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HISTORY
HQ SAC DXIH 67-4006
of

15 FEB 1934

350TH STRATEGIC RECONNAISSANCE SQUADRON
100TH STRATEGIC RECONNAISSANCE WING

1 JULY 66 - 31 MARCH 67

(Unclassified Title)

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FOREWORD

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(U) The 4080th Strategic Wing was assigned to Davis-Monthan Air Force Base, Tucson, Arizona on 12 July 1963. The unit arrived from Laughlin Air Force Base, Del Rio, Texas, where it had been stationed since April 1957.

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

(U) The 100SRW is a unique organization in the Strategic Air Command. It is the only SAC unit assigned U-2 and DC-130A aircraft. The wing conducts operations and assignments of a special nature. For this reason, the historian has been directed to report the activities of the 100SRW in a particular manner.

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

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

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

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INTRODUCTION

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

(U) The SPAR History was originally scheduled to be a semi-annual report. This report covers the period from 1 July 1966 to 31 March 1967 as requested by higher headquarters on a one time basis. Instructions also stated that documentation be stressed over narrative. Future monologues will be prepared on a quarterly basis.

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

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

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

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MISSION

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

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ORGANIZATION

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

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SEE 100SRW HISTORIES FOR JULY-SEPTEMBER 1966, OCTOBER-
DECEMBER 1966 AND JANUARY-MARCH 1967

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WEAPONS SYSTEM INVENTORY

(u)
(c) As of 30 June 1966, the 350th Strategic Reconnaissance Squadron (350SRS) was assigned 4 DC-130A aircraft and 3 CH-3C helicopters. During the ensuing nine months, ending 31 March 1967, there was an increase in these assigned aircraft.¹

(u)
(c) Until November 1966, the 350SRS possessed an average of three DC-130 aircraft. By the end of March 1967 the unit possessed 10 DC-130 aircraft. The increase was due to the addition of DC-130E models to the fleet. Of the six "E" model aircraft assigned to the unit only three have been modified to perform the mission. Three are still unmodified cargo versions of the aircraft. These are scheduled for modification during the next quarter.²

(u)
(c) At the end of the same period, 31 March 1967, the 350SRS possessed six CH-3 helicopters. Of these, three were "C" models and three were "E" models.³

COMBAT CREW RESOURCES AND CAPABILITY

(u)
(c) The 350SRS is authorized 22 combat crews. Of these,

1. Availability of DC-130A&E aircraft for January-February-March 1967. Exhibits 2, 3 & 4.
2. Ibid.
Interview: Maj Thomas J. Swanton, 350SRS Historical Officer & S/Sgt James A. Zaccagnini, Base Historian.
3. Availability of CH-3C&E Helicopters for January-February-March 1967. Exhibits 5, 6 & 7.

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11 crews are authorized for DC-130 aircraft and 11 for the CH-3⁴ helicopter.

(u) As of 31 March 1967, the 350SRS had ten DC-130 crews assigned of which eight were combat ready and two were non-combat ready crews. This was an increase of one combat ready⁵ crew since 30 June 1966.

(u) There were four CH-3 crews assigned and combat ready as of 30 June 1966. Two additional crews had been formed at that time but had not been upgraded to combat ready status. By the end of August 1966, there were five CH-3 combat ready crews in the 350SRS. Another crew was upgraded in October 1966. As of 31 March 1967, the CH-3 crew strength of the 350SRS was six⁶ combat ready crews and two non-combat ready crews.

(u) The DC-130A&E combat crew consists of eight personnel. These crew positions are the aircraft commander, co-pilot, navigator, two launch control officers, an airborne recovery

-
4. 100SRW Unit Progress Report. (S) RCS: SAC U-89, 31 March 1967. Exhibit 8.
 5. Ibid.
350SRS Historical Reports for July, August, September, October, November 1966 and January 1967. Exhibits 9, 10, 11, 12, 13 & 14.
 6. Reference Exhibits 8, 9, 10, 11, 12, 13 & 14.

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control officer, an automatic tracking control radar technician
and a flight engineer technician.

(u)
(c) A description of the duties and functions of the crew
positions which are peculiar to the mission of the 350SRS are as
follows:

Launch Control Officer (LCO)

The Launch Control Officer mission plans, programs, inspects
and releases the special purpose vehicle (SPA). He also ac-
complishes in-flight checks of the SPA prior to release in
conjunction with the Ground Recovery Control Officer (GRCO),
or Airborne Recovery Control Officer (ARCO) depending upon the
type of vehicle and recovery system used. And the LCO coordinates
with the navigator to ensure release of SPA precisely over the
planned release point.

Airborne Recovery Control Officer (ARCO)

The ARCO assists the aircraft commander in mission planning
by preparing necessary maps and charts to accomplish the assigned
mission. He coordinates with the navigator in planning necessary

-
7. 100SRW 1-SAC-T12 Special Narrative Reports DC-130 for July 66,
August 66, November 66, December 66, January-February 67 &
March 67. Exhibits 15, 16, 17, 18, 19 & 20.
 8. 350SRS Crew Position Job Descriptions. Exhibit 21.

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route for proper operations of microwave command guidance system (MCGS) equipment. He operates the MCGS and recovers the SPA as dictated by mission requirements.

Automatic Tracking Radar Technician (ATRT)

Inspects, operates and troubleshoots an Airborne SPA guidance system. Performs intricate computations and alignment procedures necessary to ensure a successful mission. Controls target vehicle during flight, observes equipment performance and identifies and maintains a constant track. Coordinates with the ARCO to ensure the successful recovery of the SPA.

Flight Engineer Technician - DC-130

Performs preflight inspection to ensure airworthiness and proper operation of aircraft systems. Computes weight and balance and controls and monitors operation of fuel and associated aircraft systems. Monitors engine operation and advises pilot of malfunctions, acts to correct malfunctions as required. Maintains cruise control log and coordinates all aircraft maintenance operations.

CH-3C/E Crew Positions and Descriptions

(U)
(C) Four personnel compose a helicopter crew. These positions are Pilot, Co-pilot, Flight Engineer Specialist and Flight Mechanic.

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A description of each of these crew positions is as follows:

Helicopter Pilot

The pilot prepares and supervises all flight planning. Consideration is given to weather, terrain, range and navigational aids to effect a precise rendezvous. Coordinates and directs the action of a specially trained crew of four men to accomplish the SAC directed mission of Mid-Air Retrieval. He pilots the aircraft during the retrieval operation and delivery of the classified payload. The pilot also insures the crew compliance with all applicable training directives.

Helicopter Co-Pilot

The co-pilot assists the aircraft commander in preparing all flight planning and in accomplishing the SAC directed mission. He also assists the aircraft commander as directed in piloting the aircraft during the recovery operation.

Flight Engineer Specialist (Formerly Winch Operator)

The flight engineer specialist accomplishes preflight and postflight inspections of MARS equipment and performs maintenance as necessary. He operates the retrieval equipment from aerial

9. Reference Exhibit 21.

100SRW 1-SAC-T12 Special Narrative Reports - CH-3 for July 66, September 66, November 66, December 66 & March 67. Exhibits 22, 23, 24, 25, 26 & 27.

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contact to delivery of the recovered object. He assists the aircraft commander throughout the recovery operation by monitoring the classified performance and informing the pilots of its status.

Flight Mechanic

The flight mechanic accomplished preflight and postflight inspections and coordinates all aircraft maintenance. He monitors engine and systems indicators inflight and informs pilots of malfunctions. He also operates Mid-Air Retrieval equipment and assists the Flight Engineer Specialist as required during the retrieval and delivery operation.

(U)
~~(S)~~ Another member of the recovery team is the Ground Recovery Control Officer (GRCO). He controls the SPA from the ground by means of MSQ or MCGS configured equipment. He directs the SPA from the acquisition point to the recovery area for the CH-3C/E helicopter rendezvous and MARS recovery.

10

Flying Training - DC-130

(U) Recurring training for the DC-130 crews is governed by SACM 5-31. The flying training for these crews was 100% effective during the periods covered from 1 July 1966 through 31 March 1967.

11

10. Reference Exhibit 21.

11. Reference Exhibits 15, 16, 17, 18, 19 & 20.

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(U)
(C) In previous quarters, waivers of training requirements had to be granted as the result of a lack of fully operational aircraft. During the period covered by this report all training was completed. ¹²

(U)
(C) Flying and ground training related to new equipment and systems in the Lightning Bug Program encountered problems that will be covered later in this chapter.

Flying Training - CH-3 Helicopter

(U) SACM 51-6 regulates the recurring flight training of the CH-3 helicopter crews. During most of the previous quarter, ¹³ ending 30 June 1966, this training was not accomplished.

(U)
(C) The task of the unit was to provide effective crew training in order to meet the scheduled deployment dates. The task was as familiar to the unit as the problem it faced. Simply stated, the problem was to provide flight training without aircraft. During July 1966, both the 100SRW and 15AF expressed their concern over this problem. ¹⁴

(U)
(C) Efforts were made to establish a satisfactory agreement

-
12. Ibid.
History of 350SRS, 100SRW for April-June 1966. Pages 6 & 7.
13. History of 350SRS, 100SRW for April-June 1966. Pages 7 & 8.
14. Msg (U) DO 41091 July 66. Subj: MARS Training Program.
Exhibit 28.
Msg (C) DC 00055 July 66. Subj: MARS Training. Exhibit 29.

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with AFLC for joint use of a CH-3. The agreement in effect with
15
AFLC did not guarantee any training for SAC.

(U)
~~(S)~~ On 8 July 1966, an agreement between SAC and AFLC was
reached on the joint use of the CH-3 during a conference on the
subject. It was decided that sufficient time could be scheduled
16
to meet the unit training requirements.

(U)
~~(S)~~ From July 1966 until September 1966, CH-3 crews received
no training at the home station because of the lack of aircraft.
17
Some training was conducted at Pt Mugu, California.

(U) In mid-September a CH-3E helicopter, AF65-12788 was
transferred to the 100SRW. The full use of this aircraft helped
18
to alleviate the training problem in the following months.

(U)
~~(S)~~ Another impediment to the successful completion of SACM
51-6 training was the lack of sufficient complete useable shapes
for recovery upgrading. In July 66, only two useable shapes were

15. Reference Exhibit 29.

16. Msg (C) DO 02005 July 66. Subj: MARS Training. Exhibit 30.

17. Reference Exhibits 22 & 23.

18. Msg (U) EFTO LOR 650 September 1966. Subj: Aircraft Transfer.
Exhibit 31.

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available and a replacement source had not been designated. By August 1966, another shape had been added. It was the opinion of 15AF that the shapes must conform to weight, balance and aerodynamic characteristic of operational equipment. These shapes would delete any necessity to expose BQM's to loss for training. The variable weight shape provided by AFLC did not satisfy these requirements.

19

(U)
(S) A request was made by 15AF for authority to modify the training drones assigned to the 100SRW. Due to the shortage of MARS equipped vehicles, this modification was considered essential to the training of crews on the recovery system. SAC fully supported this request. Additional MARS training devices had been requested at a conference conducted on 21 June 66. The request had remained unfulfilled.

20

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19. Msg (C) DOOT DM3 02039 July 1966. Subj: MARS Training Devices. Exhibit 32.
Msg (U) EFTO DM4B 58614 August 1966. Subj: Training Shape Technical Data. Exhibit 33.
20. Msg (C) LIMDIS DM4B 05542 August 1966. Subj: Mod To BQM-34A Exhibit 34.
Msg (C) IM4C DOSR DOTA 08155 August 1966. Subj: Class I Mod to BQM-34A. Exhibit 35.
Msg (C) IM4C 08244 August 1966. Subj: MARS Installation BQM-34 Drone. Exhibit 36.
Msg (S) DO DM 02175 August 1966. Subj: Planning Results. Exhibit 37.
Msg (S) LIMDIS DPLC 08654 September 1966. Subj: BQM-34 Training Vehicles. Exhibit 38.

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(u)
(S) In October 1966, SAC confirmed approval of four training SPA's (Special Purpose Aircraft) for use in the 350SRS training program. Two vehicles were to be made available in November 1966 and two others would be available four weeks prior to deployment. Two would be used for captive and free flight, another for captive flight only and a fourth for free flight. These vehicles provided the answer to the training vehicle shortage. 21

FORWARD OPERATING LOCATIONS

(u)
(S) The 100SRW OPERATIONS ORDER 29-67 states that the requirement to deploy combat crews, support personnel and equipment from Davis-Monthan AFB, Arizona to forward area locations to accomplish reconnaissance activity directed by higher headquarters, and then to redeploy these forces to IMAFB when the activity is completed. 22

(u)
(S) The 350SRS operates primarily from Operating Location 20 (OL-20) located at Bien Hoa in Viet Nam. A part of the forces of the 350SRS are based at Detachment 10 (DET-10) near Da Nang, Viet Nam. 23

OPERATING LOCATION - 20

(u)
(S) The mission of OL-20 is to provide aerial reconnaissance over certain areas of Southeast Asia. In support of this activity,

21. Msg (S) DPLC 09601 October 1966. Subj: Training SPA's. Exhibit 39.

22. Extracted From 100SRW O 29-67, Open Door. (S).

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OL-20 is supported by the 3rd Combat Support Group and 7th Air
24
Force.

(U) The mission of Det-10 is to direct the drone to the
recovery area, recover it by use of the Mid-Air Recovery System
and prepare the SPA and the Scorer for transportation to OL-20.
25

(U) The Blue Springs/Lightning Bug operation at OL-20 uses
jet powered drones (SPAs), launched from DC-130A&E aircraft, to
gather intelligence information. The Mid-Air Recovery is
26
accomplished using CH-3C&E helicopters.

OPERATIONS AND TRAINING

(U) There was no change in the number of crews and aircraft
operating from OL-20 and Det-10 during the past nine months. Two
DC-130 aircraft and crews were assigned to OL-20 and two CH-3
27
helicopters and crews were assigned to Det-10.

(U) The second DC-130 was assigned to OL-20 as a maintenance
back-up aircraft. In July 1966, it had been used as a launch ready
spare and for dual missions. This procedure imposed an excessive
work load on the OL capabilities. SAC stated that the primary

24. Reference 350SRS, 100SRW History for April-June 1966. Page 9.

25. Ibid.

26. Ibid.

27. Reference 350SRS, 100SRW History for April-June 1966. Page 10.

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purpose of the second aircraft was to provide downtime for
maintenance without jeopardizing a daily Blue Springs capability. 28

The Cell Deployment Concept

(U) The implementation of the cell concept began on 1 July
1966. The self contained cell concept of TDY on a 120 day basis
was considered to contain organization and management advantages
which favor continuity of supervision throughout the entire spectrum
of OL operation. All training activities for operations and
maintenance personnel was to be conducted on a cell basis. This 29
would insure personnel that train together will deploy together.

