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Jul 1966 - Mar 1967

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Historical Research Division
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TS 1966 - Mar 1967

K-50-RGN-350-HK

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HISTORY
H.Q. SAC DXIH 67-4006
of

350TH STRATEGIC RECONNAISSANCE SQUADRON
100TH STRATEGIC RECONNAISSANCE WING

1 JULY 66 - 31 MARCH 67

(Unclassified Title)

Assigned To:

12TH STRATEGIC AEROSPACE DIVISION
FIFTEENTH AIR FORCE
STRATEGIC AIR COMMAND

Stationed at
Davis-Monthan Air Force Base, Arizona

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Subdivision <i>100SRN, H. H. M. M. M.</i>

VOLUME II OF TWO VOLUMES

COPY 1 OF 2 PAGES

RE DECLASSIFIED REVIEW AGA-51
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CE
DOIR
CHAPTER V: FACILITIES

OL-20 & Detachment-10..... 64

CHAPTER VI: SPECIAL ACTIVITIES

Drone Recovery Reports..... 68

Reconnaissance Program Classification..... 68

105527 Indoctrination Program..... 68

Drone Water Recovery Gear..... 69

Low Level Launch Navigation..... 70

Photography OF MARS..... 71

Special Events At OL-20 & Det-10..... 71

DOIR SUMMARY..... 74

APPENDIX

PHOTOGRAPH..... 75

BIBLIOGRAPHY..... 76

GLOSSARY..... 77

LIST OF SUPPORTING DOCUMENTS..... 83

Note: Vol I stops at page 24 and SD 120

Vol II starts at page 35 and SD 121 thru 127

SDs 276 thru 297 not cited in footnote
See pg 99 of narrative

Old classification guide at SD 262

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(U)

(S)

Early in June 1966, the Assistant Secretary of the Air Force was briefed on the shortage of drones that was projected to last through September 1966. A method of alleviating the shortage was determined.

74

(U)

(S)

Due to the high priority requirements of southeast Asia, SAF directed that 40 BQM-34A drones be modified to provide an interim capability. Ten of the drones were to be quickly modified to a decoy configuration with camera beginning 19 July 1966 and completed by 12 August 1966.

75

(U)

(S)

The modified BQM-34A was designated the 147NX. The modification included a dead reckoning navigation system with a MA-1 compass and a Dash 9 programmer, a camera, an "S" band beacon, an ARW-59 command radio and a standard recovery system without MARS. SAC was authorized to conduct one successful test flight for the purpose of evaluating operational capabilities and characteristics. The mission objectives for a captive and free flight were stated.

76

74. Msg (S) LIMDIS DM4C 06723 Jul 66. Subj: Modification Approval. Ex 121.

75. Msg (S) LIMDIS AFSME-S 82664 Jul 66. Subj: 147NX Modification. Ex 122.

Msg (S) DOSRS/DPLC3 07261 Jul 66. Subj: 147NX. Ex 123.
Ref Ex 121.

76. Ref Ex 123.

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(U)
(S) The first 147NX was completed on 8 August 1966. SAC informed all concerned of the instructions for the first test flight and followed with some changes. 77

(U)
(S) The validity of the captive flight to test the P-2 camera, on 18 August 1966, was questionable because the film negative was overexposed. 78

(U)
(S) The first 147NX operational free flight test was made on the Holloman AFB, New Mexico range on 26 August 1966. This test resulted in an uncommanded recovery. 79

(U)
(S) The second 147NX was launched from DC-130 461 on 29 August 1966. Control was lost 22 minutes after launch due to a malfunction within the drone. It was recovered with very minor damage. 80

-
77. Msg (S) DM4C 07464 Aug 66. Subj: 147NX Delivery. Ex 124.
Msg (S) DOSRS DPLC-3 07551 Aug 66. Subj: 147NX Test Flight. Ex 125.
Msg (S) LIMDIS MCMX 05075 Aug 66. Augj: Procurement Instructions. Ex 126.
Msg (S) DOSRS DPLC3 07730 Aug 66. Subj: 147NX Profile. Ex 127.
Msg (S) DM4C 07854 Aug 66. Subj: 147NX Training. Ex 128.
78. Msg (S) DICS 00902 Aug 66. Subj: Lightning Bug Test. Ex 129.
79. Msg (S) 350SRS 38363 Aug 66. Subj: 147NX Flight Test. Ex 130.
80. Msg (S) 350SRS 38364 Aug 66. Subj: 147NX Mission Summary. Ex 131.

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(u)
(s) AFLC reviewed the mission of NX-2 and stated that it did not simulate an operational profile. SAC reviewed the results of all three flights and considered it inadvisable to deploy the 147NX until a reason could be found for the malfunctions. Another mission was scheduled for 2 September 1966 at this time. 81

(u)
(s) The third free flight test was on 6 September 1966. The main chute failed to release on impact and the drone was recovered with minor damage. The SPA had to be manually controlled on occasion due to the limitations of the Holloman range. 82

(u)
(s) Fifteenth AF recommended that the test activity be transferred to Pt Mugu. The Holloman range was considered too small to properly evaluate the capability of the 147NX. Confirmation of range time at Mugu was received for 9 September 1966. 83

(u)
(s) Meanwhile, SAC requested that AFLC perform a three week test and evaluation of the 147NX to prove the system. 84

-
81. Msg (S) LOR 604 Sept 66. Subj: 147NX Mission Review. Ex 132.
Msg (S) DOSRS 08432 Sept 66. Subj: 147NX Problems Ex 133.
82. Msg (S) 350SRW 28367 Sept 66. Subj: 147NX Test Flight #3.
Ex 134.
83. Msg (S) DOR DM4 02166 Sept 66. Subj: Holloman Range.
Ex 135.
84. Msg (S) LMDIS DM4C 08704 Sept 66. Subj: 147NX Testing.
Ex 136.

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(u)
(s) The fourth flight was conducted at Pt Mugu as scheduled on 9 September 1966. The stability of the recovery appeared to be out of trim to the right. The drone was recovered with minor damage.
85

(u)
(s) Fifteenth reviewed the problems with the 147NX for SAC at this point. The problems were a heading error, airspeed adjustment, turn radius adjustments and camera deficiencies. At the same time, 15AF requested the performance criteria be made available so that guidance could be provided. SAC requested that AFLC be provided with the excellent reporting format used by the 100SRW.
86

(u)
(s) Another free flight was scheduled and flown on 24 September 1966. The 147NX was launched from DC-130 514 in a normal manner. It was programmed to photograph San Nicholas Island but missed by approximately three miles. All test objectives were considered met.
87

-
85. Msg (S) LOR FM 0058 Sept 66. Subj: 147NX Test Summary.
Ex 137.
86. Msg (S) DOR DM4B 02149 Sept 66. Subj: Lightning Bug.
Ex 138.
Msg (S) DOR 02177 Sept 66. Subj: Lightning Bug. Ex 139.
87. Msg (S) LINDIS DM4C 09463 Sept 66. Subj: Activity Report.
Ex 140.

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(u)
(S) AFLC informed the 100SRW CSAF had directed that no peculiar spares for the 147NX and 147NP drones would be provided. All outstanding orders for these drones would be automatically cancelled. All spares presently in the field were permitted for use until further instructions were issued. 88

(u)
(S) SAC informed the 100SRW that AFLC flight testing of the 147NX was concluded on 30 September 1966. All programming flight information would be emphasized in technical data. Information to update 147NX-1 through G would be made available on 5 October 1966. 89

(u)
(S) SAC directed that a test flight be completed on one 147NX drone by Air Force personnel as soon as possible so that remaining drones could be deployed. Fifteenth AF coordinated the schedule with the Naval Air Station at Pt Mugu flight. 90

-
88. Msg (S) LOR 710 Oct 66. Subj: Lightning Bug. Ex 141.
89. Msg (S) DOR 02262 Oct 66. Subj: 147NX Flight Test. Ex 142.
90. Msg (S) DOSRS DPLC-C 09893 Oct 66. Subj: 147NX Flight Test. Ex 143.
- Msg (S) DOR DM4B 02279 Oct 66. Subj: Lightning Bug. Ex 144.

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(U)
(S)

The test flight was flown as scheduled on 17 October 1966. Overall, it was considered the best 147NX flight by SAC to date. The low level heading accuracy was exceptionally good. 91

(U)
(S)

The first four 147NX drones were delivered to the OL in October 1966. Training personnel to handle the vehicle was not a problem. Only the scorer KS-67 was new in this model. Personnel had trained at Pt Mugu during the AFLC testing period. 92

(U)
(S)

The original tests of the model were performed by the 100SRW. Because of the failures during the first three tests, the program was turned over to AFLC. The 100SRW did not have the capability to correct an engineering design problem that existed in the vehicle at the time.

(U)
(S)

Early in the program 15AF requested that SAC consider installing a mid-air recovery system in the 147NX. During all of the tests only ground recoveries were used. Operational flight made at the OL also used a normal recovery. 93

-
91. Msg (S) LOR-PM-00065 Oct 66. Subj: 147NX Test Flight. Ex 145.
92. Msg (S) LIMDIS DM4C 09561 Oct 66. Subj: 147NX Deployment. Ex 146.
Ref Ex 91.
Msg (S) LIMDIS DM4 05515 Aug 66. Subj: 147NX Training. Ex 147.
93. Msg (S) LIMDIS DM4 05598 Sept 66. Subj: 147NX. Ex 148.
Msg (S) DOR DM4B 00061 Aug 66. Subj: 147 NX MARS. Ex 149.
References Ex 91, 94 & 95.

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(U)
(S) At a Lightning Bug conference on 23 September 1966, a formula for accepting new weapons systems under Big Safari projects was discussed by USAF, AFLC and SAC. A course of action was discussed and outlined for future weapons systems developed. 94

(U)
(S) AFLC is engaged in designing, testing and developing new systems for the Rivet Bin program. It is also engaged in a program to improve the products already in operation. A few examples will illustrate how this program is effected. 95

(U)
(S) In July 1966, AFLC was informed of specific problems associated with the mid-air recovery system. These problems were chute oscillation, load line separations and the MARS release mechanism. 96

(U)
(S) AFLC informed SAC of the efforts being expended in the attempts to solve these problems. In summary, AFLC stated that MARS product improvement efforts were providing test data which would improve the reliability and operational mission capability of the components therein. SAC was reminded that the program

94. Msg (S) DOSRS DPLC 09754 Oct 66. Subj: Big Safari. Ex 150.

95. Ref 350SRS, 100SRW Hist Apr-Jun 66.

96. Msg (S) LIMDIS DM4 06616 Jul 66. Subj: MARS. Ex 151.

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did not guarantee that all problems would be solved in the final
97 result.

(U)
(S) A conference was held at AFLC on 16 August 1966 and a
decision was made to permit the use of diagonal pliers instead
of a knife to cut the apex cutter loose. This was an interim
procedure to be used until the apex cutter could be redesigned.
This method was prompted by an incident that occurred at OL-20
98 on 5 August 1966 during the recovery of SPA-37.

(U)
(S) OL-20 submitted a recommendation for an eight step fix
on G-1 to AFLC shortly after its arrival in September 1966. AFLC
99 investigated the recommendation and considered it unsuitable.

The 147H Program

(U)
(S) The H program began in May 1966. The first operational
model was delivered to the 100SRW on 7 November 1966. Earlier a
serious misunderstanding developed over verification of the tech
data. A tech data validation team was scheduled to arrive at

-
97. Msg (S) LIMDIS MCMX 04650 Jul 66. Subj: Product Improvement
Program (PIP). Ex 152.
98. Msg (S) DOR 02110 Aug 66. Subj: Blue Springs. Ex 153.
99. Ref Ex 90.
Msg (S) DOSRS 08733 Sept 66. Subj: G-1 Deployment.
Ex 154.
Msg (S) LOR 700 Sept 66. Subj: Wide Bush. Ex 155.

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Davis-Monthan AFB on the same day as the operational H to make
100
corrections.

(u)
(S) Testing continued on other H models throughout this
reported period. A new MARS configuration was used at Pt Mugu
during the 147H tests. It was designated as the MARS II system.
It included the 24 foot ring slot engagement chute and the 2500
pound shear pin. This system was made available for G & J
101
requirements in February 1967.

(u)
(S) Twenty-three fuel leaks were discovered in the first
three H models that were delivered to the 100SRW. SAC requested
102
immediate assistance to obtain an immediate fix.

-
100. Msg (C) DM4 05656 Oct 66. Subj: 147H Tech Data. Ex 156.
Msg (S) LIMDIS DM4C 09738 Oct 66. Subj: 147H Tech Data.
Ex 157.
101. Msg (S) LIMDID Pt Mugu NAS DAC PM 66192 Nov 66. Subj:
H Test. Ex 158.
Msg (S) SAC Pt Mugu, NAS LOR-PM-66-222 Dec 66. Subj:
H Test. Ex 159.
Msg (S) LIMDIS DM4C 12735 Dec 66. Subj: Big Safari.
Ex 160.
Msg (S) LIMDIS LOR-PM-66230 Dec 66. Subj: H Test.
Ex 161.
Msg (S) NOFORN 9RTS 02453 Feb 67. Subj: 147H Test II.
Ex 162.
Msg (S) LIMDIS DPLC1 11677 Nov 66. Subj: MARS II.
Ex 163.
Msg (C) DM4 05892 Dec 66. Subj: MARS Shear Pin. Ex 164.

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(u)
(S) The first H models were in operation at OL-20 in February 1967. For planning purposes the proposed date was 1 November 1966.

The 147J Program

(u)
(S) Testing of J model drones was carried out by AFIC during most of the past nine months. These tests are made as part of the effort to provide SAC with an improved product.

(u)
(S) The design range of the J model is 150 nautical miles at low level altitudes. It has a cruise climb to above 45,000 feet for a total of 600 nautical miles at a true airspeed of 420 knots. The navigational accuracy of the J is three percent of the distance traveled.

(u)
(S) A post recovery beacon was installed on all J drones beginning with J-18. This fix was requested by SAC at a conference in April 1966.

103. Ref Ex 97.
Ref Ex 49.

104. Msg (S) DOSRS 00235 Jan 67. Subj: Rivet Bin. Ex 166.

105. Msg (S) DOR 02489 Dec 66. Subj: Post Recovery Beacon.
Ex 167.
Ref 350SRS, 100SRW Hist Apr-Jun 66. P 18.

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(u)
(s) An example of some of the tests conducted on the J are provided in the documents listed below. As soon as possible after a test is completed with the desired results, the SPA is deployed
106
to the operating location.

(u)
(s) For training purposes the 100SRW was assigned one each 147G-J&H SPA. In addition, the unit received permission to install a TD-3 transponders in the vehicles. Fifteenth AF sought and received Ryan and Sperry assistance to install the transponders
107
in the drones.

(u)
(s) Earlier in this chapter, it was stated that the unit was to receive BQM-34A drones for training. In October permission was

106. Msg (S) DOSRS/DPLC-3 11829 Dec '66. Subj: Lightning Bug.

Ex 168.

Msg (S) LIMDIS DM4C 12577 Dec 66. Subj: Big Safari.

Ex 169.

Msg (S) LIMDIS DM4C 12666 Dec 66. Subj: Drone Deployment.

Ex 170.

Msg (S) LIMDIS DM4C DOSR 01226 Feb 67. Subj: 147J SPA.

Ex 171.

Msg (S) LIMDIS LOR PM 67041 Feb 67. Subj: J Test.

Ex 172.

Msg (S) LIMDIS LOR PM 67049 Feb 67. Subj: J-26 Test.

Ex 173.

107. Msg (S) LIMDIS DM4C 09468 Sept 67. Subj: TD-3 Transponder.

Ex 174.

Msg (S) DOT 09550 Oct 66. Subj: Training. Ex 175.

Msg (S) DM4 05649 Oct 66. Subj: TD-3 for BQM-34A.

Ex 176.

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given to remove one from storage for training. In February 1967,
permission was given to remove one each month to replace a
terminated vehicle. No more than five were authorized. 108

(U) By February 1967, three drones had been lost. This
exceeded the planned attrition rate of one per month in the first
two months of the calendar year. Strict control of the remaining
assets was required as a result. In the meantime, a fact finding
board was formed and assigned the task of investigating the losses. 109

PROJECT NICKNAMES & DEFINITIONS

(U) Provided below is a list of SAC nicknames and definitions
of projects that pertain to the 350SRS, 100SRW. 110

108. Msg (S) AFXOPFR 80664 Oct 66. Subj: Training BQM-34A.
Ex 177.

Msg (C) DM4B 05122 Feb 67. Subj: BQM-34A Assignments.
Ex 178.

109. Msg (C) DM4C 10567 Feb 67. Subj: BQM Incidents. Ex 179.
Msg (S) LMDIS VC 00008 Feb 67. Subj: Fact Finding Board.
Ex 180.

110. Files 100SRW Operations/Plans Division.

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High Bar - SAC world wide drone operations.

Blue Springs - SAC photo drone operations. Assigned to the 100SRW.

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

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

Compass Arrow - Follow on drone assigned to the 100SRW.

THE AIRBORNE MICROWAVE COMMAND GUIDANCE SYSTEM (MCGS)

(S) The airborne MCGS was installed in the DC-130 launch aircraft for use with the model 147H and Compass Arrow (formerly White Hawk) drones. Ground based MCGS vans replaced the MSQ-70 recovery radar. The MSQ-70 provided recovery operations only and had to be located on a surveyed site.
111

(S) The DC-130E flying crew was increased by a drone Recovery Control Officer and a Radar Operator Technician.
112

(S) The van system is maintained by the Radar Systems Operator, Radar Maintenance, TD-3 Radar-Beacon checkout and maintenance and Special AGE Maintenance Technicians.
113

111. Msg (S) DOSR 0118 Feb 66. Subj: MCGS. Ex 181.

112. Ibid.

113. Ibid.

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(U)
(S) The MCGS acquires the drone immediately after launch and controls the drone for course correction and for emergency fuel dump and recovery. It retains control of the drone up to approximately 200 nautical miles by van control, airborne DC-130 control or by ground positioned DC-130 control at 125 nautical miles.

114
The distances stated are theoretical concept of operations.

THE COMPASS ARROW PROGRAM

(U)
(S) A Compass Arrow (formerly White Hawk) training support conference was held at Davis-Monthan AFB, Arizona on 10-11 August 1966. The purpose of the conference was to identify training requirements and to establish a basis for ATC to develop a training plan to support category II and III test programs and to support the operational system. The training dates on some courses were changed so that production hardware items and technical data could be made available for training.

114. Msg (S) DOSR 0118 Feb 66. Subj: MCGS. Ex 181.

115. Msg (S) LIMDIS ATTAR-B 39736 Jul 66. Subj: White Hawk.

Ex 182.

Msg (S) LIMDIS ATTAT-B 39921C Sept 66. Subj: White Hawk.

Ex 183.

Msg (S) DOT 08981 Sept 66. Subj: Tra.

Msg (S) LIMDIS LOR 135 Feb 66. Subj: White Hawk Training.

Ex 185.

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(U)
(S) A Compass Arrow MARS meeting was held at Sikorsky Aircraft Company on 21-22 November 1966. Areas discussed were the CH-3E aircraft configuration and improvement of its hover performance. A future problem of MARS tech data was also identified.
116
at the meeting.

(U)
(S) By March 1967, four 147NP drones had been modified with an electronic strobe night photographic capability and have been redesignated as 147NRE drones. The first NRE is scheduled to be test flown on 27 April 1967. If the test is successful and accepted by AFLC for the Air Force, SAC will deploy one 147NRE as soon as possible.
117

116. Msg (S) LIMDIS DOT 02399 Nov 66. Subj: Compass Arrow Mars Meeting. Ex 186.
Msg (U) DM4BR 59999 Oct 66. Subj: CH-3E Tech Data.
Ex 187.
Msg (S) LIMDIS DPLC 12627 Dec 66. Subj: Compass Arrow.
Ex 188.
Ref Ex 8.

117. Msg (S) AFXOPFR 81746 Mar 67. Subj: Lightning Bug.
Ex 189.

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~~(U)~~
~~(S)~~ The MARS III systems for the 147NP is scheduled for delivery starting 10 April 1967. Parachutes are presently the only area of support which prohibits the full operational test of the 147NP.
118

~~(U)~~
~~(S)~~ Self sealing tank installation in CH-3E aircraft began during the week of 13 March 1967. A team from Lockheed Aircraft was scheduled to perform the installation at Davis-Monthan AFB.
119

~~(U)~~ The current manpower authorizations on the 100SRW UMD are based on six separate cells operating at two overseas OLS with 147 series SPAs only. It does not reflect Compass Arrow manpower requirements. January 1968 was selected as the effective date for changing the UMD to Compass Arrow authorizations.
120

~~(U)~~ In March 1967, the Compass Arrow Programming Plan 3-67 was being coordinated in SAC Headquarters.
121

118. Msg (S) LMDIS MCMX 01194 Mar 67. Subj: Big Safari. Ex 190.

119. Ibid.
Msg (U) WRNDP 36958 Mar 67. Subj: CH-3E Self Sealing Tanks.
Ex 191.

120. Msg (S) LMDIS SPAR/DPLM/DPLC3 02814 Mar 67. Subj: 100SRW UMD. Ex 192.

121. Msg (U) EFTO DPLC3 18803 Mar 67. Subj: Compass Arrow.
Ex 193.

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100SRW PARACHUTE REPACK PROGRAM

(U) Fifteenth AF notified the 100SRW that a training parachute repack capability would be established at Davis-Monthan AFB. A target date of 15 June 1967 was suggested to permit orderly phase in of personnel, training, acquisition of bench stock and other equipment. The 100SRW was requested to include problems and status on U-89 reports until full capability existed. It was requested that plans include a repack capability for chutes used in training.
122

(U)
(S) The 100SRW reported that present manning was not sufficient to meet a repack date of 17 April 1967. Three additional IDY 3-level chute packers would be required. Training representative assistance for chute pack training would also be required.
123

(U)
(S) The long term manning requirement was submitted to SACMET-2 with requested changes.
124

122. Msg (U) EFTO DM4 51746 Mar 67. Subj: Training Chute Repack Capability. Ex 194.

123. Ref Ex 8. U-89 Report.

124. Ibid.

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(u)
(s) SAC changed the repack operational date from 30 June 1967 to 17 April 1967. This did not give the unit needed lead time in all areas. The time factor is considered a problem area by the 100SRW. 125

(u)
(s) A packing table was under construction but space is a limiting factor. Only one table can be used. 126

(u)
(s) A 50 ton Drake Air Press was procured by LOR for SAC and was received by the 100SRW on 30 March 1967. Operating and servicing instructions were not included with the delivery. Assistance was requested from Holloman AFB, New Mexico and Pt Mugu NAS, California. 127

(u)
(s) Another limiting factor is that the air compressor required for operation of the press was not included and none is available in or near the parachute shop. An attempt will be made to operate with a portable compressor. 128

125. Ref Ex 8. U-89 Report.

126. Ibid.

127. Ibid.

128. Ibid.

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MARS II PLANNING

(U) SAC identified support requirements for the MARS II training program within the 100SRW in December 1966. These requirements were to have been priced by AFLC and forwarded to USAF for approval and funding. AFLC/LOR did an admirable job of supplying assets from existing resources to keep the training program alive. But since presentation and identification of the training program support requirement, changes have occurred. A review of the program was considered necessary in the opinion of 15AF.

BQM Modification to Big Safari

(U) The BQM drone modification program began with the arrival of a team of Ryan engineers at Davis-Monthan AFB on 19 July 1966. In August 1966, it was recommended by 15AF these vehicles be made part of the Big Safari Program. The technical data changes for peculiar systems were not understood by WRAMA and it was virtually impossible to make AFTO Form 22 changes.

1. Msg (S) LIMDIS DM4BR Feb 67. Subj: MARS II Planning. Ex 195.
2. Msg (S) DM4 05427 Jul 66. Subj: BQM Modification. Ex 196.
Msg (S) LIMDIS DDM 05434 Jul 66. Subj: BQM Modification. Ex 197.
Msg (S) DM4 05540 Aug 66. Subj: BQM-34A. Ex 198.
Msg (S) DM4D Oct 66. Subj: BQM-34 Modification. Ex 199.
Msg (C) DM4 05020 Jan 67. Subj: Emergency AFTO 22. Ex 200.

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Spares & Equipment

~~(S)~~ (U) At the Blue Springs conference held in June 1966, it was agreed that an 80 percent fill in rate was necessary on equipment and spares for DC-130E, CH-3E and 147H aircraft. In November 1966, the OL reported that problem areas in supply continue to consist of long time delays in receiving some high priority items. The time lag for certain items had been reduced by 50% through closer coordination by all concerned. In the following month AFLC reported that the 54% fill in rate in support of 147H, CFE peculiar only, was ahead of the projected spares delivery schedule which called for 50% by 13 January 1967, 75% by 24 February 1967 and 100% completed by 14 April 1967. AFLC advised that both SAC and prime support activity exercise care to insure requirements were rapidly identified and forwarded.³

Emergency Unsatisfactory Reports (EUR)

~~(U)~~ Emergency Unsatisfactory Reports are submitted on all materiel deficiencies which are identified as nuclear safety hazards, critical safety hazards, explosive safety hazards and mission failures.⁴

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3. Msg (S) LIMDIS MCMX 07986 Dec 66. Subj: Fill In Rate. Ex 201. Ref Ex 37 & 94.
 4. Ref Tech Order 00-35D-54, Sect II, Pg 2-1.

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(u) The unit operates with new and peculiar equipment and as a result EURs are not uncommon. Many of these problems are solved in a short period of time. Others are of a more complicated nature and are still under investigation.

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5. Msg (S) LIMDIS DM4C 06458 Jul 66. Subj: MARS Tech Data. Ex 202.
Msg (U) EFTO 100SRW OL-20 QC&E 03434 Aug 66. Subj: Mission Failure. Ex 203.
Msg (S) 100SRW OL-20 03431 Aug 66. Subj: Mission Cancellation. Ex 204.
Msg (U) EFTO DM4 59063 Sept 66. Subj: DC-130A Engine Maintenance. Ex 205.
Msg (S) DM4C 07282 Aug 66. Subj: Answer to 100SRW EUR. Ex 206.
Msg (S) LOR 658 Sept 66. Subj: EUR Scorer "A" Malfunction. Ex 207.
Msg (U) LOR 198 EFTO Feb 66. Subj: EUR 67-11. Ex 208.
Msg (U) EFTO LOR 136 Feb 66. Subj: Status of EURS. Ex 209.
Msg (U) EFTO 100SRW OL-20 00681 Feb 66. Subj: Oxygen Console & EUR 67-2. Ex 210.
Msg (U) EFTO DM4C 15366 Feb 66. Subj: EURs. Ex 211.
Msg (S) AFLCLOO 66441 Oct 66. Subj: EUR 66-25. Ex 212.
Msg (S) 100SRW OL-20 MO 04110 Oct 66. Subj: IFR Incident. Ex 213.
Msg (S) 100SRW OL-20 MO 04087 Oct 66. Ex 214.
Msg (S) 100SRW OL-20 Oct 66. Ex 215.

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MSQ-70 Status At DMAFB

(U)
(C) Gen Hunziker requested information on the MSQ-70 that had been reported out of commission from August to November 1966. He was informed of the exact periods that the equipment was in and out of commission. He was also notified that the malfunctioning part had been ordered and was expected to be manufactured and shipped by 12 January 1967. In the meantime, crew training had been satisfactorily accomplished by the use of permanent range facilities at Fort Huachuca.⁶

147NX Mission Kits

(U) The original spare parts list for the 147NX SPA was prepared in such short notice that it inadvertently contained many errors. In the attempt to correct the errors much confusion was created. For this reason, Ryan Company prepared a new spare parts list at the direction of AFLCLOR which superseded all 147NX spares listings. The new listings reflected both common and peculiar items and was mailed to the field on 27 August 1966.⁷

(U)
(C) In the same month, CSAF stated that a mission kit for the 147NX at the second operating location was not necessary. It was

6. Msg (C) DM 05039 Jan 67. Subj: MSQ-70. Ex 216.

7. Msg (U) LOR 587 Aug 66. Subj: 147NX Mission Kits. Ex 217.

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not planned to use the 147NX at two OLs. The only spares to be provided were those limited assets available for special units of the drone. The rest of the 147NX is a standard BQM-34A and⁸ would be supportable for these parts.

IFR Maintenance Problem

(u) An important maintenance problem occurred at OL-20 in October 1966. The inflight refueling system on DC-130A 57-496 failed to separate properly from the SPA. The aircraft was inspected and found to be out of prescribed tolerances. The tolerances were corrected but further difficulties were encountered. The use of⁹ the IFR system was discontinued on orders from Hq SAC.

DC-130 Fuel Leaks

(u) The DC-130 aircraft is notorious for fuel leaks. Early in September 1966, SAC was assured that improvements in contractor techniques and procedures should minimize the fuel leak problem of the 100SRW. SAC was also informed that fuel leaks were not

8. Msg (S) LIMDIS AFSME-S AFXOPFR 86081 Aug 66. Subj: 147NX MSK.
Ex 218.

9. Ref Ex 91.
Hist 350SRS, 100SRS Apr-Jun 66, P 36.
Ref Ex 112, 113, 114 & 115.

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anticipated on DC-130E aircraft due to a differently constructed wing. Unfortunately, the fuel leaks on both models of the DC-130 aircraft continued to plague the unit in the following months.

(U)
(S) A maximum effort was made to isolate the cause of the recurring fuel leaks on the aircraft. Some improper procedures were discovered in fuel tank repair and corrected.

(U)
(S) A thorough shakedown was requested on two aircraft at DMAFB. This included a review of the tech data procedures of DM maintenance personnel. Davis-Monthan personnel procedures were considered adequate. Lockheed modification maintenance was evaluated as not in accordance with established repair procedures.

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10. Msg (U) EFTO DM 79060 Sept 66. Subj: DC-130 Fuel Leaks. Ex 219.
Msg (S) LIMDIS DM4 05607 Sept 66. Subj: DC-130 461. Ex 220.
Msg (U) EFTO DM4BR 61132 Nov 66. Subj: Fuel Leaks. Ex 221.
Msg (U) EFTO AFLCLOO 66619 Dec 66. Subj: Fuel Leaks. Ex 222.
 11. Msg (S) DM4C 12679 Dec 66. Subj: Fuel Leaks. 497. Ex 223.
Msg (S) DM 00605 Jan 67. Subj: Fuel Leaks. Ex 224.
Msg (S) LIMDIS MCM 00348 Jan 67. Subj: Fuel Leak Problems. Ex 225.
Msg (U) DM4 50067 Jan 67. Subj: DC-130 496. Ex 226.
 12. Msg (U) EFTO DM4C 03709 Jan 67. Subj: Fuel System Assistance. Ex 227.
Msg (U) EFTO WRNB-1 13170 Jan 67. Subj: DC-130 Inspection. Ex 228.

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(U)

(S) An inspection was made of DC-130E 61-2368 in January 1967 by AFLC at Ontario, California. The inspection did not reveal the exact cause of the reported leak in the number three tank. However, certain deficiencies were noted and corrected. It was suggested that a similar condition could exist in the tanks of DC-130E 369 and 371. Therefore, the 100SRW was queried on the feasibility of performing an inspection of the fuel tanks of these aircraft.

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(U)

(S) Later, AFLC discovered a fuel leak on the top wing in number one fuel tank during a preflight prior to delivery to the 100SRS. The delivery of the aircraft was delayed until repairs were made.

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(U)

(S) A Fuel Leak Board Review stated that the results of an investigation were very discouraging. AFLC did not contemplate a program for improvement of the fuel tanks. The problem has resulted in considerable down time for the 100SRW and was considered extremely detrimental to the unit's training and operation location commitments. The consistency and frequency of the fuel leaks in their aircraft have prevented the unit from following an effective schedule and resulted

13. Msg (U) EFTO AFLCLOO 67031 Jan 67. Subj: Fuel Tank Repair.

Ex 229.

Msg (U) EFTO AFLCLOO 67050 Jan 67. Subj: Fuel Leaks. DC-130 368.

Ex 230.

14. Msg (U) EFTO AFLCLOO 67138 Feb 67. Subj: Delivery Slippage. Ex 231.

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in unacceptable situations. AFLC action to repair fuel leaks has been as timely as could reasonably be expected. In conclusion, the opinion of the Board was that the program supported by the DC-130 system required a greater degree of fuel system reliability than has been experienced to date.

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DC-130 Benson Auxillary Fuel Tank

(U) AFLC notified 15AF in December that Group "A" provisions for the installation of an 1800 gallon fuselage mounted auxillary fuel tank in the DC-130E aircraft had started. Group "A" provisions would tie the system into the aircraft single point refueling manifold system.

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(U) AFLC was informed that the price per unit was \$6422. The delivery of the first tank could be expected 17 months after the order was received. The second and third tanks would be delivered 18 months after receipt of the order. This lead time was considered prohibitive. Action was initiated to obtain drawings of KC-97 fuselage tank installation to determine the feasibility of adapting these tanks to DC-130E plumbing.

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15. Msg (U) DM 51060 Feb 67. Subj: Board Review Report. Ex 212.
16. Msg (U) EFTO AFLCLOO 66595 Dec 66. Subj: DC-130E Benson Tank. Ex 233.
17. Ibid.

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(U) While DC-130E 368 was at Ontario undergoing installation of the Benson tank, new pylon umbilicals were installed. These umbilicals were modified in an effort to overcome the moisture problem that has caused irregularities on past missions. There was some doubt that the modification was an effective fix. The 100SRW was requested to have qualified personnel evaluate the modification to determine if it was an answer to the problem.

(U) SAC queried AFLC about the update program being performed on aircraft DC-130A 496. Information was requested on the possibility of installing the Benson tank during the update program. An affirmative reply was received.

Maintenance Training

(U) As early as July 1966, the unit was asked to identify and request the training need to satisfy the differences between the DC-130A and E model aircraft and C and E model helicopters.

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18. Msg (U) EFTO DM4BR 50145 Jan 67. Subj: Modified Umbilicals. Ex 234.
 Msg (U) EFTO DM 50875 Feb 67. Subj: Deployment of 368. Ex 235.
 19. Msg (U) EFTO DM4C 02932 Jan 67. Subj: Benson Fuel Tanks. Ex 236.
 Msg (U) EFTO AFLCLOO 67032 Jan 67. Subj: DC-130A 497. Ex 237.
 20. Msg (U) DM4A 57493 Jul 66. Subj: Training. Ex 238.
 Msg (C) LIMDIS DM4A 05498 Aug 66. Subj: Maintenance Training. Ex 239.
 Msg (S) DM4A 05585 Sept 66. Subj: Training. Ex 240.

(U) There was also the problem of training for the 147H SPA and peculiar 147 aerospace ground equipment. The H maintenance training program had fallen behind schedule by the end of August 1966 due to other high priority programs. In the meantime, SAC requested that AGE training classes scheduled to begin on October be changed to September if possible. The request was based on the need to have trained personnel available on the operational date in
21
November.

(U) In October, follow on training for E series aircraft and the 147H was not contemplated or scheduled. An immediate training capability did not exist at the time due to the lack of lesson plans, training outlines, guides and training equipment. In the opinion of 15AF, a follow on course should be provided by the contractor for
22
future use.

(U) Maintenance training on CH-3C aircraft was being received via an OJT program at Pt Mugu in July. At this time very little
23
training remained to qualify SAC personnel.

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- 21. Msg (U) EFTO LOR 582 Aug 66. Subj: 147H Training. Ex 241.
 Msg (U) DM4A DM4C DPLC3 72964 Aug 66. Subj: AGE Training.
Ex 242.
 Msg (S) LIMDIS DMBJA DM4C DPLC3 07351 Aug 66. Subj: Maintenance Training. Ex 243.
 - 22. Msg (U) DM4A 60107 Oct 66. Subj: Follow On Training. Ex 244.
 - 23. Msg (U) EFTO AFLCLOO 66212 Sept 66. Subj: Summary Maintenance Meeting. Ex 245.

UNCLASSIFIED

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(U)
(S) A highly qualified team of maintenance managers, formed by 15AF, spent two weeks with the 100SRW correcting procedural deficiencies²⁴ and validating training requirements for the first cell deployees.

(U)
(S) A maintenance training program was in effect at both OL-20 and Det-10 by November 1966. The course was divided into practical (Laboratory) and formal classroom phases. The practical or laboratory courses were given on a mission malfunction basis. The formal phase²⁵ was divided into courses on aircraft systems.

(U)
(S) Approximately 75% of the course outlines were completed by November. All airman and NCO personnel are required to attend the applicable course once a week. The course length varies from²⁶ seven to twelve two hour classroom periods.

24. Msg (S) LIMDIS IM DO 05588 Sept 66. Subj: Resume of Actions.
Ex 246.

25. Msg (C) OL-20 MO 04932 Nov 66. Subj: Maintenance Training.
Ex 247.

26. Ref Ex 247.

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OL-20 & DETACHMENT-10 FACILITIES

(U) Every since the inception of the operating location on 12 February 1964, the interest in facility improvement has been high, the time and effort expended has been persistent and the results have been gratifying.

(U) A beautification and improvement program, enhanced by many self help projects, increased the attractiveness of OL-20 and Det-10 during the nine months covered by this report.

(U) Many of the facility projects for the OL have been completed and as the period ended some were still incomplete. The following review of the facilities program at OL-20 and Det-10 will include the period from 1 July 1966 to 31 March 1967.

(U) An attempt was made to swap the SPA maintenance hanger nearing completion in July for the C-123 nose dock possessed by the 3rd Tactical Fighter Wing because the dock was in the 100SRW area. The commander of the fighter wing was unable to make the transaction. The SPA hanger was occupied and completely operational on 4 October 1966.

1. Ref Ex 98.

2. Msg (S) 100SRW OL-20 02787 Jul 66. Subj: SPA Hanger. Ex 248.
Msg (U) EFTO 100SRW OL-20 02951 Jul 66. Subj: Facility Swap.
Ex 249.
Msg (S) 100SRW OL-20 04230 Oct 66. Subj: SPA Hanger. Ex 250.
Ref Ex 91.

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(U)
(S) Maj Gen Beck, DM Hq SAC inspected the facilities at OL-20 early in July 1966. He was satisfied with the supply and facilities in general and discussed the improvements in progress.

(U)
(S) In August some improvements were made in facilities and action on others was pending. Five quonset huts were ordered, some facilities were painted and a lounging area was improved. A new helicopter landing area constructed of Neoprene landing matting proved inadequate. No solution had been found to alleviate the lack of electricity for airmen's hot water heaters.

(U)
(S) The lack of aircraft parking space resulted in a minor problem caused by the deployment and redeployment of an aircraft. The aircraft being redeployed had to leave prior to the one arriving because of the lack of space.

(U) A facilities meeting was held at 7AF on 13 September 1966. A black top heliport was to be constructed on or about 14 October 1966 and completed in three days. Work was still progressing on the heliport in March 1967.

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3. Msg (S) 100SRW OL-20 02937 Jul 66. Subj: Facilities & Supply Inspection. Ex 251.
Msg (U) EFTO OL-20 02091 Jul 66. Ex 252.
Ref Ex 78.
 4. Ref Ex 82.
 5. Msg (S) 100SRW OL-20 03672 Sept 66. Subj: DC-130 Parking Space. Ex 253.
 6. Msg (U) EFTO 100SRW OL-20 03785 Sept 66. Subj: Facilities Report. Ex 254.

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(U) Two house trailers with facilities were to be positioned within two weeks at Det-10. These were erroneously shipped to OL-20 and were shipped to Det-10. They arrived at Det-10 on 13 November 1966.

(U) A facilities report for November 1966 was submitted to 12 SAD. All major improvements and additions at OL-20 and Det-10 were stalled for lack of funds and priority.

(U) Maintenance, administrative and storage facilities at Det-10 were still considered inadequate in December. This situation improved in January 1967. Enlisted personnel living quarters were improved in December at Det-10 and a new A&E work shop complete with storage and bench facilities was completed at OL-20.

(U) In January 1967, the revetment construction at OL-20 was halted and construction responsibility changed from PRIME BEEF to Red Horse. The Red Horse Commander was dissatisfied with the sitting

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7. Msg (U) EFTO 100SRW OL-20 03785 Sept 66. Subj: Facilities Rept. Ex 245. Msg (U) EFTO 100SRW OL-20 Det-10 0028 Sept 66. Subj: House Trailers. Ex 255. Ref Ex 91 & 94.
 8. Msg (S) 100SRW OL-20C 04953 Nov 66. Subj: Monthly Facilities Report. Ex 256.
 9. Ref Ex 95.

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of the in place revetments due to their leaning. All revetments have or are in the process of being re-positioned on level ground. A temporary halt to the project was in effect because of higher priority work.

(U) A new airman's latrine and a maintenance utility building were completed at Det-10 in February 1967 with self help. At OL-20 the DC-130 parking ramp received the final black top application and was fully operational. The installation of metal bunkers for protection of the aircraft was 75% completed in February and finished in March 1967.

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10. Msg (S) OL-20C 00022 Jan 67. Subj: Monthly Facilities Report.
Ex 258.
Ref Ex 98.
11. Msg (S) 100SRW OL-20C 01234 Feb 67. Subj: Monthly Facilities Report. Ex 259.
Ref Ex 98.

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Drone Recovery Reports

(U)
(S) The Air Force Chief of Staff requested that SAC establish a 24 hour reporting policy on all drone free flights. This was required due to the high level of interest in the program. A format for reporting was proposed by 15AF and approved by SAC.

Reconnaissance Program Classification

(U)
(S) Fifteenth Air Force announced the reiteration of the security classification of subject items in the Drone Reconnaissance Program. Items identified with the program were listed and the security classification of each was given.

100SRW Indoctrination Program

(U)
(S) Personnel of 15AF and the 100SRW developed an indoctrination program to familiarize selected staff and senior officers with the Rivet Bin program. The first session was held in September and future classes were to be conducted once each quarter. The second course was held at the end of March 1967 for higher headquarters staff personnel.

1. Msg (S) AFXOPER 86060 Aug 66. Subj: Drone Report. Ex 260.
Msg (S) DOR 02178 Sept 66. Subj: Reporting Format. Ex 261.
2. Msg (S) DOR 01485 Feb 67. Subj: Security Classifications. Ex 262.
3. Msg (C) DI DO 00931 Sept 66. Subj: Indoctrination Course. Ex 263.
100SRW Indoctrination Course Outline. (U) Ex 264.

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Drone Water Recovery Gear

(u) A conference was held aboard the US Navy Topeka on 20 April 1966 to formulate a plan to provide OL-20 with a water recovery capability. A demonstration of two flotation devices developed was held at Pt Mugu, California on 13 and 14 September 1966.⁴

(u) The demonstration with a two piece system was considered satisfactory. The opinion of the 15AF representative was that the flotation device would be of great value in other than normal situations such as a badly damaged drone in danger of sinking. The flotation equipment would also be effective for boat recoveries when towing was necessary.⁵

(u) The cost of ten flotation devices plus the two prototypes was estimated at twenty-five thousand dollars.⁶

(u) AFIC-LOR provided SAC with nine flotation gear kits for Rivet Bin drones in February 1967. Six were shipped immediately to Det-10. Interim procedures to be used with the kits were sent by message.⁷

4. Msg (S) DOR 02198 Sept 66. Subj: Flotation Demonstrations. Ex 265.
350SRS, 100SRW Hist Apr-Jun 66, p 17.

5. Ref Ex 265.

6. Ref Ex 265.

7. Msg (S) DOSRS 01442 Feb 67. Subj: Flotation Gear Kits. Ex 266.

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Low Level Launch Improvement Actions

(u) Maj Gen Hunziker recommended that the deficiencies in the navigator training program, noted by him during his visit from 23 to 26 May 1966, be corrected. His primary concern was the lack of suitable equipment and training for low level launches.

(u) As a result, SAC forwarded to 15AF and the 100SRW recommendations for improvement of low level launch accuracy.

(u) Several improved navigational aids were considered and the ultimate decision was to use Loran C. But proper and successful operation of the ARN-78 was dependent on the maintenance and support capability provided for it. Maximum performance could not be expected by an interim minimal maintenance.

(u) CSAF stated that there did not appear to be any quick or economical method of improving the DC-130 navigational system. SAC was requested to prepare to present an analysis of low level activity at the next conference.

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8. 350SRS, 100SRW Hist, Apr-Jun 66, p 12-14.
 9. Msg (S) DOSRS 06442 Jul 66. Subj: Low Level Launch Actions. Ex 267.
 10. Msg (S) LIMDIS DM4C 07249 Jul 66. Subj: Accurate Launch Point Navigation. Ex 268.
Msg (U) DOTA Sept 66. Subj: Loran C Training. Ex 269.
 11. Msg (S) AFXOPFR AESME 86559 Aug 66. Subj: DC-130 Navigation System. Ex 270.

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(U)

(S) The decision to rotate DC-130E aircraft in December 1966 was based in part upon the greater accuracy of the DC-130E navigational system.
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Photography of MARS

(U) The matter of photographing MARS recoveries was given increased attention by 15AF at the close of the period. This was the result of recovery problems that developed at DMAFB and Pt Mugu. The 12SAD was requested to pursue the proposal to photograph recoveries. The Division was tasked with determining the equipment required, the methods of installation and the types of coverage required. At the same time, 15AF requested the assistance and support of SAC and
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AFLC.

(U) AFLC concurred with the request to modify the CH-3's to obtain the capability to photograph the MARS engagement. AFLC
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offered further assistance and information to the 12SAD.

Occurrences at OL-20 & Det-10

(U) An RB-47H aircraft flew in conjunction with a DC-130A from OL-20 above the 20 degree North latitude line in the Gulf of Tonkin on 7 August 1966. The purpose of the flight was to determine whether

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12. Msg (S) LIMDIS IM DO 05839 Dec 66. Subj: DC-130E Rotation. Ex 271.
 13. Msg (U) EFTO IM4BR 50980 Feb 67. Subj: MARS Recoveries. Ex 272.
 14. Msg (U) EFTO MCMX 29529 Mar 67. Subj: CH-3 Photography Modification. Ex 273.

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72

or not any height finder radar was high lighting the DC-130 at its special mission altitude. Information gathered indicated that "cake" type radar were painting the DC-130 and the RB-47H.¹⁵

(U)
(S) DC-130 pilots were briefed to vary their break that is executed immediately after take-off at Bien Hoa Air Base to insure that the enemy does not observe them using the same procedure regularly on take-off. Aircraft have been shot down from just off the end of the runway and the less predictable the target the less risk of being shot.¹⁶

(U)
(S) A mentally disturbed soldier was picked up walking through the OL-20 DC-130 area at midnight early in August 1966. Shots were exchanged between the air policeman and the soldier. An inspection of aircraft and equipment revealed no damage.¹⁷

(U) Da Nang AB sustained an enemy mortar attack on 27 February 1967. The enlisted quarters were hit causing minor damage to the barracks. Staff Sergeant Francis E. Schoenstein, AF 1447916, 100SRW was wounded in the back by flying shrapnel and was immediately

15. Ref Ex 82, pg 4.

16. Ref Ex 82, pg 6.

17. Msg (U) OL-20 03236 Aug 66. Subj: Shooting Incident. Ex 274.

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placed on the critical list. He was air evacuated to Clark AB, PI on 28 February 1967. His prognosis was later changed from guarded
18
to good.

(U) Following the attack, all personnel were ordered to vacate the upper floors of the barracks between midnight and daybreak because of their vulnerability. This forced the enlisted personnel to spend
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several nights of sleeping on floors at the site.

(U) The base was the object of a rocket attack on several nights during March 1967. The base was alerted for more attacks during the month. This threat to the men's safety caused them to go without proper sleep and to live under hardships which had an adverse affect
20
on morale.

(U) Morale was improved by moving the men to new and more secure
21
cottages on the base.

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18. Ref Ex 97, p 6, 11d.
Msg (U) BPMPA 01401 Feb 67. Subj: Progress Report. Ex 275.
19. Ref Ex 98, p 6, 9(4).
Ref Ex 98, p 6, 10b, c.
20. Ref Ex 98, p 6, 11b.
21. Ref Ex 98, p 6, 11c.

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74

SUMMARY

(u) ~~(S)~~ Lack of proper equipment impeded the progress of the unit in the first part of the period. The shortage of aircraft and training vehicles reduced the crew training to a critical level.

(u) Additional aircraft and special purpose vehicles were assigned to the unit by November 1966 which alleviated the crew training problem.

(u) Planning for the expansion of the Rivet Bin program began in earnest during June 1966. A joint survey team completed its examination of possible second operating locations by August 1966. A tentative choice was made. Manning inputs into the unit were programmed and deployment problems were reviewed. Flight crews and support personnel were trained under a cell concept to facilitate organization and management problems. A deployment date was set but problems caused schedule slippages. Finally, the program was temporarily discontinued.

(u) The failures of training and operational mid-air retrievals was the major item of concern of the 100SRW and SAC throughout this period. All MARS activity was suspended at the close of the period. It was SAC's position that MARS must be subjected to detailed analysis and conclusive reliability testing.

(u) Another major problem that plagued the unit was the recurring DC-130A&E fuel leaks. A statement of a board appointed

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to examine the problem was that the results of the investigation was very discouraging. Action had been taken to correct the fuel leaks but attempts to isolate the cause were unsuccessful.

(U) The 100SRW reported its first casualty as a result of enemy mortar attacks on Da Nang AB, Vietnam. An NCO was seriously wounded by scrapnel. The attacks appear to be increasing and have had an adverse affect on morale.

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LIST OF SUPPORTING DOCUMENTS

1. Units Assigned.
2. Availability of DC-130A&E Aircraft for January 1967.
3. Availability of DC-130A&E Aircraft for February 1967.
4. Availability of DC-130A&E Aircraft for March 1967.
5. Availability of CH-3C&E Helicopters for January 1967.
6. Availability of CH-3C&E Helicopters for February 1967.
7. Availability of CH-3C&E Helicopters for March 1967.
8. 100SRW Unit Progress Report. (S) RCS: SAC U-89, 31 March 1967.
9. 350SRS Historical Report for July 1966.
10. 350SRS Historical Report for August 1966.
11. 350SRS Historical Report for September 1966.
12. 350SRS Historical Report for October 1966.
13. 350SRS Historical Report for November 1966.
14. 350SRS Historical Report for January 1967..
15. 100SRW 1-SAC-T12 Special Narrative Report DC-130 for July 1966.
15. 100SRW 1-SAC-T12 Special Narrative Report DC-130 for August 1966.
16. 100SRW 1-SAC-T12 Special Narrative Report DC-130 for November 1966.
17. 100SRW 1-SAC-T12 Special Narrative Report DC-130 for December 1966.
18. 100SRW 1-SAC-T12 Special Narrative Report DC-130 for January 1967.
19. 100SRW 1-SAC-T12 Special Narrative Report DC-130 for February 1967.
20. 100SRW 1-SAC-T12 Special Narrative Report DC-130 for March 1967.

0885

21. 350SRS Crew Position Job Descriptions.
22. 100SRW 1-SAC-T12 Special Narrative Report - CH-3 for July 1966.
23. 100SRW 1-SAC-T12 Special Narrative Report - CH-3 for September 1966.
24. 100SRW 1-SAC-T12 Special Narrative Report - CH-3 for November 1966.
25. 100SRW 1-SAC-T12 Special Narrative Report - CH-3 for December 1966 (C).
26. 100SRW 1-SAC-T12 Special Narrative Report - CH-3 for February 1967 (C).
27. 100SRW 1-SAC-T12 Special Narrative Report - CH-3 for March 1967 (C).
28. Msg (U) DO 41091 July 1966. Subj: MARS Training Program.
29. Msg (C) DC 00055 July 1966. Subj: MARS Training.
30. Msg (C) DO 02005 July 1966. Subj: MARS Training.
31. Msg (U) EFTO LOR 650 September 1966. Subj: Aircraft Transfer.
32. Msg (C) DOOT DM3 02039 July 1966. Subj: MARS Training Devices.
32. Msg (U) EFTO DM4B 58614 August 1966. Subj: Training Shape Technical Data.
34. Msg (C) LIMDIS DM4B 05542 August 1966. Subj: Mod To BQM-34A.
35. Msg (C) DM4C DOSR DOTA 08155 August 1966. Subj: Class I Mod to BQM-34A.
36. Msg (C) DM4C 08244 August 1966. Subj: MARS Installation BQM-34 Drone.
37. Msg (S) DO DM 02175 August 1966. Subj: Planning Results.

0886

38. Msg (S) LIMDIS DPLC 08654 September 1966. Subj: BQM-34 Training Vehicles.
39. Msg (S) DPLC 09601 October 1966. Subj: Training SPA's.
40. Msg (S) DM4 DOR 05451 July 1966. Subj: Use Of DC-130 At OL-20.
41. Msg (S) DM4 IMSR 07069 July 1966. Subj: Use of DC-130 At OL-20.
42. Msg (S) DO 06778 July 1966. Subj: Lightning Bug Conference.
43. Msg (S) DOOT 02155 September 1966. Subj: Lightning Bug Training.
44. Msg (U) DO 41093 July 1966. Subj: MARS Crew Rotation.
45. Msg (S) DOR 02077 August 1966. Subj: Cell Deployment.
46. Msg (S) DM 05587 September 1966. Subj: Cell Rotation.
47. Msg (S) DO 02168 September 1966. Subj: Cell Deployment.
48. Msg (S) LIMDIS DPLP 00669 December 1966. Subj: Flight Test Director.
49. Msg (S) LIMDIS DM4B 05546 August 1966. Subj: SPA 147H Training/Deployment.
50. Msg (S) LIMDIS DM4BR 05545 August 1966. Subj: OL Recovery Sites.
51. Msg (S) LIMDIS DPL 00625 August 1966. Subj: Review Of Survey Results.
52. Msg (S) DP 00556 August 1966. Subj: Reference To Conference.
53. Msg (S) DPL DO DM4 09378 September 1966. Subj: Deployment Problems.
54. Msg (S) NOFORN LIMDIS DPL DO 09474 September 1966. Subj: Review Of Second OL.

55. Msg (S) DOSRS 09590 October 1966. Subj: SAC/15AF Conference.
56. Msg (C) DM4 05680 October 1966. Subj: MCSG.
57. Msg (C) DM4D 05837 December 1966. Subj: Lightning Bug AGE Problems.
58. Msg (S) LIMDIS NOFORN DPLF DPLC 11931 December 1966. Subj: Second OL.
59. Msg (S) LIMDIS DM6A 08342 August 1966.
60. Msg (S) DOR 01419 January 1967. Subj: Nickname Changes.
61. Msg (S) LIMDIS MCMX 05257 August 1966. Subj: MARS Malfunctions Review.
62. Msg (S) DO DM -2150 September 1966. Subj: MARS System.
63. Msg (S) DM DO 08371 August 1966. Subj: MARS.
64. Msg (S) DOR 02162 September 1966. Subj: Lightning Bug/Blue Springs.
65. Msg (S) DO 08446 September 1966. Subj: CH-3C Helicopters.
66. Msg (S) DOSRS 10154 October 1966. Subj: Lightning Bug.
67. Msg (S) 100SRW OL-20C 03882 September 1966. Subj: Ground Recoveries.
68. Msg (S) DDM 05569 September 1966. Subj: Ground Recoveries.
69. Msg (S) LIMDIS MCM 05573 September 1966. Subj: MARS.
70. Msg (S) LIMDIS DM4 08707 September 1966. Subj: Recovery Chutes.
71. Msg (S) SOSRS 11854 December 1966.
72. Msg (S) DOSRS 00760 January 1967. Subj: Blue Springs MARS.

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73. Msg (S) DOSR 01527 February 1967. Subj: Rivet Bin Operational Test Flight.
74. Msg (S) LIMDIS MCM 00771 February 1967. Subj: Rivet Bin.
75. Msg (S) LIMDIS SPAR PAR DOR 01556 March 1967. Subj: Rivet Bin.
76. Msg (S) LIMDIS DM4BR 05420 July 1966. Subj: MARS Failure.
77. Msg (S) 100SRW OL-20 02077 July 1966.
78. OL-20 & Det-10 History For July 1966. (S)
79. Msg (S) DM4C 06411 July 1966. Subj: Recovery Incident.
80. Msg (S) 100SRW OL-20 02251 July 1966. Subj: Recovery Incident.
81. Msg (S) OL-20 02916 July 1966. Subj: CH-3 Crew Technique.
82. OL-20 & Det-10 History For August 1966. (S)
83. Msg (S) DOR 02072 August 1966. Subj: Blue Springs.
84. Msg (S) 100SRW/OL-20/KET 10 0527 August 1966. Subj: Recovery Summary.
85. Msg (C) DOR 02091 August 1966. Subj: Design Change.
86. Msg (S) 100SRW/OL-20 03348. August 1966. Subj: J-5 MARS Failure.
87. Msg (S) 100SRW/OL-20 QC-E 03659 September 1966. Subj: Mission Failure.
88. Msg (S) 100SRW/OL-20 03651 September 1966. Subj: J-12-2.
89. Msg (S) 100SRW/OL-20/Det-10 0655 September 1966. Subj: MARS Engagement Chute Failures.
90. OL-20/Det-10 History for September 1966.
91. OL-20/Det-10 History for October 1966.

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92. Msg (S) LIMDIS DM4C 10133 October 1966. Subj: Request For Engineer Assistance.
93. Msg (S) LOR 757 October 1966. Subj: Immediate Action TCTO.
94. OL-20/Det-10 History For November 1966.
95. OL-20/Det-10 History for December 1966.
96. OL-20/Det-10 History for January 1967.
97. OL-20/Det-10 History for February 1967.
98. OL-20/Det-10 History for March 1967.
99. Msg (S) 100SRW OL-20/Det-10 0066 January 1967. Subj: Incident Report.
100. Msg (S) 100SRW OL-20/Det-10 0096 January 1967. Subj: Incident Report.
101. Msg (S) 100SRW OL-20/Det-10 03455 March 1967. Subj: EUR.
102. Msg (S) LIMDIS 100SRW OL-20 03496 March 1967. Subj: Rivet Bin Final Report of Incident.
103. Msg (S) 100SRW OL-20C 03959 September 1966. Subj: SPA Recovery.
104. Msg (S) 100SRW OL-2CMO 03918 September 1966.
105. Msg (S) 100SRW OL-20/Det 10 1180 December 1966. Subj: Deviation Report.
106. Msg (S) 100SRW OL-20/Det-10 1187 December 1966. Subj: Incident Report.
107. Msg (S) DM4 05891 December 1966. Subj: J-17.
108. Msg (S) 100SRW OL-20 MO 3854 September 1966. Subj: Scorer Circuit Breaker.

