u>TOTAL SORTIES FLOWN</u>	51	24	75
<u>TOTAL FLYING HOURS</u>	116.3	27.4	143.7
Aircraft Possessed	3	2	5
Aircraft Available	2.2	2	4.2
Average Sorties Per Available Aircraft	23.2	12	17.9
Average Hours Per Available Aircraft	52.9	13.7	34.2
Average Hours Per Sortie	2.3	1.1	1.9
Flying Hours Per Aircraft -788	73.3	0	73.3
228	24.7	0	24.7
226	18.3	0	18.3
796	0	13.1	13.1
790	0	14.3	14.3
Sorties Flown Per Aircraft-788	31	0	31
228	11	0	11
226	9	0	9
796	0	11	11
790	0	13	13

* Data covers period 26 September thru 22 October 1967.

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CH-3 FLYING AND DEVIATION STATISTICS OCTOBER 1967 - SORTIE INFORMATION

ION:

	DMAFB	DET 10*	WING
	59	18	77
	10	6	16
	6	2	8
	24	2	26
	8	0	8
	0	0	0
	51	24	75
	116.3	27.4	143.7
	3	2	5
	2.2	2	4.2
Aircraft	23.2	12	17.9
Aircraft	52.9	13.7	34.2
	2.3	1.1	1.9
88	73.3	0	73.3
28	24.7	0	24.7
26	18.3	0	18.3
96	0	13.1	13.1
90	0	14.3	14.3
88	31	0	31
28	11	0	11
26	9	0	9
96	0	11	11
90	0	13	13

** PCF's included in chart for additions.

ANALYSIS COMMENTS

The general sortie information looks better this month than it has since January, as far as sorties scheduled and sorties flown are concerned. This month we had 77 scheduled and 75 flown. The closeness of these two figures was caused by the large number of additions at DM. The general sortie information would have been even better this month had it not been for the loss of 226. There was very little activity at DET 10 this month. The decrease in DET 10 activity lessened the chance of additions and cancellations.

* 226 received fuselage and tail section damage from a hard landing on the 3rd sortie on the 10th of October putting it out of commission for the rest of the month.

umber thru 22 October 1967.

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CH-3 FLYING AND DEVIATION STATISTICS NOVEMBER 1967 - SORTIE INFORMATION

GENERAL CH-3 SORTIE INFORMATION:

** FCF's included in chart for additions.

	<u>DMAFB</u>	<u>DET 10*</u>	<u>WING</u>
Sorties Scheduled	42	23	
+ Additions	2	11	13
+ FCF**	1	2	3
- Cancellations	13	15	28
Late Take Off's	6	0	6
Air Aborts	0	0	0
<u>TOTAL SORTIES FLOWN</u>	32	21	53
<u>TOTAL FLYING HOURS</u>	96.0	26.3	122.3
Aircraft Possessed	2.7	2.0	4.7
Aircraft Available	2.0	2.0	4.0
Average Sorties Per Avail Acft	16.0	10.5	13.3
Average Hours Flown Per Avail Acft	48.0	13.2	30.6
Average Hours Per Sortie	3.0	1.3	2.3
Flying Hours Per Aircraft -788	40.1	0	40.1
228	55.9	0	55.9
226	0	0	0
796	0	14.3	14.3
790	0	12.0	12.0
Sorties Flown Per Aircraft-788	16	0	16
228	16	0	16
226	0	0	0
796	0	11	11
790	0	10	10

0 5 6 5

CH-3 FLYING AND DEVIATION STATISTICS NOVEMBER 1967 - SORTIE INFORMATION

ATION:

	<u>DMAFB</u>	<u>DET 10*</u>	<u>WING</u>
	42	23	65
	2	11	13
	1	2	3
	13	15	28
	6	0	6
	0	0	0
	32	21	53
	96.0	26.3	122.3
	2.7	2.0	4.7
	2.0	2.0	4.0
Acft	16.0	10.5	13.3
ail Acft	48.0	13.2	30.6
	3.0	1.3	2.3
-788	40.1	0	40.1
228	55.9	0	55.9
226	0	0	0
796	0	14.3	14.3
790	0	12.0	12.0
-788	16	0	16
228	16	0	16
226	0	0	0
796	0	11	11
790	0	10	10

** PCF's included in chart for additions.

ANALYSIS COMMENTS

CH-3 activity Det 10 was low due to the low SPA activity at OL-20.
DM's decrease in activity was caused by 788 being out of commission from the 17th of November because of cracks in the transmission support which caused the aircraft to be GNORS awaiting repair kit from contractor. 228 was out of commission for the last two day's of the reporting period due to a transmission change.

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100SRW

CH-3 FLYING AND DEVIATION STATISTICS DECEMBER 1967 - SORTIE INFORMATION

GENERAL CH-3 SORTIE INFORMATION:

	<u>DMAFB</u>	<u>DET 10*</u>	<u>WING</u>
Sorties Scheduled	52	37	89
+ Additions	8	15	23
+ PCP**	4	1	5
- Cancellations	33	15	48
Late Take Off's	5	0	5
Air Aborts	3	0	3
<u>TOTAL SORTIES FLOWN</u>	31	38	69
<u>TOTAL FLYING HOURS</u>	88.9	46.5	135.4
Aircraft Possessed	2	2	4
Aircraft Available	1.1	2	3.1
Average Sorties Per Avail Acft	28.2	19.0	22.3
Average Hours Flown Per Avail Acft	80.8	23.3	43.7
Average Hours Per Sortie	2.9	1.2	2.0
Flying Hours Per Aircraft -788	13.9	0	13.9
228	75.0	0	75.0
226	0	0	0
796	0	23.8	23.8
790	0	22.7	22.7
Sorties Flown Per Aircraft-788	7	0	7
228	24	0	24
226	0	0	0
796	0	18	18
790	0	20	20

* Data covers period 20 November thru 17 December 1967.

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CH-3 FLYING AND DEVIATION STATISTICS DECEMBER 1967 - SORTIE INFORMATION

FORMATION:

<u>DMAFB</u>	<u>DET 10*</u>	<u>WING</u>
52	37	89
8	15	23
4	1	5
33	15	48

ANALYSIS COMMENTS

The increase in activity at DET 10 was related to the increase in SPA activity. DMA has only 1.1 aircraft available out of 2.0 possessed. This was due to 2788 being GWOBS practically all month for an oil transmission temperature bulb and a nose gear strut.

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18/23

NNNNPTTSZYUW RUW8KNA6189 1048-SSSS--RUWJD3A.

Y-SSSS

P 100330Z NOV 67

FM 15AF VARCH AF3 CALIF

TO RUSSAAA/SAC VCINC

INFO RUWJD3A/12SAD C DAVIS MONTAN AF3 ARIZ

BT

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COMBAT BUG MESSAGE FOR SPAR CONTACT OFFICERS. INFO SAC DPL/DO/DW.

SUBJECT: (SPAR) COMBAT BUG CD.

1. REFERENCE SAC (TS) DPL 03644, OCT 67, WHICH QUOTES CSAF (TS) AFXOP 96029, OCT 67.

2. I DO NOT CONCUR IN THE PCS OF SAC PERSONNEL TO QL-23 IN SUPPORT OF THE DRONE RECONNAISSANCE MISSION. I RECOMMEND THE CONTINUED ASSIGNMENT OF PERSONNEL ON A TDY BASIS FOR THE FOLLOWING REASONS:

A. THE SPA WEAPONS SYSTEM CONTINUES TO PERFORM IN A TEST AND EVALUATION ENVIRONMENT THAT MAKES NECESSARY THE COMBINING OF TRAINING AND OPERATIONAL FUNCTIONS. AS NEW SYSTEMS ARE ACQUIRED PERSONNEL MUST BE TRAINED TO ADEQUATELY MAINTAIN AND OPERATE THE VEHICLES BY OFFERING THE DUAL ADVANTAGE OF EITHER DEPLOYING NEWLY TRAINED PERSONNEL WITH A VEHICLE OR SCHEDULING THESE-

PAGE 2 RUW8KNA6189 ~~SECRET~~ IWDIS

INDIVIDUALS INTO POSITION DURING THE NORMAL ROTATION. IN ADDITION, THE TDY CONCEPT PROVIDES THE NEEDED OPPORTUNITY FOR BOTH OPERATIONS AND MAINTENANCE PERSONNEL TO STAY CURRENT IN THE HANDLING OF NEW AND/OR MODIFIED SYSTEMS AND COMPONENTS.

B. QL-23 IS A FORWARD OPERATING BASE AND THEREFORE IS NEITHER MANNED NOR EQUIPPED IN DEPTH NECESSARY TO SOLVE ALL PROBLEMS. THE PARENT ORGANIZATION MUST PROVIDE THE EXPERIENCED AND EXPERT MANAGEMENT DIRECTION THAT PRODUCES AN EFFECTIVE MAINTENANCE ELEMENT. THE QL EFFORT IS MERELY AN EXTENSION OF THE SPECIFIC FUNCTIONAL AREAS OF THE PARENT ORGANIZATION.

C. THE SEPARATION OF THE QL FROM THE HOME UNIT BY PCS ASSIGNMENT LESSENS THE OPPORTUNITY FOR A COORDINATED EFFORT BETWEEN THE W.S.C., HOME UNIT, AND OPERATIONAL USER IN EVALUATING PROBLEM AREAS AND RECOMMENDING CHANGES.

D. THE RETENTION OF TRAINED DRONE RECONNAISSANCE SPECIALISTS WITHIN THE PROGRAM IS MADE MORE DIFFICULT BY PCS ASSIGNMENT. THIS IS PARTICULARLY IMPORTANT IN VIEW OF THE SPA EXPERIENCE REQUIRED BY THE COMPASS ARROW SYSTEM.

E. WEAPON SYSTEM PECULIAR AGE EXISTS IN INSUFFICIENT QUANTITY TO SUPPORT TWO SEPARATE COMMANDS. THE EXCHANGE OF CRITICAL

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REPRODUCTION
FOR USE ONLY
DO NOT REPRODUCE
AT 12 YEAR
INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10

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(U)
DATE 170000Z 1977 ~~SECRET~~ LINDIS
ITEMS TO MEET TEMPORARY SHORTAGES AND IMMEDIATE OPERATIONAL
(FOR TEST REQUIREMENTS IS MADE MORE DIFFICULT BY THE INTRO-
DUCTION OF AN ADDITIONAL COMMAND AND SUB-COMMANDS AS WOULD BE
THE CASE IN A PCS OPERATION.

F. STAFF VISITS BY MEMBERS OF THIS HEADQUARTERS AND BRIEFINGS
BY NSC OFFICIALS HAVE GIVEN NO INDICATION THAT THE TDY CONCEPT
HAS CONTRIBUTED TO ANY INEFFECTIVENESS.

3. IN SUMMARY, THE TDY CONCEPT HAS PROVEN TO BE THE BEST
SUITED FOR THIS TYPE OF OPERATION BECAUSE IT PROVIDES THE
CAPABILITY TO KEEP PERSONNEL UP TO DATE ON THE LATEST EQUIPMENT
CHANGES, MAKES POSSIBLE BETTER UTILIZATION OF THE LIMITED
EQUIPMENT AVAILABLE AND PROVIDES FOR THE RETENTION OF A
GREATER NUMBER OF TRAINED PERSONNEL WITHIN THE DRONE
RECONNAISSANCE PROGRAM. GP-3.

BT

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0-5-7-1

4/68/7 JTB

19 January 1968

Lt General W. K. Martin
Commander
Fifteenth Air Force
March Air Force Base, Calif 92308

Dear General Martin

1. Although 12th Strategic Aerospace Division had no problems during December 1967 that seriously affected its FMO capability, it was by no means an uneventful month. Of course, I make reference to the F4 crash in Tucson that took four civilian lives, wiped out a super market, and demolished two homes. We no sooner caught our breaths following that when we became involved in the rescue efforts in southern Arizona and northern Mexico. I had felt that we had made good inroads in our relations with the local community, particularly the mass media, but of course one can't be sure about this until the chips are down. The F4 crash provided the acid test; the press could not have been more cooperative in our behalf. It went to great pains to explain the military side of the story, pointing out, among other things, DM's safety record and the vital role the base is playing in the current world situation. It was gratifying to learn that all of the efforts we put into the establishment of a good public image paid off when most needed.

2. By way of example, our information office submitted 1242 news releases throughout the year (SAC requirement is 245); a total of 108 speeches were given to the townspeople last year (SAC standard is 24); and we conducted 108 base and missile site tours (15 are required by SAC). And, as you know, the rapport we have established with the local Chamber is a strong and pleasant one. This, too, helped considerably when town support was needed. Governor Williams' visit to DM and our most successful Aerospace and Arizona Days to date (we hosted a record attendance of 245,000 people) were additional activities last year that helped foster this good relationship. Our plan for 1968 is to continue with our efforts and, if necessary, accelerate them to retain the advantages gained in our relations with the working press and the city fathers.

3. The year 1967, if I may discount December, was a normal one in most respects and one in which we seemed to gain momentum and improve as the months progressed. This was particularly true in our safety program, as an example. In review of the "Mission 70" ground safety

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program for last year, the early accident experience of assigned units was not favorable. An intensive campaign directed at every level of supervision began to pay dividends during the summer months when the upward trends in all categories were reversed. We were to learn that the key to a successful accident prevention program is education of the individual coupled with consistent personal supervision. This key will be the theme of our 1968 Safety Management Program - a program designed to keep the supervisor constantly aware of his responsibilities. I also feel that we went a long way in making 1967 a "People's Year." The Division suggestion program certainly helped in this respect. You may recall that General Eisenhower put out a letter last October recommending that each commander adopt a program to tell our people regarding the adequacy of customer services. In compliance, we had a number of suggestion boxes prepared and placed in our most active service facilities. The response to this program has far exceeded our expectations. In many instances, worthwhile suggestions as to how to improve the service have been rendered and implemented. In others, problem areas and dissatisfactions were expressed that were correctable. In short, the return certainly justified the effort. The fact that we constructed attractive boxes and made it convenient for one to participate by having a suitable writing platform and pen and questionnaire readily available, has had much to do with the success we have enjoyed in this activity. Photographs of the suggestion boxes in use are attached. Davis-Monthan has enjoyed a first term airman retention rate that has been either number one or number two in USAF for the past several months. I am convinced that the success of our efforts to provide for our people has had much to do with this accomplishment.

4. 390th Strategic Missile Wing. There are no items which affect the 390SMW EMO capability to report for the month of December; however, the Wing is proud of its accomplishments for the year 1967. Following are a few items of interest which occurred during the past year:

a. The 390SMW successfully completed an ORI, ORIT, and two 390ISMES visits. Although outstanding ratings were not received in all areas during each evaluation, the overall results of these evaluations are considered most gratifying.

b. A major two year modification program, "Yard Fence," was completed on 30 Oct 1967. The program was originally planned for completion in mid-February 1968; however, through extensive planning and coordination with "Yard Fence" personnel, the project was completed approximately 3-1/2 months ahead of schedule.

c. Project "Long Term Readiness Evaluation" which required two complete missile recycles was completed on schedule.

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d. The Wing participated in the SAC missile competition at Vandenberg AFB, and the 390SMW Crew 8-28 won the coveted "Best Titan II Crew in SAC" Award.

e. The University of Oklahoma Graduate Program has been inaugurated at Davis-Monthan AFB, and the 390SMW has 32 missile crew members enrolled in the first class. This program allows students to accomplish the recommended reading requirements for class preparation at their own rate. The student then attends an intensive one week class session which is held at DMAB and conducted by the University of Oklahoma. The first class session was completed in December. The present program offers a degree in Master of Arts in Public Administration in the Political Science area. Within a year, additional degrees in Business and Economics will be offered. Although the program is primarily oriented toward missile combat crews and the initial enrollment is composed of 390th combat crew members, the course is open to all military personnel who meet the entrance requirements and are available for the classroom sessions.

f. The 390th Comm. Post was used as a base of operations for the F4 crash. The Comm. Post Controllers reacted to the situation in a professional manner and received a letter of appreciation from the Deputy Chief of Staff/Operations, Hq 13AF, for displaying exceptional initiative in their initial flash calls, periodic updating, and coordination with appropriate Tactical Air Command units.

g. The Wing expended many manhour resources in preparing for the new SIOP change. SAC sent a follow-up team, Operation "Busy Survey," to all missile units to assure that the new SIOP was properly integrated, and the 390SMW achieved outstanding results during the team's visit to our unit. We were assured by the team that the crews had received excellent training and were properly indoctrinated.

5. 100th Strategic Reconnaissance Wing. ARCO and GRCO training was severely limited during December 1967 due to heavy commitments of both MCOS aircraft and MCOS SQM's to support higher headquarters directed tests. An unacceptable delay is occurring in obtaining simulator training for new GRCO's and ARCO's. This training must be obtained at the factory and is a prerequisite to further unit training after completion of FTD. These classes are funded through ATC and require an advanced request of at least 120 days. This presents a problem to the Wing in that we seldom receive 120 days' notification prior to arrival of new personnel. Even when a class is requested 120 days in advance, there is no assurance that it will be obtained. An example is best used to illustrate this point; Lt Schrupp was scheduled for simulator class in November 1967 and was cancelled by Hq SAC on the day of his departure for lack of funds. SAC directed the 100SRW to make a formal request for a class in January 1968. ATC refused this request and said to apply for a class subsequent to

July 1968. These actions have effectively terminated Lt Schrupp's AMCO training for an eight-month period.

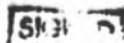
6. 803d Combat Support Group.

a. I am pleased to report that although not entirely completed, our NCO Club reached the stage of completion in late December to allow us to use it for the NCO New Year's Eve festivities. Ribbon cutting ceremonies were held on 29 December.

b. The December pay raise, particularly its late announcement, played havoc in our efforts to get the troops paid on time. However, by virtue of overtime hours performed by many of our people, the checks got out on time, as well as the retroactive pay from 1 Oct 1967.

7. The monthly comments concerning the 558th and portions of the 1008th comments are classified and that letter is being forwarded under separate cover.

Sincerely



GEORGE P. COLE, Colonel, USAF
Commander

2 Atch
Photographs

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PTTSZYUN RUWTCU955 318233-SSSS--RUWJDBA.

ZNY SSSSS

DE RUWJJS 1823 3182330

ZNY-89555

P 140437Z NOV 67

FY 100385 0123 BIEN HOA A3 RVN

TO RUWJKNAP 15AF WARCH AFB CALIF

INFO RUWJDBA 1003STRATRECONAG DAVIS MONTAN AFB ARIZ

BT

~~SECRET~~ SPAR/PAR/OL-20390 NOV 67.

SUBJ: (U) DC-133 UTILIZATION REPORT. DELIVER DURING DUTY HOURS.

THE FOLLOWING IS THE DC-133 UTILIZATION REPORT FOR THE PERIOD

6 NOV 67 THRU 13 NOV 67:

DATE	ACFT NR	TIME	REMARKS
6 NOV 67	369	2PLUS55	CCF
9 NOV 67	368	4PLUS15	DRONE A30RT DOPPLER
9 NOV 67	368	2PLUS03	CHECK J-14 DOPPLER
11 NOV 67	368	2PLUS03	AIR A30RT DUE TO ACFT
			TKD. LEAK
12 NOV 67	369	2PLUS03	SAC RECALL DUE TO BK

GP-3

BT

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NNNNPTTSZYU RUMSCHV5239 3311645-SSSS--RUMJDBA.

NY SSSSS

DE RUMSJS 2194 3311645

ZNY-SSSSS

P 274900Z NOV 67

FM 188SRW BIEN HOA AB RVN

TO RUMSKNA/15AF WARCH AFOV 67

FM 188SRW BIEN HOA AB RVN

TO RUMSKNA/15AF WARCH AFS CALIF DOR

INFO RUMJDBA/188STRATRECONNG DAVIS MONTHAN AFB ARIZ DCO

BT

~~SECRET~~ SPAR/PAR/OL-28890 NOV 67.

SUBJ: (U) DC-130 UTILIZATION REPORT. DELIVER DURING DUTY HOURS.

THE FOLLOWING IS THE DC-130 UTILIZATION REPORT FOR THE PERIOD

28 NOV THRU 26 NOV 67:

DATE	ACFT NR	TIME	REMARKS
21 NOV 67	369	6 PLUS 25	DROVE DID NOT RETURN
21 NOV 67	368	5 PLUS 25	DRY RUN FOR LOW LEVER 1'
RP TVVSP	NG	NO	MISSION.
25 NOV 67	369	1 PLUS 6	CARGO RUN TO DANANG OFC

GP-3

BT

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Ac 67-2861

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PTTSZYUW RUMSCHU1267 3590000-SSSS--RUMJDBA.

ZNY SSSSS

DE RUMSJS 2012 3591110

ZNY-SSSSS

P510422 DEC 67

FM 100 SR&L OL20 BIEN HOA AB RVN

TO RUMSKNA/15AF MARCH AFB CALIF/ DOR/

INFO RUMJDBA/100SRW OMAFB ARIZ/DCO/

BT

~~SECRET~~ /SPAR/PAR/OL-20880/DEC 67.

SUBJ: DC-130 UTILIZATION REPORT. THE FOLLOWING IS THE DC-130

UTILIZATION REPORT FOR THE PERIOD 17 DEC THRU 23 DEC 67.

DATE/ACFT/TIME/REMARKS/

17/368/6:00/S-13 DID NOT RETURN

17/369/6:09/H25 RECALLED BY ARC1, H26 FELL OR WG

18/368/6:15/S-8 DID NOT RETURN

18/369/6:10/H-23 DID NOT RETURN

19/369/6:35/H-22 WATER RECOVERY

20/368/12:05/S2 WATER RECOVERY SPA ABOARD DD-JLE

21/369/8:30/H-25 WATER RECOVERY

22/368/6:10/S-6 DID NOT RETURN

22/369/8:07/LAND RECOVERY

GP-3.

BT

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05-80

3-252
INFO
100A (1)
12 DO (1)
12 24 (1)
DXT
DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10

become
67-4960

UNCLASSIFIED

COMM

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308/20

ACT

MA

INFO

12 DEC 67

13 JAN 68

DEC 67

m-670

NNNNPTTSZZYYUW RUMSCH3187 3658888-SSSS--RUMJDBA.

ZNY SSSSS

DE RUMSJS 471 3631100

ZNYT-SSSSS

P 311007Z DEC 67

FM 100SRW OL 20 BIEN H -2 41,

59 4727Z, -/15AF WARCH AFB CALIF/DOR

INFO RUMJDBA/100SRW DAVU MONTHAN AFB ARIZ/DCO

BT

~~SECRET~~ SPAR/PAR/OL-20 880/DEC 67.

SUBJ: DC-130 UTILIZATION REPORT. THE FOLLOWING IS THE DC-130 UTILIZATION PREORT FOR THE PERIOD 24 DEC THRU 30 DEC 67. OCF ON 22 DEC WASNOT PREVIOUSLY REPORTED.

DATE/ACFT/TIME/REMARKS

22/368/1PQS 20/OCF

A27/368/5 PLUS 30/SUCCESSFUL MA

27/369/1 PLUS 10/RECNED BY SAC

28/369/1 PLUS 25/SUCCESSFUL MARS

GP-3

BT

DOWNGRADED AT 12 YEAR
INTERVAL: NOT AUTOMATICALLY
DECLASSIFIED. OGC DIR 5200.10

MISC
B-312

BC ASMC

68-0001

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OTTSZYU RUMSCHU0265 801000-SSSS--RUMJDBA.

ZNY SSSSS
DE RUMSJS 0024 001029
ZNY SSSSS

O 011302Z JAN 68

FM 100SRW QL20KIEN HON AB RVN

TO STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ DCOTR

BT

SECRET 17100SRW QL20080/DEC 67.

REFERENCE YOUR DCOTR UNCLAS/EFTO 65226 MAR 67. THIS FOLLOWING IS SUBMITTED AS REQUESTED.

DATE OF FLT	CREW NR	ACFT NR	TOTAL TIME	MISSION	NR LOGS
1 DEC	S-22	369	8 PLUS 30	0-1	2
22 DEC	E-75	1	6 PLUS 10	0-1	1
22 DEC	E-28	369	8 PLUS 87	0-1	2
22 DEC	E-75	368	1 PLUS 20	0-1	1
27 DK	S-22	368	5 PLUS 30	0-1	2
27 DEC	E-75	369	1 PLUS 10	0-1	1
28 DEC	E-75	369	9 PLUS 25	0-1	2
31 DEC	E-28	369	6 PLUS 16	0-1	1

GP-3

BT

DATE OF JPN 68

PHONE NO 3343

TIME CALLED 2045Z (12MT)

WENT TO OYLER SUBT

NNNN

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

8002

ACT / INFO
100 A(1) / 1234(1)
1230(1) / DEX(1)

DCASUC
6P-0004

UNCLASSIFIED

0582

UNCLASSIFIED

~~SECRET~~

23/24

DOA682

RTTSZYUW RUCSAAA0651 32023 5-SSSS--RUMJDBA.