(U) Cell training in the 100SRW was initiated on 26 July
1966. As of 1 September 1966, all areas of integral cell training
was progressing satisfactorily except for the CH-3 crews. Both
CH-3 crews were incomplete on MARS qualification but were expected 30
to be complete by the 13 September 1966 deployment date.

-
28. Msg (S) DM4 DOR 05451 July 1966. Subj: Use of DC-130 at OL-20.
Exhibit 40.
Msg (S) DM4 07069 July 1966. Subj: Use of DC-130 at OL-20.
Exhibit 41.
29. Msg (S) DO 06778 July 1966. Subj: Lightning Bug Conference.
Exhibit 42.
30. Msg (S) DOOT 02155 September 1966. Subj: Lightning Bug
Training. Exhibit 43.

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(U) (S) The advance party of first cell under the concept departed Davis-Monthan AFB on 5 September 1966 and arrived at the OL on 7 September 1966. The main cell departed DMAFB on 15 September 1966 and arrived at OL-20 on 17 September 1966. Except for a few minor changes the deployment was made as planned and scheduled. 31

The Second Operating Location Progress

(U) (S) Part of the plans for the expansion of the Lightning Bug Program included a second operating location to be formed at an overseas area. 32

(U) (S) At a conference held 21 June 1966, plans for attaining an operational ready posture at a second OL were discussed. A planning date of 1 November 1966 was set for acquiring this objective. 33

(U) (S) The concept of operations was to establish a second OL and a forward area recovery base in the far east to conduct a systematic program of launches and recoveries for the 147H drone

-
31. Msg (U) DO 41093 July 1966. Subj: MARS Crew Rotation. Exhibit 44.
Msg (S) DOR 02077 August 1966. Subj: Cell Deployment. Exhibit 45.
Msg (S) DM 05587 September 1966. Subj: Cell Rotation. Exhibit 46.
Msg (S) DO 02168 September 1966. Subj: Cell Deployment. Exhibit 47.
32. Reference 350SRS, 100SRW History for April-June 1966. Page 23.
33. Reference Exhibit 37 & 42.

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with mid-air retrieval for aerial photo coverage of designated targets. DC-130E aircraft, used as launch platforms, would conduct launches from pre-selected launch points outside the radar network. Drones would be used to satisfy national objectives and would be launched against specific requirements as directed by the Joint Chiefs of Staff.

³⁴
(U) By mid-August 1966, a joint survey team had completed its survey of possible OL locations. It became obvious that regardless of the location selected the supply support of the CH-3 helicopters would create a problem. Due to the lack of facilities at the locations surveyed a site had not been selected at this time.

³⁵
(U) A thorough review of the survey results was made and Ching-Chuan-Kang, Formosa was recommended as the site of the second operating location. This selection was not firm but the consensus was that it was the optimum location for operation. In view of the construction status of the site, a 1 January 1967 date for

34. Reference Exhibit 37 & 42.

35. Msg (S) LIMDIS DM4B 05546 August 1966. Subj: SPA 147H Training/Deployment. Exhibit 49.
Msg (S) LIMDIS DM4BR 05545 August 1966. Subj: OL Recovery Sites. Exhibit 50.

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activation was considered more realistic.

(U)
(S) Fifteenth Air Force requested that SAC begin programming the manning inputs in the required specialties and in sufficient numbers into the unit. This was deemed necessary in order to train and qualify the personnel in time to meet the deployment dates.

37

(U)
(S) SAC reviewed the deployment problem areas in September 1966. The program lacked training equipment for flight crews and maintenance crews. The support package also lacked aerospace ground equipment, spares and ultimate technical data. Until this equipment became available, the depth and reliability of the operation remained questionable.

38

(U)
(S) The Formosa site remained SAC's first choice for the second OL at the end of September 1966. The operational ready date had been changed to 10 January 1967 by this time. SAC stated that if political or facility considerations ruled out the Formosa choice then alternate selection of Kadena, Okinawa would be used at least temporarily.

39

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36. Msg (S) LIMDIS DPL 00625 August 1966. Subj: Review of Survey Results. Exhibit 51.
37. Msg (S) DP 00556 August 1966. Subj: Reference to Conference. Exhibit 52.
38. Msg (S) DPL DO DM4 09378 September 1966. Subj: Deployment Problems. Exhibit 53.
39. Msg (S) NOFORN LIMDIS DPL DO 09474 September 1966. Subj: Review of Second OL. Exhibit 54.

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(u)
(s)

A joint SAC/15AF conference was convened on 28 September 1966 with staff participation from both headquarters. The problems were reviewed and the necessary actions to be taken were agreed upon.

(u)
(s)

Later, in October 1966, SAC reviewed the MCGS (Micro-wave Command Guidance System) to determine the most logical deployment schedule. It was decided to set 10 November 1966 as the deployment date to the recovery site and 15 November for the launch site.

(u)
(s)

The shortage of Lightning Bug aerospace ground equipment became a serious problem by the end of the year. This fact was borne out by the daily status reports and a 15AF staff visit to OL-20. The problem was expected to become further amplified with the deployment of the second OL. Fifteenth Air Force urged that immediate action be taken to obtain bit and piece spares for the equipment.

40. Msg (S) DOSRS 09590 October 1966. Subj: SAC/15AF Conference. Exhibit 55.

41. Msg (C) DM4 05680 October 1966. Subj: MCGS. Exhibit 56.

42. Msg (C) DM4D 05837 December 1966. Subj: Lightning Bug AGE Problems. Exhibit 57.

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(u)
(S)

Early in December 1966, SAC directed that launch and recovery for Blue Springs be continued from the present locations at OL-20 and Det-10. SAC stated that any change in the decision would be forwarded as soon as possible to permit resumption of long range planning. The deployment date for the MCGS equipped SPA remained as 10 January 1967.

43

OL-20 Drone Recovery Problems

(u)
(S)

The concept of the drone as a means of gathering intelligence information with a minimum of human risk is highly regarded by those in the upper levels of the Department of Defense. The interest is evident in the amount of funds allocated for the development of the concept.

44

(u)
(S)

The information obtained from successful drone sorties is invaluable. When a drone is not successfully recovered the financial cost is high but the value of the unrecovered intelligence data is immeasurable.

(u)
(S)

The Lightning Bug Program, now named River Bin, has developed rapidly in a short period of time. The concept is unique

43. Msg (S) LIMDIS NOFORN DPLF DPLC 11931 December 1966. Subj: Second OL. Exhibit 58.

44. Msg (S) LIMDIS DM6A 08342 August 1966. Exhibit 59.

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and so are the problems created by it. One problem that has hampered the complete success of the program is the lack of a reliable recovery capability, which would preclude loss or damage to the special purpose vehicle.

45

The Mid-Air Retrieval System

(U) On 16 & 17 August 1966, a meeting was held at AFLC/LOR to review all MARS malfunctions, identify the problem areas and determine the necessary corrective actions.

46

(U) From a review of the records of OL-20 operations, it was determined that from 5 April 1966 until 16 August 1966 there had been 29 MARS recoveries attempted and eight were unsuccessful. The rate of successful recoveries was 72.4%. Of the eight failures, seven drones were lost and one sustained major damage. By the end of August 1966, three more successful recoveries had been accomplished for a total of 32 attempts with 24 successful.

47

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45. Msg (S) DOR 01419 January 1967. Subj: Nickname Changes. Exhibit 60.
46. Msg (S) LIMDIS MCMX 05257 August 1966. Subj: MARS-Malfunctions Review. Exhibit 61.
47. Ibid.
Msg (S) DO DM -2150 September 1966. Subj: MARS System. Exhibit 62.

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(u)
(s) These figures were compared to 32 ground recoveries attempted prior to 6 April 1966. Of these, one sustained minor damage and six drones were recovered with major but repairable damage. 48

(u)
(s) SAC suspended operational employment of the mid-air retrieval system on Blue Springs Missions on 31 August 1966. It was directed that ground recovery would be used in lieu of MARS until further notice. It was SAC's position that MARS must be subjected to detailed analysis and conclusive reliability testing before the system could be restored to operational use. 49

(u)
(s) AFLC and 15AF concurred with the decision of SAC headquarters. Operational personnel were informed of the directive and some modifications were made for operational situations. 50

48. Reference Exhibit 62.

49. Msg (S) DM DO 08371 August 1966. Subj: MARS. Exhibit 63.

50. Msg (S) DOR 02162 September 1966. Subj: Lightning Bug/Blue Springs. Exhibit 64.

Msg (S) DO 08446 September 1966. Subj: CH-3C Helicopters. Exhibit 65.

Msg (S) DOSRS 10154 October 1966. Subj: Lightning Bug. Exhibit 66.

Msg (S) IOOSRW OL-20C 03882 September 1966. Subj: Ground Recoveries. Exhibit 67.

Msg (S) DIM 05569 September 1966. Subj: Ground Recoveries. Exhibit 68.

Msg (S) LIMDIS MCM 05573 September 1966. Subj: MARS. Exhibit 69.

Msg (S) LIMDIS DM4 08707 September 1966. Subj: Recovery Chuts. Exhibit 70.

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(U)
(S) On 5 December 1966, the temporary suspension of operational mid-air retrievals was lifted. The permission to renew MARS operations, however, proved to be as temporary as the suspension. 51

(U)
(S) During the last week in January 1967, all recoveries of operational drones using Cobra engagement chutes were suspended. New ring slot Mark II engagement chutes to be used in lieu of Cobra chutes were shipped to the OL. MARS recovery was authorized upon installation of the Mark II ring slot chute. 52

(U)
(S) All MARS training flights were suspended in February 1967. This suspension did not apply to flight test evaluations being conducted at Pt Mugu, California. This message was followed by another early in March 1967 that suspended all models of drones from launch for various reasons. 53

(U)
(S) The ensuing information will provide a review of the OL-20 operational MARS successes and failures extracted from source documents.

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51. Msg (S) SOSRS 11854 Dec 66. Ex 71.
52. Msg (S) DOSRS 00760 Jan 67. Subj: Blue Springs MARS. Ex 72.
Msg (S) DOSR 01527 Feb 67. Subj: Rivet Bin Operational Test Flight. Ex 73.
53. Msg (S) LIMDIS MCM 00771 Feb 67. Subj: Rivet Bin. Ex 74.
Msg (S) LIMDIS SPAR PAR DOR 01556 Mar 67. Subj: Rivet Bin. Ex 75.

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(u)
(S) On 29 June 1966, Drone 147G-2 was recovered by a ground recovery team after it crashed during a MARS failure. Investigation revealed that the cause of the failure was due to a maintenance error. The release mechanism had been improperly installed. An inspection of similar vehicles revealed another improperly installed mechanism.
54

(u)
(S) On 1 July 1966, Drone 147G-32 crashed and was recovered but unserviceable after an unsuccessful MARS attempt. SAC requested a final analysis of the circumstances surrounding the failure. It was determined that the engagement chute caught on the right hinge, latch and handle of the electronic bay access door of the CH-3C. This caused a force to be exerted which sheared the rivet in the MARS release mechanism. OL-20 recommended that small fiberglass covers be installed over the protruding parts of the electronic bay access door.
55

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54. Msg (S) LIMDIS DM4BR 05420 Jul 66. Subj: MARS Failure. Ex 76.
Msg (S) 100SRW OL-20 02077 Jul 66. Ex 77.
Ref 350SRS, 100SRW Hist Apr-Jun 66, p 20.
55. OL-20 & Det-10 Hist, Jul 66. (S) Ex 78.
Msg (S) DM4C 06411 Jul 66. Subj: Recovery Incident. Ex 79.
Msg (S) 100SRW OL-20 02251 Jul 66. Subj: Recovery Incident.
Ex 80.

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(u)
(S)

During a successful MARS recovery in July 1966, the CH-3C crew was forced to make five passes before an engagement was made. It was noted that the chute was very erratic. The engagement chute, at times, lay on top of the main chute and at other times stood at 90 degrees to the vertical. The passes were attempted while the drone was temporarily between clouds. The OL-20 commander stated that the crew was to be commended for completing a successful MARS under extremely adverse conditions. This incident is inserted here to remove any doubt as to the ability of the crews during a MARS. 56

(u)
(S)

After a MARS catch on 5 August 1966 of SPA G-37, it was inadvertently cut free. It fell on the only operational railroad line at Da Nang RVN and exploded resulting in the complete loss of the SPA and damage to the tracks. 57

(u)
(S)

A summary report of the accident from OL-20 stated that the mission was normal up to where the load line separated when the apex cutter was removed from the load line. The suspected cause was that the load line was nicked when the apex cutter was removed. An

56. Msg (S) OL-20 02916 Jul 66. Subj: CH-3 Crew Technique. Ex 81.

57. OL-20 & Det-10 Hist, Aug 66. (S) Ex 82.

Msg (S) DOR 02072 Aug 66. Subj: Blue Springs. Ex 83.

Msg (S) 100SRW/OL-20KET 10 0525 Aug 66. Subj: Recovery Summary. Ex 84.

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interim fix was approved while a design change was being studied
58
which would preclude a repetition of the incident.

(U)
(S) On 17 August 1966, J-5 crashed and the only salvagable item was the scorer material. A successful initial contact was made with J-5's engagement chute and a normal payout of 185 feet occurred. However, the 10,000 pound load line tape tore completely away from the engagement chute after the main parachute had broken
59
away causing the loss of the SPA.

(U)
(S) The remains of the vehicle were recovered and returned to OL-20. The consensus was that the cause was a case of material failure. Pictures were taken and forwarded to SAC.
60

(U)
(S) The fate of SPA 66-8178, J-12-2 on 30 August 1966, was almost identical to the J-5 incident. The first catch resulted in the derigging of the primary helicopter. Successful contact was made on the engagement chute by the secondary helicopter. When the SPA was in the normal first arc after engagement, the helicopter retrieval hook tore out of the engagement chute. Ground inspection

58. Msg (C) DOR 02091 Aug 66. Subj: Design Change. Ex 85.

59. Reference Ex 82.

60. Msg (S) 100SRW/OL-20 03348. Aug 66. Subj: J-5 MARS Failure.
Ex 86.

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of the SPA revealed that one of the 10,000 pound load tapes had broken. Ground recovery personnel dispatched to the area were able to recover the scorer material. They were ordered out of the area when the marines discovered the presence of VC personnel nearby. It was learned later that the marines had destroyed the engagement chute and load line along with the remains of J-12-2.⁶¹

(U)
(S) Information on winch tests made on the two used on the J-5⁶² and J-12-2 failures was also dispatched to SAC.