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109. Msg (S) 100SRW OL-20MO 03919 September 1966. Subj: Blue Springs.
110. Msg (S) 100SRW OL-20MO 03963 September 1966. Subj: Mission Failure.
111. Msg (S) DM4D 05655 October 1966. Subj: Scorer Failure.
112. Msg (S) OL-20MO 04333 October 1966.
113. Msg (S) LIMDIS DM4C 11928 December 1966. Subj: Scorer Malfunction.
114. Msg (S) OL-20BS 01000 February 1967. Subj: SPA Deviation.
115. Msg (S) LIMDIS 100SRW OL-20/Det-10 0181 February 1967.
116. Msg (S) 100SRW OL-20 01815 February 1967. Subj: CRL Agent EUR.
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118. Msg (S) LIMDIS DM4 05029 January 1967. Subj: MCGS.
119. Msg (S) LIMDIS 100SRW OL-20BSO 476 March 1967. Subj: Mission Review Panel.
120. Msg (S) LIMDIS 100SRW OL-20 03565 March 1967. Subj: Blue Springs.
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124. Msg (S) DM4C 07464 August 1966. Subj: 147NX Delivery.
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133. Msg (S) DOSRS 08432 September 1966. Subj: 147NX Problems.
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135. Msg (S) DOR DM4 02166 September 1966. Subj: Holloman Range.
136. Msg (S) LIMDIS DM4C 08704 September 1966. Subj: 147NX Testing.
137. Msg (S) LOR PM 0058 September 1966. Subj: 147NX Test Summary.
138. Msg (S) DOR DM4B 02149 September 1966. Subj: Lightning Bug.
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148. Msg (S) LIMDIS DM4 05598 September 1966. Subj: 147NX.
149. Msg (S) DOR DM4B 00061 August 1966. Subj: 147NX MARS.
150. Msg (S) DOSRS DPLC 09754 October 1966. Subj: Big Safari.
151. Msg (S) LIMDIS DM4 06616 July 1966. Subj: MARS.
152. Msg (S) LIMDIS MCMX 04650 July 1966. Subj: Product Improvement Program (PIP).
153. Msg (S) DOR 02110 August 1966. Subj: Blue Springs.
154. Msg (S) DOSRS 08733 September 1966. Subj: G-1 Deployment.
155. Msg (S) LOR 700 September 1966. Subj: Wide Dash.
156. Msg (C) DM4 05656 October 1966. Subj: 147H Tech Data.
157. Msg (S) LIMDIS DM4C 09788 October 1966. Subj: 147H Tech Data.
158. Msg (S) LIMDID Pt Mugu NAS DAC PM 66192 November 1966. Subj: H Test.
159. Msg (S) SAC Pt Mugu, NAS LOR-PM-66-222 December 1966. Subj: H Test.
160. Msg (S) LIMDIS DM4C 12735 December 1966. Subj: Big Safari.
161. Msg (S) LIMDIS LOR-PM-66230 30 December 1966. Subj: H Test.
162. Msg (S) NOFORN 9RTS 02453 February 1967. Subj: 147H Test II.
163. Msg (S) LIMDIS DPLC1 11677 November 1966. Subj: MARS II.

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164. Msg (C) DM4 05892 December 1966. Subj: MARS Shear Pin.
165. Msg (S) LIMDIS DPLC 12488 December 1966. Subj: 147H Fuel Leaks.
166. Msg (S) DOSRS 00235 January 1967. Subj: Rivet Bin.
167. Msg (S) DOR 02489 December 1966. Subj: Post Recovery Beacon.
168. Msg (S) DOSRS/DPLC-3 11829 December 1966. Subj: Lightning Bug.
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170. Msg (S) LIMDIS DM4C 12666 December 1966. Subj: Drone Deployment.
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177. Msg (S) AFKOPFR 80664 October 1966. Subj: Training BQM-34A.
178. Msg (C) DM4B 05122 February 1967. Subj: BQM-34A Assignments.
179. Msg (C) DM4C 10567 February 1967. Subj: BQM Incidents.
180. Msg (S) LIMDIS VC 00008 February 1967. Subj: Fact Finding Board.
181. Msg (S) DOSR 0118 February 1967. Subj: MCGS.
182. Msg (S) LIMDIS ATTAR-B 39736 July 1966. Subj: White Hawk.
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186. Msg (S) LIMDIS DOT 02399 November 1966. Subj: Compass Arrow Mars Meeting.
187. Msg (U) DM4BR 59999 October 1966. Subj: CH-3E Tech Data.
188. Msg (S) LIMDIS DPLC 12627 December 1966. Subj: Compass Arrow.
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194. Msg (U) EFTO DM4 51746 March 1967. Subj: Training Chute Repack Capability.
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197. Msg (S) LIMDIS DIM 05434 July 1966. Subj: BQM Modification.
198. Msg (S) DM4 05540 August 1966. Subj: BQM-34A.
199. Msg (S) DM4D October 1966. Subj: BQM-34 Modification.
200. Msg (C) DM4 05020 January 1967. Subj: Emergency AFTO 22.
201. Msg (S) LIMDIS MCMX 07986 December 1966. Subj: Fill In Rate.

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- 202. Msg (S) LIMDIS DM4C 06458 July 1966. Subj: MARS Tech Data.
- 203. Msg (U) EFTO 100SRW OL-20 QC&E 03434 August 1966. Subj: Mission Failure.
- 204. Msg (S) 100SRW OL-20 03431 August 1966. Subj: Mission Cancellation.
- 205. Msg (U) EFTO DM4 59063 September 1966. Subj: DC-130A Engine Maintenance.
- 206. Msg (S) DM4C 07282 August 1966. Subj: Answer to 100SRW EUR.
- 207. Msg (S) LOR 658 September 1966. Subj: EUR Scorer "A" Malfunction.
- 208. Msg (U) LOR 198 EFTO February 1967. Subj: EUR 67-11.
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- 210. Msg (U) EFTO 100SRW OL-20 00681 February 1966. Subj: Oxygen Console & EUR 67-2.
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- 212. Msg (S) AFLCLOO 66441 October 1966. Subj: EUR 66-25.
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- 216. Msg (C) DM 05039 January 1967. Subj: MSQ-70.
- 217. Msg (U) LOR 587 August 1966. Subj: 147NX Mission Kits.
- 218. Msg (S) LIMDIS AFSME-S AFXOPFR 86081 August 1966. Subj: 147NX MSK.
- 219. Msg (U) EFTO IM79060 September 1966. Subj: DC-130 Fuel Leaks.

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- 220. Msg (S) LIMDIS DM4 05607 September 1966. Subj: DC-130 461.
- 221. Msg (U) EFTO DM4BR 66132 November 1966. Subj: Fuel Leaks.
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- 223. Msg (S) DM4C 12679 December 1966. Subj: Fuel Leaks 497.
- 224. Msg (S) DM 00605 January 1967. Subj: Fuel Leaks.
- 225. Msg (S) LIMDIS MCM 00348 January 1967. Subj: Fuel Leak Problems.
- 226. Msg (U) DM4 50067 January 1967. Subj: DC-130 496.
- 227. Msg (U) EFTO DM4C 03709 January 1967. Subj: Fuel System Assistance.
- 228. Msg (U) EFTO WRNB-1 13170 January 1967. Subj: AC-130 Inspection.
- 229. Msg (U) EFTO ALCL00 67031 January 1967. Subj: Fuel Tank Repair.
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- 232. Msg (U) DM 51060 February 1967. Subj: Board Review Report.
- 233. Msg (U) EFTO AFLCLOO 66595 December 1966. Subj: DC-130E Benson Tank.
- 234. Msg (U) EFTO DM4BR 50145 January 1967. Subj: Modified Umbilicals.
- 235. Msg (U) EFTO DM 50875 February 1967. Subj: Deployment of 368.
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- 238. Msg (U) DM4A 57403 July 1966. Subj: Training.

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- 242. Msg (U) DM4A DM4C DPLC3 72964 August 1966. Subj: AGE Training.
- 243. Msg (S) LIMDIS DMBJA DM4C DPLC3 07351 August 1966. Subj: Maintenance Training.
- 244. Msg (U) DM4A 60107 October 1966. Subj: Follow On Training.
- 245. Msg (U) EFTO AFLCLOO 66212 July 1966. Subj: Summary Maintenance Meeting.
- 246. Msg (S) LIMDIS DM DO 05588 September 1966. Subj: Resume Of Actions.
- 247. Msg (C) OL-20 MO 04932 November 1966. Subj: Maintenance Training.
- 248. Msg (S) 100SRW OL-20 02787 July 1966. Subj: SPA Hanger.
- 249. Msg (U) EFTO 100SRW OL-20 02951 July 1966. Subj: Facility Swap.
- 250. Msg (S) 100SRW OL-20 04230 October 1966. Subj: SPA Hanger.
- 251. Msg (S) 100SRW OL-20 02937 July 1966. Subj: Facilities & Supply Inspection.
- 252. Msg (U) EFTO OL-20 02091 July 1966.
- 253. Msg (S) 100SRW OL-20 03672 September 1966. Subj: DC-130 Parking Space.
- 254. Msg (U) EFTO 100SRW OL-20 03785 September 1966. Subj: Facilities Report.

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256. Msg (S) 100SRW OL-20C 04953 November 1966. Subj: Monthly Facilities Report.
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258. Msg (S) OL-20C 00022 January 1967. Subj: Monthly Facilities Report.
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260. Msg (S) AFXOPER 86060 August 1966. Subj: Drone Report.
261. Msg (S) DOR 02178 September 1966. Subj: Reporting Format.
262. Msg (S) DOR 01485 February 1967. Subj: Security Classifications.
263. Msg (C) DI DO 00931 September 1966. Subj: Indoctrination Course.
264. 100SRW Indoctrination Course Outline.
265. Msg (S) DOR 02198 September 1966. Subj: Flotation Demonstrations.
266. Msg (S) DOSRS 01442 February 1967. Subj: Flotation Gear Kits.
267. Msg (S) DOSRS 06442 July 1966. Subj: Low Level Launch Actions.
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270. Msg (S) AFXOPFR AESME 86559 August 1966. Subj: DC-130 Navigation System.
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1895

- 272. Msg (U) EFTO DM4BR 50980 February 1967. Subj: MARS Recoveries.
- 273. Msg (U) EFTO MCMX 29529 March 1967. Subj: CH-3 Photography Modification.
- 274. Msg (U) OL-20 03236 August 1966. Subj: Shooting Incident.
- 275. Msg (U) BPMPA 01401 February 1967. Subj: Progress Report.

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The following list of supporting documents were not cited in the footnotes.

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- 276. Msg (S) 1008RW OL-20BSO 04154 October 1966. Subj: J-10 Incident.
- 277. Msg (U) EFTO LOR 329 March 1967. Subj: MARS Canopy Late Releases.
- 278. Msg (C) 1008RW OL-20C 00053 January 1967. Subj: Cell Manning.
- 279. Msg (S) LINDIS LOR PM 67048 14 February 1967. Subj: Delivery of CH-3E.
- 280. Msg (U) EFTO DOT 93159 October 1966. Subj: MCGS Operators Training.
- 281. Msg (C) LINDIS DOTTA 01415 January 1967. Subj: MCGS Training.
- 282. Msg (U) DOT 43244 January 1967. Subj: Cross Training of DC-130A/E Crews.
- 283. Msg (U) D5 06497 January 1967. Subj: Cross Training.
- 284. Msg (U) DOT 09054 February 1967. Subj: Cross Training.

MAINTENANCE & SUPPLY:

- 285. Msg (C) LINDIS DM4BR 05663 October 1966. Subj: Repair of SPA(J-4).
- 286. Msg (S) DM4C 11858 December 1966. Subj: First Deployment of MCGS Equipped SPA.
- 287. Msg (S) LINDIS MCMX 06660 October 1966. Subj: Engineering Services.
- 288. Msg (C) DM4BR 05570 September 1966. Subj: Relocation of RT239.
- 289. Msg (C) 1008RW OL-20 Det-10 0033 December 1966. Subj: Self-Sealing Tanks for CH-3C Helicopters.
- 290. Msg (U) EFTO DM4C March 1967. Subj: CH-3C/E Fuel Cell Leaks.
- 291. Msg (C) DM4 11735 November 1966. Subj: Training Parachutes.
- 292. Msg (S) LINDIS DM4BR DOR 05229 March 1967. Subj: Rivet Bin Operations.
- 293. Msg (C) LINDIS DM4BR 05591 September 1966. Subj: Air Transportation Lit.
- 294. Msg (S) DM4 05654 October 1966. Subj: Shortages of Test Equipment and Tech Data Required For Checkout of G and J Model SPA.
- 295. Msg (U) EFTO DM4 617881 December 1966. Subj: Long Parachute Cans.
- 296. Msg (U) EFTO DM4 DM4 62017 December 1966. Subj: Parachute Container.
- 297. Msg (C) DM4D 05041 January 1967. Subj: APW-23 Test Harness.

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TO RUEDFIA/AFLC

RUCSC/SAC

RUNTPFA/15AF MARCH AFB CAL

RUNJ99A/4080 SRW DAVIS MONTHAN AFB ARIZ

RUNDAK/AFLC/LOR MIR WAR NAS CAL

BT

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

Action	Info
1000956	BDA SMC (1) 12DM(1) DYIA(4)

~~SECRET~~

(u) ~~SECRET~~ 41MOIS AFSME-S 82664 JULY 1966.

AFLC FOR VCMX; SAC FOR DM4C; 15AF FOR DM4B; 4080 SRW FOR DCM. ON 15 JUL 66, AD DECISION WAS MADE TO MODIFY TEN (10) BQM-34A DRONES TO THE 147NX CONFIGURATION AT RYAN AERO. THIS WAIVES THE REQUIREMENT FOR SAC TO ACCOMPLISH TASK AT DAVIS-MONTHAN AFB AT THIS TIME. REQUEST ACTION BE TAKEN TO RETURN TO AFLC/LOR ALL 147N PARTS SHIPPED TO DM AFB FOR MODIFICATION STARTING 12 JUL 66. PARTS WILL BE STORED AT AFLC/LOR FOR FUTURE USE. AFLC/LOR WILL CONTINUE TO RECEIVE AND STORE ALL PARTS ORDERED FOR MODIFICATION OF FORTY (40) BQM-34 DRONES TO 147N CONFIGURATION. GP-4

BT

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BDA SMC
66-1925

UNCLASSIFIED
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0905

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UNCLASSIFIED

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

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D-525

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FM SAC

TO RUWDAX/AFLC LOR MIRAMAR NAS, CAN DIEGO CALIF

RUW3KN/15AF MARCH AFB CALIF

RUWHBD/12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ

INFO RUEDFIA/AFLC WPAFB OHIO

RUEDHQA/CSAF

RUEKDA/JCS FOR J-3, JRC

RUEBBAA/AFSC

BT

~~SECRET~~ DOSRS/DPLC3 07261 JUL 66.

LIGHTING BUG. 15AF FOR DOR/DOT/DMA. 12SAD FOR 100SRW. AFLC FOR MCMX, PASS TO COL RAYNOR. CSAF FOR AFOPFR PASS TO MAJ CORRA AND AFSME PASS TO LTCOL TALBOT. JCS FOR J-3, JRC PASS TO COL EMRICH. AFSC FOR SCSRA PASS TO MAJ ROSSER.

PART I. DUE TO THE SHORTAGE OF OPERATIONAL RECONNAISSANCE DRONES, AND TO THE HIGH PRIORITY REQUIREMENTS OF SEA, THE SECRETARY OF THE AIR FORCE HAS DIRECTED THAT FORTY BQM-34A DRONES BE MODIFIED TO PROVIDE AN INTERIM CAPABILITY. THE FRIST TYPE OF OPERATIONAL BQM-34A'S WILL BE DESIGNATED THE 147NX AND IS CURRENTLY IN PRODUCTION

Act / info
100SRW (6)
BOASMC (1)
DXIHA

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PAGE 2 RUCSC 1 ~~SECRET~~

AT RYAN AIRCRAFT PLANT IN SAN DIEGO. DEVELOPMENT OF THIS PROGRAM WAS DISCUSSED AT A MEETING WITH CSAF ON 15 JULY WITH REPRESENTATIVES FROM CSAF, SAC, AND 15AF. THE FOLLOWING DECISIONS RESULTED: DELIVERY DATE OF THE FIRST DRONE TO SAC WILL BE 12 AUGUST. THE MODIFICATION WILL INCLUDE THE FOLLOWING ITEMS: (1) A DR NAV SYSTEM WITH A MA-1 COMPASS AND A DASH-9 PROGRAMMER (2) A P-2 CAMERA (3) AGA 304 "S" BAND REACON (4) ARW-59 COMMAND RADIO (5) STRANDARD BQM RECOVERY SYSTEM WITH A 100 FT PARACHUTE AND WITHOUT MARS.

PART II. SAC WILL BE AUTHORIZED TO CONDUCT ONLY ONE SUCCESSFUL TEST FLIGHT WHICH WILL BE FOR THE PURPOSE OF EVALUATING OPERATIONAL CAPABILITES AND CHARACTERISTICS. THIS TEST FLIGHT WILL BE CONDUCTED AS SOON AS POSSIBLE AFTER DELIVERY OF FRIST 147NX WHICH IS SCHEDULED FOR 12 AUGUST 1966. THE MISSION OBJECTIVES ARE AS FOLLOWS:

- A. FLY AN OPERATIONAL PROFILE AT OPTIMUM CAMERA ALTITUDE.
- B. DETERMINE MAXIMUM RANGE.
- C. DETERMINE PROFILE OF CLIMB.
- D. EVALUATE THE GUIDANCE SYSTEM.

ETERMINE OPERATIONAL CAMERA CAPABILITIES.

III. MISSION CRITERIA:

- A. CAPTIVE FLIGHT.

BOASMC
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1. A CAPTIVE FLIGHT WILL BE CONDUCTED TO EVALUATE CAMERA ABILITIES AT DIFFERENT FLIGHT LEVELS.

B. FREE FLIGHT

1. FLIGHT WILL BE A SIMULATED OPERATIONAL PROFILE.

2. FLIGHT PLANNING WILL BE BASED ON AUTHORIZED TECH DATA.

3. A FULL FUEL LOAD WILL BE USED.

4. ENGINE RPM AS SPECIFIED BY AUTHORIZED TECH DATA.

5. FUEL DUMP VALVE WILL BE WIRED OFF TO ALLOW MEASUREMENT OF TRAPPED FUEL.

6. RECOVERY WILL BE MADE ON LAND.

7. RANGE SAFETY CONDITIONS APPLY.

8. CAMERA WILL BE REMOVED FOR FREE FLIGHT.

PART IV. TASKS FOR PARTICIPATING AGENCIES.

A. SAC HQ WILL:

1. PROVIDE MISSION PARAMETERS.

2. MONITOR MISSION PROGRESS.

3. EVALUATE MISSION RESULTS.

4. PROVIDE REPORT OF MISSION RESULTS TO CSAF.

B. 15AF WILL:

1. PROVIDE A PROJECT OFFICER TO COORDINATE ALL PHASES OF THE

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(u) PAGE 4 RUCSC 1 ~~SECRET~~

TEST.

2. SELECT A RANGE ON WHICH THE TEST OBJECTIVES CAN BE MET.

3. PROVIDE DRONE MISSION ROUTE AND PROFILE.

4. COORDINATE WITH THE SELECTED RANGE TO PROVIDE:

(A) RANGE SCHEDULING

(B) TRACKING

(C) INSTRUMENTATION

(D) DRONE CONTROL

(E) DATA RECORDING

(F) PHOTO COVERAGE OF CRITICAL OPERATIONS (I. E. RECOVERY ETC.)

(G) RANGE SAFETY MEASURES.

5. KEEP HQ SAC ADVISED OF MISSION PROGRESS FROM INITIAL PLANNING TO COMPLETION. (DOSR & DPLC)

6. PROVIDE MISSION REPORTING IAW CURRENT PROCEDURES OF SAC OPORD 63-66 (HIGH BAR).

C. 100SW WILL:

1. APPOINT A PROJECT OFFICER TO COORDINATE DIRECTLY WITH THE 15AF PROJECT OFFICER.

2. PROVIDE DC-130, 147NX DRONE AND FLIGHT CREWS AND BRIEF CREWS ON MISSION PLANS AND RESPONSIBILITIES.

B DASM C
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PAGE 5 RUCSC 1-~~SECRET~~

3. OBTAIN NECESSARY FLIGHT CLEARANCES.
 4. COORDINATE CHASE PLANES TO MONITOR DRONE FREE FLIGHT, IF DESIRED.
 5. PLAN DC-130 ROUTE TO LAUNCH POINT, AND CONDUCT DETAILED MISSION PLANNING FOR DRONE ROUTES AS DIRECTED BY 15AF.
 6. PROVIDE NECESSARY MAINTENANCE SUPPORT FOR 147NX DRONE AND DC-130.
 7. PROVIDE NECESSARY RECOVERY PERSONNEL AND EQUIPMENT.
 8. EXERCISE EXECUTION AUTHORITY THROUGH 100SW PROJECT OFFICER AND 100SW COMMANDER.
 9. CONDUCT MISSION REMOTE CHECKS PRIOR TO LAUNCH.
 10. CONDUCT THE MISSION.
 11. RETURN THE DRONE TO DAVIS MONTHAN FOR OPS CHECKS AND SHIPMENT TO OL-20 UPON COMPLETION OF TEST.
- D. REQUEST AFLC LOR:
1. PROVIDE TECHNICAL ASSISTANCE AS REQUIRED.
- PART V. FOR CSAF. REQUEST YOUR CONCURRENCE WITH THIS TASKING MESSAGE PRIOR TO ITS IMPLEMENTATION.

BDASMC
66-2057

GP-3
BT

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D-84
classified
Col change
2000

NNNN
CZC3DA642ZCDB699
FP RUWHBD
DE RUCSC 27 2172130
ZNY ~~88333~~
P 052115Z AUG 66
FM SAC

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

Est Info

PDASMC (1)
100 CAS (6)
12 Dm (1)
CASC-1

TO RUWBRN/15AF MARCH AFB CALIF
INFO RUWDNAK/AFLC LOR MIRAMAR NAS CALIF
RUWHBD/12SAD DAVIS MONTHAN AFB ARIZ

Dcm-4
Dcm-1

BT
~~SECRET~~ DM4C 07464 AUG 66.

THIS IS A LIGHTNING BUG MESSAGE. FOR: SDM4DR, DM43R/15AF.
INFO: LOR/MIRAMAR, 123DCM/12SAD. SU3J: 147NX DELIVERY (U)
REF UNCLAS LOR 495 AUG 66, SECRET LOR 467, JUL 66. THE FIRST
147NX WILL BE COMPLETED AT LOR ON 8 AUG 66. EARLIEST AVAIL-
ABLE PICK-UP TIME IS 1400 HOURS 8 AUG 66. REQUEST YOU PICK
UP DRONE AT MIRAMAR NAS AS SOON AS TRANSPORTATION ARRANGEMENTS
CAN BE ACCOMPLISHED. ALSO REQUEST YOU ADVISE LOR AT LEAST
4 HOURS PRIOR TO PICKUP. FACILITIES AT SAN DIEGO PLANT DO NOT
EXIST TO PROVIDE COMPASS CALIBRATION (COMPASS SWING) FOR THE
MODEL 147NX VEHICLE. COMPASS CALIBRATION FOR ALL 147NX
VEHICLES WILL BE ACCOMPLISHED AT DAVIS-MONTHAN AFB.SGP3.

BT

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PDASMC
cc 2128

UNCLASSIFIED

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C 11-11909

FM SAC
TO RUWBKN/15AF MARCH AFB CALIF
RUWBBD/12SAD DAVIS MONTHAN AFB ARIZ
RUWDK/AFLC LOR MIRAMAR NAS SAN DIEGO CALIF
1FO RUEDFIA/AFLC

HQ

/CSAF

SEKDA/JCS FOR J3 JRC

RUEBBAA/AFSC

BT

~~SECRET~~ DOSRS DPLC-3 07551 AUG 66.

SUBJECT: LIGHTNING BUG. 15AF FOR DOR/DOT/DM4/01. 12SAD FOR 100SRW.
AFLC FOR MCMX, PASS TO COL RAYNOR. CSAF FOR AFXOPFR PASS TO MAJ
CORRA AND AFSME PASS TO LT COL TALBOT. JCS FOR J-3, JRC PASS TO
COL EM

ICH. AFSC FOR SASRA PASS TO MAJ ROSSER.

PART I. THE MISSION PARAMETERS FOR THE 147NX TEST FLIGHT ARE AS
FOLLOWS:

A. CAPTIVE FLIGHT: A CAPTIVE FLIGHT WILL BE FLOWN WITH THE P-2 CAMERA
OPERATED FOR SHORT INTERVALS EVERY 5,000 FT, BEGINNING AT 5,000 FT
AND TERMINATING AT 25,000 FT. THE FILM WILL BE ANALYZED TO DETERMINE

PAGE 2 RUCSC 38 ~~SECRET~~

THE OPTIMUM ALTITUDE TO OBTAIN A FOUR FOOT RESOLUTION. PRESENT
INDICATIONS ARE THAT THIS WILL OCCUR BETWEEN 10,000 FT AND 20,000 FT.

B. FREE FLIGHT:

(1) DRONE WILL BE LAUNCHED AT 3,000 FEET.

(2) DRONE WILL CLIMB TO 20,000 FT AND WILL FLY THIS ALTITUDE FOR
APPROXIMATELY 110 NM TO SIMULATE AN OPERATIONAL SCORING RUN. IT IS
NOT NECESSARY FOR THIS TO BE A STRAIGHT LEG. RPM WILL BE SET TO
GIVE 420 KTAS. CAMERIA WILL NOT BE INSTALLED.

(3) AT THE END OF THE SCORING LEG THE DRONE WILL BE PROGRAMMED TO
CRUISE/CLIMB TO MAX ALTITUDE FOR THE REMAINDER OF THE MISSION.

RPM FOR CLIMB WILL BE SET TO YIELD MAX FUL ECONOMY WHILE ASSUMING
A CLIMB TO AT LEAST 50,000 FT.

(4) AT LEAST TWO LEGS SUFFICIENTLY LONG TO EVALUATE THE GUIDANCE
SYSTEM WILL BE FLOWN.

(5) RECOVERY WILL BE INITIATED AT CRUISE ALTITUDE.

(6) TOTAL LENGTH OF THE MISSION WILL BE COMPUTED FOR FUEL OUT
MINUS FIFTEEN MINUTES. TRAPPD FUEL WILL BE MEASURED UPON RE-
COVERY.

(7) DRONE WILL BE RECOVERED WITHOUT MARS ON LAND

PART II. REQUEST 15AF TEST PROJECT OFFICER INSURE DELIVERY OF

PAGE 3 RUCSC 38 ~~SECRET~~

FILM AND LOGS TO 15AF RTS.

PART III. REQUEST 15AF RTS EVALUATE FILM FOR DESIRED FOUR FOOT
RESOLUTION AT DIFFERENT ALTITUDES. MSG REPORT WILL BE FORWARDED
TO THIS HQ AND FOLLOWS BY FILM AND SELECTED PRINTS TO SAC DIM.
DUPLICATE PRINTS TO BE FORWARDED TO CSAF FOR AFXOPFR BY FASTEST
MEANS AVAILABLE. GP-3.

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

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INFP

BOASMC
(1)
120M(1)
1200(1)

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66-2158

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D-180

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

NNNN
CZCDBA311ZCX3A521
PP RUWHBD
DE RUEDFIA0716 2232108
ZNY ~~88999~~
P 112105Z AUG 66
FM AFLC
TO RUEDHQA/CSAF
RUCSC/SAC
INFO RUEDHQA/JCS
RUWDK/MIRAMAR NAS CALIF
RUMBKN/15AF MARCH AFB CALIF
RUWHBD/12SAD DAVIS MONTHAN AFB ARIZ
BT

Act Info
100 CAS(6) BDASMCN
12 DMCI
DX 14C21

(u) ~~SECRET~~ LINDIS MCMX 05075 AUG 66. CSAF FOR AFXOPER/
AFSME-SI SAC FOR DO/DM/DI/FPL; JCS FOR J-3 (JRC); MIRAMAR NAS FOR
LOR; 15AF 23SAD. REFERENCE HQ USAF AFXOPER 95149, REGARDING
LIGHTNING BUG PROGRAM. TO CLAIIFY FOR ALL CONCERNED THIS HEADQUARTES
IS TAKING ACTION ONLY ON THOSE PROGRAMS THAT HAVE BEEN APPROVED BY
DIRECTIVES FROM HQ. USAF, WHICH AUTHORIZED THE FOLLWOING:
A. MODIFY 8 EACH BOM-34A DRONES TO THE 147X CONFIGURATION. 1ST
CONTRACTUAL DELIVERY COMMITMENT IS 12 AUG 66 IN LIEU OF 1AUG 66.
B. PROCURE ADDITIONAL J69-141A ENGINES FOR 147H FOLLOW-ON.
C. PROCURE LONG LEAD TIME ITEMS FOR THE ADDITIONAL 55 EACH 147H
D. PROCURE SCORER G RIVIT ANNIE 3P 8 TETS AND ENGINEERING
AIRCRAFT. GP-3.
BT

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BDASMC
66-2196

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Z(2)

NR1414

CIC30452671006242

RR RUWH3D

DE RUCSC 21 2290049

ZNY ~~58355~~

R 170030Z AUG 66

FM SAC

TO RUW3KN/15AF MARCH AFB CALIF

INFO RUWH3D/12SAD DAVIS MONTHAN AFB ARIZ

BT

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

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D-248
cut

Info
BDSMC
100 CA
12 DMC

~~SECRET~~ LINE

EEEE4ZWMD14C 07354 AUG 66.

THIS IS A LIGHTNING BUG MESSAGE. FOR: DM4DR/15AF. INFO:
1000CM/12SAD. SUBJ: (U) 147NX TRAINING. REF: SECRET DM4 05515
AUG 66 SECRET LOR 441 JUL 66. THE KS-67 SCORER IS NOT THE
CAMERA BEING INSTALLED IN THE 147NX DRONE. THE KS-67 SCORER
WAS ORIGINALLY PROGRAMMED FOR THE 147NX, BUT WAS CHANGED TO
THE P-27SCORER. GP 3.
BT

BDSMC
66-2246

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129/78
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Continued on Cmd 100
mjp

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10-314 UNCLASSIFIED

(u) PTTS JAW RUNTPFA9462 2321918-SSSS--RUNJBBA.

ZNY 66666

P 201755Z AUG 66

FM 15AF MARCH AFB CALIF
TO RUCSC/SAC

→ INFO RUKJBBA/12SAD DAVIS MONTHAN AFB ARIZ.
RUMDAK/AFLC LOR MIRAMAR NAS SAN DIEGO CALIF
RIEDFIA/AFLC
RIEDHQA/CSAF
RIEDKA/JCS
RUDDAQ/AFCS
ZEN/15AF MARCH AFB CALIF
BT

~~SECRET~~
Cat Info
BDS me (1)
100 CAS (6)
10 DM (1)

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

(u) ~~SECRET~~ DICS 00982. SUBJECT: LIGHTNING BUG. SAC FOR
DOSRS/DW/DPLC3: 12SAD FOR 100SRW; AFLC FOR MCMX, PASS TO COL
RAYNOR; CSAF FOR AFXOPRR PASS TO MAJ CORRA AND AFSVE PASS TO
LTC TALBOT; JCS FOR J-3 PASS TO COL ENRICH; AFSC FOR SASRA
PASS TO MAJ ROSSER; REF SAC MSG DOSR DPLC-3 07551 AUG 66.
THIS MSG IN FIVE PARTS. PART I. RESULTS OF THE LIGHTNING
BUG TEST CONDUCTED AT DAVIS-MONTHAN AFB, ARIZ ON 18 AUG
ARE AS FOLLOWS. PART II. THE VALIDITY OF THE TEST IS
QUESTIONABLE DUE TO THE OVEREXPOSURE OF THE FILM NEGATIVE.

(u) PAGE 2 RUNTPFA9462 ~~SECRET~~

IT IS RECOMMENDED THAT THE FILM BE REVIEWED FOR EXPOSURE
AND DEVELOPMENT. THIS WILL BE NECESSARY TO OBTAIN THE BEST
RESOLUTION FOR THAT PARTICULAR FILM, DEVELOPER, EXPOSURE
DENSITY. PART III. RESOLUTION TARGETS WERE UNDERSTOOD TO BE
4' 5 1/4" (FOUR FEET FIVE AND ONE QUARTER INCHES) BY 22' 2 1/4"
(TWENTY TWO FEET FIVE AND ONE QUARTER INCHES) WHICH WAS STATED
TO BE THE EIGHTH GROUP OF THREE FROM THE LARGE END OF THE
RESOLUTION TARGET. THE RESOLUTION TARGET SIZE WAS OBTAINED VIA
TELECON FROM LTC LOGAN AT 100SRW. EVEN WITH THE EXPOSURE
CONDITION AS STATED ABOVE THE FOUR FOOT RESOLUTION WAS ACHIEVED
AT ALL ALTITUDES. PART IV. THE BASE FOG OF THE
FILM IS .06 (POINT ZERO EIGHT). MAX AND MIN DENSITIES WERE
DETERMINED TO BE-.MA 2/23 (TWO POINT TWO THREE)- MIN 1.51
(ONE POINT FIVE ONE). PART V. SELECTED TEST PRINTS SENT TO
AFSC (AFSC), AFLC (MCMX), AND CSAF (AFXOPRR) VIA REGISTERED AIR
MAIL. (1) MAY REVIEW PRINTS AT (DOSRS) MATERIAL DEPARTED
ON 20 AUG 66. NEGATIVES BEING HELD
Q 15AF (DICS). TEST DATA AS FOLLOWS: SHUTTER SPEED 1/2000;
STOP 4.0; INTERVALOMETER SET 6; (NO FLITET); BRIGHTNESS
BRIGHT; RESOLUTION TGT, ALT-4478' TO 4488'; COORDINATES, 31

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PAGE 3 RUWTPFA9462 ~~SECRET~~

DEGREES 35 MINUTES 47.12 SECONDS N; 110 DEGREES 18 MINUTES
24.48 SECONDS W; COURSE FLOWN 157 DEGREES TRUE (144 DEGREES
MAG). 1ST RUN-ALT INDICATED 24,700', ABOVE TERRAIN 19,200'
CAMERA RUN TIME 2.3 MIN. 2ND RUN-ALT. INDICATED 19,500'
ABOVE TERRAIN 15,000', CAMERA RUN TIME 2.0 MIN.
3RD RUN-ALT. INDICATED 14,500', ABOVE TERRAIN 10,000', CAMERA
RUN TIME 3.0 MIN. 4TH RUN-ALT. INDICATED 9,500', ABOVE
TERRAIN 5,000', CAMERA RUN TIME 1.2 MIN. 5TH RUN-ALT.
9,5000', ABOVE TERRAIN 5,000', CAMERA RUN TIME 3.0 MIN.
NOTE TOTAL CAMERA RUN TIME 11.5 MIN. CLOUDS INTERFERRED WITH
RUNS. GP-3.

BT

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150/79

(u) TS JAW RUWFLA4103 2582343-SSSS--

RUWJBBA .

ZNY-SSSS-

0 262315Z

FM AFMDC HOLLOMAN AFB NMEX

TO RUWTPFA/15AF MARCH AFB CALIF

INFO RUCSC/SAC

WJBEA/12TH ASD DAVIS MONTHAN AFB ARIZ

BT

(u) ~~SECRET~~/350 SRS 38363 AUG 66. FROM PROJECT OFFICER
15AF FOR DOR. SAC FOR DOSR DPLC3. 12SAD FOR 100TH SRW. THIS IS
A LIGHTING BUG MESSAGE. THE 1ST 147NX OPERATIONAL TEST FREE
FLIGHT MISSION WAS LAUNCHED FROM DC 641 ON THE HOLLOMAN RANGE ON
26 AUG 66. CREW DEBRIEFING COMPLETED AT 1815Z. MISSION SUMMARY
AS FOLLOWS.

1. MISSION 1, 147NX-1, DTD 26/1815Z
- 2A. INTENDED LAUNCH COORDINATES - 32 51 1/2 N, 106 17 3/4 W.
HEADING T.C. 003.
- B. ACTUAL LAUNCH COORDINATES - 32 52 N, 106 17 1/4 W. ACTUAL

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(u) PAGE 2 RUWFLA4103-~~SECRET~~

HEADING T.C. 000 DEGREES, LAUNCH TIME 1616Z. DC-130 HEADING
AT LAUNCH T.C. 004 DEGREES.

3. LAUNCH SPED 200K IAS, ALTITUDE 15000 FT WITH ALTIMETER SET
AT STATION PRESSURE 30.22. RPM OF 147NX WAS 95PERCENT.
4. RADAR ALT READOUT WAS STABLE AT 15000 FT. ONE MINUTE AFTER
LAUNCH, CLIMB TO 20,000 FT INITIATED. SPA LEVELED OFF AT 23M AND
87 RPM. THEN BEGAN A GRADUAL DESCENT TO 21M WHERE IT STABILIZED.
RPM STILL 87PERCENT.
5. ALTITUDE HELD AT LOW LEVEL: POINT A COORDINATES 33 27N, 106 18W,
ALTITUDE 23M, IN DESCENT.
6. PERCENT OF RPM VERSUS IAS AT LOW ALTITUDE. POINT A. RPM 87,
IAS 200K TRUE AS 426K.
7. LOW LEVEL TURN PERFORMANCE
 - A. TURN RADIUS PROGRAMED 10.8 NM, ACTUAL 11.3 NM.
 - B. ALTITUDE LOSS - IN DESCENT FROM 23M TO 21M, STABLE DESCENT.
8. CLIMBING TURN PERFORMANCE.
 - A. TURN RADIUS PROGRAMMED 13.0 NM, ACTUAL ESTIMATED AT 24.0 NM
AS TURN NOT COMPLETE.
 - B. ALTITUDE GAIN 1/M
9. CLIMB PERFORMANCE: N/A AS CLIMB NOT COMPLETED. SEE REMARKS:

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8 DASM
66-3055

REPROGRAMED AT 12 YEAR
INTERVALS! NOT AUTOMATICALLY
DECLASSIFIED.
DOD DIR 5200.10

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PAGE 3 RUWFLA4103 ~~SECRET~~

1. ACCURACY OF TRACK:

LOW LEVEL - 3 DEGREES, 2 1/4 MILES OFF AT POINT A

B. CLIMB SEE REMARKS.

11. COORDINATES AT START OF LETDOWN: N/A

12. SPA PERFORMANCE UNDER MANUAL CONTROL. SEE REMARKS.

13. RECOVERY CE. N/A

E RCO DATA RADAR

TIME	LAUNCH	ALT	IAS	RPM	BANK
1616Z	1"	15M	280	95	0
1617 1/2Z	1 1/12	17M	330	94.8	0
1618Z	2	20M	295	89	- STILL CLIMBING
1620Z	4	23M	295	87	- LEVEL OFF
1622Z	6	21M	295	87	15 DEGREES 1ST TURN LEFT (WIDE).
1626Z	10	21M	295	87	0 COMPLETE TURN
1630Z	14	21M	295	87	0 GS 407
1630 1/2Z	14.5	23M	295	100	START CLIMB
1631 1/2Z	15.5	28M	295	101	15 DEGREES START TURN LEFT (WIDE)
1633	17	35M	295	100	REMOTE TURN (LEFT)
1635	19	38M	295	100	LEFT TRIM (RECOVERY)
1634 1/2Z					IMPACT

15. REMARKS: SPA 147NX-1 WAS LAUNCH ON SCHEDULE AFTER COM-

PAGE 4 RUWFLA4103 ~~SECRET~~

PLETION OF ALL AIRBORN CHECKS, WHICH WERE NORMAL. TRACK AFTER LAUNCH WAS A -3 DEGREES FROM PLANNED TRACK ON 1ST LEG. TURN RADIUS WAS .5NM GREATER THAN PLANNED. SPA FLEW 108.9 NM AT THE LOWER ALTITUDE, 21M TO 23M. PLANNED START CLIMB AND RPM INCREASE WAS AT PULSE 14, 103NM, WHICH WAS 7 NM SHORT OF DESIRED DUE TO RANGE LIMITATIONS. TRACK ON SECOND LOW LEVEL LEG WAS ALSO -2 1/2 DEGREES FROM PLANNED TRACK. PLANNED TURNING POINT B COORDINATES 32 49 1/2 N 106 41 1/4 W, ACTUAL COORDINATES 32 49 1/4 N 106 42 3/4 W. SPA WENT INTO NORMAL CLIMB AT 21M FT AND 99 RPM. THE LEFT TURN AS PROGRAMMED WAS APPARENTLY NOT INTEGRATING PROPERLY. THE SPA WOULD NOT HAVE REMAINED WITHIN THE CONFINES OF THE RANGE. THE RCO TOOK THE SPA OFF PROGRAMMING WITH TONE 3 AND COMMANDED A LEFT TURN. THE SPA DID NOT RESPOND. A LEFT TRIM COMMAND WAS THEN GIVEN WITH STILL NO APPARENT RESPONSE. AT THIS TIME BEACON TRACK AND TM SIGNALS WERE LOST. SKIN PAINT TRACKING INDICATED SPA LOSING ALTITUDE AND IN RECOVERY. TM TAPES HAVE NOT BEEN ANALYZED AT THIS TIME. FORWARD CHUTE AND EMERGENCY CHUTE WERE GIVEN AS A BACKUP FOR RECOVERY AT APPROXIMATELY 25M FT. MAIN CHUTE DEPLOYED AT APPROXIMATELY 12, 500 FT RADAR ALTITUDE. LETDOWN ON MAIN CHUTE APPEARED AT NORMAL RATE. DAMAGE TO SPA UNKNOWN AT THIS TIME. TRUE

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PAGE 5 RUWMFLA4103-~~SECRET~~
RECOVERY WILL REQUIRE APPROXIMATELY 4 HOURS DUE TO BEING OUT OF
THE PLANNED RECOVERY AREA. 147NX STATUS TO FOLLOW ON RECOVERY.
ADDITIONAL REMARKS:

LAUNCH ACCURACY 1/2 MIL W AND 1/2 MILE N.

REACTION ON SPARATION: DC-130 CREW REPORTS SPA DROPPED
APPROXIMATELY 2000 FT. THIS DID NOT APPEAR ON THE RADAR ALTITUDE
READOUT.

167NX-1 MISSION 2 AS DIRECTED BY 15 AF IS SCHEDULED FOR MONDAY
29 AUG 66 AT HOLLOMAN. GROUND CHECKS 1530Z TO 1615Z AND RANGE
TIME 1700Z TO 1900Z, WITH A 1730Z LAUNCH.

GP-3

BT

3205mc

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131/80

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

RUNJ984.

NNNNOTTS JAW RUNVFLA4809 2420130-SSSS--

ZNY-SSSSS (u)

O 300045Z AUG 66

FM AFVDC HOLLOWMAN AFB NMEX

TO RUNTPFA/15AF VARCH AFB CALIF

INFO RUCSC/SAC

RUNJ984/12TH SAD DAVIS-MONTHAN AFB ARIZ

BT

~~SECRET~~

Carlson
100CAS(6)
BT
120M(1)
1200(1)

(u) ~~SECRET~~ 350 SRS 38364 AUG 66. FROM PROJ OFFICER. SEC 1 OF 11. 15AF FOR DOR, DM4B. SAC FOR DOVSR, DPLC3. 12 SAD FOR 103TH SRW. THIS IS A LIGHTING BUG MESSAGE. THE 2ND 147NX OPERATIONAL TEST FREE FLIGHT MISSION WAS LAUNCHED FROM DC-130 #461 ON THE HOLLOWMAN RANGE, 29 AUG 66. CREW DEBRIEFING COMPLETED AT 1930Z MISSION SUMMARY FOLLOWS.

1. MISSION #2, 147NX-2, DTG 29/1930Z.
- 2A. INTENDED LAUNCH COORDINATES, 32-51 & HALF NORTH 106-17THREE FOURTHS WEST T.C. 003 DEGREES.
- B. ACTUAL LAUNCH COORDINATES 32-51 ONE FOURTH NORTH, 106-18 WEST T.C. 359 DEGREES. LAUNCH TIME 1735Z. DC-130 HEADING AT LAUNCH 359 DEGREES.
3. LAUNCH SPEED 200K IAS, ALTITUDE 15,000 FT WITH ALTIMETER SET AT STATION PRESSURE 30.10. RPM OF 147NX WAS 95 PER CENT.
4. RADAR ALTITUDE READOUT WAS 15,700 FT, AND TV ALTITUDE 14,500

(u) PAGE 2 RUNVFLA 4809 ~~SECRET~~

FT. BOTH INDICATED A 700 FT DROP AT RELEASE. THE AIRCREW ESTIMATED A 1,000 FT DROP, THEN A STABLE ACCELERATION AND CLIMB. ONE MINUTE AFTER LAUNCH, CLIMB TO 20,000 INITIATED, SPA CLIMBED TO 21,000 FT RADAR ALTITUDE, AND 20,000 FT ON TV- STABILIZED AT 20,000 FT ON BOTH. RPM STABILIZED AT 85.5 PERCENT.

5. ALTITUDE HELD AT LOW LEVEL.

POINT A COORDINATES - N/A OFF PROGRAM AND IN TURN EARLY DUE TO RANGE LIMITATIONS - ALTITUDE 20,000 FT, STABILITY GOOD.

6. PERCENT OF RPM VERSUS IAS AT LOW LEVEL: RPM 85.5 PERCENT IAS 275K TRU AS 374K.

7. LOW LEVEL TURN PERFORMANCE:

A. TURN RADIUS PROGRAMMED AT 10.8 NM, ACTUAL 7.3 NM, SPA WAS TAKEN OFF PROGRAMMER TO RETURN IT TO HEADING DUE TO RANGE LIMITATIONS. WHEN HEADING AND PROGRAMMER RESTORED LEFT TURN IMMEDIATELY PICKED UP. SMALLER TURN RADIUS APPARENTLY DUE TO LOWER TAS.

B. ALTITUDE LOSS ON TM: 500 FT.

C. CLIMBING TURN PERFORMANCE:

A. TURN RADIUS PROGRAMMED AT 13.2 NM, ACTUAL 13.5 NM.

B. ALTITUDE GAIN: 26,000 FT RADAR, 24,000 TM. THIS WAS A 180 DEGREE TURN. AT INCREASE RPM AND CLIMB PULSE, JUST PRIOR TO CLIMBING TO APPROXIMATELY 500 FT OF ALTITUDE WAS LOST. THIS ALSO INDICATES LOW TAS AT 20,000 FT.

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~~Action Info~~

(u) NNNNOTTS JAW RUWVFLA4889 2428130-SSSS--
ZNY-66933
O 320045Z AUG 66
FM AFMCD HOLLOMAN AFB NVEX
TO RUWTPFA/15AF VARCH AFB CALIF
INFO RUCSC/SAC
RUWJBBA/12SAD DAVIS-MONTHAN AFB ARIZ
BT

RUWJBBA.

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(u) ~~SECRET~~ 350 SRS 38364 AUG 66 FROM PVROJ OFFICER FINAL SEC OF 11.
FUNCTION LAUNCH PLUS TIME TV/ALTITUDE/RA IAS AIRSP RPM
TONE 3 RT 56.75 53
LT 57.25 53
P.O. 58.5 53
68
IMPACT 69.33

TS. REMARKS: SPA 147NX-2 WAS LAUNCHED ON SCHEDULE 29 AUG 66.
AFTER COMPLETION OF ALVL AIRBORNE AND GROUND CHECKS, WHICH WERE
NORMAL. LAUNCH ACCURACY THREE FORTHS MILE NORTH AND ONE FOURTH MILE
WEST. TV WAS LOST 22 MINUTES AFTER LAUNCH DUE TO MALFUNCTION WITHIN
THE 147NX. MAIN CHUTE DEPLOYED AT APPROXIMATELY 13,000 FT, RADAR
ALTITUDE. LETDOWN ON MAIN CHUTE APPEARED TO BE AT A NORMAL RATE.
VERY MINOR DAMAGE TO SPA AS REPORTED FROM THE RECOVERY SITE.

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(u) PAGE 2 RUWVFLA4889 ~~SECRET~~
SCORER PROGRAMMED ON AT PULSE 11 AND OFF AT PULSE 35 TO OBTAIN VBOTH
LOW AND HIGH COVERAGE. INSUFFICIENT FILM TO PROGRAM SCORER ON AT PULSE
14 AND OFF AT PULSE 50. FUEL CONSUMPTION DATA TO FOLLOW.

ADDITIONAL DATA:
VERY MINOR DAMAGE CONFIRMED AFTER 147NX RETURNED TO BASE. RIGHT
WING TIPV SHEARED AT SHEAR POINT, NO OTHER SIGNIFICANT VISIBLE
DAMAGE. FUEL REMAINING AFTER A 58.6 MINUTE FLIGHT, 26 GALLONS
BASED ON A FULL FUEL LOAD OF 102 GALLONS. LATEST METRO WINDS
AT LAUNCH FORECAST FOR 040 DEGREES AT 8K AT 15,000 FT, WHICH WERE
PROGRAMMED FOR. ACTUAL WINDS TAKEN FROM THE DC-130 WERE 070 DEGREES
AT 12,000 FT, WHICH WOULD ACCOUNT FOR APPROXIMATELY ONE HALF
DEGREE OF ERROR ON THE LOW LEVEL LEG.
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LIV9 PERFORMANCE:

A. TIME TO CLIMB TO ALTITUDE: 50,000 FT IN 11 MINUTES, FROM 20,000 FT
B. TOTAL DISTANCE TO CLIMB TO CRUISE ALTITUDE: 88.5 NM ALTITUDE
50,000 FT (185 NM WAS FLOWN AT 20,000 FT).

C. LEVEL OFF COORDINATES: 50,000 FT 33-28 HALF NORTH, 106-09 HALF WEST.

VD. MAXIMUM ALTITUDE: 53,000 FT RADAR, VARIABLE 50,000 FT TO 53,000 FT IN HIGH ALTITUDE TURNS.

10. ACCURACY OF TRACK:

A. LOW LEVEL -4 DEGREES

B. CLIMB 0 DEGREES

C. CRUISE VSPEED PLUS 1 DEGREE

C. TARGET: N/A, AS SPA HAD TO BE TAKEN OFF PROGRAMMER AND MANUALLY RETURNED TO TRACK DUE TO RANGE LIMITATIONS. HOWEVER, THE -4 DEGREE ERROR AT LOW LEVEL WOULD HAVE PLACED THE SPA APPROXIMATELY 7.7 NM OFF TARGET AT THE END OF A 110 NM STRAIGHT LEG.

11. COORDINATES AT START OF LETDOWN: N/A, HIGH ALTITUDE RECOVERY.

12. SPA PERFORMANCE UNDER MANUAL CONTROL: RAPID ACCEPTANCE OF RIGHT TURN AND EXTREMELY SLUGGISH ACCEPTANCE OF LEFT TURNS. (SMALL RIGHT TURN RADIUS, LARGE LEFT TURN RADIUS.)

13. RECOVERY CE:

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(u)
PAGE 4 RUMVFLA4889 ~~SECRET~~

A. ALTITUDE - 53,000 FT

B. OFFSET BEARING DISTANCE HALF NM.

C. DROGUE CHUTE COORDINATES: 33-09 HALF NORTH, 106-20 HALF WEST.

D. MAINCHUTE COORDINATES: 33-06 NORTH, 106-19 HALF WEST.

14. PCO DATA:

FUNCTION	LAUNCH PLUS TIME	TM/ALTITUDE/RA	IAS	AIRSP	RPM
LAUNCH	0	14.5	15.7	210	95
	PLUS 1	14.3	15	340	95.8
CLIMB	PLUS 1.15	14	15	340	
LO	PLUS 2	20	21	340	85.5
SL	PLUS 3	20	21	320	85.5
RT	3.5	20	21	300	85.5
LT	4.5	20	20	280	85.5
RESTORE	5.5	20	20	275	85.5
	8.75	19.50	20	275	
RT TURN TO COURSE	9.15	20	20	275	
LT	10.20	20	20	275	85.5
RESTORE	12	- 20 -	-	275	85.5
INC	14	- 20 -	-	275	100
CLIMB	14.5			280	100
LT	15.15	25	25	290	100

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CLIMBING 16.5
CLIMBING 18
CLIMBING 19.5
CLIMBING 21

38 32 278 188
35 35.7 255 188
48 44 235 188
44.5 47 288 188

RADAR

(LOST TW)

LEVEL 22
CLIMB 23
LT 24
LT 26
LT 28
LT 31

49
49
49.5
51.5
58
51

LO 32.45
RT RCO 34.5
L 35.5
RESTORE 36.5
LT P 37.5

52.5
51 (DID NOT APPEAR TO RESTORE)
49.5
58
51

ROVLL OUT 41.5
RT 44.75
RESTORE 45.5
LT 48.25
ROLL OUT 54
BT

52
52
52
52
51

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(u) 00 RUWHPD

DE RUMDAK 456 2441855

NY 55555

O 115557 SEP 66

FM LCLOR

TO RUWHPD/12SAD DAVIS MONTAN AFF

INFO RUEFJA/AFLC WPAFP

RUSC/SAC OFFUTT AFB

RUWPKN/15AF MARCH AFB

BT

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LOR-624 SEP 66. 12SAD FOR 122SRW/DCO/DCN/352

SRS, AFLC/MCMA, SAC/DOSR/DPLC-3/DM4C, 15AF/DOR/

DM4FR. REF 12SAD MSG 352SRS 12655 AUG 66. FOLLOWING IN

THREE PARTS. PART ONE. A REVIEW OF PROFILE FLOWN WITH NA-2

ON 29 AUGUST DOES NOT SIMULATE OUR UNDERSTANDING OF AN OPERATIONAL

PROFILE. WE ACKNOWLEDGE REASON FOR THIS VARIATION IS

RANGE LIMITATIONS. CONSIDERING THE RANGE REQUIREMENT TO

INDUCE A 180 DEGREE TURN, AND MAINTAINING A CONSTANT POWER

SETTING AND CONSTANT ALTITUDE, AS CONTROLLED BY ALTITUDE HOLD, A

TRUE AIRSPEED LOSS IS INEVITABLE. WE DO NOT CONCUR THAT AN

OPERATIONAL PROFILE AS BRIEFED AT 15 JULY PENTAGON CONFERENCE HAS

BEEN SIMULATED, THEREBY VALIDATING REQUIREMENT FOR RPM INCREASE.

(u) PAGE TWO RUMDAK 456 ~~SECRET~~

ANALYSIS OF PALAR PLOT AND CORRESPONDING TM DATA INDICATES THAT

ON INITIAL STRAIGHT LEG LEG OF 25 AUG MISSION A TAS OF 440

KTS WAS REALIZED AT AN RPM SETTING OF 85 TO 86 PERCENT. THIS

TAS DID DECREASE IN FIRST AND SUBSEQUENT TURNS, AS WOULD BE

APPROPRIATE. THEREFORE TO INCREASE RPM TO MAINTAIN 420 KIAS IN

TURNS, WILL GREATLY INCREASE TAS IN STRAIGHT

AND LEVEL.

ALTITUDE HOLD MODE. WE UNDERSTAND INITIAL SCORING LEG UNDER

OPERATIONAL CONDITIONS WILL BE STRAIGHT IN AT FIXED ALTITUDE. FOR

YOUR INFORMATION, AT TWENTY THOUSAND FEET ASL, POWER SETTING OF

85 PERCENT WILL RESULT IN TAS OF 427 KNOTS, UNDER STANDARD DAY

CONDITIONS. AT TWENTY-THOUSAND FEET ASL, POWER SETTING OF 85

PERCENT WILL RESULT IN TAS OF 445 KNOTS, STANDARD DAY, HOWEVER

A GREATER SPEED LOSS WILL RESULT IN A TURN AT TWENTY-FIVE

THOUSAND FEET RATHER THAN AT TWENTY-THOUSAND, WITH SAME POWER

APPLIED, AND ALTITUDE HOLD MODE PREVAILING. PERFORMANCE DATA AND

BAROMETRIC SWITCH HAS BEEN PROVIDED TO 122SRW TO SUPPORT TWENTY-

FIVE THOUSAND FOOT OPERATION. PART TWO. AFLC/LOR INTERPOSES NO

ENGINEERING OBJECTION TO COMMAND FREQUENCY CHANGE FROM 415 TO 410.

REQUIREMENT FOR FREQUENCY COORDINATION RESTS WITH OPERATOR.

PART THREE. PAST OPERATIONS OF POM-34A DRONES BY NON-LE ACT

(u) PAGE THREE RUMDAK 456 ~~SECRET~~

INDICATES THAT PERFORMANCE DATA OUTLINED IN POM-34A HANDBOOK IS

CONSERVATIVE. ACTUAL PERFORMANCE, I. E., TAS, EXCEEDS PERFORMANCE

INDICATED IN HANDBOOK, THEREFORE INFORMATION CONTAINED IN NA

HANDBOOK IS MORE VALID FOR PLANNING THAN THAT CONTAINED IN THE

POM-34A HANDBOOK.

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DE USC 30 2441952
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O P 011945Z SEP 66
N SAC

TO RUEDHQA/CSAF

IFO RUWBKN/15AF MARCH AFB CALIF

RUWHBD/12SAD DAVIS MONTHAN AFB ARIZ

RUEDFIA/AFLC WRIGHT PATTERSON AFB OHIO

RUWDAA/AFLC LGR MIRAMAR NAS SAN DIEGO CALIF

BT

~~SECRET~~ DOSRS 08432 SEP 66.