ZNY

R 162242Z NOV 67

FM SAC

TO RUMBKNA/15AF DMJAA DM4BR MARCH AFB CALIF

RUMJDBA/12STRATAEROSPDIV DM DAVIS MONTHAN AFB ARIZ

RUMJDBA/100STRATRECONWG DSUP DCM DAVIS MONTHAN AFB ARIZ

RUMJDBA/80JMBTSPTGP CSUP DAVIS MONTHAN AFB ARIZ

BT

~~SECRET~~ LINDIS SPAR PROJECT RIVET BIN DMJA

FOR SPAR CONTACT OFFICERS. SUBJECT: SUPPORT PACKAGE (U).

REFERENCES: A. AC (S) DMAC 85932, 2 JUN 67; B. AFLCLOR

(S) 886, JUN 67; C. 100DCRM (C) 838038Z NOV 67; D. SAC (S) DM3B 892252 NOV 67.

1. IN ORDER FOR THIS HEADQUARTERS TO DETERMINE THE 100SRW'S CURRENT CAPABILITY TO SUPPORT A 2D CL CONTINGENCY REQUIREMENT FOR THE 14TH SPA REQUEST THE FOLLOWING INFORMATION:

A. LATEST INFO ON S-37 RE: IT INDICATES OVER 70 PER CENT COMPLETE ON ALL MSKS. REQUEST A LIST OF SHORTAGES ON MSKS BELOW 90 PER CENT COMPLETE TO INCLUDE FSN, NOUN, QTY, STATUS ON ALL ITEMS W/EDD LATER THAN 7368 DAYS.

B. AS YOU ARE AWARE WE HAVE NOTIFIED CSAF OF OUR INABILITY

PAGE 2 RUCSAAA0651 ~~SECRET~~ LINDIS

TO SUPPORT THE 147S AND T SPAS AT THE 2D CL. LATEST INFO INDICATES THAT THE 147S WILL BE DEPLOYED TO CL-20.

ACCORDING TO REF B MESSAGE, LOR INDICATED WE SHOULD HAVE 75 PER CENT OF S PECULIAR SPARES BY 6 DEC 67. REQUEST THE CURRENT PERCENTAGE OF S PECULIAR SPARES AND ANY MAJOR PROBLEMS IN PREPARING THE 147G/J/S MSK FOR DEPLOYMENT TO CL-20.

2. IT SHOULD BE UNDERSTOOD THAT WE HAVE NO FIRM GUIDANCE ON DEPLOYMENT OF THE 147 SPA TO A 2D CL. WE ARE MERELY ATTEMPTING TO DETERMINE OUR ACTUAL CAPABILITY TO DEPLOY. GP-3.

BT

NNNN

~~SECRET~~

UNCLASSIFIED

0592

~~SECRET~~

Ac67-3710

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

UNCLASSIFIED

24A/25

NNNNITCZTUT RUMSCHU1343 000000-0000-0000

24Y 00000

DE RUMSAF 0201 388745

1Y-00000

J 243733Z NOV 67

1233RT OL 24 31EN HDA A3 RVN DEM-2

TO RUMSAF/15AF WARCH AF3 CALIF/DIN37/

INFO RUMJ03A/1035RT DAVIS MONT HAN AF3 ARIZ/DC/M

BT

Action

Int

CONFIDENTIAL

3029

11/6/67
100hc
2cys

(U) ~~CONFIDENTIAL~~ LWDIS/PAFOP/SPAR/PAR/1035RT OL-2013 NOV 67.

THIS IS A RIVET 3IN MESSAGE. SUBJ: SPA/PAR OL-20 WORKLOAD (U)
REF: D43R 15719 OCT 67 AND 1030CVA LETTER DATED 11 OCT 67. THE
FOLLOWING INFORMATION IS SUBMITTED AS REQUESTED, FOR THE MONTH OF
OCTOBER 67. (1) TOTAL SPA MISSIONS SCHEDULED - 5. (2) TOTAL
NUMBER SPA'S PREPARED - 9. (3) TOTAL NUMBER SPA'S UPLOADED - 9.
(4) TOTAL NUMBER SPA MISSIONS CANCELLED - 3. (5) TOTAL NUMBER SPA
FREE FLIGHTS - 3. (6) TOTAL NUMBER SPA FLOPPY CAPTIVE (NOT LAUNCHED)
- 2. (7) TOTAL NUMBER SPA RECOVERIES/RETURNED TO SERVICE - 2.
(8) AVERAGE MANHOUR EXPENDITURES FOR SPA PREPARATION, CHECKOUT AND
UPLOAD - 53 HRS. (9) AVERAGE MANHOUR EXPENDITURE FOR SPA RECOVERY/
RETURN TO SERVICE - 58 HRS.

GP-3

BT

~~CONFIDENTIAL~~

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

ACTION
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~~CONFIDENTIAL~~

UNCLASSIFIED

CONFIDENTIAL

0 5 9 4

248/25

UNCLASSIFIED

~~SECRET~~

M-263

(u)
(u)
(u)

OTTSZYUW RUMSCU1364 3770000-SSSS--RUMJ09A.
ZNY-00000
DE RUMSJS 1467 3770150
ZNY-00000
O P 377119Z JAN 68
FM 111 SRV OL21 BIEN HOA AB RVN
TO RUMSJS/15AF/DV43R/MARCH AFB CALIF
INFO RUMJ09A/111 STRATRECONWG/DCVA/DAVIS VONTHAN AFB ARIZ
BT

MISC-047

AC: INFO
100 CASE (1) AS DO (1)
12 DM (1)
OKZ (1)

SK

~~SECRET~~ CIVIDS/PAFOP/SPAR/PAR/111 SRV OL-21 JAN 68.
REF: DMR 15819 OCT 67 AND 111 DCVA LETTER DATED 11 OCT 67. THE
FOLLOWING INFORMATION IS SUBMITTED AS REQUESTED FOR THE MONTH OF
DECEMBER 1967.
TOTAL NUMBER OF SPA VISSION SCHEDULED 84
TOTAL NUMBER OF SPA PREPARED 84
TOTAL NUMBER OF SPA UNLOADED 53
TOTAL NUMBER OF SPA VISSION CANCELLED 41
TOTAL NUMBER OF SPA FLOWN CAPTIVE 33
TOTAL NUMBER OF SPA FREE FLIGHTS 19
TOTAL NUMBER OF SPA RECOVERIES/RETURNED TO SERVICE 9
AVERAGE MAN-HOUR EXPENDITURE FOR PREPARATION JTEVP HRS EA
CHECKOUT AND UPLOAD 58.8 HRS EA
AVERAGE MAN-HOUR EXPENDITURE FOR SPA RECOVERY/
RETURN TO SERVICE

BEASAR
68-71

~~SECRET~~

PAGE 2 RUMSJS 1467 ~~SECRET~~ CIVIDS
THERE WERE 8 OPERATIONS ADDITIONS DURING THE MONTH OF DECEMBER.
(INCLUDED IN CAPTIVE FIGURE)

GP-3
BT

DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED BY DOD OIR 5200.10

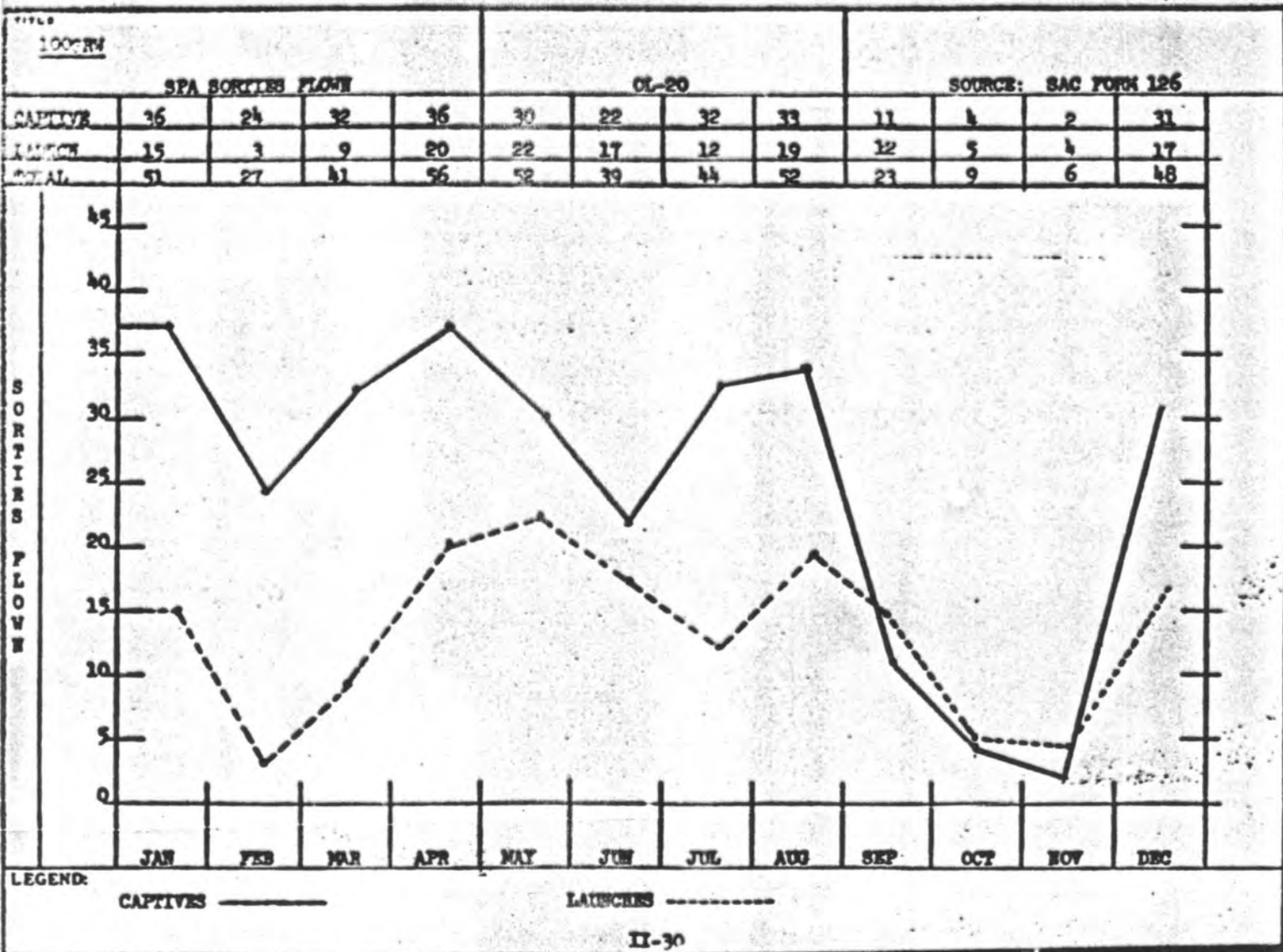
NNNN

~~SECRET~~

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25/26



05-97

SPECIAL PURPOSE AIRCRAFT FLYING AND DEVIATION STATISTICS - JANUARY 1967

26A/26

	<u>DMAFB</u>					<u>OL-20**</u>			<u>TOTAL</u>					<u>GRAND TOTAL</u>
	<u>"BQM34A"</u>	<u>"RX"</u>	<u>"G"</u>	<u>"J"</u>	<u>"H"</u>	<u>"RX"</u>	<u>"G"</u>	<u>"J"</u>	<u>"BQM34A"</u>	<u>"RX"</u>	<u>"G"</u>	<u>"J"</u>	<u>"H"</u>	
<u>INING SCHEDULED</u>	1	0	9	1	4	9	19	6	1	9	28	7	4	49
Training Added	2	0	1	0	0	0	4	2	2	0	5	2	0	9
Training Cancellations	1	0	9	0	0	0	3	1	1	0	12	1	0	14
<u>INING FLOWN</u>	2	0	1	1	4	9	20	7	2	9	21	8	4	44
<u>SIONS SCHEDULED</u>	12	0	1	0	1	5	17	19	12	5	18	19	1	55
ission Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ission Cancellations	10	0	1	0	1	3	12	11	10	3	13	11	1	38
<u>SIONS FLOWN</u>	2	0	0	0	0	2	5	8	2	2	5	8	0	17
overies	1	0	0	0	0	0	2	3	1	0	2	3	0	6

OL-20 data covers period 18 Dec 66 thru 21 Jan 67.

SPECIAL PURPOSE AIRCRAFT FLYING AND DEVIATION STATISTICS - FEBRUARY 1967

26 B/26

	DMAFB					OL-20**				TOTAL			
	"BQG4A"	"RX"	"G"	"J"	"H"	"RX"	"G"	"J"	"H"	"BQG4A"	"RX"	"G"	"J"
<u>TRAINING SCHEDULED</u>	0	0	12	0	2	6	12	5	1	0	6	24	5
+ Training Added	5	0	1	1	1	1	0	1	0	5	1	1	2
- Training Cancellations	0	0	4	0	1	1	1	0	0	0	1	5	0
<u>TRAINING FLOWN</u>	5	0	9	1	2	6	11	6	1	5	6	20	7
<u>MISSIONS SCHEDULED</u>	17	0	0	0	4	3	9	4	1	17	3	9	4
+ Mission Added	0	0	0	2	1	0	0	0	0	0	0	0	2
- Mission Cancellations	12	0	0	1	4	3	7	3	1	12	3	7	4
<u>MISSIONS FLOWN</u>	5	0	0	1	1	0	2	1	0	5	0	2	2
Recoveries	3	0	0	1	0	0	0	0	0	3	0	0	1

** OL-20 data covers period 22 Jan 67 thru 18 Feb 67.

NOTE: See following page for explanation of deviations.

SPECIAL PURPOSE AIRCRAFT FLYING AND DEVIATION STATISTICS - MARCH 1967

2601

	<u>DMAFB</u>					<u>OL-20**</u>				<u>TOTAL</u>				
	<u>"BQO4A"</u>	<u>"NP"</u>	<u>"O"</u>	<u>"J"</u>	<u>"H"</u>	<u>"HX"</u>	<u>"O"</u>	<u>"J"</u>	<u>"H"</u>	<u>"BQO4A"</u>	<u>"NP"</u>	<u>"HX"</u>	<u>"O"</u>	<u>"H"</u>
<u>FLYING SCHEDULED</u>	7	1	9	6	4	1	4	22	12	7	1	1	13	1
Training Added	8	0	4	1	7	0	0	1	1	8	0	0	4	
Training Cancellations	3	1	1	4	3	1	2	2	4	3	1	1	3	
<u>FLYING FLOW</u>	12	0	12	3	8	0	2	21	9	12	0	0	14	
<u>MISSIONS SCHEDULED</u>	12	1	0	0	1	1	2	9	7	12	1	1	2	
Mission Added	1	0	0	0	2	0	0	1	0	1	0	0	0	
Mission Cancellations	9	1	0	0	1	1	2	3	5	9	1	1	2	
<u>MISSIONS FLOW</u>	4	0	0	0	2	0	0	7	2	4	0	0	0	
Overies	3	0	0	0	2	0	0	6	0	3	0	0	0	

OL-20 data covers period 19 February 1967 thru 18 March 1967.

2: See following page for explanation of deviations.

26D/20

SPECIAL PURPOSE AIRCRAFT FLYING AND DEVIATION STATISTICS - APRIL 1967

	<u>DMAFB</u>						<u>OL-20**</u>				<u>TOTAL</u>				
	<u>"HRE"</u>	<u>"BQM34A"</u>	<u>"NP"</u>	<u>"G"</u>	<u>"J"</u>	<u>"H"</u>	<u>"HX"</u>	<u>"G"</u>	<u>"J"</u>	<u>"H"</u>	<u>"BQM34A"</u>	<u>"HRE"</u>	<u>"TP"</u>	<u>"IX"</u>	<u>"G"</u>
<u>FLYING SCHEDULE</u>	0	1	1	7	1	7	2	5	34	4	1	0	1	2	12
Training Added	1	5	2	0	0	5	0	0	4	1	5	1	2	0	0
Training Cancellations	0	0	0	2	1	2	0	3	9	2	0	0	0	0	5
<u>FLYING FLOW</u>	1	6	3	5	0	10	2	2	29	3	6	1	3	2	7
<u>MISSIONS SCHEDULED</u>	0	16	1	0	0	3	3	5	32	1	16	0	1	3	5
Mission Added	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
Mission Cancellations	0	7	1	0	0	3	0	3	17	1	7	0	1	0	3
<u>MISSIONS FLOW</u>	0	10	0	0	0	0	3	2	15	0	10	0	0	3	2
Recoveries	0	9	0	0	0	0	2	2	11	0	9	0	0	2	2

OL-20 data covers period 19 March thru 22 April 1967.

ANALYSIS COMMENTS AND CONCLUSIONS

TRAINING:

With total sorties scheduled and sorties flown for training decreased in April. However, there are several variations on individual models in SPA's this month. Some of the more prominent changes are: DMAFB: 1. "H" models, 7 scheduled in April (4 in March) and 10 flown in April (12 in March). 2. "NP" models, 3 flown in April (0 in March). 3. "H's", 1 scheduled in April (7 in March), 6 flown in April (12 in March). OL-20: 1. "HX" models, 2 flown in April (0 in March). 2. "H" models, 34 scheduled in April (22 in March). 3. "H" models, 4 scheduled in April (12 in March), 3 flown in April (9 in March). For reasons on individual deviations see following page.

MISSIONS:

Missions scheduled and flown both increased in April. This is evident on all models both at DMA and OL-20. Data is shown on the following page.

RECOVERIES:

Recoveries increased proportionally with the number of missions.

SPA DEVIATIONS BY MODEL AND LOCATION MAY 1967

26 E/26

TRAINING (DMAFB)					TRAINING (OL-20) **				TOTAL TRAINING		
MODEL	SORTIES SCHEDULED	+ SORTIES ADDED***	- SORTIES* CANCELLED	= SORTIES FLOWN	SORTIES SCHEDULED	+ SORTIES ADDED***	- SORTIES* CANCELLED	= SORTIES FLOWN	SORTIES SCHEDULED	+ SORTIES ADDED***	= SORTIES CANCELLED
34A	1	2	1	2	0	0	0	0	1	2	
"	8	1	4	5	7	7	3	11	15	8	
"	7	0	6	1	1	2	1	2	8	2	
"	0	1	0	1	9	4	3	10	9	5	
"	1	4	1	4	0	2	0	2	1	6	
"	0	0	0	0	1	1	0	2	1	1	
"	0	1	0	1	2	1	0	3	2	2	
ALS	17	2	12	14	20	17	7	30	37	26	
MISSIONS (DMAFB)					MISSIONS (OL-20)**				TOTAL MISSIONS		
MODEL	SORTIES SCHEDULED	+ SORTIES ADDED***	- SORTIES* CANCELLED	= SORTIES FLOWN	SORTIES SCHEDULED	+ SORTIES ADDED***	- SORTIES* CANCELLED	= SORTIES FLOWN	SORTIES SCHEDULED	+ SORTIES ADDED***	= SORTIES CANCELLED
34A	18	2	5	15	0	0	0	0	18	2	
"	0	0	0	0	15	0	7	8	15	0	
"	1	0	1	0	3	0	3	0	4	0	
"	0	0	0	0	17	0	8	9	17	0	
"	0	1	0	1	2	0	0	2	2	1	
"	0	0	0	0	2	0	0	2	2	0	
"	0	0	0	0	2	0	1	1	2	0	
ALS	19	3	6	16	41	0	19	22	60	3	

Includes unsuccessful mission. (Air Aborts), these are listed under individual SPA deviations on following pages.

Data covers period 23 April thru 27 May 1967.

* Includes additions resulting from aborted missions.

ANALYSIS COMMENTS AND CONCLUSIONS: The format for the above is different this month than it has been in previous months. For the change is the flying of additional models of SPAs DMAFB and at OL-20. These additions could not be absorbed in the current format and still be shown on the same page. Total training sorties scheduled and flown decreased this month both here at home. Total mission sorties scheduled and flown increased at both locations. Individual SPA deviations of training and mission sorties and OL-20 are shown on following pages. In the interest of brevity, SPA deviations are presented in the same manner as C-130 aircraft this month, your comments and/or constructive criticism are welcomed.

26F/26

SPA DEVIATIONS BY MODEL AND LOCATION JUNE 1967

MODELS	TRAINING (DMAFB)				TRAINING (OL-20)**				TOTAL TRAINING		
	SORTIES SCHEDULED	SORTIES + ADDED***	SORTIES* - CANCELLED	SORTIES - FLOWN	SORTIES SCHEDULED	SORTIES + ADDED***	SORTIES* - CANCELLED	SORTIES - FLOWN	SORTIES SCHEDULED	SORTIES + ADDED***	SORTIES* - CANCELLED
B3A	1	3	0	4	0	0	0	0	1	3	0
B3B	4	1	4	1	4	2	0	6	8	3	4
B3C	3	2	2	5	3	1	0	4	8	3	2
B3D	0	0	0	0	1	3	1	3	1	3	1
BP	1	0	0	1	5	0	0	5	6	0	0
BR	0	0	0	0	0	0	0	0	0	0	0
BS	0	0	0	0	4	0	0	4	4	0	0
TOTALS	11	6	6	11	17	6	1	22	28	12	7

MODELS	MISSIONS (DMAFB)				MISSIONS (OL-20)**				TOTAL MISSIONS		
	SORTIES SCHEDULED	SORTIES + ADDED***	SORTIES* - CANCELLED	SORTIES - FLOWN	SORTIES SCHEDULED	SORTIES + ADDED***	SORTIES* - CANCELLED	SORTIES - FLOWN	SORTIES SCHEDULED	SORTIES + ADDED***	SORTIES* - CANCELLED
B3A	15	0	5	10	0	0	0	0	15	0	5
B3B	0	0	0	0	7	0	3	4	7	0	3
B3C	1	1	1	1	4	0	1	3	5	1	2
B3D	0	0	0	0	4	0	3	1	4	0	3
BP	0	0	0	0	6	0	0	6	6	0	0
BR	0	0	0	0	1	0	0	1	1	0	0
BS	0	0	0	0	2	0	0	2	2	0	0
TOTALS	16	1	6	11	24	0	7	17	40	1	13

Includes unsuccessful missions (Air Aborts), there are listed under individual SPA deviations on following pages.

* Data covers period 29 May 67 thru 24 June 1967.

** Includes additions resulting from aborted missions.

ANALYSIS COMMENTS AND CONCLUSIONS:

The data on this page is presented in this format to furnish interested individuals with information they require on SPA's. Preparation of this data is time-consuming and difficult. A word from any agency which has a need for this data would be greatly appreciated. We would be interested in knowing if the users of this data are satisfied with the format presently utilized and if not, what additions or deletions they would like. In support of the above format, this analyst will say that on numerous occasions this format has been advantageous in extracting requested data. Any comments, suggestions, or constructive criticism on this data and the format used is welcomed.

SPA TERMINATIONS JUNE 1967

DATE	AIRCRAFT	REASONS	LOCATION
11 Jun	G-3606	Term	OL-20
7 Jun	H-8199	Term	OL-20
12 Jun	H-8191	Term	OL-20
21 Jun	J-3587	Term	OL-20
30 May	NP-3342	Term	OL-20
3 Jun	NP-2703	Term	OL-20
9 Jun	NP-2701	Term	OL-20
1 Jun	NP-3341	Term	OL-20
21 Jun	NX-2679	Term	OL-20
21 Jun	G-3608	Term	OL-20
5 Jun	NRE-3343	Term	OL-20

SPA DEVIATIONS BY MODEL AND LOCATION JULY 1967

266/24

<u>DELS</u>	<u>CAPTIVE (DMAFB)</u>				<u>CAPTIVE (OL-20)**</u>				<u>TOTAL CAPTIVE</u>		
	<u>SORTIES SCHEDULED</u>	<u>SORTIES + ADDED***</u>	<u>SORTIES* - CANCELLED</u>	<u>SORTIES - FLOWN</u>	<u>SORTIES SCHEDULED</u>	<u>SORTIES + ADDED***</u>	<u>SORTIES* - CANCELLED</u>	<u>SORTIES - FLOWN</u>	<u>SORTIES SCHEDULED</u>	<u>SORTIES + ADDED***</u>	<u>SORTIES* - CANCELLED</u>
CGAA	0	4	0	4	0	0	0	0	0	4	0
J"	0	0	0	0	12	3	0	15	12	3	0
S"	10	2	5	7	11	0	0	11	21	2	5
T"	0	0	0	0	1	2	0	3	1	2	0
TP"	0	0	0	0	3	1	1	3	3	1	1
IX"	1	1	0	2	0	0	0	0	1	1	0
WRE"	0	0	0	0	0	0	0	0	0	0	0
S"	1	0	1	0	0	0	0	0	1	0	1
<u>TOTALS</u>	<u>12</u>	<u>7</u>	<u>6</u>	<u>13</u>	<u>27</u>	<u>6</u>	<u>1</u>	<u>32</u>	<u>32</u>	<u>13</u>	<u>7</u>
<u>DELS</u>	<u>MISSIONS (DMAFB)</u>				<u>MISSIONS (OL-20)**</u>				<u>TOTAL MISSIONS</u>		
	<u>MISSIONS SCHEDULED</u>	<u>MISSIONS + ADDED***</u>	<u>MISSIONS* - CANCELLED</u>	<u>MISSIONS - FLOWN</u>	<u>MISSIONS SCHEDULED</u>	<u>MISSIONS + ADDED***</u>	<u>MISSIONS* - CANCELLED</u>	<u>MISSIONS - FLOWN</u>	<u>MISSIONS SCHEDULED</u>	<u>MISSIONS + ADDED***</u>	<u>MISSIONS* - CANCELLED</u>
CGAA	11	2	8	5	0	0	0	0	11	2	8
J"	0	0	0	0	11	0	6	5	11	0	6
S"	2	0	0	2	1	0	0	1	3	0	0
T"	0	0	0	0	3	0	2	1	3	0	2
TP"	0	0	0	0	4	0	1	3	4	0	1
IX"	1	1	1	1	1	0	1	0	2	1	2
WRE"	0	0	0	0	2	0	0	2	2	0	0
S"	0	0	0	0	0	0	0	0	0	0	0
<u>TOTALS</u>	<u>14</u>	<u>3</u>	<u>9</u>	<u>8</u>	<u>22</u>	<u>0</u>	<u>10</u>	<u>12</u>	<u>36</u>	<u>3</u>	<u>19</u>

Includes unsuccessful missions (Air Aborts), which are listed under individual SPA deviations on following pages.