(U)
(S) There were no air retrievals attempted during the month of September 1966 in accordance with instructions. There were four attempts made during October 1966 and three were successful. The lone failure was J-13 which flew on 19 October 1966. The helicopter caught the SPA but the hooks tore out of the engagement chute after the main chute separated. The scorer material was saved but the SPA was expended.⁶³

(U)
(S) In view of the many drone failures, SAC request that an All American engineer be sent to the operating location to evaluate

61. Reference Ex 82.

Msg (S) 100SRW/OL-20 QC-E 03659 Sept 66. Subj: Mission Failure. Ex 87.

Msg (S) 100SRW/OL-20 03651 Sept 66. Subj: J-12-2. Ex 88.

62. Msg (S) 100SRW/OL-20/Det-10 0655 Sept 66. Subj: MARS Engagement Chute Failures. Ex 89.

63. OL-20/Det-10 History for Sept 66. Ex 90.
OL-20/Det-10 History for Oct 66. Ex 91.

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winch maintenance procedures and calibration procedures. In the meantime, Tech Order changes, labeled for immediate action, were distributed to the field by AFLC to improve the reliability of the
64
air recovery system.

(U) During the months of November and December 1966 and February 1967, all MARS recoveries were successful. There was one incident
65
in January 1967 and another in March 1967.

(U) Drone 147G-34 was lost during a MARS catch on 16 January 1967. The main chute broke away after the cable was stripped from the drum. Because of main chute separation delay, it was impossible for the winch operator to overcome the initial payout force of the vehicle and the drone with the cable fell into the mouth of a river. Search for the drone was delayed because of darkness. A search was
66
made the following day with negative results.

-
64. Msg (S) LIMDIS DM4C 10133 Oct 66. Subj: Request for Engineer Assistance. Ex 92.
Msg (S) LOR 757 Oct 66. Subj: Immediate Action TCTO. Ex 93.
65. OL-20/Det-10 Hist for Nov 66. Ex 94.
OL-20/Det-10 Hist for Dec 66. Ex 95.
OL-20/Det-10 Hist for Jan 67. Ex 96.
OL-20/Det-10 Hist for Feb 67. Ex 97.
OL-20/Det-10 Hist for Mar 67. Ex 98.
66. Msg (S) 100SRW OL-20/Det-10 0066 Jan 67. Subj: Incident Report. Ex 99.
Msg (S) 100SRW OL-20/Det-10 0096 Jan 67. Subj: Incident Report. Ex 100.

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(U)
(S) An engagement was made on the second pass at SPA 147J-25 on 19 March 1967. This incident was similar to the one that occurred on 16 January 1966. The main chute failed to release at the MARS release mechanism. The engagement chute load line separated just below the engagement chute swivel. The SPA was located, but considered beyond economical repair.

67

(U)
(S) For the period from 1 July 1966 to 31 March 1967 there were a total of 31 mid-air retrievals attempted at the operating location in Vietnam. The record at the end of the period showed 23 successes and eight losses.

(U)
(S) The MARS success rate for this period was 76.8%. For the period from 5 April to 16 August 1966, there were 29 attempts and eight losses for a 72.4% success rate of recovery. But in both cases the total losses were equal. Due to an overlap in the periods covered, two of the losses were included in each of the total losses. The total losses for the entire period from 5 April 1966 to 31 March 1967 was fourteen. There were 49 attempts and 35 successes for a 71.4%.

68

67. Msg (S) 100SRW OL-20/Det-10 03455 Mar 67. Subj: EUR. Ex 101.
Msg (S) LIMDIS 100SRW OL-20 03406 Mar 67. Subj: Rivet Bin
Final Report of Incident. Ex 102

68. Ref Ex 61.

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(u)
(s)

A scheduled ground recovery incident occurred on 23 September 1966. Drone 147J-4 during a normal ground recovery drifted out of planned recovery area during its descent. The vehicle landed in the bay. When it was determined that the SPA would land in the bay, it was too low for the CH-3, standing by, to attempt a MARS recovery. The drone was towed to the beach by means of a PT boat. The scorer was removed and returned to the base at Da Nang. The drone was guarded during the night and returned to the base on the following day. The winds and the replot board were rechecked and no errors were found. This type of incident will be eliminated once the mid-air retrieval system is perfected.

69

(u)
(s)

After examination of J-4, it was considered out of commission because of salt water damage. This left the unit with only one 147J vehicle in commission.

70

(u)
(s)

SPA J-17 was lost on 28 December 1966. This vehicle was scheduled for a MARS recovery. Visual observations from the helicopters confirmed that the main chute streamed out and

69. Msg (S) 100SRW OL-20C 03959 Sept 66. Subj: SPA Recovery.
Ex 103.

70. Msg (S) 100SRW OL-20MO 03918 Sept 66. Ex 104.

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separated from the vehicle. The drone crashed in Da Nang Bay.

A search was conducted but neither the chute nor the drone
71
was found.

(u)
(S) As a follow up action on the incident, 15AF requested
an over-the-shoulder check of the individual who hooked up the
72
release system.

(u)
(S) Most problems associated with the SPA's are of an
ordinary and individualistic nature. There were scorer, doppler,
autopilot and engine malfunctions. Trends were not established

71. Msg (S) 100SRW OL-20/Det 10 1180 Dec 66. Subj: Deviation
Report. Ex 105.
Msg (S) 100SRW OL-20/Det-10 1187 Dec 66. Subj: Incident
Report. Ex 106.

72. Msg (S) DM4 05891 Dec 66. Subj: J-17. Ex 107.

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by these and they were reported in the monthly history reports from the operating location. More detailed reports on some of these are included in the supporting documents.

THE STATESIDE RIVET BIN PROGRAM

(U) The SPA at the operating location is analogous to the fledgeling that has left its nest. The Rivet Bin program in the States is the nest where it is hatched and developed. In this phase of the program, new concepts of drone operations are tested, modifications are made and many of the problems that are encountered later are solved.

-
73. Msg (S) 100SRW OL-20 MO 3854 Sep 66. Subj: Scorer Circuit Breaker. Ex 108.
Msg (S) 100SRW OL-20MO 03919 Sep 66. Subj: Blue Springs. Ex 109.
Msg (S) 100SRW OL-20MO 03963 Sep 66. Subj: Mission Failure. Ex 110.
Msg (S) DM4D 05655 Oct 66. Subj: Scorer Failure. Ex 111.
Msg (S) OL-20MO 04333 Oct 66. Ex 112.
Msg (S) LIMDIS 11928 Dec 66. Subj: Scorer Malfunction. Ex 113.
Msg (S) OL-20BS 01000 Feb 67. Subj: SPA Deviation. Ex 114.
Msg (S) LIMDIS 100SRW OL-20/Det-10 0181 Feb 67. Ex 115.
Msg (S) 100SRW OL-20 01815 Feb 67. Subj: CRL Agent EUR. Ex 116.
Msg (S) LIMDIS 100SRW OL-20C 02143 Feb 67. Subj: Rivet Bin Ex 117.
Msg (S) LIMDIS DM4 05029 Jan 67. Subj: MCGS. Ex 118.
Msg (S) LIMDIS 100SRW OL-20BSO 476 Mar 67. Subj: Mission Review Panel. Ex 119.
Msg (S) LIMDIS 100SRW OL-20 03565 Mar 67. Subj: Blue Springs. Ex 120.

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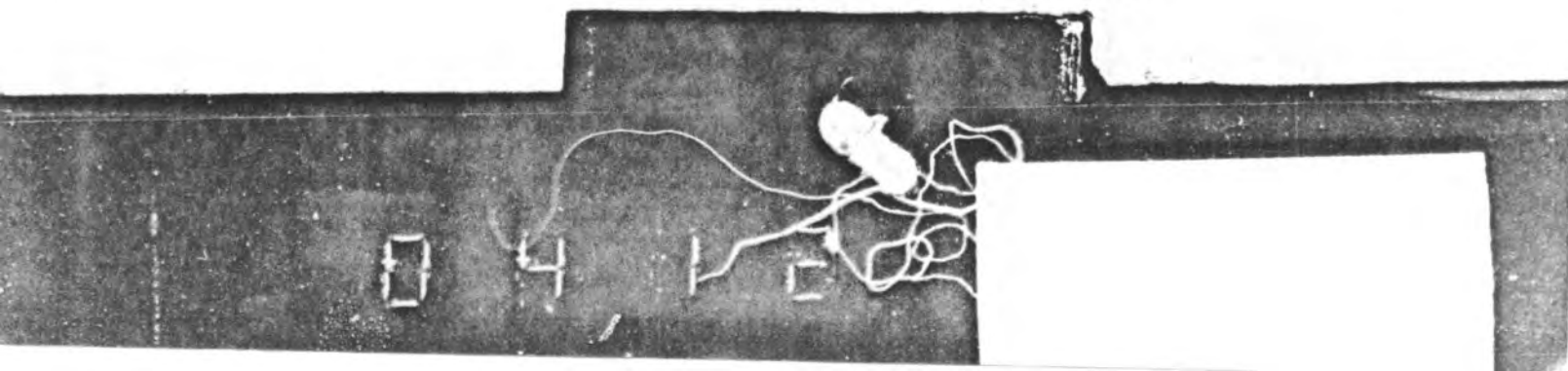
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(u)
(c) Pictured is an artist's conception of a jet powered drone used
by the 350SRS, 100SRW to accomplish its reconnaissance mission.

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

SOURCES OF INFORMATION CONTAINED IN THIS HISTORY ARE:
HISTORICAL REPORTS SUBMITTED BY WING STAFF AGENCIES, FILES
OF THESE AGENCIES, INTERVIEWS WITH THE WING OFFICIALS, WING
COMMANDER'S REMARKS, WING AND FIFTEENTH AIR FORCE OPERATIONS
ORDERS, OFFICE MEMOS, AND CLASSIFIED AND UNCLASSIFIED MESSAGES
TO AND FROM HIGHER HEADQUARTERS.

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These are the terms used in the documents of this history.

AA	Air-to-Air Missile
ACP	Advanced Control Post
ADP	Activation Control Procedures
AF	Air Force, Radio Frequency
AFB	Air Force Base
AFLO	Air Force Logistics Command
AFM	Air Force Manual
AFS	Air Force Specification
AFSC	Air Force Systems Command, Air Force Specialty Code
AFSD	Air Force Supply Directive
AFTO	Air Force Technical Order
AFW	Air Force Weapon
AGE	Aerodrome Ground Equipment
AGCS	Altitude Guided System
AIR	Air Material Area
AMR	Atlantic Missile Range
AM/TSP	Anti-Missile System
ASM	Air-to-surface Missile
ATC	Air Training Command
CEMO	Base Equipment Management Office
CIKO	Base Information Office
CM	Commissariat Missile
CMAT	Commissariat Missile Analysis Technician
CMFS	Commissariat Missile Facilities Specialist
COI	Chief of Inspection
CP	Control Procedure, Base Procurement
CSB	Control Systems Division
CSSE	Base Support Equipment
SW	Base Wing
C	Confidential, Commander
CAB	Change Authorization Board, Civil Aeronautics Board
CBS	Configuration Control Board
CCTV	Closed Circuit Television
CE	Civil Engineers, Communications-Electronic
CEP	Circular Error Probable
CFE	Contractor Furnished Equipment
CSM	Coffin, Surface Attack Guided Missile
CSX-100	Atlas B
CSX-101	Atlas C
CIA	Central Intelligence Agency
CINCPAC	Commander-in-Chief, Strategic Air Command
CME	Controlled Mission Equipment
CONUS	Continental United States
CP	Command Post, Control Procurement

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CTSC	Central Team Under Coordination Unit
CTSP	Central Team/Post Service Personnel
CY	Fiscal Year
DESO	Demonstration and Shutdown Operations
DESOX	Defense Configuration
DI	Director, Materiel
DAFB	David-Manning Air Force Base
DCOC	Deputy Chief of Staff, Crew Commander
DO	Director, Operations
DD	Department of Defense
EDD	Equipment Authorization Inventory Data
ECG	Emergency Combat Capability
ECL	Equipment Component List
ECM	Electronic Countermeasures
ECG	Engineering Change Order
ECP	Engineering Change Proposal
EDD	Estimated Date of Delivery
EDDA	Estimated Date on Alert
ELC	Emergency Launch Capability
ETIC	Estimated Time In-Commission
EUR	Emergency Unsatisfactory Report
EWG	Emergency War Orders
FCIR	Facilities Change Initiation Request
FCP	Facility Change Protocol, Facility Change Planning
FCR	Facility Change Report, Facility Change Request
FM	Frequency Modulation
FSC	Federal Stock Code
FSN	Federal Stock Number
FTD	Field Training Detachment
FY	Fiscal Year
GE	Ground Equipment, General Electric
GEIA	Ground Electronics Engineering and Installation Agency
GGE	Ground Guidance Equipment
GIE	Ground Instrumentation Equipment
GGE	Ground Operational Equipment
GGR	General Operational Requirements
GSE	Ground Support Equipment (Mechanical and Maintenance)
GSTP	Ground System Test Procedure
HF-SGB	High Frequency, Single Sideband Radio
ASM	Silo-stored, Surface Attack Guided Missile
ASX-16F	Atlas F
ASX-25A	Titan I
HQ	Headquarters

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N	No
NACB	National Aeronautics and Space Administration
N/A	Not Applicable
NC	No
NCOIC	Non-Commissioned Officer-in-Charge
NOM	Not Complied With
NR	No
NOFORN	No Foreign Dissemination
NORS	Not Operationally Ready Supply
NRTS	Not Reportable This Section
OCAMA	Oklahoma City Air Materiel Area
OD	Operations Directive
OGE	Operating Ground Equipment
OPI	Office of Primary Interest
OPS	Operations
ORI	Operational Readiness Inspection
ORT	Operational Readiness Training
OSAF	Office of the Secretary of the Air Force
OSD	Office of the Secretary of Defense
OSTF	Operational System Test Facility
OT	Operational Training
OX	Oxidizer
PAS	Primary Alerting System
PC	Positive Control
PCCD	Positive Control Coding Document
PCE	Positive Control Envelopes
PCS	Permanent Change of Station
PETS	Precision Equipment Test Shop
PLF	Propellant Loading Facility
PLPS	Propellant Loading and Pressurization System
PLS	Propellant Loading System
PMEL	Precision Measurement Equipment Laboratory
PMR	Pacific Missile Range (Vandenberg AFB, California)
POL	Petroleum, Oils and Lubricants
PRT	Publications Requirement Table
PST	Per Square Inch
PTE	Propellant Transfer Equipment
PTES	Precision Test Equipment Shop
PTPS	Propellant Transfer and Pressurization System
PTS	Propellant Transfer System
QCIRL	Quality Control Inspection Requirement Listing
RCC	Remote Control Center
R/S	Restricted Data
RGS	Radio Guidance System
RIGS	Radio Inertial Guidance System
RIK	Receipt, Inspection and Maintenance
RIME	Radio Inertial Monitoring Equipment
RPIE	Real Property Installed Equipment