OSAF FOR AFXOPFR/AFSME-S. 15AF FOR DOR. 12SAD FOR 100SRW. AFLC
FOR MCMX. AFLC/LOR PASS TO LTCOL BREWIS. REF SECRET 350SR, 10655
AUG 66 AND SECRET 350SR 38364 AUG 66. SUBJECT: (U) ~~THE~~ LIGHTNING

THIS MESSAGE IN THREE PARTS. PART I THE RECENT 147NX TEST
MISSIONS CONDUCTED AT HOLLOMAN RANGE HAVE NOT BEEN ENTIRELY
SUCCESSFUL. PROBLEM AREAS ARE:

1. THE SCORER MALFUNCTIONED ON 29 AUG FLIGHT. THE SHUTTER STUCK
OPEN CAUSING OVER EXPOSURE OF ALL FILM. THE CAUSE IS NOT KNOWN AT
THE TIME. THE TECH REP FOR THE CAMERA STATES THAT A FACTORY
ADJUSTMENT SHOULD BE MADE TO THE CAMERA IF THIN BASE FILM IS TO BE
USED. THE P-2 CAMERA BEING USED FOR STANDARD BASE FILM HAS A

PAGE 2 RUCSC 30 ~~SECRET~~

THREE (3) THOUSANDS OF AN INCH FOCUS AREA WHEN USING THIN BASE
WHICH CAUSES PICTURE FOCUS VARIANCES.

2. THE DRONE TURN RADIUS WAS LESS THAN PREDICTED AT LOW ALTITUDE,
PROBABLY DUE TO LOW AIR SPEED. UNDER MANUAL CONTROL THE DRONE
RESPONDED SLOWLY TO LEFT TURN AND EXTREMELY FAST TO RIGHT TURN.

3. THE LOW LEVEL TRACK ERROR WAS MINUS FOUR DEGREES ON THE SECOND
TEST MISSION. ONE HALF OF ONE DEGREE WAS CAUSED BY WIND CHANGE
BETWEEN PREFLIGHT AND FLIGHT TIME. A DRONE POST FLIGHT WAS
COMPLETED AND NO HEADING ERROR WAS FOUND. ON THE FIRST TEST
MISSION THE LOW ALTITUDE TRACK WAS MINUS THREE DEGREES. NO CAUSE
WAS FOUND. HIGH ALTITUDE TRACKS WERE WITHIN ONE DEGREE.

4. ON THE FIRST TEST MISSION THE DRONE WAS GIVEN A LEFT TURN
COMMAND TO KEEP IT WITHIN THE CONFINES OF THE RANGE. WHEN THE LEFT
TURN COMMAND WAS INEFFECTIVE, LEFT TRIM WAS COMMANDED AND THE DRONE
WENT INTO RECOVERY. NO REASON HAS BEEN FOUND FOR THE UNCOMMANDED
RECOVERY.

5. NX-2 FLEW FOR 58.6 MINUTES AND HAD 26 GALLONS OF FUEL
REMAINING. THE LOW LEVEL (20,000 FT LEG) WAS 100% THE DRONE
FLEW AT APPROXIMATELY 400 MPH ON THIS MISSION AND PROBABLY WOULD HAVE
FUELLED OUT AT ABOUT 600 MPH. IF FLOWN FOR 154 MILES AT LOW LEVEL

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PAGE 3 RUCSC 30 ~~SECRET~~

THE RANGE WOULD DROP TO APPROXIMATELY 530 NM.

PART II. SAC CONSIDERS IT UNADVISABLE TO DEPLOY THE 147NX DRONES UNTIL A

REASON CAN BE FOUND FOR THE LOW ALTITUDE HEADING ERRORS, OR A HEADING CORRECTION FACTOR DETERMINED. IF THE DRONE IS USED WITH A THREE DEGREE HEADING TOLERANCE A TARGET MORE THAN TWENTY MILES FROM THE LAUNCH POINT WOULD NOT BE COVERED SINCE THE LATERAL COVERAGE OF THE P-2 CAMERA IS ONLY 7,500 FEET AT 20,000 FEET ALTITUDE.

PART III.

ANOTHER TEST MISSION HAS BEEN SCHEDULED AT HOLLOMAN FOR FRIDAY,

02 SEP 66.

GP-3.

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TS JAN RUWFLA5387 2500233-SS85--RUWJ38A

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O 070219Z SEP 66
FM AFMDC HOLLOMAN AFB NVEX
TO RUWJ38A/12TRATAEROSPDIV DAVIS WORTHAN AFB ARIZ
INFO RUCSC/SAC
RUWTPCA/15AF MARCH AFB CALIF
BT

~~SECRET~~ 350SRW 28367 SEP 66 . SEC 1 OF 11. FROM PROJ OFFICER.
15AF FOR DOR DV43, SAC FOR DOSR DPLC3. 12SAD PASS TO 180SRW. THIS
IS A LIGHTING BUG VSEEAGE. THE THIRD 147NX OPERATIONAL TEST FREE
FLIGHT MISSION WAS LAUNCHED FROM DC-130 #461 ON THE HOLLOMAN RANGE
ON 6 SEP 66. CREW DEBRIEFING COMPLETED AT 2315Z, MISSION SUMMARY
AS FOLLOWS.

PART 1 - SPA

1. MISSION #3, 147NX3, DTG 6/2315Z
2. A. INTENDED LAUNCH COORDINATES 32-50 1/4 NORTH, 106-18W HEADING
338 DEGREES.
XV ACTUAL LAUNCH COORDINATES 32-51N, 106-18 1/4 W. LAUNCH TIME
2022Z FOR 30 SECONDS 340 DEGREES, THEN 332 DEGREES.
3. LAUNCH ALTITUDE 222KN ALTITUDE 15,000 PERCENT RPM 95 PERCENT AT
34.17 ALTIVETER SETTING.
4. RADAR ALTITUDE READOUT WAS STABLE AT 15,600 FT. ONE MINUTE

PAGE 2 RUWFLA5387 ~~SECRET~~
AFTER LAUNCH, CLIMB TO 25,000 FT INITIATED. SPA CLIMBED TO 24,000
FEET IN THREE MINUTES, AND RPM DECREASED TO 85.5 PERCENT RPM. SPA
WENT INTO A GRADUAL DESCENT TO 16,250 FT WITH A INCREASE OF RPM TO
87 PERCENT IN 100 NM AND 15 MINUTES.

5. ALTITUDE HELD AT LOW LEVEL: POINTS A THROUGH F, SEE REMARKS.

6. PERCENT OF RPM VERSUS IAS AT LOW ALTITUDE:

- LEG 1 RPM 86 PERCENT IAS 285 - TAS 403.
- LEG 2 RPM 87 PERCENT IAS 295 - TAS 387.
- LEG 3 RPM 100 PERCENT IAS DECREASING -
- LEG 4 RPM 98 PERCENT IAS DECREASING TO 175
- LEG 5 RPM 92 PERCENT IAS 175 - TAS 416

7. LOW LEVEL TURN PERFORMANCE

A. TURN RADIUS PROGRAMMED 9.8 NM, ACTUAL APPROXIMATELY 7.5 NM

B. ALTITUDE LOSS 1000 FT, GAIN 0

C. CLIMBING TURN PERFORMANCE:

A. TURN RADIUS PROGRAMMED 10.5 NM ACTUAL 8.2 NM

B. ALTITUDE GAIN 10 M

C. CLIMB PERFORMANCE:

A. TIME TO CLIMB TO ALTITUDE 27 MINUTES

B. TOTAL DISTANCE TO CLIMB TO CRUISE ALTITUDE 195 NM.
ALTITUDE TLV ALT 50.5 M, RADAR ALTITUDE 54 M

ACTION/INFO
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C. LEVEL + OFF COORDINATES: 32-51 N, 106-16 W
 D. MAXIMUM ALTITUDE TLV 50.5
 ACCURACY OF TRACK: (SEE REMARKS)
 LOW LEVEL -8 DEGREES, SECOND LOW LEVEL HEADING PLUS 4 1/2 DE-
 GREE.
 8. CLIV3 PLUS 1 DEGREE
 C. CRUSIE-CLIV3 VARIED FROM PLUS 34 DEGREES INITIALLY TO PLUS 24
 DEGREES.
 11. COORDINATES AT START OF LET-DOWN - N/A
 12. SPA PERFORMANCE UNDER MANUAL CONTROL: SEE REMARKS.
 13. RECOVERY CE:
 A. ALTITUDE 58 M
 9. OFFSET/BEARING/DIST: 0/0
 C. DRAG CHUTE COORDINATES: 33-18 N, 106-18 1/2 W
 D. MAIN CHUTE COORDINATES: 33-27 3/4 N, 106-17 W
 14. RCO DATA: TLV REAL TIME VETER READINGS
 LAUNCH PLUS TIME ALTITUDE AIRSP RPM PERCENT RESPONSE (REMARKS)
 LAU 2022Z 15K 200K 93 PERCENT 96 PERCENT (ASTRICK)
 RAW DATA CPS READOUT
 23 15K 350K 93 PERCENT
 23 1/4 15K 350K 93 PERCENT ST CLIV3

24 1/4	21K	290K	93 PERCENT	
24 3/4	22K	290K	93 PERCENT	ST L/O
25	22.5K	290K		ST RPM DEC
26	22K	290K	83.5 PERCENT	95-95.5PERCENT
				RPM L/O (ASTRICK)
26 3/4				ST RT TURN (MANUAL)
27 1/4				RELEASE RT TURN
				(RESTOR)
27 3/4				ST LEFT TURN (MANUAL)
28 1/2				RESTORE
29	19K	295K	84.5 PERCENT	
29 1/2				RT TURN (MAN)
30	19K	295K	84.5PERCENT	RESTORE
31	19K	300K	85 PERCENT	IN PROGRAM RT TURN
32 1/2	19K	290K	86 PERCENT	87 PERCENT (ASTRICK)
33				LT TURN RETURN
				TO TRK
34	17.5K	295K	86 PERCENT	LT TURN CORR TO
				TRK
34 1/2				2SEC LT TRIV
35 3/4				RESTORE
36	17K	300K	86 PERCENT	87PERCENT (ASTRICK)
37				LT TURN (MANUAL)
38	17K	300K	88 PERCENT	RESTORE

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PAGE 5 RUWVFLA5387 ~~SECRET~~

39 3/4				LT TURN (MANUAL)
40	16K	388K	86 PERCENT	ST CLIMB
41	28K	298 K	188 PERCENT	
42	25K	298K	188 PERCENT	27K RADAR ALT
42 3/4				TONE 3
43	29K	268K	188PERCENT	32 K
43 1/2				RESTORE
44	32K	258K	188 PERCENT	35K
46	38K	235K	188PERCENT	41K
47	41K	215K	188 PERCENT	44K
48 1/4				TONE 3
50	45K	285K	188 PERCENT	
52	47K	198K	97 PERCENT	97.5 (ASTRICK)
53 1/4				RESTORE
55 1/2				TONE 3 LT TURN
56	49K	188K	97.5 PERCENT	
57				RESTORE
57 1/4				TONE 3
58				RESTORE
59				TONE 3
2188Z				RESTORE
88 3/4				TONE 3 RT TURN
BT				

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(u) OTTS JAW RUMVFLA5309 2500233-SSSS--RUMJ9BA
ZNY ~~SSSSS~~
O 070219Z SEP 66
FM AFVDC HOLLOWAN AFB NVEX
TO RUMJ9BA/12TRSTOEROSPDVI DAVIS VONTHAN AFB ARIZ
INFO RUCSC/SAC
RUMTPEA/15AF VARCH AF CALIF
BT

action info

(u) ~~SECRET~~ 350SRW 29367 SEP 66. FINAL SEC OF 11.
LAUNCH PLUS TIME ALTITUDE ATRSP RPM PERCENT RESPONSE (REMARKS)
02 50K 175K 98 PERCENT 98.5 PERCENT (ASTRICK)
02 1/2 4RESTORE
04 50K 175K 98 PERCENT IN LT TURN
07 50.5K 175K 98 PERCENT
08 TONE 3
09 50K 175K 92 PERCENT
09 1/2 RESTORE
10 50K 175K 94 PERCENT
11/ 1/4 TONE 3 RT TURN
12 RESTORE
12 3/4 TONE 3
13 1/2 RESTORE
14 49K 175K 91 PERCENT
16 47K 190K 91 PERCENT INRT TURN
19 47K 190K 91 PERCENT TONE 3 LT TURN
20 47K 190K 90 PERCENT
2121Z 46K 192 K 89.5 PERCENT REC (COMM CHUTES)

REMARKS: SPA 147NX-3 WAS LAUNCHED ON SCHEDULE AFTER COMPLETION OF ALL AIRBORNE CHECKS, WHICH WERE NORMAL. SRA DROPPED APPROXIMATELY

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OFFT AND MAINTAINED TRACK FOR 30 SECONDS, AFTER WHICH IT IMMEDIATELY TURNED 8 DEGREES LEFT. SPA CLIMBED TO 240 FT RADAR ALTITUDE IN APPROXIMATELY 3 MINUTES. AT THE TIME, THE RPM WAS REDUCED TO 85 PERCENT. THE SPA BEGAN A SLOW DESCENT AND REACHED 16.54 FT RADAR ALTITUDE, AFTER WHICH CLIMB AND INCREASE RPM WAS COMMANDED BY THE PROGRAMMER. PRIOR TO TURNING POINT A, THE SPA WAS MANUALLY CONTROLLED TO MAINTAIN RANGE REQUIREMENTS. A MANUAL RIGHT TURN WAS COMMANDED. THE SPA MADE A STEEP TURN TO THE RIGHT AND WHEN CORRECTED TO THE LEFT, THE SPA CORRECTED WITH AN EXTREMELY SHALLOW TURN. FOUR DEGREES OF LEFT TRIM WAS APPLIED AFTER THIS TURN AND EQUAL RIGHT AND LEFT TURNING RADII RESULTED. AT PULSE 19 CLIMB AND INCREASE THRUST WERE COMMANDED, AND SPA CLIMBED TO 54.5 M FT RADAR ALTITUDE.

MAXIMUM ALTITUDE WAS REACHED 27 MINUTES AFTER CLIMB WAS COMMANDED. RPM DECREASED AS SPA CLIMBED TO ALTITUDE AND INDICATED 89.5 PERCENT AT RECOVERY. THE SPA WAS MANUALLY TURNED THROUGHOUT THE MISSION, DUE TO RANGE SAFETY REQUIREMENTS. SPA WAS RESTORED TO PROGRAMMED FLIGHT WHEN SAFETY PERMITTED IN ORDER TO RECORD PROGRAMMED HEADINGS. A NORMAL HIGH ALTITUDE RECOVERY WAS ACCOMPLISHED. MAIN

(u)
PAGE 3 RUMVFL45308 ~~SECRET~~

CHUTE FAILED TO RELEASE ON IMPACT, DRONE WAS ON ITS BACK WHEN RECOVERY TEAM ARRIVED. MINOR DAMAGE SUSTAINED, INCLUDED BROKEN NOSE CONE, BROKEN PITOT VAST, VERTICAL STABILIZER DAMAGE, AND SLIGHT DAMAGE TO RIGHT HORIZONTAL STABILIZER. GP-3.

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

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OTTS JAN RUMTPFA9656 2512125-SSSS--

RU"J33A

(U) ZNY 66566
O 182739Z SEP 66
FM 15AF VARCH AFB CALIF
TO RUCSC/SAC
INFO RUECFIA/AFLC
RUMJ33A/12SAD DAVIS MONTHAN AFB ARIZ
RUMDC/AFLC/LOR NAVCOMV STA SAN DIEGO CALIF
BT

Review
100LH(6) INFO
2045ML
67
12DM(1)
12DO(1)
DWH(2)

(U) ~~SECRET~~ DOR DM4 22166 SEP 66. SAC FOR DORS DM4C: AFLC FOR COL
RAYNOR: 12SAD FOR 12ASRM (C): AFLC/LOR FOR LT COL BREMER. SUBJ:
LIGHTNING BUG (U). THIS MESSAGE IN THREE PARTS. PART I: THIS HQ
FEELS THE SIZE OF THE HOLLOWAY RANGE IS TOO SMALL TO PROPERLY
EVALUATE THE CAPABILITY OF THE 147NX DRONE AND WE RECOMMEND THAT OUR
TEST ACTIVITY BE TRANSFERRED TO PT MUGU. WE HAVE REQUESTED AND
RECEIVED CONFIRMATION OF RANGE TIME AT PT MUGU ON 9 SEP FROM 1600-
1730. PART II: REQUEST CONCURRENCE ON THE FOLLOWING: (A) FLY THE
147NX AT PT MUGU ON 9 SEP; (B) INSTALL VARS AND USE UNLESS PROBLEMS
GREATER THAN THE NORMAL BOV-34 INSTALLATION ARE ENCOUNTERED; (C)
UTILIZE WATER RECOVERY IF VARS IS NOT INSTALLED; (D) DO NOT INSTALL
CAMERA IN CONSIDERATION OF SCARCITY OF TARGETS AND POSSIBILITY OF
IMMERSION; (E) FLY AT 20,000 FEET MSL; (F) INSTALL WEIGHTS IN LEGS

(U)
PAGE 2 RUMTPFA9656 ~~SECRET~~
PART III: (G) USE 20 DEGREE PROGRAMMED BANK ANGLES; (H) CRUISE 90% TO
BE PROGRAMMED ON PULSE THREE. PART II. REQUEST YOU SECURE AFLC
CONCURRENCE IN TECHNICAL AREAS OF THIS MESSAGE. PART III: FOR
12ASRM. LAUNCH LEAS A MINIMUM OF 100 N. V. IF PRACTICABLE
CONSIDERING RANGE, WEAPONS AND EQUIPMENT. BOTH RIGHT AND LEFT
TURNS WILL BE PROGRAMMED. DRONE WILL BE PROGRAMMED TO FLY NO
CLOSER THAN TEN MILES TO RANGE BOUNDARIES. TWO DRONES WILL BE
PREPARED AND CARRIED ON A SINGLE LAUNCH. GP-4.
BT

2045ML
66-3204

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137/05
UNCLASSIFIED

Rec'd 14 SEP 66
BY BDA/SMC

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(1)

CZCDBA313ZC034316

213 256233Z

700103Z 1552240. ZDX MY 342 253353Z 103332Z SEP 66 SEC ONE

OF TWO.

00 RUTED

DE RUMKE 342 253353Z

ZNY 88355

0 103332Z SEP 66

FM AFLO 107 PT MUGU

TO RUH31/12STRATAEROSPDIV DAVIS MONTHAN AFB

RUMKOC/13 AF MARCH AFB

INFO RUMSC/SAC

BT

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

Handwritten: 100005(1) BDA/SMC
(1)
120000(1)
DXIH(2)

(u)

(u)

SECTION ONE OF TWO

FROM PROJECT OFFICE: 350 SPS SAC FOR 033, DPLC3. 15 AF FOR 033.

0443 12 SAD PASS TO 130 SRV. THIS IS A LIGHTNING BUG MESSAGE.

THIS IS REPORT OF 147X TEST CONDUCTED AT PT MUGU NAS ON 9 SEPT 1966.

DEBRIEFING OF LAUNCH AND RECOVERY TEAM MEMBERS WAS COMPLETED AT

100215Z. MISSION SUMMARY FOLLOWS:

1. 147X MISSION NRA DTG 100215Z

2. A. INTENDED LAUNCH COORDINATES 33-12N, 119-44W. YES TWO 203 1/2

B. ACTUAL LAUNCH COORDINATES 33-03, 119-44. LAUNCH TIME 0035Z
HEADING 295

3. LAUNCH SPEED 200X ALTITUDE 15000 PERCENT RPM 95

4. RADAR ALTIMETER STABILIZED AT 17400 FT, RPM 95 PERCENT, ALTIMETER
SETTING 29.83 CORRECTED TO SEA LEVEL

5. ALTITUDE AND ROUTE PROFILE:

(u)

SECTION TWO RUMKE 342 ~~SECRET~~

00 RUTED

INTENDED COORDINATES 34-15N, 121-23W

ACTUAL COORDINATES 34-35 1/2N, 121-11W

ALTITUDE 20000, TLM 194

STABILITY STABLE

POINT 0

INTENDED COORDINATES 33-13N, 120-30W

ACTUAL COORDINATES 33-12 1/2N, 120-35 1/2W

ALTITUDE 20000, TLM 50.5

STABILITY STABLE

POINT 0

INTENDED COORDINATES 33-24N, 120-55W

ACTUAL COORDINATES 33-15N, 120-30W

ALTITUDE 20000, TLM 50.5

STABILITY STABLE

INTENDED COORDINATES 33-24N, 120-32W

ACTUAL COORDINATES 33-03N, 119-42 1/2W

ALTITUDE 20000, TLM 51.5

STABILITY STABLE

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PAGE THREE RUMOK 042 ~~SECRET~~

RECOVERY POINT:

INTENDED COORDINATES 33-55 1/2N, 119-23W

ACTUAL COORDINATES 34-01N, 119-17W

ALTITUDE RAD 56.7M, TLM 51.5M

STABILITY EXTREMELY OUT OF TRIM TO RIGHT AND DRAG CHUTE TRAJECTORY

INTENDED 3.3 NM, ACTUAL 10NM

6. PERCENT OF RPM VERSUS IAS/TAS:

POINT A:

RPM 27 PERCENT

IAS 250K

TAS 345K

POINT B:

RPM 100 PERCENT

IAS 150K

TAS 355K SEE REMARKS

GS 415K

POINT C:

RPM 100 PERCENT

IAS 150K

TAS 355K SEE REMARKS

(2)

(u)

PAGE FOUR RUMOK 042 ~~SECRET~~

GS 430K

POINT D:

RPM 100 PERCENT

IAS 145K

TAS 355K

GS 430K

7. CLIMBING TURN PERFORMANCE:

(A) PLANNED TURN RADIUS 7.5NM

ACTUAL TURN RADIUS 8.3NM

(B) ALTITUDE GAIN 23M

8. CLIMB PERFORMANCE:

(A) TIME TO CLIMB TO ALTITUDE 15 MIN

(B) TOTAL DISTANCE TO CLIMB TO CRUISE ALTITUDE 84 NM RAD

54° TLM 53M

9. ACCURACY OF TRACK:

(A) LEG 1 (LOW LEVEL) PLUS 1 DEG

(B) LEG 2 (CLIMB) -2 DEG

(C) LEG 3 PLUS 1/4 DEG

(D) LEG 4 -1/2 DEG

(E) LEG 5 (RECOVERY) -2 1/4 DEG

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(4)

- CE FIVE RUNWAKE 042 ~~SECRET~~
- COORDINATES AT START OF LET DOWN: NO LET DOWN, RECOVERY
INITIATED AT 33-54N, 119-22 1/2W AT 51.5M
11. SPA PERFORMANCE UNDER MANUAL CONTROL: GOOD PERFORMANCE, LEFT
TURN GOOD, APPEARED TO BE OUT OF TRIM TO RIGHT
12. RECOVERY CE: PUNCH-OFF 0/0, POINT OF IMPACT 5 1/2 MILES OFF
- (A) ALTITUDE TLM 51.5M
- (B) OFFSET BEARING/DISTANCE 0520EG/ 5 1/2NM
- (C) DRAG CHUTE COORDINATES 33-54N, 119-22 1/2W
- (D) MAIN CHUTE COORDINATES 34-01N, 119-16 1/2W

13. SCO DATA:

LAUNCH 2035Z ALT 15M-AS 240 RPM 95PERCENT

2036 AS 330 RPM 97PERCENT

2037Z AS 340

2038Z ALT 19M-AS 330 RPM 96PERCENT

2039Z AS 330 RPM 89PERCENT

2040Z ALT 19M-AS 300 RPM 89PERCENT

2041Z ALT 19M-AS 230 RPM 87PERCENT

2042Z ALT 19M-AS WTP RPM 87PERCENT

2043Z ALT 19M-AS 250 RPM 87PERCENT

2045Z ALT 19M-AS 250 RPM 87PERCENT

(3)

GP-3
BT

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CZCBOA391ZC03B406

00 RUW430

DE RUW0KE 042A 253053Z

ZNY ~~SECRET~~

O 100532Z SEP 66

FM AFLC LOR PT MUGU

TO RUW430/12STRATAEROSPDIV DAVIS MONTHAN AFB

RUW3KG/15 AF MARCH AFB

INFO RUCSC/SAC

BT

~~SECRET~~ LOR PM 00053 100532Z SEP 66 FINAL SECTION OF TWO

0043Z ALT 19M-AS 260 RPM 87.5PERCENT
0050Z ALT 19M-AS 260 RPM 87.5PERCENT
0052Z ALT 24M-AS 275 RPM 100PERCENT (CLIMBING)
0053Z ALT 28M-AS 270 RPM 100PERCENT
0054Z ALT 32M-AS 250 RPM 100PERCENT
0055Z ALT 35M-AS 240 RPM 100PERCENT
0056Z ALT 38M-AS 225 RPM 100PERCENT
0057Z ALT 40M-AS 200 RPM 100PERCENT
0058Z ALT 42M-AS 195 RPM 100PERCENT
0059Z ALT 45M-AS 195 RPM 100PERCENT
0100Z ALT 47M-AS 175 RPM 100PERCENT
0101Z ALT 48M-AS 170 RPM 100PERCENT
0102Z ALT 49M-AS 155 RPM 100PERCENT

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PAGE TWO RUW0KE 042A ~~SECRET~~

0103Z ALT 50M-AS 160 RPM 100PERCENT
0104Z ALT 50M-AS 155 RPM 100PERCENT
0105Z ALT 50M-AS 150 RPM 100PERCENT
0106Z ALT 50M-AS 150 RPM 100PERCENT (LEVEL)
0106Z ALT 50M-AS 150 RPM 100PERCENT (TURN POINT B)
0112Z ALT 50.5M-AS 150 RPM 100PERCENT
0115Z ALT 50.5M-AS 150 RPM 100PERCENT (TURN POINT C)
0120Z ALT 50.5M-AS 150 RPM 100PERCENT
0124Z ALT 51M-AS 145 RPM 100 PERCENT
0126Z ALT 51.5M-AS 145 RPM 100PERCENT (TURN POINT D)
0129Z ALT 51.5M-AS 145 RPM 100PERCENT
0130Z ALT 51.5M-AS 145 RPM 100PERCENT (MAIN)
0135Z ALT 51.5M-AS 145 RPM 100PERCENT
0135 1/2Z COMMAND CHUTE
0136Z MAIN CHUTE

14. REMARKS:

AIR SPEED TLM APPEARED TO BE IN ERROR AFTER LOW LEVEL PORTION OF PROFILE. BY USING LOCAL TEMPERATURES AND CONVERTING TAS TO KAS THE COMPUTED TAS APPEARED TO BE APPROXIMATELY 65 KNOTS BELOW DESIRED OF 420 KTAS. THIS IS BORNE OUT BY MEASURED GROUND SPEEDS FROM THE

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PAGE THREE RUWDKE 042A ~~SECRET~~
RADAR PLOT. DURING SECOND LEG OF PROFILE, CLIMB WAS MADE THRU A
JET STREAM FORCAST FROM 240/61KNOTS BETWEEN 30M TO 45M. MINOR
DAMAGE TO SPA ON RECOVERY. NOSE CONE TORN OFF AND FIBER GLASS
ENGINE NACELLE DAMAGED, ALSO RECOVERY BOAT DAMAGE TO LEADING EDGE
OF LEFT WING AND TIP OF LEFT HORIZONTAL STABILIZER.

GP-3

BT

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D-200

RTTS JAW RUMTPFA9696/2561900-SSSS--

RUMJ33A

(u) ZNY ~~SSSSS~~

R 131757Z SEP 66

FM 15AF VARCH AFB CALIF

TO RUMJ33A/AFLC/LOR PT MUGU CALIF

RUMJ33A/12SAD DAVIS VONTHAN AFB ARIZ

INFO RUCSC/SAC

RUEDFIA/AFLC

RUMDC/NAVCOMVSTA SAN DIEGO CALIF

BT

(u) ~~SECRET~~ FOR 02177 SEP 66. AFLC/LOR FOR LTC ELLIS & BREWES;
12SAD FOR DO/DM; AFLC FOR COL RAYNOR; SAC FOR DCSR, SURJ;

(LIGHTNING BUG) (U). REFERENCE SAC SECRET DCSRS 08697 9 SEP 66.

THIS MESSAGE IN TWO PARTS. PART I: FOR AFLC. REFERENCE MESSAGE

REQUESTED THIS HQ COMPLY WITH YOUR REQUEST FOR OUR REPORTING FORMAT.

USED FOR 147NX DRONE FLIGHTS. THE FORMAT PROVIDED BY 100SRW

PERSONNEL WAS USED IN YOUR SECRET LOR PV 02158 10 SEP 66. YOU ARE

AUTHORIZED TO MAKE THE FORMAT AVAILABLE TO AFLC AND AFLC/LOR SAN

DIEGO. PART II. FOR 100SRW. THIS HQ AND SAC APPRECIATES THE

EXCELLENT REPORTING BY YOUR PERSONNEL OF THE 147NX TESTS. REQUEST

YOU UTILIZE THE SAME REPORTING FORMAT ON FUTURE DRONE TESTS.

(GP-4).

BT

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66-3261

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CZCBDA671ZCD9B229
PP RUWHBD
DE RUCSC0871 2732335

32320Z SEP 66

FM SAC
TO RUWBKN/15AF MARCH AFB CALIF
INFO RUWHBD/12SAD DAVIS MONTHAN AFB ARIZ
BT

~~SECRET~~ LIMDIS DM4C 09463 SEP 66.

THIS IS A LIGHTNING BUG MESSAGE. FOR: DM4DR/DM4BR/15AF.
INFO:100DCM/12SAD. SUB: WEEKLY ACTIVITY REPORT (U). SECRET
MCMX 06070 SEP 66 IS QUOTED FOR YOUR INFORMATION. QUOTE
SECRET LIMDIS MCMX 06070 SEP 66. THIS IS A LIGHTNING BUG
MESSAGE. CSAF FOR AFSME-S; SAC FOR DM4C. SUBJ: WEEKLY ACTIVITY
REPROT, 19 30 -WR SEP 66.

PART I: THRE FREE LIGHT SCHEDULED FOR 24 SEPT 66 WAS CANCELLED TO
ACCOMPLISH MORE EXTENSIVE ENGINE INSTRUMENTATION. ADDITIONAL TEMP-
ERATURE PROBES WERE INSTALLED TO OBTAIN MORE REALIBLE EGT. THE TAIL
PIPE AREA WAS INCREASED FROM 85.0 SQ IN. TO 87.0 SQ IN. NEXT
FLIGHT SCHEDULED 26 SEPT 66.

PART II: THE 147X WAS SCHEDULED AND FLOWN 24 SEPT 66. THE SPA
WAS LAUNCHED FROM THE PYLON OF DC-130 S/N 514. LAUNCH AND
ENTRY TO CLIMB WAS NORMAL. THE DRONE FLEW APPROXIMATELY 2 DEGREES

BDASMC
66-3445

PAGE 2 RUCSC0871 ~~SECRET~~ LIMDIS

LEFT OF COURSE. A MANUAL CORRECTION TO COURSE WAS MADE TO INSURE
PHOTO COVERAGE OF SAN NICHOLAS ISLAND. PROJECTED COURSE WOULD HAVE
MISSED SAN NICHOLAS BY APPROXIMATELY THREE MILES. THE REMAINDER OF
20K FEET; HOWEVER, THE VEHICLE LEVELED OFF AT APPROXIMATELY 23K FEET.
ALL TEST OBJECTIVES WERE MET.

PART II: TUES, 20 SEPT MARS DROP WITH REINFORCED RSR COBRA 2200
POUND BOM HULK. BLANCE OF SYSTEM OPERATIONAL STANDARD. SUCESSFUL
ENGAGEMENT MADE ON FIRST PASS AT 6500 FT. THE WEIGHT OF THE ADDED
LOAD BEARING MEMBERS ON THE COBRA DID NOT SERIOUSLY DEGRADE THE FLYING
CHARACTERISTICS OF THE SYSTEM. THUES, 22 SEPT MARS DROP WITH
PIONEER SYSTEM CONSISTING OF 24 FT. RING SLOT ENGAGEMENT
CHUTE 225 FT. OF LOAD LINE ABOVE THE PEX, 1300 POUND APEX TIE AND
2500LB. SHEAR PIN. THE MAIN CNOY IS A 100 FT. TRICONICAL. THE
PACKAGE WAS OBSERVED IN STEADY STATE DESCENT FOR APPROXIMATELY 7 MIN.
DURING WHICH TIME THE ENGAGEMENT CHUTE WAS STEADY AT AN ANGLE OF 30 DEG.
FROM VERTICAL. EXCEPT FOR 2 EXCURSIONS; THE FIRST DOWN TO 60 DEG. AND
THE SECOND DOWN TO 45. BOTH EXCURSIONS WERE VERY SLOW WITH THE LOAD
LINE ALWAYS IN TENSION. ENGAGEMENT WAS MADE ON THE SECOND PASS AT
4000FT. BY THE FLYING HOOK INTO THE UPPER CIRCUMFERENTIAL AND ONE
RADIAL MEMBERS. PACKAGE WAS RETURNED TO THE RAMP WITHOUT INCIDENT.

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(u)
PAGE 3 RUCSC0871 ~~SECRET~~ LIMDIS
SAT., 24 SEP MATS DROP USING STANDARD PIONEER SYSTEM ON 147G HULK.
THE SYSTEM AGAIN FLEW WELL AND WAS ENGAGED ON THE FIRST PASS AT 5,000 FT
ENGAGEMENT WAS MADE WITH ALL THREE HOOKS IN THE LOAD BEARING SKIRT BAND.
THE ENGAGEMENT CHUTE FOLDED AROUND THE HOOKS MAKING A BUNDLE THAT WAS
VERY EASY TO GET ON THE WINCH. PULL IN WAS ACCOMPLISHED IN 16 MIN.
PART IV: DC130, S/N 514 DUE TO ONTARIO FOR PERIODIC MAINTENANCE
27 SEPT 66. ETR 30 SEPT CH3C, S/N 690 ALSO GOING TO ONTARIO ON
27 FOR INSTALLATION OF TD-3 TRANSPONDER. GP-3. UNQUOTE
BT

BDASMC
66-3445

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BBVV BDA466 VV KNB785

RUWBBD

UCSAAA0512 2860345

55555

O P 130340Z OCT 66

FM SAC

TO RUWBKN/15AF MARCH AFB CALIF

RUWBBD/12SAD DAVIA MONTHAN AFB ARIZ

RUWDC/AFLCLOR MIRAMAR NAS SAN DIEGO CALIF

INFO RUEDFIA/AFLC WPAFB OHIO

RUEDHQA/CSAF

RUEKDA/JCS

RUEDTAA/AFSC

BT

DOWNGRADED AT 12 YEAR

~~SECRET~~

DOWNGRADED AT 12 YEAR

NOT AUTOMATICALLY

5200.10

D-225

Action Info

100C.A.S
(6)

12D0(1)

12DM(1)

12C(1)

DX14(2)

~~SECRET~~ DOSRS DFCL-3 29893 OCT 66

SUBJECT: LIGHTNING BUG. 15AF FOR DOR/DOT/DM4. 12SAD FOR 10LSRW
AFLC FOR MCMX. CSAF FOR AFXOPFR/AFSMES JCS FORJ-3, JRC. LOR FOR
LTCOL BREWIS. AFSC FOR SASRA.

PART I. REQUEST THAT A TEST FLIGHT OF ONE 147NX DRONE BE COMPLETED
AS SOON AS POSSIBLE THE FLIGHT WILL BE CONDUCTED BY AIR FORCE
PERSONNEL. EVERY EFFORT WILL BE MADE TO SUCCESSFULLY COMPLETE THIS
TEST AT THE EARLIEST DATE SO THAT THE REMAINING DRONES MAY BE
DEPLOYED. ASAP.

PART II. THE TEST MISSION OBJECTIVES ARE:

PAGE 2 RUCSAAA0512 ~~SECRET~~

A. FLY AN OPERATIONAL PROFILE

B DETERMINE MAXIMUM RANGE.

C. EVALUATE THE GUIDANCE SYSTEM.

D DETERMINE CAMERA CAPABILITIES.

PART III. MISSION CRITERIA:

A. THE FREE FLIGHT WILL BE A CLOSE SIMULATION OF AN OPERATIONAL
PROFILE AS DEPICTED IN REVISED T.O. 147NX-1; LAUNCHED AT 15000 FT,
FLOWN AT 20,000 FT FOR THE LOW LEVEL PORTIN FOLLOWED BY A CRUISE
CLIMB TO OPTIMUM ALTITUDE.

B CURRENT PUBLISHED TECH DATA WILL BE USED.

C. FULL FUEL LOAD WILL BE USED.

D ENGINE RPM AS SPECIFIED IN TECH DATA.

E. FUEL DUMP WIRED OFF. MEASUREMENT OF TRAPPED FUEL WILL BE MADE
AFTER RECOVERY.

F. RECOVERY WILL BE COMMANDED AT CRUISE ALTITUDE AND MAY BE MADE
ON LAND OR WATER AS RANGE REQUIREMENTS DICTATE.

G. TOTAL LENGTH OF MISSION WILL BE FOR FUEL OUT MINUS FIFTEEN MINUTES.

H. RANGE SAFETY REQUIREMENTS APPLY.

I. THE P-2 CAMERA WILL BE USED ON THE FLIGHT. DELAY CAMERA ON

COMMAND SO THAT COVERAGE AT HIGH ALTITUDE AS WELL AS 20,000 FT IS

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PAGE 3 RUCSAAAE512 ~~SECRET~~ (u) SECRET
PROVIDED FOR ANALYSIS. COVERAGE OF LAND AT BOTH
HIGH AND LOW ALTITUDE. STANDARD FILM WILL BE USED.
PART IV. TASKS FOR PARTICIPATING AGENCIES:

A. SAC HQ WILL:

- 1. PROVIDE MISSION PARAMETERS.
- 2. MONITOR MISSION PROGRESS.
- 3. EVALUATE MISSION RESULTS.
- 4. PROVIDE REPORT OF RESULTS TO CSAF.

B. 15AF WILL:

- 1. PROVIDE A PROJECT OFFICER TO COORDINATE ALL PHASES OF THE TEST.
- 2. PROVIDE A MISSION MONITOR DURING THE TEST.
- 3. PROVIDE DRONE MISSION ROUTE AND PROFILE
- 4. SELECT A RANGE ON WHICH THE TEST OBJECTIVES CAN BE MET AND COORDINATE WITH THE SELECTED RANGE TO PROVIDE:
 - (A) RANGE SCHEDULING.
 - (B) TRACKING
 - (C) INSTRUMENTATION
 - (D) DRONE CONTROL
 - (E) DRONE DATA RECORDING

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PAGE 4 RUCSAAAE512 ~~SECRET~~ (u)

- (F) PHOTO COVERAGE OF KRITICAL OPERATIONS (I.E. RECOVERY ETC).
- (G) RANGE SAFETY MEASURES.
- 5 KEEP SAC HQ (DOSRS AND DPLC-3 ADVISED OF MISSION PROGRESS FROM INITIAL PLANNING TO COMPLETION
- 6. PROVIDE MISSION REPORTING IAW CURRENT APPROVED 15AF FORMAT.
- 7. PROVIDE GUIDANCE TO 100SRW FOR FILM PROCESSING AND DELIVERY
- C 100 SRW WILL:
 - 1. APPOINT A PROJECT OFFICER TO COORDINATE DIRECTLY WITH THE 15AF PROJECT OFFICER.
 - 2. PROVIDE DC-130, 147NX DRONE AND FLIGHT CREWS, MISSION PLAN, AND BRIEF CREWS.
 - 3 OBTAIN NECESSARY FLIGHT CLEARANCES.
 - 4 COORDINATE CHASE PLANES TO MONITOR DRONE FLIGHT IF DESIRED
 - 5 PROVIDE NECESSARY MAINTENANCE SUPPORT FOR 147NX DRONE AND DC-130.
 - 6. PROVIDE NECESSARY RECOVERY PERSONNEL AND EQUIPMENT
 - 7. EXERCISE EXECUTION AUTHORITY THROUGH 100SRW PROJECT OFFICER AND 100SRW COMMANDER.
 - 8 CONDUCT MISSION REMOTE CHECKS PRIOR TO LAUNCH.
 - 9. CONDUCT MISSION.

BDASMC
66-3510

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PAGE 5 RUCSAU

0512 ~~SECRET~~ (u)

- 10 RETURN THE DRONE TO DAVIS MONTHAN FOR OPS CHECKS AND SHIPMENT TO OL-20 UPON COMPLETION OF TESTS.
- 11. PROCESS THE FILM AND DELIVER IAW 15AF INSTRUCTIONS.
- PART . FOR CSAF. REQUEST YOUR CONCURRENCE WITH THIS TASKING MESSAGE PRIOR TO ITS IMPLEMENTATION. GP3

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D-295

ADN
ZCUBDA 4022060633
O RUM
DE RUM 4022060633

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

(u)

0130037Z OCT 66
FM 11FC 100 WAS FT MUGU
TO RUM 4022060633 DIV DAVIS MONTANA AFB
RUMBYN 154 FOMARCH AFB
INFO RUM 4022060633
BT

~~SECRET~~

(u)

1. FINAL SECTION OF TWO
FLOWN WAS 35 MINUTES. THE LOW LEVEL TARGET 1 WAS 100M FROM LAUNCH
POINT - 100 WAS ACQUIRED AND P-2 SCORER OPERATED. THE HIGH LEVEL
TA HSET WAS ALSO ACQUIRED AND AGAIN P-2 SCORER OPERATED. HITTING THE
HIGH LEVEL TARGET WAS DUE TO CORRECTING ERRORS-TRACK AND AIRSPEED.
P-2 SCORER FILM TO BE PROCESSED BY 31 FT DAVIS-MONTANA AFB PER
INSTRUCTIONS FROM 15TH AF DCI. DRONE DAMAGE NONE OTHER THAN SALT
WATER CONTAMINATION. A NAVY H-34 RECOVERED THE 147MX FROM THE WATER
AT 2345Z 17 OCT AND RETURNED IT TO BASE AT 0015Z 17 OCT. NOTE
HEAVY FUEL CONSUMPTION APPARENTLY DUE TO AN ADDITIONAL 500M AT TM
ALT OF 1000 FT AND 100 PER CENT RPM WHEN LEVEL OFF WAS MADE AFTER
START CLIMB POINT. OVERALL THIS WAS THE BEST 147MX MISSION FLOWN
BY S 40 TO DATE. THE LOW LEVEL HEADING ACCURACY WAS EXCEPTIONALLY
GOOD.
16. RECOMMENDATIONS.

(u)

PAGE TWO 11FC 4022060633
REDUCE RPM ON PULSE FOUR RATHER THAN PULSE THREE TO INSURE SFA
REACHES 20000 FT BARO SETTING PRIOR TO RPM REDUCTION. ALTERNATE
METHOD IS MODIFY SFA TO REDUCE RPM AUTOMATICALLY AFTER LOCKING
INTO 20000 FT LOW LEVEL BARO MODE.

CF-4
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3DASMC
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DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10

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Act 100 CAS(6)

Info 12 Sm (1)

241 H (2)

07030454430090235

PP RUHNB

DE RUOS00645 2772223

ZNY 300000

P 040015Z OCT 66

FM SAC

TO RUMBKN/15AF MARCH AFB CALIF

INFO RUHNB/106AD DAVIS MONTHAN AFB ARIZ

BT

SECRET LINDIS DM4C 09561 OCT 66.

THIS IS A LIGHTNING BUG MESSAGE. FOR: DM4C, DM4C/15AF.

INFO: LINDIS/106AD. SUBJ: 147MX DEPLOYMENT. REF: TELECOM

CAPT DAVIS, 15AF/10J MADSEN, SAC. REQUEST YOU SUBMIT A 1-2.

REQUEST FOR DEPLOYMENT OF THE FIRST FOUR SPA 147X DRIVES TO

OL-230X 13 OCT 66. TELECOM INFORMATION RECEIVED THIS MORNING

FROM CAPT DAVIS 15AF INDICATES THAT MR. RAYMOND, RYAN CTOS,

WILL ARRIVE DAVIS-MONTHAN TUESDAY, 4 OCT TO UPDATE 147MX,

PRODUCTION NO. MX-1 THROUGH MX-2, TO LATEST CONFIGURATION

WITH PRELIMINARY TOTO DATA, CHECKLISTS, AND KITS. SP 3.

BT

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BDASMC
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NNNRITS JAL RUMTPFA9674 2530055-SSSS-211133A

NY SSSSS

192226Z SEP 66

15AF WARCH AF3 CALIF

TO 12SAD DAVIS MONTHAN AF3 ARIZ

BT

SECRET LINDOIS DM4 15589 SEP 66.

FOR 100SRV/VOC. THIS IS A LIGHTNING BUG MESSAGE. SUBJ: SRA
147NX FLIGHT TEST (U). REFERENCE: 100VC 11493, SEP 66 (SECRET).
THIS HQ IS AWARE AND SHARES YOUR CONCERN OVER THE PROBLEMS
ENCOUNTERED DURING THE FLIGHT TEST OF THE "NX" MODEL DRONE. WE
HAVE REQUESTED THE "NX" FLIGHT TEST PROGRAM BE RETURNED TO AFLC AS
THEIR RESPONSIBILITY. THE FOLLOWING 15AF MESSAGE IS QUOTED FOR
YOUR INFORMATION: QUOTE: SECRET/DM4 15589, 8 SEP 66, FOR DM4/SAC.
INFO NAVCOMVSTA PASS TO AFLC LOR. THIS IS A LIGHTNING BUG MESSAGE.
SUBJ: (U) FLIGHT TESTING OF NX MODEL DRONE. RESULTS OF THE THREE
FLIGHT TESTS ON THE NX MODEL HAVE BEEN COMPLETELY UNSATISFACTORY.
BASED UPON AVAILABLE INFORMATION, THE PROBLEM APPEARS TO BE A
HEADING AND ALTITUDE HOLD PROBLEM WHICH WAS BUILT IN DURING TIME OF
MODIFICATION. SERIOUS DOUBT ARISES AS TO THE OPERATIONAL VALIDITY
OF THE NX DRONE AND THE CAPABILITY OF THE 100SRV TO CORRECT THIS.
ENGINEERING DESIGN PROBLEM. AFLC LOT, IN UNOFFICIAL TELECON, HAS

action/info
100CPS (6) BDASMC (1)
2DMO (1)
DXIH (2)

~~SECRET~~

PAGE 2 RUMTPFA9674

INDICATED THE FLIGHT TEST SHOULD BE PLACED UNDER THEIR
JURISDICTION FOR DESIGN CORRECTION AND DELIVERY OF A USEABLE
PRODUCT TO SAC. WE CONCUR WITH THIS PROPOSAL AND REQUEST YOUR
SUPPORT TO RETURN THE PROGRAM TO AFLC FOR RESOLUTION AND
CORRECTION. PLEASE ADVISE. UNQUOTE. IF THIS APPROACH IS
ADOPTED YOUR RECOMMENDATIONS WILL BE FULLY ENGINEERED BY AFLC.
CONTRACT. 92-4.

BDASMC
66-3227

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

~~SECRET~~

UNCLASSIFIED

~~SECRET~~

0 4 8 6

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

~~SECRET~~
~~SECRET~~

149/03
+ EX 91-44-
UNCLASSIFIED

(u) NNNPPTS JAW RUNTPFA9318 2182047-SSSS--

RUNJBBA.

ZNY-SSSS

P 062030Z AUG 66

FM BAF MARCH AFB CALIF

TO RUCSC/SAC

INFO RUNJBBA/12SAD DAVIS WORTHAN AFB ARIZ

BT

(u) ~~SECRET~~ DOR DM49 00061 AUG 66. SAC FOR DOSR/DPLC3/DV4C:

12SAD FOR DO AND PASS TO 100SRC C. SUBJ: LIGHTNING BUG.

REFERENCE DOSRS/DPLC 07261 3 JULY 1966. REQUEST RE-CONSIDERATION FOR MARS INSTALLATION ON THE 147NX DRONE. THE 100SRW HAS RECOVERED 8 BQM 34A DRONES UTILIZING THE MARS SYSTEM WITH 100 PERCENT SUCCESS. AFLC USED BQM 34A'S IN THE MARS DEVELOPMENT PROGRAM AND RECENTLY IN TRAINING THEIR CH-3C PILOT FOR 147H RETRIEVALS. 81.6 FOOT CHUTES ARE BEING USED AND THEIR SLIGHTLY HIGHER DESCENT RATE PROVIDES A MORE STABLE ENGAGEMENT CHUTE THEREBY MAKING RECOVERY EASIER. THE MODIFICATION TO THE BQM-34 IS SIMPLE. PRIMARY REQUIREMENTS IS TO ADD FORTY TO FIFTY POUNDS OF BALLAST TO THE NOSE TO PROVIDE PROPER C. G. WITH THE ADDITION OF THE P-2 CAMERA IN THE NOSE OF THE 147N THE REQUIREMENT FOR NOSE BALLAST SHOULD BE REDUCED. PARTS, RESUPPLY, COST, AND EFFECT ON THE MODIFICATION SCHEDULE IS NOT KNOWN AT THIS

~~SECRET~~

100SRC (6)

BDM me

(1)

12DM (1)

DK: HC2)

~~SECRET~~

PAGE 2 RUNTPFA9318 ~~SECRET~~

LEVEL. ANY REDUCTION IN SUPPLY SUPPORT TO THE PRESENT OPERATIONAL PROGRAM CANNOT BE ACCEPTED. THE IMMEDIATE REQUIREMENT IS TO INSTALL MARS IN THE 147N BEING DELIVERED ON 12 AUG. THIS WILL ALLOW AN IMMEDIATE TEST ON AVAILABLE RANGE (PT MUGU) WHERE SAC EQUIPMENT IS PRE-POSITIONED AND COMPARATIVELY CLOSE TO DAVIS-WORTHAN. A COMPLETE SIMULATED OPERATIONAL FLIGHT PROGRAM CAN BE FLOWN. FORT HUACHUCA AND HOLLOMAN DO NOT OFFER THE CAPABILITIES AND ADVANTAGES OF PT MUGU.

(GP-4).

BT

~~SECRET~~

7ASMC
66-2147

UNCLASSIFIED

~~SECRET~~

0402

~~SECRET~~

NO ACTION
RLG/500/11 OCT

NNNNPTTS JAW RUCSAAA0338 2831746-SSSS-RUNJBBA

ZNY SSSSS

R 101725Z OCT 66

SAC

RUEDHQA/CSAF

RUEDFIA/AFLC

INFO RUWBKN/15AF MARCH AFB CALIF

RUNJBBA/12SAD DAVIS MONTHAN AFB ARIZ

RUNDOK/AFLC LOR VIRAVAR NAS SAN DIEGO CALIF

BT

UNCLASSIFIED

D-187
Action W/O

100LH3

(6)

17DMU

12DOU

DX14(2)

~~SECRET~~ BOSRS DPLC 09754 OCT 66.

CSAF FOR AFXOPFR/AFSVES. AFLC FOR MCX. 15AF FOR DOR DPLC DM4.

12SAD FOR 100SRW DCO/DCM. AFLC/LOR FOR LTCOL BREWIS. SUBJECT: (U)

LIGHTNING BUG/GIG SAFARI.

1. A FORMULA FOR ACCEPTING NEW WEAPONS SYSTEMS UNDER

BIG SAFARI PROJECTS WAS DISCUSSED BY

USAF, AFLC AND SAC AT THE 23 SEP 66 LIGHTNING BUG CONFERENCE. THE

COURSE OF ACTION OUTLINED WAS:

A. AFLC WOULD INFORM USAF (INFO SAC) OF THE CAPABILITY OF A

WEAPONS SYSTEM AT THE TIME USAF DECIDES OR DIRECTS AFLC TO TURN IT

~~SECRET~~

PAGE 2 RUCSAAA0338 ~~SECRET~~

OVER TO SAC.

B. USAF WOULD ACCEPT THE AFLC STATEMENT OF CURRENT CAPABILITY AS OF THE TURN OVER DATE OR REJECT THE SYSTEM AND SO NOTIFY SAC AND AFLC.

C. IF ACCEPTED AFLC WOULD PROVIDE THE EQUIPMENT, SUPPORT TECHNICIANS, ETC., TO MEET THE STATED CAPABILITY.

D. SAC WOULD TAKE THE ASSETS PROVIDED AND TRAIN THE PERSONNEL TO DETERMINE IF THE USAF ACCEPTED STANDARDS COULD BE DUPLICATED.

IF THE USAF ACCEPTED STANDARDS CAN BE MET AND PERSONNEL TRAINED, THE SCHEDULE FOR OPERATIONAL DATE WOULD BE APPROVED. IF A DELAY IS REQUIRED FOR FURTHER TRAINING OR ADDITIONAL SUPPORT EQUIPMENT THEN USAF WOULD BE SO NOTIFIED.

E. WITH THE EQUIPMENT AND PERSONNEL AVAILABLE, SAC WOULD

DETERMINE SORTIE RATE AND PROVIDE THIS INFORMATION TO USAF.

F. USAF WOULD GIVE GO AHEAD, I.E., DEPLOY OR HOLD FOR FURTHER SUPPORT (HIGHER SORTIE RATE).

II. REQUEST YOUR COMMENTS AND/OR CONCURRENCE ON THIS ACCEPTANCE PROCEDURE FOR USE IN THE TRANSFER OF NEW WEAPONS SYSTEMS UNDER BIG SAFARI PROGRAM TO SAC.

GP-3.

BT

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

BOASME
66-3562

~~SECRET~~

NNNN

UNCLASSIFIED
~~SECRET~~

0984

~~SECRET~~

UNCLASSIFIED

152/92

CZC9DA121ZCX9A326
RR RUWH3D
DE RUEDFIA0248 2022307
ZNY ~~SSSSS~~
R 212307Z
FM AFLC
TO RUCSC/SAC
INFO RUW3KN/15AF MARCH AFB CALIF
RUWH3D/12SAD DAVIS MONTHAN ARIZ
RUWDAK/.34AMAR NAS CALIF
RUEDHQA/CSAF
BT

394
Act
100SRW
(6)
Info
BDASMC
(1)
12DM(1)
DXIT(4)

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

(u) ~~SECRET~~ LINDIS/MCMX 04650 JULY 66. SAC FOR DM4; 15AF FOR
DDM; 12SAD FOR 103DCM; MIRAMAR NAS PASS TO LOR, L/C BREWIS; CSAF FOR
AFSME-S. REFERENCE DM4, 06615, 12 JULY 1966. THE PROBLEMS SPECIF-
IED IN REFERENCED MESSAGE ARE HEREBY ANSWERED AS FOLLOWS: (1) NEW
CHUTES HAVE BEEN TESTED AS A PART OF THE CURRENT PIP PROGRAM. HOW-
EVER, RESULTS AS YET ARE NOT CONCLUSIVE. THESE CHUTES ARE LARGER THAN
THE PRESENT PARACHUTE UTILIZING 200 FOOT LINES RATHER THAN 150 FOOT
PRESENTLY IN USE. TESTS HAVE INDICATED THAT THESE CHUTES ARE
GENERALLY STABLE AT THIRTY DEGREE ANGLES FROM VERTICAL, HOWEVER,
OCCASIONAL DIPS OF EIGHTY-FIVE DEGREES HAVE BEEN DETECTED FOR PERIODS

(u) ~~SECRET~~
PAGE 2 RUEDFIA0248 ~~SECRET~~
OF THIRTY SECONDS OR LESS. THE CHUTES HAVE YET TO BE PACKED INTO
CONTAINERS WITH STANDARD MAIN PARACHUTES BEFORE CONCLUSIVE DATA CAN
BE OBTAINED. (2) LOAD LINE TESTS HAVE BEEN ACCOMPLISHED AT 10,000
LBS WITH SATISFACTORY RESULTS. IT IS THEORETICALLY AGREED THAT IF
THE LINE IS SUBJECTED TO LOADS GREATER THAN ITS CAPABILITY THAT A
BREAK WILL OCCUR AT ITS WEAKEST POINT, WHICH IS ADJACENT TO ITS
STRONGEST POINT. WHEN A STRONG POINT IS CREATED, IN THIS INSTANCE,
BY A CHINESE FINGER SPLICE, IT DOES NOT WEAKEN THE OVERALL STRENGTH
OF THE LOAD LINE, BUT INDICATES WHERE THE LOAD LINE MOST PROBABLY
WILL FAIL IF OVERSTRESSED. BASED UPON NO OTHER UNEXPLAINED LOAD
LINE FAILURES, PULL TESTS, ETC., HAVE BEEN CONCLUDED AS A PART OF
THE PIP PROGRAM. (3) FOUR NEW SIMPLE LIGHTWEIGHT RELEASE MECHANISMS
HAVE BEEN FABRICATED. ONE WILL BE TESTED TO DESTRUCTION. TWO WERE
MADE WITH SWIVELS AND TWO WITHOUT. ONE OF EACH WILL BE SENT TO DMAFB
TO BE USED WITH BOMBS TO ACCELERATE THE EXPERIENCE DATA AND TWO ARE
TO BE TESTED AT MUGU. STATIC TESTS ARE COMPLETE OTHER THAN DESTRUC-
TION TESTS. IT MUST BE UNDERSTOOD THAT PRESENT FUNCTIONAL PRINCIPLES
ARE IDENTICAL TO THE PRESENT RELEASE. HOWEVER, RYAN IS CONDUCTING
EXHAUSTIVE TESTS TO DETERMINE WHY THE EXPLOSIVE BOLT IS FIRING PRE-
MATURELY. IN ADDITION, THE HANDCLASP DESIGN IS BEING MODIFIED AND

BDAS.
66-19
1975

~~SECRET~~

UNCLASSIFIED

0988

~~SECRET~~

UNCLASSIFIED

(u)

PAGE 3 RUEDFIA02248 ~~SECRET~~

ALL BE TESTED TO DETERMINE IF FOUR ANGLED SUPPORT SURFACES SERRATED WILL REMAIN JOINED, SHOULD THE BOLT FIRE AND SO LONG AS THE WEIGHT OF THE SPA IS ON THE PARTS. SHOULD THIS THEORY PROVE SATISFACTORY, ALL INSTALLATION KITS WILL BE SHIPPED WITH THIS MODIFICATION AND HOPEFULLY, ALL FIELD KITS CAN BE RETURNED FOR RETROFIT. RELOCATION OF GROUND RELEASE MECHANISM INTO PARACHUTE ARM VS. EXISTING RISER ARM, IS ALSO BEING INVESTIGATED AS REQUESTED BY SAC. THE TECH DATA COVERING THE MARS RELEASE MECHANISM HAS BEEN REVIEWED BY AFLCLOR AND THE RYAN CO. AND HAS BEEN FOUND ADEQUATE FOR ASSEMBLING. HOWEVER, THE ACTUAL TECHNICAL DATA PROBLEM WAS DIRECTED TO A CAUTION NOTE WHICH CONCERNS THE POSSIBILITY OF ASSEMBLING THE MAIN LINKAGE ON THE WRONG SIDE, HAD NOT BEEN INCLUDED IN THE 147G DATA SINCE THE DATA WAS WRITTEN PRIOR TO THE MISHAP AT PT. MUGU. IT IS INCLUDED IN THE 147J TECH DATA. AN OPS IMMEDIATE MSG WAS SENT TO THE FIELD WITHIN THREE HOURS AFTER THE MUGU FAILURE. HOWEVER, THE COMPANY IS ATTEMPTING TO REWRITE THE TECH DATA WITH MINUTE CLARITY FOR A TECH DATA CHANGE. ESTIMATED DELIVERY DATE IS 1 AUGUST 1966. IN SUMMARY, THE FOREGOING MARS PIP EFFORTS ARE PROVIDING TEST DATA WHICH WILL IMPROVE THE RELIABILITY AND OPERATIONAL MISSION CAPABILITY OF THE COMPONENTS USED THEREIN. HOWEVER, IT MUST BE UNDERSTOOD THAT

BOAS
66-19

(u)

PAGE 4 RUEDFIA02248 ~~SECRET~~

THIS PROGRAM DOES NOT GUARANTEE THAT ALL PROBLEMS WILL BE RESOLVED IN THE FINAL RESULT. IN ADDITION AFLCLOR AND THE RYAN CO. ARE TAKING THE MOST EXPEDIOUS ACTION TO RESOLVE THE PROBLEMS REPORTED BY SAC OPERATIONAL UNITS AND THE AFLC TEST FACILITY. IT IS ANTICIPATED THROUGH THESE ACTIONS THAT THE CURRENT STATE-OF-THE-ART CAN BE SO TIMELY IMPROVED AS TO REDUCE THE OPERATIONAL LIMITATIONS OF THE EXISTING MARS SYSTEM. GP-3.
BT

BOASMC
66-1975

NNNN

UNCLASSIFIED

~~SECRET~~

0985

~~SECRET~~

153/98

UNCLASSIFIED

NNNNOTTS JAW RUWTPFA9435 2302329-SSSS-- RUMJBRA.