* Data covers period 25 June thru 23 July 1967.

** Includes additions resulting from aborted missions.

ANALYSIS COMMENTS

The data on this page is presented as a sort of "preface" to the SPA data section. Deviation data on SPA mission and captive sorties scheduled and flown at both DMAFB and OL-20 is by individual PA model. This data gives you the "Big Picture". Further information on SPA performance and deviations is shown on subsequent pages.

SPA TERMINATIONS

<u>DATE</u>	<u>SPA</u>	<u>LOCATION</u>
3 Jul	G-66-13610	OL-20
7 Jul	G-66-13605	OL-20
21 Jul	NP-66-2685	OL-20

SPA DEVIATIONS BY MODEL AND LOCATION AUGUST 1967

264/26

<u>DMAFB CAPTIVE SORTIES</u>					<u>OL-20 CAPTIVE SORTIES***</u>					<u>TOTAL CAPTIVES</u>				
<u>DELS</u>	<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANCELED**</u>	<u>= FLOWN</u>	<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANCELED**</u>	<u>= FLOWN</u>		<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANCELED**</u>	<u>= FLOWN</u>	
HQ4A	0	10	0	10	0	0	0	0		0	10	0	10	
1"	0	0	0	0	3	1	1	3		3	1	1	3	
1"	11	1	4	8	9	3	3	9		20	4	7	17	
1"	0	0	0	0	6	5	0	11		6	5	0	11	
1P"	0	0	0	0	7	4	1	10		7	4	1	10	
1X"	2	1	0	3	0	0	0	0		2	1	0	3	
1RE"	0	1	0	1	0	0	0	0		0	1	0	1	
1"	5	1	5	1	0	0	0	0		5	1	5	1	
<u>TOTALS</u>	<u>18</u>	<u>14</u>	<u>2</u>	<u>23</u>	<u>25</u>	<u>13</u>	<u>2</u>	<u>33</u>		<u>43</u>	<u>27</u>	<u>14</u>	<u>56</u>	

<u>DMAFB LAUNCH SORTIES</u>					<u>RECOVERED</u>	<u>OL-20 LAUNCH SORTIES***</u>					<u>RECOVERED</u>	<u>TOTAL LAUNCHES</u>				
<u>DELS</u>	<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANCELED**</u>	<u>= FLOWN</u>		<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANCELED**</u>	<u>= FLOWN</u>		<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANCELED**</u>	<u>= FLOWN</u>		
HQ4A	20	3	11	12	11	0	0	0	0	0	20	3	11	12	12	
1"	0	0	0	0	0	7	0	3	4	2	7	0	3	4	4	
1"	2	0	2	0	0	14	0	10	4	3	16	0	12	4	4	
1"	0	0	0	0	0	9	0	6	3	0	9	0	6	3	3	
1P"	0	0	0	0	0	14	0	7	7	6	14	0	7	7	7	
1X"	0	1	0	1	1	0	0	0	0	0	0	1	0	1	1	
1RE"	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	
1"	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	
<u>TOTALS</u>	<u>23</u>	<u>4</u>	<u>14</u>	<u>13</u>	<u>12</u>	<u>45</u>	<u>0</u>	<u>26</u>	<u>19</u>	<u>11</u>	<u>68</u>	<u>4</u>	<u>40</u>	<u>32</u>		

Includes additions due to launch cancellations and aborted launches.

* Includes HQ recalls and aborted launches.

** Data covers period 24 July thru 26 August 1967.

SPA TERMINATIONS

<u>DATE</u>	<u>SPA</u>	<u>LOCATION</u>
4 Jul	HRE-3 66-13344	OL-20
Aug	H-19 66-82000	OL-20
Aug	BQM 66-2726	DMAFB
5 Aug	G-54 66-13609	OL-20
12 Aug	NP-7 66-2704	OL-20
12 Aug	35 66-13593	OL-20
13 Aug	27 66-13585	OL-20
14 Aug	3-36 66-13594	OL-20

ANALYSIS COMMENTS AND CONCLUSIONS

The data on this page is presented as a sort of "preface" SPA data section. Deviation data on SPA mission and captivities scheduled and flown at both DMAFB and OL-20 is by ind SPA model. This data gives you the "Big Picture". Further formation on SPA performance and deviations is shown on su pages.

SPA DEVIATIONS BY MODEL AND LOCATION SEPTEMBER 1967

26E/26

<u>DMAFB CAPTIVE SORTIES</u>					<u>OL-20 CAPTIVE SORTIES***</u>					<u>TOTAL CAPTIVES</u>				
<u>DELS</u>	<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANX**</u>	<u>= FLOWN</u>	<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANX**</u>	<u>= FLOWN</u>	<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANX**</u>	<u>= FLOWN</u>		
GAA	0	10	0	10	0	0	0	0	0	10	0	10		
	0	0	0	0	0	0	0	0	0	0	0	0		
	9	0	2	7	12	3	7	8	20	3	9	14		
	0	0	0	0	1	2	0	3	1	0	0	1		
	0	0	0	0	0	0	0	0	1	0	0	1		
	0	0	0	0	0	0	0	0	0	0	0	0		
	0	0	0	0	0	0	0	0	0	0	0	0		
	14	6	7	13	0	0	0	0	14	6	7	13		
<u>TALS</u>	<u>23</u>	<u>16</u>	<u>2</u>	<u>30</u>	<u>13</u>	<u>2</u>	<u>7</u>	<u>11</u>	<u>36</u>	<u>19</u>	<u>16</u>	<u>39</u>		

<u>DMAFB LAUNCH SORTIES</u>					<u>RECOVERED</u>	<u>OL-20 LAUNCH SORTIES***</u>					<u>RECOVERED</u>	<u>TOTAL LAUNCHES</u>				
<u>DELS</u>	<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANX**</u>	<u>= FLOWN</u>		<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANX**</u>	<u>= FLOWN</u>		<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANX**</u>	<u>= FLOWN</u>		
GAA	24	3	16	11	9	0	0	0	0	0	24	3	16	11		
	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	0	0	0	0	0	13	0	7	6	4	13	0	7	6		
	0	0	0	0	0	11	0	6	5	3	11	0	6	5		
	0	0	0	0	0	1	0	0	1	0	1	0	0	1		
	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2	1	0	3	2	0	0	0	0	0	2	1	0	3		
<u>TALS</u>	<u>26</u>	<u>4</u>	<u>16</u>	<u>14</u>	<u>11</u>	<u>25</u>	<u>0</u>	<u>13</u>	<u>12</u>	<u>7</u>	<u>31</u>	<u>4</u>	<u>29</u>	<u>26</u>		

Includes captives due to launch air cancelled.

* Ground and air cancellations.

** Data covers period 27 August thru 25 September 1967.

SPA TERMINATIONS

<u>TE</u>	<u>SPA</u>	<u>LOCATION</u>
Aug	HF-5 66-2686	OL-20
Aug	H-16 66-8197	OL-20
Sep	J-37 66-13595	OL-20
Sep	BQM 66-2727	DNA
Sep	H-17 66-8198	OL-20
Sep	H-17 66-8202	OL-20
Sep	H-17 66-8195	OL-20
Sep	J-4 66-14901	OL-20
Sep	BQM 66-13376	DNA

ANALYSIS COMMENTS

The data on this page is presented as a sort of "preface" SPA data section. Deviation data on SPA mission and captives scheduled and flown at both DMAFB and OL-20 is by ind SPA model. This data gives you the "Big Picture". Further information on SPA performance and deviations is shown on subsequent pages.

UNCLASSIFIED

~~SECRET~~

27/28

OTTSZYUY RUMSCVU 747 32 18880-SSSS--RUEJDBA.

ZNY 00000

DE RUMSJS 1344 32117B

ZNY 00000

O 171624Z NOV 67

FM 122SRB QL 28 BIEN HOA AB RVN

TO RUCSAAA/SAC/DVAC

INFO RUEDFIA/AFLC/VCMX

RUMJHEA/NAV COMSTA/AFLC/OR/SAN DIEGO CALIF

RUMBKNM/15AF/DMABR/VARCH AFB CALIF

RUMJDBA/12STRATAEROSP/DV/DAVIS MONTHAN AFB ARIZ

RUMJDBA/123SR1/DCV/DAVIS MONTHAN AFB ARIZ

BT

SECRET LINDIS/SPAR/PAR/123SR1 QL-2000/NOV 67.

THIS IS A BUFILE BUG MESSAGE. SUBJECT: SURVIVABILITY REPORT.
REF SECRET SAC MSG 26712 JUN 67. INSPECTION REVEALED SOME BATTLE
DAMAGE INCURRED TO 65-3572 (J-14) DURING MISSION-C598. A
PROJECTILE BELIEVED TO BE SIMILAR TO A50 CAL. SHELL, THOUGHT TO
BE A TRACE TYPE, PENETRATED THE LOWER SIDE OF THE RIGHT WING
FAIRING, CAUSING MINOR DAMAGE TO WING FAIRING AND WING ASSY. RED
MARKINGS WERE EVIDENT IN THE WING FAIRING AND SOME POWDER MARK
WERE OBSERVED IN THE WING AY. PHOTOS OF BATTLE DAMAGE TO FOLLOW
UNDER SEPARATE COVER. GP-3

BT

N (action) Info
100411
12DMC1
Dec 2
TC 1-1
AC-1

1/20/67 by 100411
REPR 11/67

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

AC 7-3740

NNNN

~~SECRET~~

UNCLASSIFIED

0 6 4 9

UNCLASSIFIED

28/29

NR00

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

PRIORITY

~~CONFIDENTIAL~~

M702

(u)

PTTCZYUW RUWKN6223 3550131-CCCC--RUWJ08A.
ZNY-00000

P 202319Z DEC 67

FM 15AF MARCH AFB CALIF

TO RUWJSJ/100SRB/OL-20C/BIEN HOA AB RVN

INFO RUWJ08A/12SAD/DM/100DCM/DAVIS MONTHAN AFB ARIZ

RUCSAAA/SAC/DMAC

BT

(u)

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

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

SUBJECT: SPAR/PAR H-22 (U). REQUEST YOU PERFORM AN INVESTIGATION
RELATIVE TO THE MARS INCIDENT ON H-22 AND THE FAILURE OF THE MAIN
CHUTE TO BREAKAWAY FROM THE RELEASE MECHANISM. OF PARTICULAR CON-
CERN IS THE QUESTION OF WHETHER THE FAILURE IS ASSOCIATED ONLY WITH
THE RELEASE MECHANISM OR IF THERE WAS ANY FAILURE OR DEFICIENCY
IN THE WINCH SYSTEM. PLEASE ADVISE. GP-4

BT

~~CONFIDENTIAL~~

MIU

B-202

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

UNCLASSIFIED

0-6-1-1

UNCLASSIFIED

29A/32

MISC 93
RECORDED

191

Inf
100(1)
Dmic
021(1)

Benc
67-1126

(4)

PTTSZYUW RUCSAAA 68 3172255-SSSS--RUFJDSA.
ZNY 132226Z NOV 67
FM SAC
TO RUHDKNA/15AF DV43R VARCH AFB CALIF
INFO RUFJDSA/12SAC 122SRV DCV DVAFB ARIZ
RUMSJS/CL 28 122SRV C 31EN HDA AB RVN
RUMHP37366VBTSPGP 122SRV CL28 DET 13C DANANG AB RVN
BT

(4)

122SRV LINDIS SPAR PAR PROJECT RIVET 3IN DV4C
FOR SPAR/PAR CONTACT OFFICER.
SUBJECT: WARS F4LY (U).
TO DATE, THIS HQS HAS RECEIVED NO CH-3 FILM AS A RESULT OF OPERA-
TIONAL CATCHES, FROM DET 18. OUR RECORDS INDICATE A SUCCESSFUL
YSN WAS FLOWN ON 25 OCT 67 AND FILM SHOULD HAVE BEEN OBTAINED.
REQUEST THIS FILM BE FND ASAP. (GP-3).
BT

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

UNCLASSIFIED

0 6 1 3

UNCLASSIFIED

~~CONFIDENTIAL~~

DATE

PHONE NO

TIME CALLED

PERSON NOTIFIED

29 B/3
01/06/68

TOTTCZYUW RUMFCWUS 19 3110000-CCCC--RUMJOSA.

ZNY-CCCC

DE RUMHPB 30 3110643

ZNY CCCCC

O 070620Z NOV 67

FM 100SRW OL20 DET 10 DANANG AB RVN

TO RUCSAAA/SAC

RUMJHEA/AFLC-LOR SAN DIEGO CALIF

RUMBKNA/15AF WA

CH AFB CALIF

RUMJEBB/100SRW DAVIS MONT HAN AFB ARIZONA

INFO RUMSJS/100SRW OL 20 BLEN HOA AB RVN

BT

~~CONFIDENTIAL~~

REPRODUCED

11/2/67 Un 10040
5045

~~CONFIDENTIAL~~ 100SRW OL-20, DET-10 NOV 67

SAC FOR DMIC, AFLC FOR AFLC-LOR SAN DIEGO, 15 AF FOR DMABR, 100SRW FOR CC, DCO. SUBJECT: CH-3 MARS FILM. ON 9 NOV 67, THE MD-3 POWER UNIT SUPPLYING

DC MLE POWER TO THE TPB-2 FAILED DURING THE FINAL STAGES OF THE SPA RECOVERY. THIS LOSS OF POWER, WHICH OCCUR

ED FOUR (4) MINUTES PRIOR TO RECOVERY NECESSITATED MODIFICATIONS TO THE PLANNED MARS POINT. THESE HANDICAPS OF LOSS OF RADIO COMMUNICATIONS, AND THE ENSUING REVISED FINAL TIMING AND REPOSITIONING OF THE PLANNED SPA MARS POINT WERE ADROITLY HANDLED BY THE PRIMARY RECOVERY CREW, RWAYN IN SPITE OF THE RAPIDLY CHANGING LAST MINUTE CORRECTIONS REQUIRED. THESE REVISIONS TO THE CRITICAL TERMINAL PO

TIONS OF THE PRE-ENGAGEMENT PHASE, COMBINED WITH RECOVERY AREA CLOUD CONDITIONS

~~CONFIDENTIAL~~

ACTION
DCO

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

PAGE 2 RUMHPB 30 ~~CONFIDENTIAL~~

AND THE RELATIVE POSITIONS OF THE SPA PARACHUTE SYSTEM COMPONENTS AFTER DEPLOYMENT COMPLETELY ABSORBED CREW ATTENTION DUE TO THE NECESSARILY MODIFIED APPROACH PATTERN REQUIRED. AS A RESULT, THE CH-3 NOT 10 PICTURE CAMERAS WERE NOT TURNED ON UNTIL AFTER THE ENGAGEMENT AND INITIAL REEL-IN HAD BEEN ACCOMPLISHED. PHOTOGRAPHY WAS ATTEMPTED DURING THE VERY MILD (5F OOT) OSCILLATIONS THAT DEVELOPED BRIEFLY AT 50 FEET, BUT THE SPA WAS TOO CLOSE TO THE HELICOPTER TO BE WITHIN THE FIELD OF VIEW OF ANY OF THE PRESENTLY INSTALLED CAMERAS. NO USEABLE FILM WAS OBTAINED. HOWEVER THE PRIMARY GOAL OF SUCCESSFUL MARS RECOVERY WAS ACCOMPLISHED IN SPITE OF THE FORE MENTIONED HANDICAPS. CREW PROCEDURES HAVE BEEN REVIEWED FOR RECOMMENDATIONS TO INSURE CAMERA UTILIZATION, AND THEY ARE DEEMED COMPLETELY ADEQUATE UNDER NON-EMERGENCY CONDITIONS.

GP

BT

~~CONFIDENTIAL~~

UNCLASSIFIED

06-14

~~SECRET~~

UNCLASSIFIED

30A/32

~~SECRET~~

MISC 189

ACT 100A(1) 1006(1)

PITTSBURGH 000000Z 27 053000Z-SSSS-4-UNJ03A

ZNY 000000

DE RUMPT 11 053000Z

ZNY 000000

P R 190000Z DEC 67

FM JMWAVE DL 27 OCT 10 0410G AB RVN

TO RUEADDA/110000Z DEC 67 DAVIS MONTAN AFB ARIZ

INFO RUEADDA/110000Z DL 27 DEC 67 MCA AB RVN

BT

REFERENCE SECRET MSG SPAN/PAN/DOOR 000/120100Z DEC 67, SUBJ: COMBAT BUS (U). REFERENCE PARA 3. CREW MEMBERS THIS STATION FEEL THAT 15 KNOT LIMITATIONS APPLY. THESE ARE 35 KNOTS. MAXIMUM WITH A MAXIMUM OF 15 KNOTS MUST SPREAD THE 35 KNOTS SHOULD NOT BE CONSIDERED AS A MAXIMUM UNDER ALL CONDITIONS. IN MOUNTAINOUS AREAS THE MAXIMUM SHOULD BE 25 KNOTS. A STEADY WIND DOES NOT AFFECT WARS OPERATION OVER AN OPEN AREA. TINO RESTRICTIONS FOR WARS RECOVERY SHOULD BE BASED ON A TURBULENCE FACTOR. FOR THIS REASON WE FEEL THAT THE 15 KNOT RESTRICTION ON WARS RECOVERY AND GROUND RECOVERY LIMITS THE OPERATION UNNECESSARILY.

Beasac
67-4881

GP-3.
BT

~~SECRET~~

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

UNCLASSIFIED

~~SECRET~~

0 6-1 6

UNCLASSIFIED

120000Z

RTTSZYUW RUMBKNA6278 362 1902-SSSS-RUMJDBA.

ZNY 40000

R 281817Z DEC 67

FM JAF MARCH AFB CALIF

JRUCSAAA/SAC/DOF

INFO RUMJDBA/12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ

BT

~~SECRET~~ LINDIS (SPAR) DOT/DOF

12SAD PASS TO TDD (DOO). INFO: SAC (DOTAC): SUBJ: COMBAT BUG(U)

REFERENCE: A. SAC (S) 111858Z DEC 67.

B. 100SRW (S) 8806 192200Z DEC 67.

C. SAC (S) DORS 8104 192349Z DEC 67.

1. REFERENCED MESSAGES INDICATED THE ESTABLISHMENT OF RECOVERY RESTRICTIONS WHICH MAY CAUSE UNNECESSARY WEATHER CANCELLATIONS OF BUNDLE BUG MISSIONS. TWO AREAS SHOULD BE RECONSIDERED:

A. CANCELLATION OF A MISSION DUE TO PREDICTED HIGH SURFACE WINDS ASSUMES A MARS FAILURE. SINCE THE MARS HAS BEEN ACCEPTED AS AN OPERATIONAL SYSTEM WITH A RELIABILITY OF APPROXIMATELY 75 PERCENT, IT IS NOT REALISTIC TO RESTRICT THE OPERATION BECAUSE OF FORECAST HIGH SURFACE WINDS ALONE EXCEPT AS THEY MIGHT AFFECT THE HELICOPTER WHILE DOCKING THE SPA.

B. PREDICATION OF MARS GO/NO UPON FORECAST WEATHER IS NOT

PAGE 2 RUMBKNA6278 ~~SECRET~~ LINDIS

REALISTIC IN AN AREA WHERE EXTENSIVE THUNDERSHOWER ACTIVITY IS ENCOUNTERED. A MARS RECOVERY MAY BE FEASIBLE OUTSIDE OF THE AREA OF A THUNDERSHOWER EVEN THOUGH THE FORECAST INDICATES A NO GO SITUATION.

2. RECOMMEND THAT RECOVERY LIMITATIONS AND GO/NO GO SITUATIONS BE STATED IN VOL X, SACM 55-20, AS FOLLOWS:

A. MARS ATTEMPTS WILL NOT BE MADE.

(1) WHEN CEILING IS LESS THAN 2,500 FT.

(2) BETWEEN CLOUD LAYERS WITH LESS THAN 2,000 FT BETWEEN LAYERS.

(3) WITH LESS THAN 1 NM INFLIGHT AIR-TO-AIR VISIBILITY.

B. GROUND RECOVERY LIMITATION IS 15 KNOTS SURFACE WIND FOR LARGE WING SPA AND 20 KNOTS SURFACE WIND FOR SMALL WING SPA.

C. GO/NO GO SITUATIONS:

(1) FORECAST WEATHER BETTER THAN MARS OR GROUND RECOVERY LIMITATIONS - GO.

(2) FORECAST WEATHER WORSE THAN MARS LIMITATIONS BUT BETTER THAN GROUND RECOVERY LIMITATIONS - GO. (MARS WILL BE ATTEMPTED IF EXISTING WEATHER AT RECOVERY IS BETTER THAN MARS LIMITATION.)

(3) FORECAST WEATHER BETTER THAN MARS LIMITATION BUT

PAGE 3 RUMBKNA6278 ~~SECRET~~ LINDIS

WORSE THAN GROUND RECOVERY LIMITATION - GO.

(4) FORECAST WEATHER WORSE THAN MARS OR GROUND RECOVERY LIMITATIONS - NO GO.

2. PARA 20(3) PRESENTS AN ACCEPTABLE RISK. SIGNIFICANT SPA DAMAGE WOULD NOT BE EXPECTED UNLESS THE MARS RECOVERY FAILS AND FORECAST HIGH WINDS MATERIALIZE CONCURRENTLY WITH RECOVERY. THE RISK IS FURTHER MINIMIZED BECAUSE RECOVERIES ARE PRESENTLY PLANNED SO AT THE SPA WILL IMPACT IN THE WATER IN THE EVENT OF A MISSED MARS. GP-4.

BT

UNCLASSIFIED

MISC-286
30 8/32

DOWNLOADED AT 5 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
EOP DIB 6200.10

67-5019

06-1-7

UNCLASSIFIED

~~SECRET~~

31/33

DECLASSIFIED
DATE 12 MAR 2011
BY 75
B 75
DO NOT RECLASSIFY
DDB DIR 8200.10

CZC00342
RTTSZYU RUMMOD 1325 340000-SSSS--RUMJDBA.

ZNY-00000

DE RUMHPB 55 3400752

ZNY-00000

R 140752Z DEC 67

FM 100SRW QL 20 DET 105-,-,2 - 41,

59 47. * /100SRW QL 20 BIEN HOA AB RVN

INFO RUMJDBA/100SRW /DCO/DAVIS MONTAN AFB ARIZ

BT

~~SECRET~~ DET-10

REQUEST THAT QL-20 SUPPLY DET-10 WITH THREE PORTABLE WALKAROUND
OXYGEN BOTTLES FOR USE ON MARS RECOVERIES. WITH THE USE OF OXYGEN
6503 08195 974 -78.7. 9034-58,2 -3505 753 1975 73 3/53,535 149.
800 FEET UP TO THE HELICOPTER CEILING OF 12,000 FEET. THIS
ADDITIONAL 2000 FEET WOULD SIGNIFICANTLY INCREASE THE MARE
CAPABILITY SINCE CLOUD TOPS AT DANANG ARE FREQUENTLY AT 9,000
TO 10,000 FEET. INSPECTION REQUIREMENTS TO BE ACCOMPLISHED BY
QL-20 PSD PERSONNEL ON THEIR NORMAL VISITS. THE DC-130 OXYGEN
SYSTEM WOULD BE USED TO RECHARGE THE BOTTLES AFTER OARS MIEE

ONS.

GP-3.