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APT	Air Port
ASPL	Advanced Special Purpose Plane
S/V	Recovery Vehicle
S	Secret
SCC	Sanctions and Disposition
SA	Special Authorization
SAWA	San Antonio Air Material Area
SAC	Strategic Air Command
SACM	Strategic Air Command Manual
SACR	Strategic Air Command Recruitment
SAD	Strategic Aerospace Division
SATAP	Site Activation Task Force
SBWA	San Bernardino Air Material Area
JIC	Single Integrated Operations Plan
SAT	Specialist Knowledge Test
SMA	Squadron Maintenance Area
SMAS	Squadron Missile Assembly and Maintenance
SMAMA	Squadron Air Material Area
SMCS	Strategic Missile Evaluation Squadron
SMS	Strategic Missile Squadron
SMW	Strategic Missile Wing
SMWR	Strategic Missile Wing Regulation
SO	Special Order
SCP	Standard Operating Procedure
SSM	Surface-to-Surface Missile
STL	Space Technology Laboratory
STOL	Short Takeoff and Landing
TA	Table of Allowance
TAT	Technical Acceptance Team
TBM	Tactical Ballistic Missile
TOTO	Time Compliance Tech Order (Modification Instructions)
TDY	Temporary Duty
TOPCO	Toxic Gas Protective Clothing Outfit
TO	Technical Order, Technical Manual
TCC	Time Order Compliance
TCGN	Tech Order Change Notice
TCOU	Tech Order Coordination Unit (local)
TOFCN	Tech Order Field Change Notice
TSE	Test Support Equipment
TWX	Teletypewriter Exchange (Electrical Message)
U	Unclassified
UAL	Unit Allowance List
UDMH	Unsymmetrical Dimethyl Hydrazine
UEE	Unit Essential Equipment
UHF	Ultra High Frequency
UND	Unit Manning Document
UME	Unit Mission Equipment
UR	Unsatisfactory Report

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USAF United States Air Force
USCM Unit Simulated Combat Mission
USEC Joint Service Equipment
USM Underwater-Surface Missile

VHF Very High Frequency
VLF Very Low Frequency
V/STOL Vertical/Short Takeoff and Landing

MCMR Mission Control Management Region
MCMR Mission Control Management Region
MCP Mission System List of Configuration for Ports
MCPA Mission System List of Configuration for Ports
MS Mission System
MSCL Mission System Equipment Component List
MSSCL Mission System Stock Control List
MSSL Mission System Stock List

XLR07 Stage I of the Titan
XLR07 Stage II of the Titan
XSM Experimental Strategic Missile

YSM Prototype Strategic Missile

LI Zone of Interior

0419

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LIST OF TOPICS TO DOCUMENT

1. Units Assigned.
2. Availability of DC-130A Aircraft for January 1967.
3. Availability of DC-130A Aircraft for February 1967.
4. Availability of DC-130A Aircraft for March 1967.
5. Availability of CH-53A Helicopters for January 1967.
6. Availability of CH-53A Helicopters for February 1967.
7. Availability of CH-53A Helicopters for March 1967.
8. 100SRW Unit Progress Report. (S) 100SRW SAC 1-89, 31 March 1967.
9. 100SRW Historical Report for July 1966.
10. 100SRW Historical Report for August 1966.
11. 100SRW Historical Report for September 1966.
12. 100SRW Historical Report for October 1966.
13. 100SRW Historical Report for November 1966.
14. 100SRW Historical Report for January 1967.
15. 100SRW 1-SAC-T12 Special Narrative Report DC-130 for July 1966.
16. 100SRW 1-SAC-T12 Special Narrative Report DC-130 for August 1966.
17. 100SRW 1-SAC-T12 Special Narrative Report DC-130 for November 1966.
18. 100SRW 1-SAC-T12 Special Narrative Report DC-130 for December 1966.
19. 100SRW 1-SAC-T12 Special Narrative Report DC-130 for January 1967.
20. 100SRW 1-SAC-T12 Special Narrative Report DC-130 for February 1967.
21. 100SRW 1-SAC-T12 Special Narrative Report DC-130 for March 1967.

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21. WASS Crew Positions and Descriptions.
22. WASS 1-SAC-T12 Special Narrative Report - CH-3 for July 1966.
23. WASS 1-SAC-T12 Special Narrative Report - CH-3 for September 1966.
24. WASS 1-SAC-T12 Special Narrative Report - CH-3 for November 1966.
25. WASS 1-SAC-T12 Special Narrative Report - CH-3 for December 1966 (C).
26. WASS 1-SAC-T12 Special Narrative Report - CH-3 for February 1967 (C).
27. WASS 1-SAC-T12 Special Narrative Report - CH-3 for March 1967 (C).
28. Msg (C) DO 4109 July 1966. Subj: WASS Training Program.
29. Msg (C) DO 00055 July 1966. Subj: WASS Training.
30. Msg (C) DO 02003 July 1966. Subj: WASS Training.
31. Msg (C) DTG 104 650 6 November 1966. Subj: Aircraft Transfer.
32. Msg (C) FOOT 123 01009 July 1966. Subj: WASS Training Devices.
33. Msg (C) DTG 340 58014 August 1966. Subj: Training Shape Technical Data.
34. Msg (C) LEMBIS DEX4B 00542 August 1966. Subj: Mod To BQM-34A.
35. Msg (C) EX4C DOSH 00157 August 1966. Subj: Change 1 Mod to BQM-34A.
36. Msg (C) EX4C 08244 August 1966. Subj: WASS Installation BQM-34 Drone.
37. Msg (s) DO DI 02175 August 1966. Subj: Planning Results.

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38. May (S) LINDIS 0711 0800 September 1966. Subj: W/M-34 Training Vehicles.
39. May (S) 0720 0900 September 1966. Subj: Training SPA's.
40. May (S) 0731 0900 September 1966. Subj: May 0, 00-136 A. OL-20.
41. May (S) 0741 0900 September 1966. Subj: Use of 00-136 A. OL-20.
42. May (S) 08 0677 July 1966. Subj: Lightning Day Conference.
43. May (S) 0807 0737 September 1966. Subj: Lightning Day Training.
44. May (S) 08 4100 July 1966. Subj: MARS Crew Selection.
45. May (S) 0807 0737 August 1966. Subj: Cell Deployment.
46. May (S) 08 0507 September 1966. Subj: Cell Activation.
47. May (S) 08 0210 September 1966. Subj: Cell Deployment.
48. May (S) LINDIS 0711 0800 September 1966. Subj: F114 Test Director.
49. May (S) LINDIS 0813 0540 August 1966. Subj: SPA 147H Training Deployment.
50. May (S) LINDIS 0843 0540 August 1966. Subj: OL Recovery Sites.
51. May (S) LINDIS 0843 0540 August 1966. Subj: Review Of Survey Results.
52. May (S) 08 0050 August 1966. Subj: Reference To Conference.
53. May (S) JPL 00 0834 09378 September 1966. Subj: Deployment Problems.
54. May (S) 08000X LINDIS 0843 0540 September 1966. Subj: Review Of Second OL.

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22. Msg (S) DOSRS 09590 October 1966. Subj: SAC/15AF Conference.
23. X (C) DIA 05680 October 1966. Subj: NCSC.
24. Msg (C) WAD 05817 December 1966. Subj: Lightning Bug AGI Problems.
25. X (S) LINDIS MORGAN DFW 11931 December 1966. Subj: Second OL.
26. Msg (S) LINDIS WGA 08342 August 1966.
27. X (S) DOR 01419 January 1967. Subj: Microwave Changes.
28. X (S) LINDIS MCEN 05117 August 1966. Subj: MARS Malfunctions Review.
29. Msg (S) DO IM -2130 September 1966. Subj: MARS System.
30. X (S) DM DO 0817. August 1966. Subj: MARS.
31. X (S) DOR 02162 September 1966. Subj: Lightning Bug/Blue Springs.
32. Msg (S) DO 02440 September 1966. Subj: CH-10 Helicopters.
33. Msg (S) DOSRS 10154 October 1966. Subj: Lightning Bug.
34. X (S) 100582 OL-200 07082 September 1966. Subj: Ground Recoveries.
35. Msg (S) DEX 05569 September 1966. Subj: Ground Recoveries.
36. Msg (S) LINDIS MCX 05073 September 1966. Subj: XRS.
37. Msg (S) LINDIS DM 08707 September 1966. Subj: Recovery Charts.
38. Msg (S) SOSRS 11614 December 1966.
39. Msg (S) DOSRS 00760 January 1967. Subj: Blue Springs MARS.

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22. (S) DDMC 01527 February 1967. Subj: River Gun Operations
Flight.
23. (S) LINDIS RCM 00771 February 1967. Subj: River Gun.
24. (S) LINDIS SPAC RCM 01536 March 1967. Subj: River Gun.
25. (S) LINDIS 00483 00420 July 1966. Subj: MALS Failure.
26. (S) 100SRK/OL-20 02477 July 1966.
27. OL-20 & Det-10 History for July 1966. (S)
28. (S) DDMC 00411 July 1966. Subj: Recovery Incident.
29. (S) 100SRK/OL-20 0229 July 1966. Subj: Recovery Incident.
30. (S) OL-20 02910 July 1966. Subj: OL-20 Crew Technician.
31. OL-20 & Det-10 History for August 1966. (S)
32. (S) 100SR 02072 August 1966. Subj: Gun Operation.
33. (S) 100SRK/OL-20 0210 August 1966. Subj: Recovery
Summary.
34. (C) DOR 02041 August 1966. Subj: Design Change.
35. (S) 100SRK/OL-20 02045 August 1966. Subj: J-5 MALS Failure.
36. (S) 100SRK/OL-20 02045 September 1966. Subj: Mission
Failure.
37. (S) 100SRK/OL-20 02045 September 1966. Subj: J-5-2.
38. (S) 100SRK/OL-20/Det-10 0655 September 1966. Subj: MALS
Engagement Chute Failures.
39. OL-20/Det-10 History for September 1966.
40. OL-20/Det-10 History for October 1966.

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92. Msg (S) LHM 10153 October 1966. Subj: Request for Engineer Assistance.
93. Msg (S) LOR 757 October 1966. Subj: Immediate Action WFO.
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 0000 January 1967. Subj: Incident Report.
100. Msg (S) 100SRW OL-20/Det-10 0030 January 1967. Subj: Incident Report.
101. Msg (S) 100SRW OL-20/Det-10 0145 March 1967. Subj: FUR.
102. Msg (S) LHM 10153 100SRW OL-20 0146 March 1967. Subj: Rivet Dn Final Report of Incident.
103. Msg (S) 100SRW OL-20 0195 September 1966. Subj: STA Recovery.
104. Msg (S) 100SRW OL-20 0198 September 1966.
105. Msg (S) 100SRW OL-20/Det-10 1130 December 1966. Subj: Deviation Report.
106. Msg (S) 100SRW OL-20/Det-10 1137 December 1966. Subj: Incident Report.
107. Msg (S) DM4 05501 December 1966. Subj: J-17.
108. Msg (S) 100SRW OL-20 NO 1354 September 1966. Subj: Sealer Circuit Breaker.

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110. Msg (S) 100SRW OL-20ND 00919 September 1966. Subj: Blue Springs.
111. Msg (S) 100SRW OL-20ND 00963 September 1966. Subj: Xmas on Failure.
112. Msg (S) 100SRW OL-20ND 01053 October 1966. Subj: Scorer Failure.
113. Msg (S) 01-20ND 04333 October 1966.
114. Msg (S) 110HIS 004C 119.8 December 1966. Subj: Scorer Malfunction.
115. Msg (S) 01-20ND 01000 February 1967. Subj: 32A Invariant.
116. Msg (S) LINDIS 100SRW OL-20/Dec-10 0161 February 1967.
117. Msg (S) 100SRW OL-20 01613 February 1967. Subj: CIL Agent OK.
118. Msg (S) LINDIS 100SRW OL-20C 02143 February 1967. Subj: River Run.
119. Msg (S) LINDIS 100SRW OL-20SD 476 March 1967. Subj: Mission Review Panel.
120. Msg (S) LINDIS 100SRW OL-20 03565 March 1967. Subj: Blue Springs.
121. Msg (S) LINDIS 100AS 06723 July 1966. Subj: Modification Approval.
122. Msg (S) LINDIS 100AS-S 81664 July 1966. Subj: 147XX Modification.
123. Msg (S) 100AS/100AS 07201 July 1966. Subj: 147XX.
124. Msg (S) 004C 07404 August 1966. Subj: 147XX Delivery.
125. Msg (S) 100AS 07504 August 1966. Subj: 147XX Test Flight.

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126. DOR (S) 110015 00000 August 1966. Subj: Personnel
Interpretation.
127. DOR (S) 110015 00000 August 1966. Subj: Personnel Profile.
128. DOR (S) 110015 00000 August 1966. Subj: 147XX Mission Log.
129. DOR (S) 110015 00000 August 1966. Subj: Lightning Bug Test.
130. DOR (S) 110015 00000 August 1966. Subj: 147XX Flight Test.
131. DOR (S) 110015 00000 August 1966. Subj: 147XX Mission Summary.
132. DOR (S) 103 604 September 1966. Subj: 147XX Mission Review.
133. DOR (S) 103 604 September 1966. Subj: 147XX Problems.
134. DOR (S) 103 604 September 1966. Subj: 147XX Test Flight.
135. DOR (S) 103 604 September 1966. Subj: 147XX Test Flight.
136. DOR (S) 103 604 September 1966. Subj: 147XX Test Flight.
137. DOR (S) 103 604 September 1966. Subj: 147XX Test Flight.
138. DOR (S) 103 604 September 1966. Subj: 147XX Test Flight.
139. DOR (S) 103 604 September 1966. Subj: 147XX Test Flight.
140. DOR (S) 103 604 September 1966. Subj: 147XX Test Flight.
141. DOR (S) 103 604 September 1966. Subj: 147XX Test Flight.
142. DOR (S) 103 604 September 1966. Subj: 147XX Test Flight.
143. DOR (S) 103 604 September 1966. Subj: 147XX Test Flight.
144. DOR (S) 103 604 September 1966. Subj: 147XX Test Flight.