ZNY SSSSS

O 182102Z AUG 66

FM 15AF MARCH AFB CALIF

TO RUMSJS/100SRW OL 20 DIEN HON RVN

INFO RUMJBRA/100SRW DAVIS MONTHAN AFB ARIZ

BT

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

(u) ~~SECRET~~ DOR 02110 AUG 66. FOR OL-20 COMMANDER; 100SRW FOR C. DCO. THE FOLLOWING MESSAGE FROM SAC DOSRS 07900 AUG 66, SECRET, IS QUOTED. QUOTE. SUBJECT: BLUE SPRINGS. 15AF FOR DOR/DOT/DM4RR; 100 SRW FOR C. REFERENCE SECRET SAC DOSRS 07756, DTD 12/2330Z AUG 66. PART I: A CONFERENCE WAS HELD AT AFLC LOR ON 16 AUG 66. THE CONFEREES AGREED THAT UNTIL A REDESIGN OF THE APEX TIE CUTTER OF THE MARS SYSTEM CAN BE DONE AND A PERMANENT FIX MADE, THE ORIGINAL PROCEDURE OF REMOVING THE APEX TIE CUTTER FROM THE LOAD LINE WILL BE USED. A PAIR OF DIAGONAL PLIERS(DYKES) WILL BE USED INSTEAD OF A KNIFE TO CUT THE APEX CUTTER LOOSE, SINCE THERE IS LESS CHANCE OF CUTTING THE LOAD LINE. A PROCEDURE WHICH WINDS THE APEX CUTTER ON THE TAKE UP REEL IS LESS DESIRABLE BECAUSE THE EMERGENCY CABLE CUTTER COULD BE DAMAGED IN CASE OF AN EMERGENCY CABLE PAY OUT. PART II: APPROVAL OF THE INTERIM PROCEDURE OF TAPING THE APEX CUTTER TO THE LOAD LINE AUTHORIZED IN REF MSG IS

~~SECRET~~

PAGE 2 RUWTPFA9435 ~~SECRET~~

WITHDRAWN. THE PROCEDURE IN PART I ABOVE WILL BE USED UNTIL REPLACED BY FORMAL DATA PROCEDURES. UNQUOTE. FOR OL-20. REQUEST YOU ACKNOWLEDGE RECEIPT OF THIS MESSAGE.

(GP-3)

BT

BDA/MC
2263
~~SECRET~~

NOTIFIED
COM. MSC CASE
2135

UNCLASSIFIED

~~SECRET~~

099

~~SECRET~~

15509
UNCLASSIFIED

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

~~SECRET~~

CZCBDA627ZC00A882
PP RUWHBD
DE RUWDC 198A 2732118
(u) ZNY ~~SGG89~~
P R 302118Z SEP 66
FM AFLCLOR
R0M8UBB88ZU5H8AMABCHVMFB
INFO RUEDFIA/AFLC WPAFB
RUCSBB/SAC OFFUTT AFB
RUWHBD/12SAD DAVIS MONTHAN AFB
BT

Action / info
100 CAS (2) / 12DM (1)
DX/H (4)

~~SECRET~~

(u) LOR-700 SEP 66. BIEN HOA FOR OL-20, 15AF FOR DM4BR/DOR. AFLC/MCMX,
SAC/DM4C/DOSR, 12SAD/100C/100DCM. SUBJECT: WIDE BUSH. REFERENCES:
A. AFLCLOR MSG LOR 695 SEP 66.
B. OL20 MSG OL20MO 02072 SEP 66.

INVESTIGATION BY LOR INDICATES THAT STANDBY POWER IS NOT A REQUIREMENT
FOR CONTINUOUS MISSION PERFORMANCE OF WIDE BUSH UNIT, AFTER INITIAL
TRANSFER TO OPERATE POWER. IN PRESENT 147G CONFIGURATION, NO
PROVISION EXISTS TO SWITCH OPERATE FUNCTION BACK TO STANDBY FUNCTION
ONCE IT HAS BEEN PLACED IN OPERATE MODE. THEREFORE, OPERATE MODE
REMAINS IN AFTER INITIAL ACTIVATION. INSPECTION OF WIDE BUSH BOX WILL
REFLECT AN INSTALLED DIODE BETWEEN OPERATE POWER AND STANDBY POWER

~~SECRET~~

(u) PAGE TWO RUWDC 198A ~~SECRET~~
INPUT. THIS DIODE IS INSTALLED IN A MANNER PERMITTING CURRENT FLOW
FROM OPERATE POWER INPUT PIN INTO STANDBY POWER PIN, THEREBY PRECLU-
DING NEED FOR RETENTION OF STANDBY POWER AFTER TRANSFER TO OPERATE
MODE. IF THIS DIODE IS NOT INSTALLED, OR IF INSTALLED AND NOT
OPERATIONAL, THEN THE ENTIRE WIDE BUSH BOX IS CONSIDERED UNSUITABLE
FOR USE. SATISFACTORY DEMONSTRATION OF THIS SYSTEM HAS BEEN PERFORMED
IN PLANT AT RYAN AFTER INCORPORATION OF PROCEDURES OUTLINED IN REF A
ABOVE. THEREFORE TO INSURE EFFECTIVE OPERATION AND CONFIGURATION
CONTROL, WE INSIST THAT MOD OUTLINED IN REF A BE INCORPORATED PRIOR
TO OPERATIONAL USE OF WB ON SPA 147G-1 AND 147G-34. SPA MOD WILL BE
FACTORY INSTALLED ON SUBSEQUENT PRODUCTION.

GP-4
BT

BDASmc
66-3488
~~SECRET~~

UNCLASSIFIED
~~SECRET~~

0995

~~SECRET~~

UNCLASSIFIED

NO ACTION
Ref/500/10 OC

NNNNPTTS JAW RUCSAAA0381 2832330-SSSS--RUWJ88A .

ZNY ~~SSSSS~~

P 182316Z OCT 66

FM SAC

TO RUW8KN/15AF MARCH AFB CALIF

INFO RUWJ88A/12SAD DVAFB ARIZ

RUWDC/AFLC LOR NAVCOMSTA SAN DIEGO CALIF

BT

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

D-181

~~SECRET~~ LIMDIS DM4C 09788 OCT 66

THIS IS A LIGHTNING BUG MESSAGE. FOR: DMARR/DM4DR/15AF. INFO:
100DCM/12SAD; LOR NAVCOMSTA. SUBJECT: VALIDATION AND VERIFICATION
OF "H" TECHNICAL DATA. THIS MSG IN TWO PARTS.

PART 1: LOR, L/COL BRUIS HAS PROPOSED THE FOLLOWING PLAN TO SUP-
PORT THE VALIDATION AND VERIFICATION OF "H" TECHNICAL DATA. (1)

THE FIRST PRODUCTION MODEL "H" WILL BE DELIVERED TO DAVIS MONTHAN
ON 7 NOV 66. (2) LOR WILL SEND A TECH DATA VALIDATION TEAM TO
DVAFB ON 7 NOV 66. (3) AFE SUPPORT, TO BE DETERMINED BY LOR,
WILL BE REQUIRED. (4) LOR WILL HAVE A COMPLETE MARKED UP COPY

Action	Info
100CAS (4)	12DM (4)
	DXIH (2)
	12DO (1)

PAGE 2 RUCSAAA0381 ~~SECRET~~ LIMDIS

OF 147H-2 TECH DATA TO BE VERIFIED 7 THRU 11 NOV 66. (5) LOR
WILL PRODUCE HARD COPY "H" -2 TECH DATA BY 1 DEC 66.

PART II: 15AF WILL PROVIDE THIS HQ, INFO LOR, THE NAME AND RANK
OF INDIVIDUALS DESIGNATED TO PARTICIPATE IN THIS PROGRAM. THIS
PROGRAM WILL PROCEED WITHOUT INTERRUPTION AND INTERFERENCE FROM
OTHER PROGRAMS. THE 100SRW WILL BE PREPARED TO MAKE INPUTS NLT
7 NOV 66 OF KNOWN "H" TECH DATA DISCREPANCIES. (GP-3).

BT

BDA3me
66-3560

UNCLASSIFIED
~~SECRET~~

0999

UNCLASSIFIED

DECLASSIFIED AFTER 10 YEARS
EXEMPTED FROM AUTOMATIC
DECLASSIFICATION

3342321-SSSS--RUWVJ1.
33-1939

(u)

MONITOR PT MICH
OFFICE AFB
PATTERSON AFB
AFB
DAVIS MONTHAN AFB

action	info
100 C 175	
127 M	
12 C (1)	

- (u) MONITOR PT. MICH WAS SAC PM 55122 NOV 66.
INNOV BIG MSG FROM 172 SR/PT MICH SAC MONITOR.
FOR DPLC-1, DOP, DVAR, USAF FOR AFKOPR, AFLO FOR MCX, COL
AFKOPR, AFKOPR, DVAR, DPLP, 11TH NAVAL DISTRICT FOR
AFKOPR, AFKOPR, 12 SAD PASS TO 120 SR.
TEST SORTIE NO. 17 SPA XH3, DATE: 29 NOV 66:
1. TEST PURPOSE: OBTAIN DATA ON SCORER, DOPPLER, ENGINE, SPA AND
2. TEST RESULTS: 127 Z COORDINATES: 3257 N/119-27W
3. TEST RESULTS: 127 Z COORDINATES: 3257 N/119-27W
SACVNO 2 - DES MAGNETIC.

(u)

PART 1: 127 Z - 127 Z - 127 Z

4. 127 Z - 127 Z - 127 Z

5. 127 Z - 127 Z - 127 Z

6. 127 Z - 127 Z - 127 Z

7. 127 Z - 127 Z - 127 Z

8. 127 Z - 127 Z - 127 Z

9. 127 Z - 127 Z - 127 Z

10. 127 Z - 127 Z - 127 Z

11. 127 Z - 127 Z - 127 Z

12. 127 Z - 127 Z - 127 Z

13. 127 Z - 127 Z - 127 Z

14. 127 Z - 127 Z - 127 Z

REMARKS:
LAUNCH WAS DELAYED APPROXIMATELY ONE HOUR DUE TO COMPATABILITY
LAUNCH 11:11 AM. AFTER 30 MINUTES OF FREE FLIGHT, THE EGT WENT
127 Z - 127 Z - 127 Z
AND IT REDUCED WITHIN LIMITS. EGTSAAINED WITHIN LIMITS AT 100 PER
CENT RPM AND FLIGHT WAS CONTINUED A

100 PER CENT. THE OVERLAND

IN OF THE FLIGHT WAS CUT SHORT DUE TO RANGE TIME. THE LAUNCH
CAUSED LATE ENTRY INTO THE EDWARDS RANGE AND RESULTED IN
DEERTIME IN THAT AREA. THE ENTIRE FLIGHT WAS ON THE PROGRAMMER
THE EXCEPTION OF THE RPM REDUCTION AND EARLY TURN NOTED ABOVE.

BDPAME

66-4187

UNCLASSIFIED

(U)

~~SECRET~~

UNCLASSIFIED

PAGE THREE RUMDKE 382 ~~SECRET~~ LINDIS

TOTAL FLIGHT TIME WAS REDUCED IN ORDER TO COMPLETE RECOVERY BEFORE DARKNESS. THE REDUCED RPM AND SHORT FLIGHT TIME CONTRIBUTED TO THE LOW MAXIMUM ALTITUDE ATTAINED. SCORER OPERATED AS SCHEDULED AND ALL ASSIGNED TARGETS WERE COVERED. 1418 FRAMES WERE EXPOSED. THE PRIMARY TEST OBJECTIVE OF OBTAINING SCORER DATA WAS SUCCESSFUL. HOWEVER, DUE TO ENG1 ZSZRY3LYL10RH

FOLLOW V MAXIMUM ALTITUDE ATTAINED.

EAD OTSSION

WAS NOT CONSIDERED SUCCESSFUL FROM AN OPERATIONAL STANDPOINT. CAUSE OF HIGH EOT NOT DETERMINED AT THIS TIME. THIS MESSAGE COMPLIES WITH AFXOPFX. VSG. 93167.

PART 11: WARS RECOVERY DATA:

1. HELICOPTER DESIGNATION CH3C S/N 69.1.
2. LOAD LINE: GOOD
3. CHUTE DESCRIPTION: GOOD
4. POSITION OF ENGAGEMENT CHUTE AT PICKUP - 68 DEG AT 3'0, CLOCK.
5. ALTITUDE AT PICKUP: 3.5M
6. AIRSPEED AT PICKUP: 52 KNOTS
7. AIRSPEED LOSS: 17 KNOTS
8. ENGAGEMENT MADE BY FLYING HOOK AND DERIGGED LEFT HOOK.
9. CABLE PAYOUT: 75 FT.
10. REEL IN TIME: 21 MIN.

~~SECRET~~

(U)

PAGE FOUR RUMDKE 382 ~~SECRET~~ LINDIS

11. TOW CONDITION: SLIGHT YAW RIGHT AND LEFT.

12. REMARKS: FOUR PASSES WERE REQUIRED TO COMPLETE A SUCCESSFUL WARS. THE FIRST PASS WAS MADE AT 7.2V, AIRSPEED 58 KNOTS WITH ENGAGEMENT CHUTE AT 32 DEGREES. SLIGHT CONTACT WAS MADE AND THE APEX TIE WAS BROKEN. THE SECOND PASS WAS AT 6V, AIRSPEED 58K WITH ENGAGEMENT CHUTE AT 45 DEGREES. THE LEFT HOOK CONTACTED AND DERIGGED. THE THIRD PASS WAS AT 4.5V, AIRSPEED 55K WITH ENGAGEMENT CHUTE AT 45 DEG. NO CONTACT WAS MADE. THE SUCCESSFUL FOURTH PASS IS REPORTED IN BODY OF MESSAGE. THE SPA WAS NOT DAMAGED.

GP-4
BT300mc
66-4187~~SECRET~~

NNNN

UNCLASSIFIED

~~SECRET~~

APC 66-4187

1002

~~SECRET~~

UNCLASSIFIED

D-439

Act Info
 10005(8) 120m(1)
 130(1)
 1200(1)

DOWNGRADED AT 5 YEAR INTERVALS:
 DECLASSIFIED AFTER 12 YEARS.
 DOD DIR 5200.10

(u) BRITTS JAW RUMVNEA0922 3572312-SSSS--RUMVOJA.

ZNY SSSSS

R 232312Z DEC 66

FM AFLC/LOR NAS PT MUGU

TO RUOSAAA/SAC OFFUTT AFB

RUMVPEA/15AF VARCH AFB

RUMVOJA/12 STRAEROSPACE DIV DAVI

INFO RLEDHQA/CSAF

RUEDFIA/AFLC WRIGHT PATTERSON AFB

RUMVPVA/COM ELEVEN

RUMSJS/RVN/OL 20 BIEN HOA

BT (u)

SECRET SECTION ONE OF TWO

SAC PT MUGU, NAS LOR-PT-66-222 DEC 66. SAC FOR DQSR, DPLC3,

DM4C. 15AF FOR DOR, DM43, DPLP. 12 SAD PASS TO 100SRW.

INFO CSAF FOR AFOPER, AFLC FOR MCXV COL RAYNOR. 11TH NAVAL

DISTRICT FOR AFLC/LOR L/C BREWIS. OL 20 FOR C. THIS IS A

LIGHTNING BUG MSG. MSG IN TWO PARTS.

PART 1: SPA H-5.

1. MISSION NR 147H-5F1 DTG 22 DEC 66

2. A. PLANNED LAUNCH COORDINATES 33-52N 119-35 HEADING 236-1/4

TIME 2000Z

PAGE TWO RUMVNEA0922 ~~SECRET~~

B. ACTUAL LAUNCH COORDINATES 33-52 1/2N 119-34 HEADING

236-1/4 TIME 2037Z

3. LAUNCH SPEED 50 IAS ALTITUDE 15M PERCENT RPM 90

4. CLIMBING TURN PERFORMANCE

A. TURN RADIUS 8.1

B. ALTITUDE GAIN - UNKNOWN

5. CLIMB PERFORMANCE

A. TIME TO CLIMB TO ALTITUDE 33 MIN.

B. TOTAL DISTANCE TO CLIMB TO CRUISE ALTITUDE 175 NM ALTITUDE

60M FT.

C. LEVEL OFF COORDINATES 34-03N 122-17W

D. MAXIMUM ALTITUDE 69M

6. ACCURACY OF TRACK:

LEG NO.	PLANNED COURSE DEGS	ACTUAL COURSE DEGS	PLANNED DISTANCE	ACTUAL DISTANCE	TURN RADIUS PLANNED/ACT. NAUTICAL MILES
1	253	251	120NM	120-3/4NM	5.6/7.5
2	345	344-1/4	110NM	110NM	6.2/9.5
3	133	131	60NM	65NM	6.2/8.0
4	192	193	120NM	120NM	6.2/9.3

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THREE RUNWEA0922 ~~SECRET~~

6	335	333	170NM	171NM	6.2/9.0
7	133	132	60NM	70NM	6.2/9.0
8	192	193	110NM	111NM	6.2/8.2
9	083	083	90NM	93NM	6.2/7.5
10	305	303-1/4	90NM	90NM	6.2/8.0
11	192	192	70NM	70NM	6.2/8.0
12	083	083		N/A	MANUAL
13	025			N/A	MANUAL CONTROL

TOTAL 1100NM 1112-3/4NM

7. PROGRAMMED START TURN POINTS VERSUS ACTUAL.

	PROGRAMMED	ACTUAL	TURN RADIUS
LAUNCH PT.	33-52N 119-35W	3352N 11933-1/2W	
START TP A	33-11N 121-50W	3312-1/2N 12151W	7.5
START TP B	34-51N 122-31W	3451-1/2N 12236-1/2W	9.5
START TP C	34-51N 121-25W	3454-3/4N 12130W	8.0
START TP D	32-56N 121-45W	3259N 12150W	8.0
START TP E	33-04N 119-53-1/2W	3301N 11955W	8.0
START TP F	34-43N 122-23-1/2W	3437N 12224W	9.0
START TP G	34-48N 121-26W	3444N 12127W	9.0

PAGE FOUR RUNWEA0922 ~~SECRET~~

START TP H	33-03N 121-43-1/2W	3259N 12147W	8.2
START TP I	33-09-1/2N 121-04W	3259N 12105W	7.5
START TP J	34-03N 121-15W	3350-1/2N 12112-1/2W	8.0
START TP K	33-03N 121-40-1/2W	3252-1/2N 12140-1/2W	8.0
START TP L	33-11N 119-49W	3250N 12115W	5.5

RECOVERY PT. 33-57N 119-20W

8. COORDINATES AT START OF LET DOWN N/A

9. SPA PERFORMANCE UNDER MANUAL CONTROL EXCELLENT

10. RECOVERY CE:

A. ALTITUDE 69M

B. OFFSET BEARING/DIST 0

C. DRAG CHUTE COORDINATES 33-39N 119-44W

D. MAIN CHUTE COORDINATES 33-52N 119-35W

11. RCO DATA:

L PLUS TIME	ALT	IAS	RPM	REMARKS
2:40.	21M	180	100	
7	31M	180	99	
10	45M	160	99	

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PAGE FIVE RUNNEN A0922 ~~SECRET~~

23	58M	140	97	ROLLED PLUS/MINUS 20 DEG FOR APPROX 5 VIN
3	60M	135	96	AFTER ROLLOUT TPA
41	60M	135	95.5	TURN 15 DEG
69	60M	130	95.5	
85	60	125	97.0	TURN 15 DEG
93	64.5 R	120	97.0	
112	67	130	97.0	TURN 10 DEG
123	66	125	97.0	
135	67	125	97.0	
157	66	120	98.0	
167	68	120	98.5	
180	68	120	99	
188	68	120	99.5	

MANUAL

97-1/2 69 120 99.5 CHUTES 28 GALS REMAINING
12. REMARKS: THIS WAS THE FIRST SAC CONTROLLED "H" SPA MISSION.
MISSION WAS FLOWN AS PLANNED EXCEPT THAT SCHEDULED LAUNCH TIME
WAS NOT MET DUE TO AN UNSUCCESSFUL FIRST ENGINE START AND A DECISION
TO ACCOMPLISH ADDITIONAL REMOTE CHECKS FOR CREW TRAINING. LAUNCH
WAS DELAYED 37 MINUTES. DRONE PROGRESSED FLIGHT PROFILE AND ENGINE

(u)

PAGE SIX RUNNEN A0922 ~~SECRET~~

OPERATION WERE HANDS OFF FOR ENTIRETY UNTIL MANUAL TAKEOVER FOR
FINAL RECOVERY WAS INITIATED AT 23:45Z. 523 SYSTEM OPERATION WAS
EXCELLENT. AT THE END OF LEG NUMBER SIX FOR A DISTANCE OF
APPROXIMATELY 35 NAUTICAL MILES THE VEHICLE BEGAN MAKING VIOLENT
PITCH AND ROLL MANEUVERS IN EXCESS OF 10 DEGS IN BOTH PITCH AND
ROLL. THE DISTANCE ERROR INCURRED ON LEG 7 MAY HAVE BEEN THE
RESULT OF A DOPPLER MEMORY CONDITION CAUSED BY THE PITCH AND ROLL
MANEUVERS ON LEG 6. THERE WERE SHORT PERIODS OF PITCH AND ROLL
OSCILLATIONS NOTED ON LEGS 7 THRU 12 AND DURING THE TURNS ON THESE
LEGS. ENGINE OPERATION WAS NORMAL AND WITHOUT MALFUNCTION. OIL
CONSUMPTION WAS NIL. SPA WAS RECOVERED WITHOUT DAMAGE. TOTAL
POWERED FLIGHT TIME WAS 3 HOURS 8 MINS. TIME IN GLIDE 9-1/2 MINS.
DRONE WAS LAUNCHED AND RECOVERED BY SAC CREW S 49 AC CAPT BIXBY AND
CPT MAJ HURLEY. "H" SPA MGS ACCOMPLISHMENTS ON THIS MISSION
INCLUDED, 2 REMOTE CHECKS FOR THE ARCO/ART TEAM, CAPT SPINK AND T
SGT TREDES. ACTUAL LAUNCH BY LCO CAPT REITER, 4 REMOTE CHECKS AND AN
ACTUAL GROUND RECOVERY BY GRCO, MAJOR HURLEY, LCO ACTUAL LAUNCH,
ARCO SIMULATED RECOVERY GRCO ACTUAL RECOVERY WILL BE
ACCOMPLISHED BY ADDITIONAL SAC CREW MEMBERS ON AFLC "H" TEST MISSION
23 DEC 66. MARS WILL BE ACCOMPLISHED BY SAC CREW E 43.

GP-4
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66-4501

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TTS JAW RUWNEA0930 3572312-SSSS--RUWVOJA.

ZNY 000000

R 232312Z DEC 66

FM AFLC OR NAS PT WUSU

TO RUCSAAA/SAC OFFUTT AFB

RUMTPFA/15AF MARCH AFB

RUWVOJA/12 STRAEROSPACE DIV DAVIS MONTHAN AFB

INFO RUEDHQA/CSAF

RUEDFIA/AFLC WRIGHT PATTERSON AFB

RUWMPVA/COM ELEVEN

RUVSJS/RVN/OL 20 BIEN HOA

BT

~~SECRET~~ FINAL SECTION OF TWO
PART II CHOC

1. MARS MISSION NO. N/A
2. AROFT NO. 793
3. SPA HEIGHT 2100 LBS
4. CHUTE SIZE 130 FT (PIONEER RING SLOT) (SERIAL NR 499414)
5. RATE OF DESCENT 1000 FT PER MIN
6. POSITION OF ENGAGEMENT CHUTE FROM VERTICAL STRAIGHT UP
7. ENGAGEMENT MADE ON FIRST PASS
8. RETRIEVAL DATA
 - A. HELICOPTER LOITER ALTITUDE PRIOR TO RECOVERY 9M
 - B. LATERAL SEPARATION AT DEPLOYMENT IN NM 1 MILE
9. HELICOPTER DATA
 - A. WAS PRIOR TO ENGAGEMENT 50 KTS
 - B. ALTITUDE (MSL) AT ENGAGEMENT 8100 FT.
 - C. RATE OF DESCENT AT ENGAGEMENT 1000 FT
 - D. INITIAL AIRSPEED LOSS (AS RESULT OF PICKUP) 0.
 - E. MAX PITCH ANGLE AFTER ENGAGEMENT 10 DEGS.
 - F. TOW AIRSPEED 50 KTS
10. WINCH DATA
 - A. RETRIEVAL HOOK ENGAGED (1, 2 OR 3) 1 AND 2

PAGE TWO RUWNEA0930 ~~SECRET~~

B. WINCH BRAKE SETTING 3.1

C. G LOAD 1.5

D. CABLE PAYOUT 145 FT

E. REEL IN TIME 46 MIN

11. REMARKS A SUCCESSFUL MARS RECOVERY WAS MADE ON FIRST PASS BY
SAC CREW NR E 47 PILOT, CAPT ROSS.

GP-4

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PTTS JA RUCSAAA0687 542255-SSSS--RUM 1031

NY SSSSS

302245Z DEC 66

SAC

TO: RUMBKN/15AF VARCH

RUMJOSA/12SAD DM4FB ART

BT

SECRET LINDIS DM4C 12735 DEC 66.

THIS IS A LIGHTNING BUG MESSAGE. FOR: DM4BR; DM4DR/15AF.
INFO: 1700CM/12SAD. THE FOLLOWING AFLC MESSAGE SECRET LINDIS
VCMX 07968 DEC 66 IS QUOTED FOR YOUR INFORMATION AND NECES-
SARY ACTION. QUOTE.

SECRET LINDIS VCMX 07968 DEC 66. THIS IS A BIG SAFARI
MESSAGE. SAC FOR DM4C, DPLC-3; CSAF FOR AFSVE-S. SUBJ: WEEKLY
ACTIVITY REPORT, 19 DEC - 24 DEC 66. THIS MESSAGE IN FIVE PARTS.
PART I: XH3(F9) WAS LAUNCHED 21 DEC 66 FROM THE RIGHT PYLON OF C-130E
S/N 369 WITH WING TANK EMPTY AND 1000 LB FUEL IN THE FUSELAGE TANK.

PAGE 2 RUCSAAA0687 ~~SECRET~~ LINDIS

LAUNCH WAS NORMAL. THE SPA HAD T-41A ENGINE S/N 0086 INSTALLED WITH
MODIFIED TURBINE INLET NOZZLE, REAR BEARING SEAL AND FUEL CONTROL.
GROUND ENGINE RUN RPM WAS 101.4 PERCENT. THE MISSION WAS FLOWN WITH-
OUT MANUAL CONTROL OF THE ENGINE. RPM DROPPED TO 99.9 PERCENT ABOVE
60,000 FEET WITH EGT 705 DEGREES. TOTAL FLIGHT TIME WAS 3 PLUS 38.
MAXIMUM ALTITUDE 66,000 FEET. POST FLIGHT INDICATED 8 AND 3/4 QUARTS
OF OIL REMAINING. ALL ASPECTS OF THE FLIGHT WERE NORMAL EXCEPT FOR
339 SCORER. MATERIAL APPEARED TO BE TRANSPORTING IMPROPERLY.
SUSPECT FILM ON SUPPLY REEL TELESCOPED ALLOWING MATERIAL TO BIND ON
THE SIDE OF THE CASSETTE. WARS RECOVERY WAS SUCCESSFUL WITH ENGAGE-
MENT ON THE FIRST PASS. THE LAUNCH AND WARS WAS ACCOMPLISHED BY SAC
PERSONNEL. THE RELEASE MECHANISM DID NOT SEPARATE FREELY AND PULLED
THE MAIN CANOPY BEFORE RELEASING. THE MAIN CHUTE RISER ASSEMBLY
CONTACTED THE WING TIP DURING ENGAGEMENT. THE LEFT WING TIP PANEL WAS
MODERATELY DAMAGED. 147G S/N 45 WAS CARRIED AS A BACKUP ON THE LEFT PYLON
PART II: 147H S/N 5 WAS LAUNCHED BY SAC 22 DEC 66. MISSION WAS NORMAL
IN ALL RESPECTS. TOTAL FLIGHT TIME WAS 3 PLUS 08. MAX ALTITUDE 69,000
BY RADAR. MISSION WAS HAND OFF UNTIL MANUAL CONTROL WAS INITIATED FOR
RECOVERY. A SUCCESSFUL WARS WAS ACCOMPLISHED ON THE FIRST PASS.
ENGINE OPERATION WAS NORMAL WITHOUT MALFUNCTION. OIL CONSUMPTION WAS NIL.

PAGE 3 RUCSAAA0687 ~~SECRET~~ LINDIS

PART III: XH3(F10) WAS LAUNCHED 23 DEC 66. POWERED FLIGHT 3 PLUS 55
MAX ALTITUDE APPROX 66,000. SPA WAS SAME CONFIGURATION AS 21 DEC,
EXCEPT TAILPIPE WAS VICED TO AN EFFECTIVE 86 SQ IN. GROUND RUN RPM
WAS 101.5 RPM DROPPED TO APPROX 100 PERCENT ABOVE 60,000 AND MAX EGT
WAS 730 DEGREES. ENGINE WAS FLOWN HAND OFF FOR THE ENTIRE FLIGHT.
3 AND 3/4 QUARTS OF OIL REMAINED AT END OF FLIGHT. WARS RECOVERY WAS
SUCCESSFUL WITH ENGAGEMENT ON THE THIRD PASS. SAC PERSONNEL PERFORMED
THE LAUNCH AND RECOVERY UNDER THE SUPERVISION OF RYAN AND AFLC. G-45
WAS CARRIED AS A BACKUP BUT WAS NOT LAUNCHED.

PART IV: SCHEDULE FOR WEEK OF 26 DEC 66 FOLLOWS:

DEC - G-45 FREE FLIGHT

DEC - YH-2 BELLRINGER CAPTIVE

30 DEC - YH-2 BELLRINGER FREE FLIGHT

PART V: CH3E S/N 790 WAS TRANSFERRED TO SAC 23 DEC 66. UNQUOTE

GP-4

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OTTS JAW RUMJAH0212 3642330-SSSS--RUMJDBA.

ZNY SSSS
O P 302330Z

FM AFLCLOR NAS PT MUGU CALIF
TO RUCSAAA/SAC OFFUTT AFB

INFO RUEDHQA/CSAF

RUEDFIA/AFLC WRIGHT PATTERSON AFB

RUMBKNA/15AF MARCH AFB

RUAMPMA/COMELEVEN

RUMJDBA/12 STRATAEROSPOIV DAVIS MONTHAN AFB

BT

~~SECRET~~ LINDIS

LOP FM 66230 30 DECEMBER 1966. THIS A LIGHTNING BUG
MSG FROM 10WSRW/PT MUGU SAC MONITOR. SAC FOR DPLC-3, DOSR, DM4C. INFO
USAF FOR AFKOPR, AFLC FOR MCXK COL RAYNOR, 15AF FOR DOR, DM4B, UPLP,
11TH MAGAL DISTRICT FOR AFLCLOR LT COL BREWIS, 15AF PASS TO 100 SRW.
DELIVER DURING DUTY HOURS, THIS MSG IN TWO PARTS. PART 1.

1. MISSION: H TEST SORTIE NO. F-9 SPA YH-2 DATE 30 DEC 66
2. TEST OBJECTIVES: ENGINE PERFORMANCE, LIGHT WT LAUNCH, EVALUATE >23
AND 336 SYSTEMS, EVALUATE BELL RINGER.
3. LAUNCH TIME 1718Z
4. LAUNCH SPEED 150 ALTITUDE 15M RPM 90 PERCENT

PAGE TWO RUMJATA0212 ~~SECRET~~ LINDIS

5. MISSION PERFORMANCE:

- A. TIME TO CLIMB TO BASE ALTITUDE 22 MIN
- B. DISTANCE TO CLIMB TO BASE ALTITUDE: 135 NM
- C. TOTAL FLIGHT TIME: 3 PLUS 23
- D. TOTAL DISTANCE: 1351
- E. MAXIMUM ALTITUDE, 68.5 M, FPS-16 RADAR
6. PERFORMANCE UNDER MANUAL CONTROL: GOOD
7. RECOVERY: (COMMAND CHUTE SEQUENCE INITIATED AT 68.5M. MAIN CHUTE
DEPLOYED NORMALLY AT 15M).
8. REMARKS: MISSION - IN AN ATTEMPT TO INCREASE TAILPIPE TEMPERATURE
AND THRUST AN 85 SQUARE INCH TAILPIPE WAS INSTALLED. RPM WAS GROUND
SET AT 102.0 PERCENT AND EGT SET AT 750 DEG WITH 59 DEG AMBIENT AIR
TEMP. AS REFERENCE. DC-130 NO. 369 TOOK OFF AT 0630 PST AND HAD TO ABORT

DUE TO INFLIGHT REFUELING SYSTEM FOR SPA INOPERATIVE (UNABLE TO TOP OFF
SPA PRIOR TO LAUNCH). SECOND TAKE OFF WITH LAUNCH AT 0918 PST NORMAL.
AT 45M EGT TOP AND BOTTOM 775 DEG RPM 102.5 PERCENT. HANDS OFF FLIGHT
ON ENGINE UNTIL 0937 WHEN RPM HAD TO BE REDUCED. RPM WAS 102 PERCENT
AND EGT TOP 810 DEG BOTTOM 805 DEG ALTITUDE 55M, DECREASED RPM TO 100
PERCENT EGT TOP 770 DEG BOTTOM 90 DEG. THREE ADDITIONAL DESCENTS/CLIMBS
WERE MADE AT DIFFERENT RPM SETTINGS TO SEE EFFECT ON EGT. SECOND CLIMB

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PAGE THREE RUWJAH0212 ~~SECRET~~ LINDIS
AT 101 PERCENT RPM EGT TOP 750 DEG BOTTOM 745 DEG, THIRD CLIMB AT 102
PERCENT RPM EGT TOP 770 DEG BOTTOM 760 DEG. FOURTH CLIMB 102.5 PERCENT
RPM EGT TOP 790 DEG BOTTOM 780 DEG. AT MAXIMUM ALTITUDE RPM WAS 98.9
PERCENT EGT 800 DEG ON BOTH PROBES. LIGHT WEIGHT LAUNCH WAS NORMAL 525
SYSTEM OPERATED NORMALLY. 338 SCORER WAS JAMMED IN 2R POSITION
INVESTIGATION AS TO REASON ON THURSDAY 3 JAN 67. BELLINGER WAS
UNSATISFACTORY REASON UNKNOWN AT THIS TIME. FLIGHT OBVIOUSLY
UNSATISFACTORY. NEXT "H" FLIGHT ON 4 JAN 67.
THIS MESSAGE COMPLIES WITH AFXOPFR. MSG 86060.

PART II: MARS RECOVERY DATA:

1. HELICOPTER DESIGNATION CH3C S/N 690.
2. LOAD LINE GOOD 90 DEG FROM LOAD POSITION
3. CHUTE DESCRIPTION 120 FT PIONEER
4. POSITION OF ENGAGEMENT CHUTE AT PICKUP 10 DEG AT 3 OCLOCK
5. ALTITUDE AT PICKUP 8.0M
6. AIRSPEED AT PICKUP 66 KTS
7. AIRSPEED LOSS 36 KTS
8. ENGAGEMENT MADE BY RIGHT POLE
9. CABLE PAYOUT 150 FT.
10. REEL IN TIME 22 MIN

(u) ~~SECRET~~
PAGE FOUR RUWJAH0212 ~~SECRET~~ LINDIS
11. TOW CONDITION STOWED 75 KTS STABLE
12. REMARKS: RECOVERY CH3C CREW ENGAGED SPA ON FIRST PASS.
STABILIZATION CHUTE LOOPE OVER HORIZONTAL STABILIZER. SPA WAS DOCKED
WITH NO VISIBLE DAMAGE.

GP-4

BT

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67-0030

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CAB 67-3

162/101
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SPECIAL HANDLING REQUIRED
NOT RELEASABLE TO FOREIGN NATIONALS

The information contained in this document will not be disclosed to Foreign Nationals or their representatives.

CZC00A433

(u) PTTS JAW RUWMDDA8617 0532103-SSSS--RUWJDBA.

ZNY ~~053333~~

P 220030Z FEB 67

FM 9STRATRECONNUG BEALE AFB CALIF

TO RUCSAAA/SAC

RUW3KNA/15AF MARCH AFB CALIF

RUWJDBA/100STRATRECONNUG DAVIS MONTHAN AFB ARIZ

BT

(u) ~~SECRET~~ NORFON 9RTS 22453 FEB 67.

FOR: SAC DCSR AND DISD; 15AF (DCIR); 100SRW (DCOI)

INFO: 9SRW (DCIP). THIS MESSAGE IN V PARTS: SUBJECT:

LIGHTNING BUG FACILITY REPORT (U).

PART I

A. MISSION DESIGNATION: LIGHTNING BUG 147-H, TEST II

B. MISSION DATE: 17 FEB 67

C. ALTITUDE: 60000-67000

D. SHUTTER SPEED: VARIABLE BY SLIT WIDTH

E. APERTURE SETTING: F/8

(u) PAGE 2 RUWMDDA8617 ~~SECRET~~ NORFON

F. INTERVOLOMETER SETTING: 3.1 SECONDS

G. FILTER USED: MINUS BLUE (WRITTEN NO. 12A)

H. HOW CAMERA EXPOSURE DETERMINED: EK TABLES

I. HOW EFFECTIVE FILM SPEED IS DETERMINED: .5 GAMMA, SPEED POINT 2.32

J. TOTAL FOOTAGE EXPOSED: 1425

K. TOTAL NUMBER OF FRAMES: 1711

L. FILM TYPE: 3401

M. CHEMISTRY TYPE: 14 DN

N. CHEMICAL TEMPERATURE: 70 DEG

O. REPLENISHMENT RATES: 6 DEV 5 SHORT STOP - 5 FIX

P. TYPE OF PROCESSOR: HTA-3C

Q. PROCESSING SPEEDS: 19 FEET PER MINUTE

R. GAMMA: HEAD: 2.44 TAIL: 2.40 BASE FOG: .12

S. D--MIN: 1.03 MAX: 1.63 (INVISIBLE IMAGE)

T. PPL EVALUATION OF FN: THE FILM WAS 60-90 PER. FOGGED WITH INTERMITTENT TEARS, ABRASIONS AND SERRATIONS THROUGHOUT.

THERE WERE SEVERE PRESSURE MARKS NEAR THE HEAD. THERE WAS

NO VISIBLE IMAGE FOR THE LAST 50-60 FEET. PLUS AND MINUS

DENSITY LINES THROUGHOUT, NUMEROUS FRAMES HAD WATER MARKS.

~~SECRET~~

BCASmc
67-683

DOWNLOADED AT 12 TEAR
INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 6200.10

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PAGE 3 RUWMDA3617 ~~SECRET~~ NOFORN
EXPOSURE VARIED THROUGHOUT. THE TAIL WAS SEVERELY
WRINKLED AND TORN.

PART II

A. SELECT FRAMES: 0238, 1096, 1100, 1112, 1116, 1597

PART III

A. OVERALL PI FILM EVALUATION: INTERPRETABILITY WAS POOR
OVERALL DUE TO SEVERE DEGRADATION OF IMAGERY. FRAMES WITH
ISLAND COVERAGE WERE FOGGED THROUGHOUT. ONLY FRAME 0233 WAS
USED. FOR MENSURATION. FRAME 1096, 1100, 1112, AND 1116 HAD
PARTIAL COVERAGE OF ISLAND ONLY; FRAME 1597 PROVIDED COVERAGE
OF AFLD BUT FOGGING PRECLUDED ACCURATE MENSURATION.

PART IV

- A. 1. FRAME DESIGNATION 0233
2. X-Y COORDINATES 14.7 X 01.6 Y
3. TYPE OF TARGET BLDG #144
4. ACTUAL DIMENSIONS 75' 11" X 101' 1"
5. MEASURED DIMENSIONS 75' 2" X 94'
6. PSR 37000
- B. 1. FRAME DESIGNATION 0233
2. X-Y COORDINATES 14.5 X 01.7 Y

PAGE 4 RUWMDA3617 ~~SECRET~~ NOFORN

3. TYPE OF TARGET BLDG #67
4. ACTUAL DIMENSIONS 40' X 101' 1"
5. MEASURED DIMENSIONS 37' X 94'
6. PSR 37000
- C. 1. FRAME DESIGNATION 0233
2. X-Y COORDINATES 14.4 X 00.8 Y
3. TYPE OF TARGET BLDG #149
4. ACTUAL DIMENSIONS 100' X 110'
5. MEASURED DIMENSIONS 82' X 112'
6. PSR 37000
- D. 1. FRAME DESIGNATION 0233
2. X-Y COORDINATES 14.4 X 00.1 Y
3. TYPE OF TARGET BLDG #135
4. ACTUAL DIMENSIONS 40' X 60'
5. MEASURED DIMENSIONS 37' X 56'
6. PSR 37000

PART :

A. REMARKS: THE FRAME CONFIGURATION CANNOT BE DETERMINED
DUE TO POOR FILM QUALITY AND THE LACK OF A DATA BLOCK.

PAGE 5 RUWMDA3617 ~~SECRET~~ NOFORN
DRONE WAS SEVERELY DAMAGED DURING RECOVERY.
MATERIAL DEGRADATION ATTRIBUTED TO ACCIDENT. GP-3.
BT

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67-1683

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WZCZCJ14131

(u) TS JAW RUCSAA40499 3341050-SSSS--RUWMDJA.

301635Z NOV 66

SAC

TO RUWMDJA/15AF

INFO RUWMDJA/100SRW DAVIS MONTHAN AFB ARIZ

BT

(u) ~~SECRET~~ LINDIS/DPLC1 11677 NOV 66. 15AF FOR
DPLP/D00T/DN4/D0SR. 100 FOR D0/DN. THIS IS A LIGHTNING BUG MESSAGE.
THE FOLLOWING AFLC MESSAGE IS QUOTED FOR YOUR INFORMATION.
QUOTE: SECRET LINDIS MCMX 07261 NOV 66. SAC
FOR DPLC; CSAF FOR AFXOPR/AFSME-S; NAVCOMVSTA FOR
AFLC/LR. LNO BREWIS. THIS IS A BIG SAFARI MSG. SUBJ:
LIGHTNING BUG. REF SAC DPLC (S) MSG 10977, NOV 66.
THE NEW MARS CONFIGURATION BEING USED AT PT MUGU FOR
147H FLIGHT TESTING INCLUDES THE 24-FT RING SLOT EN-
GAGEMENT CHUTE AND 2500-LB SHEAR-PIN. THIS NEW

(u) ~~SECRET~~
PAGE 2 RUCSAA40499 ~~SECRET~~ LINDIS
CONFIGURATION HAS BEEN DESIGNATED AS THE MARS II SYSTEM.
THE MARS II SYSTEM WILL BE PHASED INTO OPERATIONAL USE
WITH THE DELIVERY OF 147H SPAS BASED ON PROJECTED
OPERATIONAL REQUIREMENTS AND CURRENT CONTRACTOR ESTI-
MATES. MARS II SYSTEMS WILL BE AVAILABLE FOR 147G AND
147J REQUIREMENTS BY 15 FEB 67. THE PRESENT COBRA
ENGAGEMENT CHUTE MARS SYSTEMS SHOULD BE USED UNTIL TOTAL
CONVERSION CAN BE MADE TO THE MARS II SYSTEM IN MAR 67.
UNQUOTE. GP-3

BT

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66-4180

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VZCZCJIA189

PTTS JAW RUCSAAA0398 3562335-SSSS--RUWVDJA.

(u) ZNY ~~SSSS~~

P 222325Z DEC 66

FM SAC

TO RUEDHQA/CSAF

INFO RUEDFIA/AFLC

RUWMPMA/USNAVCOMVSTA SAN DIEGO CALIF

RUWVKNA/15AF WARCH AFB CALIF

RUWVDJA/12SAD DAVIS MONTHAN AFB ARIZ

BT

(u) ~~SECRET~~ LINDIS OPLC 12488 DEC 1966

THIS IS A LIGHTNING BUG MSG. CSAF FOR AFXOPFR & AFSME-S.

INFO: AFLC FOR MCMX; NAVCMST PASS TO AFLCLOR; 15AF FOR DM/

DO/OPLP; 12SAD FOR DM/DO. SUBJ: SPA 147H FUEL LEAKS (U).

1. WE HAVE BEEN INFORMED THAT ALL 3 H-MODEL DRONES RECEIVED AT DAVIS-MONTHAN HAVE DEVELOPED FUEL LEAKS. AT

PRESENT, THERE ARE TWENTY-THREE (23) FUEL LEAKS ON H-3

WHICH ARE CLASSIFIED AS SLOW SEEPS IAW T.O. 1-1-3. THESE

LEAKS ARE AROUND RIVETS INDICATING A REQUIREMENT FOR

EXTENSIVE SEALING.

BDAS-407
Action Info
Dem's
100CNS (G)
12 DM/1
12 DM/1
12 C (U)

Dec 1
Drop 1
CASE-1

(u) PAGE 2 RUCSAAA0398 ~~SECRET~~ LINDIS

2. REQUEST ACTION BE TAKEN TO RETURN SPA 147 H-3 TO RYAN FOR REPAIR OF THE MAIN FUEL TANK AND CORRECTION OF THE FUEL LEAK PROBLEM.

3. IN LIGHT OF THE 10 JAN 1967 PLANNING DATE, REQUEST IMMEDIATE ASSISTANCE IN OBTAINING A POSITIVE FIX ON THIS FUEL LEAK PROBLEM INCLUDING FUTURE DELIVERIES. CONTINUATION OF THIS PROBLEM

WOULD SERIOUSLY HINDER EFFECTIVE OPERATIONS AT OL-20.

(GP 3)

BT

BDASmc
66-44/63

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

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Duty Hours
500/9 Jan 67
Ref

186

CZC00A733

PTTS JA RUCSAAA0265 0092320-SSSS--RUWJDBA.

7KV 55555

2 002255Z JAN 67

F SAC

TO RUWJDBA/15AF

INFO RUWJDBA/AFLC LOR "J" HAS SAN DIEGO CALIF

RUWJDBA/12SAD DVAFB ARIZ

BT

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

Adm/Info
100045 (S)
1200 (L)
1200 (L)
1200 (L)

~~SECRET~~ DSSRS 00235 JAN 67.

SUBJECT: RIVET BIN. (U). REF CONF LINDIS 15 AF COM4BR 05869, DTG 200030
DEC 65, SUBJECT: DESIGN LIMITATIONS.

1. THE DESIGN LIMITATIONS ON THE NAVIGATION ACCURACY FOR THE 147G
AND J IS THREE PERCENT OF DISTANCE TRAVELED. REFERENCE PROJECT
LIGHTNING BUG CONFERENCE REPORT, RYAN AERO COMPANY, 21-22 OCTOBER
1965: CONTROL SECRET 65 LOR-1189, PARAGRAPH 3, QUOTED FOR YOUR INFO:
QUOTE: THE DESIGN RANGE OF THE "J" IS 150 NAUTICAL MILES AT LOW
LEVEL, CRUISE CLIMB TO ABOVE 45,000 FEET, FOR A TOTAL OF 600 NAUTICAL
MILES AT A TRUE AIRSPEED OF 420 KNOTS. THE NAVIGATIONAL ACCURACY

PAGE 2 RUCSAAA0265 ~~SECRET~~
WILL BE THE SAME AS THE 147G, I.E., THREE PERCENT OF DISTANCE
TRAVELED. UNQUOTE.

2. THE 147J NAV ACCURACY FIGURE IS ONLY GOOD ON THE LEG BEFORE THE
FIRST TURN SINCE NO OFFICIAL LOW LEVEL TURN RADIUS HAS BEEN ESTAB-
LISHED AND/OR GUARANTEED. GP-3.

BT

BDASMC
67-117

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CASE 67-99

1025

UNCLASSIFIED

DECLASSIFIED AT 10 YEAR INTERVALS;
EXEMPTED AFTER 10 YEARS;
DOD DTR 5200.10

PTTS ZYY RUM3KNA6310 3612323-SSSS--RUMJDBA.

ZNY ~~SSSSS~~ ZFD RUMVABA

PTTS ZY RUM3KNA6310 3612323-SSSS--RUMVQJA.

ZNY SSSSS ZOV RUMJDBA.

P 2700Z DEC 66

FM 15AF WARCH AFB CALIF

TO RU JDBA/12SRW DAVIS MONTHAN AFB ARIZ

RUMSJS/12742 OL20 BIEN HOA AB RVN

INFO RUCSSAA/SRC OFFUTT AFB NEBR

RUMJDBA/12 SAD DAVIS MONTHAN AFB ARIZ

BT

SE 0200Z DEC 66. OL-20 FOR COMMANDER; 12SRW FOR
DO/COM; 12SAD FOR DO/DM. SUBJ: BLUE SPRINGS POST RECOVERY BEACON
(C). THE POST RECOVERY BEACON IS INSTALLED ON ALL 147 G AND J
DROGES BEGINNING WITH J-18 AND G. 43. REQUEST YOU DELOP, IYPLEVENT
PROCEDURES FOR USE OF THE BEACON AND ADVISE THIS HEADQUARTERS.

GP-4

BT

BDAS-45
Action Info
100045 (8) 1200
2005 1200

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66-4520

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70ZCJIA230

OTTS JAW RUCSAAA0670 3371855-SSSS--RUWMDJA.

ZNY ~~SECRET~~ (u)

0 031840Z DEC 66

FM SAC

TO RUWMDJA/15AF MARCH AFB CALIF

RUWMDJA/12SAD DAFB ARIZ.

RUCIFGA/AFLC WPAFB OHIO

RUMDAK/AFLC LOR MIRAMAR

INFO RUEHQ4/CSAF

RUEYDA/JCS

RUEDTAA/AFSC

BT

~~SECRET~~ (u) DDORS/DPLC-3 11829 DEC 66.

SUBJ: LIGHTNING BUG (U) 15 AF FOR DOR/DOT/DW4. 12 SAD FOR 100 SRW.
AFLC FOR MCMX. CSAF FOR AFXOPR/AFSMES. JCS FOR J-3, JRC. LOR FOR
LT COL BREWIS. AFSC FOR SCSRA.

REFERENCE 147J MISSION PROFILE 29 JAN 66. (SAC DASMC 66-45708.).

PART I. REQUEST A TRAINING TEST FLIGHT ON 147J #18 BE COMPLETED
ASAP. THE FLIGHT WILL BE CONDUCTED BY AIR FORCE PERSONNEL. THE
FLIGHT MUST BE COMPLETED BY 15 DEC 66, SO THAT THE RESULTS MAY BE
ANALYZED AND TACTICS APPLIED TO OPERATIONAL SITUATIONS.

PART II. THE TEST OBJECTIVES ARE:

(u)

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PAGE 2 RUCSAAA0670 ~~SECRET~~

1. FLY AN OPERATION 147J PROFILE AS DEPICTED IN REFERENCED
MISSION PROFILE WITH EXCEPTIONS AS LISTED BELOW.

THE MISSION PROFILE WAS FURNISHED BY AFLC LOR AND COPY WENT TO 15AF
DOR, 100SRW AND OL-20 ON 29 NOV. THE PROFILE IS BASICALLY THE SAME
AS DEPICTED IN T.O. 147J-1 HOWEVER THE DESIRED LOW LEVEL AIRSPEED IS
525 KTAS ATTAINED BY USING 100 PERCENT ENGINE RPM.

3. DETERMINE MAXIMUM RANGE.

PART III. MISSION CRITERIA:

A. THE FREE FLIGHT WILL BE A CLOSE APPROXIMATION OF AN
OPERATIONAL PROFILE, LAUNCHED AT 3,000 FT, LOW LEVEL DRONE ALTITUDE
1500 FT FOR 154 NM, CRUISE CLIMB TO OPTIMUM ALTITUDE.

B. CURRENT PUBLISHED TECH DATA WILL BE USED EXCEPT FOR LOW LEVEL
ENGINE RPM AND HORIZONTAL STABILIZER SETTING.

C. FULL FUEL LOAD WITHOUR IFR WILL BE USED.

D. HORIZONTAL STABILIZER SETTING ZERO DEGREES TO ONE DEGREE
LEADING EDGE UP.

E. ENGINE RPM TAW REF AFLC MISSION PLAN EXCEPT THAT 100 PERCENT
COMMAND AT PULSE SIX (6).

F. FUEL DUMP WIRED OFF. TRAPPED FUEL WILL BE MEASURED AFTER
RECOVERY.

SDASMC
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C. MASS RECOVERY WILL BE USED
H. TOTAL LENGTH OF MISSION WILL BE 50 POUNDS FUEL
RESERVE.

I. RANGE SAFETY REQUIREMENTS APPLY.

J. CAMERAS WILL NOT REPEAT NOT BE CARRIED. BALLAST WILL BE
TO BALLANCE DRONE.

IV. TASKS FOR PARTICIPATING AGENCIES:

A. SAC WILL:

1. PROVIDE MISSION PARAMETERS
2. MONITOR MISSION PROGRESS
3. EVALUATE MISSION RESULTS
4. PROVIDE REPORT OF RESULTS TO CSAF

B. 15AF WILL:

1. PROVIDE A PROJECT OFFICER TO COORDINATE ALL PHASES OF THE

TEST.

2. PROVIDE A MISSION MONITOR DURING TEST.
3. PROVIDE DRONE MISSION ROUTE AND PROFILE.
4. SELECT A RANGE ON WHICH THE TEST OBJECTIVES CAN BE
MET AND COORDINATE WITH THE SELECTED RANGE TO PROVIDE:

(A) RANGE SCHEDULING

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PAGE 4 RUCSAAA0670 ~~SECRET~~

- (u) ~~SECRET~~
- (B) TRACKING
 - (C) INSTRUMENTATION
 - (D) DRONE CONTROL
 - (E) DRONE DATA RECORDING
 - (F) PHOTO IMAGE OF CRITICAL OPERATIONS (IE. RECOVERY)
 - (G) RANGE SAFETY MEASURES.

5. KEEP SAC HQ (DOSRS AND DPLC-3) ADVISED OF MISSION PROGRESS
FROM INITIAL PLANNING TO COMPLETION.

6. PROVIDE MISSION REPORTING IAW CURRENT APPROVED 15AF
FORMAT.

7. COORDINATE WITH AFLC/LOR FOR TECHNICAL ASSISTANCE AS
REQUIRED AND PROVIDE FLIGHT PLANNING AND RECORDED FLIGHT DATA AS
REQUESTED BY LOR.

C. 100SRW WILL:

1. APPOINT A PROJECT OFFICER TO COORDINATE DIRECTLY WITH
15AF PROJECT OFFICER.

2. PROVIDE DC-130, 147J DRONE AND FLIGHT CREWS, MISSION
PLAN, AND BRIEF CREWS.

3. OBTAIN NECESSARY FLIGHT CLEARANCES.

4. COORDINATE CHASE PLANES TO MONITOR DRONE FLIGHT IF

-BOASME
66-4299-

PAGE 5 RUCSAAA0670 ~~SECRET~~

DESIRED.

(u) ~~SECRET~~

5. PROVIDE NECESSARY MAINTENANCE SUPPORT FOR 147J DRONE AND
DC-130.

6. PROVIDE NECESSARY RECOVERY PERSONNEL AND EQUIPMENT.

7. EXERCISE EXECUTION AUTHORITY THROUGH 100SRW PROJECT
OFFICER AND 100SRW COMMANDER.

8. CONDUCT MISSION REMOTE CHECKS PRIOR TO LAUNCH.

9. CONDUCT MISSION.

V. FOR AFLC/LOR. REQUEST YOUR ASSISTANCE AS REQUIRED IN CONDUCT
OF THIS MISSION IAW YOUR PROPOSAL "STUDY FOR CHANGE IN MISSION PROFILE
FOR 147J SPA" DATED 16 AUG 66 (SECRET 66 LOR 1291).