BT

~~SECRET~~

NNNN

UNCLASSIFIED

0 5 1 9

32A/35

32A/35

SPA DEVIATIONS BY MODEL AND LOCATION OCTOBER 1967

<u>MODELS</u>	<u>DMAFB CAPTIVE SORTIES</u>				<u>OL-20 CAPTIVE SORTIES***</u>				<u>TOTAL CAPTIVE</u>		
	<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANCEL**</u>	<u>= FLOWN</u>	<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANCEL**</u>	<u>= FLOWN</u>	<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANCEL**</u>
BOMB4A	0	3	0	3	0	0	0	0	0	3	0
"G"	0	2	0	2	0	0	0	0	0	2	0
"H"	7	1	4	4	7	0	3	4	14	1	7
"J"	0	0	0	0	0	0	0	0	0	0	0
"NP"	0	0	0	0	0	0	0	0	0	0	0
"HX"	0	0	0	0	0	0	0	0	0	0	0
"NRE"	0	0	0	0	0	0	0	0	0	0	0
"S"	11	3	7	7	0	0	0	0	11	3	7
<u>TOTALS</u>	<u>18</u>	<u>2</u>	<u>11</u>	<u>16</u>	<u>7</u>	<u>0</u>	<u>3</u>	<u>4</u>	<u>25</u>	<u>2</u>	<u>14</u>

<u>MODELS</u>	<u>DMAFB LAUNCH SORTIES</u>				<u>RECOVERED</u>	<u>OL-20 LAUNCH SORTIES***</u>				<u>RECOVERED</u>	<u>TOTAL LAUNCHES</u>		
	<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANCEL**</u>	<u>= FLOWN</u>		<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANCEL**</u>	<u>= FLOWN</u>		<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANCEL**</u>
BOMB4A	18	3	8	13	13	0	0	0	0	0	18	3	8
"G"	0	0	0	0	0	0	0	0	0	0	0	0	0
"H"	0	0	0	0	0	5	0	2	3	1	5	0	2
"J"	0	0	0	0	0	2	0	1	1	1	2	0	1
"NP"	0	0	0	0	0	0	0	0	0	0	0	0	0
"HX"	0	0	0	0	0	0	0	0	0	0	0	0	0
"NRE"	0	0	0	0	0	1	0	0	1	0	1	0	0
"S"	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>TOTALS</u>	<u>18</u>	<u>3</u>	<u>8</u>	<u>13</u>	<u>13</u>	<u>8</u>	<u>0</u>	<u>3</u>	<u>5</u>	<u>2</u>	<u>26</u>	<u>3</u>	<u>11</u>

* Includes captives due to launch air cancelled.

** Ground and air cancellations.

*** Data covers period 26 September thru 19 October 1967.

SPA TERMINATIONS

<u>DATE</u>	<u>SPA</u>	<u>LOCATION</u>
28 Sep	H-30 66-8211	OL-20
30 Sep	NRE-4 66-13345	OL-20
4 Oct	H-28 66-8209	OL-20

ANALYSIS COMMENTS

The data on this page is presented as a sort of "pre" SPA data section. Deviation data on SPA mission and ties scheduled and flown at both DMAFB and OL-20 is 1 SPA model. This data gives you the "Big Picture". Information on SPA performance and deviations is shown page 2.

2-2 4 0

32A/35

3

CONRW

SPA DEVIATIONS BY MODEL AND LOCATION NOVEMBER 1967

<u>MODELS</u>	<u>DMAFB CAPTIVE SORTIES</u>				<u>OL-20 CAPTIVE SORTIES***</u>				<u>TOTAL CAPTIVES</u>		
	<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANX**</u>	<u>= FLOWN</u>	<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANX**</u>	<u>= FLOWN</u>	<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANX**</u>
OM34A	1	4	1	4	0	0	0	0	1	4	1
G"	0	0	0	0	0	0	0	0	0	0	0
H"	3	1	2	2	0	0	0	0	3	1	2
J"	0	0	0	0	2	5	0	7	2	5	0
NX"	0	0	0	0	0	0	0	0	0	0	0
S"	11	9	3	17	0	0	0	0	11	9	3
<u>TOTALS</u>	<u>15</u>	<u>14</u>	<u>6</u>	<u>23</u>	<u>2</u>	<u>5</u>	<u>0</u>	<u>7</u>	<u>17</u>	<u>19</u>	<u>6</u>

<u>MODELS</u>	<u>DMAFB LAUNCH SORTIES</u>				<u>RECOVERED</u>	<u>OL-20 LAUNCH SORTIES***</u>				<u>RECOVERED</u>	<u>TOTAL LAUNCHES</u>		
	<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANX**</u>	<u>= FLOWN</u>		<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANX**</u>	<u>= FLOWN</u>		<u>SCH</u>	<u>+ ADDED*</u>	<u>- CANX**</u>
OM34A	18	0	10	8	8	0	0	0	0	0	18	0	10
G"	0	0	0	0	0	0	0	0	0	0	0	0	0
H"	0	0	0	0	0	0	0	0	0	0	0	0	0
J"	0	0	0	0	0	25	0	21	4	3	25	0	21
NX"	0	0	0	0	0	0	0	0	0	0	0	0	0
S"	2	2	2	2	2	0	0	0	0	0	2	2	2
<u>TOTALS</u>	<u>20</u>	<u>2</u>	<u>12</u>	<u>10</u>	<u>10</u>	<u>25</u>	<u>0</u>	<u>21</u>	<u>4</u>	<u>3</u>	<u>45</u>	<u>2</u>	<u>33</u>

* Includes captives due to launch air cancelled.

** Ground and air cancellations.

*** Data covers period 20 October thru 25 November 1967.

SPA TERMINATIONS

<u>DATE</u>	<u>SPA</u>	<u>LOCATION</u>
20 Nov	J-14 66-13572	CL-20

ANALYSIS COMMENTS

The data on this page is presented as a "preface" to the SPA Deviation data on SPA mission and captive sorties scheduled; both DMAFB and OL-20 is by individual SPA model. This data, "Big Picture". Further information on SPA performance and data shown on subsequent pages.

COSRM

SPA DEVIATIONS BY MODEL AND LOCATION NOVEMBER 1967

32.3/35

3

MODELS	DMAFB CAPTIVE SORTIES				OL-20 CAPTIVE SORTIES***				TOTAL CAPTIVES		
	SCH	+ ADDED*	- CANCEL**	= FLOWN	SCH	+ ADDED*	- CANCEL**	= FLOWN	SCH	+ ADDED*	- CANCEL**
QB3A	1	4	1	4	0	0	0	0	1	4	1
G"	0	0	0	0	0	0	0	0	0	0	0
H"	3	1	2	2	0	0	0	0	3	1	2
J"	0	0	0	0	2	5	0	7	2	5	0
KX"	0	0	0	0	0	0	0	0	0	0	0
S"	11	9	3	17	0	0	0	0	11	9	3
TOTALS	15	14	6	23	2	5	0	7	17	19	6

MODELS	DMAFB LAUNCH SORTIES				RECOVERED	OL-20 LAUNCH SORTIES***				RECOVERED	TOTAL LAUNCHES		
	SCH	+ ADDED*	- CANCEL**	= FLOWN		SCH	+ ADDED*	- CANCEL**	= FLOWN		SCH	+ ADDED*	- CANCEL**
QB3A	18	0	10	8	8	0	0	0	0	0	18	0	10
G"	0	0	0	0	0	0	0	0	0	0	0	0	0
H"	0	0	0	0	0	0	0	0	0	0	0	0	0
J"	0	0	0	0	0	25	0	21	4	3	25	0	21
KX"	0	0	0	0	0	0	0	0	0	0	0	0	0
S"	2	2	2	2	2	0	0	0	0	0	2	2	2
TOTALS	20	2	12	10	10	25	0	21	4	3	45	2	33

* Includes captives due to launch air cancelled.

* Ground and air cancellations.

** Data covers period 20 October thru 25 November 1967.

SPA TERMINATIONS

DATE	SPA	LOCATION
20 Nov	J-14 66-13572	OL-20

ANALYSIS COMMENTS

The data on this page is presented as a "preface" to the SPA Deviation data on SPA mission and captive sorties scheduled both DMAFB and OL-20 is by individual SPA model. This data, "Big Picture". Further information on SPA performance and shown on subsequent pages.

0 6 2 3

100SRW

SPA DEVIATIONS BY MODEL AND LOCATION DECEMBER 1967

320/31

320/

DMAFB CAPTIVE SORTIES					OL-20 CAPTIVE SORTIES***					TOTAL CAPTIVES		
MODELS	SCH	+ ADDED*	- CANX**	= FLOWN	SCH	+ ADDED*	- CANX**	= FLOWN		SCH	+ ADDED*	- CANX**
BQM34A	4	9	0	13	0	0	0	0		4	9	0
"H"	2	0	2	0	22	9	10	21		24	9	12
"S"	9	3	6	6	9	4	3	10		18	7	9
TOTALS	15	12	8	19	31	13	13	31		46	25	21
DMAFB LAUNCH SORTIES					OL-20 LAUNCH SORTIES***					TOTAL LAUNCHES		
				RECOVERED					RECOVERED			
BQM34A	18	4	15	7	3	0	0	0	0	18	4	15
"H"	0	0	0	0	0	18	0	10	8	18	0	10
"S"	3	2	3	2	2	19	0	10	9	22	2	13
TOTALS	21	6	18	9	5	37	0	20	17	58	6	38

* Includes captives due to launch air cancelled.

** Ground and air cancellations.

*** Data covers period 26 November thru 23 December 1967.

SPA TERMINATIONS

DATE	SPA	LOCATION
4 Dec	BQM-66-2714	DMA
5 Dec	BQM-66-2718	DMA
6 Dec	S-67-21524	OL-20
10 Dec	S-67-21529	OL-20
11 Dec	BQM-66-2730	Eglin
17 Dec	S-67-21528	OL-20
17 Dec	H-66-8207	OL-20
18 Dec	S-67-21523	OL-20
18 Dec	H-66-8204	OL-20
22 Dec	S-67-21521	OL-20
22 Dec	H-66-8212	OL-20
27 Dec	BQM-66-13454	DMA

ANALYSIS COMMENTS

The data on this page is presented as a "pref data section. Deviation data on SPA mission scheduled and flown at both DMAFB and OL-20 model. This data gives you the "Big Picture" tion on SPA performance and deviations is shown on pages.

UNCLASSIFIED

REPR 111 ~~CONFIDENTIAL~~

DATE

PHONE NO

TIME CALLED

PERSON NOTIFIED

33/35
07/06/67

OTTCZYUW RUMSCHUB395 3110000-CCCC--RUMJDBA.

(u) ZNY-00000

DE RUMSJS 0507 3110000

(u) ZNY-00000

O 070752Z NOV 67

FM 100SRW QL 20 BUN HBA AB RVN

TO 100SRW DAVIS MONTAN AFB JIZ 100AWWS

(u) BEG N F 100SRW QL-20NO NOV 67. HIS IS A BUMBLE BUG MESSAGE. SUBJ: G-42. THIS QL HAS BEEN ADVISED OF THE XGHCOWING SHIPMENT OF G-42. ALSO DET 10 HAS BEEN ADVISED TO PRQJ SHPXENT OF MSQ-70 VANS TO MCCLELLAN AFB FOR IRAN. WILL G-42XECGS CONFIGURE A PROMPT REPLYWIL BE APPRECHD. GP-3.

BT

SERVICE REQUESTED 11/7/67

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

B 114
Ach
100MD
200-2 Ac-1

DOWNGRADE - 1 10 YEAR
INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10

ACTION
DCM

~~CONFIDENTIAL~~

UNCLASSIFIED

0 b-2 b

UNCLASSIFIED

34/28

~~CONFIDENTIAL~~

6814
(u) 11/11/67 RU5KNA6126 3172134-CCCC--RU5J03A.
P 02126Z NOV 67

ACT
10000

Inf
2043
BNC-92

FM 15AF WARCH AFB CALIF
TO RU5J03A/125AD DAVIS MONTANA AFB ARIZ
INFO RU5J03/CL 28C/ SIEN HOA A3 RVN
RU5J03/DET 18C/DANANG A3 RVN
BT

no-2

DM-2
TEAM 1
AC-1

REPRODUCED
11/11/67 (u) 1040
2043

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

(u)

~~CONFIDENTIAL~~ DODVM
125AD PASS TO 125AD/DCO/DCV. SUBJ: CL TRAINING ACTIVITY FOR
CH-3 CREWS (U).
1. CURRENT LOW LEVEL OF VARS ACTIVITY AT DET 18 INDICATES THE
NECESSITY FOR ADDITIONAL TRAINING ACTIVITY TO MAINTAIN CREW
PROFICIENCY. THEREFORE, EACH CREW WILL ACCOMPLISH A VARS CATCH
AS THE RESULT OF AN OPERATIONAL REQUIREMENT OR THREE (3) SIMULATED
PASSES ONCE EACH TEN (10) DAYS. SIMULATED PASSES WILL BE
ACCOMPLISHED IN THE SAME MANNER AS THOSE REQUIRED IN VOL VII,
SACV 53-1, FOR INITIAL VARS QUALIFICATION.
2. THIS TRAINING WILL BE IMPLEMENTED AT DET 18 NLT 20 NOV 67,
AND REQUIRED EQUIPMENT WILL BE FURNISHED FROM 125AD RESOURCES.
3. THIS REQUIREMENT WILL MAIN IN EFFECT UNTIL RESUMPTION OF
NORMAL 14741 OPERATIONS AT CL-23.

(u)

PAGE 2 RU5KNA6126 ~~CONFIDENTIAL~~
4. PRACTICE PASSES WILL NOT SATISFY THE 63 DAY CURRENCY REQUIRE-
MENT FOR A VARS CATCH. GP-3
BT

ACTION
DCO

UNCLASSIFIED

0-6-28

UNCLASSIFIED

35/37

~~CONFIDENTIAL~~

...NNCZ CD 0A688
RTT-CZ YUN RUMBNK6873 34 12231-CCCC--RUMJDBA.

ZNY CCCCC
R 072200Z DEC 67

FM 15AF MARCH AXB CAL IF

TO RUMJDBA/100SRW/C/DAVIS MONTAN AFB ARIZ

INFO RUMJDBA/12SAD/C/DAVIS MONTAN AFB ARIZN

RUCSAAA/SAC/DPLC

BT

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~ DPLC/DON

FOR SPAR CONTACT OFFICERS. 100SRW PASS TO MAJ KLIMACK.

SUBJ: RECOGNITION OF OFFICER (U)

1. REFERENCE SAC DPLC 052236, DEC 67, WHICH CITES MAJOR RAY KLIMACK FOR HIS ACTIONS AS SAC MONITOR DURING PERIOD 7 NOV TO 5 DEC 67.

2. 15AF CONCURS IN HQ SAC CITATION OF MAJ KLIMACK FOR HIS EFFORTS TO SATISFY DIVERSE REPORTING REQUIREMENTS DURING A TIME OF INCREASED EMPHASIS ON SPA EVALUATION FLIGHTS. CONTINUED EXCELLENCE IN TIMELY REPORTING OF PT MUGU ACTIVITY TO HQ SAC, HQ 15AF AND 100SRW OFFICES OF PRIMARY RESPONSIBILITY WILL REMAIN AN IMPORTANT PART OF THE SPA PROGRAM REQUIRING THE ASSIGNMENT OF KNOWLEDGEABLE 100SRW OFFICERS TO THAT POSITION OF RESPONSIBILITY. GP-4

BT

~~CONFIDENTIAL~~

NNNN

DECLASSIFIED AT 5 YEAR INTERVALS:
DECLASSIFIED AFTER 15 YEARS.
DOL DIF 5200.10

UNCLASSIFIED

0 4 3 0

UNCLASSIFIED

36/37

~~SECRET~~

INFO
FOIA ()
NND ()
NNDM ()
DRE ()

02 CO 0121

RTTSZYUW RUWBNK0274 3612342-SSSS--RUWJ0BA.

ZNY-SSSS-

R 272352Z DEC 67

FM BAF MARCH AFB CALIF

TO RUEDFIA/ARL C/MCMX/WRIGHT PATTERSON AFB OHIO

INFO RUCSAAA/SAC/DMAA/DRL C/DOSR/DOAC

RUWJ0BA/12 SAD/DAVIS MONTHAN AFB ARIZ

RUWJHEA/NAVCOMMSTA/SAN DIEGO CALIF

RUWJAMA/PMR/PT MUGU NAS CALIF

BT

~~SECRET~~ INDOIS/SPAR/PAR DOT

THIS IS A RIVET BIN MSG. 12SAD PASS TO 188 (DCOT). NAVCOMMSTA FOR LT COL BREWIS; PMR FOR LT COL ELLIS. SUBJ: MARS TRAINING (U).

1. YOUR OFFER TO ALLOW SAC CREWS TO PARTICIPATE IN TEST ACTIVITY FOR MARS TRAINING (ARL C/MCMX 182210Z DEC 67) WILL SIGNIFICANTLY ASSIST SAC TRAINING. SAC PARTICIPATION IN YOUR 19 DEC 67 ACTIVITY AT PT MUGU WAS NOT POSSIBLE DUE TO LATE NOTIFICATION; HOWEVER, WE INTEND TO MAKE MAXIMUM UTILIZATION OF FUTURE ACTIVITY.

2. REQUEST THE SAC REPRESENTATIVE AT PT MUGU BE ADVISED ON WED OF ACTIVITY FOR THE FOLLOWING WEEK WHICH COULD BE UTILIZED BY SAC. THIS IS REQUIRED TO PERMIT SCHEDULING OF CREWS AND TRANSPORTATION. GP-4.

BT

~~SECRET~~

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOW DIB 5200.10

RECEIVED

67-4997

273

UNCLASSIFIED

063-2

37A/36

UNCLASSIFIED

~~SECRET~~

NNNCCZ CD 0A345
RTTSZ YUW RUEFHQA 0041 3392 000-SSSS--RUJDBA.
ZNY 00000 UUUU
R 052026Z DEC 67
FM CSAF

TO: RUCSAAA/SAC/DPLC
RUEDFIA/AF/C/MCMX
INFO RUJBKNA/5AF MARCH AFB CALIF/DPLP
RUJDBA/12 STRATAEROSPO DAVIS MONT HAN AFB ARIZ
RUJDBA/100 STRATRECONNG DAVIS MONT HAN AFB ARIZ
BT

(W)

~~SECRET~~ LINDIS AFOPR

SUBJ: COMBAT BUG MESSAGE

REF: SAC SECRET LINDIS (PAR/SPAR) 08/1712Z NOV 67.

REQUEST SAC AND AFLC REVIEW PROCEDURES AND ESTABLISH NECESSARY
COORDINATION TO PREVENT DRONE LOSS ON FUTURE SIMILAR SITUATIONS
I.E. S-5. COMMAND MAKING LAUNCH WILL BE RESPONSIBLE FOR DRONE
RECOVERY. GP-3.

BT

Inf
10 JUL 68
DMW
07101053

DOWNGRADED AT
INTERVALS: NOT AUTO
DECLASSIFIED, DOD DIR

archive
67 4705

UNCLASSIFIED

0-6-34

UNCLASSIFIED 37B/38

~~SECRET~~

236
PTTSZYUW RUHDKNA6269 3613348-SSSS--RUHJDBA.
ZNY ~~00000~~ ~~UUUU~~
P 262335Z DEC 67
FM 15AF MARCH AFB CALIF
TO 12STRATAEROSPDIV/183DCM/DAVIS MONTHAN AFB ARIZ
BT

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

THIS IS A RIVET BIN MESSAGE. FOR SPAR/PAR CONTACT OFFICER.
SUBJECT: SPAR/PAR 147 SPA RECOVERY PROCEDURES (U). THE FOLLOWING
CSAF MESSAGE IS QUOTED IN PART FOR YOUR INFO AND NECESSARY ACTION.
QUOTE: CSAF SECRET LINDIS AFXOPR 25/2326Z DEC 67 (NOTAL LOR).
REF B STATED THAT THE COMMAND LAUNCHING A SPA WILL BE RESPONSIBLE
FOR THE RECOVERY. THIS INCLUDES FOLLOW-UP ACTION TO INSURE THAT
PRIOR OR AFTER THE FACT COORDINATION ON AGREEVENTS MADE WITH OTHER
COMMANDS TO RECOVER, SEARCH, ASSIST IN SEARCH OPERATIONS,
ACCOMPLISH UNSCHEDULED RECOVERY OR PICK-UP OF VEHICLES ARE
SUCCESSFULLY COMPLETED. FURTHER, IF IT IS DETERMINED THAT
ADDITIONAL ASSISTANCE FROM INTERNAL RESOURCES OR OTHER COMMANDS
ARE NEEDED IT IS THE RESPONSIBILITY OF THE COMMAND THAT LAUNCHED
THE SPA TO REQUEST THIS ADDITIONAL ASSISTANCE. UNQUOTE. GP-3.
BT

B-265

ACT

100 d (1)
10 do (1)
10 dm (1)

INCO

DAI (1)

Beasme

67-4981

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

UNCLASSIFIED

0-6-35

UNCLASSIFIED

38/38

~~CONFIDENTIAL~~

Misc
B-198

PTTCZYUW RUJ3KNA6217 3542211-CCCC--RUJ3DA.

ZNY CCCCC

P 202137Z DEC 67

FM 15AF WARCH AFB CALIF

TO RUJ3DA/11350N2 /000/004/ 8 MONTHAN AFB ARIZ

RUJ3DA/120AD 00/04 8 MONTHAN AFB ARIZ

RUJ3DA/PWR NAS PT MUSE CALIF

INFO RUJ3DA/SAC /0040/004/

RUJ3DA/SAC 00TUTT AFB WGR

BT

~~CONFIDENTIAL~~ LINDIS SPAR/PAR/DOJ

PWR FOR CODE 33 (CAPT STEARNS), CODE 313 (VR WHALEN), CODE 3214

(VR SPARKS), CODE 0043AT 000/SPANTON (U). THIS MSG IN TWO

PARTS. PART 1. FOR 113TH SAG. THIS MSG HAS BEEN ADVISED BY

PWR REPRESENTATIVES THAT NUMEROUS MESSAGES FROM SAC AGENCYS HAVE

BEEN INCORRECTLY ADDRESSED TO POINT MUSE NAS AND PWR HAS NOT AN

ADDRESSEE ON SOME MESSAGES LEVING RANGE REQUIREMENTS. ALL

MESSAGES REQUESTING SUPPORT OF THE PACIFIC MISSILE RANGE WILL BE

ADDRESSED TO PWR FOR CODE 33 (CAPT STEARNS), CODE 313 (VR WHALEN),

AND CODE 3214 (VR SPARKS). PART II. FOR PWR. REQUEST YOU

ADVISE IF ANY ADDITIONAL INSTRUCTIONS ARE REQUIRED FOR THIS HQ -

OR 113TH SAG AND OF ANY FUTURE CHANGES.

(67-4).

BT

~~CONFIDENTIAL~~

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

Act
12 DO (1)
12 DM (1)
100 A (1)
DXI (1)

UNCLASSIFIED

0 6 3 7

UNCLASSIFIED

~~SECRET~~ 39D/39

M-758

TTT SZYU RUJAH 24 19 3872337-5555--RUJ3A.

(U) ZNY
8 3733Z NOV 67
FM AFLOLOR PT MURU
TO RUEFHAF/AFLO
INFO RUEFHQAC/SAF
RUSSANAF/SAF OFUTTAFA
RUJAHAF/SAF VARCH AF3
RUJAHAF/125AD DAVIS MONTAN AF3
RUJAHAF/07EVEN
RUJAHAF/OL-22 TIEN HOA RVN
BT

(U) RUEFHAF/07EVEN
AFLO FOR MONK/OL RYELL
GSAP FOR AF3E-SAF/AF3
SAC FOR OL/OL/OL ALLISON
125AD FOR 125AD/OL VIKSON
07EVEN FOR AFLO/OL/OL BREWIS
OL-22 FOR OL/OL/OL STANSON
THIS IS A RIVET BIN MSG. DELIVER DURING DUTY HOURS.
SUBJ: FLT TEST MISSION REPORT.

Action
Inf
1000
once
Ac-1
075

RECEIVED
11/16/67
1000
5000

BCASme
67-4333

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

(U)

PAGE TWO RUJAHAF/125AD DAVIS MONTAN AF3.
1. H-28-1 SKED FOR 3 NOV 67 WAS CANCELLED DUE TO ELECTRICAL MALFUNCTION CAUSED BY FLT TEST INSTRUMENTATION. AN INTERMITTENT SHORT IN THE VOLTAGE DIVIDER MATRIX REQUIRED TO MONITOR BATTERY VOLTAGE VIA TM CAUSED EXCESSIVE CURRENT IN THE 1211 MAIN DISTRIBUTION BOX AND BURNED A NUMBER OF WIRES.
2. THIS MALFUNCTION IS PECULIAR TO FLT TEST VEH ONLY AND SHOULD NOT OCCUR ON OPERATIONAL VEHICLES. H-28 RESKED FOR FREE FLT ON 8 NOV 67.
GP-4
BT

Ac 67-3205

~~SECRET~~
UNCLASSIFIED

0 6 3 5

UNCLASSIFIED

NNNNPTTSZYUJ RUMJAH0314 3242005-SSSS--RUMJDBA.