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146. Reg (S) LOR-PM-00001 October 1966. Subj: 147th Training.
147. Reg (S) LOR-PM-00001 October 1966. Subj: 147th Training.
148. Reg (S) LOR-PM-00001 October 1966. Subj: 147th Training.
149. Reg (S) LOR-PM-00001 October 1966. Subj: 147th Training.
150. Reg (S) LOR-PM-00001 October 1966. Subj: 147th Training.
151. Reg (S) LOR-PM-00001 October 1966. Subj: 147th Training.
152. Reg (S) LOR-PM-00001 October 1966. Subj: 147th Training.
153. Reg (S) LOR-PM-00001 October 1966. Subj: 147th Training.
154. Reg (S) LOR-PM-00001 October 1966. Subj: 147th Training.
155. Reg (S) LOR-PM-00001 October 1966. Subj: 147th Training.
156. Reg (S) LOR-PM-00001 October 1966. Subj: 147th Training.
157. Reg (S) LOR-PM-00001 October 1966. Subj: 147th Training.
158. Reg (S) LOR-PM-00001 October 1966. Subj: 147th Training.
159. Reg (S) LOR-PM-00001 October 1966. Subj: 147th Training.
160. Reg (S) LOR-PM-00001 October 1966. Subj: 147th Training.
161. Reg (S) LOR-PM-00001 October 1966. Subj: 147th Training.
162. Reg (S) LOR-PM-00001 October 1966. Subj: 147th Training.
163. Reg (S) LOR-PM-00001 October 1966. Subj: 147th Training.

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164. Msg (C) DM4 05649 December 1966. Subj: RARS Under Ptn.
165. Msg (S) LINDIS DM4 12480 December 1966. Subj: 147H Fuel Tanks.
166. Msg (S) DORS 00295 January 1967. Subj: River Bin.
167. Msg (S) DM4 02389 December 1966. Subj: Post Recovery Section.
168. Msg (S) DORS/DTIC-3 11829 December 1966. Subj: Lightning Bar.
169. Msg (S) LINDIS DM4 12577 December 1966. Subj: Sig Search.
170. Msg (S) LINDIS DM4 12666 December 1966. Subj: Drone Deployment.
171. Msg (S) LINDIS DM4 01226 February 1967. Subj: 1-72 SPA.
172. Msg (S) LINDIS DM4 67044 February 1967. Subj: J Test.
173. Msg (S) LINDIS DM4 67049 February 1967. Subj: J-26 Test.
174. Msg (S) LINDIS DM4 09488 September 1967. Subj: B-3 Transporter.
175. Msg (S) DGT 09350 October 1966. Subj: Training.
176. Msg (S) DM4 05649 October 1966. Subj: B-3 for ECM-34A.
177. Msg (S) AEXOPFR 80664 October 1966. Subj: Training ECM-34A.
178. Msg (C) DM4 05122 February 1967. Subj: ECM-34A Assignments.
179. Msg (C) DM4 10367 February 1967. Subj: ECM Incidents.
180. Msg (S) LINDIS VC 00058 February 1967. Subj: Fleet Finding Board.
181. Msg (S) DORS 0118 February 1967. Subj: XCCS.
182. Msg (S) LINDIS DM4 07706 July 1966. Subj: White Hawk.
183. Msg (S) LINDIS ATTAT-3 190226 September 1966. Subj: White Hawk.

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- 187. Msg (C) LOR 08981 September 1966. Subj: Training.
- 188. Msg (S) LINDIS LOR 118 January 1966. Subj: Maintenance Training.
- 189. Msg (S) LINDIS DOT 02199 November 1966. Subj: Composite Arrow Kase Meeting.
- 190. Msg (S) LINDIS 59099 October 1966. Subj: CH-53C Arrow.
- 191. Msg (S) LINDIS DPLC 12627 November 1966. Subj: CH-53C Arrow.
- 192. Msg (S) ARNDPFR 81746 March 1967. Subj: Landing One.
- 193. Msg (S) LINDIS MCMX 01194 March 1967. Subj: CH-53C Arrow.
- 194. Msg (S) ARNDPFR 36958 March 1967. Subj: CH-53C Arrow.
- 195. Msg (S) LINDIS SPAR/BAZ/DPIC 02814 March 1967. Subj: CH-53C Arrow.
- 196. Msg (S) WFTO DPLC3 16803 March 1967. Subj: Composite Arrow.
- 197. Msg (S) WFTO DM4 51746 March 1967. Subj: Training Gate Repack Capability.
- 198. Msg (S) LINDIS DPLC3 February 1967. Subj: Power II Planning.
- 199. Msg (S) DM4 05427 July 1966. Subj: BQM Modification.
- 200. Msg (S) LINDIS DM 05434 July 1966. Subj: BQM Modification.
- 201. Msg (S) DM4 05540 August 1966. Subj: BQM-34.
- 202. Msg (S) DM43 October 1966. Subj: BQM-34 Modification.
- 203. Msg (C) DM4 05028 January 1967. Subj: Landing One WFO 22.
- 204. Msg (S) LINDIS MCMX 07988 December 1966. Subj: F117 In Use.

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201. Reg (S) LHM 1440 14458 August 1966. Subj: 14458.
202. Reg (S) LHM 15000 01-20 01-20 15000 August 1966. Subj: 15000.
203. Reg (S) LHM 15000 01-20 01-20 15000 August 1966. Subj: 15000.
204. Reg (S) LHM 15000 01-20 01-20 15000 August 1966. Subj: 15000.
205. Reg (S) LHM 15000 01-20 01-20 15000 August 1966. Subj: 15000.
206. Reg (S) LHM 15000 01-20 01-20 15000 August 1966. Subj: 15000.
207. Reg (S) LHM 15000 01-20 01-20 15000 August 1966. Subj: 15000.
208. Reg (S) LHM 15000 01-20 01-20 15000 August 1966. Subj: 15000.
209. Reg (S) LHM 15000 01-20 01-20 15000 August 1966. Subj: 15000.
210. Reg (S) LHM 15000 01-20 01-20 15000 August 1966. Subj: 15000.
211. Reg (S) LHM 15000 01-20 01-20 15000 August 1966. Subj: 15000.
212. Reg (S) LHM 15000 01-20 01-20 15000 August 1966. Subj: 15000.
213. Reg (S) LHM 15000 01-20 01-20 15000 August 1966. Subj: 15000.
214. Reg (S) LHM 15000 01-20 01-20 15000 August 1966. Subj: 15000.
215. Reg (S) LHM 15000 01-20 01-20 15000 August 1966. Subj: 15000.
216. Reg (S) LHM 15000 01-20 01-20 15000 August 1966. Subj: 15000.
217. Reg (S) LHM 15000 01-20 01-20 15000 August 1966. Subj: 15000.
218. Reg (S) LHM 15000 01-20 01-20 15000 August 1966. Subj: 15000.
219. Reg (S) LHM 15000 01-20 01-20 15000 August 1966. Subj: 15000.

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239. Msg (S) LINDIS DMSA 07003 August 1966. Subj: Training.
240. Msg (S) DMSA 05385 24 October 1966. Subj: Training.
241. Msg (S) DMSA 042 August 1966. Subj: Training.
242. Msg (S) DMSA DMSA 042 August 1966. Subj: Training.
243. Msg (S) LINDIS DMSA DMSA DMSA 07003 August 1966. Subj: Training.
244. Msg (S) DMSA 60107 October 1966. Subj: Training.
245. Msg (S) DMSA AFLCLD 00012 July 1966. Subj: Maintenance.
246. Msg (S) LINDIS DMSA 07003 September 1966. Subj: Training.
247. Msg (S) OL-20 MO 04912 September 1966. Subj: Training.
248. Msg (S) 100SRW OL-20 02707 July 1966. Subj: Training.
249. Msg (S) EFTO 100SRW OL-20 02901 July 1966. Subj: Training.
250. Msg (S) 100SRW OL-20 04230 October 1966. Subj: Training.
251. Msg (S) 100SRW OL-20 02917 July 1966. Subj: Training.
252. Msg (S) EFTO OL-20 02001 July 1966.
253. Msg (S) 100SRW OL-20 01072 September 1966. Subj: Training.
254. Msg (S) EFTO 100SRW OL-20 02705 September 1966. Subj: Training.

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235. Mr. (S) 10033W 01-100 01953 Oct-13 1966. Subj: Monthly Facilities Report.
236. Mr. (S) 10033W 01-100 01953 November 1966. Subj: Monthly Facilities Report.
237. Exhibit 237 omitted.
238. Mr. (S) 01-200 01952 January 1967. Subj: Monthly Facilities Report.
239. Mr. (S) 10033W 01-200 01254 February 1967. Subj: Monthly Facilities Report.
240. Mr. (S) AFKOPR 86560 August 1966. Subj: Training Report.
241. Mr. (S) 031 02178 September 1966. Subj: Summary of Training.
242. Mr. (S) 1003 01683 February 1967. Subj: Summary of Training.
243. Mr. (S) 01 00 00931 September 1966. Subj: Summary of Training.
244. 10033W Immigration Course Outline.
245. Mr. (S) 031 02196 September 1966. Subj: Summary of Training.
246. Mr. (S) 031 01442 January 1967. Subj: Summary of Training.
247. Mr. (S) 031 01442 July 1966. Subj: Low Level Search Training.
248. Mr. (S) 031 01442 July 1966. Subj: Search Training.
249. Mr. (S) 031 01442 September 1966. Subj: Search Training.
250. Mr. (S) AFKOPR 86560 August 1966. Subj: Search Training.
251. Mr. (S) 031 01442 September 1966. Subj: Search Training.

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272. N. (C) ERMA 61401 February 1967. Subj: [illegible] [illegible].

273. N. (C) ERMA 61401 February 1967. Subj: [illegible] [illegible].

274. N. (C) ERMA 61401 February 1967. Subj: [illegible] [illegible].

275. N. (C) ERMA 61401 February 1967. Subj: [illegible] [illegible].

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UNITS ASSIGNED TO DAVIS-MONTHAN AFB, ARIZONA

390th Strategic Missile Wing

Hq Sq, 390th SMW
570th Strategic Missile Squadron
571st Strategic Missile Squadron
390th Missile Maintenance Squadron

803d Combat Support Group

Hq Sq, 803d Combat Support Group
803d Civil Engineering Squadron
803d Combat Defense Squadron
803d Communications Squadron
803d Services Squadron
803d Supply Squadron
803d Transportation Squadron
803d Medical Group

OTHER SAC UNITS

12th Strategic Aerospace Division

100th Strategic Reconnaissance Wing

Hq Sq, 100th Strategic Reconnaissance Wing
349th Strategic Reconnaissance Squadron
350th Strategic Reconnaissance Squadron
100th Armament and Electronic Maintenance Squadron
100th Field Maintenance Squadron
100th Organizational Maintenance Squadron
100th Airborne Missile Maintenance Squadron

TENANT UNITS

9th Weather Squadron Det #2 (MAC)
11th Mobile Communications Squadron Det #5 (CONAC)
512A Field Training Detachment (ATC)
684th Radar Squadron (SAGE) (ADC)
1903d Communications Squadron (AFCS)
Military Aircraft Storage and Disposition Center (AFSC)
4440th Aircraft Delivery Group (TAC)
4453d Combat Crew Training Wing (TAC)
Det. 17, Western ARC (MAC)

DMA AVAILABILITY OF DC-130A/E AIRCRAFT JANUARY 1967

<u>AIRCRAFT</u>	<u>WORK DAYS LOST</u>	<u>LOST TO LOCATION</u>	<u>WORK DAYS AVAILABLE</u>	<u>SORTIES LAUNCHED</u>	<u>HOURS FLOWN</u>
56-527	21	OL-20	0	0	0
57-461	21	OL-20	0	0	0
57-496	4	Factory	17	3	8.9
57-497	15	Factory	6	3	17.0
61-2368	9	Factory	12	3	11.4
61-2369	16	Pt Mugu/Factory	5	5	16.7
61-2371	13	Newly asgnd	8	4	15.1
61-2362	6	Newly asgnd	15	5	22.8
<u>TOTALS</u>	<u>105</u>		<u>63</u>	<u>23</u>	<u>91.9</u>

NOTE: Average days to fly one sortie and maintain aircraft for another sortie 2.7 days.

OL-20 AVAILABILITY OF DC-130A/E AIRCRAFT

56-527	0	-	21	21	110.6
57-461	0	-	21	16	68.2
57-496	0	-	0	8	49.1
<u>TOTALS</u>	<u>0</u>		<u>42</u>	<u>45</u>	<u>227.9</u>

NOTE: Sorties and flying time for OL-20 for period 18 Dec 66 thru 21 Jan 67.

DMA AVAILABILITY OF DC-130A/E AIRCRAFT JANUARY 1967

<u>AIRCRAFT</u>	<u>WORK DAYS LOST</u>	<u>LOST TO LOCATION</u>	<u>WORK DAYS AVAILABLE</u>	<u>SORTIES LAUNCHED</u>	<u>HOURS FLOWN</u>
56-527	21	OL-20	0	0	0
57-461	21	OL-20	0	0	0
57-496	4	Factory	17	3	8.9
57-497	15	Factory	6	3	17.0
61-2368	9	Factory	12	3	11.4
61-2369	16	Pt Mugu/Factory	5	5	16.7
61-2371	13	Newly asgnd	8	4	15.1
61-2362	6	Newly asgnd	15	5	22.8
<u>TOTALS</u>	<u>105</u>		<u>63</u>	<u>23</u>	<u>91.9</u>

NOTE: Average days to fly one sortie and maintain aircraft for another sortie 2.7 days.

OL-20 AVAILABILITY OF DC-130A/E AIRCRAFT

56-527	0	-	21	21	110.6
57-461	0	-	21	16	68.2
57-496	0	-	0	8	49.1
<u>TOTALS</u>	<u>0</u>		<u>42</u>	<u>45</u>	<u>227.9</u>

NOTE: Sorties and flying time for OL-20 for period 18 Dec 66 thru 21 Jan 67.