P-3

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-BOASME

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BIDAS-474

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

CZC004379

PTTS JAN RUCSAAA0501 3612240-SSSS--RUMJDBA.

ZNY SSSSS

P 272225Z DEC 66

FM SAC

TO RUMKMA/15AF MARCH

INFO RUMJDBA/12SAD DVAFB ARIZ

BT

~~SECRET~~

Action	Info
	100 CTS (8)
	12DM(1)

(u) S E C R E T LINDIS DV40 12577 DEC 66

FOR: DV40R, DV40R/15AF. INFO: 1300CV/12SAD. THE FOLLOWING
AFLC MSG MCX 07872 (SECRET LINDIS), DEC 66 IS QUOTED FOR
YOUR INFORMATION AND ACTION. QUOTE:

S E C R E T LINDIS MCX 07872 DEC 66. THIS IS A BIG SAFARI
MESSAGE. SAC FOR DV40, DPLC-3: CSAF FOR AFSVE-S. SUBJ: WEEKLY
ACTIVITY REPORT, 12 DEC - 17 DEC 66. THIS MESSAGE IN FIVE PARTS.
PART 1: SAC LAUNCHED A SUCCESSFUL VODEL 147J MISSION 12 DEC 66.
MISSION WAS NORMAL IN ALL RESPECTS WITH THE EXCEPTION OF VARS. THE
RER ENGAGEMENT CHUTE FLEW TOO LOW AND ERRATIC FOR A SUCCESSFUL

(u) PAGE 2 RUCSAAA0501 ~~SECRET~~ LINDIS

ENGAGEMENT. THE SPA MADE A CHUTE DESCENT AND WAS RECOVERED FROM THE
WATER BY NAVY H-34 HELICOPTER.

PART 11: A. KH-3(F3) WAS LAUNCHED 14 DEC FROM THE RT PYLON OF C-130
S/N 514. WITH WING TANK EMPTY AND APPROX 1000 LBS OF FUEL IN THE
FUSELAGE TANK. LAUNCH WAS CLEAN AND FAST. THE SPA APPEARED TO GAIN -
CO-ALTITUDE WITH THE C-130 APPROX 5 SECONDS FASTER THAN A HEAVY
LAUNCH AND SLIGHTLY CLOSER. SEPARATION WAS ADEQUATE AND SAFE..
TOTAL FLIGHT TIME TO FUEL OUT WAS APPROX 3HRS 36 MINUTES. MAXIMUM
ALTITUDE 65,600 FEET. THE T-41A ENGINE WAS MODIFIED BY CONTINENTAL
AT FT WORTH PRIOR TO THIS FLIGHT. THE TURBINE INLET NOZZLE WAS OPENED
UP APPROX. 2 PERCENT AND AN IMPROVED REAR BEARING SEAL WAS INSTALLED.
EIGHT AND ONE HALF QUARTS OF OIL OF THE PINE INSTALLED REMAINED AT
RECOVERY. AT APPROX. 60,000 FT., RPM INCREASED TO 103 PERCENT WITH A
RISE IN EGT. THROTTLE WAS RETARDED TO MAINTAIN LIMITS. THE INLAND
PORTION WAS ACCOMPLISHED HANDS OFF AFTER ONE MINOR COURSE CORRECTION
AND WITHOUT FURTHER THROTTLE MANIPULATION. AFTER COMPLETION OF
INLAND PORTION SPA WAS DESCENDED TO 50,000 AND AGAIN CLIMBED AT MAX
RPM. SAME CONDITION RESULTED AS ON FIRST CLIMB. A NORMAL RECOVERY
WAS ACCOMPLISHED BY A SAC CREW UNDER AFPC SUPERVISION WITH CH-3E SXN
793 ON FIRST PASS AT 6,200 FT. SPA WAS RETURNED WITHOUT DAMAGE.

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NOE 3 RUOSAA0501 ~~SECRET~~ LIVDIS
C. A CAPTIVE ON YH2 WAS ACCOMPLISHED SIMULTANEOUS WITH XH-3 ON
14 DEC. DOPPLER INFORMATION WAS RECORDED. A TAKE OFF AND LANDING
WAS ACCOMPLISHED WITH C-130 S/N 514 WITH TWO MODEL 147H SPA ON THE
PYLONS.

PART III: 147G-45 WAS SCHEDULED FOR A FREE FLIGHT TO OBTAIN T-41A
ENGINE DATA 17 DEC 66. LAUNCH AIRCRAFT TAKE OFF WAS DELAYED BECAUSE
OF INSTRUMENTATION PROBLEMS. AFTER TAKE OFF PULSE TIMER FROM THE
SPA COULD NOT BE OBTAINED. POST FLIGHT INDICATED RELAY K15 NORMALLY
CLOSED CONTACTS WERE FOUND OPEN. THE RELAY FAILURE WOULD HAVE CAUSED
THE SPA TO STAY IN STRAIGHT AND LEVEL FLIGHT AFTER LAUNCH. FREE
FLIGHT WAS CANCELLED AND MISSION CONVERTED TO A CAPTIVE.

PART IV: WARS ACTIVITY - 147H HULK WAS DROPPED 13 DEC 66 TO OBTAIN
CLAMP RETAINER INFORMATION AND TO ACCOMPLISH A QUALIFYING RECOVER
WITH CH-3E S/N 790. CHUTE DEPLOYMENT WAS NORMAL. ENGAGEMENT WAS
MADE ON THE SECOND PASS AT 5,200 FT. THE SEPARATION CLAMP WAS TRAPPED
BY THE RETAINERS THAT PREVENTED REBOUND AS ANTICIPATED. RECOVERY WAS
NORMAL.

PART V: SCHEDULE FOR WEEK OF 19 DEC 66 AS FOLLOWS:

- 21 DEC 66 - 147H FREE FLIGHT
- 23 DEC 66 - 147H FREE FLIGHT

PAGE 4 RUOSAA0501 ~~SECRET~~ LIVDIS
GP-3. UNQUOTE.
BT

BDASinc
66-4613

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Chc 46305

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1542 WACH AFB CALI
172000 DVAFB ARIZ

(u) L. 105-18/340 12666 DEC 66.

RECEIVED 10 JAN 67 10 10 AM
 MESSAGE/TO: J-22 FOR DEPLOYMENT. SUBMIT J-2 REQUEST FOR
 DEPLOYMENT WITH SPA 147G-42 ON 3 JAN 67. GP-3.

DECLASSIFIED 48 12 1982
EXEMPTED: NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10
DEC 86.

-B) 2000
66-4541

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NNNNCZC00A351

PTTS JAW RUCSAAA0392 0342315-SSSS--RUWJDBA

ZNY-SSSS

P 032255Z FEB 67

FM SAC

TO RUMSKNA/15AF

INFO RUWJHEA/NAVCOMSTA SAN DIEGO CALIF

RUWJDBA/12SAD DMAFB ARIZ

BT

~~SECRET~~ LIMDIS, DM4C/D7SR 01225 FEB 67.

THIS IS A RIVET BIN MESSAGE. FOR: D7R, DM4DR, DM43R/15AF;

INFO: AFLCLOR/NAVCOMSTA, 100DCM/12SAD. SUBJ: J-MODEL SPA

TESTING (U). PART I BECAUSE PROBLEMS HAVE PREVENTED COMPLETION OF A SUCCESSFUL FLIGHT WITH J-23 ON THE PT MUGU RANGE THE FOLLOWING REVISED MOD AND TEST SCHEDULE HAS BEEN ESTABLISHED.

3. FEB: 15AF TO FLY UNMODIFIED J-23 ON A-1-3 PROFILE.

6 OR 7 FEB: LOR TO FLY MODIFIED J-23 ON A-2-7 PROFILE.

10 FEB: 15AF TO FLY MODIFIED J-23 WITH MODIFIED J-25 AS BACKUP ON A-2-3 RPROFILE PROVIDED MODIFICATION KIT PROVES SUCCESS-

PAGE 2 RUCSAAA0392 ~~SECRET~~ LIMDIS

FUL DURING LOR MISSION OF 6 OR 7 FEB.

14 FEB: 15AF TO FLY J-23 WITH J-25 AS BACKUP ON PROFILE A-3A-6. NO MODIFICATION REQUIRED.

21 FEB: 15AF TO FLY MODIFIED J-23 WITH MODIFIED J-25 AS BACKUP ON PROFILE B-1-3.

PART II. THE MODIFICATION KITS FOR J-23 AND J-25 TO BE USED ON FLIGHT OF 10 FEB WILL BE AVAILABLE FOR 100SRW PICKUP AT LOR AT THE CLOSE OF DUTY HOURS ON 5 FEB ALONG WITH A NEW SET OF WING TIPS FOR J-23. A CONTRACTOR TECHNICIAN WILL BE AVAILABLE WITH THE KITS TO ASSIST 100SRW IN MAKING INSTALLATION. A TCTO MAY NOT BE FORMALIZED IN TIME TO BE DELIVERED WITH THE KITS. HOWEVER, ENGINEERING DRAWINGS ARE TO BE PROVIDED AS A MINIMUM WHICH WILL HAVE BEEN AUTHENTICATED BY AFLCLOR PENDING PUBLICATION OF FORMAL TECH DATA. YOU ARE AUTHORIZED TO PROCEED WITH THE MODIFICATION UNDER THE GUIDANCE OF THE CONTRACTOR REPRESENTATIVE SHOULD THE FORMAL TCTO NOT BE AVAILABLE AT PICKUP TIME. GP-3.

BT

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BCWSMC
67-429

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UNCLASSIFIED

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UNCLASSIFIED

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

TTTS JAW RUWJAHAG555 0350136-SSSS--RUWJDBA.

ZNY ~~SSSSS~~

0 P 040133Z FEB 67

FM AFLCLOR NAS PT MUGU

TO RUEG41A/SAC OFFUTT AFB

INFO RUECH9A/CSAF

WRIGHT PATTERSON AFB

RUENKA/15 AF MARCH AF3

RUN JHEA/COM ELEVEN

7UNJOBA/12 STRATAEROSPDIV DAVIS MONTHAN AFB

37

~~SECRET~~/LIMIDIS LOR-PM 67041.

THIS IS A RIVET BIN MSG FROM 100 SRW/PT MUGU SAC MONITOR. SAC FOR
DPLC-3, DCSR, DM4C. INFO USAF FOR AFXOPFR, AFLC FOR HCNX LTCOL
HCEPARRAY, 15 AF FOR DOR, DM4B, DPLP, 11TH NAVAL DISTRICT FOR
AFLC/LC LTCOL BREWIS, 12 SAD PASS TO 100 SRW. DELIVER DURING
DUTY HOURS. THIS MSG IN TWO PARTS.

PAGE 1, CPA:

1. MISSION NUMBER 7124, J-23, 3 FEB 67
2. PLANNED LAUNCH COORDINATES: 3353 1/2N, 11931 1/2W TRACK 240 TRUE
3. ACTUAL LAUNCH COORDINATES: 3353 1/4N, 11931 1/2W TRACK 240 TRUE
5. LAUNCH SPEED: 150 KTS ALTITUDE: 2800 FT RPM: 89 PERCENT

PAGE TWO RUMJAG9655 ~~SECRET~~/LIMIDIS

4. CLAS PERFORMANCE:
(A). ASCENT TO UPPER REFERENCE: PLANNED 3500FT, ACTUAL 3350, VERY STABLE
(B). DESCENT TO LOWER REFERENCE: PLANNED 1500, ACTUAL 1350, VERY STABLE
(C). SECOND ASCENT TO UPPER REFERENCE: SAME AS 4.(A).
5. RPM VS IAS AT LOW ALTITUDE: NO AIRSPEED TELEMETRY
6. LOW LEVEL TURN PERFORMANCE:
(1). TURN RADIUS: 7.5 NM, (3). ALTITUDE LOSS OR GAIN: NONE
7. CLIMBING TURN PERFORMANCE:
(A). TURN RADIUS: 8 NM, (3). ALTITUDE GAIN: UNABLE TO DETERMINE
8. CLIMB PERFORMANCE:
(1). TIME TO CLIMB 3350 TO 45M FT: 3 MINUTES
(2). DISTANCE TO CLIMB 3350 TO 45M FT: 39 MILES
(3). TIME TO CLIMB 45M TO 60M: 9 MINUTES
(4). DISTANCE TO CLIMB 45M TO 60M: 75 MILES
9. TRACK OF TRACK:
(1). LOW LEVEL: MAX OF 3 1/2 NM OFF COURSE
(2). HIGH LEVEL: MAX OF 6 1/2 NM OFF COURSE
(3). TARGET: 3NM OFF COURSE
- Beasme
67-431

Beasmc
67-431

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UNCLASSIFIED

PAGE THREE RUNJANA 7655 ~~SECRET~~/LIMIDIS

12. COORDINATES AT START OF LETDOWN: 3334N, 12032W

SPA PERFORMANCE UNDER MANUAL CONTROL: EXCELLENT

RECOVERY: (A). ALT 44M, (B). DRAG CHUTE COORDINATES 3351N, 11925W (C). MAIN CHUTE COORDINATES 3356N, 11922W

13. REMARKS: THE ENTIRE MISSION WAS FLOWN UTILIZING APW-23 AIR DIRECTOR. TPW-1 AND TPW-2 WERE USED FOR BACK-UP BUT WERE NOT UTILIZED FOR CONTROL AT ANY TIME. IT APPEARED TO BE A VERY GOOD MISSION IN ALL RESPECTS. THE ONLY MALFUNCTION NOTED WAS THE ABSENCE OF AIRSPEED INFORMATION IN ALL STATIONS.

PART II RETRIEVAL:

1. MARS MISSION NUMBER: 7P 7124
2. ACFT NUMBER 55-12783
3. SPA WEIGHT: 2233
4. CHUTE SIZE: 130 FT MAIN, 24 FT ENGAGEMENT
5. RATE OF DESCENT: 1000 FT/MIN
6. ANGLE OF ENGAGEMENT FROM VERTICAL: 15 DEG.
7. MISSED PASS DATA: NO MISSED PASSES
8. HELICOPTER DATA:
 - (A). LATER ALTITUDE PRIOR TO RECOVERY: 10M FT.
 - (B). LATERAL SEPARATION AT DEPLOYMENT: 4.3 NM.

(u)

PAGE FOUR RUNJANA 7655 ~~SECRET~~/LIMIDIS

- (A). IAS PRIOR TO ENGAGEMENT: 30 KTS
- (B). ALTITUDE AT ENGAGEMENT: 13M FT.
- (C). RATE OF DESCENT AT ENGAGEMENT: 1000 FT/MIN
- (D). INITIAL AIRSPEED LOSS: 10 KTS.
- (E). MAX PITCH ANGLE AFTER ENGAGEMENT: 8 DEG.
- (F). TOW AIRSPEED: 55 KTS.
9. WINCH DATA:
 - (A). RETRIEVAL HOOK ENGAGED: LEFT POLE
 - (B). WINCH BRAKE SETTING: 2.3
 - (C). G LOAD: 1.5
 - (D). CABLE PAYOUT: 125 FT.
 - (E). REEL-IN TIME: 25 MIN
10. REMARKS: NO APPARENT DAMAGE TO SPA. NO STAB CHUTS. BLACK FLAG WAS 90 DEGREES FROM THE TWO BLACK TRIANGLES ON THE PARACHUTE SKIRT.

SP-4
BTBCASMC
67-431

RECEIVED AT 4 PM 11/11/65
 DECLASSIFIED BY 12 FIES
 DOD DIR 500.10

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UNCLASSIFIED

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OTTS JAW RUWJBDA5055 0462301-SSSS--RUWJBDA.

ZNY ~~SSSS~~ ZOV REROUTE OF RUWJAH0397 0462156

OTTS-JAW RUWJAH0397 0462156-SSSS--RUWJBDA.

ZNY SSSSS

O P 152156Z FEB 67

FM AFLCLOR NAS PT MUGU

TO RUCSBB/SAC OFFUTT AFB

INFO RUEPJS/CSAF

RUEDFIA/AFLC WRIGHT PATTERSON AFB

RUWTPFA/15AF MARCH AFB

RUWJHEA/COMELEVEN

RUWJBDA/12 STRATAEROSPDIV DAVIS MONTHAN AFB

BT

~~SECRET~~ LIMDIS

LOR-PM 57-049 15 FEB 67 THIS IS A RIVET BOM MSG FROM 103.

SRW/PT MUGU SAC MONITOR SAC FOR DPLC-3, DQSR, DM4C. INFO USAF FOR

AFKOPR, AFLC FOR MCMX COL POWELL, 15 AF FOR DOR, DM4B, DPLP,

11TH NAVAL DISTRICT FOR AFLOR LT COL BREWIS, 12 SAD PASS TO 103

SRW. DELIVER DURING DUTY HOURS. THIS MSG COMPLIES WITH AFKOPR

MSG 36367.

PART I: OBJECTIVES: EVALUATE POLY PROFILE PROCEDURES, 523

SYSTEM AND MARS, OBTAIN ENGINE DATA.

1. MISSION OPS NO. 7780 SPA J-26 FOTE 15 FEB 67

2. LAUNCH TIME 0757 MDG 171

PAGE TWO RUWJAH0397 ~~SECRET~~ LIMDIS

3. LAUNCH SPEED 150 KIAS ALT 15M RPM 90 PERCENT

REMARKS: AFTER LAUNCH SPA DESCENDED TO 5000 FT AND RPM WAS

INCREASED TO 100 PERCENT AND THEN DECREASED TO 95

PERCENT RPM. AT 0803 WHILE SPA WAS SEEKING

LOWER REFERENCE ALTITUDE CHASE AIRCRAFT REPORTED SPA

DISINTEGRATED. AT THE TIME OF DISINTEGRATION ALTITUDE

WAS 2500 FT, 540 KIAS AND 95 PERCENT RPM. NO FURTHER

DETAILS AVAILABLE AT THIS TIME.

GP-4

BT

DATE 15 Feb 67

PHONE NO.

TIME CALLED 1715

PERSON NOTIFIED 100 cond 1st

100 CAS (8)

100 (1)

120m (1)

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

BCASmc
67-603

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UNCLASSIFIED

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NNNN

9DA6, 9ZCQGF205

RUWHBD

RUWSC0875 2732335

ZNY 88555 (u)

P 302320Z SEP 66

FM SAC

TO RUWBKN/15AF MARCH AFB CALIF

INFO RUWHBD/12SAD DAVIS MONTHAN AFB ARIZ

RUWDAX/AFLC/LOR NAVCOMMSTA SAN DIEGO CALIF

BT

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

action / info
BDA's 100 CAS (6) 12 DM (1)
DXIH(2)

~~SECRET~~ LIMDIS DM4C 09468 SEP 66.

THIS IS A LIGHTNING BUG MESSAGE. FOR : DM4DR, DM4BR/15AF. INFO:

100SRW/12SAD, LOR/NAVCOMMSTA. SUBJ: TD-3 TRANSPONDER AND

COMPONENTS FOR LIGHTNING BUG TRAINING PROGRAM (U). REF:

(S) DM4D 05638 SEP 66, LOR 684 SEP 66, DM4C 09170, SEP 66.

AFLC/MCMX HAS REQUESTED LOR PROVIDE THREE (3) TD-3 TRANSPONDER

SYSTEMS TO SAC FOR INSTALLATION IN THREE OF THE BQM-34A TRAIN-

ING DRONES. TELECON, MR. GODFREY MCMX/AFLC AND MAJ MADSEN, SAC

CONFIRMS AVAILABILITY OF TD-3 EQUIPMENT TO BE INSTALLED IN THE

BQM-34A'S. THIS INSTALLATION WILL BE A CLASS I MODIFICATION

OF THE BQM-34A. REPRINT OF APPLICABLE G, J, AND H TECH DATA

WILL NOT BE ACCOMPLISHED BY AFLC. INTERIM TECH DATA DEVELOPED

FOR 147G, J, AND H WILL BE USED AS A GUIDE FOR INSTALLATION

OF THE TD-3 TRANSPONDER IN BQM-34A DRONES. THE SPERRY REP AND

PAGE 2 RUCSC0875 ~~SECRET~~ LIMDIS

100SRW WILL GENERATE AND RETAIN FULL DOCUMENTATION OF THIS

MODIFICATION. THREE (3) SETS OF TD-3 COMPONENTS WERE TO BE

SHIPPED 29 SEP 66 BY COMMERCIAL TRUCK FROM RYAN TO DAVIS-MON-

THAN AFB. GP 3.

BT

BDA's MC
66-3443

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Q-69 Called 1000 10/10/67

OTTS JAW RUWTPFA9948 2772040-SSSS--

RUNJ38A.

Get Info
POC (6) 12 Dec (1)
SX1 + (a)

(u)

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O 042018Z OCT 66

FM 15AF MARCH AFB CALIF

TO RUCSC/SAC

RUWJ38A/12SAD DAVIS MONTHAN AFB ARIZ

BT

DOWNGRADED AT 3 YEAR INTERVALS;

DECLASSIFIED AFTER 12 YEARS.

DOD DIR 5200.10

(u)

~~SECRET~~ DM4 05649 OCT 66.

FOR DM4C/DPLC3/SAC; DM/12SAD; DCM/AVMS/100SRW. THIS IS A LIGHTNING BUG MESSAGE. REF SAC (S) MSG DM4C 09468, 30 SEP 66, SUBJ: (U) INSTALLATION OF TD-3 TRANSPONDERS IN BQM-34A TRAINING VEHICLES.

1. FOR 100SRW. REQUEST YOU COMPLY WITH SAC REFERENCED MSG AND SAC (C) MSG DM4C/DPLC 09170, 22 SEP 66, SAME SUBJECT. A SUMMARY OF NECESSARY ACTIONS ARE: (A) UTILIZING SPERRY AND 147-H TECH DATA, INSTALL THE TD-3 IN THE THREE (3) TRAINING BQM-34AS, WITH RYAN AND SPERRY CTSP ASSISTANCE. NOTE: MINUTES OF 27-30 SEP 66 SPERRY UTAH MEETING, 15AF REQUESTED AND RECEIVED ONE (1) ADDITIONAL SPERRY CTSP TO ASSIST IN THIS MODIFICATION AND TO ASSIST IN THE OPERATION OF THE TPW-1 AT FT HUACHUCA TO PREVENT INTERRUPTION OF THE TRAINING PROGRAM. (B) EMERGENCY REQUISITIONS FOR PECULIAR HARDWARE REQUIRED AND NOT ON HAND WILL BE

(u)

PAGE 2 RUWTPFA9948 ~~SECRET~~

LEVIED AGAINST AFLC-LOR. (C) TECH DATA (CHECK LISTS) FOR CHECK OUT OF SYSTEM AFTER MODIFICATION AND FOR TRAINING FLIGHT UP LOAD AND CHECKOUT WILL BE TAKEN FROM THE APPLICABLE PORTIONS OF THE 147-G TECH DATA. THESE APPLICABLE PORTIONS WILL BE WRITTEN INTO THE PROPER SEQUENCE IN THE BQM-34A CHECK LISTS. WHEN COMPLETED THE CHECK LISTS WILL BE VERIFIED BY CONSOLE CHECK AND SIGNED OFF BY DCM REPRESENTATIVE, SPERRY AND RYAN CTSPS.

2. THIS HEADQUARTERS DOES NOT AGREE WITH THIS METHOD OF ACCOMPLISHMENT ON A NORMAL BASIS. IT IS HOWEVER, NECESSARY IN THIS INSTANCE. PRIOR TO DEPLOYMENT OF THE MCG SYSTEM, ACTUAL TRAINING MUST BE ATTAINED, ALONG WITH SYSTEM RELIABILITY EXPERIENCE. THESE CAN BE GAINED ONLY THROUGH ACTUAL EQUIPMENT USAGE.

3. FOR SAC. REQUEST YOU APPROVE OF ACTION (C) IN THE ABOVE PROCEDURES. AT PRESENT YOU HAVE NOT APPROVED OF CHECK LIST TECH DATA.

4. FOR 100SRW. PLEASE ADVISE SAC (DM4C) INFO 15AF (DM4OR) OF THE FOLLOWING: (A) COMPLETION OF TD-3 MODIFICATION IN FIRST BQM-34A. (B) COMPLETION OF MODIFICATION ON ALL THREE VEHICLES. (C) COMPLETION OF TPW-1 CHECK OUT AT FT HUACHUCA. (D) COMPLETION OF INSTALLATION OF MCGS EQUIPMENT IN DC-130, NO. 497. (E)

BOASme
66-3482

(u)

PAGE 3 RUWTPFA9948 ~~SECRET~~

ON ALL PROBLEMS CAUSING DELAY OR REQUIRING ASSISTANCE.

GP-4.

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SDAS-203

info only
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100m/s
12m/s

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RTTC JAW RUMBKNA6139 0442254-CCCC--RUMJDBA.

ZNY CCCCC

R 132232Z FEB 67

FM 15AF MARCH AFB CALIF

TO RUCSAAA/SAC

INFO RUMJDBA/12STRATAEROSPOIV DAVIS MONTHAN AFB ARIZ

BT

~~CONFIDENTIAL~~ DM43 05122 FEB 67.

FOR: SAC/DM4C. INFO: 12SAD/DM, 12SAD/12ASRW DCM.

THIS IS A RIVET BIN MESSAGE. SUBJECT: BOM-34A ASSIGNMENTS (U).

1. THE FOLLOWING 100RW UNCLAS MSG, DCM 03372, 8 FEB 67, IS RETRANSMITTED FOR YOUR INFORMATION AND ACTION: QUOTE: "SUBJ: BOM 34A ASSIGNMENT.

(1) TELECON BETWEEN L/COL SHIPLEY, 100DCMD AND COL POWELL MCMX, INDICATED THE 100TH IS AUTHORIZED TO ACQUIRE ONE EACH BOM EACH MONTH IF REQUIRED TO REPLACE ONE THAT IS TERMINATED. NO MORE THAN ONE TO BE REMOVED FROM STORAGE IN ANY ONE CALENDAR MONTH WITH TRAINING BOM 34A'S TO TOTAL NO MORE THAN THE FIVE PRESENTLY AUTHORIZED.

(2) WITH THIS AUTHORIZATION INSTRUCTIONS WERE ISSUED THIS DATE TO UNCRATE AND PREPARE FOR FLIGHT BOM 34A, 66-2727.

A TOTAL OF NINETEEN BOM 34A'S REMAIN IN STORAGE AT DMA.

(U) ~~"CONFIDENTIAL"~~

PAGE 2 RUMBKNA6139 ~~CONFIDENTIAL~~

(3) REQUEST THE AUTHORIZATION LISTED IN PARAGRAPH ONE ABOVE BE PROVIDED IN MESSAGE FORM FOR FUTURE REFERENCE." UNQUOTE.

2. REQUEST YOU CONFIRM THE INFORMATION IN PARA (1) OF SUBJECT MESSAGE AND ISSUE PROCEDURES FOR ACCOMPLISHMENT. GP-4.

BT

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

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RTTC JAW RUCSAAA0319 0452310-CCCC--RUWJDBA.

ZNY ~~CCCC~~

R 142250Z FEB 67

FM SAC

TO RUWBKNA/13AF

INFO RUWJDBA/12SAD DMAFB ARIZ

RUEHQA/CSAF

BT

~~CONFIDENTIAL~~ DMAC 01567 FEB 67.

FOR: DM4BR, DM4DR, DOR, DOT/15AF. INFO: 130SRW/12SAD, AFXOPFR,
AFSME-S/CSAF. SUBJ: BQM INCIDENTS(U). ALREADY THIS CALENDAR
YEAR THREE BQM TRAINING VEHICLES HAVE BEEN LOST, EXCEEDING
THE PLANNED ATTRITION RATE OF ONE PER MONTH. THEREFORE,
STRICT CONTROL OF REMAINING ASSETS IS REQUIRED. EFFECTIVE
THIS DATE, ADDITIONAL BQM-34A'S WILL NOT BE REMOVED FROM
STORAGE WITHOUT CONCURRENCE FROM THIS HQTRS. WHEN REPLACEMENT
TRAINING VEHICLE IS NEEDED ADVISE THIS HQ OF REQUIREMENT AND
TAIL NUMBER DESIRED. GP 3.

BT

8075-227

~~CONFIDENTIAL~~ / 100 CAS(S)

1200(1)

1200(1)

~~CONFIDENTIAL~~

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

UNCLASSIFIED

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DOWNGRADED 12-12-78
INTERVALS: 1200(1) 1200(1)
DECLASSIFYING: DOD DIB 6200.19

CZCDOA787

RTTS JAW RUWBKNA6128 0421708-SSSS--RUMJDBA.

ZNY ~~SSSS~~

R 111615Z FEB 67

FM 15AF MARCH AFB CALIF

TO RUMSJA/13SAD FAIRCHILD AFB WASH

RUMJDBA/12SAD DAVIS MONTHAN AFB ARIZ

RUMJDBA/120SRW D MONTHAN AFB ARIZ

RUMJEVA/SSAW WALKER AFB NMEX

INFO RUCSAAA/SAC

BT

~~SECRET~~ LINDIS VC 02003 FEBRUARY 1967.

ACTION: 13SAD, 12SAD, 120SRW, 6SAW. FOR C.

INFO: SAC (DSSD). SUBJECT: FACT FINDING BOARD (U)

FOLLOWING NAMED PERSONNEL ARE ASSIGNED AS BOARD

MEMBERS TO INVESTIGATE CIRCUMSTANCES SURROUNDING

SERIES OF MISHAPS OCCURRING TO BQM-34A AND ASSOCIATED
EQUIPMENT:

BIG GEN FRANCIS W. NYE, FR 8413, TOP SECRET, 13SAD.

LT COL WAYNE L. HORN, FR 12430, TOP SECRET, 13SAD.

LT COL ELMER POWELL, FR 40030, TOP SECRET, HQ 15AF.

LT COL RAYMOND RANDT, FV233025, TOP SECRET, 6SAW.

CAPT MERTON F. FILKINS, FR 66014, TOP SECRET, 803CSG.

PAGE 2 RUWBKNA6128 ~~SECRET~~

PURPOSE OF THE BOARD IS TO DETERMINE SPECIFIC
DEFICIENCIES OF THE MALFUNCTIONING SYSTEMS, ESTABLISH
DESIGN REQUIREMENTS, DEVELOP PROCEDURAL CHANGES AND MAKE
APPROPRIATE RECOMMENDATIONS. ACTION AGENCIES SHOULD BE
IDENTIFIED. AFR 127-4 REPORTING OF THE MOST RECENT
INCIDENTS INVOLVING BQM-34A, SN 66-2719 AND BQM-34-A,
SN 66-2720, 7 AND 9 FEBRUARY, WILL BE BY ATTACHMENT 5
AS AMENDED BY RIVET BIN MESSAGES. FINAL BOARD REPORT
FORMAT WILL BE AT THE DISCRETION OF THE BOARD PRESIDENT.
DISTRIBUTION WILL BE DETERMINED BY THIS HEADQUARTERS
AND PROVIDED LATER. THE FINAL REPORT WILL BE PROTECTED
AS OUTLINED IN PARAGRAPHS 24 AND 25 OF AFR-127-4.
TECHNICAL ASSISTANCE WILL BE PROVIDED AS REQUIRED.
GP-3.

BT

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D/C for Operations		
	Action	Info
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Act info
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(u) ~~SECRET~~ SVC ZUI RUWHBD 2042 0362307 X H/W ZDKREEW 0352358

R 042335Z
RR RUWHBD
DE RUCSC 62 0352358
ZNY SSSSS
R 042335Z
FM SAC
TO RUWBKN/15AF MARCH AFB CALIF
INFO RUEKDA/JCS-J-3 FOR JRC
R UEAHQ/CSAF
RUCDSQ/AFLC YPAFB OHIO
RUWDAX/AFLC LOR MIRAMAR NAS SAN DIEGO CALIF
RUWHBD/12STRATAEROSPDIV DAVIS MONTHAN AFB AR 1Z
BT

(u) ~~SECRET~~ DCSR 01113 FEB 66.

15AF FOR DOR/DM4. CSAF FOR AFKOPF-R/AFSME. AFLC FOR MCMX
AFLC-LOR FOR LT COL MANN. 12SAD FOR 4080 C-/VC/DCO/DCM.
SUBJECT LIGHTNING BUG. GENERAL S THE AIRBORNE MICROWAVE
COMMAND GUIDANCE SYSTEM MCGS WILL BE INSTALLED IN THE DC-130
LAUNCH AIRCRAFT FOR USE WITH THE MODEL 147-H AND WHITE HAWK
DRONES. . THREE GROUND BASED MCGS VANS WILL REPLADN THE PRESENT THREE
MSQ-70 RECOVERY RADAR. THE MSQ-70 PR OVIDES RECOVERY OPERATIONS
ONLY AND MUST BE LOCATED ON A SURVEYED SITE. PE RSONNEL (u)
THE DC-130 FLYING CREW IWLL BE INCREASED BY A DRONE RECOVERY

~~SECRET~~

PAGE 2 RUCSC 62 ~~SECRET~~

CONTROL OFFICE R, 575, AND A RADAR OPERATOR TECHNICIAN, A30373E.
THE MCGS VAN WILL BEOPERATED BY A DRONE RECOVERY CONTROL OFFICER
1435Z, AND A RADAR OPERATOR TECHNICIAN, 30373F. THE VAN SYSTEM
WILL BE MAINTAINED BY THE RADAR SYSTEMS OPERATOR, RADAR MAINT-
ENANCE, ID-3 RADAR-BEACON CHECKOUT AND MAINTENANCE AND SPCEIAL
AGE MAINTENANCE TECHICAIS. SYTEM CAPABILITY (u) THE MCGS
ACQUIRES THE DRONE IMMEDIATELY AFTER LAUNCH AND CONTROLS THE DROEN
FOR COURSE CORRECTION AND FOR EMERGENCY FUEL DUMP AND RECOVERY
RETAINING CONTROL UP TO APPROXIMATELY 200N.M. . ACQUISITION
OF THE DRONE FOR RECOVERY IS MADE AT 180N.M. TO 200N.M. BY VAN
CONTROL OF AIRBORNE DC-130 CONTROL, OR BY GROUND POSTIONED
DC-130 CONTROL AT 125N.M. THE DISTANCES STATED ARE TERORETICAL.
CONCEPT OF OPERATIONS 1. (u) A DOUBLE MASTER CELL, LOCATED
AT AN OL, WILL HAVE THREE OR FOUR MCGS MODIFIED DC-130 LAUNCH AIRCRAFT AND
TWO MCGS RECOVERY VANS, THIS PROVIDES CAPABILITY FOR A TWO OL
OPERATION IN MINIMUM TIME. AN AUGMENTED SINGLE CELL WILL BE
LOCA TED AT DAVIS MONTHAN AFB. HIS CELL WILL HAVE FOUR MCGS
MODIFIED DC-130 LAUNCH AIRCRAFT AND ONE MCGS VAN TO USE IN
TING R OTATION PERSONNEL AND TO PROVIDE A CONTINGENCY FORCE
F IMMEDIATE DEPLOUMENT. A. (u) THE GROUND MCGS WILL BE USED

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

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UNCLASSIFIED SECRET

BOASMC 66-526327
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PAGE 3 RUCSC 62 ~~SECRET~~
AS THE PRIMARY AUTOMATIC SYSTEM FOR RECOVERY OPERATIONS. THE DC-130 WILL LAUNCH, AND COMMAND/GUIDE THE DRONE AS REQUIRED. DRONE WILL THEN PROCEED ON PROGRAMMED FLIGHT PATH WHILE THE DC-130 WILL GO TO THE RECOVERY AREA TO SERVE AS A BACK-UP RECOVERY SYSTEM, OPERATION AIRBOURNE OR FROM THE GROUND. IF DISTANCE TO RECOVERY EXCEEDS LAUNCH AIRCRAFT RANGE OF CAPABILITY, ANOTHER DC-130 WITH MCGS MAY BE PREPOSITIONED AT RECOVERY SITE, FOR THIS PURPOSE. B. (u) THE AIRBORNE MCGS WILL BE USED AS THE SECONDARY SYSTEM FOR RECOVERY OPERATIONS. THE DC-130 WILL PROCEED TO THE RECOVERY AREA AFTER THE DRONE IS LAUNCHED. THE DC-130 MCGS WILL ACQUIRE THE DRONE AND CONDUCT THE RECOVERY FROM THE AIR. IF THE RECOVERY AREA IS SUITABLE FOR GROUND RECOVERY OPERATIONS, NO OBSTACLES TO RADAR OPERATION AT 125N.M. TO 200N. M. RANGE. THE DC-130 WILL BE POSITIONED ON THE GROUND TO COMMAND/GUIDE THE DRONE FOR MID-AIR OR GROUND/WATER RECOVERY. C. (u) THE DC-130 MCGS CAN BE USED FOR REMOTE CONTROL DURING THE ENTIRE DRONE MISSION AS A TERTIARY SYSTEM OF OPERATION PROVIDED THAT THE DC-130 MAINTAINS A POSITION WITHIN APPROXIMATELY 150N. M. OF THE PLANNED DRONE FLIGHTPATH TO DIRECT THE DRONE THROUGH A PARTICULAR AREA AND RETURN IT TO THE RECOVERY OPERATION WILL BE

DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. EOD DIR 5206.10.

(u)
PAGE 4 RUCSC 62 ~~SECRET~~
CONDUCTED BY EITHER THE GROUND POSITIONED OR AIRBORNE METHOD. D. (u) A MODIFICATION TO THE MCGS SYSTEM CAN BE MADE TO ALLOW USE OF THE DC-103 MCGS AS AN ECHOING STATION TO RELAY COMMAND GUIDANCE FROM THE MCGS VAN TO THE DRONE TO A DISTANCE OF 40 N. M. THIS MODIFICATION IS NOT PRESENTLY PROGRAMMED AND WILL BE USED IN THE IMMEDIATE FUTURE. GP-3 ~~SECRET~~
BT

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CASE 66-374

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DOWNGRADED AT 5 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

SECRET

FOR SAC (CWA4); 15TH AF (CWA4); 100SRW (DCM); SHEPPARD (XPL-S); ASD (ASRD); AFSC (SCSR). THIS IS A WHITE HAWK MESSAGE. REQUEST ADDRESSEES PROVIDE REPRESENTATION TO A TRAINING SUPPORT CONFERENCE ON THE WHITE HAWK SYSTEM AT DAVIS-MONTHAN AFB, ARIZONA, 10-11 AUGUST 66. PRINCIPAL OBJECTIVES OF THE CONFERENCE ARE TO IDENTIFY TRAINING REQUIREMENTS AND TO ESTABLISH A BASIS FOR ATC TO DEVELOP A TRAINING PLAN TO SUPPORT CATEGORY II AND III TEST PROGRAMS AND TO SUPPORT THE OPERATIONAL SYSTEM. ANTICIPATED FACTORY AND FIELD TRAINING COURSES HAVE BEEN

Action	Info
100-44(6)	Bogus (1)
	(20M(1)
	512 FRO (1)
	DX 1 H (4)

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PAGE 2 RUWTFJA2337 ~~SECRET~~ F
IDENTIFIED AND WILL BE DISCUSSED. REQUEST SAC AND 100 SRW BE PREPARED TO DISCUSS PLANNED FACILITY FOR FIELD TRAINING AND CAPABILITY TO SUPPORT FACTORY TRAINING AT DAVIS-YOTHAN. REQUEST SAC AND AFSC BE PREPARED TO DISCUSS JOINT PERSONNEL PARTICIPATION IN THE TEST PROGRAMS FOR THE PURPOSE OF IDENTIFYING MANPOWER SPACES. TRAINED PERSONNEL REQUIREMENTS FROM SAC, ATC AND AFSC NEED TO BE DETERMINED AND SUBMITTED TO ATC UNDER AFR 50-9 AT THE EARLIEST POSSIBLE DATE AFTER CONFERENCE. REQUEST SAC BE PREPARED TO DISCUSS PLANNED SECURITY CLEARANCE REQUIREMENTS FOR SYSTEM MAINTENANCE PERSONNEL IN EACH AFSC. REQUEST 100 SRW PROVIDE SECURED WORKING SPACE AND BILLETING FOR APPROXIMATELY 20 CONFEREES. REQUEST ALL ADDRESSEES PROVIDE NAME, RANK, AND SECURITY CLEARANCE OF REPRESENTATIVES IN AN UNCLASSIFIED FORMAT TO HQ ATC (ATTAT-R WITH INFO COPY TO 100 SRW (DCM)). SUGGESTED AGENDA ITEMS SHOULD BE PRESENTED WHEN THE CONFERENCE CONVENES. HQ ATC WILL BE REPRESENTED BY MAJ NORMAN G. SEXTON, MAJ CLARENCE E. REED, AND CAPT MARVIN E. GERARD. EACH OFFICER IS CLEARED FOR TOP SECRET ACCESS TO THE WHITE HAWK PROGRAM. MAJ SEXTON, EXT 3779 OR 3402 IS THE HQ ATC POINT OF CONTACT. (GP 4)
BT

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66-2045

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DECLASSIFIED AT 5 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
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RITS JAW RUNTFJA0853 2581924-SSSS--

RUNJBSA

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R 151600Z SEP 66

FM ATC RANDOLPH AFB TEX

TO RUCSC/SAC

RUNSKN/15AF MARCH AFB CALIF

RUNJBSA/100 SRW DAVIS MONTHAN AFB ARIZ

RUNTEA/TECHNGCN SHEPPARD AFB TEX

RUC15GA/ASD WRIGHT PATTERSON AFB OHIO

BT

~~SECRET~~ ILLINOIS ATTAT-8 399210 SEP 66

THIS IS A WHITE HAWK MESSAGE. FOR SAC (DPLC-3), 15AF (DM4A),
100 SRW (DMT), SHEPPARD (XPL-S), ASD (ASRD). 1. REF MINUTES OF
TRAINING CONFERENCE 10-11 AUG 66. 2. ATC AND SPO PERSONNEL VISITED
RYAN AND LOCKHEED 30 AUG - 1 SEP 66 TO DISCUSS TRAINING REQUIREMENTS
ON THE WHITE HAWK PROGRAM. TRAINING DATES ON SOME COURSES HAVE BEEN
CHANGED SO THAT PRODUCTION HARDWARE ITEMS AND TECHNICAL DATA CAN BE
MADE AVAILABLE FOR TRAINING. THE NEW DATES ARE CONSISTENT WITH
REQUIREMENTS TO HAVE TRAINED PERSONNEL PREPARED FOR CATEGORY 11 AND
III TEST PROGRAMS. NEW TRAINING DATES ARE AS FOLLOWS:

PAGE 2 RUNTFJA0853 ~~SECRET~~
COURSE TITLE
OCC 1045, FLT CREW ORIENTATION

OCC 1575, SYSTEM ORIENTATION

9: 1575, LCO

OCC 1435, ARCO

ACC 44370, DRONE MAINTENANCE

ACC 30370, MOGS MAINTENANCE

ACC 31671P, LAUNCH/GUIDANCE SYS MAINTENANCE

ACC 42073, ELECTRICAL MAINTENANCE (RONE)

ACC 30174, DOPPLER/INERTIAL/COMPUTER MAINT

ACC 30174, SIDS MAINTENANCE

ACC 42271, ENVIRONMENTAL CONTROL

ACC 31672P, FUNCTIONAL CHECK OUT

ACC 10475, TV SYSTEM MAINTENANCE

3. COURSE ACC 42173, AGE MECHANICAL, HAS BEEN DELETED SINCE A FIRM
REQUIREMENT CANNOT BE DETERMINED. ALSO, THE COMPUTER/PROGRAMMER
HAS BEEN REMOVED FROM COURSE ACC 31671P, LAUNCH/GUIDANCE SYSTEM AND
IS INSERTED IN COURSE ACC 30174, DOPPLER/INERTIAL SYSTEM. THIS IS

TRAINING DATES

27 SEP - 3 OCT 67

4 OCT - 10 OCT 67

6 - 8 SE 67C

25 OCT - 8 NOV 67

11 OCT - 19 OCT 67

4 OCT 31 OCT 67

8 NOV - 7 DEC 67

1 JUL - 31 OCT 67

11 OCT - 21 NOV 67

25 OCT - 7 NOV 67

20 SEP - 30 NOV 67

16 AUG - 31 OCT 67

1 NOV - 7 NOV 67

28 SEP - 14 NOV 67

20 SEP - 3 OCT 67

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66-2275

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UNCLASSIFIED

(u)
PAGE 3 RUMTFJAD353 ~~SECRET~~

DESIRABLE SINCE THE COMPUTER/PROGRAMMER IS MORE CLOSELY ASSOCIATED WITH THE DOPPLER AND INERTIAL PLATFORM BY THEIR INTERFACE AND BY THE NATURE OF THE EQUIPMENT. OTHER CHANGES IN TRAINING DATES MAY BE NECESSARY AS EQUIPMENT IS DEFINED IN ORDER TO CLOSELY RELATE TRAINING DATES WITH AVAILABILITY OF PRODUCTION EQUIPMENT AND TECHNICAL DATA. ALSO ONE ADDITIONAL COURSE REQUIREMENT HAS BEEN IDENTIFIED. SIGNIFICANT CHANGES ARE BEING MADE IN THE DC-130 FUEL AND ELECTRICAL SYSTEMS AND THE AIRPLANE GENERAL. A SINGLE COURSE IS PLANNED TO COVER ALL DIFFERENCES. THE COURSE WILL BE PHASES TO COVER THE FUEL SYSTEM, THE ELECTRICAL SYSTEM AND THE AIRPLANE GENERAL IN THAT ORDER. FUEL SYSTEM AND ELECTRICAL SYSTEM SPECIALISTS CAN BE SCHEDULED TO ATTEND ONLY THOSE PHASES OF THE COURSE REQUIRED. AIRCRAFT MECHANICS AND GROUND CREW CAN ATTEND THE ENTIRE COURSE. THE COURSE TITLE IS AOC 43171-4, AIRCRAFT DIFFERENCES (DC-130E). THE COURSE IS 120 HRS IN LENGTH AND IS SCHEDULED FOR 26 SEP - 13 OCT 67. THE ESTIMATED TPR IS AS FOLLOWS: SAC - 6; AFSC - 2; AND ATC - 1. ACTUAL TRPS WILL BE VERIFIED ON AF FORMS 403. 4. ATC IS CONTRACTING, COORDINATING AND SCHEDULING INDIVIDUAL TRAINING FOR WHITE HAWK. THE SUCCESS OF THE FACTORY TRAINING PROGRAM DEPENDS ON THE USE OF PROTOTYPE OR PRODUCTION EQUIPMENT AND CURRENT TECHNICAL DATA.

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PAGE 4 RUMTFJAD353 ~~SECRET~~

PRODUCTION, TESTING, AND TRAINING SCHEDULES ARE EXPECTED TO CONFLICT BUT OPERATOR AND MAINTENANCE TRAINING FOR CATEGORY II AND CATEGORY III TEST PERSONNEL WILL NOT BE SATISFACTORY OR EFFECTIVE UNLESS PRODUCTION HARDWARE IS MADE AVAILABLE. REQUEST SPO ASSISTANCE TO ASSURE THAT PRODUCTION ITEMS OF SYSTEM EQUIPMENT AND CURRENT TECHNICAL DATA WILL BE MADE AVAILABLE FOR TRAINING DURING THE SCHEDULED PERIODS. AFR 50-19 ESTABLISHES THE PRIORITY WHICH AUTHORIZES USE OF PRODUCTION EQUIPMENT FOR TRAINING. 5. TO ALLOW SUFFICIENT LEAD TIME FOR CONTRACTING ACTION AND COURSE PREPARATION IT IS IMPERATIVE THAT SAC AND AFSC SUBMIT REQUIREMENTS FOR TRAINING IN ACCORDANCE WITH AFR 50-9 BY 1 OCT 66. THE TPRS SELECTED IN THE REFERENCED MINUTES AND THIS MESSAGE ARE BEING USED AS A BASIS FOR PLANNING. GP 4
BT

2005/10/10
60-3283

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DE RUWJHEA 897 0460124

ZNY ~~SSSSS~~

R 150124Z FEB 67

FM AFLCLOR

TO RUCSAAA/SAC OFFUTT AFB

INFO RUEDFIA/AFLC WPAFB

RUWBKNA/15AF MARCH AFB

RUWJDBA/12SAD DAVIS MONTHAN AFB

BT

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

100CAS(8)
120M(1)

~~SECRET~~ LINDIS

LOR 135 FEB 67. THIS IS A BIG SAFARI MESSAGE. PASS DIRECTLY TO SAC FOR DM4A, CAPT WILLIAMS, DPLC-3/DM4C; AFLC FOR MCMX; 15AF FOR DM43R/DM4DR; 12SAD FOR 120DCM/120 CANS. SUBJ: MAINTENANCE TRAINING. FOR YOUR INFORMATION AND PLANNING, THE FOLLOWING FORMAL COURSES OF INSTRUCTION HAVE BEEN PLACED ON CONTRACT AND WILL BE CONDUCTED ON DATES AND PLACES AS INDICATED. MAXIMUM STUDENT INPUT SHALL NOT EXCEED TEN PER CLASS.

A. COURSE: MCGS MAINTENANCE GROUND EQUIPMENT COURSE COVERING MAINTENANCE AND CALIBRATION OF MCGS PECULIAR TEST EQUIPMENT. TO BE HELD AT DMAFB COMMENCING 17 APR 67. COURSE DURATION 4 WEEKS.

B. COURSE: HR 338 SCORER SYSTEM. FIELD AND ORGANIZATIONAL MAINTENANCE FOR THE HR 338 CAMERA SYSTEM. COURSE TO BE CONDUCTED AT HYCON

PAGE TWO RUWJHEA 897 ~~SECRET~~ LINDIS

FACILITY, COMMENCING 17 APR 67. COURSE DURATION 4 WEEKS.

C. COURSE: HR 233 SCORER SYSTEM. FIELD AND ORGANIZATIONAL MAINTENANCE FOR THE HR 233 CAMERA SYSTEM. COURSE TO BE CONDUCTED AT HYCON FACILITY, COMMENCING 13 MAR 67. COURSE DURATION 3 WEEKS.

D. COURSE: KA-60 SCORER SYSTEM. FIELD AND ORGANIZATIONAL MAINTENANCE FOR THE KA-60 CAMERA SYSTEM. COURSE TO BE CONDUCTED AT FAIRCHILD FACILITY COMMENCING 15 MAY 67. COURSE DURATION 4 WEEKS.

REPORTING INSTRUCTIONS: STUDENTS FOR THE HYCON COURSE SHOULD REPORT TO MR. J. W. LITTLE, HYCON MANUFACTURING CO, 700 ROYAL OAKS DRIVE, MONROVIA CALIF AT 0300 HOURS LOCAL TIME, DAY OF CLASS COMMENCEMENT. MR. LITTLE MAY BE CONTACTED FOR ASSISTANCE IN ESTABLISHING RESERVATIONS. TRANSPORTATION WILL BE THE RESPONSIBILITY OF THE INDIVIDUAL AND WILL NOT BE CONTRACTOR SUPPLIED. STUDENTS FOR THE FAIRCHILD COURSE SHOULD REPORT TO MR. P. SPERIN, 3300 ROBBINS LANE, SYOSSETT, LONG ISLAND NY, AT 0300 HOURS LOCAL TIME, 15 MAY 67. TELEPHONE NUMBER FOR THIS FACILITY IS 516 WEI-4500. MR SPERIN MAY BE CONTACTED TO ASSIST IN ARRANGEMENT OF RESERVATIONS. TRANSPORTATION WILL BE AN INDIVIDUAL RESPONSIBILITY AND WILL NOT BE CONTRACTOR SUPPLIED

GP-3

BT

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BEASMC

67-581

UNCLASSIFIED

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UNCLASSIFIED

NAVJ7070JIA663

RTTS JAW RUMKNA6039 3332349-SSSS--RUWMDJA.

7NY 66667

3 2023157 NOV 66

FM 15AF MARCH AFB CALIF

TO RUOSAA/SAC

INFO RUWMDJA/12SAD O MONTAN AFB ARIZ

RUWMDJA/100SRW O MONTAN AFB ARIZ

BT

6 2 0 3 2 7 LINDIS DOT 02399 NOV 66.

FOR CPLC-1, DCSR, DV4C AND DOTAC. INFO: DIV (DO); 100SRW (DCO). THIS

IS A COMPASS ARROW MESSAGE. SUBJ: COMPASS ARROW MARS MEETING

(SIRSRW) (C).

1. THE TRIP REPORT OF THE CH-3E MARS MEETING HELD AT SIKORSKY AIR-
CRAFT CO., 21-22 NOV 66, IS SUBMITTED IAW YOUR (S) DCSRS 10245, 9 NOV
66. THE MEETING WAS ATTENDED BY CAPT T G BOWEN (15AF); CAPT ROSS,
CH-3 PILOT (100SRW); AND SSGT AKERS, WINCH OPERATOR (100SRW). AREAS
DISCUSSED WERE AIRCRAFT CONFIGURATION AND IMPROVEMENT OF HOVER
PERFORMANCE.

2. CONFIGURATION ITEMS DISCUSSED WERE:

A. WINCH OPERATOR AND HELICOPTER MECHANIC SEATS. SIKORSKY
PROPOSED TO DESIGN AND INSTALL SPECIAL CREW SEATS FOR THE WINCH
OPERATOR AND HELICOPTER MECHANIC. PRESENT SEATING CAPABILITY IS

PAGE 2 RUMKNAWPD ~~SECRET~~

ADEQUATE AND PREPARED. THIS PROPOSAL WILL BE DELETED.

B. DESIGN OF LEVEL-WIND SHIELD WHICH WILL PERMIT EASY REMOVAL
BY ONE PERSON.

C. ELIMINATE WINCH TROUGH COVER TO PROVIDE ACCESS TO LOADLINE,
CHUTE, HOOKS, ETC.

D. INVESTIGATE REPLACING THE C.G. ROLLER COVER WITH A PRE-
STRESSED GLASS COVER TO ALLOW VISUAL MONITORING WHILE AFFORDING
PROTECTION TO CREW MEMBERS.

E. INSTALL A MANUAL LEVEL-WIND (DESIGNED BY A 100SRW HELICOPTER
MECHANIC).

F. INSTALL A SHOULD HIGH HANDRAIL ABOVE POLE MOUNTS.

G. INSTALL SAFETY NET AT POLE MOUNTS.

H. ROUTING OF WINCH HYDRAULIC LINES AND WIRING TO PRECLUDE
BLOCKING WINCH WORK AREA.

I. SHORTEN POLE MOUNT HYDRAULIC LINES AND INSTALL FITTING WHICH
WILL NOT ALLOW REVERSE CONNECTION.

J. CHANGE POLE MOUNT GRIPS TO STOP WEAR WHICH CAUSES EXCESSIVE
SIDE PLAY.

K. PROVIDE TWO AN/AIC-18 INTERCOM PANELS BETWEEN THE WINCH AND
POLE MOUNTS WITH 20 FT CORDS (ONE ON EACH SIDE OF CABIN). THIS IS A

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CHSC 66-3062

UNCLASSIFIED

AGE 3 RUED 291
THE C ENT PLAN TO HOLD J-3, J-36 AND J-29 TO HAVE
THE PLY PRO KIT, TR AND THE INLET SCREEN INSTALLED
PRIOR TO DE YMENT. THE 147J DRONES AT THE OL WILL GET THE ABOVE
EQUIPMENT A FIELD MOD.

F. RIVE SH. RIVET BUSH IS TO BE TESTED ON 31 MAY 67 IN G-50.
G-54 AND G-55 WILL BE HELD BY AFLC TO RECEIVE THE OTHER TWO KITS.
DEPLOYMENT CAN BE EXPECTED APPROXIMATELY 5 JUN 67.

PART II: FOR CINCPAC. LIGHTNING BUG/BLUE SPRINGS DRONE RECONNAISSANCE
PROGRAM IS HAVING SEVERAL DEFENSIVE SYSTEMS ADDED IN AN EFFORT TO
INCREASE DRONE SURVIVABILITY. SINCE MOST OF THESE SYSTEMS ARE PROCURED
IN LIMITED NUMBERS TO PERMIT AN EVALUATION UNDER OPERATIONAL CONDITIONS
THEY MUST BE SUPPORTED BY CONTRACTOR TECH REPS. THEREFORE, IT IS
ESSENTIAL THAT CLEARANCES FOR THE TECH REPS BE APPROVED TO PERMIT TIMELY
DEPLOYMENT OF THESE DEFENSIVE SYSTEMS. TWO OR THREE TECH REPS ARE
REQUIRED TO SUPPORT EACH SYSTEM FOR A 30 TO 60 DAY PERIOD AT OL-20
DURING THE PERIOD 1 MAY TO 1 DEC 67. JCS HAS AGREED TO THE MOVEMENT OF
THESE PERSONNEL TO SEA SUBJECT TO THEATER CLEARANCE. REQUEST YOU EXPEDITE
THEIR CLEARANCE TO PERMIT TIMELY DEPLOYMENT.

PART III: THIS MSG HAS BEEN COORDINATED WITH JCS (J-3 - JRC).

GP-3.
BT

REFLECTION

BCASMC
67-1597

4/27/67 BY 100AC
3045

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Ac 67-1364

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REPRODUCED

RTTS JAW RUEDFIA0389 0692215-SSSS--RUMJDBA.

ZNY 66666

R 102200Z MAR 67

FM AFIC

TO RUCSAAA/SAC

INFO RUMJHEA/NAVCOMVSTA SAN DIEGO

RUM3KNA/15AF VARCH AFB CALIF

RUMJDBA/12SAD DAVIS MONTHAN AFB ARIZ

BT

~~SECRET~~ ILLINOIS VCMX 01194 MAR 67.

SAC FOR DPLC, LT COL ALLISON; NAVCOMVSTA FOR LT COL BREVIS;

DAF FOR DV43R, CWO SCRUGGS; 12SAD FOR 102SRN, COMMANDER, COL

VIXSON. THIS IS A BIG SAFARI MSG. SUBJECT: RIVET BIN.