282005Z NOV 67

FM AFLC/LOR NAS PT MUGU
TO RUEFIA/AFLC WPAFB
INFO RUEFHQA/C SAF
RUCS33/SAC
RUM3KNA/15AF
RUMJ30A/12SAD
RUMJ30A/12SAD
RUMJ30A/12SAD
RUMJ30A/12SAD
RUMJ30A/12SAD
BT

~~SECRET~~ LINDIS LOR-PM

AFLC WPAFB /MCMX/C/L POWELL/ CSAF /AFSVE-S/AFXOPR SAC /DPEC3/
LTOL ALLISON 15AF /DY43R/VAJ LEE/ 12SAD /142SR/CVOR/CO VIXSON
COMPLETION /AFLC/LOR/LTOL SPEC 1/ 1-23 31EN HQA RVN /30EN/CL
STANSON

THIS IS A RIVET 3IN VCG. DELIVER DURING DUTY HRS.

SUBJ: PACER PROGRESS MSN REPT C10, 147H OVERLAND FLT NUMBER 3.

1. DATE FLOWN: 18 NOV 67; LOCATION: FLOWN FROM NAS PT MUGU.
2. VEHICLE NO 147120
3. SPEC EQUIP: 330 SCORER.

PAGE TWO RUMJAH0314 ~~SECRET~~ LINDIS

- | | |
|-------------------------|---------------|
| 4. SKED TIMES: | ACTUAL TIMES: |
| A. RANGE: 0320-1150 PST | 0335-1055 PST |
| B. LAUNCH: 0452-0523 | 05 11 |
| C. RECOVERY: 1020-1050 | 1055 |
5. TYPE OF FLT: OVERLAND-PACER PROGRESS NO. 3.
 6. FLT OBJECTIVE: NAV ACCURACY, MAX RANGE, SCORER.
 7. FLT RESULTS: ALL TEST OBJECTIVES SATISFACTORILY ATTAINED.
 8. PREFLT ABNORMALITIES: THE AIR DIRECTOR (AFLC C-138) WAS INOPERATIVE AND IT REQUIRED CANNIBILIZATION OF PARTS FROM THE SAC AIR DIRECTOR.
 9. LAUNCH ABNORMALITIES: NONE; LAUNCH ERROR: NONE.
 10. PERFORMANCE:
 - A. ALT MAX: 69,000 RADAR; 70,000 VCGS.
 - B. SPEED/ACH: 15 KIAS
 - C. MAX TIME/DIST TO DROGUE CHUTE: 5 PLUS 36 IN EXCESS OF 2200 NV.
 - D. TIME/DIST TO 60,000: 32 MINS / 190 NV.
 - E. NO. OF TURNS ON PROGRAMMER: NINE (9).
 - F. NAV ACCURACY AT END OF EACH LEG: INFO BASED ON PRELIMINARY VCG DATA ONLY. FINAL NAV ACCURACY IS STILL BEING EVALUATED.
 - (1) COAST INBOUND (LAUNCH PLUS 105 NV) 2NM RIGHT
 - (2) TURN PT NBR 1 (LAUNCH PLUS 670 NV) 12 1/2 LONG; 16NM LEFT

REPRODUCED

~~SECRET~~

DECLASSIFIED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOE LTR 6200.10

UNCLASSIFIED
~~SECRET~~

UNCLASSIFIED

(U) PAGE THREE RUNJAH0314 ~~SECRET~~ LINDIS

(3) TURN PT NBR 2 (LAUNCH PLUS 878 NV)

(4) TURN PT NBR 3 (LAUNCH PLUS 1060 NV)

(5) TURN PT NBR 4 (LAUNCH PLUS 1300 NV)

(6) COAST OUTBOUND (LAUNCH PLUS 1665 NV)

(7) TURN PT NBR 5 (LAUNCH PLUS 1800 NV)

G. LAUNCH ACCURACY: LAUNCH AT THE PRESELECTED POINT AND ON HEADING.

H. MACS ACCURACY: N/A

I. FUEL LOAD: 222 GALLONS

12. SCORER PERFORMANCE:

A. FILY LOADED: 1538 FT - 3401 MATERIAL

B. AMOUNT EXPENDED: 1734 FRAMES.

C. COMMENTS: MAT IS BEING PROCESSED BY 9TH RTS.

13. RECOVERY METHOD: MARS

A. ALT: 8.9V

B. AIRSPEED: 54

C. HELD A/S LOSS: 29

D. HELD PITCH CHANGE: 5 DEG DOWN.

E. CHUTE CONDITION: MAIN (GOOD); ENGAGEMENT (GOOD).

F. LOAD LINE POSITION: 11 OCLOCK, 45 DEG.

5NM SHORT: 23 1/2NM LEFT

15 1/2 NM SHORT: 2NM

RIGHT

4 1/2 NM LONG; 3NM RIGHT

NV LEFT

1NM LONG; 8 NV LEFT

~~SECRET~~

(U) PAGE FOUR RUNJAH0314 ~~SECRET~~ LINDIS

G. HOOK ENGAGEMENT: FLYING HOOK AND RIGHT POLE.

H. CABLE PAYOUT: 133 FT

I. REEL IN TIME: 22 MINS.

J. COMMENTS: SPA NOT VERY STABLE IN TOR. BANJOING AND TWIST OF LOAD LINE WERE REPORTED.

14. VISSION ANALYSIS: ALL TEST OBJECTIVES WERE ATTAINED AND PRELIVINARY ANALYSIS SHOWS A HIGHLY SUCCESSFUL MISSION. DETAILED ANALYSIS IS IN PROGRESS.

GP-4

BT

Ac 67-5765

UNCLASSIFIED
~~SECRET~~

UNCLASSIFIED

~~CONFIDENTIAL~~

39C/39

8-167

Revised 11/24/67 by 1004c
5045

(U) M1133

PTTCZYUW RUMJAH8773 3312322-CCCC--RUMJDBA.

ZNY-~~CCCC~~

P 272323Z NOV 67

FM AFLCLOR PT MUGU NAS

TO RUMJHEA/C ONELEVEN/AFLCLOR/LTCOL BREYIS

INFO RUMBKA/ 15AF/DW43R/LTCOL LEE

RUCSAAA/SAC/DV4C

RUMJDBA/ 12SAD/ 188 SRW CVDR/COL VIXSON

BT

(U) ~~CONFIDENTIAL~~ LVIDIS LOR-PV.

AFLCLOR/LTCOL BREYIS

15AF/DW43R/LTCOL LEE

12SAD/ 188 SRW CVDR/COL VIXSON

THIS IS A RIVET 3IN MSG. DELIVER DURING DUTY HRS.

ENGINE STATUS (H-39) (U)

REF 15AF CONF VSG P212126Z NOV 67.

1. POST VSN ANALYSIS REVEALED NO DISCREPANCIES IN ENG OR FUEL CONTROL
SYS. GROUND ENG RUN SHOWED MAX RPM TO BE 121.5 PERCENT AND TPT 695
DEG C.

2. FAILURE TO START WAS NOT DUE TO EITHER A MALFUNCTION OR OPERATOR
TECHNIQUE. TORCHING OCCURED ON FIRST START ATTEMPT AND WAS DUE TO
RESIDUAL FUEL LEFT BY WET DOWN PROCEDURE (REF RTM-147H-1CL), PRE-

Inf
100411
DmC1
Jco-2
Jcm-2
TERP-1
AC-1

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

(U) ~~CONFIDENTIAL~~

PAGE TWO RUMJAH8773 ~~CONFIDENTIAL~~ LVIDIS

LAUNCH CHECKS, ITEM 2). THE START WAS ABORTED BECAUSE RPM STALLED
AT 8 PERCENT. ON THE SECOND START ATTEMPT, TORCHING DID NOT OCCUR,
HOWEVER, RPM STALLED AT 9 PERCENT. SINCE THE VSN AT THIS TIME WAS
13 VINS OUT OF LAUNCHING H-28 ON THE OVERLAND FLT, NO FURTHER
ATTEMPTS AT STARTING H-39 WERE MADE.

GP-4

BT

~~CONFIDENTIAL~~

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~~CONFIDENTIAL~~

0642

UNCLASSIFIED 390/39

NNNNPTTSZYUW RUHQOZP2536 3252818-SSSS--RUHQD3A.

ZNY 000000
DE RUQS83 174 325 1835

ZNY 000000
211335Z NOV 67

FM RUC

TO RUEDFIA/AFLC

RUNJEA/AFLC DR NOS SAN DIEGO

INFO RUHPTFA/13AF VARCH

RUNJEA/12STRATAEROSPOW DAVIS VONHAN

RUMSAL/12STRATRECONG OL 27 31EN HCA

RUEFHQAC/SEF

BT

REF 000000 14015 SPAR/JOPREP JIFFY 2352 NOV 67.

AFLC FOR VCMX, 13AF FOR DOR, CSAF FOR AFKOP/AFSYES.

FROM DORSO. SUBJ: BUBLE BUG (W).

REF SECRET VCMX DTG 232120Z NOV 67.

REF MESSAGE 4 DICTATES THAT AFLC 1471 OVER-FLIGHTS HAVE BEEN COMPLETED. DURING THE FLIGHTS A NEW HEADING CORRECTION FACTOR WAS BE

ING DEVELOPED. REQUEST YOU PROVIDE THE NEW HEADING CORRECTION FACTOR AND ANY OTHER PROCEDURAL CHANGES BY INTRAY CHANGE TO THE TECH DATA. AN EARLY RESPONSE WOULD BE APPRECIATED IT PROVIDE CL MISSION PLANNERS WITH THE MOST CURRENT INFORMATION PRIOR TO RESUMPTION OF OPERATIONS. GP-3

BT

SECRET

SECRET

Inf
1004
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0410 072

DECLASSIFIED

67-4530

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

UNCLASSIFIED

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UNCLASSIFIED

m-705

~~SECRET~~

395/39
1900
556T CARROLL

NNNNOTSZYU: RUMJAH8944 3172343-SSSS--RUMJ03A. WINDON BODILE

(u) ZNY-~~SECRET~~
O 132340Z NOV 67
FM AFLOLOR PT YUGU
TO RUEFHIA/AFLO
INFO RUEFHQA/C SAF
RUCSAAA/SAC
RUM3KNA/15AF VARCH AF3
RUMJ03A/12SAO DAVIS-MONTHAN AF3
RUMSJS/OL 23 31EN HJA RVN
RUMJHBA/C OYNAVSTA SDIEGO
BT

Inf
100(1)
Om(1)
DIO-2
D.M-2
TEAD-1
Q-1

REPRODUCED
11/11/11

(u) ~~SECRET~~ LIVIDIS LOR PT YUGU 67637 NOV 67.
THIS IS A RIVET 3IN VSG AFLO FOR VCVX, COL POWELL CSAF FOR
AFSVE-SYAFKOPRI: SAC FOR DFLC, LT COL ALLISON: 15AF FOR DV46R,
VAJ LEE: 12 SAG FOR 133 SAG, COL VIKSON: OL 22 FOR
COYOR, COL SAANGUN: LOR FOR LT COL BREAS.
SUBJECT: PAGER PROGRESS (U)
OVERLAND FLT NO THREE WILL BE FLOWN AT SUCH A LOW SUN ANGLE
THAT GOOD PHOTOGRAPHY WILL BE QUESTIONABLE. ANY FUTURE 14TH
OVERLAND FLTS MUST HAVE A HIGHER PRIORITY ESTABLISHED OTHER
THAN THE 1-6 IF THEY ARE TO COMPETE WITH OTHER PROGRAMS.

(u) ~~SECRET~~

PAGE TWO RUMJAH8944 ~~SECRET~~ LIVIDIS
RANGE SUPPORT AND FAA MUST BE COMPATIBLE IF PHOTOGRAPHY
BECOMES A MANDATORY ITEM ON ANY FUTURE FLTS. IT IS AN AFLO
POSITION THAT THE FLT SCHEDULED FOR 14 NOV WILL BE THE LAST
FLT FLOWN. ANY FURTHER TESTING OF THE 14TH SPA MUST BE DIRECTED
BY CSAF. ANY SUPPORT FOR SAC PLANNED OVERLAND FLTS WILL JEOPARDIZE
THE TEST PROGRAM AT PT YUGU.
GP
BT

~~SECRET~~

DECLASSIFIED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 68003.10

NNNN

Ac 67-3700

UNCLASSIFIED

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UNCLASSIFIED

407/40

~~SECRET~~

(u) mmt

PTTSZYUW RUMJAHAB02 342252-SSSS--RUMJDBA.

ZNY-00000

P 060252Z DEC 67

FM AFLC/LOR NAS PT WUGU
TO RUEDFA/AFLC WPAFB
INFO RUEFHQA/CSAF
RUCSBB/SAC OFFUTT AFB
RUMKNA/15 AF MARCH AFB
RUMJDBA/12 SAG DAVIS MONTHAN AFB
RUMJHEA/COMLEVEN
RUMSJS/OL-20 BIEN HOA RVN
BT

Inf B-099
10 000
DML
DXR

(u)

~~SECRET~~ LOR-PV

AFLC WPAFB FOR WCMX/COL POWELL; CSAF FOR AFSWE-S/AFXOPR;
SAC FOR DPLC/LT COL ALLISON; 15 AF MARCH AFB FOR DMABR/MAJ LEE;
12 SAG DVAFB FOR 188SRW/CYDR/COL VIXON; COMLEVEN FOR LTCOL BREWIS;
OL-20 BIEN HOA RVN FOR CYDR/COL STANSON
THIS IS A RIVET BAN MSG, DELIVER DURING DUTY HOURS.
SUBJECT: MEWP AND ENGINE DATA
1. DATE FLOSN: 5 DEC 67; LOCATION: PT WUGU NAS
2. VEHICLE NO. 67-21587
3. SPECIAL EQUIP: SCORER S/N 63

RECORDED AT 8 TEAS INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DD FORM 6300.10

Blame
67-4707

(u)

PAGE TWO RUMJAHAB02 ~~SECRET~~ LOR-PV

4. SKED TIMES:
- A. RANGE: 0600/1300
- B. LAUNCH: 0700/0715- 0700
- RECOVERY: 1230/1220
5. TYPE OF FLIGHT: MEWP PROFILE AND ENGINE PERFORMANCE
6. FLIGHT OBJECTIVE: OBTAIN DATA ON MEWP SYSTEM OPERATION. EVALUATE ENGINE PERFORMANCE CHARACTERISTICS.
7. FLIGHT RESULTS: OBJECTIVES OBTAINED.
8. PREFLIGHT ABNORMALITIES: NONE
9. LAUNCH ABNORMALITIES: NONE
10. LAUNCH ERROR: NONE
11. PERFORMANCE:
 - A. ALT. MAX: 69,000 RADAR; 69,000 WGS.
 - B. SPEED/MACH: 125 KIAS/NA.
 - C. MAX TIME TO DROGUE CHUTE: 5 HOURS, 11 MINUTES, 53 SECONDS/2100NM
 - D. TIME/DISTANCE TO 60,000: 27 MIN/147NM
 - E. NO. TURNS ON PROGRAMMER: TWO
 - F. NAV ACCURACY AT END OF EACH LEG: N/A
 - G. LAUNCH ACCURACY: ZERO, ON TRACK.
 - H. WACS ACCURACY: N/A

UNCLASSIFIED

0-6-4 b

UNCLASSIFIED

(U)

PAGE THREE RUNJAH2782 ~~SECRET~~ LINDIS

1. FUEL LOAD: 222GALS
12. SCORER PERFORMANCE:
 - A. FILM LOADED: TYPE 3421
 - B. AMOUNT EXPENDED: 1500 FEET LOADED, ALL USED.
 - C. COMMENTS: SCORER COMPARTMENT WET. MATERIAL AND SCORER SENT TO HYCON.
13. RECOVERY METHOD: HELO WATER RECOVERY.
14. MISSION ANALYSIS: SPA WAS LAUNCHED FROM FIFTEEN THOUSAND FEET, 150 KIAS, WITH NINETY PERCENT RPM ON A MAGNETIC HEADING OF 230 DEGREES. MEMORY AND D/R OCCURRED IMMEDIATELY AFTER LAUNCH. TOTAL OF FIVE PASSES WERE MADE BY THE INTERCEPTOR AIR CRAFT. THREE OF THE FIVE PASSES WERE SUCCESSFUL. DURING THE FIRST PASS, THE SYSTEM ACTIVATED TO THE RIGHT WITH A ZERO DEGREE OFFSET. THE THIRD PASS, THE SYSTEM ACTIVATED TO THE LEFT WITH A FOUR NAUTICAL MILE OFFSET. THE FOURTH PASS THE SYSTEM ACTIVATED RIGHT WITH A ONE NAUTICAL MILE OFFSET. NINE ADDITIONAL REMOTE HEVP MANEUVERS WERE CONDUCTED FROM THE GROUND STATION. ALL MANEUVERS ACTIVATED LEFT. OF THE NINE MANEUVERS, EIGHT RESTORED APPROX. THREE TO FIVE NM TO THE LEFT, WHILE THE OTHER ONE MANEUVER TURNED SHORT ON 330 DEGREE TRUE HEADING THEN BACK TO A 135 DEGREE TRUE HEADING. ALL DOPPLER READINGS

(U)

PAGE FOUR RUNJAH2782 ~~SECRET~~ LINDIS

LOOKED GOOD. ENGINE PERFORMANCE WAS GOOD. AT PULSE ONE RPM INCREASED TO 183, AND AT 50,000 FEET RPM DECREASED, SHOWING THE NORMAL DROOP. AT 52,000 FEET RPM REMAINED STEADY AT 100 PERCENT FOR THE REST OF THE MISSION. A NORMAL ENGINE RUNDOWN OCCURRED FIVE HOURS ELEVEN MINUTES AFTER LAUNCH. MAIN CHUTE DEPLOYED PREMATURELY IMMEDIATELY AFTER ENGINE RUNDOWN. THE MAIN CHUTE WAS REPORTED BY THE HELO CREW TO BE IN A STREAMED CONDITION. THE SPA DESCENDED IN THIS CONDITION AT APPROX FOUR THOUSAND FEET PER MINUTE. THE SPA SPLASHED DOWN IN THE PVR SEA TEST RANGE AND WAS PICKED UP BY THE HELO AND RETURNED TO PT MUGU. PREMATURE MAIN CHUTE DEPLOYMENT IS PRESENTLY UNDER INVESTIGATION. REPORT WILL FOLLOW.

GP-4

BT

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40B/40

70-810
(U) NNNHPTTSZYU RUEDFIA3369 3352226-SSSS--RUMJ03A.

ZNY-30009

P 212152Z DEC 67

FM AFLC (CNOX)

TO RUSSAAA/SAC

INFO RUSSKNA/15AF WARCH AFL CALIF

RUMJ03A/12SAD DWAFA ARIZ

RUMJ03A/NAV COM STA SAN DIEGO CALIF

RUMJ03A/PWR PT VUGU NAS CALIF

RUEFHQA/SSAF

BT

SECRET LINDIS, MOXK.

(U) THIS IS A BIG SAFARI MSG. SAC FOR BPLC, L/C ALLISON, DOSR, COL MARTINEZ, DVAO, L/C RICKER; 15AF FORDOR, L/C SEABAUGH; 12SAD FOR DOW; COM STAPASS TO AFLCLOR, L/C BRENTS; PVR PASS TO PROJECT RIVET STEAK; CDF FOR AFSGE-3, VR, O'REAR, AFXOPFR, L/C CORRA. SUBJ: RIVET 3IN. 147H23 HAS BEEN EQUIPPED WITH A HIMP KIT. H-23 HAS NEVER FLOWN; HOWEVER, THE HIMP KIT MEETS ITS DESIGN SPECIFICATIONS. TESTING OF THE KIT WAS ACCOMPLISHED ON THREE FLIGHTS, ONE WITH H-42 AND TWO WITH H-35. 19 MANEUVERS WERE ACCOMPLISHED, 5 BY FIGHTER AIRCRAFT, 12 BY GROUND COMMAND AND 4 PROGRAMMED. THE VEHICLE PERFORMED PROPERLY 19 OF THE 20 TIMES.

PAGE 2 RUEDFIA3369 SECRET LINDIS

(U) ON ONE MANEUVER THE VEHICLE RETURNED TO A WRONG HEADING. THE CAUSE WAS FOUND TO BE IN THE AUTO TUNE AND NOT RELATED TO THE HIMP INSTALLATION. IF SAC DESIRES TO FLY A HIMP MISSION AT PT VUGU 147H23 WILL BE MADE AVAILABLE. PREVIOUS FIGHTER COORDINATION FOR TESTS HAVE BEEN MADE THROUGH VX4; HOWEVER IT IS BELIEVED AIR FORCE SUPPORT COULD MORE EASILY BE ARRANGED. FLIGHT IN EARLY JANUARY SHOULD BE PLANNED IF SAC DESIRES TO TEST THE HIMP AS H-23 MUST BE RETURNED TO THE CONTRACTOR FOR MODIFICATION UNDER COMBAT CAT PROGRAM, ASAP. AFLCLOR PERSONNEL WILL ASSIST 12SRA PERSONNEL IF REQUIRED ON THIS PROJECT. GP-3.
BT

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

UNCLASSIFIED

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UNCLASSIFIED

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P

PTTSZYUM RUEDFIAC794 305 1718-SSSS--RUWJDBA.

~~ZNY-66000~~

P 544703Z NOV 67

~~CONFIDENTIAL~~ AFLC

TO RUSSIAN/SAC DFLJ

INFO RUEFHQ/C SAF AFSME-S/AFXGTR

RUNTFB3/15AF MARCH AFB CALIF

RUMJHEA/USIAVCOMSTA LOR SAN DIEGO CALIF

ALL DBA 125AD DAVIS MONTGOMERY AFB ARIZ

3T

(4)

~~SECRET~~ LINDIS VCNX

"CLEARED FOR MINIMIZE." THIS IS A BIG SAFARI MESSAGE. SAC FOR
DLFC, LT COL ALLISON: USAF FOR (AFSME-S/AFXOPR); LOR FOR LT COL
BREVIS: 125AD FOR 122 SRW CYDR; COL "MIXSON". SUBJECT: RIVET BIV/
147 SPA (U). REF DLFC SECRET MESSAGE 11215 DTG 271535Z OCT 57.
AFLC INTENDS TO FLY OVERLAND FLIGHTS ON THE 147S ON THE FT
HUACHUCHUA-YUMA RANGE COMPLEX DURING THE MONTH OF NOVEMBER. AFLC
HAS NO OBJECTION TO SAC FLYING OVERLAND FLIGHTS ON THE 147S VEHICLE.
AFLC TESTS ARE BEING FLOWN OVERLAND TO TEST THE RAMACS; HOWEVER
ALL SYSTEMS WILL BE VERIFIED AND CHECKED ON ALL FLIGHTS. IF USAF
DIRECTS AFLC TO FLY THE 147S OVERLAND PRIOR TO THE RAMACS TEST IT
WILL REQUIRE A REVISION IN THE AFLC ESTABLISHED PRIORITIES. PRESENT

(4)

PAGE 2 R1EDFIAC7F4 ~~SECRET~~ LINDIS

PRIORITIES ARE BEING PLACED ON GETTING THE 147H OPERATIONAL. TWO INSTRUMENTED FLIGHTS ON THE PVR ARE SCHEDULED FOR 3 AND 8 NOV 67. THE LAST SCHEDULED OVERLAND FLIGHT IS STILL SCHEDULED FOR 14 NOV 67. A DEMONSTRATED 147S CAPABILITY MISSION IS SCHEDULED FOR 9 NOV 67. THIS FLIGHT IS ALSO ON TAP FOR 2 NOV 67 IN EVENT SAC MISSION ABORTS. AFLO DC-130 WILL BE IN PHASE AND KING INSP 4 THRU 7 NOV 67. AT THE COMPLETION OF THE 147H OVERLAND MISSION ON 14 NOV 67 HEAVY TESTING WILL BE RESUMED, UTILIZING PAST INFORMATION IT IS POSSIBLE TWO FLIGHTS WILL RELEASE THIS SYSTEM FOR OPERATIONAL USE. GP-3.

BT

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

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~~SECRET~~

42A/42

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(u)

PFTSZHARUNJHEA0245 3190443-SSSS--RUMJDBA.