DC-130 AIRCRAFT UNITS PRODUCED AND MANHOURS
EXPENDED (CF & CH WOS)

<u>TYPE MAINTENANCE</u>	<u>UNITS</u>	<u>M/HRS</u>
01---Ground Hand & Svsing	41	153
02---Aircraft Cleaning	4	6
031--Preflight Inspection	10	152
032--Postflight Inspection	15	369
034--Phase Inspection	2	279
04---Special Inspection	5	138
05---Acft/Eng Storage	0	0
06---Ground Safety	0	0
07---Acft Records	0	0
09---Shop Support	0	0
On-Equip System Failures	556	1934
On-Equip System Non-Failures	91	269
Off-Equip System Failures	196	424
Off-Equip System Non-Failures	7	10
<u>TOTAL:</u>	<u>927</u>	<u>3734</u>

MAINTENANCE DATA COMMENTS IN GENERAL

The primary source of the manhour information for the Monthly Maintenance Bulletin is the System and Component Discrepancy Summary Report Number 5. Data Services recently received instructions to change the format of these reports. We are not convinced the change was warranted or necessary, however we have little choice but to work with the new reports to the best of our ability. There are irregularities in the reports that are being brought to the attention of the appropriate people, and we hope that a more useable report is forth coming. We have developed a new format for the units and manhours portrayed herein. A format that more closely fits the format of the source report. We intend to expand on the information shown as the months pass, so if you have need for information that we can satisfy through this publication, please let us know.

FLYING AND DEVIATION STATISTIC - FEBRUARY - 1967 - SORTIE INFORMATION (CONT'D)

<u>DMAFB</u>	<u>OL-20*</u>
0	2
0	0
0	2

Material Air Aborts:

E REASONS

b TIT #3 eng pegged when switched to null, shutdown engine (TD controlling harness badly burned, replaced harness)

MAT

b Hydraulic boost system lost all fluid (Replaced booster system pressure line in center dry bay & also utility line)

MAT

ANALYSIS COMMENTS AND CONCLUSIONS

The 5 Supply Cancellations represents an area where analysis will place continuing emphasis. We have initiated a program to identify components which required NORS action (See NORS Analysis in Section IV of this bulletin). As more data is amassed, any repetitive NORS on individual components will receive concentrated surveillance.

This area should be of special interest to maintenance supervisors and managers since any NORS action affects flying, scheduling, and the entire maintenance effort.

A high NORS rate is indicative of inadequacies in either the maintenance and/or supply system. These "weak" areas must be isolated, identified, and corrected. Therefore as analysis presents this information you should utilize the data to your advantage. Further any constructive suggestions, comments and/or observations are welcomed.

DMA AVAILABILITY OF DC-130A/E AIRCRAFT FEBRUARY 1967

<u>AIRCRAFT</u>	<u>WORK DAYS LOST</u>	<u>LOST TO LOCATION</u>	<u>WORK DAYS AVAILABLE</u>	<u>SORTIES LAUNCHED</u>
56-527	20	OL-20	0	0
57-461	20	OL-20	0	0
57-496	13	Factory	7	1
57-497	0		20	6
61-2368	15	Factory/OL-20	5	2
61-2369	1	Pt Mugu	19	6
61-2371	2	Factory	18	6
61-2362	1	Cross Country	19	7
61-2363	3	Newly Assgnd	17	1
<u>TOTALS:</u>	<u>75</u>		<u>105</u>	<u>29</u>

NOTE: Average days to fly one sortie and maintain aircraft for another sortie 2.7 days.

OL-20 AVAILABILITY OF DC-130A/E AIRCRAFT

56-527	0	-	20	8
57-461	0	-	20	7
61-2368	7	DWATE / FACTORY	13	4
<u>TOTALS:</u>	<u>7</u>		<u>53</u>	<u>19</u>

NOTE: Sorties and flying time for OL-20 for period 22 Jan 67 thru 18 Feb 67.

DC-130 FLYING AND DEVIATION STATISTICS - MARCH - 1967 - SORTIE INFORMATION (CONT'D)

	<u>DMAFB</u>	<u>OL-20*</u>	<u>TOTAL</u>	<u>ANALYSIS COMMENTS AND CONCLUSIONS</u>
	2	0	2	The C-130 late take off rate at home station decreased from 45% in February to 39% in March. Why? Did we have less late take off's in March than we had in February? No, however, we had more sorties scheduled less sorties cancelled in March. This combination resulted in the effective lower rate in March. We really had more (14) late take off's in March than we had in February (we had 10 in February). Half (7) of 14 March late take off's were caused by materiel failures. There were no individual systems which indicate a trend in failures that caused these late take off's. It will be interesting to see if the late take off's caused by materiel failures continue to be affected by the increase and/or decrease in sorties flown in the future. Cancellation also were dominated by materiel failures. These failures were all caused by the power plant system. We will monitor this area and request quality control investigation of this system if this trend continues. No other significant problems were noted, however, if additional information is needed, please make your needs known.
	0	0	0	
eriel	2	0	2	
enance & Materiel Air Aborts:				
<u>DATE</u>	<u>REASONS</u>			
23 Mar	Hyd boost system lost 5 qt of fluid. (Could not find leak serviced system). <u>MAINT</u>			
26 Mar	#3 eng oil press. (Replaced oil press relief valve). <u>MAT</u>			

DMA AVAILABILITY OF DC-130A/E AIRCRAFT MARCH 1967

<u>AIRCRAFT</u>	<u>WORK DAYS LOST</u>	<u>LOST TO LOCATION</u>	<u>WORK DAYS AVAILABLE</u>	<u>SORTIES LAUNCHED</u>	<u>HOURS FLOWN</u>
56-527	23	OL-20	0	0	0
57-461	3	OL-20	20	4	42.1
57-496	0		23	6	38.5
57-497	0		23	7	33.9
61-2368	23	OL-20	0	0	0
61-2369	0		23	9	47.4
61-2371	4	Factory	19	8	28.0
61-2362	0		23	11	51.0
61-2363	0		23	9	52.3
61-2364	3	Newly Assigned	20	5	24.8
<u>TOTAL:</u>	<u>56</u>		<u>174</u>	<u>52</u>	<u>318.0</u>

NOTE: Average days to fly one sortie and maintain aircraft for another sortie 2.9 days.

OL-20 AVAILABILITY OF DC-130A/E AIRCRAFT

56-527	0		23	15	69.2
57-461	20	DMAFB	3	3	5.9
61-2368	0		23	14	41.6
<u>TOTALS:</u>	<u>20</u>		<u>49</u>	<u>32</u>	<u>116.7</u>

NOTE: Sorties and flying time for OL-20 for period 19 Feb 1967 thru 18 March 1967.

DMA AVAILABILITY OF CH-3C/E AIRCRAFT JANUARY 1967

<u>AIRCRAFT</u>	<u>WORK DAYS LOST</u>	<u>LOST TO LOCATION</u>	<u>WORK DAYS AVAILABLE</u>	<u>SORTIES LAUNCHED</u>	<u>HOURS FLOWN</u>
63-9690	21	Pt Mugu	0	0	0
64-14226	21	DET 10	0	0	0
64-14228	21	DET 10	0	0	0
65-12788	8	Pt Mugu	13	11	28.4
65-12790	2	Pt Mugu	19	15	36.1
<u>TOTAL</u>	<u>73</u>		<u>32</u>	<u>26</u>	<u>64.5</u>

NOTE: Average days to fly one sortie and maintain aircraft for another sortie 1.2 days.

DET 10 AVAILABILITY OF CH-3C/E AIRCRAFT

64-14226	0	-	21	16	26.6
64-14228	0	-	21	18	37.1
<u>TOTAL</u>	<u>0</u>		<u>42</u>	<u>34</u>	<u>63.7</u>

Det 10 sorties and flying hours cover period 18 Dec 66 thru 21 Jan 67.

CH-3 AIRCRAFT UNITS PRODUCED AND MANHOURS
EXPENDED (HH WOS)

<u>TYPE MAINTENANCE</u>	<u>UNITS</u>	<u>M/HR</u>
01---Ground Hand & Svcsing	25	32
02---Aircraft Cleaning	6	38
031--Preflight Inspection	51	203
032--Postflight Inspection	54	236
034--Phase Inspection	4	163
04---Special Inspection	25	36
05---Acft/Eng Storage	0	0
06---Ground Safety	1	1
07---Acft Records	0	0
09---Shop Support	0	0
On-Equip System Failures	114	151
On-Equip System Non-Failures	10	15
Off-Equip System Failures	12	31
Off-Equip System Non-Failures	0	0
<u>TOTAL:</u>	<u>302</u>	<u>906</u>

COMMENTS ON CH-3 DATA

We have not developed "failure" control charts on this air vehicle. This method of analysis is planned for the future, as time permits. Scanning the data reveals only one area that could be a problem. The item or items as the case may be, was coded 49000, Miscellaneous Utilities. A total of 8 failures were reported requiring adjustments or repair/replacement of attaching units.

DMA AVAILABILITY OF CH-3C/E AIRCRAFT FEBRUARY 1967

<u>AIRCRAFT</u>	<u>WORK DAYS LOST</u>	<u>LOST TO LOCATION</u>	<u>WORK DAYS AVAILABLE</u>	<u>SORTIES LAUNCHED</u>
63-9690	20	Pt Mugu	0	0
64-14226	20	DET 10	0	0
64-14228	20	DET 10	0	0
65-12788	5	Pt Mugu	15	19
65-12790	1	Pt Mugu	19	5
65-12796	20	Newly Assigned	0	0
<u>TOTAL</u>	<u>86</u>		<u>34</u>	<u>24</u>

NOTE: Average days to fly one sortie and maintain aircraft for another sortie 1.4 days.

DET 10 AVAILABILITY OF CH-3C/E AIRCRAFT

64-14226	0	---	20	10
64-14228	0	---	20	12
<u>TOTAL</u>	<u>0</u>		<u>40</u>	<u>22</u>

Det 10 sorties and flying hours cover period 22 Jan 67 thru 18 Feb 67.

ANALYSIS COMMENTS AND CONCLUSIONS: With one aircraft at DM flying 51.6 hours and the other only 12.4, looks like "shoddy" scheduling. However we must remember "790" was NORS for about half the month.

IL-2 AIRCRAFT UNITS PROCURED AND MANHOURS
EXPENDED (BY MONTH)

TYPE MAINTENANCE	JANUARY		FEBRUARY	
	UNITS	M/HRS	UNITS	M/HRS
01 - Ground Hand & Basing	25	32	67	92
02 - Aircraft Cleaning	6	38	31	105
031 - Preflight Inspection	51	203	50	244
032 - Postflight Inspection	54	23	40	100
034 - Phase Inspection	4	163	2	65
04 - Special Inspection	25	36	40	73
05 - Acft Eng Storage	0	0	0	0
06 - Ground Safety	1	1	2	3
07 - Acft Records	0	0	11	6
09 - Shop Support	0	0	2	45
On-Equip System Failures	11 1/4	151	20 1/2	447
On-Equip System Non-Failures	10	15	17	40
Off-Equip System Failures	12	31	19	55
Off-Equip System Non-Failures	0	0	0	0
<u>TOTAL:</u>	<u>302</u>	<u>906</u>	<u>515</u>	<u>1274</u>

ANALYSIS COMMENTS AND CONCLUSIONS

We have not developed "failure" control charts on this air vehicle. This method of analysis is planned for the future, as time permits. The On-Equip System Failures contributed to most of the increase in units and manhours. The rotor and fuel systems consumed most of the manhours in this area. Miscellaneous utilities and the airframe systems caused most of the failures. These systems will be completely investigated and referral letter action will be taken, if warranted.

DMA AVAILABILITY OF CH-3C/E AIRCRAFT MARCH 1967

<u>AIRCRAFT</u>	<u>WORK DAYS LOST</u>	<u>LOST TO LOCATION</u>	<u>WORK DAYS AVAILABLE</u>	<u>SORTIES LAUNCHED</u>	<u>HOURS FLOWN</u>
63-9690	23	AFLC	0	0	0
64-14226	23	DET 10	0	0	0
64-14228	23	DET 10	0	0	0
65-12788	0	-----	23	20	67.6
65-12790	0	-----	23	11	19.3
65-12796	0	-----	23	24	52.4
<u>TOTAL</u>	<u>69</u>		<u>69</u>	<u>55</u>	<u>139.3</u>

NOTE: Average days to fly one sortie and maintain aircraft for another sortie 1.3 days.

DET 10 AVAILABILITY OF CH-3C/E AIRCRAFT

64-14226	0	-----	23	16	18.8
64-14228	0	-----	23	15	20.3
<u>TOTAL</u>	<u>0</u>		<u>46</u>	<u>31</u>	<u>39.1</u>

Det 10 sorties and flying hours cover period 19 February thru 18 March 1967.

CH-3 AIRCRAFT UNITS PRODUCED AND MANHOURS
EXPENDED (HH WOS)

<u>MAINTENANCE</u>	<u>JANUARY</u>		<u>FEBRUARY</u>		<u>MARCH</u>	
	<u>UNITS</u>	<u>M/HR</u>	<u>UNITS</u>	<u>M/HR</u>	<u>UNITS</u>	<u>M/HR</u>
Ground Hand & Svsing	25	32	67	92	107	163
Aircraft Cleaning	6	38	31	105	11	138
Pre-flight Inspection	51	203	59	244	93	380
Post-flight Inspection	54	236	48	199	61	250
Phase Inspection	4	163	2	65	3	103
Special Inspection	25	36	49	73	53	80
A/cft/Eng Storage	0	0	0	0	0	0
Ground Safety	1	1	2	3	1	1
A/cft Records	0	0	11	6	2	3
Shop Support	0	0	2	45	2	33
Equip System Failures	114	151	208	447	182	525
Equip System Non-Failures	10	15	17	40	69	121
Equip System Failures	12	31	19	55	33	107
Equip System Non-Failures	0	0	0	0	6	8
<u>TOTAL</u>	<u>302</u>	<u>906</u>	<u>515</u>	<u>1374</u>	<u>623</u>	<u>1912</u>

ANALYSIS COMMENTS AND CONCLUSIONS

increase in units and m/hrs for the month of February and March over the month of January can be attributed to three factors: 1. Newly assigned aircraft. 2. Increase in flying hours. 3. Increase in sorties flown. There were no significant increase apparent in the individual categories maintenance, that warrants further investigation at this time.