FOLLOWING IS STATUS ON 9 ITEMS. A-THREE VARS III SYSTEMS WILL BE

DELIVERED TO D.V. ON 15 MAR WITH 3 ADDITIONAL SYSTEMS EA WEEK FOR

A TOTAL OF NINE SYSTEMS. B- THE POLY PROFILE KIT IN PRESENT FROM

WILL NOT BE DELIVERED OR FURTHER TESTED. C- THE VARS III SYSTEMS

FOR 147NP WILL BE DELIVERED STARTING 10 APR. TWENTY FOUR SYSTEMS

ARE BEING PROCURED. D- A 50 TON DAKE AIR PRESS IS BEING PROCURED

PAGE 2 RUEDFIA0389 ~~SECRET~~ ILLINOIS

BY LOR FOR SAC. THIS PRESS WILL BE DELIVERED IN APPROXIMATELY

6 WEEKS. E- ALL FOUR APR 25 TRANSPONDERS AND ASSOCIATED EQUIPMENT

FOR BQM34 VCGS INSTALLATION HAS BEEN FURNISHED. F- SELF SEALING

TANK INSTALLATION IN CH3C AIRCRAFT IS SCHEDULED TO COMMENCE WEEK

OF 15 MAR. G- DASH 5 MOD KITS FOR CH3C AIRCRAFT SHOULD BE READY

IN EARLY APR. H- 100 RECEPTACLE MODIFICATION COMPLETED. TOTO BEING

DC-133 AIRCRAFT. I- SOLFOR VARS IMPROVEMENTS

BY USAF UNTIL FUNDS BECOME AVAILABLE. GP-3.

BT

REPRODUCED

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

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*rule Compas Arrow
Rivet Bin
Gerry C*

NNNNCZCDOAS18
RTTS JAV RUCSAAA2275 2321820-SSSS--RUWJDBA.

SECRET

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ZNY SSSSS
R 211745Z MAR 67

FM SAC
TO RUWJDBA/15AF
INFO RUWJDBA/12STRATAEROSPDIV DAFB ARIZ
RUWJDBA/132STRATRECONWG DAFB ARIZ
BT

EXEMPTED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DZR 500.10

SECRET LINDIS SPAR/DPLM/DPLC3 02814 MAR 67.
FOR DPL, DOR. INFO: 12SAD, DO/DM; 123SRV, DCO/DCM.
THIS IS A COMPASS ARROW/RIVET BIN MESSAGE. SUBJ:
123 SRV MANPOWER AUTHORIZATIONS (U). REF: 15AF MSG,
SECRET/LINDIS/SPAR/DPL 02844, 15 MAR 67. CURRENT
MANPOWER AUTHORIZATIONS ON 123SRV WND ARE BASED ON SIX
SEPARATE CELLS OPERATING AT TWO OVERSEAS OLS WITH 147
SERIES SPAS ONLY. IT DOES NOT REFLECT COMPASS ARROW
MANPOWER REQUIREMENTS. THE CURRENTLY ALLOCATED MAN-
POWER FOR THE RIVET BIN PROGRAM IS 142 OFF AND 583 AMN.

Action Info
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BDAS-414

Reproduced 100 0000

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PAGE 2 RUCSAAA3275 **SECRET** LINDIS
OR 3 SPACES SHORT OF THE 733 REFERRED TO IN CSAP TS MSG,
AFKOPFR 95229, 1 MAR 67. THE MASTER CELL STRENGTH
FIGURES IN REFERENCED MSG DO NOT INCLUDE THE 32 OFF AND
113 AMN FOR THE SINGLE CONTINGENCY CELL. THIS HEAD-
QUARTERS DOES NOT CONCUR WITH THE CELL COMPOSITION SET
FORTH BY HQ USAF. OUR CURRENT ESTIMATE OF REQUIREMENTS
TO SUPPORT THE USAF OPERATIONAL CONCEPT IS: THREE
CELLS OF 37 OFF AND 171 AMN TO SUPPORT THE MASTER OL
PLUS AN AS YET UNDETERMINED NUMBER OF PERSONNEL TO
SUPPORT THE SINGLE CONTINGENCY. TENTATIVELY, JAN 68
HAS BEEN SELECTED AS THE EFFECTIVE DATE FOR CHANGING
THE WND TO COMPASS ARROW AUTHORIZATIONS.
(GP-3)
BT

BCASME
67-1055

REPRODUCED BY BCASME
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D/C for Operations		
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DCO		

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PTTS JAW RUWBKNA6138 0442253-SSS- RUWJ02A

ZNY ~~SSSSS~~

P 132225Z FEB 67

FM 15AF MARCH AFB CALIF

TO 12SAD DAVIS MONTHAN AFB ARIZ

BT

~~SECRET~~ LIMDIS DM4BR 05124 FEB 67.

FOR DCM/100SRW; INFO: DM/12SAD. THIS IS A RIVET BIN MESSAGE.

SUBJECT: MARS II PLANNING (U).

THE FOLLOWING SAC (S) LIMDIS DM4C 01216, 3 FEB 67, IS RETRANSMITTED FOR YOUR INFORMATION. QUOTE: THIS IS A RIVET BIN MESSAGE.

FOR AFXOPFR, AFSME-S/CSAF. INFO: MCMX(AFLC), DM4BR/15AF, AFLCLOR/NAVCOMSTA. SUBJ: MARS II PLANNING. IN DECEMBER 1966 SAC IDENTIFIED SUPPORT REQUIREMENTS FOR THE TRAINING PROGRAM WITHIN 100SRW. THESE REQUIREMENTS WERE TO HAVE BEEN PRICED BY AFLC AND FORWARDED TO USAF FOR APPROVAL AND FUNDING. THESE REQUIREMENTS WERE FURTHER IDENTIFIED IN SAC SECRET DM4C 12278, 16 DEC 66. TO DATE SUPPORT FOR THESE REQUIREMENTS HAS NOT BEEN FORTHCOMING ALTHOUGH AFLCLOR HAS DONE AN ADMIRABLE JOB OF SUPPLYING ASSETS FROM EXISTING RESOURCES TO KEEP THE TRAINING PROGRAM ALIVE. SINCE PRESENTATION AND IDENTIFICATION OF THE TRAINING PROGRAM SUPPORT REQUIREMENTS, CHANGES HAVE OCCURRED. FIRST, THE UNMODIFIED COBRA

PAGE 2 RUWBKNA6138 ~~SECRET~~

RESOURCES HAVE BEEN EXPENDED AND ALL ENGAGEMENT CHUTES NOW BEING INSTALLED ON REPACKED SYSTEM ARE THE MODIFIED COBRA CONFIGURATION. SECOND, THE RING SLOT CHUTE (MARS II) HAS BEEN INTRODUCED INTO USE ON THE G/J DRONES, AS WELL AS ON THE H DRONE. THIRD, IT IS QUITE APPARENT THAT THE MARS II (RING SLOT) WILL BECOME THE PRIMARY SYSTEM IN USE IN THE NEAR FUTURE. THEREFORE, IT STANDS THAT ALL EFFORTS SHOULD BE EXPENDED TOWARD UNIVERSAL USE OF THE RING SLOT ENGAGEMENT CHUTE (FOR BOTH TRAINING AND OPERATIONAL CHUTES) RATHER THAN CONTINUE FUND EXPENDITURES FOR THE MODIFIED COBRA ENGAGEMENT CHUTE WHICH IS DESTINED FOR PHASE-OUT. IT IS RECOMMENDED THAT THE FOLLOWING ACTION BE INITIATED ASAP TO ACHIEVE THE FOREGOING; A SUBSTANTIAL SAVINGS CAN AND WILL BE REALIZED. (1) DIVERT MARS II SYSTEM COMPONENTS FROM CURRENT PRODUCTION TO CONFIGURE EXISTING AF 100 AND 81.6 FROM MARS I CHUTE ASSETS TO TRAINING ASSETS AT THE RATE OF 15 PER MONTH. (2) EXTEND PRESENT PROCUREMENT CONTRACT OR INITIATE A NEW CONTRACT TO INCREASE THE AVAILABILITY OF CONVERSION ASSETS. (3) AUTHORIZE AFLC TO TEST THE RING SLOT/81.6 FOOT CHUTE CONFIGURATION FOR USE ON BQM-34A'S. SAC REPRESENTATIVE TO FEBRUARY CA/RB REVIEW WILL BE PREPARED TO DISCUSS THESE PROPOSALS. UNQUOTE. GP-3. BT

~~SECRET~~

BCASME
67-553

UNCLASSIFIED

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UNCLASSIFIED

DO NOT WRITE IN THESE SPACES
DECLASSIFIED AFTER 12 YEARS.
EXEMPT, SEC. 1.0

PTTS JAW RUWTPFA9945 1930326-SSSS--RUWJBBA.

(u) ZNY ~~SSSSS~~

P 112388Z

FM 15AF MARCH AFB CALIF

TO 12SAD DAVIS MONTHAN AFB ARIZ

BT

(u) ~~SECRET~~ DM4 05427 JUL 66.

FOR: 12SAD/100DCM. THIS IS A LIGHTNING BUG MESSAGE.

SUBJ: BQM MODIFICATION (U) SECRET LOR 41A, JULY 66.

1. SUBJECT MESSAGE STATES THAT A TEAM OF RYAN ENGINEERS WILL BE IN PLACE AT DAVIS-MONTHAN ON 19 JULY TO START MODIFICATION. THE MESSAGE ALSO LISTS SEVEN LINE ITEMS THAT ARE NOT YET AVAILABLE AND REQUESTS FURTHER INSTRUCTIONS FOR THE FUEL TANK INSTALLATION. THIS HEADQUARTERS IS INTERESTED IN YOUR BEING ABLE TO MODIFY THESE UNITS IN THE MOST EFFICIENT AND ORDERLY MANNER POSSIBLE. REQUEST YOU EVALUATE SUBJECT MESSAGE TO DETERMINE IF YOUR PLAN CAN BE CARRIED OUT WITHOUT MAJOR DISRUPTION WITH THESE KNOWN LIMITATIONS. PLEASE ADVISE THIS HEADQUARTERS OF YOUR FINDINGS AT THE EARLIEST OPPORTUNITY AND NO LATER THAN 13 JULY.
2. DURING THE PREVIOUS MODIFICATION CYCLE A "PRODUCTION FLOW" PLAN WAS DEVELOPED AND USED BY THE 100SW. PLEASE FORWARD US A COPY OF THE PLAN YOU WILL FOLLOW DURING THIS CYCLE. PLAN

(u)
PAGE 2 RUWTPFA9945 ~~SECRET~~
SHOULD INCLUDE SEQUENCE OF ACTIONS AND THE TIME REQUIRED TO ACCOMPLISH ASSEMBLY, CHECKOUT, AND MODIFICATION. INCLUDE ALSO THE PROPOSED INPUT DATES OF ON HAND VEHICLES.
3. ONCE MODIFICATION STARTS, DAILY STATUS REPORTS WILL BE REQUIRED. GP-4.

BT

ACT/INFO.
100SPW(U) BDASML
(11)
12DM(11)
OK(11)

BDASML
66-1815

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(4)

MINUTTS JAP RUMT2FA0065 1950221-S906
ZNY 66565

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FM 154F VARCH AFB CALIF

RUCSC/SAC

0 RUMJBR/12SAD DAVIS MONTANA AFB ARIZ

(4)

~~SECRET~~ LIMDIS NOV 25434 JUL 66.

RAYLORD FROM WILSON. INFO: 12540/50W. THIS IS A LIGHTNING BUG
MSG. SUBJECT: 30W MODIFICATION (U). THE FOLLOWING SUMS UP OUR
STATUS ON THE RQM PROGRAM WITHIN THE 100TH SRW. THE ORIGINAL
START DATE OF 5 JULY HAS SLIPPED TO 19 JULY. WE ARE ADVISED THAT
RYAN ENGINEERS WILL BE IN PLACE AT DAVIS MONTHAN ON THAT DATE.
YOU SHOULD KNOW THAT AT THIS WRITING SEVEN ITEMS ARE STILL SHORT
AND THREE ARE FORECAST TO BE UNAVAILABLE ON THE START DATE. WE
ARE STILL UNAWARE THAT A DECISION HAS BEEN REACHED TO INSTALL THE
LARGER FUEL TANK. IN SPITE OF THE ABOVE, OUR PLANS ARE TO START
MODIFICATION ON 19 JULY. SP-4.

57

44-1000
 1000M (1)
 1200M (1)
 0X11H(4)
 20ASMC
 66-1341

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

UNCLASSIFIED
~~SECRET~~

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~~SECRET~~

UNCLASSIFIED

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D-349
action info

NNNNRTTS JAW RUNTPFA9485 2352329-SSSS- RUMJBSA

(u) ZNY SSSSS

R 232131Z AUG 66

FM 15AF MARCH AFB CALIF

TO RUCSC/SAC

INFO RUMJBSA/12SAD DAVIS MONTHAN AFB ARIZ

BT

(u) ~~SECRET~~ DM4 05540 AUG 66

FOR DPLC/DM4C/SAC, INFO DCM/100SRW. THIS IS A LIGHTNING BUG MESSAGE. SUBJ: BQM-34 TRAINING VEHICLES. (1)

1. IT IS RECOMMENDED THAT THE BQM-34 TRAINING VEHICLES POSSESSED BY THE 100 SRW BE REDESIGNATED AS 147 SERIES VEHICLE AND BE MADE A PART OF THE "BIG SAFARI" PROGRAM UNDER THE PURVIEW OF AFR 66-22. JUSTIFICATION FOR THIS RECOMMENDATION FOLLOWS:
A. TECHNICAL DATA CHANGES FOR PECULIAR SYSTEMS ARE NOT UNDERSTOOD BY WRAVA AND IS VIRTUALLY IMPOSSIBLE TO MAKE AFTO FORM 22 CHANGES.

B. MODIFICATIONS TO THESE VEHICLES INCLUDE CERTAIN RECOVERY CONCEPTS, WARS, AND BEACON INSTALLATIONS. THEY ARE SCHEDULED TO RECEIVE THE TD-3, MCGS TRANSPONDER MODIFICATION IN THE NEAR FUTURE. THESE SYSTEMS MUST BE SUPPORTED BY MCMX, PROJECT DIRECTOR OF BIG SAFARI.

(u)

~~SECRET~~

PAGE 2 RUNTPFA9485 ~~SECRET~~

C. TECHNICAL DATA DEVELOPED FOR THE 147N VEHICLES CAN EASILY BE ADAPTED TO THE BQM-34.

D. THE 100SRW WILL HAVE ONLY ONE AFLC POINT OF CONTACT FOR ALL ASSIGNED DRONE VEHICLES.

E. SPAR SECURITY PROGRAM WILL BE STRENGTHENED. UNDER THE EXISTING PROGRAM TECH DATA CHANGES FORWARDED TO WRAVA WILL EVENTUALLY REFLECT THE COVERT CAPABILITY OF THE 100SRW.

CP-4.

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66-3017

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

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PTTS JAW RUMTPEA9936 2762336-SSSS--

ZNY-SSSSSS

P 072258Z OCT 66

FM 15AF VARCH AFB CALIF

TO RUCSC/SAC

INFO RUDEFA/AFLC

RUWDC/NAVCOMSTA SAN DIEGO CALIF

RUHJBA/12SAD D MONTAN AFB ARIZ

BT

SECRET DMMO 05646 OCT 66

FOR DMMO/DPLC3/DOSRS/SAC. INFO WCMX/AFLC; AFLC-LOR/NAVCOMSTA; DCN/AVWG/122SR. THIS IS A LIGHTNING BUG MESSAGE.

SUBJECT: (U) LOSS CARRIER MODIFICATION FOR BQM-34A.

1. THE FOLLOWING 120SRW (S) MESSAGE DMMOCAF 10761, 30 SEP 66, IS RETRANSMITTED FOR YOUR INFORMATION AND ACTION. QUOTE:

SUBJ: MODIFICATION OF BQM-34A'S. REQUEST AUTHORITY TO MODIFY BQM-34A'S AT DM TO GIVE LOSS CARRIER INDICATOR ON CHANNEL 14. IN ITS PRESENT CONFIGURATION THE BQM-34A LOSS CARRIER INDICATOR IS ON CHANNEL 13, INCORPORATED WITH OTHER SYSTEMS, AND DOES NOT PROVIDE A POSITIVE LOSS CARRIER INDICATION. ALL LOC'S ARE TRAINED TO WATCH FOR A POSITIVE LOSS CARRIER INDICATION ON CHANNEL 14. T.O. 23M-BQM-34A-2, PAGE

D-52
get info
100 CAS (6)
12 DM (1)
DXIH (2)

~~SECRET~~

PAGE 2 RUMTPEA9936 SECRET

1-17, PARA 1-27, QUOTE, "PROVISIONS FOR A FOURTH INSTRUMENT ARE FURNISHED FOR SUCH REQUIREMENTS AS MAY ARISE." UNQUOTE. THIS REQUIREMENT HAS ARISEN. THIS MODIFICATION CONSISTS OF MOVING ONE WIRE AND INSTALLING TWO RESISTORS. THIS MODIFICATION WAS ACCOMPLISHED ON THE 147-NX. WE HAVE THE CAPABILITY AND MATERIAL. MODIFICATION WOULD BE ACCOMPLISHED ON 120SRW, BQMS ONLY. AFR 57-4 ACTION NOT REQUESTED AS IT WOULD AFFECT ALL AF ASSIGNED BQMS. GP-3. UNQUOTE.

2. REF 15AF (S) MSG DM4 05540, 27 AUG 66. SUBJ: REDESIGNATING BQM-34A TO 147 SERIES VEHICLES. RE AFR 66-22. REQUEST INFORMATION AS TO FINAL ANSWER TO THIS REQUEST.

3. REQUEST THE ASSIGNMENT OF THE FOURTH TRAINING BQM-34A TO THE 122SRW FOR REPLACEMENT OF SALVAGED VEHICLE. GP-3.

BT

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BDASMC
66-3471

UNCLASSIFIED

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UNCLASSIFIED

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PTTC-JAY RUW3KNA6065

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052230Z JAN 67

FM 15AF HAFCH AFB CALIF

TO RUW3A447 SAC

INFO RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ

BT

~~CONFIDENTIAL~~ DM4 05020 JAN 67

FOR C4C/SAC. INFO DM/12SAD: DCV/100SR. SUBJECT: BQM-34A TECH DATA(U)

1. THE FOLLOWING 100SR (U) MSG DCV 58673, 29 DEC 66, IS RETRANSMITTED FOR YOUR INFO AND ACTION. QUOTE.

SUBJECT: 21V-BQM-34-2CL. REFERENCE

UNCLASSIFIED EFTO LOR 959 DATED 23 DEC 66; WRAVA UNCLASSIFIED

EFTO WRNS, 71077, DATED 23 DEC 66 AND 100 CANS UNCLASSIFIED

EFTO 58649 DATED 21 DEC 66; SUBJECT OF ALL: EMERGENCY AFTO 22,

ACTION WAS SUBMITTED BY 100SR AGAINST UTILIZED

21V-BQM-34A-2C). BOTH WRAVA AND AFLC LOR HAVE REFUSED TO

RECOGNIZE AND/OR AUTHORIZE THIS CHECKLIST AND CONSEQUENTLY

NO ACTION HAS BEEN TAKEN ON THE EMERGENCY AFTO 22. IN ADDITION,

THIS UNIT HAS PREVIOUSLY SUBMITTED TWENTY-TWO OTHER AFTO 22

ACTIONS AGAINST THIS CHECKLIST. THESE ACTIONS WERE SENT TO

WRAVA AS PER UNCLASSIFIED WRNSTR, 63764 DATED 6 DEC 66, NOT

PAGE 2 RUW3KNA6065 ~~CONFIDENTIAL~~

INFO YOUR OFFICE. 2. IT WAS OUR OPINION THAT THIS CHECKLIST WAS

APPROVED BY WRAVA AT THE 31 OCT -10 NOV 66 BQM-34A TECH

DATA REVIEW CONFERENCE CONVENED AT ROBINS AFB. IT WAS ALSO OUR

UNDERSTANDING THAT THIS CHECKLIST WOULD BE INCORPORATED INTO SOME

SECTION OF A REVISED DASH TWO CONCURRENT WITH DEVELOPMENT OF A

NEW BQM-34A-2. 3. REQUEST THIS UNIT BE PROVIDED THE

FOLLOWING INFORMATION: A. IS LOCALLY POSSESSED BQM-34A-2CLA DN

AUTHORIZED CHECKLIST: IS YES, WHAT OR WHO IS THE APPROVING

AUTHORITY. B. WHAT AGENCY IS GOING TO TAKE ACTION ON THE AFTO

22S THAT HAVE ALREADY BEEN SUBMITTED AGAINST THIS CHECKLIST

C. TO WHAT AGENCY SHOULD FUTURE AFTO 22 ACTIONS BE ROUTED

PLEASE ADVISE ASAP. UNQUOTE.

2. TECH DATA FOR THE BQM-34A TRAINING VEHICLES CONTINUES TO BE AN

UNSOLVED PROBLEM. THESE VEHICLES AND METHOD OF FLIGHT PREPARATION

ARE SO DIFFERENT HQ 15AF HAS REPEATEDLY REQUESTED THEY BECOME PART

OF THE BIG SAFARI PROGRAM AND ASSIGNED TO AFLC-LOR EXCEPT FOR

COMMON AIR FORCE SPARES. THESE TRAINING VEHICLES DIFFER FROM

BQM-34A TECH DATA AS FOLLOWS: (1) FLIGHT PREPARATION IS COMPLETED

WITH LIGHTNING BUG AGE. THIS IS PART OF THE CONTINUED UNIT TRAINING

PROGRAM. (2) INSTALLATION OF THE APW-25 SYSTEM LEAVES ONLY THE

PAGE 3 RUW3KNA6065 ~~CONFIDENTIAL~~

ENGINE AND AIRFRAME AS WRAVA CONTROLLED BQM-34A ITEMS OF INTEREST.

(3) WARS RECOVERY EQUIPMENT IS ENTIRELY A DIFFERENT RECOVERY

SYSTEM THAN THE BQM-34A.

3. IMMEDIATE AFLC ACTION IS REQUIRED TO SOLVE THIS PROBLEM.

PLEASE ADVISE. G-4.

BT

DOWNGRADED AT 5 YEAR INTERVALS;

DECLASSIFIED AFTER 12 YEARS.

DOD DIR 5200.10

~~CONFIDENTIAL~~

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BDA-505

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RTTS JMW RHEDFIA0027 3622200-SSSS--RUMJ03A.

71Y-SSSS

R 282150Z DEC 66

FM AFLC

TO RUSSIA/RAC

INFO RUSSIA/CSAF

RUMJ03A/NAVCOMMSTA SAN DIEGO

RUMJ03A/15AF MARCH AFB CALIF

RUMJ03A/12SAD DAVIS MONTHAN AFB ARIZ

BT

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

100005(1)
12 dm(1)
The
Group
Case -

SECRET LINDIS MCMX 07006 DEC 66.

SAC FOR DM3A: CSAF FOR AFSME-S, AFKOPR: NAVCOMMSTA FOR AFLC/LOR,
L/O PREMIS: 15AF FOR DM3: 12SAD FOR 100 SRM. THIS IS A LIGHTNING
BOL M50. RE MR DM3A 12476, DEC 66. THE 54 PER CENT FILL RATE IN
SUPPORT OF 14TH, OFE PECULIAR ONLY, IS AHEAD OF PROJECTED SPARES
DELIVERY SCHEDULE WHICH CALLS FOR 50 PER CENT BY 13 JAN 67: 75
PER CENT BY 24 FEB: AND 100 PER CENT COMPLETE BY 14 APR. EVERY EFFORT
WILL BE MADE TO IMPROVE THIS SCHEDULE. ALL ACTIONS TO ASSIST PRIME
CONTRACTOR INCLUDING IMPROVED INDUSTRIAL PRIORITY, PREMIUM TIME, ETC.
HAVE BEEN EMPLOYED. IN THE INTERIM, CARE MUST BE EXERCISED BY BOTH

PAGE 2 RHEDFIA0027 SECRET LINDIS
YOUR COMMAND AND PRIME SUPPORT ACTIVITY TO INSURE REQUIREMENTS ARE
RAPIDLY IDENTIFIED AND FORWARDED AND REPARABLES ARE AFFORDED PREMIUM
TRANSPORTATION AND HANDLING TO REDUCE PIPE LINE LEAD TIME. GP-4.
BT

B-DASAC
-66-4527

~~SECRET~~

UNCLASSIFIED

CASC - 66-3319

1104

~~SECRET~~

UNCLASSIFIED

~~SECRET~~

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

D-106

Act
100SRu(L) info
BDASmc
(1)
12DM(1)

NNNN
CZC8DA372ZCDDA371
PP RUWH30
DE RUCSC 34 1832235
ZNY ~~SECRET~~
P 072323Z
FM SAC
TO RUWDAX/AFLC/LOR MIRAMAR NAS CALIF
INFO RUWBKN/15AF MARCH AFB CALIF
RUWED/12SAD OMAFB ARIZ
BT (u)

~~SECRET~~

TO RUWED/12SAD OMAFB ARIZ
THIS IS A LIGHTNING BUE MSG. FOR: LT COL BREWIS/ AFLC/LOR,
INFO: DMABR/15AF & DM/12SAD. SUBJ: (U) MARS TECH DATA. (1)
REF MY MSG DM4C 36503, SUBJECT AS ABOVE, DTD 1 JUL 66. WE
HAVE REVIEWED 100ANMS EUR NO'S 66-115E & 66-117E AND DO RE-
QUEST COMPLIANCE WITH OUR ORIGINAL REQUEST FOR ADDING CAUTION
NOTE UNDER PARA 3-5H, T.O. 147G-2-6. THE CITED EMERGENCY UR'S,
ALTHOUGH ACCURATE, ARE RECOMMENDED ACTION CONTRARY TO THAT
ALREADY TAKEN BY THIS HEADQUARTERS. (2) FURTHER REQUEST YOUR
ACTION TO MODIFY BODY, INDEX 13, (REF FIG 306, T.O. 147J-2-6)
SO THAT LINK, INDEX 7, CAN ONLY BE ATTACHED ON THE CORRECT
SIDE. THIS CAN BE ACCOMPLISHED BY MODIFYING INDEX 13 WITH
GUIDES OR WEBBING TO PRECLUDE REVERSE INSTALLATION. GP3.

BDASmc
66-1749

UNCLASSIFIED

~~SECRET~~

1106

~~SECRET~~ UNCLASSIFIED

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

D - 338

action ~~info~~

100045(6)

BDASMC
(1)
(2DMA)

~~SECRET~~

TOFTS JAW 200000 0371 2350949-SSSS--RU"J38A.

(U) DE RUMSJS 10 2350885
NY 08550
O 230745Z AUG 66
FM 123SRW DL 20 31EN HDA 13 RVN
TO RUSSC/SAC
INFO RUW3KN/15AF
RUMJ35A/12SAD DAVIS MONTHAN AFB ARIZ

(U) ~~SECRET~~ 123SRW/DL-20 03431 AUG 66. SAC FOR DCSR/DHAC. 15AF FOR DCR/
DH40R. 12SAD FOR 100000/DCM. SUBJECT: MISSION CANCELLATION 23 AUG
66. THE FOLLOWING INFORMATION IS SUBMITTED. A. DURING FLIGHT ENGINES'S
PRELIGHT AT APPROXIMATELY 0945L IT WAS DISCOVERED THAT NO. 4 ENGINE
STARTER BUTTON WOULD NOT ENGAGE. TROUBLE SHOT SYSTEM AND DETERMINED
THAT STARTER CHANGE WAS REQUIRED. B. IN PROCESS OF CHANGING THE NO.
4. STARTER IT WAS FURTHER DISCOVERED THAT THE STARTER SHAFT BEARING
BEARING WAS FROZEN INTO THE GEAR BOX. C. REMOVAL OF THE STARTER THROU
REVEALED THAT THE STARTER SHAFT BEARING, WHICH IS LOCATED IN THE
BOX HOUSING, HAD APPROXIMATELY TWO THIRDS OF THE BEARINGS COMPLE
MISSING FROM THE BEARING RACE AND TWO OR THREE OF THE REMAINING BE
INGS WERE NOT PROPERLY SEATED IN THE RACE. AIRCRAFT 496 WAS PLACED
ON A DED CROSS AND AN ENGINE CHANGE IS IN PROGRESS AT PRESENT TIME. S
TIC FOR 496 IS 23/1400Z. E. MATERIAL DEVELOPMENT REPORT IN PROGRESS

~~SECRET~~

BDASMC-
66-3004

UNCLASSIFIED

~~SECRET~~

NNNN

T-----933

PTTE JAW RUWTPFA7483 257015-EEEE--RUWJBBA

BY EEEEE

140006Z SEP 66

14 9-1468

Act Info
100 DM

FM 15AF MARCH AFB CALIF

TO RUWJBBA/12SAD DAVIS MONTHAN AFB ALA

INFO RUMSJS/BIEN HOA AB RVN

BT

~~UNCLAS E F T O~~ FOR OFFICIAL USE ONLY. DM 50063 SEP 66.
FOR 100SRW/DCM; INFO: DL-20/C. THIS IS A
LIGHTNING BUG MESSAGE. SUBJ: DC-130A ENGINE MAINTENANCE. A
REVIEW OF FLIGHT PROBLEMS ON SUBJECT ENGINES AT DL-20 REVEALS AN
UNFAVORABLE TREND ON ENGINE TEMPERATURE. FOR THE PERIOD 5 AUG 66
TO 2 SEP 66, THERE WERE 13 PROBLEMS REPORTED ON BOTH ASSIGNED
AIRCRAFT. OF THESE, SIX (6) WERE ON TIT MALFUNCTIONS ON THE
NUMBER TWO (2) ENGINE ON ACFT 406. ONE (1) WAS TIT MALFUNCTION
ON THE NUMBER ONE (1) ENGINE ON ACFT 407. FOUR (4) OF THE SIX
(6) DISCREPANCIES ON ACFT 406 WERE ON CONSECUTIVE FLIGHTS. THE
ABOVE CONDITION INDICATES SERIOUS PROBLEMS IN EITHER MAINTENANCE
PROCEDURES, SUPPLY, TECH DATA, OR EQUIPMENT, THAT MUST RECEIVE
IMMEDIATE ATTENTION. REQUEST YOUR ACTION TO DETERMINE THE CAUSE
FOR THIS UNFAVORABLE TREND, AND FURNISH THIS HQ WITH YOUR ACTION
TO PREVENT FUTURE OCCURRENCE. FURTHER, ADVISE THIS HQ OF ANY

PAGE 2 RUWTPFA7483 UNCLAS E F T O
ASSISTANCE YOU MAY REQUIRE IN THIS MATTER.
BT

~~SECRET~~

UNCLASSIFIED

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

~~SECRET~~

RFTS JAW RUWJQMA0023 2141002-SSSS--RUWJ08A.

DE RUCSC 1113 2140830

ZNY SSSSS- (u)

BT (u)

~~SECRET~~ SVC ZUI RUWJ08A2010 2140420 ZDK RUCSC 30 2132315 012300Z

RR RUWJ08A

DE RUCSC 30 2132315

ZNY SSSSS

R 012300Z AUG 66

FM SAC

TO RUWHNF/AFLCLOO ONTARIO CALIF

INFO RUW9KN/15AF WARCH AFB CALIF

RUWHBD/12SAD DMAFB ARIZ

RUCQBN/WRAMA ROBINS AFB GA

BT (u)

~~SECRET~~ DM4C 07282 AUG 66.

FOR: LT COL BLACK/LOO, INFO: DM4BR/15AF, 10WDCM/12SAD, W9NB/
WRAMA. SUBJ: (U) ANSWER TO 100SRW EUR 66-19, RACK ASSEMBLIES,
TYPE S-4, AND (S) AFLC MSG LOO 66228, 18 JUL 66, SAME SUBJECT.
REF: 15AF(S) DM4 05472 JUL 66 QUOTED FOR AFLCLOO. QUOTE.

SUBJ: (U) ANSWER TO 100 SRW EUR
66-19, RACK ASSEMBLIES, TYPE S-4. REF AFLC (S) MSG LOO-66228,
18 JUL 66, SAME SUBJECT. IT IS RECOMMENDED THAT SUBJECT EUR
66-19 REMAIN OPEN AND THAT SUBJECT SHACKLES BE FORWARDED TO
WRAMA FOR DETAILED INSPECTION AND REWORK PRIOR TO BEING USED
AGAIN. BASIS OF RECOMMENDATION IS:

(1) DC-130A 57-527 WAS THOROUGHLY CHECKED FOR INTERMITTENT
OPERATION TO INCLUDE PSM-2 (MEGGER) CHECK OF WIRING. NO

PAGE 2 RUCSC 30 ~~SECRET~~ (u)

PROBLEM WAS FOUND.
(2) DC-130A 57-527 WAS REWORKED BY AFLC-LOO FOR A SHACKLE
HANGAR PROBLEM WHICH CAUSED WARPING OF THE SHACKLE.

THIS CONDITION COULD HAVE CAUSED THE MALFUNCTION CITED IN SUBJECT
EUR. IN ADDITION, THE WARPING COULD HAVE DAMAGED THE SACKLES
PERMANENTLY, TO THE EXTENT THAT WITH MAXIMUM WEIGHTS APPLIED,
SHACKLE CAN NOT BE RELEASED. MAXIMUM WEIGHTS APPLIED HERE
MEANS FULLY SERVICED DRONE, IN FLIGHT, ON THE WING OF THE
DC-130. UNQUOTE.

SINCE NO CAUSE FOR MALFUNCTION HAS BEEN FOUND, WE CONCUR WITH
RECOMMENDATION THAT SUBJECT EUR 66-19 REMAIN OPEN. REQUEST
YOUR CONCURRENCE OR NON-CONCURRENCE THAT SUBJECT SHACKLES BE
FORWARDED TO WRAMA FOR DETAILED INSPECTION AND REWORK.
FURTHER REQUEST SHIPPING INSTRUCTIONS TO 100SRW IF YOU CONCUR. CP-3.

~~SECRET~~

~~SECRET~~

UNCLASSIFIED

Act Info
100 CAS (C) 3DASMC (C)
12 DM (C)
DXIH (M)

BDASMC
11 2067

~~SECRET~~

UNCLASSIFIED

NNNN

CZCBDA117ZC00C927

PP RUWHBO

DE RUWDC 018B 2630048

ZNY ~~SSSSS~~ 176 300048

FM AFLCLOP

TO RUWBKN/15AF MARCH AFB

INFO RUMSSS/OL-20 BIEN HOA AB

RUWDD/12SAD DAVIS-MONTHAN AFB

RUWDFIA/AFLC WRIGHT-PATTERSON AFB

RUCSBB/SAC OFFUTT AFB

~~SECRET~~ LOR 658 SEP 66. FOR 15AF/DM4. INFO: 12SAD/DM/100DCM,

SAC/DM4C/MSET, AFLC/MCMX, OL-20 COMDR. SUBJ: ERU 66-18E,

SCORER A MALFUNCTION. REFERENCE 100TH DCMQC&E 10724 16 SEP 66,

SUBJ EUR 66-18E AND 15AF DM4 05604 14 SEP 66, SUBJ: FAILURE OF

HR-233 SCORER. THIS IS THE FIRST INSTANCE THAT LOR AND VENDOR

HAVE BEEN APPRAISED OF THIS TYPE OF MALFUNCTION, HOWEVER, INVESTI-

GATION IS PROCEEDING ON INFORMATION NOW AVAILABLE. VENDOR INDICATES

THAT THEIR FIELD ENGINEER HAS NOT REPORTED SIMILAR FAILURES.

THE FOLLOWING INFORMATION IS REQUIRED TO FACILITATE INVESTIGATION.

A. HOW MANY FAILURES HAVE BEEN OBSERVED SINCE 1 JAN 66? B. WHAT

ARE SERIAL NUMBERS OF UNITS INVOLVED? C. WHAT IS INDICATION OF

OPERATION THAT IS CAUSING OVERLOAD WHICH TRIPS THERMAL CIRCUIT

BREAKER. D. WOULD SAME OVERLOAD TRIP BREAKER AGAIN IF RESET?

E. WHAT IS EXACT ADVANTAGE OF AN AUTOMATIC RESETTING TYPE THERMAL

CIRCUIT BREAKER? G. ARE YOU IMPLYING THAT MISLATCHING IS CAUSING

CIRCUIT BREAKER TO OPEN? ADVISE

BT

~~SECRET~~

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

action/info
100CAS
BDASMC
(1)
120m(1)
DXH(2)

~~SECRET~~

BDASMC
66-3323

UNCLASSIFIED

~~SECRET~~

1531
RYTE JAW RUWJJA/146 3460426-EEEE--RUWJDBA.
DE RUWJHEA 898 3464126

NY EEEEE
154127Z FEB 67

FM AFLC LOR

TO RUWJDBA/12SAD DAVIS-MONTHAN AFB
INFO RUEDVIA/AFLC WRIGHT PATTERSON AFB
RUCSAAA/SAC OFFUTT AFB
RUWBKNA/15AF MARCH AFB

BT

UNCLAS E F T O

LOR 136 FEB 67. THIS IS A BIG SAFARI MESSAGE. FOR OFFICIAL USE ONLY.
PASS DIRECTLY TO 12SAD FOR DM AND 143SRW/DCMQC&E; SAC FOR DM4C; 15AF
FOR DM4BR; AFLC FOR MCX.

SUBJ: STATUS OF EUR'S AND EMERGENCY ACTION AFTO 22. REFERENCE 143SRW
MESSAGE DCMQC&E 58832 17 FEB 67. STATUS OF EUR'S IS AS INDICATED BELOW.

A. EUR 67-1. ACTION IS COMPLETE. DETAILED ANSWER IS BEING DISTRIBUTED
BY LETTER.

B. EUR 67-2. ACTION IS COMPLETE. ANSWER IS BEING DISTRIBUTED BY LETTER.

C. EUR 67-3. UR EXHIBIT HAS BEEN RECEIVED AND PROBLEM IS UNDER
INVESTIGATION.

D. EUR 67-4. ACTION IS COMPLETE. ENGINEERING IS COMPLETE AND MODIFICAT-
ION KITS WILL BE DISTRIBUTED IN APPROXIMATELY 60 DAYS.

PAGE TWO RUWJHEA 898 UNCLAS E F T O

E. EUR 67-5. STILL UNDER INVESTIGATION. SEE OUR EFTO LOR 295 DATED
1 FEB 67.

F. EUR 67-6. STILL UNDER INVESTIGATION.

G. EUR 67-8. UNDER INVESTIGATION. UR EXHIBIT HAS NOT BEEN RECEIVED.

H. EUR 67-9. INVESTIGATION IS COMPLETE. ENGINEERING IS COMPLETED.

I. T. C. 3. O. AND RETROFIT KITS WILL BE DISTRIBUTED AS SOON AS POSSIBLE

VENDOR TEAM WILL MODIFY ASSETS AT DM. MODIFICATIONS AT OPERATING LOCATIO

WILL BE ACCOMPLISHED AS REQUIRED BY FIELD PERSONNEL.

J. AFTO FORM 22 E67-54. WE HAVE NO RECORD OF RECEIPT OF SUBJECT REPORT
BT

1531
154127Z FEB 67
15 2-1905
ACT 31
100 WITH 00 DM

T-----389

CZCDOA137

PFTE JAW RUWJTHG0415 0361344-EEEE--RUWJDBA.

DE RUMSJS 2005 0500930

ZNY EEEEE

0 250845Z FEB 67

FM 100SRW 0120 BIEN HOA AB RVN

TO RUWJDBA/12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ

INFO RUEDFIA/ASD WPAFB OHIO

BT

UNCLAS E F T O XQPPSRW 01-20 00681 FEB 67,

12SAD FOR DM, 100SRW FOR DCMQC&E, ASD FOR ASZ-5, ALL COPIES FOR
 MAJ. BOYD. SUBJ: (U) OXYGEN CONSOLE AND 01-20 EUR 67-2. THE
 FOLLOWING INFORMATION SUBMITTED AS REQUESTED IN 0100 DCMQC&E
 58825 AND 58941. A. CONSOLE WAS STORED IN MSK BIN. B. OXYGEN
 CONSOLES ARE RECEIVED AT THIS STATION PACKED IN SHIPPING CANS, CANS
 ARE SEALED WITH SALLY WIRE AND LEAD SEAL, SEALS ARE NOT BROKEN
 UNTIL ITEM IS DRAWN FROM SUPPLY. C. WE ARE UNABLE TO DETERMINE
 THE DATE CONSOLE WAS PACKED AT FACTORY. D. REFERENCE ITEM "B"
 ABOVE. E. NO INDICATION OF UNUSUAL ODOR IN STORAGE AREA. YOUR
 MESSAGE ANSWERED IMMEDIATELY ON RECEIPT.

BT

ACI
100

INT
D-PR

1 1 2 3

UNCLASSIFIED

~~SECRET~~

VPFTS JAW RUWJQVB 0835 2810922-SSSS--RUWJ88A.
RUMSJS 2C 2810545

DOWNGRADED AT 12 YEAR
INTERVALS, NOT AUTOMATICALLY
DECLASSIFIED. DO DIR 5200.10

~~SECRET~~

(u) ZNY ~~SSSS~~
P 080530Z OCT 66
FM 100SRW OL-20 BIEN HOA ABNRVN
TO 12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ
BT

Re time

(u) ~~SECRET~~/100SRW OL-20 MO 04110 OVT 66. 12SAD FOR 100DCM. THIS
IS AN BLUE SPRINGS MESSAGE. REFERENCE 154F DM4 05648 4 OCT 1966.
THE FOLLOWING INFORMATION IS SUBMITTED TO CLARIFY THIS IFR SYSTEM
INCIDENT.

*Get info
100MS(2) 12 DM(1)
DX 14 CH*

1. DC-130/7496 FLEW AN OPERATIONAL SORTIE ON 29 SEP 66 WITH J-12-1
LOADED LEFT. THE DC-130 WAS RECOVERED ON THAT DATE AND MAINTENANCE
POST FLIGHT PERFORMED IN ACCORDANCE WITH EXISTING TECH DATA.
2. DC-130/7496 FLEW NEXT AN OPERATIONAL SORTIED ON 3 OCT 66. THE
MAINT PREFLIGHT WAS PERFORMED IAW EXISTING TECH DATA AND G-1 WAS
LOADED RIGHT.
3. DURING MAINT DEBRIEFING 3 OCT 66 IT WAS DECIDED TO UPLOAD J-10
LEFT ON 496.E1C \$748, & 0430-4-589, 194 7019-\$ 91 J-10 LEFT ON 496 THE MALFUNCTION
WAS INITIALLY DETECTED AND THEN REPORTED IN OPREP 1C PART 11 AND SSB
CHANNELS ON 3 OCT 1966.
5. AN EXTERNAL INSPECTION OF THE PYLON WOULD SHOW THAT THE CONNECTOR

~~SECRET~~

(u)
PAGE 2 RUMSJS 2C ~~SECRET~~
WAS MISSING IF PUMTICULAR ATTENTION WAS GIVEN TO THE IFR SYSTEM. AN
AFTO 22 HAS BEEN SUBMITTED REQUI

ING OPENING OF THE PYLON PANEL AFTER
USE WHICH PERMITS OBSERVANCE OF THE ENTIRE SYSTEM INVOLVED.
GP-3
BT

*2 Dasmc
66-3524*

~~SECRET~~

NNN

UNCLASSIFIED
~~SECRET~~

1129

~~SECRET~~

UNCLASSIFIED

OFTS JAW RUEOTSF0017 2782034-SSSS--RUWJBBB.

DE RUMSJS 11C 2781735

ZNY ~~SSSSG~~ (u)

O 051720Z OCT 66

FM 100SRW OL 20 BIEN HOA AB RVN

TO RUMBKN/15AF MARCH AFB CALIF

INFO RUCSC/SAC

RUNJBBB/12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ

RUNJABA/AFLC LOO ONTARIO CALIF

BT (u)

~~SECRET~~ 100SRW OL-20MO 04087 OCT 66. 15AF FOR DM4BR. SAC FOR DM4C. 12SAD FOR 100DCM. THIS IS A BLUE SPRINGS MSG. REFERENCE TELCON COLONEL RAFFERTY, OL-20C AND LT COLONEL WRIGHT, 15AF DM4BR. AND OL-20 EUR 66

22E AND OL-20MO 04054. THIS MSG IN 8 PARTS.

PART 1. INSPECTION OF ALL DC130 PYLON IFR SYSTEMS HAVE BEEN COMPLETED. A COMPLETE INSPECTION OF ALL PYLON MECHANISMS WAS ACCOMPLISHED AND TCTO C130(D)A-508 WAS REACCOMPLISHED ON BOTH AIRCRAFT. DC130/7461 WAS FOUND SERVICABLE IN ALL RESPECTS. DC130/7496 WAS FOUND TO HAVE ALL SWAGED BALL SHANKS OUT OF TOLERANCES SPECIFIED BY TCTO C130(D)A 508. MEASUREMENTS OF SWAGED SHANKS WERE AS FOLLOWS:

A. LEFT PYLON FORWARD (FUEL) RETRACTOR. 154, 154, OTHER TWO MISSING.

~~SECRET~~

(u)
PAGE 2 RUMSJS 11C ~~SECRET~~

B. LEFT PYLON REAR (VENT) RETRACTOR: .154, .9154, .154, .154

C. RIGHT PYLON FORWARD (FUEL) RETRACTOR: .154, .154, .156, .156

D. RIGHT PYLON REAR (VENT) RETRACTOR: .152, .152, .156, .154

NOTE THAT FOUR READINGS ARE GIVEN FOR EACH RETRACTOR AND REPRESENT BOTH ENDS OF THE TWO C

ABLE ASSEMBLIES PER RETRACTOR.

THE ALLOWABLE MAXIMUM MEASUREMENT IS POINT ONE FOUR THREE THEREFORE IAW TCTO C130(D)A-508 ALL CABLE ASSEMBLIES HAVE BEEN REORDERED FOR C130/7496 AND IFR USE DISCONTINUED. OF THE TWO MEASUREMENTS FOR THE RETRACTOR THAT FAILED ON C130/7496, THE FIRST MEASUREMENT IS FOR THE LEFT HAND CABLE SWAGED FITTING THAT REMAINED WITH THE CABLE WHICH BROKE IN TENSION. THE SECOND (SAME) MEASUREMENT OF POINT ONE FIVE FOUR IS OF THE RIGHT HAND SWAGED FITTING THAT SEPARATED FROM ITS CABLE ASSEMBLY. THE EXCESSIVE MEASUREMENT APPEARS AS A LOGICAL REASON FOR FAILURE OF THE RIGHT HAND SWAGED FITTING, IF POINT ONE FOUR THREE IS THE MAXIMUM SAFE MEASUREMENT. THIS DIFFERENCE OF POINT ZERO ONE ONE DOES NOT IN ITSELF MEAN ANYTHING TO OL-20 AND WILL HAVE TO BE ANALYZED BY AFLC-LOO TO DETERMINE IF SUFFICIENT FRICTION WAS NOT PRESENT. IT IS WORTH MENTIONING THAT THE LEFT HAND FITTING MEASURED THE SAME AND HELD SUFFICIENTLY TO POINT OF CABLE FAILURE.

PART 2. A DROP CHECK AS REQUIRED BY SAD OF J-10 FROM RIGHT HAND PYLON

2DASMC
66-3491

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

~~SECRET~~

D-89
act info

100CAS (u)
12DM (1)
DX14 (2)

~~SECRET~~

UNCLASSIFIED

~~SECRET~~

UNCLASSIFIED

~~SECRET~~

(W)
GE 3 RUMSJS 11C ~~SECRET~~

OF DC130/7461 WAS COMPLETED AND NO MALFUNCTION OF IFR WAS FOUND.
PART 3. LTM-6 PR/PO WC DO NOT SPECIFY INSPECTION OF C130 PYLON FOR
IFR SYSTEM. EMERG AFTO 22 HAS BEEN PREPARED AND WILL BE SUBMITTED
THIS DATE.

PART 4. (FOR DM4BR) G-1 AIR ABORT 3 OCT WAS CAUSED BY WEAK TELEMETRY
DUE TO A-25 POWER AMPLIFIER FAILURE. FAILURE WAS ATTRIBUTED TO A
FAULTY (GROUNDED) ANTENNA REFERENCE OPREP-1C PART 11 3 OCT, OPREP-5B
3 OCT AND OPREP-1C PART 11 5 OCT.

PART 5. UPM-36 TEST SET REPLACEMENT URGENTLY NEEDED TO REPAIR
C130/7496 APN-81 MALFUNCTION. OUR SET WAS RETURNED FOR CALIBRATION.

PART 6. URGENTLY REQUIRE REPLACEMENT OF MANOMETER OR GARRETT SIGNAL
GENERATOR FOR ELECTRICAL/AUTO PILOT SYSTEM CONSOLE REFERENCE OPREP-1C
PART 11 4 OCT AND 5 OCT.

PART 7. URGENTLY REQUIRE REPLACEMENT OF REMOTE COMMAND TEST SET
PN 147G159-1. REFERENCE CHANGE ONE TO OPREP-1C PART 11 5 OCT.

PART 8. U2C/6708 BEING DISASSEMBLED FOR ACCOMPLISHMENT OF S9 1154
WHICH ARRIVED TODAY ALONG WITH TWO KITS. PHASE EIGHT AND OTHER SB
WILL BE ACCOMPLISHED CONCURRENTLY.

GP 3

BT

B Dasm e
66-

~~SECRET~~

UNCLASSIFIED

~~SECRET~~

UNCLASSIFIED

~~SECRET~~

D-148

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

(u) NNNNOFTS JAW RUEOTSB 0902 2810918-SSSS--RUWJBBA.
DE RUMSJS JC 2810615
ZNY SSSSS
T P 080610Z TCT 66
FM 100SRW OL-20 BIEN HOA AB RVN
TO RUWBN/15AF WARCH AFB CALIF
INFO RUCSC/SAC
RUWJBBA/12STRATAEROSPDIV DAPIS WONTAN AFB ARIZ
RUWJABA/AFLC-LOO ONTARIO CALIF
BT

Oct Info
100CAS(6)
12 Sm(1)
DYH(4)

(u) ~~SECRET~~ 100XRW JOL-20MO 04118 OCT 66. 15AF FOR DV4BR./ 8./FO SAC
FOR DV3RC, 12SAD FOR 100DCM AND AFLC-LOO. THIS IS A BLUE SPRINGS MES-
SAGE. REFERENCE (S) 100DCM 10786 6 OCT
66 WHICH QUOTAS (S) AFLC-LOO 66441 DATED 4 OCT 66 AND 15AF (C) ZIPPO
081 DATED 6 OCT 66. THIS MESSAGE IN SIX PARTS./ 0-45 8: TCTO'S 1C-
130(DA-508 AND 1C-130(D)AWATPQ HAVE BEEN COMPLIED
WITH ON DC-130/7496 BUT DURING RE-ACCOMPLISHMENT OF 508 AND 508C AS
PREVIOUSLY REPORTED IN OL-20MO 04087 ALL SWAGED BALL SHAWKS WERE FOUND
OUT OF TOLERANCE AND THEREFORE IFR SYSTEM MUST NOT BE USED AS STIPUL-
ATED IN 508. PART II: THE IFR SYSTEM IN DC-130/7461 HAS BEEN FOUND
SERVICABLE IN ALL RESPECTS AND THE LOCAL RESTRICTION HAS BEEN REMOVED.
IFR WILL BE USED ON NEXT MISSION FOR 461. PART III: IFR SYSTEM FOR
DC-130/7496 CANNOT BE USED UNTIL ALL CABLE ASSEMBLIES AND LEFT HAND

(u)
PAGE 2 RUMSJS JC ~~SECRET~~
PYLON RETRACTOR ASSEMBLY THAT PULLED OUT HAVE BEEN REPLACED AS REQUIRED
BY TCTO 508. PART IV: PICTURES T

KEN ON 3 OCT 66 ARE BEING AIR MAILED TO
AFLC-LOO. PART V: THE FAILED QUICK DISCONNECT ALONG WITH THE RETRACT-
OR ASSEMBLY PULLED COMPLETELY FREE FROM PYLON DURING LAUNCH AND IS
THEREFORE NOT AVAILABLE FOR EUR EXHIBIT./ PART VI: THE TWO UPPER SWAG-
ED BALL FITTINGS(ONE HAS CABLE ATTACHED THE OTHER PULLED FREE FROM
ITS CABLE) WILL BE SENT AS EUR EXHIBITS TO AFLC-LOO. BOTH OF THESE
FITTINGS REMAINED IN PLACE IN LEFT HAND PYLON RETAINER ASSEMBLY.
GP-3
BT

2005mc
66-3523

~~SECRET~~

UNCLASSIFIED

~~SECRET~~

1134

UNCLASSIFIED

1616

~~CONFIDENTIAL~~

NNNNC7CDDA097

DATE JAN RU'BKNA6104 0110244-CCCC--RU'JDBA.

4NY 00000

1023457 JAN 67

FM 15AF ARCH AFB CALIF

TO 12SAD D MONTAN AFB

BT

~~CONFIDENTIAL~~

THIS IS A RIVET BIN MESSAGE. FOR 12SAD/C AND 100SRW/C.

SUBJ: MSQ-70 STATUS (U).

THE FOLLOWING MESSAGES, SAME SUBJECT, ARE FORWARDED FOR YOUR INFORMATION.

1. 6 JAN 1967, CONF SAC DM 00118 FOR COL ARNOLD FROM GENERAL HUNZIKER. QUOTE: "SUBJECT: MSQ-70 STATUS - 100SRW (U).

IT WAS REPORTED IN THE NOVEMBER U-89 REPORT THAT THE MSQ-70 AT DAFB HAD BEEN OUT OF COMMISSION FOR PARTS SINCE AUGUST 1966. HOW COULD SUCH A PIECE OF EQUIPMENT SO VITAL TO THE CREW TRAINING PROGRAM REMAIN IN THIS CONDITION FOR OVER 90 DAYS WITHOUT BEING BROUGHT TO THE ATTENTION OF THIS OR YOUR HEADQUARTERS. I WOULD APPRECIATE AN EXPLANATION OF THE EVENTS ASSOCIATED WITH THIS INCIDENT." UNQUOTE.

2. 9 JANUARY 1967, CONF 15AF DM 05028 FOR GENERAL HUNZIKER FROM COL ARNOLD. QUOTE: "REFERENCE SAC MSG DM 00118, 6 JAN 67, SAME

PAGE 2 RU'BKNA6104 ~~CONFIDENTIAL~~

SUBJECT. THIS TYPE OF EQUIPMENT IS RATHER OLD (1951) AND REQUIRES PARTS WHICH ARE OFTEN DIFFICULT TO OBTAIN. AS A RESULT, THE MSQ-70 AT DAVIS MONTAN HAS BEEN CANNIBALIZED WHENEVER IT WAS NECESSARY TO SUPPORT DL-20. THE SEQUENCE OF EVENTS ON THE DAVIS-MONTAN EQUIPMENT HAS BEEN: (A) 12 AUG 66 - OUT OF COMMISSION DUE TO CANNIBALIZATION OF TWO TRANSFORMERS. (B) INCOMMISSION 26 SEP THROUGH 6 OCT 66. (C) 7 OCT 66 - OUT OF COMMISSION DUE TO CANNIBALIZATION OF A TRANSFORMER. (D) SUPPLY DIFFICULTY LETTER SUBMITTED 28 NOV 66 AND AT THAT TIME THE BASE DISCOVERED THERE WAS NO RECORD OF THE PART BEING ORDERED. (E) 8 DEC 66 - RE-ORDER WAS INITIATED. (F) 20 DEC 66 - INCORRECT PART WAS RECEIVED. (G) 21 DEC 66 - CORRECT PART WAS ORDERED AND IS BEING MANUFACTURED WITH AN EDD FROM PRODUCTION OF 12 JAN 67. MSQ WAS BEING ERRONEOUSLY REPORTED TO THIS HEADQUARTERS AS IN COMMISSION ON DAILY TELEPHONE STATUS REPORT. DISCREPANCY WITH NOVEMBER U-89 REPORT WAS NOTED BY THIS HEADQUARTERS AND DAILY STATUS REPORTING WAS CORRECTED ON 19 DECEMBER. WE HAVE BEEN ABLE TO SATISFACTORILY ACCOMPLISH CREW TRAINING DURING THIS PERIOD BY USE OF PERMANENT RANGE FACILITIES AT FT HUACHUCA." UNQUOTE. GPO-3.

BT

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NNNNRTTS JA 0201042029 2172057-SSSS--RUMJ3BA.

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052349Z AUG 66

FV CS4F

TO RUCSC/SAC

RUECFIA/AFLC

RUMBAK/AFLCLOP MIR VAR NAS CALTF

RU43KN/15AF VARCH AFB CALIF

9100123A/12SAD DAVIS-MONTHAN AFB AR 1Z

37

~~SECRET~~ OIS AFSME-S/AFXOPFR 05081 AUG 1966

SAC FOR DV4C, DV-3A17C; -AFLC FOR MCMX, MCSCE-2 (FAYE TROUT); AFLC/LOR FOR LT COL BREWIS; 15AF FOR DV4B; 12SAD FOR 100 SQW DCM, REF MCMX MSG 04722 DTD 26 JULY 66, AND SAC MSG DV3A17C (NOTAL) AN MSG FOR 147NX. SECOND OL IS NOT REQUIRED. IT IS NOT PLANNED AT THE PRESENT TIME TO USE THE 147NX AT TWO LO'S. THE ONLY SPARES TO BE PROVIDED BY LOR ARE THOSE LIMITED ASSETS AVAILABLE FOR THE P2(P220) CAMERA, 1470 PROGRAMMER, AGA 304A BEACON, BITS AND PIECES I.E., CONNECTORS ETC., AND 100 FOOT PARACHUTE PECULIAR BECAUSE OF MOD PROGRAM. THE REST OF THE 147NX IS A STANDARD BQM-34A, SUPPORTABLE THROUGH AMA'S. REQUIREMENTS FOR THE REMAINING 40 BQM-34AS WILL BE FORWARDED BY SEPARATE MESSAGE. GP-4.