DE RUMJHEA 697 3190111

ZNY-SSSSS

P 141815Z NOV 67

FM AFLC/LOR

TO RUSSAAA/SAC/DPLC/DOTTA/DHNC/DHNA

INFO RUEDFIA/AFLC/MCMX

RUMJDBA/15AF/DCI/DHABR/DOTTA/MARCH AFB CALIF

RUMJDBA/12 STRATAEROSPDIV/DH/DAVIS MONTAN AFB ARIZ

RUMJDBA/100 STRATRECONWG/DCM/DCO/DAVIS MONTAN AFB ARIZ

BT

~~SECRET~~ LINDIS

PROJ RIVET BOMBER FOR LT COL ALLISON, CAPT SCHEERER, COL HOLLEY, CAPT WILLIAMS, INFO COL POWELL, COL DIBBELL, MAJ LEE, LT COL BROWN, LT COL MCNEWEN, COL RAFFERTY, COL VELLER. SUBJ: 1475 SERIAL NO. 17 (RAMACS) (U). YOUR (C) DPLC18725, 132215Z OCT 67.

1. THE FOLLOWING SCHEDULE HAS BEEN SET FOR THE DELIVERY OF 1475, MOD

1, RADAR ALTIMETER MULTIPLE ALTITUDE CAPABILITY SYSTEM (RAMACS).

THIS MODIFICATION BEGINS WITH 1475 NO. 17. THE FOLLOWING SCHEDULE APPLIES:

A. 14 NOV 1967 DELIVERY XS-2 TO FT MUGU. THIS SPA WILL BE THE PRIMARY FLT VEHICLE.

B. 14 NOV - 6 DEC - PRELIMINARY TECH DATA VALIDATION. (AFLC-LOR AND CONTRACTOR).

PAGE TWO RUMJHEA 697 ~~SECRET~~ LINDIS

C. PHASE I TEST FLIGHTS. APPROXIMATE DATES AS FOLLOWS. 22 NOV CAPTIVE; FREE FLIGHTS, 28 NOV, 5 DEC, 12 DEC, AND 19 DEC.

D. PHASE II OVERLAND AT FT MURCHUCA (PROPOSED) ALL DATES APPROXIMATE. CAPTIVE 3 JAN, FREE FLIGHTS, 5, 11, 18 AND 28 JAN 68.

E. 6 DEC DELIVER S-17 TO FT MUGU. FIRST PRODUCTION SPA PROVIDED AS FLIGHT TEST SPARE AND FINAL VALIDATION VEHICLE.

F. 6-15 DEC FINAL TECH DATA VALIDATION (AFLC-LOR-CONTRACTOR).

G. 9 DEC 67, DELIVER 1475 NO. 18 TO DAVIS-MONTAN AFB AS TRAINING VEHICLE.

H. TRAINING: FLIGHT CONTROL (310X P) ONE WEEK 11-15 DEC 67; RADAR ALTIMETER (30X 1-30X 4) ONE WK 18-22 DEC 67; LCO ONE WK, 2-8 JAN 68.

I. 11 DEC 67 THROUGH 9 JAN 68. PRELIMINARY VERIFICATION (100SRW-CONTRACTOR). REVIEW OF PRELIMINARY TECH DATA FOR FORMAT AND ADEQUACY DURING TRAINING PHASE. IN ADDITION TO CONTRACTOR TNG TECHNICIANS AFLC WILL PROVIDE ONE ADDITIONAL CONTRACTOR TECHNICIAN TO ASSIST IN THIS PHASE.

J. 9-12 JAN 68. FINAL VERIFICATION FOR AGE AND AGE HANDBOOKS (100SRW AND CONTRACTOR AND AFLC/LOR).

K. 15-19 JAN 68. FINAL VERIFICATION OF SPA OPERATIONS AND MAINTENANCE HANDBOOKS AND CHECKLISTS. THIS PHASE SHOULD INCLUDE

REPRODUCTION AT 5 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 0500.10

UNCLASSIFIED

0-6-52

UNCLASSIFIED

~~SECRET~~

(u)
PAGE THREE RUMJEA 692-~~SECRET~~ LINDIS
CAPTIVE FLIGHT ON 9-10 ON THURSDAY 18 JAN 68, TO BE SCHEDULED
BY SAC.

- L. DELIVERY OF HARD COPY TECH DATA, COMPLETE AGE HANDBOOKS 15 FEB 68, COMPLETE OPERATIONS, MAINTENANCE HANDBOOKS AND CHECKLISTS.
- M. DELIVERY OF PECULIAR AGE, FIRST SET TO PT BUGU 27 NOV 67, TO DAVIS-MONTHAN AFB, 2 DEC 67, 2 AND 16 JAN 68 (3 SETS).
- N. PECULIAR SPARES EXACT DELIVERY DATES ARE UNKNOWN AT THIS TIME.
2. REQUEST SAC CONCURRENCE/ACKNOWLEDGEMENT OF THOSE DATES WHICH REQUIRE SAC PARTICIPATION.
3. ALL ADDRESSEES PLEASE NOTE THAT ALL DATES INCLUDED ABOVE ARE FOR PLANNING PURPOSES ONLY AND SUBJECT TO CHANGE DEPENDENT UPON SUCCESSFUL ACCOMPLISHMENT OF TASKS; ESPECIALLY FLIGHT TEST WHICH DEPENDS UPON SUCCESSFUL COMPLETION OF CURRENT 147H ENGINE/OVERLAND AND 147 HEMP FLIGHTS, PRIORITY IN RELATION TO THE 147T, AND RECEIPT OF RANGE SCHEDULE TIME FROM APPROPRIATE RANGE.
4. THE ABOVE INFORMATION IS FORWARDED IN ACCORDANCE WITH DIRECTION FROM HQ AFLC (OICMX).

GP-4
BT

~~SECRET~~

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UNCLASSIFIED

43A/42

(U)

PTTSZYUW RUNJAH0202 3210116-SSSS--RUNJDBA.
ZNY 000005

P. 170116Z NOV 67
FM AFLC/LOR PT MUGU
TO RUEFIA/AFLC WPAFB
INFO RUEFHQ/C SAF
RUCSAAA/SAC OFFUTT AFB
RUMBKNA/15AF MARCH AFB
RUNJDBA/12SAD DMAFB
RUNJHEA/COMELEVEN
RUMSJS/OL-20 BIEN HOA RVN
BT

Inf
1000,
DMC11
27K11
COST

B-994

STANDARD 3-17-67
CLASSIFIED BY 1-1-67
DO NOT DISCLOSE

(U)

~~SECRET~~ LINDIS LOR-PM 67647.
AFEC FOR MCWX/CL POWELL; CSAF FOR AFSWE-S/AFXOPR; SAC FOR DPLC3/
LTCOL ALLISON; 15AF FOR DMABR/MAJ LEE; 12SAD FOR 100 SRW/CMDR/COL
MIXSON; COMELEVEN FOR AFLC/LOR/LTCOL BREWIS; OL-20 FOR CMDR/COL
SWANSON; THIS IS A RIVET BIN MSG. DELIVER DURING DUTY HRS.

- SUBJ: FLT TEST MSN REPT.
1. DATE FLOWN: 16 NOV 67; LOCATION: PT MUGU.
2. VEH NO: 147S-18.
3. SPEC EQUIP: 4 BY.
4. SKED TIMES: ACTUAL TIMES:

67-4461

BUAme
67-4461

(U)

PAGE TWO RUNJAH0202 ~~SECRET~~ LINDIS

- A. RANGE 0830/1200
B. LAUNCH: 0930; 1100
C. RECOVERY: 1022; 1156
5. TYPE OF FLT: LOW LEVEL.
6. FLT OBJECTIVE: EVALUATE TECH DATA, NAV ACCURACY AND TURN RADII,
ENGINE PERFORMANCE AND SCORER.
7. FLT RESULTS: NAV ACCURACY UNACCEPTABLE. FUEL DURATION 12
MIN SHORT. ALL OTHER PARAMETERS SATISFACTORY.
8. PRE-FLT ABNORMALITIES: NONE.
9. LAUNCH ABNORMALITIES: NONE
10. LAUNCH ERROR: 1 N.M. RIGHT OF TRACK
11. PERFORMANCE:
A. ALT MAX: 5K' RADAR; 5K MCGS.
B. SPEED/MACH: 420 KIAS AT 2K, AND 500', 540 KIAS AT 2K 210 AT 5K.
C. MAX TIME/DIST TO DROGUE CHUTE: 53 MIN.
D. TIME/DIST TO 60,000: N/A.
E. NO. OF TURNS ON PROGRAMMER: 5
F. NAV ACCURACY AT END OF FIRST LEG:
(1) 5 N.M. LONG 2 N.M. LEFT
G. MACS ACCURACY: PROG 2K' FLEW 2K'

UNCLASSIFIED

0-6-5-6

UNCLASSIFIED

(4)
PAGE THREE RUNJAH0202 ~~SECRET~~ LIMDIS
PROG 500° FLEW 480°

H. FUEL LOAD: 1092 LBS.
12. SCORER PERFORMANCE: PROG. ON AT PULSE 3 OFF AT 35.
A. FILM LOADED: 3481 + MATERIAL RUN THRU AS PROG.
B. AMOUNT EXPENDED: 1000° EXPENDED.
C. COMMENTS: BEING SHIPPED TO 15TH AF.
13. RECOVERY METHOD: MARS
A. ALT: 8.4K
B. AIRSPEED: 62 KIAS
C. HELO A/S LOSS: 20 KIAS
D. HELO PITCH CHANGE: 2 DEG DOWN
E. CHUTE CONDITION: MAIN GOOD; (ENGAGEMENT) GOOD.
F. LOAD LINE POSITION: 7 O'CLOCK AT 10 DEG
G. HOOK ENGAGEMENT: FLYING HOOK.
H. REEL IN TIME: 21 MIN.
I. COMMENTS: SEA REQUIRED APPROX. 8 DEG LEFT TRIM TO FLY STRIGHT AND LEVEL. UNTRIM CONDITION CAUSED UNSYMMETRICAL TURN RADIUS.
14. MISSION ANALYSIS: ALTITUDES AND AIRSPEEDS WERE CLOSE TO PREDICTED. TURN RADIUS WERE 1/2 MILE SHORT ON RIGHT TURN AT 420 KTAS, AS PREDICTED ON LEFT TURN AT 420 KTAS AND 9 MILES LONG ON LEFT TURN AT 540 KTAS. FUEL OUT WAS 48 MINS VS. 60 MINS. CALCULATED PER T.O. GP-4
BT

~~SECRET~~

BC ASMC 674461
page 2

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NNNNPTTSZYUR RUMJAH0874 3488838-SSSS--RUMJ08A.

ZNY-SSSS

P 140238Z DEC 67

FM AFLCLOR NAS PT MUGU

TO RUEFIA/AFLC

INFO RUEFHQA/CSAF

RUCS88/SAC

RUMSKNA/15AF

RUMJDBA/12SAD

RUMJHEA/COMLEVEN

RUMJSJ/OL-28 BIEN HOA RVN

BT

~~SECRET~~ LIMIDIS LOR-PV

AFLC FOR MCMA/COL POWELL; CSAF FOR AFSVE-S/AFKOPR; SAC FOR
DPLC3/LTCOL ALLISON; 15AF FOR DM43R/LTCOL LEE; 12SAD FOR 100 SRX/
CMOR/COL WIXSON; COMLEVEN FOR AFLCLOR/LTCOL BREWIS; OL-28 BIEN
HOA RVN FOR CMOR/COL SKANSON

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

SUBJ: FLT TEST MSN REPT.

1. DATE FLTN: 13 DEC 67; LOCATION: PT MUGU NAS

2. VEHICLE NO. 147X52-C3

3. SPEC EQUIP: RAVACS

PAGE TWO RUMJAH0874 ~~SECRET~~ LIMIDIS

4. SKED TIMES: ACTUAL TIMES:

A. RANGE: 1138-1338/1138-1338

5. TYPE OF FLT: CAPTIVE

6. FLT OBJECTIVE: EVAL RAVACS. EVAL TRACKING CAPABILITY OF TPR-2
AT SAN NICOLAS ISLAND.

7. FLT RESULTS: THE RAVACS PERFORMED SATISFACTORY. TPR-2 AT SAN
NICOLAS ISLAND IS NOT CAPABLE OF TRACKING SPA FLYING AT LOW LEVEL
ON THE EAST SIDE OF THE ISLAND.

8. FUEL LOAD: 162 GALS.

9. SCORER PERFORMANCE: SCORER INSTALLED (NO WATERFAL LOADED).

10. COMMENTS: FREE FLT SKED FOR 13 DEC 67 WAS RESKED TO A CAPTIVE
MSN DUE TO NONAVAILABILITY OF RECOVERY VEHICLE (HIGH WINDS).

11. MISSION ANALYSIS: THE VERTICAL PROFILE TO BE FLOWN ON THE FIRST
FREE FLT WAS FLOWN CAPTIVE. THE SYS RESPONDED PROPERLY TO ALL
COMMANDS. OTHER RAVACS MODES WERE EVAL TO CERTIFY THE SYS AND TECH
DATA. THE SIMULATED HORIZONTAL PROFILE USED ON TODAY'S CAPTIVE WILL
BE IDENTICAL FOR THE FREE FLT. A TV STATION WAS SET UP AT SAN NICOLAS
ISLAND FOR VAINLAND BACKUP. IT WAS CAPABLE OF RECORDING TV DATA DURING
LOW LEVEL PROFILE. TPR-1 ON LAGUNA PEAK WAS MARGINAL DURING THE
MSN DUE TO BLANKING BY THE DC-138.

GP-4

BT

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UNCLASSIFIED

0-6-5-6

UNCLASSIFIED

293

~~CONFIDENTIAL~~

B-061

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NNNNPTTCZYUW RUWJAH8287 3398134-CCCC--RUWJDBA.
ZNY ~~CCCC~~
P 050125Z DEC 67
FM AFLCLOR PT MUGU HAS
TO RUEFIA/AFLC WPAFB
INFO RUEFHQA/CSAF
RUCSAAA/SAC OFFUTT AFB
RUWBKNA/15AF MARCH AFB
RUWJDBA/12 SAD DMAFB
RUWJHEA/COMVELEVEN
RUMSJS/BIEN MOA RVN
BT

430/42

INFO
152A (1)
Dx2 (1)
DM (1)

(U)

~~CONFIDENTIAL~~ LINDIS LOR-PW.
AFLC FOR MCMX/COL POWELL; CSAF FOR AF SMC-S/AFXOPR; SAC FOR DPLC3/
LT COL ALLISON; 15AF FOR DM4BR/MAJ LEE; 12 SAD FOR 100 SRW/CMDR/
COL WIXSON; COMVELEVEN FOR AFLCLOR/LT COL BREWIS; OL-28 FOR CMDR/
COL SWANSON; THIS IS A RIVET BIN MSG. DELIVER DURING DUTY MRS.
SUBJ: FLT TST WSN REPT.
1. DATE FLOWN: 12-4-67.
2. SKED TIMES: ACTUAL TIMES: N/A
3. TYPE OF FLT: RAVACS - CAPTIVE.
4. FLT OBJECTIVE:

(U) ~~CONFIDENTIAL~~

PAGE TWO RUWJAH8287 ~~CONFIDENTIAL~~ LINDIS LOR-PW.
A. OBTAIN DATA ON INCREASE BANK ANGLES.
B. OBTAIN DATA ON TURN RATE GYRO.
C. OBTAIN DATA DURING SIMULATED VERTICAL RAVACS PROFILE.
D. OBTAIN DATA ON CAPTIVE ENGINE OPERATION.
E. OBTAIN DATA ON 523 SYSTEM.
F. GENERAL SHAKEDOWN OF ALL SPA AND INST. SYSTEM.
5. FLT RESULTS: ALL OBJECTIVES OBTAINED.
6. PRE-FLT ABNORMALITIES: NONE.
7. LAUNCH ABNORMALITIES: N/A.
8. PERFORMANCE:
A. ALT MAX: N/A
B. SPEED/MACH: N/A
C. MAX TIME/DIST TO DROGUE-CHUTE: N/A.
D. TIME/DIST TO 60,000: N/A.
E. NO. OF TURNS ON PROGRAMMER: N/A.
F. NAV. ACCURACY AT END OF EACH LEG: N/A.
G. LAUNCH ACCURACY: N/A
H. FUEL LOAD: 168 GALS.
9. SCORER PERFORMANCE:
A. FILM LOADED: NONE.

REPRODUCED

REPRODUCED AT 3 YEAR INTERVALS
RECLASSIFIED AFTER 12 YEARS.
DDI DIR 6200.10

(U) ~~CONFIDENTIAL~~

PAGE THREE RUWJAH8287 ~~CONFIDENTIAL~~ LINDIS LOR-PW.
10. RECOVERY METHOD: N/A.
11. MISSION ANALYSIS: VERTICAL PROFILE (RAVACS) WAS DEMONSTRATED.
THE SYSTEM OPERATED SATISFACTORILY. TM DATA IS BEING EVALUATED
FOR FURTHER ANALYSIS.
GP-4
BT

UNCLASSIFIED

~~CONFIDENTIAL~~

0 4 5 9

UNCLASSIFIED

43D/42

005

~~SECRET~~

DECLASSIFIED AT 5 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DDI DIR 6300.10

PTTSZYU RUJAH43698 3431232-SSSS--RUJDBA.

(u)

ZNY-~~SECRET~~
P 291233Z DEC 67
FM AFLOR PT WUGU NAS
TO RUEFHQA/CSAF
INFO RUEFHQA/CSAF
RUSSAAA/SAC WFTT AFB
RUMBKA/15 AF VARCH AFB
RUJDBA/12 SAG DMAB
RUMJEA/COMSEVEN
RUMJUS/BIEN MDA RVN

B-187

Inf
10001
OMC
OYIC

(u)

3T
RE ~~SECRET~~ WIDIS LOR-PV.
AFLC FOR WYK/CDL POELL; CSAF FOR AFVSE-S/AFKOPR; SAC FOR DPLO3/
LTCDL ALLISON; 18AF FOR DMAB/VAJ LEE; 12 SAG FOR 117SRX/CMR/CDL
JACKSON; COMSEVEN FOR AFLOR/LTCDL BREWIS; DL-23 FOR CYDR/CDL
SWANSON. THIS IS A RIVET BIN VSS. DELIVER DURING DUTY HOURS.
FLT 1ST VSN REPT.
1. DATE FLOW: 8 DEC 67; LOCATION: PYR.
2. VEH NO: 17-21517
3. SPEC EQUIP: NONE
NO SKEB TIVES: ACTUAL TIVES:

EXPENSE
67-4771

~~SECRET~~

(u)

PAGE TWO RUJAH43698 ~~SECRET~~ WIDIS LOR-PV.
1. RANGE: 1311 1317
2. LAUNCH: N/A
3. RECOVERY: N/A
4. TYPE OF FLT: RAVAGS
5. CAPTIVE FLT OBJECTIVES:
A. OBTAIN DATA ON INC. BANK ANGLE.
B. OBTAIN DATA ON TURN RATE GYRO.
C. OBTAIN DATA ON RAVAG VERTICAL PROFILE.
D. OBTAIN DATA ON CAPTIVE ENG. OPERATION.
E. OBTAIN DATA ON 523 SYS.
F. GEN. SHAKEDOWN OF ALL SPA AND INST. SYSTEM.
7. FLT RESULTS: ALL TEST DATA OBTAINED.
8. PRE-FLT ABNORMALITIES: NONE.
9. PERFORMANCE:
A. VACS ACCURACY: GOOD
11 MISSION ANALYSIS: VERTICAL PROFILE (RAVAGS) WAS DEMONSTRATED. THE
SYSTEM OPERATED SATISFACTORILY. TV DATA IS BEING EVALUATED FOR
FURTHER ANALYSIS. RED COS 27 LOCATED ON GNI WAS ALSO CHECKED OUT.
TRACK AND DATA DURING POSITIVE TRACK LOOKED GOOD. STATION NO. 17
WAS RE-LOCATED AFTER 14757 FLIGHT WHICH WAS CONDUCTED 7 DEC 67.
GP-4
3T

~~SECRET~~

UNCLASSIFIED

XXX

0660

UNCLASSIFIED

43D/42

~~SECRET~~

11.005

PTTSZYU8 RUCJAH9598 3431232-SSSS--RUCJGBA.

ZNY ~~SECRET~~

P 292332Z DEC 67

FM AFLCLOR PT YUGU NAS

TO RUEDFIA/AFLC 3PAF3

INFO RUEFHQA/CSAF

RUCSAAA/SAC OFFUTT AFB

RUP3KNA/15 AF VARCH AFB

RUCJGBA/12 SAG DVAFB

RUCJHEA/COMELEVEN

RUMSJS/BIEN HOA RVN

BT

B-187

Inf
10001
0m(1)
0X(1)

RECORDED AT 8 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DDI DIR 6300.30

~~SECRET~~ LIVIDIS LOR-PV.

AFLC FOR WOVK/COL POSELL; CSAF FOR AFSVE-S/AFKOPR; SAC FOR DPLO3/
LT COL ALLISON; 16AF FOR DV4BR/VAJ LEE; 12 SAG FOR 122SRM/CMR/COL
MCKSON; COMELEVEN FOR AFLCLOR/LT COL BRESIS; CL-21 FOR CMOR/COL
SWANSON. THIS IS A RIVET 3IN VSC. DELIVER DURING DUTY HOURS.
FLT TST VSN REPT.

1. DATE FLOIN: 8 DEC 67; LOCATION: PYR.
2. VEH NO: 67-21517
3. SPEC EQUIP: NONE
4. SKED TIVES: ACTUAL TIVES:

~~SECRET~~

Alpsme
67-4771

PAGE TWO RUCJAH9598 ~~SECRET~~ LIVIDIS LOR-PV.

A. RANGE: 1330 1512

B. LAUNCH: N/A

C. RECOVERY: N/A

D. TYPE OF FLT: RAVACS

E. CAPTIVE FLT OBJECTIVE:

A. OBTAIN DATA ON INC. BANK ANGLE.

B. OBTAIN DATA ON TURN RATE SYRO.

C. OBTAIN DATA ON RAVAC VERTICAL PROFILE.

D. OBTAIN DATA ON CAPTIVE ENG. OPERATION.

E. OBTAIN DATA ON 523 SYS.

F. GEN. SHAKEDOWN OF ALL SPA AND INST. SYSTEM.

7. FLT RESULTS: ALL TEST DATA OBTAINED.

8. PRE-FLT ABNORMALITIES: NONE.

9. PERFORMANCE:

A. VACS ACCURACY: GOOD

11. MISSION ANALYSIS: VERTICAL PROFILE (RAVACS) WAS DEMONSTRATED. THE
SYSTEM OPERATED SATISFACTORILY. TV DATA IS BEING EVALUATED FOR
FURTHER ANALYSIS. RED COX 27 LOCATED ON SNI WAS ALSO CHECKED OUT.
TRACK AND DATA DURING POSITIVE TRACK LOOKED GOOD. STATION NO. 27
WAS RE-LOCATED AFTER 14757 FLIGHT WHICH WAS CONDUCTED 7 DEC 67.

GP-4

BT

~~SECRET~~

UNCLASSIFIED

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0 6 6 1

UNCLASSIFIED

237

(U) NNNPPTSZYU RUJAHAB548 3610156-SSSS--RUJDBA.
ZNY-SSSS

P 270156Z DEC 67

FM AFLC/LOR PT MUGU

TO RUEFIA/AFLC APAF3

INFO RUEFHQA/CSAF

RUCSAAA/SAC OFFUTT AFB

RUJ9KNA/15AF MARCH AFB

RUJDBA/12 SAD DVAFB

RUJPEA/COMLEVEN

RUJJS/OL-28 BIER HOA RVN

BT

~~SECRET~~ LINDIS, LOR-PM.

AFLC FOR MCMA/COL POWELL, CSAF FOR AFSVE-S/AFXOPR, SAC FOR DPLC3/LTCOL

ALLISON; 15AF FOR DMABR/LTCOL LEE; 12SAD FOR 178 SRN CMR/COL MIXSON;

COMLEVEN FOR AFLC/LOR/LTCOL BREWIS; OL-28/CMR/COL SWANSON. THIS IS A

RIVET BIN MSG. DELIVER DURING DUTY HRS.

SUBJ: FLT TEST MSG RPT (147XS-2 CAPTIVE)

1. DATE FLOAN: 26 DEC 67; LOCATION: PT MUGU NAS

2. VEHICLE NO. XS-2

3. SPEC. EQUIP: RAMACS

4. SKED TIMES:

ACTUAL TIMES

PAGE 1 RUJAHAB548 ~~SECRET~~ LINDIS

A. RANGE: 1438-1638

1438-1638

5. TYPE OF FLT: CAPTIVE (RAMACS)

6. COMMENTS: CAPTIVE FLOAN TO PROVE FIX ON RAMACS SYS.

7. MISSION ANALYSIS: CAPTIVE MSN FLOAN THIS DATE, HOWEVER, THE RAMACS
SYS AS SHOWN ON MCGS AND TM READING SYS DID NOT FUNCTION PROPERLY. THE
SYS IS UNDER-GOING INSPECTION AND BENCH SYS CHECKS.