COMMENTS AND CONCLUSIONS ON CH-3 SYSTEMS DATA

<u>M</u>	<u>MARCH FAILURES</u>	<u>PAST FAILURE AVERAGE</u>	<u>FAILURE UPPER LIMIT</u>
<u>SYSTEM</u>	12	4	10
	This system fell out of control due to fuel filters and fuel cells. The MFC machine listing indicates improper documentation. This system will be investigated and referral letter action taken.		
<u>LLANEOS UTILITIES</u>	29	11	21
	This system is out of control due to improper documentation. Referral letter action will be taken.		

Subject: 35th Strategic Recon Sq

Unit: 35th Strategic Recon Sq

10 Oct 1966

To: 35th Strategic Recon Sq

1. Mission. See memo c

2. Activities. This report covers activities of the 35th Strategic Reconnaissance Squadron during the month ending 31 Oct 1966.

A. Personnel

1. There are seven combat ready C-130 crews. Two crews, Major Kennedy (E-39) and Captain Ingber (E-44), are TDY at CG-20. Major Lockner (S-22) returned to Davis-Monthan 1 Oct on aircraft 497.

2. There are six Combat Ready C-130 crews. Two crews are TDY at CG-20, Det 1. Captain Donald (E-46) and Captain Goslett (E-54). Crew E-43 minus Captain Perrin returned from Det 1. Captain Perrin is slated to return when Captain Goslett completes his operational training.

B. Operations and Training

1. C-130's 496 and 491 remain at CG-20. C-130 returned to Davis-Monthan 1 Oct.

2. Helicopters 226 and 227 remained at Det 1, CG-20 with 741 at Davis-Monthan.

3. The squadron has been accomplishing training at Davis-Monthan utilizing the C-130A/20 and 30A 1471. Helicopters utilized at CG-20 remain as previously reported.

FOR THE COMMANDER

WILLIAM A. BRIDG, Captain, USAF
Administrative Officer

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DC-1, 000 H. A. TTY STATION
AS OF 31 JULY 66

UNIT	TYPE	LAST NAME	OL REF	REN	INITIAL QUAL	COMBAT READY
D-21	P	BAIT	14 MAY	5 SEP		SEE NOTE
	OP	BLANTON	14 MAY	5 SEP		
	P	CHILSON	19 MAY	5 SEP		
	D-21-1	WOODBORN	19 MAY	5 SEP		
	D-21-2	LEWIS	14 MAY	5 SEP		
	REF	MICHELSON	14 MAY	5 SEP		
D-22	P	BRONSTER	25 JUN	5 SEP		
	OP	ROBERTSON	25 JUN	5 SEP		
	P	ROBERTSON	25 JUN	5 SEP		
	D-22-1	PERKINS	25 JUN	5 SEP		
	D-22-2	BURNETT	25 JUN	5 SEP		
	REF	BAILEY	25 JUN	5 SEP		
D-23		NO CHANGE				
D-24		NO CHANGE				
D-25	P	BRYAN	3 MAY	4 JUL		
	OP	WHITE	3 MAY	4 JUL		
	P	WADSWORTH	3 MAY	4 JUL		
	D-25-1	WALKER	3 MAY	4 JUL		
	D-25-2	FRATER	3 MAY	4 JUL		
	REF	MAURER	3 MAY	4 JUL		
D-26		NO CHANGE				
D-27		NO CHANGE				

NOTE: All crews are initially qualified and combat ready.

2. CARRIER FLIGHT CREW MEMBERS:

POS	NAME	I.C.	C/R.
OP	WAGLETON	22 DEC 62	8 AUG 63
P	WAGLETON	11 MAY 66	11 MAY 66
REF	LEWIS	(REF) 30 AUG 66	30 AUG 66
ELC	WINKLER	(EST) 30 AUG 66	30 AUG 66

NOTE: McGleason is TDY Bootstrap, ETR Aug 66.

AT 3 YEAR REVISION
1. QUALIFIED AFTER 12 YEARS
100 LBS 5200.10

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NAME	REPORTED STATUS	OL	DATE	REMARKS
1. [illegible]	NO CHANGE		24 JUL	5 SEP
2. [illegible]	NO CHANGE		24 APR	29 JUL
3. [illegible]	NO CHANGE		11 JUN	5 SEP
4. [illegible]	NO CHANGE			(EST) 15 AUG
5. [illegible]	NO CHANGE			(EST) 15 AUG
6. [illegible]	NO CHANGE			
7. [illegible]	NO CHANGE			
8. [illegible]	NO CHANGE			
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96. [illegible]	NO CHANGE			
97. [illegible]	NO CHANGE			
98. [illegible]	NO CHANGE			
99. [illegible]	NO CHANGE			
100. [illegible]	NO CHANGE			

4. PROJECTED LATER:

NAME	POSITION	DATE	REASON
JOHNSON	N	1 OCT	PCS to SAC

5. DATE REVISION:

NAME	DATE TITLE	POSITION	REMARKS
POWELL	100 VC	P	(OL-20) Projected
HARRIS	100 DC00	P	QUALIFIED
HARRISON	OL C 3500NS	P	PROJECTED
THOMAS	OL C 3500NS	P	PROJECTED
WHITE	OL C 3500NS	P	PROJECTED
LOGAN	OPS STAFF 3500NS	P	PROJECTED
BIRD	OPS STAFF 3500NS	P	QUALIFIED
CUTLER	OPS STAFF 3500NS	P	QUALIFIED

6. DC-10 SORTIES, FLYING HOURS:

TYPE SORTIES	DATE	SORTIES		HOURS
		W/O SPA	W/SPA	
a. Round Robin				
(1)	05		X	5:00
(2)	05	X		4:00
(3)	07		X	4:05
(4)	08		X	3:25
(5)	08		X	3:15

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	13		X	7:00
	14		X	7:00
	15		X	7:10
	20	X		7:00
6. 1 - 1 (inbound)				
(1) Pt Mugu, H&S support	17	X		4:30
(2) Pt Mugu, Training & H&S	20	X		2:20
7. 1 - 1 (inbound)				
(1) Pt Mugu, H&S support	17	X		2:00
(2) Pt Mugu, H&S support	19	X		2:00
(3) Ontario AB, Ferry fr fact.	31	X		1:55
8. SOUND MODEL FLIGHTS AT PT MUGU:				
(1)	17	X		1:45
(2)	18	X		1:45
(3) H&S demonstration for				
General Martin	20		X	3:40
9. Performance Test Flights				
(1)	25	X		1:15
(2) Ontario AB local, Acft				
401 acceptance flight	23	X		3:35
10. Others:				
(1) Edwards to Pt Mugu, H&S				
support	17	X		1:55
(2) ETC to Pt Mugu, Trng.	20		X	2:00
(3) Pt Mugu to ETC, Trng.	26	X		2:20
(4) Ontario to Hawthorne, Nev				
to Ontario, AFSC Support	28	X		7:40
11. Total: 23 Flights, 14 w/o SPA and 9 w/SPA				
12. Sorties w/SPA - No LCO Training.				
a. Sortie G(2), DC-130 air abort, #2 engine malfunction.				
13. Sorties w/SPA - No RCO Training.				
a. Sortie G(5), Captive flight of "G" Model.				
b. Sortie G(2), Same as 7, above.				

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1. Total Days Available for Training at DWTB: 10 Days.
 2. Total Days Available for Training at DWTB: 6 Days.
 3. Total Days Available for Training at DWTB: 4 Days.
 4. Total Days Available for Training at DWTB: 0 Days.

Activity	Sorties	Hours
1. (01-00)	-	-
2. (02-00)	-	-
3. (03-00)	3	10:10
4. (04-00)	2	10:10
5. (05-00)	0	0
6. (06-00)	15	42:00
7. (07-00)	1	11:00
Total:	21	73:20

2. DCO Activity:

Activity	Sorties Flown	Actual Launches BOM 34	Actual Launches Other	Simulated Launches
1. (01-00)	0	0	0	0
2. (02-00)	0	0	0	0
3. (03-00)	3	2	0	1
4. (04-00)	2	1	0	1
5. (05-00)	0	0	0	0
6. (06-00)	0	0	0	0
7. (07-00)	14	3	0	1
8. (08-00)	14	4	0	1
9. (09-00)	0	0	0	0
10. (10-00)	0	1	0	0
11. (11-00)	0	0	0	0
12. (12-00)	0	0	0	0
Total:	N/A	11	0	N/A

3. DCO Activity:

Activity	BOM 34/DCO Recoveries	Other Recoveries
1. (01-00) (24 Jul)	1	0
2. (02-00)	1	0
3. (03-00)	0	0
4. (04-00)	0	0
5. (05-00)	0	0
6. (06-00)	0	0
7. (07-00)	0	0
8. (08-00)	0	0
9. (09-00)	0	0
10. (10-00)	0	0
11. (11-00)	0	0
12. (12-00)	0	0

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(10-10)

10-10
10-10
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Total:

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10. Total of 1, and 14 above are the same. No explanation required.

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ORIGINAL DC-130 NARRATIVE SECTION
AS OF 31 AUG 66

2. PERSONNEL:

			REP	OL	INITIAL	CHARGE
1-21	P	DAVE	14 May	17 Sep		
	GP	DAVE	14 May	17 Sep		
	P	WILLIAM	29 May	17 Sep		
100-1		WILLIAM	18 May	17 Sep		
100-2		LEMO	14 May	17 Sep		
100-3		WILLIAM	14 May	17 Sep		
1-22	P	HUGHES	25 Jun	27 Sep		
	GP	HUGHES	25 Jun	27 Sep		
	P	WILLIAM	25 Jun	27 Sep		
100-1		WILLIAM	25 Jun	27 Sep		
100-2		WILLIAM	25 Jun	27 Sep		
100-3		WILLIAM	25 Jun	17 Sep		

1-23 NO CHARGE 15 Sep 15 JAN

1-24 NO CHARGE 20 Sep 15 JAN

1-25 NO CHARGE

1-26 NO CHARGE

1-27 NO CHARGE

NOTE: ALL CREWS ARE INITIALLY QUALIFIED AND COMBAT READY.

3. CREW MEMBER COMMENTS:

GP	WILLIAM	22 DEC 62	8 AUG 63	
P	WILLIAM	11 MAY 66	11 MAY 66	
100	WILLIAM	(IST) 30 SEP 66	30 SEP 66	
100	WILLIAM	(IST) 30 SEP 66	30 SEP 66	
100	WILLIAM	21 AUG 65	21 AUG 65	

NOTE: W. L. L. returned from TDY Footstrap on 2 Aug 66.

IF 5 YEARS INTERVAL:
100 SEP 66 AFTER 12 YEARS.
100 SEP 66.10

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	04Aug	X		X	7:00
	15Aug			X	7:00
	17Aug			X	6:40
	17Aug			X	7:45
	19Aug			X	7:00
	23Aug			X	6:40

b. **TRAIN FLIGHTS (OUTBOUND)**

(1) O'Brien AB, Ferry to Tulorg.	01 Aug	X		2:50
(2) Holloman AFB, INHQ 147 IX Test	29 Aug	X		1:40

c. **TRAIN FLIGHTS (INBOUND)**

(1) Holloman AFB, INHQ 147 IX Test.	29 Aug	X		1:15
--	--------	---	--	------

d. **ROUND TRIP FLIGHTS AT FT MOGU: NONE**

e. **MAINTENANCE TEST FLIGHTS: NONE**

f. **Other:**

(1) INHQ to Holloman AFB, Tng. 25 Aug			X	3:25
(2) Holloman to Holloman, INHQ 147 IX Test.	26 Aug		X	1:00
(3) Holloman AFB, to DMA, Tng, 26 Aug		X		1:25
(4) Holloman to Holloman, INHQ 147 IX Test,	29 Aug		X	2:00

g. **Total: 15 Flights, 5 w/o SPA and 10 w/SPA.**

7. **Sorties w/SPA - No ICG Training: None**

8. **Sorties w/SPA - No RCG Training**

a. **Sortie 6a (7), Wx canx act. launch.**

9. **Aircraft Days Available for Training at Davis-Monthan AFB: 12 Left/Days.**

10. **ECF-34-SCC/Days Available for Training at Davis-Monthan AFB: 79 SPA/Days.**

11. **Other SPA/Days Available for Training at Davis-Monthan AFB: 24 SPA/Days.**

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12. Sorties/Sorties/Hours

<u>Sorties</u>	<u>Hours</u>
1-21 (01-20)	-
1-22 (01-20)	-
1-23	27:05
1-24	18:15
1-25	0
1-26	7:20
1-27	12:05
Totals	64:45

13. NO Activity:

<u>Sorties</u>	<u>Actual</u>	<u>Actual</u>	<u>Simulated</u>
<u>Flown</u>	<u>Launches BQM</u>	<u>Launches Other</u>	<u>Launches</u>
1-28 (01-20)			
1-29 (01-20)			
1-30 (01-20)			
1-31 (01-20)			
1-32	6	0	1
1-33	7	0	1
1-34	9	0	0
1-35	9	0	0
1-36	1	0	0
1-37	2	0	0
1-38	1	0	1
1-39	1	0	2
1-40	4	0	1
1-41	7	2	1
1-42	0	0	0
1-43	0	0	0
Totals:	N/A	2	N/A

14. NO Activity:

<u>Sorties</u>	<u>BQM/Other</u>	<u>Other</u>
<u>Recoveries</u>	<u>Recoveries</u>	<u>Recoveries</u>
1-44 (01-20)	0	0
1-45	0	1
1-46	0	0
1-47	0	0
1-48	1	1
1-49	0	0
1-50	0	0
1-51	0	0
1-52	0	0
1-53	2	0
1-54 (01-20)	0	0
1-55	4	0
1-56	0	0
1-57	0	0

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19. Totals of 13 and 14, above are the same. No explanation required.

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1. Summary:

a. Inroute/Mission Noneffectiveness:

<u>Group No</u>	<u>Dt of Mtn</u>	<u>Ref Code</u>	<u>Summary Description</u>
E-40	21 Jul 66	03	Flight Cancel
E-53	26 Aug 66	03	Flt. Cancel Non
E-53	29 Aug 66	03	Flt. Cancel Non
E-53	30 Aug 66	03	Flight Cancel

b. Additional Inroute/Mission Noneffectiveness Activity:

<u>Group No</u>	<u>Dt of Mtn</u>	<u>% Thr Item</u>	<u>Summary Description</u>
E-40	21 Jul 66	106	Flight Cancel
E-53	26 Aug 66	106	Flt. Cancel Non
E-53	29 Aug 66	106	Flt. Cancel Non
E-53	30 Aug 66	106	Flight Cancel

c. None

d. None

e. Target/Launch Noneffectiveness:

<u>Group No</u>	<u>Dt of Mtn</u>	<u>% Thr Item</u>	<u>Summary Description</u>
E-40	21 Jul 66	218	Flight Cancel
E-53	26 Aug 66	218	Flt. Cancel Non
E-53	29 Aug 66	218	Flt. Cancel Non
E-53	30 Aug 66	218	Flight Cancel

2. WAIVER OF TRAINING REQUIREMENTS: None

3. DEFICIENT COMBAT READY CREWS/CREW MEMBERS: None

4. SPECIAL REPORTING REQUIREMENTS: Special Reporting, information contained in Attachments 2 and 3 and submitted in accordance with SAC Secret Reg, DOT 00603, 21 Jan 1966.