BY

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~~BOASMC~~
~~66-2119~~

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DOD DIR 5200

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Nov. 1966

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RR RUWHBN
DE RUWDAK 191 2391949
ZNY EEEEE 09 8-3726
R 271950Z AUG 66
FM AFLCLOP
TO RUWHBN/12SAD DAVIS MONTHAN AFB
INFO RUWBN/15AF MARCH AFB
BT

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ACT 100 INFO DMS

~~UNCLAS E F T O~~
LOR 537 AUG 66. FOR DSUP/12SAD.
INFO DM3A4/15AF. REF YOUR DSUP 73105 26 AUG 66. SUBJECT
147NX MSK. THE ORIGINAL SPARE PARTS LIST FOR THE 147NX SPA
WAS PREPARED IN SUCH SHORT NOTICE THAT IT INADVERTENTLY CONTAINED
MANY ERRORS. IN THE ATTEMPT TO CORRECT THESE ERRORS MUCH
CONFUSION HAS BEEN CREATED. THEREFORE RYAN CO HAS PREPARED A
NEW SPARE PARTS LIST AT THE DIRECTION OF THIS OFFICE WHICH SUPERSEDES
ALL 147NX SPARES LISTINGS AND CHANGES MADE BY MESSAGES WHICH
HAVE BEEN FORWARDED TO THE FIELD TO DATE. THIS NEW LISTING WHICH
REFLECTS BOTH COMMON AND PECULIAR ITEMS IS BEING MAILED TO THE
FIELD THIS DATE. PLEASE DISREGARD ALL PREVIOUS LISTS. THE
CONFUSION CREATED BY THE ORIGINAL INADEQUATE AND ERRONEOUS
LIST IS REGRETTER, AND SHOULD BE ELIMINATED BY THE NEW LIST.
BT

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B-251

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS

PTTS JAW RUNTPFA7957 2592318-SSSS--RUNJB9A

ZNY ~~SSSSS~~

P 162202Z SEP 66

FM 5AF MARCH AFB CALIF

TO RUNJB9A/12SAD DAVIS MONTHAN AFB ARIZ

INFO RUCSC/SAC

BT

~~SECRET~~ LINOIS DM4 05607 SEP 66

FOR 12SAD/DM4, INFO: SAC/DM4C. THIS IS A LIGHTNING BUG MESSAGE.

SUBJECT: DEPLOYMENT OF DC-130 (S/N 461) (U). REF. SEC

120VC-10711, 14 SEP 66. DC-130, S/N 461 HAS EXPERIENCED FUEL

LEAK PROBLEMS SINCE ITS RETURN FROM THE MODIFICATION FACILITY.

AS THE O/L HAS LIMITED FUEL CELL REPAIR CAPABILITY, REQUEST YOU

TAKE ALL MEASURES TO PRECLUDE SERIOUS FUEL PROBLEMS DURING THE

O/L TOUR. ADDITIONALLY, THE GENERAL AIRCRAFT CONDITION TO BE

SUCH TO INSURE HIGHEST MISSION ACCOMPLISHMENT AND RELIABILITY

DURING PERIOD OF DEPLOYMENT. GP-4.

BT

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Get Info
100 (X)(6) B DSSMC (1)
13 DM (1)
DX1H (2)

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B DSSMC
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22110
R 254716Z NOV 66
FM 15AF MARCH AFB CALIF
TO 12SAD D MONIHAN AFB ARIZ

2511-0235

Action
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Info
DM

141 E F T O DM4BR 61132 NOV 66
FOR 12SAD/100DCM. FOR OFFICIAL USE ONLY. THIS IS A LIGHTNING
BUG MESSAGE. SUBJ: FUEL LEAKS ON DC-13A ACFT. REFERENCE YOUR
UNCLAS/EFTO 100DCM 53493. 18 NOV 66, SAME SUBJECT. A HQ 15AF DM4
MESSAGE WAS FORWARDED 18 NOV 66 TO HQ SAC BRINGING TO THEIR
ATTENTION THE FUEL LEAKS PROBLEMS ON THE DC-13A ACFT RECEIVED FROM
MODIFICATION WHICH HAVE PLAQUED OUR PROGRAM. WE HAVE REQUESTED
THEIR ASSISTANCE TO OBTAIN NECESSARY IMPROVEMENTS IN THE QUALITY
OF FUEL CELL REPAIR DURING AIRCRAFT MODIFICATION.
BT

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DECLASSIFIED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.13

CZC00A919

PTTS JAW RUEDFIA0455 0202223-SSSS--RUWJDBA.

ZNY ~~SSSS~~

P 202220Z JAN 67

FM AFLC

TO RUCSAAA/SAC

INFO RUCLWMA/WRAMA

RUWBNNA/15AF MARCH AFB CALIF

RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ

RUWJABA/AFLC LO ONTARIO CALIF

BT

~~SECRET~~ LINDIS MCM 00348 JAN 67

FOR HUNZIKER FROM LYLE. INFO: GIDEON, ARNOLD, WILDT AND BALCK.

THIS IS A BIG SAFARI MSG. SUBJECT IS DC-130 FUEL LEAK PROBLEMS.

REFERENCE YOUR DM 00605 MSG. JAN 67. WE ARE EXERTING MAXIMUM

EFFORT TO ISOLATE THE CAUSE OF THE RECURRING FUEL LEAKS ON YOUR

DC-130 AIRCRAFT. IN EACH INSTANCE LEAKS WERE NOT PRESENT WHEN

DELIVERED FROM OUR MOD FACILITY AT LAS, ONTARIO, CALIF. WE HAVE

MADE A DETAILED INSPECTION OF YOUR DC-130E SN 368 UTILIZING THE

SERVICES OF WRAMA S FUEL CELL SPECIALIST, MR. JAY EVANS, ON TDY

TO OUR LIAISON OFFICE AT ONTARIO, AND HAVE DISCOVERED SOME IMPROPER

PAGE 2 RUEDFIA0455 ~~SECRET~~ LINDIS

PROCEDURES UTILIZED BY LAS IN FUEL TANK REPAIR. THESE HAVE BEEN

CORRECTED. THE FOLLOWING DC-130 DELIVERY SCHEDULE IS PROVIDED:

DC-130E SN 371 WAS DELIVERED 18 JAN; DC-130E SN 369 WILL DELIVER

21 JAN; DC-130E SN 368 WILL BE REPAIRED AND DELIVERED 26 JAN;

AND DC-130A SN 497 WILL DELIVER 31 JAN. THESE ASSETS SHOULD PROVIDE

ADEQUATE LAUNCH CAPABILITY FOR THE EXISTING RIVET BIN PROGRAM.

GP-3

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RTTU JAN RUWBKNA0322 0052123-UUUU--RUWJDBA:

ZNR UUUUU

R 041830Z JAN 67

FM 15AF MARCH AFB CALIF

TO 12SAD DAVIS MONTHAN AFB ARIZ

BT

UNCLAS DM4 50067 JAN 67

FOR 100DCM, INFO 12SAD DM. SUBJECT: C-130 NBR496.

REQUEST A THOROUGH SHAKEDOWN OF SUBJECT AIRCRAFT BE ACCOMPLISHED
AND PROVIDE THIS HEADQUARTERS: (1) SUMMARY OF DISCREPANCIES
NOTED, AND (2) YOUR EVALUATION OF QUALITY OF MAINTENANCE AT OL-23.
THIS MESSAGE CONFIRMS TELECON 5 JAN 67 BETWEEN COL WILDT AND
COL BROWNE.

BT

Info
DM

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742 JAN 67

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PTTE) JAW RUCSAAA5685 0162235-EEEE-~~RUMJDBA~~

ZNY EEEEE

P 162225Z JAN 67

FM SAC

TO RUCMMA/WRAMA ROBINS AFB GA

INFO RUMBKNA/15AF MARCH AFB CALIF

RUMJDBA/12SAD DAVIS MONTHAN AFB ARIZ

RUMJABA/AFLCLO ONTARIO CALIF

RUCDFIA/GFLC

RUMHDBA/00AMA HILL AFB UTAH

BT

UNCLAS E F T O DMC 03709 JAN 67

THIS IS A RIVET DTM MESSAGE. FOR: WRNE-1/WRAMA (ATTN: MR. CHAPMAN). INFO: DMEBR/15UF, 120DCM/12SAD, AFLC/LOO, AFLC/MCMX, OOHQ/00AMA. SUBJ: DC-134 FUEL SYSTEM TECHNICAL ASSISTANCE (U). REF: 100FMS 03707 JAN 67, DC-132E 61-2358 AT DAVIS MONTHAN AFB HAS AN EXCESSIVE FUEL LEAK ON NUMBER THREE FUEL TANK DAVIS MONTHAN HAS BEEN CONSTANTLY PLAGUED WITH DC-132 FUEL SYSTEM PROBLEMS. WRAMA AGREED TO SEND TWO FIELD ENGINEERS TO DAVIS MONTHAN 14 JAN 67 TO EVALUATE FUEL SYSTEM PROBLEMS ON BOTH DC-132E 368 AND DC-132A 496. REQUEST YOU PROVIDE THIS HQ THE

PAGE 2 RUCSAAA5685 UNCLAS E F T O

FOLLOWING INFORMATION: (1) ARE MAINTENANCE PERSONNEL AT DAVIS MONTHAN ADHERING TO PROPER TECH DATA PROCEDURES? (2) IS AVAILABLE TECH DATA ADEQUATE? (3) IS A COMPLETE DESEAL AND RESEAL OF THE FUEL TANK REQUIRED? (4) YOUR EVALUATION OF LOCKHEED ACFT FUEL SYSTEM MOD MAINTENANCE AND, (5) YOUR COMPLETE EVALUATION OF FUEL SYSTEM PROBLEM. THIS MESSAGE CONFIRMS TELECON MAG MADSEN/SAC, MR. CHAPMAN AND MR. NORRIS/WRAMA ON 13 JAN 67.

BT

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RTTU JAW RUMBKNA1833 3442128-UUUU--RUWJDBA.

ZNR UUUUU

R 131956Z FEB 67 ① 14 2-1801

FM 15AF MARCH AFB CALIF

TO RUCSAAA/SAC

INFO RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ

BT

UNCLAS ~~FOR OFFICIAL USE ONLY~~/DM 51460 FEB 67.

FOR SAC/DM; INFO: 12SAD/C/DM AND 144SRW/DCM.

THIS IS A BIG SAFARI MSG.

SUBJECT: DC-134 FUEL LEAKS BOARD REVIEW REPORT.

REFERENCE: AFLCLOO 67456, 34 JAN 67, AND SAC DMAC 49687, 6 FEB 67.

1. 12SAD UNCLAS C 17459, 6 FEB 67, IS QUOTED IN PART FOR YOUR INFORMATION. QUOTE: THE RESULTS OF THE RECENT AFLC INVESTIGATION OF DC-134 FUEL LEAKS OUTLINED IN AFLCLOO MSG 67456, 34 JAN 67, ARE VERY DISCOURAGING. IT IS INCONCEIVABLE TO ME THAT NO CHANGE HAS BEEN MADE IN THE LEAK CRITERION ON AN AIRCRAFT IDENTIFIED AS AN "INHERENT LEAKER" AS STATED IN THE REPORT. NOR DOES AFLC CONTEMPLATE A PROGRAM FOR IMPROVEMENT OF FUEL TANKS. THE FUEL LEAK PROBLEM HAS RESULTED IN CONSIDERABLE AIRCRAFT DOWN TIME FOR THE 144SRW AND IS CONSIDERED EXTREMELY DETRIMENTAL TO THE UNIT'S TRAINING AND OPERATIONS LOCATION COMMITMENTS. UNQUOTE.

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PAGE 2 RUMBKNA1833 UNCLAS

2. WE ARE IN BASIC AGREEMENT WITH THE POSITION TAKEN BY THE COMMANDER OF THE 12STRAT AEROSP DIV. THE CONSISTENCY AND FREQUENCY OF FUEL LEAKS IN ASSIGNED DC-134 AIRCRAFT HAVE PREVENTED THE 144SRW FROM FOLLOWING AN EFFECTIVE SCHEDULE AND, FOR THE MOST PART, HAS RESULTED IN UNACCEPTABLE SITUATIONS. AFLC ACTION TO REPAIR FUEL LEAKS HAS BEEN AS TIMELY AS COULD REASONABLY BE EXPECTED. HOWEVER, THIS IS ALWAYS AT THE EXPENSE OF AIRCRAFT DOWN TIME. INDUSTRY, WITH ITS CURRENT LEVEL OF TECHNOLOGY AND "STATE OF THE ART," SHOULD BE CAPABLE OF DEVELOPING A PERMANENT FIX FOR THE "INHERENT LEAKER". THE PROGRAM SUPPORTED BY THE DC-134 SYSTEM REQUIRES A GREATER DEGREE OF FUEL SYSTEM RELIABILITY THAN HAS BEEN EXPERIENCED TO DATE. HQ SAC ASSISTANCE IN THIS REGARD IS APPRECIATED.

BT

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T-----149

RTTE JAW RUMBKNA1731 2774439-EEEE--RUMJDBA.

ZNY EEEEE

R 277429Z JAN 67

FM 15AF MARCH AFB CALIF

TO 12SAD D MONTHAN AFB ARIZ

BT

UNCLAS ~~REF TO~~ DMABR 52145 JAN 67.

FOR 123DCM/COL WILDT. FOR OFFICIAL USE ONLY. THIS IS A RIVIT
BIN MESSAGE. SUBJ: MODIFIED UMBILICALS.

WHILE NR. 368 WAS AT LOO UNDERGOING INSTALLATION OF THE BENSON
TANK, NEW PYLON UMBILICALS WERE INSTALLED. THESE UMBILICALS HAVE
BEEN MODIFIED IN AN EFFORT TO OVERCOME THE MOISTURE PROBLEM THAT
HAS CAUSED IRREGULARITIES ON PAST MISSIONS. THERE IS SOME
DOUBT IN THIS HQ THAT THE MODIFICATION IS AN EFFECTIVE FIX.
REQUEST YOU HAVE QUALIFIED PERSONNEL EVALUATE THE MODIFICATION
TO DETERMINE IF, IN YOUR OPINION, THIS IS AN ANSWER TO THE
PROBLEM. ADVISE THIS HQ OF YOUR FINDINGS TO INCLUDE
RECOMMENDATIONS, IF ANY.

BT

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RTTE JAW RUCSAAA4754 1122234-EEEE--RUWJDBA.

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R 122220Z JAN 67 ① 13 1-1429

FM SAC

TO RUWJABA/AFLCLO ONTARIO CALIF

INFO RUWBKNA/15AF MARCH AFB CALIF

RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ

BT

UNCLAS ~~E F T O~~ DMAC 02932 JAN 67

THIS IS A RIVET BIN MESSAGE. FOR: AFLCLO/ONTARIO. INFO:
DMAUR/15AF, 140DCM/12SAD. SUBJ: BENSON FUEL TANKS. REF 15AF
UNCLAS EFTO DMAB 50073, 5 JAN 67. REQUEST YOUR ASSISTANCE
IN REVIEWING THE BENSON TANK RE-HAB SCHEDULE TO DETERMINE IF
TANK INSTALLATION CAN BE COMPLETED ON ACFT 497 DURING THE
PRESENT UPDATE PROGRAM. PLEASE ADVISE. FOR 15AF: THIS IS
ACTION ON YOUR UNCLAS EFTO DMAB 50073, 5 JAN 67.

BT

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ITE JAW RUWJABA7524 0202353-EEEE--RUWJDBA.

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0202230Z JAN 67

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FM AFLCLO ONTARIO CALIF

TO HUCSAAA/SAC

INFO RUWBKNA/15AF HARCH AFB CALIF

RUEDFIA/AFLC

RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ

BT

UNCLAS E * T O AFLCLOO 67032 JAN 67.

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THIS IS A RIVET BIN MESSAGE. FOR DMAC/SAC INFO DIA2R/150F, 100DCH/
12SAD, MCMK/AFLC. REFERENCE SAC DMAC 02012 12 JAN 67. AIRCRAFT 497
WILL HAVE AN 1800 GAL FUEL TANK INSTALLED DURING PRESENT RE-HAB
PROGRAM NOW IN PROGRESS AT LAS. THIS INSTALLATION WILL BE THE
NORMAL DC-130A TANK INSTALLATION.

BT

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R 040118Z AUG 66

FM 5AF WARCH AFB CALIF

TO 12SAD DAVIS WORTHAN AFB ARIZ

BT

~~CONFIDENTIAL~~ LWDIS DV4A 05494 405 00.

FOR 100 DCM/DCMT. WHITE HAWK MAINTENANCE TRAINING.

REF PROGRAM REVIEW CONFERENCE AT RYAN COMPANY 20-22 JUL 66.

HQ SAC HAS REQUESTED THAT THE 100 DCMT. (MAJ WALTON) SUBMIT

APPROPRIATE AF FORMS 403 TO COVER ALL MAINTENANCE TRAINING

REQUIREMENTS. FOR CONTROL PURPOSES, ALL 403S SHOULD BE

GROUPED AND MAILED TO HQ SACDMAA, ATTN: CAPT WILLIAMS. HE

WILL IN TURN HANDCARRY THE 403S TO DPATW FOR IMMEDIATE

COORDINATION WITH ATC. THIS HQ DV4A, ATTN: MSGT BODOVINAC,

IS TO BE PROVIDED A SEPARATE RECAP OF 403S SUBMITTED. GP-4.

BT

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

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P 031700Z AUG 66
FM SAC

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

TO RUWDAX/AFLC/LOR MIRAMAR NAS CALIF.
INFO RUEDFIA/AFLC WPAFB OHIO
RUW3KN/15AF MARCH AFB CALIF
RUWHBD/12SAD DACIS MONTAN AFB ARIZ
BT

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Act Info
100 CAS (6) BDASMC (1)
12 DM (1)
DX1H (4)

(U) ~~SECRET~~ LINDIS, DM3JA/DM4C/DPLC3 07351 AUG 66.
FOR: AFLC/LOR. INFO: AFLC/MCMX; 15AF(DM4A/43R/DR); 100SRW
(DCM)/12SAD. SUBJ: MAINTENANCE TRAINING. (U) REF SAC SECRET
PROGRAMMING PLAN 7-66, 25 APRIL 66, ATCH 4, PG 7 OF 12 AND
PART 2 OF AFLC/LOR SECRET MSG 440, 22 JUL 66. SINCE AGE WILL
BE AVAILABLE AS INDICATED IN CITED LOR MESSAGE ON 13 AUG 66,
REQUEST 147 PECULIAR AGE TRAINING SCHEDULED TO START ON 24
OCT 66 BE MOVED UP TO 22 AUG 66. THIS REQUEST IS BASED ON
NEED TO HAVE TRAINED PERSONNEL AVAILABLE ON OPERATIONAL DATE
OF 1 NOV 66. FURTHER, SINCE AGE IS TO BE LOCATED AT DMAFB,
REQUEST TRAINING LOCATION BE MOVED FROM RYAN CO. TO DMAFB.
ADVISE HQ SAC (DPLC3) AND INFO 15AF OF FACILITY REQUIREMENTS
IF TRAINING CAN FEASIBLY BE MOVED TO DMAFB. GP 3.
BT

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AFLCLO ONTARIO CALIF
RUWTFD/15AF MARCH AB CALIF
INFO RUCSC/SAC
RUEDFIA/AFLC
RUWJBA/12SAD DAVIS MONTHAN AFB ARIZ
RUWDK/NAS MIRAMAR CALIF

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BT
UNCLAS E F T O FOR OFFICIAL USE ONLY AFLCLOO 66212 JUL 66.
FOR DMAB/LTCOL WRIGHT. INFO DMAB/-; ://AFLC; 100DCM/12SAD;
NAS/PASS TO AFLCLO. SUBJ: MAINT/SUPPLY SUPPORT FOR CH3C S/N
02. REF MEETING AT YOUR HQS, 9 JUL 66, IN CONNECTION WITH ABOVE
SUBJECT. SUMMARY OF REF MEETING AS FOLLOWS:
A. THREE EXPERIENCED SAC MAINT PEOPLE WILL BE LEFT AT MUGU UNTIL
LAS INDICATES THEY ARE PREPARED TO ASSUME TOTAL MAINTENANCE WORK-
LOAD.
B. THE MAINTENANCE RESPONSIBILITY RESTS WITH LAS WHILE CHOPPER
IS AT MUGU. ALL MAINTENANCE WORKLOAD SCHEDULING WILL BE DONE BY
LAS. ASSISTANCE FROM SAC MAINTENANCE CREW WILL BE REQUESTED ON AN

PAGE 2 RUWJABA2701 UNCLAS E F T O
"AS REQUIRED" BASIS. IT IS EVIDENT FROM THE FLYING SCHEDULE
DEVELOPED AT THE MEETING, THAT MAXIMUM SUPPORT WILL BE NEEDED FROM
SAC MAINTENANCE CREW. HOWEVER, TO REDUCE CONFUSION AND INSURE
MAXIMUM USAGE OF PERSONNEL, LAS MAINT SUPERVISOR IS RESPONSIBLE
FOR OUTLINING WORK REQUIREMENTS TO NCOIC OF SAC MAINTENANCE CREW.
C. SAC MAINT PERSONNEL WILL DEPLOY TO EDWARDS WITH CHOPPER AND
PROVIDE ALL MAINT SUPPORT. LAS PERSONNEL WILL REMAIN AT MUGU.
D. SPARES SUPPORT FOR CHOPPER WHILE AT EDWARDS WILL BE THROUGH
LAS AT ONTARIO. SAC MAINT WILL MAKE DIRECT CONTACT WITH LAS
MAINTENANCE SECTION FOR NEEDED PARTS NAMES AND PHONE NUMBERS TO
CONTACT WILL BE FURNISHED BY LAS MAINT SUPERVISOR TO NCOIC SAC
MAINT CREW PRIOR TO DEPLOYMENT TO EDWARDS.
E. SAC WILL MAKE PILOT PICK UP ON PARTS AVAILABLE AT ONTARIO AIRBOR
MUGU. THE INTERSTATE 40 TRUCK WILL BE AVAILABLE DURING THESE EXERCISES
WHICH CAN ACCOMMODATE PICK UP. LAS WILL PLACE TRUCK DRIVER ON
WEEKEND ALERT TO TRANSPORT EMERGENCY REQTS WITH CANNOT BE PICKED
UP BY C-123. REQUEST AFLCLOO BE NOTIFIED ON SCHEDULING ARRANGEMENT
DETAILS.
F. SINCE VERY LITTLE OJT TRAINING REMAINS TO JOTS QUALIFY SAC
PERSONNEL, THE 100TH DCM WILL INPUT TRAINEES TO MUGU ON A BASIS

PAGE 3 RUWJABA2701 UNCLAS E F T O
TO INSURE NOT MORE THAN ONE IS AVAILABLE AND BEING TRAINED AT ANY
ONE TIME.
G. LAS WILL SUPPORT CHOPPER MAINTENANCE AT MUGU 7 DAYS A WEEK.
SAC MAINT ASSISTANCE WILL BE MADE AVAILABLE ON SAME BASIS.
BT

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DECLASSIFY AT 12 YEARS.
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FM 100SS" DL 20 BIEN HOA AD RVN

TO RUMMOJA/15AF WARCH AFB CALIF

INFO RUMMOJA/12 SAG DAVIS MONTANA AFB ARIZ

BT

~~CONFIDENTIAL~~ /DL-2010 04932. NV 66.

15AF FOR D40R. 12SAG FOR 100DC". SUBJ: (U) MAINT TNG PROGRAM.
REF UNCLAS D40R 61004 DTD 21 NOV 66. MAINTENANCE TRAINING PRO-
GRAMS ARE PRESENTLY IN EFFECT BOTH AT DL-20 AND DET 10 IN COMPLI-
ANCE WITH RINGCAG DIRECTIVE. THESE PROGRAMS ARE DIVIDED INTO (A)
PRACTICAL (LABORATORY) AND (B) FORMAL CLASSROOM PHASES. THE LAB-
ORATORY TRAINING IS ACCOMPLISHED ON A MISSION MALFUNCTION BASIS
AND AFFECTS ONLY THOSE SPECIALISTS REQUIRED TO PARTICIPATE AS MEMBERS
OF THE MISSION REVIEW PANEL. RESULTS OF THIS TYPE TRAINING ARE
DOCUMENTED BY THE REQUIRED HIGHER HEADQUARTERS DEVIATION/INCIDENT
AND ACCIDENT REPORT. THE FORMAL CLASSROOM TRAINING IS DIVIDED
INTO COURSES ON AIRCRAFT SYSTEMS WITH THE APPROPRIATE SPECIALISTS/
TECHNICIANS COMPRISING EACH CLASS. MAJOR POINTS COVERED IN EACH
COURSE ARE THEORY OF OPERATION, TROUBLESHOOTING TECHNIQUES AND
INTER-RELATION TO OTHER SYSTEMS/SUBSYSTEMS.

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PAGE 2 RUMMOJA 820 3331555
APPROXIMATELY SEVENTY-FIVE PERCENT OF COURSE OUTLINES ARE COM-
PLETE. ALL AIRMAN AND NCO PERSONNEL ARE REQUIRED TO ATTEND THE
APPLICABLE COURSE ONCE A WEEK. COURSE LENGTHS VARY FROM SEVEN
TO TWELVE TWO HOUR CLASSROOM PERIODS. IN ALL AREAS WHERE CTSP
ARE AVAILABLE THEY ARE UTILIZED AS INSTRUCTORS. THE SENIOR
TECHNICIAN IS USED WHERE NO CTSP IS AVAILABLE. AS OF 28 NOV
TWELVE DEVIATION/INCIDENT/ACCIDENT REPORTS HAVE BEEN SUBMITTED
AND FOURTEEN HOURS OF FORMAL CLASSROOM INSTRUCTION HAVE BEEN
GIVEN. GP-4

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~~CONFIDENTIAL~~

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UNCLASSIFIED

304

MMYIPETS JAW RUMJOWB532 1961344-SSSS--PUNJ33A.

DE RUMSJS 3C 1968628

~~28Y C5566~~

2 15 36 152

FM 189SRZ OL 20 BIEN HOA AB RVN
TO 12SAD DAVIS MONTHAN AFB ARIZ
BT

(u) ~~SECRET~~ 181500Z JUL 66. 12 SAG FOR 1100000. REFERENCE YOUR MSG 13/2145Z. FACILITIES REPORT WAS SENT BY PRIORITY SECRET MESSAGE 02161 ON 8 JULY 66. NEW SPA HANGAR IS NEARING COMPLETION. HOWEVER, WE ARE NOT SURE IF WE ARE TO MOVE INTO IT OR IF WE ARE TO STAY FOR THE C-123 NOSE DOCK IN OUR PRESENT AREA AND REMAIN IN PRESENT AREA. PLEASE ADVISE IF YOU HAVE ANYTHING NEW ON THIS. GP-3 BT

ACT info
100 small BOASMC
1200 (1)
011 H(-)

BDA 5mc
66-1894

NNN

DECLASSIFIED AT 5 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. EOD DIN 9.10

UNCLASSIFIED

2-49/2
T--C41
FTTE JAW RUWJQMA3516 2061413-EEEE--RUWJBBA.

TE RUMSJS 670 2061245

ZNY EEEEE

25 7-2908
2061243Z

BT 133SRW OL 23 BIEN HOA AB RVN

TO 12SAD DAVIS MONTHAN AFB ARIZ

BT

UNCLAS E F T O 100SRW OL-23 32951 JUL 66. 12SAD FOR GEN HOLSTROM, 133
SRW FOR COL KYLE FROM COL POWELL. CONTACTED COL ACKERLY, 3RD TACFTRWG
COMMANDER IN REGARDS TO SWAPPING LIGHTING BUG MAINTENANCE HANGER FOR
HIS C-123 NOSE DOCK. COL ACKERLY INFORMED ME HE IS UNABLE TO MAKE THE
SWAP AS HE ORIGINALLY THOUGHT. HIS NEW FACILITIES WILL ONLY ACCEPT THE
C-123'S NOW RECEIVING PERIODIC INSPECTIONS OUTSIDE THE NOSE DOCK. HE
STILL REQUIRE THE C-123 NOSE DOCK, UNLESS TOLD TO DO OTHERWISE
C-123 COMMANDER HAS BEEN INSTRUCTED TO CONTINUE TO PRESS FOR
LIGHTING BUG HANGER COMPLETION. PRESENT STATUS IS: DOORS ARE BEING
FIXED, AIR CONDITIONER 99 PERCENT COMPLETE, NO POWER, WILL USE MOBILE
POWER, PAINTING COMPLETED. I ANTICIPATE WE CAN BE OPERATIONAL BY GEN
RYAN'S VISIT.

BT

Action
12c
100c

1206

UNCLASSIFIED

257/2

PFTS JAW RUMJOW 1245 2051204-
DE RUMSJS 3C 2051310
ZNY 00000
P 240930Z

~~SECRET~~

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

100SRV OL 20 BIEN HOA A3 RVN
12SAD DAVIS MONTAN AFB ARIZ

BT

~~SECRET~~ 100SRV/OL-20 #2937 JUL 65. 12SAD FOR GEN HOLSTROM AND
PASS TO 100SRV COMMANDER FROM COL POWELL. GEN BECK VISITED OL-20
FROM 1240 TO 1435 AND DET 10 FROM 1520 TO 1610 23 JULY. DURING HIS
VISIT AT OL-20 HE WAS SHOWN ALL OL-20 FACILITIES AND CONVERSED WITH
THE NCO'S. THE GENERAL APPEARED SATISFIED WITH SUPPLY AND FACILITIES
IN GENERAL. MANY QUESTIONS WERE ASKED ON CRITICAL ITEMS CHECKS. HE
WAS SATISFIED THAT USING THE ENTIRE CHECK LIST AS IS DONE BY OL COM-
MANDER DIRECTIVE WAS ADEQUATE. HOWEVER, HE WAS SURE INSTRUCTIONS WERE
OUT FROM SAC ON WHAT WAS CONSIDERED CRITICAL. SECRET MSG DVA #5990
DTG 22 JUL 65 WAS RECEIVED 1530L AND 23 JULY WHILE THE GENERAL WAS
VISITING DA NANG. THIS MSG REFERS TO MSG SAC (C) #5038 17 JUNE AND
SECRET DVA #5412 JUN 65 WHICH OL-20 HAS NOT RECEIVED. TRACER ACTION
HAS BEEN REQUESTED. WE ARE REMISS IN NOT QUERING THE HOME UNIT ON
WHAT ACTION WAS REQUIRED. THE QUALITY CONTROL NCO OBSERVING THE COM-
PASS SWING HAD LEFT THE AREA TO GET A WEEKLY REPORT OUT WITHOUT
TERMINATING THE COMPASS SWING. THE GENERAL WANTED AND ACCOUNTING
OF WHERE ALL MAINTENANCE PERSONNEL WERE. I DO NOT FEEL THAT HE WAS

Action	INFO
12C (1)	BDASme (1)
100CASH	DXIH(4)

PAGE 2 RUMSJS 3C ~~SECRET~~

ENTIRELY SATISFIED WITH OUR ANSWERS. MSG WAS RECOVERED LATE LAST
FROM THE B-7 VISI. -S 8-37 WAS BEING TURNED AROUND FROM THE FLIGHT
ON 21 JULY. I PERSONALLY CHECKED ON THE WORK BEING ACCOMPLISHED
ON THE NIGHT OF 22 JULY TO INSURE EVERYTHING WOULD BE RIGHT FOR THE
GENERAL'S VISIT. THE GENERAL IS AGAINST SHIFT WORK AND FEELS HE
SHOULD SCHEDULE AGAINST THE WORK LOAD. HE WILL START A CLOSE PER-
SONNEL ACCOUNTING PROCEDURE ON 25 JULY AND STOP SHIFT WORK TO SEE
IF IN FACT MORE PRODUCTION CAN BE ATTAINED. THE GENERAL DISCUSSED
AT LENGTHS THE REQUIREMENT TO CLOSE IN THE FRONT AND BACKS OF BLD.
520 AND THE C-123 NOSE DOCK AGAINST THE ELEMENTS. HE SEEMED TO THINK
THAT HE COULD DO MORE THAT WAIT FOR THE WORK TO BE DONE IN FY 67.
AT DA NANG THE GENERAL WAS SHOWN THE MSG AREA, THE NEW HELICOPTER
PAD AND THE PRESENT HELICOPTER AREA. ONCE AGAIN THE GENERAL TALKED
WITH THE NCO'S ON BASE SUPPORT AND SUPPLIES. IN ADDITION HE SPENT
MOST OF HIS TIME IN THE HELICOPTER AREA. ONE NCO AIR CREW MAN STATED
TO THE GENERAL HE DOES NOT BELIEVE THAT HOOKING SILK WOULD APPLY
ENOUGH PRESSURE, 1500 POUNDS, TO RELEASE THE MAIN CANOPY. THIS SAME
CREWMAN VOLUNTERED INFORMATION THAT HE WAS NOT INFORMED ON MISSION
RESULTS. ONLY TWO DISCREPANCIES IN APPEARANCE WAS NOTICED BY ME
DURING THE GENERAL'S VISIT. TWO MEN NEEDED A SHAVE BY VY STANDARDS.

PAGE 3 RUMSJS 3C ~~SECRET~~

THE GENERAL NEVER MENTIONED THE MATTER. HOWEVER, HE TALKED TO THE
TWO AIRMEN AT LENGTH. I AM ALSO HAVING SWANSON CRITIQUE EACH FUTURE
MISSION TO THE ENTIRE C. AND SCHUELER TO DET-10. THIS SHOULD KEEP
EVERYONE INFORMED. COL GAYLORD TOLD ME EVERYTHING LOOKED EXCELLENT
TO HIM. GP-4

BT

BDASme
66-1967

~~SECRET~~

UNCLASSIFIED

UNCLASSIFIED

PFTS JAW RUFJMB 8845 2051214-
DE RUMSJS 3C 2051310
ZNY ~~SECRET~~
P 241932Z

~~SECRET~~

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

100SRX OL 20 BIEN HOA 43 RVN
12SAD DAVIS MONTHAN AFB ARIZ

BT (u)

~~SECRET~~ 100SRX/OL-20 #2937 JUL 65. 12SAD FOR GEN HOLSTROM AND
PASS TO 100SRX COMMANDER FROM COL POYELL. GEN BECK VISITED OL-20
FROM 1240 TO 1435 AND DET 10 FROM 1520 TO 1610 23 JULY. DURING HIS
VISIT AT OL-20 HE WAS SHOWN ALL OL-20 FACILITIES AND CONVERSED WITH
THE NCO'S. THE GENERAL APPEARED SATISFIED WITH SUPPLY AND FACILITIES
IN GENERAL. MANY QUESTIONS WERE ASKED ON CRITICAL ITEMS CHECKS. HE
WAS SATISFIED THAT USING THE ENTIRE CHECK LIST AS IS DONE BY OL COM-
MANDER DIRECTIVE WAS ADEQUATE; HOWEVER, HE WAS SURE INSTRUCTIONS WERE
OUT FROM SAC ON WHAT WAS CONSIDERED CRITICAL. SECRET MSG DVA #6990
DTG 22 JUL 66 WAS RECEIVED 1530L AND 23 JULY WHILE THE GENERAL WAS
VISITING DA NANG. THIS MSG REFERS TO MSG SAC (C) #5438 17 JUNE AND
SECRET DVA #5410 JUN 66 WHICH OL-20 HAS NOT RECEIVED. TRACER ACTION
HAS BEEN REQUESTED. WE ARE REVISS IN NOT QUERING THE HOME UNIT ON
WHAT ACTION WAS REQUIRED. THE QUALITY CONTROL NCO OBSERVING THE COM-
PASS SWING HAD LEFT THE AREA TO GET A WEEKLY REPORT OUT WITHOUT
TERMINATING THE COMPASS SWING. THE GENERAL WANTED AND ACCOUNTING
OF WHERE ALL MAINTENANCE PERSONNEL WERE. I DO NOT FEEL THAT HE WAS

ACTION INFO
12C (U) BOASHE
(1)
100CASH DXIH(4)

PAGE 2 RUMSJS 3C ~~SECRET~~ (u)

ENTIRELY SATISFIED WITH OUR ANSWERS. 496 WAS RECOVERED LATE LAST
FROM THE B-7 VISIT. -S K-37 WAS BEING TURNED AROUND FROM THE FLIGHT
ON 21 JULY. I PERSONALLY CHECKED ON THE WORK BEING ACCOMPLISHED
ON THE NIGHT OF 22 JULY TO INSURE EVERYTHING WOULD BE RIGHT FOR THE
GENERAL'S VISIT. THE GENERAL IS AGAINST SHIFT WORK AND FEELS HE
SHOULD SCHEDULE AGAINST THE WORK LOAD. HE WILL START A CLOSE PER-
SONNEL ACCOUNTING PROCEDURE ON 25 JULY AND STOP SHIFT WORK TO SEE
IF IN FACT MORE PRODUCTION CAN BE ATTAINED. THE GENERAL DISCUSSED
LENGTHS THE REQUIREMENT TO CLOSE IN THE FRONT AND BACKS OF BLD.
203 AND THE C-123 NOSE DOCK AGAINST THE ELEMENTS. HE SEEMED TO THINK
THAT HE COULD DO MORE THAT WAIT FOR THE WORK TO BE DONE IN FY 67.
AT DA NANG THE GENERAL WAS SHOWN THE VSO AREA, THE NEW HELICOPTER
PAD AND THE PRESENT HELICOPTER AREA. ONCE AGAIN THE GENERAL TALKED
WITH THE NCO'S ON BASE SUPPORT AND SUPPLIES. IN ADDITION HE SPENT
MOST OF HIS TIME IN THE HELICOPTER AREA. ONE NCO AIR CREW MAN STATED
TO THE GENERAL HE DOES NOT BELIEVE THAT HOOKING S LK WOULD APPLY
ENOUGH PRESSURE, 1500 POUNDS, TO RELEASE THE MAIN CANOPY. THIS SAME
CREWMAN VOLUNTERED INFORMATION THAT HE WAS NOT INFORMED ON MISSION
RESULTS. ONLY TWO DISCREPANCIES IN APPEARANCE WAS NOTICED BY ME
DURING THE GENERAL'S VISIT, TWO MEN NEEDED A SHAVE BY VY STANDARDS.

PAGE 3 RUMSJS 3C ~~SECRET~~ (u)

THE GENERAL NEVER MENTIONED THE MATTER; HOWEVER, HE TALKED TO THE
TWO AIRMEN AT LENGTH. I AM ALSO HAVING SPANSON CRITIQUE EACH FUTURE
MISSION TO THE ENTIRE OL AND SCHUELER TO DET-10. THIS SHOULD KEEP
EVERYONE INFORMED. COL GAYLORD TOLD ME EVERYTHING LOOKED EXCELLENT
TO HIM. GP-4
BT

3DASME
66-1967

~~SECRET~~

UNCLASSIFIED

UNCLASSIFIED
~~SECRET~~

253/5

~~SECRET~~

PFTS JAW RUMJQVA0901 2480458-SSSS--RUMJ89A.

DE RUMSJS 1C 2480315

ZNY ~~SSSSS~~

P 050320Z SEP 66

FM 100SRX OL 20 BIEN HOA A3 RVN

TO RUM3KN/15AF VARCH AFB CALIF

INFO RUMJ33A/12SAD DAVIS MONTHAN AFB ARIZ

BT

~~SECRET~~ 100SRX OL-20 03672 SEP 66. 15AF FOR DOR: 12SAD FOR 1000 CO.

PARKING SPACE IS AT A PREMIUM AT BIEN HOA AND WE HAVE BEEN UNABLE TO LOCATE PARKING SPACE FOR A THIRD DC-130. IN VIEW OF THIS, REQUEST PERMISSION FOR 496 TO DEPART FOR THE TI JUST PRIOR TO THE TIME 461 LANDS AT BIEN HOA ON 8 SEP 66 REGARDLESS OF STATUS OF 461 UPON ARRIVAL.

IF THIS PLAN IS ACCEPTABLE, WE COULD NOTIFY 15AF BY SS8 WHEN 461 IS ON ITS LAST LEG TO BIEN HOA AND 15AF COULD EXECUTE 496 BY SS3. AN ALTERNATE EXECUTION PLAN COULD BE FOR 15AF TO GRANT AUTHORITY FOR OL-20 COMMANDE TO EXECUTE 496 JUST PRIOR TO THE TIME 461 LANDS AT BIEN HOA. BILLITING AT BIEN HOA IS AT A PREMIUM. BILLITING IS ON A FIRST COME, FIRST SERVED BASIS AT BIEN HOA NOT BE REQUIRED. WE CAN BILLIT FOURTEEN ADDITIONAL AIRMEN AT OL-20. ALL INDICATIONS ARE THAT BILLITING WILL NOT BE AVAILABLE FOR MORE THAN 14 AIRMEN AND FOUR OFFICERS WHEN 461 ARRIVES UNLESS THE OLD CREW CAN DEPART AS SUGGESTED ABOVE.

GP-3

BT

DOWNGRADED AT 12 YEARS
INTERVALS: NOT ADVISORY
DECLASSIFIED. DOW 100SRX OL-20

NNNN

70
BDA Section / info
1000A-5 BRASME
(6)
(1)
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BRASME
66-3153

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~~SECRET~~

12117

239/7
T-----111

PFTE JAL RUMJCHB0132 2641435-EEEE--RUCJERA.

DE RUMSJS 76D 2641243

ZNY EEEEE

BT

UNCLAS E F T O SVC ZUI RUMALBA2232 2640353 ZOR RUMSJS 76D 1561633

21 9-2681

PP RUCJERA

DE RUMSJS 76D 1561633

ZNY EEEEE

P 1310352 SEP 66

FM 100SR1 OL-10 BIEN HOA AB RVN

TO 100SR1 AEROSPDIV DAVIS MONTHAN AFB ARIZ

BT

~~UNCLAS E F T O~~ 100SR1 OL-10 03735 SEP 66. 12 SAD FOR 100VC.

FOR COL POWELL FROM COL SANSON. THIS MESSAGE IN THREE PARTS.

PART I: AS A RESULT OF A FACILITIES MEETING AT 7TH AF ON 13 SEP THE FOLLOWING IS REPORTED FOR YOUR INFORMATION. A BLACK TOP HELOPORT WILL BE CONSTRUCTED BY RUCJ ON OR ABOUT 14 OCT AND BE COMPLETED IN THREE DAYS. HELOPORT WILL BE 200 X 200 FEET FOR DET 10. THREE QUONSET HUTS WERE OBTAINED FROM LT COL VANTREASE FOR DET 10 UTILIZATION FOR FUTURE OPERATION. TWO HOUSE TRAILERS AT DA BANG WILL BE POSITIONED WITH FACILITIES WITHIN TWO WEEKS. COL RAGLIN IS BECOMING VERY COOPERATIVE WERE LATELY. GEN THOMPSON IS PAYING DA BANG A VISIT AT 1300 HOURS ON 10 SEP TO ASSURE SUPPORT OF DET 10.

PART II: 1000 CG-FEET OF CEMENT FOR SUPPLY AREA BACK OF BLDG 510 WILL BE COMPLETED BY 1430 ON 14 SEP. CEMENT RAMP TO BLDG 510 WILL START ON 21 SEP AND BE COMPLETED IN THREE DAYS. LABOR WILL BE FURNISHED BY C & A PERSONNEL. PROJECT TO ENCLOSE THE BACK AND FRONT OF BLDG 510 WILL START ON OR ABOUT 22 SEP BY CONTRACTOR. LT COL

PART III: RUMSJS 76D UNCLAS E F T O

VANTREASE (DCEP 7TH AF) IS SUPPORTING AND PUSHING THIS PROJECT.

MONEY FOR PROJECT IS NO PROBLEM. PART III: SPA BUILDING WILL BE

AVAILABLE ON OR ABOUT 1 OCT. A 150HP, 50 AND 60 CYCLE DIESEL

GENERATOR WAS POSITIONED AT SPA BUILDING ON 12 SEP AT 1430 HOURS.

QUONSET HUT SOUTH OF SPA BUILDING BEING ERRECTED NOW BY COL

HAFFERTY. SELF HELP.

BT

Act INF
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PFTS JAM RUWMTG0733 3341656-~~SECRET~~
DE RUMSJS 10 3341145

(u) Y 44444

01100Z NOV 66

1005R OL 20 BIEN HOA AB RVN

TO 12 STRATAEROSPOIV DAVIS MONTHAN AFB ARIZ

BT (u) ~~SECRET~~ 1005R OL-20C 04253 NOV 66. 1005R OL-20C 04253 NOV 66. 1005R OL-20C 04253 NOV 66. 1005R OL-20C 04253 NOV 66.

FOR: 1005C00. SUBJ: (u) MONTHLY FACILITIES REPORT FOR OL-20/ DET 10 (01 DEC 66). THIS MESSAGE IN FIVE PARTS. PART I. BLUE SPRINGS MAINTENANCE COMPLEX (BNH 41-5, BNH 103-6, BNH 104-6). THE BLUE SPRINGS MAINTENANCE COMPLEX IS NOW MADE UP OF THE ONE C-130 PARKING RAMP, THE DRONE MAINTENANCE HANGER, ONE Q HUT AND FIVE MAINTENANCE TRAILERS HOUSING (1) OL-20 MAINTENANCE CONTROL, (2) SPA FLIGHT CONTROL, (3) DC-130 AND SPA ELECTRICAL SHOP, (4) SPA RADIO AND RADAR SHOPS AND (5) OL-20 QUALITY CONTROL AND ANALYSIS. ALL SHOPS ARE OPERATIONAL AND WORK IS IN PROGRESS TO PUT ADEQUATE LIGHTING AND 220 VOLT POWER IN THE Q HUT. THE REVETMENT FOR THIS AREA IS 50 PERCENT COMPLETE. WORK HAS NOT STARTED ON THE SECOND C-130 PARKING RAMP. PART II. TROJAN HORSE MAINTENANCE COMPLEX. (BNH 94-5). TROJAN HORSE MAINTENANCE COMPLEX IS NOW MADE UP OF THE U-2 HANGER, TWO MOBILE TRAILERS FOR FILM STORAGE AND A 96 FOOT "Q" HUT WHICH IS PRESENTLY UNDER CONSTRUCTION. THE

PAGE 2 RUMSJS 10 ~~SECRET~~ (u)

"Q" HUT WILL BE LOCATED BEHIND THE HANGAR AND WILL HOUSE ALL TROJAN HORSE MAINTENANCE SHOPS AND EQUIPMENT STORAGE. WORK HAS NOT STARTED TO CLOSE IN THE FRONT AND BACK ENDS OF THE U-2 HANGAR.

PART III: OL-20 STORAGE. (BNH 106-6/BNH W/O 328-7). THE OL-20 STORAGE COMPLEX IS COMPOSED OF THREE "Q" HUTS CONTAINING (1) C-130 MSK (2) SPA MSK AND (3) TH MSK AND BUILDING 520 WHICH IS USED FOR DRONE STORAGE. THE "Q" HUTS ARE FINISHED AND OL-20 MSK S ARE ADEQUATELY STORED. BLDG 520 IS IN THE PROCESS OF BEING ENCLOSED ON THE FRONT AND BACK ENDS. WORK IS ABOUT 65 PERCENT COMPLETE. THE CEMENT RAMP TO BE LOCATED IN FRONT OF BLDG 520 WILL BE STARTED AS SOON AS THE BUILDING IS ENCLOSED. PART IV: OL-20 OPERATIONS

COMPOUND. WORK HAS NOT STARTED ON THE "Q" HUT CONTAINING (1) TH MISSION PLANNING AND BRIEFING FACILITIES (2) BS MISSION PLANNING AND BRIEFING FACILITIES AND (3) SSB FACILITIES. PART V: DET 10 OPERATIONS AND MAINTENANCE COMPLEX IS COMPOSED OF TWO MAINTENANCE SHOP TRAILERS, TWO MSQ 70 S (4 VANS AND SUPPORT AGE) ONE TWP-2 (IVAN AND 1M03), TWO "Q" HUTS (ONE PRESENTLY CONTAINS THE DET 10 MSK AND DET 10 ADMINISTRATION AND THE SECOND IS UNDER CONSTRUCTION) AND TWO CH-3C HELIPADS WHICH ARE UNDER CONSTRUCTION. ALL CEMENT FOUNDATIONS AND SIDE WALKS FOR THE COMPLEX HAVE BEEN LAID. THE

PAGE 3 RUMSJS 10 ~~SECRET~~ (u)

TWO SHOP TRAILERS ARE NOT PRESENTLY IN USE AND THE ESTIMATED DATE FINAL POSITIONING DEPENDS ON THE AVAILABILITY OF REQUIRED BCR, LABOR AND ELECTRICAL POWER. THE TWP-2 VAN IS LOCATED AND POWER IS SUPPLIED BY ONE M03. THE LATEST PLAN TO SURFACE THE CH3C HELIPAD IS TO COVER THE PADS WITH SOIL-CEMENT COMBINATION. WITH THE EXCEPTION OF THE HELIPAD CONSTRUCTION, ALL OF THE ABOVE IS BEING ACCOMPLISHED AT DET 10 BY "SELF-HELP". GP-3

BDASMC
66-4178

3094

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1 2 2 3

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SECRET

UCLY

S JAN RUTJXA3611 0053206-SSSS--RUMJ03A.

CE RUMSAR3 203 0041944

ZNY SSSSS

BT

S E C R E T SVC ZUI RUMJ03A 2029 0041710 H/W REQUY RUMSAR3 9C

00 RUMJ03A

CE RUMSAR3 9C 0021401

ZNY SSSSS

O 021040Z JAN 67

FM 120SRW OL-20 BIEN HOA AB RVN

TO 12SAG DAVIS MONTHAN AFB ARW

BT

S E C R E T 120SRW OL-20C 00222 JAN 67.

FOR 120DC02. SUJ: (U) MONTHLY FACILITIES REPORT FOR OL-20/ DET 100 AS OF 31 JANUARY 1967. THIS MESSAGE IN FIVE PARTS. PART I: BLUE SPRINGS MAINTENANCE COMPLEX. BLUE SPRINGS MAINTENANCE FACILITIES REMAIN GENERALLY AS REPORTED 1 DEC. ONE C-130 PARKING RAMP, THE DRONE MAINTENANCE HANGAR, ONE Q-HUT AND FIVE MAINTENANCE TRAILERS. ONE NEW BUILDING IS IN PROCESS OF CONSTRUCTION JUST SOUTH OF Q-HUT. THIS IS A 52 FT BY 53 FT SHED THAT WILL PROVIDE 3500 SQUARE FEET OF DRY STORAGE FOR SPA. THE CONCRETE PAD IS BEING POURED NOW AND WORK IN PROCESS FOR PREFABRICATION OF THE ROOF TRUSSES. THIS BUILDING WILL PROVIDE THE MUCH NEEDED EXTRA STORAGE SPACE FOR SPA. ESTIMATED COMPLETION DATE IS 1 FEBRUARY 67, HOWEVER THIS DATE COULD BE BEAT IF MATERIALS ARE NOT WELD UP. THE RED HORSE TEAM IS ACTUALLY ACCOMPLISHING THE CONSTRUCTION. WORK HAS NOT YET BEGUN ON THE SECOND C-130 PARKING RAMP, WITH THE EXCEPTION OF SOME BUILDING AND FILLING PREPARATIONS. ANTICIPATED STARTING DATE FOR THIS NEW RAMP IS 15 JAN. THE PROJECT TO CONSTRUCT.

PAGE 2 RUMSAR3 9C S E C R E T

SHOP WORK BENCHES IN THE NEW SPA HANGAR IS APPROXIMATELY 90 PERCENT COMPLETE. THE ONLY REMAINING WORK IS INSTALLATION OF REQUIRED ELECTRICAL POWER IN THE BENCHES, WOOD-UP TO VO-2 MOTOR GENERATORS AND B-B RECTIFIER, AND PAINTING OF PLYWOOD CONSTRUCTED BENCHES. JTFM CES HAS BEEN REQUESTED TO COMPLETE THE ELECTRICAL WORK AND WILL START AS SOON AS POSSIBLE. LIGHTING AND 220 VOLT POWER IN THE Q-HUT HAS NOT YET BEEN COMPLETED BY JTFM CES. MATERIAL AND POWER SHORTAGES ARE THE REASONS. A TEMPORARY LIGHTING SYSTEM WAS INSTALLED BY OL-20 AND THE BUILDING IS USED FOR MAINTENANCE OF EQUIPMENT AND STORAGE. THERE IS NO CHANGE TO STATUS OF FIVE MAINTENANCE TRAILERS OTHER THAN PAINTING THEM ALL WHITE. A SECOND COAT IS REQUIRED DUE TO BLEED THRU OF DARK BLUE UNDERNEATH. THE REVETMENT CONSTRUCTION WAS HALTED AND CONSTRUCTION RESPONSIBILITY CHANGED FROM PRIVE BEEF TO RED HORSE. THE RED HORSE COMMANDER WAS DISSATISFIED WITH THE SITING OF THE IN-PLACE REVETMENTS DUE TO THEIR LEANING. ALL REVETMENTS HAVE OR ARE IN THE PROCESS OF BEING RE-POSITIONED ON LEVEL GROUND. A TEMPORARY HALT TO THE REVETMENTS PROJECT IS NOW IN EFFECT BECAUSE OF DIVERSION TO HIGHER PRIORITY WORK. PART II: TROJAN HORSE MAINTENANCE COMPLEX: THIS FACILITY NOW CONSISTS OF THE U-2 HANGAR, TWO MOBILE TRAILERS FOR FILM STORAGE AND 100 PERCENT COMPLETE DOUBLE BUTTED Q-HUT. THE REMAINING WORK ON THE

UNCLASSIFIED

C 19C 67-38

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~~SECRET~~

(U) 3 RUVSAB 90 ~~SECRET~~

Q-HUT IS POWER AND LIGHTING INSTALLATION, HANGING OF TWO DOORS, AND PAINTING. WORK ORDERS HAVE BEEN APPROVED FOR THESE ACTIONS AND AGAIN MATERIALS AND MANPOWER SHORTAGES PREVENT JETW CES FROM COMPLETION. A RECENT ARRIVAL OF OVER HEAD LIGHT FIXTURES SHOULD CORRECT THIS SITUATION IN NEAR FUTURE. WORK HAS NOT YET PROGRESSED BEYOND DESIGN STAGE FOR ENCLOSURE OF THE U-2 HANGAR. PART III: DL-23 SUPPLY COMPLEX THESE FACILITIES REMAIN THE SAME AS LAST REPORTED, THREE Q-HUTS AND BUILDING 52J. THE Q-HUTS CONTINUE IN USE FOR VSK STORAGE OF BOTH PROJECTS. BUILDING 52J IS USED FOR DRONE STORAGE AND BULK STORAGE OF INCOMING AND OUTGOING SUPPLIES. THE ENCLOSURE OF BOTH ENDS OF 52J HAS PROGRESSED TO NEAR COMPLETION OF THE BACK SIDE AND ONLY A STRUTTING FRAM. VTKW CEKSTAES HATVTHEYAREHAVIN COSIER- 203 ROOLE KEPINGLOCALVC

RACTOR ACCOMPLISHING THIS PROJECT ON THE JOB. NO WORK HAS STARTED ON CONCRETE PAD IN FRONT OF THE BUILDING. PART IV: DL-20 OPERATIONS COMPLEX. THE SOLE REMAINING PROJECT IN THIS AREA, A 20 X 40 Q-HUT HAS NOT YET BEEN STARTED. PART V: DET 12 OPERATIONS AND MAINTENANCE COMPLEX: THE TWO MAINTENANCE SHOP TRAILERS ARE LOCATED AND IN USE. A CEMENT PAD HAS BEEN LAID BETWEEN THE TWO TRAILERS WITH THE OBJECTIVE EVENTUALLY OF ENCLOSING THE AREA TO PROVIDE A GREATER STORAGE CAPABILITY OR WORK AREA. THE TAP-2 IS FULLY OPERATION-2

(U) PAGE 4 RUVSAB 90 ~~SECRET~~

AL AND HAS BEEN LOCATED ON A TEMPORARY TYPE 4 FOOT HIGH PLATFORM. THE SECOND Q-HUT IS COMPLETE AND NOW CONTAINS THE DET 12 OPERATIONS AND ADMINISTRATION. THE CH-30 HELIPAD HAS BEEN COVERED WITH ASPHALT AND IS NOW READY FOR USE. THE DET 12 SS9 IS TEMPORARILY RELOCATED IN THE VSO COMPLEX. THIS ACTION REQUIRED DUE TO PROGRAMMED CONSTRUCTION IN THE AFSS AREA. PART IV: DET 12 HOUSING AREAS. IMPROVEMENT FOR THE ENLISTED PERSONNEL LIVING QUARTERS INCLUDE A NEW CONCRETE SIDEWALK, 40 NEW BEDS AND MATTRESSES, NEWLY PAINTED INTERIOR OF THE BARRACKS AND A PLYWOOD CEILING STARTED. IN THE OFFICERS AREA, A CONCRETE PATIO BETWEEN THE OFFICERS HOUSE TRAILERS HAS BEEN COMPLETED TO INCLUDE A FULLY COVERED ROOF. CONCRETE SIDEWALKS HAVE BEEN COMPLETED THROUGHOUT THE COMPOUND. ALL SELF-HELP.0

GP-3

BT

B. J. J. J.
67-52

NNNN

UNCLASSIFIED

~~SECRET~~

1/20 67-30

1 2 2 7

UNCLASSIFIED

~~SECRET~~

~~SECRET~~

DECLASSIFIED AS 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.