GP-4

BT

67-4385

67-4385

67-4385

UNCLASSIFIED

UNCLASSIFIED

PRIORITY

43 F/42

~~SECRET~~

B-468

INFO
100A (1)
12 do (1)
12 dm (1)
DX (1)

NNNNPTTZYU RUJAH43579 3628113-SSSS--RUJ03A.

(U)

ZNY-SSSSS
P 281132 DEC 67
FM AFLCLOR PT MUGU
TO RUEOFIA/AFLC
INFO RUEFHQA/CSAF
RUCAAAA/SAC
RU3KNA/15AF
RUJ03A/12 SAD DRAF3
RUJHEA/COMELEVEN
RUASJS/OL-27 31EN HOA RVN
BT

(U)

~~SECRET~~ LIVIDIS LOR-P4.
AFLC FOR MCM/CDL POWELL. CSAF FOR AFSVE-S/AFXOPR;
SAC FOR DPLO/LTCOL ALLISON; 15AF FOR D44R/LTCOL LEE;
12SAD FOR D44R 133 SR/CDL MIXSON; COMELEVEN FOR AFLCLOR/LTCOL BREWIS;
OL-27 D44R/CDL SHANSON.
THIS IS A RIVET BIN MSG. DELIVER DURING DUTY HOURS.
SUBJECT: FLIGHT TEST MISSION REPORT (147XS-2-F1).
1. DATE FLDG: 27 DEC 67; LOCATION: PT MUGU NAS
2. VEHICLE NO. XS-2
3. SKED TIMES: ACTUAL TIMES:

~~SECRET~~

845400
67-4954

PAGE TWO RUJAH43579 ~~SECRET~~ LIVIDIS

1. RANGE: 1131-1432 1132-1432
4. TYPE OF FLT: RAVACS
5. PREFLT ABNORMALITIES: SEE ITEM 7.
6. FUEL LOAD: 164 GALS.
7. MISSION ANALYSIS: FLT SKED THIS DATE FOR 147XS-2-F1 WAS CONVERTED TO CAPTIVE NO. 7. RAVACS SYS DID NOT FUNCTION PROPERLY. A TIME DELAY OF APPROX 45 SEC OCCURRED BEFORE RADAR SAFE CAME THRU. DURING SIMULATION OF VERTICAL PROFILE WHILE IN RADAR "B" COMMAND, THE ALT DID NOT HOLD. IN ADDITION, ALTITUDES WERE SHOWN TO BE TWICE WHAT THEY SHOULD BE. MSN WAS ABORTED AND DC-133A RETURNED TO HOME BASE FOR A FIX. THE RADAR ALTIMETER S/N 4332 WAS REPLACED WITH S/N 4331 TO CORRECT THE PROBLEM. THE DC-133A WENT AIRBORNE AGAIN. THE RAVACS SYS INITIALLY CHECKED OUT DURING VERTICAL PROFILE. AFTER ONE HR OF SIMULATING THE RAVACS CONDITION, THE SYS WENT INTO A RADAR FAIL MODE AND REMAINED IN THIS CONDITION. COMMANDING RADAR "A" OR "B" WOULD NOT ALLOW THE SYS TO GO INTO RADAR SAFE CONDITION. THE MISSION WAS ABORTED.
8. CONCLUSIONS:
1. RADAR ALTIMETER SYS S/N 4332 AND S/N 4331 WILL BE CHECKED OUT.
2. INSTALLATION OF SYS WILL BE REVERIFIED.
3. STEP BY STEP INV OF SYS.

RECEIVED 12 3 1968
INTERCOM. 12 3 1968
MID DIS 0600.10

~~SECRET~~

PAGE THREE RUJAH43579 ~~SECRET~~ LIVIDIS

4. ANTENNA LOADING AND GROUNDING WILL BE INV.
5. IN ADDITION TO THE ABOVE, INV OF S/N 4331 AND S/N 4332, A PRODUCTION RADAR ALTIMETER BOX S/N 4334 WILL BE INSTALLED AND A CAPTIVE TEST WILL BE SKED IN ORDER TO CHECK OUT THE PRODUCTION CONFIGURATION.
GP-4
BT

UNCLASSIFIED

0 6 6 3

UNCLASSIFIED

436/42
B-480

m-473
(U) NNNPTTSZYUW RUMJAH0638 3638319-SSSS--RUMJ08A.
ZNY 00000
P 290320Z DEC 67
FM AFLCLOR NAS PT MUGU
TO RUEFIA/AFLC
INFO RUEFHQA/CSAF-
RUCSAAA/SSAC
RUMSKNA/15AF
RUMJ08A/12 SAD DAVIS MONTHAN AFB
RUMJHEA/COMOLEVEN
RUMSJS/OL-28 BIEN HOA RVN
BT

IN 20
100A(1)
1200(1)
1200(1)
DIECI

(U) ~~SECRET~~ LIMIDIS LOR-PM
AFLC FOR MCGX/COL POWELL, CSAF FOR AFSHE-S/AFXOPR; SAC FOR DPLC3/LTCOL
ALLISON; 15AF FOR DM4BR/LTCOL LEE; 12SAD FOR CMR 100 SRW/COL MIXSON;
COMOLEVEN FOR AFLCLOR/LTCOL BREWIS; OL-28 CMR/COL SWANSON. THIS IS A
RIVET BIN MSG. DELIVER DURING DUTY HOURS.
FLY TEST MISSION REPORT (147XS-2-F1).
1. DATE FLOWN: 28 DEC 67; LOCATION: PT MUGU NAS
2. VEHICLE NO. XS-2
3. SPEC EQUIP: RAMACS.
4. SKED TIMES: ACTUAL TIMES:

Beome
67-5023

(U) PAGE TWO RUMJAH0638 ~~SECRET~~ LIMIDIS LOR-PM
A. RANGE: 1300-1700 1542-1716
5. TYPE OF FLT: CAPTIVE
6. FUEL LOAD: 164 GALS
7. MISSION ANALYSIS: A CAPTIVE MSN ON 147XS-2-C8 WAS FLOWN THIS DATE
WITH RADAR ALT S/N 4805 (WITH IF STRIP FROM 4804). DUE TO AN INTERFACE
PROBLEM WITH TLM AND MCGS STA WITH RED CON 05 (DC-130A), THE DATA PRE-
SENTATION WAS INOPERATIVE. BY SIMULATING THE RAMACS PROFILE THE ELEVATOR
FOLLOWED RADAR "B" AND RADAR "A" REMOTE COMMANDS. THIS WAS DEMONSTRATED
AT 1050 FT AND 650 FT LEVELS. DURING THE ABOVE CONDITIONS THE ELEVATORS
SEEMED TO BE VERY SLUGGISH. THE FLT WAS ABORTED AND C-130A RETURNED TO
HOME BASE.
CONCLUSIONS:
1. INSTRUMENTATION PROBLEM WAS CORRECTED IMMEDIATELY DURING POST FLT
CHECKS.
2. ANOTHER CAPTIVE MSN IS PLANNED FOR 29 DEC 67 WITH TLM AND R/C 05
IN COMMISSION AND DATA TO BE RECORDED AT TLM STA DURING SIMULATED RAMACS
PROFILE.
GP-4
BT

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
EOD DIB 0200,10

UNCLASSIFIED

0-6-6-4

UNCLASSIFIED

44A/43

~~SECRET~~

REPRODUCED

GFTSZYUY RUMJHEA 134 3332187-SSSS--RUMJDA

DE RUMJHEA 578 3331825

ZNY 00005

O 291725Z NOV 67

FM AFLCLOR

TO RUT3KHA/15AF/DHAB/MARCH AFB CALIF

INFO RUCSAAA/SAC/DHAC/DPLC3/

RUMJDBA/106STRATRECONWG/DCM/TEAM/DAVIS-MONTAN AFB ARIZ

BT

~~SECRET~~ LINDIS

PROJ RIVET BIN SPAR PAR LOR

FOR LT COL LEE, INFO COL HOLLEY, LT COL ALLISON, LT COL BRITTON.

SUBJ: 147S FLT CONTROL BOXES (C). YOUR (S) 281743Z NOV 67.

1. ALL ASPECTS OF THE 147S ENGINEERING AND PRODUCTION IS UNDER CONSTANT SURVEILLANCE AND REVIEW IN ORDER TO PROVIDE UP-TO-DATE AND TESTED VEHICLES AND COMPONENTS TO THE USER. THIS "GET WELL PROGRAM" HAS BEEN IN PROGRESS SINCE THE 147S PROGRAM STARTED AND WILL CONTINUE THROUGHOUT THE LIFE OF THE VEHICLES.

2. THE FIRST 147S DELIVERED TO SAC (S-3) WAS DELIVERED IN THE ORIGINAL BASIC CONFIGURATION WITH THE UNDERSTANDING THAT UPDATING WOULD BE REQUIRED TO INCORPORATE FLIGHT TEST IMPROVEMENTS. S-3 IS NOW IN THE PLANT UNDERGOING THIS UPDATING.

3. IN ORDER FOR AFLCLOR TO PROVIDE AN ADEQUATE AND SPECIFIC REPLY

SEATING
-67-334

DECLASSIFIED AT 3 YEAR INTERVAL:
DECLASSIFIED AFTER 12 YEARS.
DOD DUE 0800.12

PAGE TWO RUMJHEA 578 ~~SECRET~~ LINDIS

TO THE GENERAL COMMENTS MADE IN REF MSG, REQUEST THE FOLLOWING:

A. EXCLUDE ALL FAILURE DATA OBTAINED FROM OPERATION OF S-3 SINCE THIS VEHICLE AND COMPONENTS WERE NOT IN FINAL CONFIGURATION WHEN DELIVERED.

B. FORWARD SPECIFIC FAILURE DATA ON VEHICLES AND COMPONENTS OF THE LATEST CONFIGURATION.

4. AFLCLOR WILL RESPOND IN EVERY WAY POSSIBLE TO INSURE DELIVERY OF PROVEN VEHICLES AND COMPONENTS.

GP-4

BT

1067 - 377

~~SECRET~~

UNCLASSIFIED

0 b b b

UNCLASSIFIED

44A/43

~~SECRET~~

DECONDOLE R

OTSYUJY RUMJHEA 134 3332187-SSSS--RUMJDA

DE RUMJHEA 570 3331825

ZNY-SSSS

O 291725Z NOV 67

FM AFLCLOR

TO RUMJHEA/15AF/DH40R/MARCH AFB CALIF

INFO RUCSAAA/SAC/DH4C/DPLC3/

RUMJDBA/170STRATRECONWG/DCM/TEAM/DAVIS-MONTAN AFB ARIZ

BT

~~SECRET~~ LINDIS

PROJ RIVET 9IN SPAR PAR LOR

FOR LT COL LEE. INFO COL HOLLEY, LT COL ALLISON, LT COL BRITTON.

SUBJ: 147S FLT CONTROL BOXES (W). YOUR (S) 281743Z NOV 67.

1. ALL ASPECTS OF THE 147S ENGINEERING AND PRODUCTION IS UNDER CONSTANT SURVEILLANCE AND REVIEW IN ORDER TO PROVIDE UP-TO-DATE AND TESTED VEHICLES AND COMPONENTS TO THE USER. THIS "GET WELL PROGRAM" HAS BEEN IN PROGRESS SINCE THE 147S PROGRAM STARTED AND WILL CONTINUE THROUGHOUT THE LIFE OF THE VEHICLES.

2. THE FIRST 147S DELIVERED TO SAC (S-3) WAS DELIVERED IN THE ORIGINAL BASIC CONFIGURATION WITH THE UNDERSTANDING THAT UPDATING WOULD BE REQUIRED TO INCORPORATE FLIGHT TEST IMPROVEMENTS. S-3 IS NOW IN THE PLANT UNDERGOING THIS UPDATING.

3. IN ORDER FOR AFLCLOR TO PROVIDE AN ADEQUATE AND SPECIFIC REPLY

PAGE TWO RUMJHEA 570 ~~SECRET~~ LINDIS

TO THE GENERAL COMMENTS MADE IN REF MSG, REQUEST THE FOLLOWING:

A. EXCLUDE ALL FAILURE DATA OBTAINED FROM OPERATION OF S-3 SINCE THIS VEHICLE AND COMPONENTS WERE NOT IN FINAL CONFIGURATION WHEN DELIVERED.

B. FORWARD SPECIFIC FAILURE DATA ON VEHICLES AND COMPONENTS OF THE LATEST CONFIGURATION.

A. AFLCLOR WILL RESPOND IN EVERY WAY POSSIBLE TO INSURE DELIVERY OF PROVEN VEHICLES AND COMPONENTS.

GP-4

BT

DECLASSIFIED AT 5 YEAR INTERVAL:
DECLASSIFIED AFTER 12 YEARS.
DOD DIB 6800.12

AC67 - 387

~~SECRET~~

UNCLASSIFIED

0 6-6-7

UNCLASSIFIED

44A/43
~~SECRET~~

REPRODUCED

QTSZYUW RUMJHEA 134 3332107-SSSS--RUMJDS

DE RUMJHEA 578 3331825

ZNY 98893

O 291725Z NOV 67

FM AFLCLOR

TO RUT3KNA/15AF/DMC/MARCH AFB CALIF

INFO RUCSAAA/SAC/DMC/DPLC3/

RUMJDS/106STRATRECONG/DCM/TEAM/DAVIS-MONTAN AFB ARIZ

BT

~~SECRET~~ LINDIS

PROJ RIVET 9IN SPAR PAR LOR

FOR LT COL LEE. INFO COL HOLLEY, LT COL ALLISON, LT COL BRITTON.

SUBJ: 147S FLT CONTROL BOXES (ID. YOUR (S) 281743Z NOV 67.

1. ALL ASPECTS OF THE 147S ENGINEERING AND PRODUCTION IS UNDER CONSTANT SURVEILLANCE AND REVIEW IN ORDER TO PROVIDE UP-TO-DATE AND TESTED VEHICLES AND COMPONENTS TO THE USER. THIS "GET WELL PROGRAM" HAS BEEN IN PROGRESS SINCE THE 147S PROGRAM STARTED AND WILL CONTINUE THROUGHOUT THE LIFE OF THE VEHICLES.

2. THE FIRST 147S DELIVERED TO SAC (S-3) WAS DELIVERED IN THE ORIGINAL BASIC CONFIGURATION WITH THE UNDERSTANDING THAT UPDATING WOULD BE REQUIRED TO INCORPORATE FLIGHT TEST IMPROVEMENTS. S-3 IS NOT IN THE PLANT UNDERGOING THIS UPDATING.

3. IN ORDER FOR AFLCLOR TO PROVIDE AN ADEQUATE AND SPECIFIC REPLY

PAGE TWO RUMJHEA 578 ~~SECRET~~ LINDIS

TO THE GENERAL COMMENTS MADE IN REF MSG, REQUEST THE FOLLOWING:

A. EXCLUDE ALL FAILURE DATA OBTAINED FROM OPERATION OF S-3 SINCE THIS VEHICLE AND COMPONENTS WERE NOT IN FINAL CONFIGURATION WHEN DELIVERED.

B. FORWARD SPECIFIC FAILURE DATA ON VEHICLES AND COMPONENTS OF THE LATEST CONFIGURATION.

A. AFLCLOR WILL RESPOND IN EVERY WAY POSSIBLE TO INSURE DELIVERY OF PROVEN VEHICLES AND COMPONENTS.

GP-4

BT

DECLASSIFIED AT 5 YEAR INTERVAL:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5800.12

UNCLASSIFIED
~~SECRET~~

0 6 4 6

UNCLASSIFIED

44B/43

~~SECRET~~

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B-110

DECLASSIFIED, AT 12 YEAR
INTERVALS, NOT AUTOMATICALLY
DOO DIR E200.10

~~SECRET~~

67-4715

(4)

CZ CD 044 81
RTTSZYUW RUCSAAA0483 3401800-SSSS--RUEJDBA.
ZNY ~~SECRET~~
R 061232Z DEC 67
FM SAC

TO RUEJHEA/NAVCOMSTN AFLOR SAN DIEGO CALIF
INFO RUEDFIA/AFLC MCMA
RUEBKNA/15AF DOR DMB DDTA DLP MARCH AFB CALIF
RUEJDBA/12SAD DJVIS MONTAN AFB ARIZ
RUEJDBA/100SR7 DAVIS MONTAN AFB ARIZ
RUEFHQA/CSAF AFOPR AFSME S
BT

(4)

~~SECRET~~ INDIS PAR SPAR PROJECT RIVET BIN DPLC/DPPM
FOR PAR/SPAR CONTACT OFFICERS. 12SAD CMO; 100SR7 CDM,
DCO; 4 SUBJ: 7475 RAMACS R-44 (U). YOUR (S) AFLOR
34 1815Z NOV 67 (NOTAL USAF).
WE CONCUR WITH THE SCHEDULE LISTED IN REFERENCED MESSAGE
WITH THE FOLLOWING COMMENTS:

- A. REF PARA 1.H.: RECOMMEND THAT RCO TRAINING BE
ADDED DURING THE TIME PERIOD FOR LCO TRAINING.
- B. REF PARA 1.G.: CAN S-19 BE USED FOR FREE FLIGHT
TRAINING AFTER PROPOSED 18 JAN 68 CAPTIVE FLIGHT?
- C. REF PARA 1.F. AND 1.K.: REQUEST 100SR7 OPS/

(4)

PAGE 2 RUCSAAA0483 ~~SECRET~~ INDIS
MAINTENANCE PERSONNEL BE INCLUDED IN THE FINAL VERIFICA-
TION AND VALIDATION OF TECH DATA.

D. SINCE AGE DELIVERY HAS A DIRECT BEARING ON THE
TRAINING PROGRAM, RECOMMEND THAT THE TRAINING SCHEDULE
BE ADJUSTED IF AGE DELIVERY SLIPS.

E. REQUEST AN ADDITIONAL CYCLE OF CONTRACTOR MAINTEN-
ANCE TRAINING DURING THE MONTH OF JAN 68, IE.,
ONE FLIGHT CONTROL CLASS (316X1P) 8-12
JAN 68 AND A RADAR ALTIMETER CLASS (311X1), 15-19 JAN
68.

AN EARLY RESPONSE WOULD BE APPRECIATED. GP 3.
BT

~~SECRET~~

NN

UNCLASSIFIED

0-6-6 9

UNCLASSIFIED

45/44 922

~~SECRET~~

(U)

OTTSZYUR RUMKNA6121 3171932-SSSS--RUMJDBA.

ZNY 00000

O 131852Z NOV 67

FM 15AF WARCH AFB CALIF

TO RUJDBA/125AD DAVTS-MONTAN AFB ARIZ

RUMJDBA/125SRM DAVIS-MONTAN AFB ARIZ

INFO RUCSRD/SRC OFFUTT AFB NEBR

BT

(U)

~~SECRET~~

125AD/125SRM FOR CMOR; REFERENCE 125SRM SECRET TEAD 06/162028;
SRC SECRET JOPREP JIFFY 3139 29 SEP 67, AND SAC DPLC SECRET
08/1718. SUBJ: COMBAT BUG (U). YOUR REFERENCED MESSAGE IN-
DICATES SUBSTANTIAL DATA HAS COLLECTED IN THE 31 OCT MSG 77
EGLIN TEST AND THAT POSITIONING OF THE DC-130 FOR LAUNCH IN SEA
UTILIZING THE MSG-77 IS FEASIBLE. IT IS DESIRABLE TO LAUNCH A
DROVE AT EGLIN IN CONJUNCTION WITH THIS EVALUATION, HOWEVER, IT
APPEARS THAT YOUR ASSETS WILL BE COMMITTED TO HIGHER PRIORITY
PROGRAMS THROUGH AT LEAST DEC 67. KNOWN AND POSSIBLE COMMITMENTS
INCLUDE AFLC 147-H OVERLAND; SAC 1475-TESTS AT POINT MUGU AND
MCGS UPGRADE TRAINING FOR TAO DC-130 CREWS. REFERENCED DPLC
MESSAGE HAS RECOMMENDED TO CSAF THAT SAC FLY THREE ADDITIONAL
OVERLAND 147H MISSIONS UPON COMPLETION OF THE AFLC TESTS. SAC

AT
(0001)

C-1

Inf
DOC 111

710-2
Dm 2
TEAD 1

REPRODUCED
11/16/74
1046

-BLASME

67-115

RECOMMENDED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DDI DIB 6200.10

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PAGE 2 RUMKNA6121 ~~SECRET~~

DESIRES DEVELOPMENT OF THE MSG-77/DC-130 CAPABILITY AS SOON AS
POSSIBLE. REQUEST YOU REEVALUATE YOUR PLAN FOR MEETING ALL OBJECTIVES
IN SRC REFERENCED MESSAGE WITHOUT CAPTIVE OR DRONE LAUNCHES AT
EGLIN. THIS REEVALUATION SHOULD INCLUDE EXTENSIVE USE OF YOUR MOST
EXPERIENCED ARCU'S AND GRU'S TO CORRELATE MCGS EXPERIENCE AND DATA
WITH THE MSG-77/DC-130 DATA. DC-130 NR 364 IS AVAILABLE AS REQUIRED
UNTIL GOING INTO MODIFICATION TO DC-130 CONFIGURATION ON 12 DEC 67.
CONSIDERING ONLY ONE DC-130 MCGS AIRCRAFT WILL BE AVAILABLE THROUGH
15 DEC, REQUEST YOU ADVISE EARLIEST DATE CAPTIVE AND LAUNCHES CAN
BE ACCOMPLISHED AT EGLIN. IF REQUIRED.

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Ac 67-3677

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PTTSZYUW RUEFHQA2248 3192213-SSSS--RUMJDBA.

(U) ZNY ~~SSSS~~
P 152144Z NOV 67
FM CSAF
TO RUCSAAA/SAC /DOSR/DPLC
RUEDFIA/AFLC/MCMX
INFO RUMKNA/5AF MARCH AFB CALIF /DOR/DPL
RUMJHEA/AFLC-LOR NAV COMM STA SAN DIEGO CALIF
RUMJDBA/12SAD DAVIS-MONTEAN AFB ARIZ /188SRW

Action Inf
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SUBJ: (U) COMBAT BUG.
1. FOR AFLC. UPON COMPLETION OF THE CURRENT 14TH OVERLAND FLIGHTS, REQUEST YOU ADVISE THIS HQ WHEN YOU CONSIDER THAT THE RECOGNIZED DEFICIENCIES HAVE BEEN CORRECTED BY THE MANUFACTURER.
2. FOR ALL. WHEN THE ABOVE INFORMATION HAS BEEN PROVIDED, THIS OFFICE WILL EVALUATE THE OVERALL 14TH DATA AND DETERMINE FUTURE COURSE OF ACTION: I.E., DEPLOYMENT OR FURTHER ZI EVALUATIONS. FOR PLANNING PURPOSES, THE FOLLOWING IS THE TENTATIVE PLAN OF SIMULTANEOUS ACTIONS UPON HQ USAF ACCEPTANCE OF THE 14TH SYSTEM:
A. IMMEDIATELY REINITIATE 14TH OPERATIONAL FLIGHTS WITH ASSISTANCE OF CONTRACTOR SUPPORT TEAM.

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PAGE 2 RUEFHQA2248 ~~SECRET~~

B. SAC FLY ZI 14TH CONFIDENCE FLIGHTS.
C. AFLC CONTINUE TO CLOSELY MONITOR 14TH OVERALL SYSTEMS AND SPECIFICALLY THE ENGINE AND FUEL CONTROLS. GP-4.
BT

REPRODUCED AT 3 YEAR INTERVALS;
EXPIRES AFTER 11 YEARS.
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PTTSZYUW RUBKNA6257 3291745-SSSS--RUMJDBA.
ZNY-SSSS
P 241630Z NOV 67
FM 15AF WARCH AFB CALIF
TO RUCSAAA/SAC/DPLC/DOSR/DWIC
RUMJDBA / 12STRATAEROSPOIV/C/ DAVIS MONTHAN AFB ARIZ
RUMJDBA/188STRATECONWG DAVIS MONTHAN AFB ARIZ
INFO RUEOFIA/NAVCOMSTA/AFLC-LOR
RUEOFIA/AFLC/MCMX
RUMJAH/PT MUGY NAS/AFLC-LOR-PM
BT

(U)

~~SECRET~~ LINDIS SPAR PAR DO/DW/DPL
THIS IS A BUMBLE BUG MSG. FOR 188SRW C/DCO/DCW.
SUBJ: SPA 147-H OVERLAND FLIGHTS (U)
1. REFERENCES: (A) SAC (S) 172338, NOV 67
(B) AFLC-LOR-PM 67541, 5 OCT 67
(C) AFOP/AFSVE (TS) 221529, NOV 67.
(2. REFERENCE (A) DIRECTS 15AF TO PLAN AND FLY THREE SAC SPA 147-H
OVERLAND CONFIDENCE FLIGHTS. REFERENCE (B) CONTAINS COMPLETE
GUIDELINES AND OBJECTIVES UTILIZED BY AFLC TO ACCOMPLISH RECENTLY
COMPLETED FLIGHTS OF SAME TYPE. AFLC FLIGHTS WERE DESIGNED TO
SIMULATE AS CLOSELY AS POSSIBLE OPERATIONAL MISSIONS. 15AF

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PAGE 2 RUBKNA6257 ~~SECRET~~ LINDIS
INTENDS TO FOLLOW AS CLOSELY AS POSSIBLE THE ESTABLISHED AND
PROVEN AFLC GUIDELINES, ROUTES, AND PROCEDURES TO GOVERN THE SAC
OVERLAND FLIGHTS. REFERENCE (C) DIRECTS 147-H DEPLOYMENT.
3. SUPPORT SIMILAR TO THAT GIVEN AFLC IN THEIR OVERLAND FLIGHTS
WILL BE REQUIRED BY SAC IN THE DUPLICATION OF THOSE MISSIONS BY
SAC CREWS. IN ORDER TO ASSURE THE AVAILABILITY OF ALL NECESSARY
SUPPORT AND TO ACHIEVE COORDINATION BETWEEN AFLC, FAA, CONTRACTOR
AND RANGE AGENCIES, REQUEST A MEETING BE SCHEDULED FOR 1200,
THURSDAY, 30 NOV 67, AT PT MUGU. SUBSEQUENT TO THIS MEETING AN
OPERATIONS DIRECTIVE WILL BE PUBLISHED AND DISTRIBUTED TO ALL
APPLICABLE AGENCIES. SPECIFIC MISSION DATES WILL BE AS DETERMINED
AT THE PT MUGU MEETING.
4. FOR 188SRW, (A) THE THREE SAC 147-H OVERLAND FLIGHTS WILL BE
PLANNED AND EXECUTED BY THE 188SRW WITH ASSISTANCE FROM HQ 15AF AS
REQUIRED. REQUEST LT COL PENNOCK CONTINUE AS 188SRW PROJECT OFFICER
IN ORDER TO PROVIDE MAXIMUM CONTINUITY OF OPERATION BETWEEN THE
JUST COMPLETED AFLC OVERLAND FLIGHTS AND PROGRAMMED SAC
CONFIDENCE FLIGHTS. SINGLE POINT OF CONTACT WITHIN
HQ 15AF IS DOR. FOUR "H" VEHICLES WILL BE IDENTIFIED IN ORDER TO
PROVIDE A BACKUP FOR EACH FLIGHT, A DIFFERENT SPA TO BE USED FOR

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

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PAGE 3 RUWBNKNA6257-SECRET-INDIS
FACH F) ARRANGE

FOR CONFERENCE ROOM AND IN COORDINATION WITH AFLC-LOR-PW NOTIFY
APPROPRIATE PERSONNEL REQUIRED FOR COMPLETE COORDINATION OF SAC
OVERLAND FLIGHTS. IN ORDER TO EXPEDITE COORDINATION
REPRESENTATIVES SHOULD, WHEREVER POSSIBLE, BE THE SAME AS THOSE
THAT PARTICIPATED IN THE AFLC MEETINGS.

5. REQUEST HQ SAC NEGOTIATE WITH AFLC FOR SUPPORT REQUIRED DURING
SAC OVERLAND FLIGHTS. ONLY OPERATIONAL ROLES WILL BE REVERSED
WITH SAC AIRCRAFT AND CREWS PERFORMING LAUNCH AND RECOVERY
FUNCTIONS. AFLC AIRCRAFT AND CREWS WILL BE REQUIRED TO PERFORM
PREVIOUS SAC ROLES OF DC-130 AIRBORNE BACKUP AND CH-3 ALTERNATE
RECOVERY. 6. FOR SAC. CONCURRENT 147-S AND 147-H OVERLAND
TESTING WILL REQUIRE THE 147SRW TO BE PLACED ON A 7 DAY PER WEEK
WORK SCHEDULE TO SUPPORT BOTH TESTS AND TRAINING REQUIREMENTS WITH
THE ONE AVAILABLE MCGS EQUIPPED DC-130. RECOMMEND THAT 147-H
OVERLAND TEST BEGIN AFTER CONCLUSION OF THE 147-S TEST TO MINIMIZE
THE IMPACT ON UPGRADE TRAINING.

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PTTSZYUJ RUX3KNA6154 342258-SSSS--RUXJDBA.

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P 252235Z DEC 67

FM 15AF MARCH AFB CALIF

O RUCSAAA/SAC DPLC/DVAC

RUCSRD/SRC OFFUTT AFB NEBR

RUXJDBA/12SAD DO/DM DAVIS MONTHAN AFB ARIZ

RUXJDBA/12SRW DCO/DCM DAVIS MONTHAN AFB ARIZ

RUEDFIA/AFLC MCXX BRIGHT PATTERSON AFB OHIO

RUXJHEA/AFLC LOR NAV COMV STN SAN DIEGO CALIF

RUXJAHK/POINT MUGU NAS CALIF

BT

~~SECRET~~ LINDIS SPAR/PAR/00 DEC 67.

POINT MUGU FOR SOLD SECTION, CODE 31 CAPT STEARNS, CODE 3214 VR SPARKS,

CODE 313 VR ZHALEN. SUBJ: COMBAT BUG/OVERLAND 147-H DRONE (U).

THIS MESSAGE IN TWO PARTS. PART I FOR ALL. A MEETING WAS HELD AT

POINT MUGU ON 31 NOV 67, TO DEVELOP PLAN FOR CONDUCT OF THREE SAC

OVERLAND 147-H SORTIES. THE FOLLOWING PLAN WAS DEVELOPED AND IS

SUBMITTED TO ALL ADDRESSEES FOR CONCURRENCE. ANY ADDITIONAL

RECOMMENDATIONS WILL BE WELCOMED: A. AN OPERATIONS DIRECTIVE WILL

BE ISSUED BY THIS HQTRS WITHIN FIVE DAYS. B. ROUTES WILL BE

IDENTICAL TO THOSE FLOWN BY AELC. C. OVERALL CONDUCT OF MISSION WILL

DECLASSIFIED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIB 6300.10

AT
10 DEC
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0410

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PAGE 2 RUW3KNA6754 ~~SECRET~~ LIVDIS

NEARLY IDENTICAL TO AFLC "H" OVERLAND MISSIONS EXCEPT THAT SAC AND AFLC WILL EXCHANGE DUTIES AND RESPONSIBILITIES.

D. TENTATIVE MISSION DATES ARE 9, 16 AND 23 JAN 68 WITH A BACKUP DATE ON WEDNESDAY FOLLOWING EACH SCHEDULE. THESE DATES WERE ELECTED BECAUSE 10TH SRN RESOURCES ARE COMMITTED TO WSQ-77 AND 147-S FLIGHTS THROUGH WEEK OF 15 DEC. ADDITIONALLY CERTAIN RANGE SUPPORT PERSONNEL WILL BE ON RELAXED SCHEDULE DURING 18 - 28 DEC AND WILL SUPPORT ONLY HIGH PRIORITY MISSIONS.

E. FOUR DRONES WILL BE IDENTIFIED FOR THIS OPERATION.

F. COL GEORGE NAKIS IS 10TH SRN PROJECT OFFICER AND IS AUTHORIZED DIRECT COORDINATION AS REQUIRED WITH ADDRESSEES OF THIS MESSAGE.

PART 14 FOR SAC.

RANGE COMMUNICATIONS SUPPORT PLAN NUMBER 52-67 DATED 6 OCTOBER 67, PREVIOUSLY USED IN THIS PROGRAM, HAS BEEN REVIEWED AT THIS HEAD-QUARTERS, AND PROVIDES THE REQUIRED COMMUNICATIONS SUPPORT. A MICROWAVE OPS CONTROL NET CONNECTS PT YUGU WITH VANDERBERG, EDWARDS, AND ELY WITH BACKUP FACILITIES TO EACH LOCATION. BOTH UHF AND HF RADIO FACILITIES ARE AVAILABLE AT PERTINENT LOCATIONS. FAA IS CONNECTED TO THE CONTROL CENTERS BY DEDICATED CIRCUITRY THROUGH

(u) PAGE 3 RUW3KNA6754 ~~SECRET~~ LIVDIS

PALMDALE. COMMERCIAL TELEPHONE SERVICE IS PROVIDED TO VCGS VANS AT YUGU, NELLIS, AND GREEN RIVER. CONFERENCE CALLS ORIGINATED AT PT YUGU TO ALL VAN LOCATIONS WILL PROVIDE ADEQUATE CONTROL COMMUNICATIONS AT THE MOST REASONABLE RATES. THE ONLY KNOWN COSTS WHICH SAC MUST ASSUME WILL BE PAYMENT FOR ANY LONG DISTANCE TOLLS SUCH AS THE CONFERENCE CALLS AND WILL BE APPROX ONE THOUSAND DOLLARS PER SORTIE. OTHER REQUIREMENTS FOR LD CONFERENCE CALLS SHOULD BE FROM PT YUGU TO PALMDALE, SALT LAKE CITY, AND DENVER FAA CENTERS TO PRECLUDE TYING UP THE FAA DEDICATED CIRCUITRY FOR EXTENDED PERIODS.

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RTTSZ YUW RUWBNK 6888 3428053-SSSS--RUWJDBA.
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R 072350Z DEC 67
FM 15AF MARCH AFB CALIF
TO 12SAD/188DCMD MONTAN AFB ARIZ
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~~SECRET~~ INFO IS (SPAR/PAR) DM48R
INFO DM, 12SAD. FOR SPAR/PAR CONTACT OFFICERS. THIS IS A RIVET
BIN MESSAGE. SUBJECT: SPAR/PAR BUMBLE BUG (U). SAC DCSR/DMA/
DLP (S) 051312Z DEC. SAME SUBJECT, IS QUOTED IN PART FOR YOUR
ACTION. QUOTE. REQUEST YOU INSURE THAT A DIFFERENT 14TH DRONE
AND 147S DRONE IS FLOWN ON EACH SAC OVERLAND/PNR CONFIDENCE
FLIGHT. UNQUOTE. GP-4
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RECORDED AT 8 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIB 5200.10

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PAGE 3 RUMKNA6139-~~SECRET~~ ILINDIS

PROGRAMMED IN A HOLDING PATTERN OF THE PACIFIC MISSILE RANGE. COURSE CORRECTIONS ARE OFTEN REQUIRED BY RANGE SAFETY WHILE OPERATING ON RANGE. IN THE EVEN SUCH CORRECTIONS ARE REQUIRED THEY SHOULD NOT BE CONSTRUED AS AUTOMATICALLY DEGRADING SYS RELIABILITY OR NAVIGATION ACCURACY.

PART II: MISSION PROFILE.

A. TRACK:

	COORDINATES	READING	NV FROM LAUNCH
LAUNCH	33 DEG 19'N-121 DEG 89'W ON 952 DEG T		8
TURN PT NO 1	49 DEG 12'N-118 DEG 11'W TO 127 DEG T		678
TURN PT NO 2	38 DEG 18'N-176 DEG 2'W TO 224 DEG T		878
TURN PT NO 3	35 DEG 58'N-189 DEG 13'W TO 381 DEG T		1868
TURN PT NO 4	37 DEG 54'N-113 DEG 29'W TO 232 DEG T		1378
TURN PT NO 5	36 DEG 22'N-116 DEG 18'W TO 234 DEG T		1468
TURN PT NO 6	33 DEG 23'N-121 DEG 14'W TO 368 DEG T		1798
TURN PT NO 7	34 DEG 12'N-121 DEG 41'W TO 127 DEG T		1858
TURN PT NO 8	33 DEG 19'N-119 DEG 42'W TO 278 DEG T		1978
TURN PT NO 9	33 DEG 82'N-121 DEG 27'W TO 368 DEG T		2978
TURN PT NO 10	34 DEG 82'N-121 DEG 39'W TO 127 DEG T		2148

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PAGE 4 RUMKNA6139-~~SECRET~~ ILINDIS

RECOVERY PT 33 DEG 55'N-119 DEG 22'W MANUAL FUEL OUT
TURN RADIUS 9.5 NV, TRACKS PLOTTED WITH RHUMS LINE (CONSTANT TRUE HEADING).

B. TARGETS: THREE PRIMARY SCORER TARGETS ARE DESIGNATED AS FOLLOWS:

1. MILFORD MUNICIPAL, UTAH 38 DEG 26'N-113 DEG 81'W
5888 FT HARD SURFACE ASPHALT RUNWAY
2. MANTI-EPHRAIM, UTAH 39 DEG 19'N-111 DEG 37'W
3588 FT HARD SURFACE ASPHALT RUNWAY
3. GUNNISON CO., COLO. 38 DEG 32'N-126 DEG 56'W
5588 FT HARD SURFACE ASPHALT RUNWAY (2NV LEFT OF TRACK)

FOUR ADDITIONAL TARGETS ARE DESIGNATED AS NAVIGATION ACCURACY CHECK POINTS. SCORER WILL BE PROGRAMMED ON OVER THESE TARGETS, HOWEVER, OBJECTIVE IS TO DETERMINE NAVIGATION ACCURACY THRU SCORER MATERIAL. THESE TARGETS ARE LOCATED AS FOLLOWS:

1. NORTH FORK VALLEY, PANNIA, COLO. 38 DEG 58'N-187 DEG 32'W
2. DURANGO-LA PLATA CO., COLO. 37 DEG 89'N-187 DEG 45'W
3. FARMINGTON MUNICIPAL, N.MEX. 35 DEG 44'N-138 DEG 14'W
4. GLEN CANYON, PAGE, ARIZ. 35 DEG 56'N-111 DEG 27'W

C. AN ALTERNATE RECOVERY POINT HAS BEEN SELECTED 9 NV EAST OF

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PAGE 5 RUBBNA6139 ~~SECRET~~ ILLINOIS
INDIAN SPRING AFB, ARK WITHIN RESTRICTED AREA 4886. 36 DEG 36'N-115
DEG 30'W. THIS SITE IS SUITABLE FOR HELICOPTER MID-AIR RECOVERY.
ALTERNATE MARS HELICOPTER, IF AVAILABLE, WOULD COVER THIS SITE BY
STAGING OUT OF NELLIS AFB, NEV. ADDITIONAL EMERGENCY RECOVERY SITES
WILL BE IDENTIFIED AROUND THE PLANNED PROFILE. SITES WILL BE LOCATED
SO THAT THE SPA WILL BE WITHIN POWER OFF GLIDE DISTANCE OF AN EMERGENCY
RECOVERY SITE AT ALL TIMES.

THE DC-133 TRACKS ARE PLANNED AS FOLLOWS:
D. AFLC DC-133 LAUNCH ACFT - DEPART NAS PT MUGU AND PROCEED UNDER
RADAR VECTOR TO LAUNCH PT. SPA REMOTE CHECKS WILL BE ACCOMPLISHED EN-
ROUTE. LAUNCH PT COORDINATES ARE 33 DEG 19'N-121 DEG 49'W ON 037 DEG
MAG HEADING. LAUNCH DC-133 WILL THEN PROCEED DIRECT VENTURA VORTAC
DIRECT DAGGET VORTAC DIRECT PEACH SPRINGS VORTAC DIRECT WINSLOW
VORTAC. ACFT WILL THEN PROCEED TO 20NM EAST OF WINSLOW THEN REVERSE
COURSE AND RETURN TO PVR VIA THE PREVIOUS VORTACS. THIS TRACK WILL
PROVIDE MAX UTILIZATION OF THE LAUNCH ACFT, AIR DIR, AS A DOWN RANGE
BACKUP STATION.

E. SAC DC-133 DOWN RANGE AIR DIR - DEPART NAS PT MUGU IMMEDIATELY
AFTER LAUNCH ACFT AND FOLLOW LAUNCH ACFT ON PVR UNDER RADAR VECTOR
WHILE PERFORMING REMOTE CHECKS ON EACH SPA. UPON COMPLETION OF CHECK

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PAGE 6 RUBBNA6139 ~~SECRET~~ ILLINOIS
ACFT WILL PROCEED DIRECT TO VENTURA VORTAC DIRECT PALMDALE VOR DIRECT
HECTOR VORTAC DIRECT NEEDLES VORTAC. ACFT WILL ENTER HOLDING PATTERN
50 AS TO DEPART NEEDLES AT LAUNCH TIME. AIR DIR WILL THEN PROCEED
OUTBOUND ON NEEDLES 350 RADIAL AND INTERCEPT THE BRYCE CANYON VORTAC
275 RADIAL INBOUND TO BRYCE CANYON. THEN DIRECT GREEN RIVER 38 DEG
55'N-118 DEG 45'W THEN DIRECT DOVE CREEK VORTAC DIRECT BRYCE
CANYON VORTAC DIRECT LAS VEGAS VORTAC DIRECT PALMDALE VOR DIRECT PVR.
THIS FLIGHT PATH WILL PLACE THE AIR DIR WITHIN TRACKING RANGE OF THE
SPA FROM LAUNCH PLUS 200 NM UNTIL LAUNCH PLUS 1600NM.

PART III: ADDITIONAL MISSION SUPPORT FACILITIES.
THE FOLLOWING SUPPORT WILL BE REQUIRED FROM AFLC SOLO SECTION.

A. DC-133 AIRCRAFT AND CREW EQUIPPED TO LAUNCH TWO (2) 147H SPA'S
WITH OPERATIONAL AIR DIRECTOR. 10TH SRG WILL FURNISH TWO (4)
QUALIFIED LAUNCH CONTROL OPERATORS (LCO), ONE QUALIFIED AIRBORNE
REMOTE CONTROL OPERATOR (ARCO) AND ONE QUALIFIED AIRBORNE RADAR
TECHNICIAN (ART) TO MAN THIS AIRCRAFT.

B. CH-3 VARS HELICOPTER AND CREW TO ACT AS ALTERNATE RECOVERY
AIRCRAFT STAGING OUT OF NELLIS AFB, NEV.

C. TWO (2) TPX MCG CONTROL VANS WITH 147H QUALIFIED GROUND
REMOTE CONTROL OPERATOR AND GROUND RADAR TECHNICIAN.

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PTTSZYUR RUM3KNA6148 3489332-SSSS--RUMJDBA.

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P 132332Z DEC 67

FM 15AF MARCH AFB CALIF

TO RUMJDBA/12SAD /DO/DW/ DAVIS MONTHAN AFB ARIZ

RUMJDBA/12S7W /DCO/DCV/ DAVIS MONTHAN AFB ARIZ

RUEDF4A/AFLC /VCVX/ WPAFB OHIO

RUMJMEA/AFLC/LOR NAV COM STN SAN DIEGO CALIF

RUMJAHN/NAS POINT MUGU CALIF

INFO RUCSAAA/SRC /DPLC/DW4C/ OFFUTT AFB NEBR

BT

~~SECRET~~ LINDIS SPAR/PAR/DO. FIANAL SECTION OF TWO SECTIONS.

PART IV: COMMUNICATIONS.

AIR TO GROUND AND AIR TO AIR COMMUNICATIONS WILL BE PRIMARY UHF RADIO AND BACKUP HF SSB RADIO. LANDLINE COMMUNICATIONS BETWEEN TRACKING RADAR SITES WILL USE EXISTING PVR NETS. A SPECIAL LAND LINE CONFERENCE NET WILL BE ESTABLISHED FOR COMMUNICATIONS BETWEEN VCG CONTROL VANS AND PVR TRACKING AND CONTROL ROOM. THE FOLLOWING STATIONS, CALL-SIGNS AND EQUIPMENT WILL BE USED DURING THE MISSIONS.

STATION	CALL SIGN	FUNCTION	UHF	HF	CONF	NET
DC-138 (SAC)	RED COA 85	AIR DIRECTOR	X	X		
DC-138 (SAC)	RED COA 85	ARCO	X	X		

PAGE 2 RUM3KNA6148 ~~SECRET~~ LINDIS

DC-138 (AFLC)	RED COA 86	LAUNCH	X	X		
DC-138 (AFLC)	RED COA 86	ARCO	X	X		
CH-3 (SAC)	RED COA 98	PRI RECOVERY	X	X		
CH-3 (AFLC)	RED COA 91	ALT RECOVERY	X			
TPA-1 PT VUGU	RED COA 21	GND DIRECTOR	X			X
TPA-1 LAGUNA PK	RED COA 22	GND DIRECTOR	X			X
TPA-2 NELLIS AFB	RED COA 23	GND DIRECTOR	X			X
TPA-2 GREENRIVER	RED COA 24	GND DIRECTOR	X			X
PACIFIC WSL	PLEAD ALPHA	RRADAR TRACK & RANGE	X	X		X
EDWARDS RANGE (TBA)		PRI PLOTTING				
EDWARDS RANGE (TBA)		RADAR TRACK	X	X		
WHITE SANDS RANGE (TBA)		RADAR TRACK	X	X		
FT HUACHUCA RANGE (TBA)		RADAR TRACK	X	X		
PVR RECOVERY BOAT HOSTILE		WATER RECOVERY	X	X		

METHOD

PART V: RANGE/MISSION SAFETY.

THE FOLLOWING REQUIREMENTS HAVE BEEN ESTABLISHED BY PVR RANGE SAFETY:

A. SPA WILL BE EQUIPPED WITH A FOUR (4) MIN LOST CARRIER DELAY.

B. TRACK WILL BE PLANNED SO AS TO HAVE TRACKING AND COMMAND CAPABILITY FROM AT LEAST TWO (2) VCG STATIONS AT ALL TIMES.

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C. TRACK WILL BE PLANNED SO AS TO ASSURE CONTINUOUS "C BAND" TRACKING AND PLOTTING CAPABILITY. PVR WILL USE ALL AVAILABLE TRACKING RADAR TO ACCOMPLISH THIS COVERAGE.

D. MAXIMUM ALLOWABLE DEVIATION FROM PLANNED TRACK IS:

1. CROSSING PACIFIC COAST - 3.5 NM.
2. LEG NO 1 EAST OF WESTERN BOUNDARY OF R2588 - 20 NM.
3. LEG NO 2 - 25 NM.
4. LEG NO 3 - 30 NM.
5. LEG NO 4 - 35 NM.
6. LEG NO 5 EAST OF WESTERN BOUNDARY OF R2588 - 20 NM.
7. CROSSING PACIFIC COAST - 3.5 NM.

8. AFTER RETURN TO PVR MUST REMAIN WITHIN RANGE BOUNDARIES.

E. THE MINIMUM ALTITUDE TO CONTINUE FLT OVER MAIN LAND IS 5500 FT.

F. PORTIONS OF THE DRONE(S) WILL BE PAINTED TARGET DRONE ORANGE WITH THE WORDS "U.S. AIR FORCE-TARGET DRONE" PAINTED ON BOTH SIDES.

G. INQUIRIES, IN THE EVENT OF INCIDENT OR ACCIDENT, WILL BE REFERRED TO HQ, USAF.

H. IN ADDITION TO THE ABOVE SAC HAS IDENTIFIED FIVE SPECIFIC IN FLT DECISION POINTS. DETAILED CRITERIA WILL BE ESTABLISHED AND MET PRIOR TO CONTINUING THE MISSION PAST EACH OF THESE POINTS. EXACT

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PAGE 4 RUMKNA6147 ~~SECRET~~ L1V015

GEOGRAPHICAL LOCATION OF DECISION POINTS WILL BE PORTRAYED ON ALL VCG AND RADAR PLOTS. GENERALLY THE POINTS ARE AS FOLLOWS:

1. POINT ON THE INITIAL INBOUND LEG 15NM PRIOR TO REACHING THE COAST LINE 34 DEG 14'N-119 DEG 44'W. THIS POINT WAS SPECIFIED BY PVR RANGE SAFETY AND WILL BE THE DECISION POINT FOR EVALUATING SPA CLIMB PERFORMANCE.
 2. A POINT ON THE INITIAL LEG WHEN THE PLANNED TRACK CROSSES THE EASTERN BOUNDARY OF RESTRICTED AREA R2588. 36 DEG 17'N-116 DEG 44'W. THIS POINT WILL ALLOW FURTHER EVAL OF SPA PERFORMANCE, AND A FINAL CHECK ON DOWN RANGE SUPPORT EQUIPMENT.
 3. A POINT ROUGHLY EQUAL TO 2 ABOVE ON THE OUTBOUND LEG. AT THIS POINT THE DECISION WILL BE MADE TO CONTINUE ALONG THE PLANNED TRACK TO RECOVERY ON THE PVR OR TO RECOVER IN THE ALTERNATE RECOVERY AREA, R4826. IF FLT IS TO CONTINUE TO PVR IT WILL BE AFTER THIS POINT THAT A MANUAL COURSE CORRECTION IS ANTICIPATED.
 4. THE FINAL DECISION POINT WILL BE WHEN THE SPA CROSSES THE PVR RANGE BOUNDARY. RECOVERY MAY BE COMMANDED AT ANY TIME AFTER CROSSING THIS POINT IF SPA CONDITION OR STATUS WARRANTS.
- PART VII: PRE-MISSION BRIEFING.
A DETAILED PRE-MISSION BRIEFING WILL BE CONDUCTED AT POINT VUGU NAS,

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