02C00A304

PFTS JAW RUWJTMH3991 0331246-SSSS--RUM

DE RUMSARB 45C 0330341

ZNY ~~00000~~

P 070200Z FEB 67

1. 103SRW 0L20 BIEN HOA AB RVN

TO 12STRATAEROSPOIV DMAFB ARIZ

BT

(U)

(U)

SECRET 103SRW 0L-23C 01234 FEB 67. 12SAD FOR 103SRW. SUBJ:
MONTHLY FACILITIES REPORT FOR 0L-23/DET-13 AS OF 31 FEB 67. (U) THIS
MESSAGE IN FIVE PARTS. PART I: BLUE SPRINGS MAINTENANCE COMPLEX:
MAINTENANCE FACILITIES ARE CONTINUALLY BEING IMPROVED. WITHIN THE
SHOPS AREA OF THE BLUE SPRINGS MAINTENANCE BUILDING, WORK BENCHES
AND MOCKUP STANDS HAVE BEEN COMPLETED AND WIRED FOR OPERATION. THE
POWER PRODUCTION EQUIPMENT FOR THE SHOPS ARE NOW UNDER A WOODEN
STRUCTURE TO PROTECT THEM FROM THE ELEMENTS. THE HANGER DOORS HAVE
BEEN COMPLETELY REMORKED AND ROLLERS INSTALLED TO FACILITATE THEIR
ACTUATION. FLUORESCENT LIGHTING THROUGHOUT THE BUILDING WAS IM-
PROVED BY CIVIL ENGINEERS WHICH ALLOWS A MORE COMPETENT OPERATION
WITH MINIMUM SHADOWS. ADJACENT TO THE BLUE SPRINGS MAINTENANCE BUILD-
ING, AN ABOVE GROUND WATER RESERVOIR HAS BEEN ERECTED AND PAINTED
THROUGH 0L-23 SELF-HELP EFFORTS. THIS RESERVOIR WILL SUPPLY THE
GRAVITY FED WATER SUPPLY ESSENTIAL TO THE SHOPS LATRINE FACILITY.
THE REQUIRED PIP AND FITTINGS TO COMPLETE THE MOCKUP HAVE BEEN

(U)
PAGE 2 RUMSARB 45C SECRET
REQUESTED ON A SELF-HELP WORK ORDER. ANOTHER WORK ORDER OF THE SELF
HELP VARIETY HAS BEEN SUBMITTED TO OBTAIN MATERIALS FOR A WALL TO
SEPARATE THE HANGER FROM THE SHOPS AREA. THE ASSOCIATED QUONSET
HUT NOW HAS THE LIGHTING INSTALLED AND IS OPERATIONAL. THE FORWARD
PORTION, HOUSING THE DEBRIEFING AND CREW CHIEF'S SECTION HAS BEEN
TILED. THE REAR PORTION DESIGNED TO HOUSE THE NEPHO SHOPS WILL HAVE
THE FLOOR SEAL COATED SHORTLY AND THE NECESSARY AIR CONDITIONERS AND
POWER PRODUCTION EQUIPMENT HAVE BEEN ORDERED. THE SIDEWALK AND DOOR
LEADING TO THE NEPHO SHOP ARE BEING WIDENED TO PROVIDE EXPEDITIOUS
ENTRANCE FOR THE 363 SCORER SYSTEM. THE SECOND C-130 PARKING RAMP
WILL BE COMPLETED IN MID FEB 67 WITH THE FINAL SEAL COATING APPLICATION
6 FEB 67. THE MAINTENANCE TRAILERS HAVE BEEN IMPROVED WITH A FINAL COAT
OF PAINT IN PREPARATION FOR THE MONSOON SEASON. THE SPA STORAGE
BUILDING CONCRETE RAMPS LEADING THERETO, AND CRUSHED ROCK ACCESS TO
THE ASPHALT RAMP HAS BEEN COMPLETED EXCEPT FOR PAINTING THE STRUCTURE
PART II: TROJAN HORSE MAINTENANCE COMPLEX: THE WORK ORDER FOR
ENCLOSING THE REAR OF THE HANGER HAS BEEN APPROVED; HOWEVER, THE
COMPLETION DATE IS PRESENTLY INDEFINITE DUE TO EXISTING SHORTAGE OF
LABOR AND MATERIALS. THE QUONSET HUT TO THE REAR OF THE HANGER IS
NEARING COMPLETION. ELECTRICAL FIXTURES, OUTLETS AND POWER SUPPLIES

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UNCLASSIFIED

(u) ~~SECRET~~
OGECUMSA C ~~SECRET~~
HAS BEEN PROCURED AND ARE PRESENTLY BEING INSTALLED. THE ROOM PORTIONS ARE BEING ACCOMPLISHED ON A SELF-HELP BASIS. AIRCONDITIONERS HAVE BEEN ORDERED AND ARE ENROUTE. WITH THEIR ARRIVAL AND INSTALLATION IN EARLY FEBRUARY, THE PROJECT WILL BE COMPLETE AND ALL TROJAN HORSE MAINTENANCE FUNCTIONS SHOULD THEN BE ADEQUATELY HOUSED. PART III. SUPPLY COMPLEX: ALL THREE QUONSET HUTS ARE NOW COMPLETED WITH WIRING OF THE THIRD NEW HUT BEING INSTALLED THIS MONTH. AIRCONDITIONERS FOR THIS COMPLEX ARE INOPERATIVE DUE TO LACK OF PARTS. PARTS TO REPAIR THE PRECEDING ITEMS HAVE BEEN REQUESTED. THE STORAGE BUILDING (520) ADJACENT TO THE TROJAN HORSE HANGER HAS BEEN WORK DELAYED ON THE FRONT AND REAR ENCLOSURES DUE AGAIN TO LABOR PROBLEMS. THE REAR ENCLOSURE IS NEARLY COMPLETED WITH BUT 25 PERCENT OF THE FRONT COMPLETE. THIS STORAGE BUILDING IS NOW BEING SUB DIVIDED BY FUNCTION AND BINS FOR STORAGE. PART IV COMPOUND COMPLEX: AIRCONDITIONER PARTS FOR BLUE SPRINGS CREW TRAILER NO 1. HAVE BEEN ORDERED FOR THE HOME STATION. A WORK ORDER HAS BEEN SUBMITTED TO RELOCATE THE POWER PRODUCTION UNITS TO ALLOW MORE PARKING SPACE AND REDUCE THE NOISE LEVEL WITHIN THE COMPOUND. AS A TEMPORARY MEASURE, SANDBAGS HAVE BEEN PLACED AT THE REAR OF THE ADMINISTRATIVE QUONSET HUT FOR PARTIAL DEFENSE FORTIFICATION AND NOISE ABATEMENT THEREIN. THE

(u) ~~SECRET~~
PAGE 4 RUMSAB 45C ~~SECRET~~
SANBAG BUNKERS ARE BEING REDONE AND RELOCATED FOR BETTER SPACE UTILIZATION. PART V: DETACHMENT 10: A SECOND QUONSET HUT HAS BEEN COMPLETED THAT HOUSES ADMINISTRATIVE FUNCTIONS. THE ORIGINAL HUT HAS SERVICED OVER ENTIRELY TO SUPPLY. THE WOODEN SUPPLY FLOOR IS RAPIDLY DETERIORATING AS A RESULT OF THE WEATHR AND HEAVY MSX'S. PRESENT PLANS CALL FOR THIS FLOORING TO BE REPLACED AS SOON AS WEATHER CONDITIONS PERMIT. THE MAINTENANCE ADMINISTRATIVE TRAILERS HAVE BEEN CONNECTED BY A PATION BETWEEN THEM AND THIS COMPLEX HAS BEEN COMPLETELY REPAINTED. THE AREAS HAVE BEEN FILLED IN AND BEAUTIFIED THROUGHOUT THE DETACHMENT AREA.
GP3.
BT

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BCASMC
67-468

UNCLASSIFIED

UNCLASSIFIED

~~SECRET~~

D-83 ^{n/r}
8

~~SECRET~~

TPTTS JAW RUEOHQA2884 2172854-S555--RUYJB9A .

ZNY 66985 (u)
P 52247Z AUG/66
FM GSAF

TO RUCSC/SAC
RUEDFIA/AFLC
INFO ZEN/JCS

RUM3KN/15AF WARCH 473 CALIF
RUMDAK/AFLC LOR MIRAVAR NAS CALIF
RUMJ99A/12 SAD DAVIS MONTANA AFB ARIZ

BT

(u) ~~SECRET~~ AFXOPER 66258 AUG 66. SAC FOR DQSR, AFLC FOR MCX,
JCS FOR J-3 (JRC). LIGHTNING BUG MESSAGE. PART I. HIGH LEVEL
INTEREST HERE IN THE LIGHTNING BUG PROGRAM REQUIRES THAT THE
MOST CURRENT INFORMATION BE AVAILABLE. PART II: REQUEST A
PROCEDURE BE ESTABLISHED TO ASSURE THAT AN INITIAL REPORT ARRIVE
THIS HQ WITHIN 24 HOURS AFTER SCHEDULED RECOVERY. POLICY WILL
APPLY TO ALL 147 DRONE FREE FLIGHTS IN THE ZI. FOLLOW-UP
REPORTS WILL BE SUBMITTED AS REQUIRED.

GP-3.

BT

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

Act

Info

Dec-2
Jan-2
Feb-1

BDRSMA (1)
100 CAS (6)
12 DM (1)
CASE-1

~~SECRET~~

BDRSMA
66-217
213

UNCLASSIFIED

~~SECRET~~

CA 1907

1 2 3 5

UNCLASSIFIED
~~SECRET~~

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

~~SECRET~~

PTTS JAW RUNTPFA9694 2561832-SSSS-RUNJ89A

ZNY-SSSSS (u)

P 131757Z SEP 66

FM 5AF WARCH AFB CALIF

TO RUNJ89A/12SAD DAVIS MONTHAN AFB ARIZ

RUMSJS/100SRW OL 28 BIEN HOA AB RVN

RUMNP8/DET 10 35CSG DANANG AB RVN

BT (u)

SECRET DOR #2179 SEP 66. 12SAD FOR 100 DCO/DCV: OL-28 FOR
CMOR; DET 10 FOR CMOR. SUBJ: LIGHTNING BUG (U). THE LIGHTNING
BUG DEVIATION/INCIDENT/ACCIDENT REPORT AS PROPOSED BY 15AF HAS BEEN
APPROVED BY SAC. THE REPORT AS FOLLOWS WILL BE IMPLEMENTED IMMEDIATE-
LY. SUBMIT ON ALL DEVIATIONS/INCIDENTS/ACCIDENTS OCCURING DURING
ANY PHASE, FROM PREPARATION THROUGH RECOVERY OF THE MISSION DRONE
OR AIRCRAFT AT THE HOME STATION, ZI, OR AT ANY OPERATING LOCATION.
ORIGIN: TO BE ORIGINATED BY THE DCO/DCO AT THE HOME STATION OR
COMMANDER OF ANY OPERATING LOCATION. DISPATCH TIMING: A SOON AS
POSSIBLE BUT NOT LATER THAN 8 HOURS AFTER OCCURRENCE. A FOLLOW-UP
REPORT WILL BE DISPATCHED IMMEDIATELY UPON TERMINATION OF EACH DUTY
DAY UNTIL ALL FACTS ARE ACQUIRED. PRECEDENCE: BY MOST EXPEDITIOUS
MEANS AV

ILABLE AND HIGHEST PRECEDENCE AUTHORIZED TO INCLUDE SSS
IF DEEMED APPROPRIATE OR URGENT. ADDRESSEES: SAC FOR DM3A, DM4

PAGE 2 RUNTPFA9694 ~~SECRET~~ (u)

AND DOSR: 15AF FOR DM2, DM3, DM4, AND DOR: 12SAD FOR DO/DM: 100SRW
NOR DCO/DCV. ACTIVITY IDENTIFICATION: MISSION NUMBER, TEST
ACTIVITY, TRAINING OR OTHER ACTIVITY, DATE AND TIME OF OCCURRENCE
ZULU TIME AND DATE TO BE USED. VEHICLE(S) INVOLVED: BY TYPE,
MODEL AND SERIAL NUMBER. EVENT DESCRIPTION: UTILIZING BRIEF
NARRATIVE EXPLAIN EVENT. SYSTEMS, COMPONENTS, ETC WILL BE USED TO
FULLY IDENTIFY THE PROBLEM(S). INCLUDE IMPACT ON NEXT SCHEDULE
MISSION, IF APPROPRIATE. CAUSE FACTOR: IF POSITIVELY DETERMINED,
THE CAUSE WILL BE REPORTED. IF THE CAUSE IS NOT READILY
DISCERNIBLE; THEN A MOST PROBABLE CAUSE SHOULD BE STATED BASED
UPON THE FACTS AVAILABLE. SUPPOSITIONS AND/OR OPINIONS WILL BE
CLEARLY IDENTIFIED AS SUCH.

GP-4

BT

UNCLASSIFIED
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~~SECRET~~

19-72
Get Info
NO CAS (u) (R) (S) (M) (G)
12 DM (u)
DM (u)

B Dosme
66-3258

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CZCD1A573

PITS JAW RUW3KNA6247 0342338-SSSS--RUWJDBA.

ZNY ~~SSSSSS~~

P 232320Z FEB 67

FM 15AF MARCH AFB CALIF

TO RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ

RUWJDBA/120SRW DAVIS MONTHAN AFB ARIZ

RUWJDBA/120SRW OL-23 BIEN HOA A3 RVN

BT

~~SECRET~~ 01435 FEB 67. FOR COMMANDERS.

SUBJ: LIGHTNING BUG MESSAGE (U). THE FOLLOWING MSG FROM CSAF, 122058Z JAN 67, IS QUOTED FOR YOUR INFO AND NECESSARY ACTION. QUOTE, SECRET AFXOPFR 75831 JAN 67. LIGHTNING BUG MSG. PART I. THE FOLLOWING IS A REITERATION OF SECURITY CLASSIFICATION OF SUBJECT ITEMS IN THE DRONE RECONNAISSANCE PROGRAM. THE TOTAL PROGRAM IS CLASSIFIED TOP SECRET AND THE FACT THAT THE AIR FORCE HAS A DRONE RECONNAISSANCE PROGRAM IS CLASSIFIED SECRET. INDIVIDUAL PORTIONS ARE CLASSIFIED AS FOLLOWS:

ITEM OF INFORMATION	SECURITY CLASSIFICATION
MANUFACTURING & MODEL DESIGNATION	SECRET
ENGINEERING DESIGN INFORMATION	SECRET
PHYSICAL CHARACTERISTICS INCLUDING DESIGN	SECRET
GROSS WEIGHT	SECRET

PAGE 2 RUW3KNA6247 ~~SECRET~~

PERFORMANCE IN GENERALITIES

SECRET

EXACT MISSION PERFORMANCE AND CHARACTERISTIC

TOP SECRET

DATA OF TOTAL SYSTEMS

PHOTOGRAPHS, DRAWINGS, MODELS & MOCK-UP

SECRET

(INCLUDING ATTACHMENTS)

INTERNAL PHOTOGRAPHS AND DRAWING REVEALING

SECRET

SIGNIFICANT CAPABILITY AND/OR VULNERABILITY

SIGNIFICANT CAPABILITIES AND VULNERABILITY OF SYSTEMS:

NAVIGATION

SECRET

GUIDANCE

SECRET

COMMAND AND CONTROL

SECRET

AERODYNAMIC PERFORMANCE

SECRET

RECONNAISSANCE CAPABILITY

SECRET

ECN AND ELINT CAPABILITY

TOP SECRET

PART II. IN ADDITION TO ESTABLISHED SECURITY PROCEDURES FOR SAFEGUARDING VITAL INFORMATION, THE DRONE RECONNAISSANCE PROGRAM IS PROTECTED BY THE SECURITY CLASSIFICATION GUIDE FOR PEACETIME AIRBORNE RECONNAISSANCE (PAR) PROGRAM.

A. INFORMATION WHICH WILL BE ASSIGNED A CONFIDENTIAL CLASSIFICATION

1. AIRCRAFT

~~SECRET~~

UNCLASSIFIED

1 2 3 7

UNCLASSIFIED

UNGLAS

PAGE 3 RUMKVA6347 ~~SECRET~~

A. REVEALS THAT A PARTICULAR UNIT IS AN OVERT SPA, I.E., AIRCRAFT WHICH PERFORM SPECIAL RECONNAISSANCE MISSIONS.

B. REVEALS THAT THE USAF HAS MODIFIED AIRCRAFT TO PERFORM SPECIAL RECONNAISSANCE MISSIONS.

2. SUPPLY

A. ITEMS OR VOLUME OF SUPPLY INDICATING THAT A PARTICULAR AIRCRAFT HAS A UNIQUE RECONNAISSANCE CAPABILITY NOT TO BE FOUND IN OTHER AIRCRAFT OF THE SAME GENERAL TYPE AND PURPOSE.

3. GENERAL

A. REVEALS THAT A PARTICULAR UNIT IS CONDUCTING RECONNAISSANCE

B. IDENTIFIES A NICKNAME OR GROUP OF NICKNAMES WITH THE PAR PROGRAM OR OTHERWISE DISCLOSES THE RECONNAISSANCE NATURE OF A NICKNAME AND ITS UNCLASSIFIED MEANING. HOWEVER, A NICKNAME, A GROUP OF NICKNAMES, AND MEANINGS OF NICKNAMES AND THE ASSOCIATION OF NICKNAMES AND THEIR MEANINGS WILL NOT BE CLASSIFIED. IT IS ONLY WHEN NICKNAMES AND THEIR MEANINGS ARE INCORPORATED WITH INFORMATION REQUIRING SAFE-GUARDING THAT THE ASSIGNMENT OF A CLASSIFICATION IS APPROPRIATE.

B. INFORMATION WHICH WILL BE ASSIGNED A SECRET CLASSIFICATION:

1. AIRCRAFT

(u) ~~SECRET~~
PAGE 4 RUMKVA6347 ~~SECRET~~

A. IDENTIFIES THE UNIQUE COLLECTION CAPABILITY POSSESSED BY A SPA.

B. REVEALS THAT A PARTICULAR AIRCRAFT IS A COVERT SPA.

2. SUPPLY

A. ITEMS OR VOLUME OF SUPPLY INDICATING A UNIT POSSESSES COVERT SPA.

B. OPERATIONAL DETAILS OF A RECONNAISSANCE SORTIE PERFORMED BY COVERT SPA BEFORE THE MISSION HAS BEEN COMPLETED OR WHILE IT IS BEING CONDUCTED.

C. OPERATIONAL DETAILS OF A RECONNAISSANCE SORTIE PERFORMED BY COVERT SPA AFTER THE MISSION HAS BEEN COMPLETED.

3. GENERAL

A. REVEALS THAT A PARTICULAR UNIT HAS COVERT SPA ASSIGNED.

C. INFORMATION WHICH WILL BE ASSIGNED A TOP SECRET CLASSIFICATION:

1. SORTIE

A. OPERATIONAL DETAILS OF A RECONNAISSANCE SORTIE PERFORMED BY COVERT SPA BEFORE THE MISSION HAS BEEN COMPLETED OR WHILE IT IS BEING CONDUCTED.

2. GENERAL

A. REVEALS INFORMATION CONCERNING INTERNATIONAL NEGOTIATIONS OR

(u) ~~SECRET~~
PAGE 5 RUMKVA6347 ~~SECRET~~

AGREEMENTS ASSOCIATED WITH THE PAR PROGRAM.

PART III. THE CLASSIFICATION CATEGORIES ESTABLISHED ARE NOT INTENDED TO LIMIT THE COMMANDER'S PEROGATIVE TO RAISE THE CLASSIFICATION OF INFORMATION AS DEMANDED BY PEROGATIVE OPERATIONAL CIRCUMSTANCES OR UNUSUAL SENSITIVITY. UNQUOTE. (GP-3)

BT

DECLASSIFIED AT 10 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. ADD DTD 8200.10

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67-432

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UNCLASSIFIED

1236

100DCO

15 February 1967

Rivet Bin Indoctrination Course

100C
350SRS
803DXI

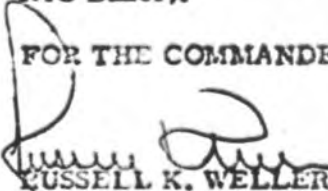
100DCM
100DCOO
512FTD

100DSUP
100DCOS
100DCOI

100CAMS
100DCOT

1. The second "Rivet Bin" indoctrination course for higher headquarters staff personnel is scheduled for the week of 6 March 1967. Project officer for this course is Lt Col Guretsky, 350SRS.
2. Attached is the tentative schedule for this course with instructors designated. A "dry run" will be held in the 350th Briefing Room, 27-28 February. Duty schedules should be so arranged that primary and alternate instructors will be available for both the dry run and actual course.
3. Slides from the previous course are filed in the 350th Briefing Room by subject, and if supplemental or updated slides are required, instructors should contact the 100th Wing Graphics Section (Plans - AIC Baker).

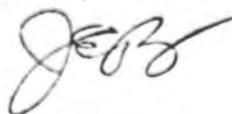
FOR THE COMMANDER


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

1 Atch
Indoc Crs Sched

Note:

Changed to 27-29 MAR 67



1242

RIVET BIN INDOCTRINATION COURSE SCHEDULE

6-9 MARCH 1967

<u>TIME</u>	<u>SUBJECT</u>	<u>INSTRUCTOR (ALT)</u>
27 Feb ²⁷ (8 MAR 67)		
0800 - 0830	Introduction and Security Briefing	Col Kirkpatrick <u>Lt Col Brooks</u> (Lt Col Guretsky)
0830 - 0850	Rivet Bin Film	Ryan Corp.
0900 - 0930	Introduction to Vehicle Systems	Ryan Tech Rep
0930 - 0945	Scorer	AEE: Sgt Andrews (Sgt Lewis)
1000 - 1050	Vehicle Model Differences	Capt Woodworth (Capt Lesko)
1100 - 1150	DC-130 Configuration/Capabilities Operational Concept/ Mission Profiles	Capt Heaton (Capt Ansberry)
	LUNCH	
1300 - 1350	Recovery Procedures (MSQ/ MCGS/Film)	Capt McKnight (Capt Harrop)
1400 - 1450	Mid-Air Retrieval System (Film)	Capt McDonald (Capt Long)
1500 - 1530	Combat Crew Training	Lt Col Cooper (Maj Washmon)

28 Feb ²⁸ (7 MAR 67)

0800 - 0850	OL Operations	<u>Lt Col Brooks</u> (Lt Col Guretsky)
0900 - 0930	Supply and Logistical Support	Lt Brennan Lt Col Musgrove
0930 - 0950	Inter-Command/Service Relationships/Future Plans	Col Kirkpatrick (Lt Col Guretsky)
1000 - 1200	Aircraft/Equipment Displays/ Walkthrough	350th Combat Crews
	LUNCH	
1300 - 1330	Rivet Bin Accomplishments	544th Aerosp Wg
1400	Mission Briefing	Ops Off/Crews

(8 MAR 67)

0315	Demonstration Mission - Station Time
0900	Take-off

(9 MAR 67) Back-up Mission

UNCLASSIFIED

~~SECRET~~

DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5500.10

CZCJ0A433

PTTS JAW RUCSAAA2658 3411355-SSSS--RUMJDBA.

ZNY ~~SSSS~~

P 101845Z FEB 67

FM SAC

RUMSAF/OL 20 BEIN HQA A3 RVN

RUMSPB/OL 23 DET 13 DANANG A3 RVN

INFO RUWSKNA/13AF MARCH AFB CALIF

RUMJDBA/12SAD DMAFB ARIZ

BT

~~SECRET~~ 005RS 21442 FEB 67.

13AF FOR DOR/DY4BP. 12SAD FOR 123SRM. OL-20 FOR COMMANDER, DET 13
FOR COMMANDER SUBJ: RIVET BIN (U).

REF SECRET 423354/OL-23 21233 MAY 66. (NOTAL)

PART I. AFLC-LTR HAS PROVIDED SAC WITH NINE FLotation GEAR KITS FOR
RIVET BIN DRONES. SIX OF THESE KITS PLUS TECHNICAL DATA AND
PROCEDURES ARE BEING SHIPPED IMMEDIATELY FOR USE AT DET 13.

PART II. TWO OF THE FLotation GEAR KITS WILL BE KEPT AVAILABLE IN
THE CH-3C AREA FOR USE IN HELICOPTER RECOVERY OF DRONES THAT LANDED
IN DEEP WATER. REQUEST ONE KIT WITH DATA AND INSTRUCTIONS BE MADE
AVAILABLE TO THE U.S. NAVAL FORCES TO BE PLACED ABOARD THE RECOVERY

PAGE 2 RUCSAAA2658 ~~SECRET~~
BOAT DESIGNATED FOR DRONE RECOVERY. PART II. INTERIM PROCEDURES TO BE
USED UPON RECEIPT OF THE THREE KITS ARE AS FOLLOWS:

A. HELICOPTER PROCEDURE: WHEN A DRONE LANDS IN THE WATER, ONE
CH-3 WILL LOCATE AND MONITOR THE POSITION OF THE DRONE. THE OTHER
HELICOPTER WILL RETURN TO DANANG, PICK UP THE FLotation KIT AND
NAVY SWIMMERS (REF MSG) AND WILL THEN PROCEED TO THE DOWNED DRONE.
THE CH-3 WILL NOT, REPEAT WILL NOT, LAND ON THE WATER, BUT WILL
OFF-LOAD THE SWIMMERS AND KIT ADJACENT TO THE DRONE. THE SWIMMERS
WILL IMMEDIATELY ATTACH THE KIT TO THE DRONE. THE HELICOPTERS WILL
FLY OVER THE AREA UNTIL SUCH TIME AS THE RECOVERY BOAT ARRIVES TO
RECOVER THE DRONE. THE HELICOPTERS HAVE NOT BEEN CERTIFIED TO TOW
THE DRONE TO SHORE OR LIFT IT FROM THE WATER.

B. RECOVERY BOAT PROCEDURE: THE NAVAL ASSISTANCE GROUP WITH
50 FOOT CRAFT (REF PART, PAR 3, REF MSG) SHOULD HAVE THE FLotation
KIT ABOARD. THE FLotation GEAR WILL BE ATTACHED TO THE DRONE AND
SECURE THE DRONE UNTIL LARGER CRAFT ARRIVE TO RECOVER THE DRONE.
PART IV. REQUEST OL-20 OR DET 13 COMMANDER PROVIDE THE KIT AND IN-
STRUCTIONS TO THE U.S. NAVY PERSONNEL CONCERNED AND COORDINATE WITH
THE U.S. NAVY PERSONNEL TO PROVIDE TWO SWIMMERS, PICK-UP INSTRUCTIONS,
AND COORDINATION OF OPERATING PROCEDURES. IN ADDITION REQUEST THAT

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PAGE 3 RUCSAAA0658 ~~SECRET~~ (u)

ACTION BE TAKEN ON THE FOLLOWING FOR FUTURE USE:

A. REVIEW WATER RECOVERY PROCEDURES OUTLINED IN REF MSG WITH U.S. NAVY FOR ADEQUACY AND CURRENCY.

B. CONFIRM THAT BOATS AND CRANE ARE AVAILABLE TO CONDUCT TOW AND/OR PICKUP OPERATION.

C. SURVEY LOCAL AREA TO DETERMINE AVAILABILITY OF AN ALTERNATE WATER AND LAND RECOVERY SITE THAT OFFERS INCREASED SECURITY AND MANEUVERING ROOM.

ADVISE DORS/DOA INFO 15AF DOR/DOOT OF COORDINATION/RESULTS, COMMENTS AND RECOMMENDATIONS.

GP-3

BT

DECLASSIFIED AT 12 YEARS
EXEMPT: NOT AUTOMATICALLY
UNCLASSIFIED. DOD DIR 5200.10

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NNNN

CZCBDA523ZCY2A064

PP RUWHBD

DE RUCSC 51 2102355

ZNY ~~SSSSS~~

P 292345Z

FM SAC

TO RUEDFIA/AFLC WRIGHT PATTERSON AFB OHIO

INFO RUEDHQA/CSAF

RUWBKN/15AF MARCH AFB CALIF

RUWHBD/12SAD DAVIS MONTHAN AFB ARIZ

RUWDAX/AFLC LOR MIRAMAR NAS CALIF

RUWHNF/AFLC LOR ONTARIO CALIF

BT

~~SECRET~~

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

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DX1H (H)

~~SECRET~~

~~SECRET~~ LIMDIS DMAC 072A9 JUL 66.

THIS IS A LIGHTNING BUG MESSAGE. FOR: AFLC:MCMKX. INFO: AFSME,
AFXOPFR/CSAF. DMADR/DM43R, 15AF: 100SW/12SAD, LOR/MIRAMAR,
LOR/ONTARIO. SUBJ: ARN-73 SUPPORT REF: UNCLAS EFTO MCMX
55030 JUL 66, SAC MSG DMAC 05935 JUN 66. ACCURATE NAVIGATION
OF DC-130 TO LAUNCH POINT IS ESSENTIAL FOR MAXIMUM SUCCESS OF
LIGHTNING BUG MISSIONS. SEVERAL IMITATED NAVIGATION AIDS
WERE CONSIDERED AND THE ULTIMATE DECISION TO USE LORAN C TO
MEET THE OPERATIONAL REQUIREMENT FOR GREATER ACCURACY WAS IN
PART A RESULT OF YOUR RECOMMENDATION. PROPER AND SUCCESSFUL
OPERATION OF THE ARN-73 IS LARGELY DEPENDENT ON THE MAINTENANCE

~~SECRET~~

PAGE 2 RUCSC 51 ~~SECRET~~ LIMDIS

AND SUPPORT CAPABILITY PROVIDED FOR IT. YOUR UNCLAS MCMX
55030 JUL 66(97508, 3 2, 5343. -23 -, 3 0-43S THAT ARE
PRESENTLY AVAILABLE TO SUPPORT THE LORAN C. WE UNDERSTAND
THE PROBLEMS OF TIMING AND FUNDING ASSOCIATED WITH THE DEVELOPMENT
OF ULTIMATE AGE, SPARES, AND TECH DATA. HOWEVER, MAX-
IMUM ARN-73 PERFORMANCE CANNOT REASONABLY BE EXPECTED WHEN
SUPPORTED BY AN INTERIM, MINIMAL MAINTENANCE PACKAGE. REQUEST
YOUR SUPPORT IN EXPEDITING FULL AND ULTIMATE AGE,
SPARES, AND TECH DATA.

GP3.

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BDASMC
66-2042

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NNNRRTTS JAW RUEOHQA2671 2211626-SSSS--RUFJ33A.

ZNY ~~SSSSS~~ (U)
R 291613Z AUG 66

FM CSAF
TO RUCSC/SAC
RUEOFIA/AFLC

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

INFO RUMDAK/AFLC LOR MIRAVAR NAS CALIF
RUMJ33A/12 SAG DAVIS WINTHAN AFB ARIZ

BT (U)
S E F T AFXOPER AFSVE 86559. AUGUST 1966. SAC FOR DOSR/DPLC,
AFLC FOR WCVX. LIGHTNING BUG MSG. REF A. SAC SECRET MSG DOSR
87261 DTG 31/1625Z JUL 66, B. SAC SECRET MSG DPLC 87858 DTG
25/2135Z JUL 66, C. SAC SECRET MSG DV4C 87249 DTG 29/2345Z JUL 66.
PART I: REF A. CONCUR WITH TASKING MESSAGE. PART II: REF B
AND C. AFSVE HAS BEEN REQUESTED TO REVIEW POSSIBLE MEANS OF
IMPROVING THE DC-130 NAVIGATION SYSTEM. HOWEVER, THERE DOES NOT
APPEAR TO BE ANY QUICK OR ECONOMICAL METHOD. A REVIEW OF AERIAL
TRACKS ON OPERATIONAL MISSIONS DOES NOT APPEAR TO HAVE ANY LARGE
ERRORS. REQUEST SAC BE PREPARED TO PRESENT AN ANALYSIS OF LOW
LEVEL ACTIVITY AT THE NEXT LIGHTNING BUG REVIEW CONFERENCE.

GP-3.

BT

~~SECRET~~

5-135
action / info
100 CAS (6) BDRSme
Dco-4 12DM(1)
DCRM-1 CACC-1

BDRSme
66-2165

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1746
CINELC 1946

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5015-143

CASE 66-3116

1258

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9 0292477 JAN 67

20 100 50 21 20 315

12 312 2-VIS "217"

132 SB 01-200 000-10 6

FOR 100000. BLUE SPRINGS MESSAGE. COL WILDT PROTOCOL RAFFERTY.
SUBJECT: CELL MANNING FOR AFSC 44300 MISSILE MECHANIC (SPA CREW
CHIEF). THE PRESENT CELL MANNING AUTHORIZATION FOR AFSC 44300 IS
SIX. CELL A WAS FORTUNATE ENOUGH TO HAVE SEVEN PERSONNEL OF THIS
AFSC. DURING THE EARLY PORTION OF OUR TOUR THIS NUMBER OF PEOPLE
WAS ADEQUATE. HOWEVER, AS OUR SPA INVENTORY GRADUALLY INCREASED
ALONG WITH OUR MISSION REQUIREMENTS WE HAVE FOUND THAT SEVEN
PEOPLE IS INSUFFICIENT. DURING SUCH PERIODS OF EXTENSIVE OPERA-
TIONAL ACTIVITY THESE PEOPLE MUST BE AVAILABLE FOR WORK SCHEDULING
TWENTY-FOUR HOURS PER DAY. TWO OR MORE SCHEDULED SPA FLIGHTS PER
DAY ARE NOW ACCEPTED PRACTICE. TWO OF THE AUTHORIZED SIX PEOPLE
MUST HAVE TO GO TO DET 10 EACH MISSION DAY AS A RECOVERY TEAM AND
WILL NOT BE AVAILABLE FOR BUILD UP OR TURN AROUND SPA MAINTENANCE
AT DET 10.

STRONGLY RECOMMEND THAT THREE ADDITIONAL 443YO PERSONNEL
BE ADDED TO 2 CELL.

—

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NNNNCZCO 0A336

PTTS JAV RUWJAH0337 0452151-SSSS--RUWJDBA

ZNY 68555

P 142151Z FEB 67

FM AFLCLOR NAS PT MUGU

TO RUWJDBA/12 STRATEROSPDIV DAVIS MONTHAN AFB

INFO RUWJHEA/COMELVEN

RUEDFIA/AFLC WRIGHT PATTERSON AFB

BT

~~SECRET~~ LINDIS

LOR-PM 67048, 14 FEB 67. THIS IS A RIVET BIN MSG. 11 NAV DIST
FOR AFLCLOR/LT COL BREWIS, AFLC FOR MCMX/MR. JORDAN, 12 SAD PASS TO
120 SRV.

QUALIFICATION AND DELIVERY OF MARS CONFIGURED CH-3E HELICOPTER SN
65-12796.

ACFT IS SCHEDULED TO PERFORM INITIAL QUALIFICATION MARS CATCH ON 16 FEB
67. PENDING SUCCESSFUL COMPLETION OF MISSION ACFT WILL BE AVAILABLE FOR
DELIVERY TO SAC ON 17 FEB 67. ONE OUTSTANDING DISCREPANCY WAS OPEN ON
THE ACFT WHEN RECEIVED AT PT MUGU AND STILL EXISTS. THE APU FIRE
EXTINGUISHER BOTTLE WAS DISCHARGED WHILE ACFT WAS UNDERGOING WORK AT
ALL AMERICAN ENG. REPLACEMENT BOTTLE HAS BEEN ORDERED THROUGH LOCKHEED
AIR SERVICE BUT NOT RECEIVED. WE DO NOT CONSIDER THIS A CRITICAL
SAFETY OF FLT ITEM. WILL 120 SRV ACCEPT ACFT WITHOUT SERVICED APU FIRE

PAGE TWO RUWJAH0337 ~~SECRET~~ LINDIS

EXTINGUISHER BOTTLE. IF NOT DELIVERY AVAILABILITY WILL DEPEND ON
RECEIPT OF REPLACEMENT BOTTLE.

GP-4

BT

~~SECRET~~

BCASMC
67-569

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

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T-341

THE JAW RUCSAAA7722 2902335-EEEE--RUWJBBA.

NY EEEEE

172320Z OCT 66

FM SAC

TO RUEEFIA/AFLC

INFO RUEDHQA/CSAF

RUWHKN/15AF MARCH AFB CALIF

RUWJBBA/12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ

BT

UNCLAS E F T O DOT 93159 OCT 66.

DELIVER DURING NORMAL DUTY HOURS. FOR AFLC (MCMX/MR. JORDAN/LOR/
CAPT BLOOMER); INFO: USAF (AFXOPFR/MAJ UORRA); 15AF (DOOT/LT COL
POWELL); 12 STRAT AEROSP DIV (DO/COL DUBBING/100DCOT/MAJ COOPER).
REFERENCE MCGS TECH DATA CONFERENCE, PT MUGU NAS, 10-11 OCT 66.

1. THIS MESSAGE IS TO CONFIRM ITEMS DISCUSSED AT THE REFERENCED
CONFERENCE.

2. THIS HEADQUARTERS DESIRES THAT ALL DC-130 MCGS OPERATORS RE-
CEIVE THE HIGHEST QUALITY OF INSTRUCTION ON MCGS EQUIPMENT; THEREFORE,
IT IS REQUESTED THAT A MEMBER OF THE 100 STRAT RECON WG (MCGS

PAGE 2 RUCSAAA7722 UNCLAS E F T O

OPERATORS BE PERMITTED TO FLY WITH AFLC AT PT MUGU DURING MCGS
TESTS. THIS WILL ENABLE THE 100TH TO DEVELOP OPERATOR TECHNIQUES
AND IMPROVE TROUBLE-SHOOTING TECHNIQUES.

3. COMINT COMMUNICATIONS IS AUTHORIZED BETWEEN AFLC AND 100 STRAT
RECON WG IN SCHEDULING THESE FLIGHTS. REQUEST THAT SAC (DOTAC/
CAPT. CHAFFIN) AND 15AF (DOOT/LT COL POWELL) BE INFO ADDRESSEE ON
ALL COMMUNICATIONS CONCERNING THIS FLIGHT SCHEDULING.

4. IT IS REQUESTED THAT ALL NEW/MODIFIED MCGS EQUIPMENT DEVELOPED
BY THE 100TH BE ACCOMPANIED BY AFLC RECOMMENDATIONS ON PROCEDURES
FOR USE OF USF.

5. THE CONFERENCE ESTABLISHED THE NEED FOR A CONFERENCE THAT WILL
FINALIZE THE INTERIM CHECKLIST. REQUESTED YOU HOST THIS CONFERENCE
OFA 10 NOVEMBER 66 AT DAVIS-MONTHAN AFB.

BT

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~~CONFIDENTIAL~~

136

1/10/67
12/19/67

YVVCZCCOAR53
RTTC JAT RU#BKNA6092 0100147-CCCC--RU#JD3A.

(u)

ZNY CCCCC
R 072345Z JAN 67
FM 15AF WARCH AFB CALIF
TO RUCAAAA/SAC
INFO RU#JD3A/12SAD D MONTAN AFB ARIZ
RU#JD3A/100SR D MONTAN AFB ARIZ

DECLASSIFIED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DDG DTR 5200.10

Active Info
100 CAS/8/12
12/11/11
12/11/11

(u)

BT
~~CONFIDENTIAL~~ LINDIS DOTTA 01415 JAN 67.
THIS IS A LIGHTNING BUG MESSAGE. FOR DOTAC (CAPT SCHEERER). INFO:
CIV (CD) AND 100SR (DCO). SUBJ: LIGHTNING BUG TRAINING. (U) REF YOUR
DOTA 12326, 19 DEC 56. THE FOLLOWING LIGHTNING BUG GROUND TRAINING
IS CURRENTLY BEING CONDUCTED OR IS REQUIRED:
A. HCGS TRAINING. 5 DAYS FOR GRCO, 3 DAYS FOR LCO, AND 4 WEEKS
FOR ARCO AND ART. PRESENTLY CONDUCTED BY SPERRY AT DAVIS-MONTAN.
B. 1474 TRAINING. 5 DAYS FOR ARCO, ART, AND GRCO WITH ADDITIONAL
DAYS FOR 16 HOURS ARCO AND GRCO SIMULATOR TRAINING. 10 DAYS FOR LCO.
ALL CONDUCTED AT RYAN AERO CO.
C. 1475 TRAINING FOR LCO AND GRCO IS CURRENTLY BEING CONDUCTED
BY FTD AT DAVIS-MONTAN ON AN UNOFFICIAL BASIS. COURSE DURATION IS
APPROX 2 WEEKS.
D. WINCH TRAINING FOR HELICOPTER MECHANIC AND WINCH OPERATOR

(u)

PAGE 2 RU#BKNA6092 ~~CONFIDENTIAL~~
CREW MEMBERS IS BEING CONDUCTED IN-HOUSE AT DAVIS-MONTAN BUT IS
REQUIRED ON A FORMAL BASIS. COURSE DURATION 40 HOURS. GP-4.
BT

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~~CONFIDENTIAL~~

(2)

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UNCLASSIFIED

~~SECRET~~

0045-118

(u)

ATTN: JAW 0003440705 3392300-SSSS--RUWMOJA.

FM SAG
P 052255Z DEC 66

FM SAG
FM 0134Z/15AF MARCH

INFO: 010000Z/12SAG CHAFB ARTZ
HONC/CL 20 BIEN HOA AB RVN

000SPS/330000 DANANG AB RVN

EXEMPTED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOW DIR 5200.10

(u)

FM 0134Z/15AF MARCH

FOR: CHAFB/15AF. INFO: 100000Z/12SAG, C-OL-20, 100SRW/BIEN

HOA, C-DET 10 CL-20/DANANG. SUBJ: TFW-2 (U). THE FIRST
DEPLOYMENT OF MCGS EQUIPPED SPA 147 S IS TO OCCUR ON 8 DEC 66
AND THE CURRENT DAILY STATUS REPORTS INDICATE THE TFW-2 AT
DANANG IS ROOP. REQUEST SPECIAL EMPHASIS BE PLACED ON GETTING
THE TFW-2 IN COMMISSION PRIOR TO ARRIVAL OF J-19 AND G-44 AT
CL-20. ADVISE OF ANY SAC ASSISTANCE NEEDED. GP-3.

BT

2 JASME
66-4202

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CASE 66-3103

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~~CONFIDENTIAL~~

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

~~"CONFIDENTIAL"~~

RTTC JAW RUNTPFA9613 2460020-CCCC--RUNJBDA.

ZNY-CCCC (u)
R 022232Z SEP 66
FM 15AF WARCH AFB CALIF
TO 12SAD DAVIS MONTHAN AFB ARIZ
BT

~~CONFIDENTIAL~~ DMADR #5570 SEP 66
FOR DM/12SAD, DCV/AMMS/100SRW. THIS IS A LIGHTNING BUG
MESSAGE. SUBJ: RELOCATION OF RT-289, APN-59 SYSTEM, DC-130
AIRCRAFT.

1. SAC HAS REQUESTED THAT 15AF AND 100SRW EXPLORE THE
POSSIBILITY OF RELOCATING THE RT-289, FROM THE NOSE WHEEL
WELL TO A LOCATION ACCESSIBLE WITHIN FLIGHT. THIS MODIFICA-
TION HAS GENERAL OFFICER INTEREST. THEY REQUEST ANSWERS
TO THESE QUESTION AS SOON AS POSSIBLE.

A. WHERE IS THE MOST SUITABLE LOCATION, WITHIN THE
PRESSUREIZED AREA OF THE AIRCRAFT? THIS LOCATION SHOULD PERMIT
THE USE OF THE SHORTEST WAVE GUIDE POSSIBLE TO PREVENT SERIOUS
DB LOSS.

B. WHAT ARE THE ESTIMATED LENGTHS OF WAVE GUIDES FOR THE
NEW LOCATION?

C. WHAT AND HOW MANY COUPLERS WILL BE REQUIRED?

~~"CONFIDENTIAL"~~

PAGE 2 RUNTPFA9613 ~~CONFIDENTIAL~~

D. DOES RELOCATION APPEAR FEASIBLE?

E. IF MORE THAN ONE AREA CAN BE RECOMMENDED, STATE
REQUIREMENTS FOR (B) AND (C) ABOVE, FOR EACH LOCATION.

2. REQUEST YCU REPLY TO 15AF (DMADR) AND INFO SAC (DMAC).
A PROMPT REPLY WILL BE APPRECIATED.

GP-3

BT

~~"CONFIDENTIAL"~~

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~~CONFIDENTIAL~~

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100th Command post notified
at 0135. WJ D

BDAS-567

(U) TOTTC ZYY RUMTFHAT311 3658805-CCCC--RUMJ09A.

ZNY-CCCCC

DE RUMSP3 41 3658517

ZNY-CCCCC

O 312445Z DEC 66

FM 133SRW OL28 DET 18 DANANG AB RVN

TO RUCSRD/SRC OFFUTT

INFO RUM3KNA/15AF WARCH AFB CALIF

RUCLVVA/WRAYA ROBINSON AFB CALIF

RUMSJS/133SRW OL28 BIEN HOA AB RVN

RUMVJA/12SAD DAVIS MONTHAN AFB ARIZ

BT

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

(U) ~~CONFIDENTIAL~~ L/133SRW/OL-28/DET 18 0233 DEC 66.

SRC FOR SAC DVNC. 15AF FOR DVABP. 12SAD FOR 133SRW DCV. WRAYA FOR

WRNO. OL-28 FOR C. THIS IS A LIGHTNING BUG MESSAGE. SUBJECT:

SELF SEALING TANKS FOR CH-3C HELICOPTERS. REFERENCE OL-28/DET 18

CONFIDENTIAL MSG 0233 DEC 66. MESSAGE IN TWO PARTS. PART I:

IN PLACE FUEL CELL MODIFICATION DATE OF 27 DEC. STATED IN REFERENCED

MESSAGE NOT MET DUE TO OPERATIONAL COMMITMENTS. NEW IN PLACE DATE

FOR MODIFICATION OF FIRST AIRCRAFT AT TAN SON NHUT AB RVN SCHEDULED

FOR 5 JAN 1967. AIRCRAFT WILL DEPART DANANG AB RVN ON 4 JAN AND

RETURN ON OR ABOUT 11 JANUARY WITH AN OPERATIONAL CAPABILITY DATE OF

12 JANUARY. OF THE TWO ASSIGNED AIRCRAFT, THE MODIFICATION WILL BE

PROGRAMMED SO THAT ONE AIRCRAFT WILL ALWAYS BE AT DANANG TO SATISFY

(U) PAGE 2 RUMSP3 ~~CONFIDENTIAL~~

OPERATIONAL COMMITMENTS. THE SECOND AIRCRAFT WILL DEPART FOR TAN SON

NHUT AS SOON AS ITS CONFIRMED THAT THE FIRST AIRCRAFT CAN SATISFY

OPERATIONAL NEEDS AT DANANG. PART II: FOR DOSRS. REQUEST THIS

ORGANIZATION BE ADVISED BY 3 JANUARY 1967 IF THERE ARE ANY OPERATIONAL

CONFLICTS WITH THE ABOVE SCHEDULE. IF CONFLICT EXISTS, PLEASE USE

SS3 ALSO TO INSURE TIMELY RECEIPT. GP-3

BT

UNCLASSIFIED

CONFIDENTIAL

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FTTE JAW RUCSAAA3949 4831645-EEEE---RUCJDBA.

ZNY EEEEE

P 221635Z MAR 67

FM SAC

TO RUCBKN/15AF

INFO RUCJDBA/12SAD DMAFB ARIZ

BT

UNCLAS E F T O DM4C 23754 MAR 67. FOR OFFICIAL USE ONLY.

THIS IS A RIVET BIN MESSAGE. FOR: DMABR/15AF. INFO: 1220CN/

123AD, OL-24/DET 13 FOR SPAR/PAR CONTACT OFFICERS. SUBJECT:

SP19 CH-3C/E FUEL CELL LEAKS. 1374/PMW 41254 MAR 67 IS

QUOTED FOR YOUR INFORMATION AND NECESSARY ACTION. QUOTE.

SUBJECT: 1374PMW E67-17, CH-3C/E FUEL CELL LEAKS. THIS INFO SP19
NOTED PER TELECON BETWEEN MSGT LEWIS AND WRAMA TECH SVS. LEAKING
FUEL CELL, P/N 2F-1-6-32431, REPORTED IN 1374 PMW E67-17, WAS NOTED TO
WITH LIKE ITEM DRAWN FROM SUPPLY. NEWLY INSTALLED FUEL CELL SERVICE
ARE LEAKED PROGUSELY. SEVERAL PIN HOLES FOUND IN BOTTOM CENTER OF

PAGE RUCSAAA3949 UNCLAS E F T O

CHECK NOTHING FOUND THAT WOULD INDICATE CAUSE OF HOLES. REMOVED AND
REPLACED. REQUEST INVESTIGATION BE MADE CONCERNING LACK OF FUEL LEAK
ALARM IS DRAIN HOLES IN FWD CAVITY OF AFT FUEL TANK. AT PRESENT IT
AFT FUEL CELL OF AFT TANK IS LEAKING. THE FWD CAVITY MUST FILL AND COME
DOWN INTO THE AFT CAVITY WHERE THE DRAIN HOLES FOR THE AFT TANK ARE
LOCATED. ADVISE 1374PMW CONCERNING DISPOSITION OF DEFECTIVE FUEL CELLS.
UNCLAS E.

BT

1298

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~~SECRET~~

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NNNNVZCZCJIA697

RTTS JAW RUCSAAA0567 3352215-SSSS--RUTVDJA.

(u)

R 012155Z DEC 66

FM SAC

TO RUECHDA/CSAF

INFO RUEDFIA/AFLO

RUECHDA/AFLO LOR NAVCOMSTA SAN DIEGO CALIF

RUECHDA/15AF MARCH AFB CALIF

RUECHDA/12SAD DAVIS MONTHAN AFB ARIZ

BT

(u)

012155Z NOV 66.

THIS IS A LIGHTNING BUG MSG. FOR: GENERAL BURNS FROM COL
GAYLORD. INFO: "COMX/AFLO, AFLO/LOR, CM/15AF, COM/100SR.
SUBJ: LIGHTNING BUG TRAINING PARACHUTES (U) YOU ARE NO DOUBT
FAMILIAR WITH THE CRITICAL SHORTAGE OF RECOVERY SYSTEMS AT
CHAFB FOR CONDUCT OF ESSENTIAL LIGHTNING BUG INITIAL QUALIFI-
CATION TRAINING PRIOR TO 2ND OL DEPLOYMENT. THE IMMEDIATE
CONCERN IS TO PROVIDE THE 100SR WITH 10 EA 81.6/86.2 FT
MARS CONFIGURED PARACHUTES, 8 EA 100 FT MARS CONFIGURED
PARACHUTES (TRAINING) AND 12 EA 100 FT STANDARD PARACHUTES

(u)

PAGE 2 RUCSAAA0567

(TRAINING), WITHIN THE NEXT 10 DAYS IN ORDER THAT THEY MAY
PROCEED WITH THE REQUIRED PRE-DEPLOYMENT TRAINING. I UNDER-
STAND (REF AFLO MSG COMX 62101) THAT AFLO HAS NOT BEEN
ASSIGNED THE RESPONSIBILITY TO SUPPORT 100SR TRAINING
REQUIREMENTS THUS WOULD NOT HAVE BEEN PROVIDED FUNDS RE-
QUIRED TO SUPPORT THIS PROGRAM. I AM ADVISED THAT A COM-
PLETE REVIEW OF ANNUAL TRAINING MATERIEL REQUIREMENTS WILL
BE MADE EARLY IN DECEMBER. HOWEVER, IN THE INTERIM YOUR
ASSISTANCE TO PROVIDE THE REQUIRED FUNDS AND DIRECTION TO
AFLO IN ORDER THAT THEY MAY TAKE ACTION TO SATISFY THESE
PARACHUTE REQUIREMENTS ON AN EMERGENCY BASIS IS URGENTLY
REQUESTED. PLEASE ADVISE. GP 3.

BT

BDAS:MC
66-4201

~~SECRET~~

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1300

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NNNNCZCDOA127

PTTS JAW RUWBKNA6218 0770353-SSSS--RUWJDBA.

ZNY SSSSS-

R 130010Z MAR 67

FM 15AF MARCH AFB CALIF

TO RUWJDBA/12SAD D MONTAN AFB ARIZ

INFO RUCSAAA/SAC

BT

~~SECRET~~ LINDIS DM43R DOR 05229 MAR 67.

FOR 102SRV/DCM/DCO: INFO: 12SAD/DM/DO AND SAC /DM4C/DOSR. THIS IS A RIVET BIN MESSAGE.

SUBJECT: RIVET BIN OPERATIONS (U).

1. FOR DCM: REQUEST INFORMATION ON RECENT REJECTION OF FLIGHT CONTROL BOXES. INCLUDE DATE OF RECEIPT, REASON FOR REJECTION AND ANY OTHER PERTINENT DATA.
2. FOR DCM: THE LAST DEPLOYMENT OF RECONNAISSANCE VEHICLES TO OL-23 RAISES THE NUMBER AT THAT LOCATION TO 17. AT WHAT POINT IS SATURATION REACHED (CONSIDERING THE PHYSICAL PLANT, AGE, AND PERSONNEL)
3. FOR DCM/DCO: IN ALL PROBABILITY, ACFT 527, AND POSSIBLY 363, WILL BE FERRIED TO NAHA FOR MCGS MAINTENANCE AND SYSTEM ALIGNMENT. IN THIS EVENT, REQUEST YOU BE PREPARED TO LAUNCH AN ACFT WITHIN 24 HOURS TO SUPPORT THE OL OPERATION SHOULD THE DC-130 REMAINING AT

TPAGE 2 RUWBKNA6218 ~~SECRET~~ T

OL-23 GO OUT OF COMMISSION.

4. FOR DCM. IS THERE ANY RELATION BETWEEN THE HELICOPTER GEAR PROBLEM ON 788 TO THAT OF 790 REQUEST A SUMMARY OF ACTIONS TAKEN ON BOTH PROBLEMS. GP-4.

BT

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CLASSIFIED AT 5 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
EOD DIA 0200.10

Ad Info
100CAS(1) 1200(1)
120M(1)
DATE 12 FEB 67
PHONE NO 3324
TIME CALL 1925
PERSON NOTIFIED A2C N667

BCASMC
67-1003

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OPERATIONAL
IMMEDIATE

(u) OTTS JAW RUNTPFA9985 2881938-SSSS--RUNJ33A.

ZNY SSSSS

O 071817Z OCT 66

FM 15AF MARCH AFB CALIF

TO 12SAD DAVIS MONTHAN AFB ARIZ

BT

(u) ~~SECRET~~ DM4 05654 OCT 66.

FOR DCM/AMMS/110857. INFO DM/12SAD. THIS IS A LIGHTNING BUG MESSAGE. REF 103SRW (S) AMMS 1777, NOTAL, 5 OCT 66, SUBJECT: (U) SHORTAGES OF TEST EQUIPMENT AND TECH DATA REQUIRED FOR CHECKOUT OF G AND J MODEL SPA.

1. PART I OF SUBJECT MESSAGE. (1) BLACS, LOW ALTITUDE SIMULATOR. HOME STATION ITEM WAS SHIPPED TO OL-23, 22 SEP 66. REPAIRABLE ITEM IS STILL AT OL-23 THIS DATE, REASON UNKNOWN. IT SHOULD HAVE BEEN RETURNED FOR REPAIR IMMEDIATELY. TWO OF THESE ITEMS WERE PLACED ON PROCUREMENT BY AFLO-LOR AT THE REQUEST OF 15AF. DELIVERY TO LOR WAS SCHEDULED FOR 30 SEP 66 AND FOLLOW-UP ACTION WILL BE TAKEN BY 15AF. (2) NOSE COMPARTMENT TEST TRAY. 15AF POSSESSES TWO OF THESE ITEMS. BOTH ITEMS WERE SHIPPED TO OL-23. REASONS UNKNOWN. 15AF HAS DIRECTED THE RETURN OF ONE TRAY VIA BACK HAUL OF J-4, APPROXIMATELY 7 OCT 66. THIS HOS HAS NO OBJECTION TO ITS RETURN TO OL-23 WHEN TRAINING AND TECH DATA IS

Active / 1120
100 CAS 120 m
(b) (1)
DX11H(2)

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PAGE 2 RUNTPFA9985 S E C R E T

RECEIVED ON THE NEW PRESSURIZATION CHECKOUT AND DEFUELING CART, P/N 14761105-1, IS RECEIVED.

2. PART II OF SUBJECT MESSAGE. REQUEST YOU CONTACT SGTs STEPHART AND ANDERSON ON DETAILED ANSWERS TO YOUR QUESTIONS. THEY ATTENDED PR-33R CONFERENCE AT HYCOM, 5 OCT 66.

3. REFERENCE PARA 1, ABOVE. REQUEST MORE EMPHASIS BE PLACED ON CONTROL OF TEST EQUIPMENT, ESPECIALLY ON RYAN PECULIAR TEST EQUIPMENT. THIS HEADQUARTERS IS STILL NOT BEING INFORMED ON SHIPMENTS OF CRITICAL AGE TO AND FROM THE ORGANIZATION. REF 15AF (U) MSG DM4DR 58831, 7 SEP 66. ABSENCE OF CAPABILITY AT THE HOME STATION AND/OR OL IS SUBJECT OF DAILY REVIEW AT 15AF, SAC, AFLO AND CSAF.

CP-3.

BT

DOWNGRADED 11 12 YEAR
INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED. - DOD DIR 5800.10

BDASMC
66-3520

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~~CONFIDENTIAL~~

DDAS-168

Autop/Sgt
100C45(c)
120m(1)

DDM-5

DIO-1
DVP-1
CASC-1

(u) CZCDOA356
PTTC JAW RUMBYNA6119 0120044-CCCC--RUTJOBA.

7NY CCCCC
P 120005Z JAN 67
FM 15AF WARCH AFB CALIF
TO RUCS44A/SAC
INFO RUTJDBA/12SAD D MONTAN AFB

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

(u) BT
~~CONFIDENTIAL~~ D4D 05041 JAN 67.

FOR D4C/SAC. INFO D4/12SAD: DCM/100SRW. SUBJ: APW-23
TEST HARNESS. (U). REF 100SRW (C) MSG 00026, 6 JAN 67, SAME
SUBJECT. REQUEST YOU MAKE ARRANGEMENTS WITH MCWX TO DELIVER
SUBJECT TEST HARNESS TO DAVIS MONTAN AFB, FOR ACCEPTANCE
CHECKS. COMPONENTS FROM ACFT 497 OR THE SPARE TEST HARNESS
UNITS WHICH ARE TO BE RETURNED FROM OL-20 CAN BE UTILIZED
TO "QUALITY CONTROL" WIRING INTERFACE. TEST HARNESS SHOULD
BE MIL SPEC INSPECTED AND APPROVED PRIOR TO DEPARTURE FROM
FACTORY. PLEASE ADVISE. GP-4.
BT

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