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(12)

DC-130 NARRATIVE SECTION

1. PROFILE DATA:

a. Enroute/Mission Non-effectiveness:

<u>Crew Nr</u>	<u>Dt of Flt</u>	<u>Def Code</u>	<u>Abbrev Sp Reason</u>
E-40	21 Jul 66	03	Flight Canx
E-33	30 Aug 66	03	Flight Canx
E-33	29 Nov 66	03	Flight Canx

b. Additional Enroute/Mission Non-effectiveness Activity:

<u>Crew Nr</u>	<u>Dt of Flt</u>	<u>Z Tng Item</u>	<u>Abbrev Sp Reason</u>
E-40	21 Jul 66	Z03	Flight Canx
E-40	21 Jul 66	Z06	Flight Canx
E-33	30 Aug 66	Z03	Flight Canx
E-33	30 Aug 66	Z06	Flight Canx
E-33	29 Nov 66	Z03	Flight Canx
E-33	29 Nov 66	Z06	Flight Canx
E-21	29 Nov 66	Z06	Resched Man

c. None.

d. None.

e. None.

2. WAIVER OF TRAINING REQUIREMENTS: None.

3. DELINQUENT COMPLAINT READY CREWS/CREW MEMBERS: None.

4. SPECIAL REPORTING REQUIREMENTS: Special Reporting Information contained in Attachments 2 and 3 and submitted in accordance with SAC Secret Msg, DOT 00603, 21 Jan 66.

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SPECIAL DC-130 NARRATIVE SECTION
AS OF 30 NOV 66

1. FLIGHT CREW STATUS:

CREW ID	CREW POS	LAST NAME	DEP	OL	INIT	QUAL	CURRENT GRADE
E-21	No Change						See Note
S-22	No Change						
E-28			15 Sep 66	12 Dec 66			
E-28	N	McBratney	15 Sep 66	3 Dec 66			
E-29			20 Sep 66	12 Dec 66			
E-33			10 Jan 67	18 May 67			
E-40			8 Dec 66	15 Jan 67			
E-40	LC02	Winkler	8 Dec 66	15 Jan 67	30 Nov 66	30 Nov 66	
E-40	ARCO	Fuentes	8 Dec 66	15 Jan 67	23 Nov 66	23 Nov 66	
E-40	ART	Morris	8 Dec 66	15 Jan 67	23 Nov 66	23 Nov 66	
S-49			10 Jan 67	18 May 67			
S-49	ARCO	Markle	10 Jan 67	18 May 67	11 Nov 66	11 Nov 66	
S-49	ART	Trebes	10 Jan 67	18 May 67	11 Nov 66	11 Nov 66	
E-56	P	Klix	8 Dec 66	15 Jan 67	25 Sep 62	8 Aug 63	
	CP	McGlohan	8 Dec 66	15 Jan 67	8 Aug 63	8 Aug 63	
	N	Levesque	26 Nov 66	15 Jan 67	16 Nov 66	16 Nov 66	
	LC0 1	Schober	8 Dec 66	15 Jan 67	17 Dec 65	23 Dec 65	
	LC0 2	Klein	8 Dec 66	15 Jan 67	28 Nov 66	28 Nov 66	
	ARCO	Lesinski	8 Dec 66	15 Jan 67	23 Nov 66	23 Nov 66	
	FMT	Phelan	8 Dec 66	15 Jan 67	21 Aug 65	30 Aug 65	
	ART	Bankhead	8 Dec 66	15 Jan 67	23 Nov 66	23 Nov 66	
E-57	P	Hagle			(Est) 20 Jan 67	(Est) 20 Jan 67	
	CP	Hinkle			(Est) 20 Jan 67	(Est) 20 Jan 67	
	N	Dunlap			(Est) 20 Jan 67	(Est) 20 Jan 67	
	LC01	Hall			(Est) 20 Jan 67	(Est) 20 Jan 67	

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H-57	LCO 2	Treadaway	(Est) 20 Jan 67 (Est) 20 Jan 67
	APCO	Hahn	(Est) 20 Jan 67 (Est) 20 Jan 67
	FTT	Cordova	21 Nov 64 (Est) 20 Jan 67
	ART	Hodges	(Est) 20 Jan 67 (Est) 20 Jan 67
H-58	P	Thomas	(Est) 15 Feb 67 (Est) 15 Feb 67
	CP	Lucas	(Est) 15 Feb 67 (Est) 15 Feb 67
	H	Beveridge	(Est) 15 Feb 67 (Est) 15 Feb 67
	LCO 1	Johanson	(Est) 15 Feb 67 (Est) 15 Feb 67
	LCO 2	Holmes	(Est) 15 Feb 67 (Est) 15 Feb 67
	APCO	Rice	(Est) 15 Feb 67 (Est) 15 Feb 67
	FTT	Yanko	24 Mar 64 (Est) 15 Feb 67
	ART	Hulbert	(Est) 15 Feb 67 (Est) 15 Feb 67

Note 1. All "E" and "S" crews are initially qualified and combat ready.

Note 2. Levesque replaced McBratney at OL-80. McBratney is temporarily grounded.

Note 3. Heston and Bailey are attending C-130 "E" school at Sewart AFB. Hagile is attending C-130 "A" school at Sewart AFB. All crew members are scheduled to return to Davis-Monthan in December.

2. Spare Flight Crew Members:

Pos	Name	IQ	C/R
P	Yonkan	19 Aug 66 "E" Model	
H	Cotanche	(Est) 19 Dec 66	
H	Barber	(Est) 29 Dec 66	
LCO	Adams	H/A	
LCO	Livesey	H/A	
LCO	Timberman	H/A	
FTT	Powell	27 Dec 62	

3. DSO STATUS:

Name	Date Reported To Unit	CL	DLR	Rtn	I.O.	C/R
*Harrop	No Change					
*McKnight	No Change					
Vickrey						
Spink	No Change					

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Name	Date Reported To Unit	OL	PL	IL	G/E
Adams	No Change				
Alvord	No Change				
Boyle	No Change				
*Boudier	20 Jan	18 Nov			
*Bullock	15 Sep	21 Dec			
*Fellberg	15 Sep	21 Dec			
*Haggenbush	19 Jan	17 Nov 66	17 Nov 66	17 Nov 66	
*Jellis	8 Dec	15 Jan	15 Nov 66	10 Nov 66	
*Booth			(Det)	29 Dec 66	
*McDonister			(Det)	15 Dec 66	
*McNeill			(Det)	29 Dec 66	

4. Projected Losses:

Name	Pos	Date	Reason
Booth	FIT	Jan 67	Release from active duty
Permut	ICO	Feb 67	Pilot Tag
Woodworth	ICO	Feb 67	Pilot Tag

5. Staff Qualification:

Name	Duty Title	Position	Status
Powell	100VC	P	PSS in January
Hakis	100DCOD	P	Qualified
Rafferty	350SROC	P	Projected (At OL20)
Kirkpatrick	Ops Officer	P	Projected (At "E" School)
Cochran	OLC 350SRS	P	Projected
Lagan	OLC 350SRS	P	Projected
Stefanik	OLC 350SRS	P	Projected (At "E" School)
Thomas	OLC 350SRS	P	Projected
White	OLC 350SRS	P	Projected
Bird	OL Ops Staff 350SRS	P	Qualified (At Det 10)
Guretsky	OL Ops Staff 350SRS	P	Qualified (At OL 20)
Klimack	OL Ops Staff 350SRS	N	Projected
Knapp	100DCOP	END	Projected

6. DC-130 Sorties/Flying Hours:

TIME SORTIES	DATE	W/O EPA	W/EPA	HOURS
a. Round Robin (IWA - IWA)				
(1)	05		X	4:50
(2)	08		X	7:00
(3)	09		X	7:45
(4)	10		X	7:10
(5)	11		X	4:00
(6)	12		X	2:45

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Sub Total for October
Sub Total for November

	W/O SPA	W/SPA
	10/20:00	10/20:00
	25/20:00	10/20:00

3. Grand Totals: 30/100:00

7. Sorties W/SPA - No FCO Training:

- a. Sortie 6a(1), Launch Cann, High Winds at Recovery Site.
- b. Sortie 6a(2), Actual Launch Cann - High Winds; Simulated Launches Cann - Inop Radar.

c. Sortie 6a(12), No Sim or Act Launch Scheduled, G-42 Test.

8. Sorties W/SPA - No FCO Training:

- a. Sortie 6a(1), Launch Cann, High Winds at Recovery Site.
- b. Sortie 6a(2), BOM Malfunction.
- c. Sortie 6a(3), Captive Flight.
- d. Sortie 6a(12), No Sim or Act Launch Scheduled, G-42 Test
- e. Sortie 6a(15), Captive Flight.
- f. Sortie 6a(19), Captive Flight.
- g. Sortie 6a(20), BOM Malfunction.

9. Aircraft Days Available for Training at Davis-Monthan AFB:

35 Aft days.

10. BOM 34 days Available for Training at Davis-Monthan AFB:

56 SPA Days.

11. Other SPA Days Available for Training at Davis-Monthan AFB:

29 SPA Days.

12. Crew Sorties/Hours:

Crew No	Sorties	Hours
E-21	4	22:30
E-22	0	----
E-23 (OL-20)	0	----
E-29 (OL-20)	0	----
E-33 ("T" School) Oct 66	4	20:00
E-33 ("T" School) Nov 66	10	42:00

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Crew No	Sorties	Hours
F-40	6	31:10
F-49	2	8:00
F-56	1	22:00
F-58 (Familiarization Flt)	(1)	(7:40)
OK Sorties		69:50

LAST NAME	SCOUTING FROM	ATTN RECOVERIES	ACTUAL RECOVERIES	RECOVERIES OTHER
Woods	5	1	0	5
Ischo	4	0	0	0
Perman	1	0	0	0
Bennett	0	0	0	0
Reeves (OL-20)	0	0	0	0
Rowell (OL-20)	0	0	0	0
Wells (OL-20)	0	0	0	0
Carlson (OL-20)	0	0	0	0
Walker	5	2	0	3
Rutter	3	0	0	3
Synsop	7	0	0	1
Winkler	7	4	0	3
Meinhart	8	2	0	0
Coble	4	0	0	0
Schaber	5	0	0	3
Klein	5	1	0	4
Hall	0	0	0	0
Treadway	0	0	0	0
Johannson	1	0	0	0
Holmes	1	0	0	0
Pryde	1	0	0	0
Livesey	0	0	0	0
Adams	0	0	0	0
TOTALS	N/A	11	0	N/A

14. ECO ACTIVITY:

Last Name	DCM 34 Recoveries	Other Recoveries
Harrop	1	0
Puentes	1	0
Lesinski	1	0
McKnight	0	0
Winkle	1	0
Spink	0	0
Vickrey	1	0
Rice	0	0
Kahn	0	0
Pryde	0	0
Hartley	1	0
Wilson	0	0
Friberg	0	0
Rayenthal	2	0
Jolls	3	0

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DE-140 NARRATIVE SECTION

1. PROFILE DATA:

a. Enroute/Mission Non-effectiveness:

<u>Crew No</u>	<u>Dt of Flt</u>	<u>Def Code</u>	<u>Abbrev Sp Reason</u>
E-40	21 Jul 66	03	Flight Canx
E-33	30 Aug 66	03	Flight Canx
E-33	29 Nov 66	03	Flight Canx
E-33	16 Dec 66	03	Flight Canx

b. Additional Enroute/Mission Non-effectiveness Activity:

<u>Crew No</u>	<u>Dt of Flt</u>	<u>2 Trg Item</u>	<u>Abbrev Sp Reason</u>
E-40	21 Jul 66	Z03	Flight Canx
E-40	21 Jul 66	Z06	Flight Canx
E-33	30 Aug 66	Z03	Flight Canx
E-33	30 Aug 66	Z06	Flight Canx
E-33	29 Nov 66	Z03	Flight Canx
E-33	29 Nov 66	Z06	Flight Canx
E-21	29 Nov 66	Z06	Resched Mon
E-33	16 Dec 66	Z03	Flight Canx
E-33	16 Dec 66	Z06	Flight Canx

c. None

d. None

e. None

2. WAIVER OF TRAINING REQUIREMENTS: None

3. DELINQUENT COMBAT READY CREWS/CREW MEMBERS: None

4. SPECIAL REPORTING REQUIREMENTS: Special Reporting Information contained in Attachments 2 and 3, and submitted in accordance with SAC Secret Msg, DOT 00603, 21 Jan 66.

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SPECIAL DC-130 NARRATIVE SECTION AS OF 31 DECEMBER 1966

1. FLIGHT CREW STATUS:

CREW NO	CREW POS	LAST NAME	OL	EST	COMBAT
N-21	No Change				
S-22	CP	Yoskan			
E-28			15 Sep 66	23 Dec 66	
E-29			20 Sep 66	3 Jan 67	
E-33			Est 10 Jan 67	18 May 67	
E-40			7 Dec 66	7 Jan 67	
S-49			2 Jan 67	18 May 67	
S-49	CP	Hinkle	2 Jan 67	18 May 67	13 Dec 66 13 Dec 66
R-56			7 Dec 66	15 Jan 67	
M-57	CP	Karstein			30 Jun 66 30 Jun 66
M-58					1 Feb 66 1 Feb 66

Note 1. All "E" and "S" Crews are initially qualified and combat ready.

Note 2. Co-pilot Woelfel removed from S-49, and assigned spare status, effective 13 Dec 66.

Note 3. Co-pilot changes of Crews S-22, S-49, and M-57, effective 13 Dec 66

Note 4. Heaton, Nagle, Bailey returned from C-130 school at Sewart AFB in December.

2. SPARE FLIGHT CREW MEMBERS:

Pos	Name	IQ	C/R
P	Woelfel	N/A	
N	Cotanche	N/A	
N	Barber	N/A	
LCO	Timberman	N/A	
ARCO	Adams	N/A	
ARCO	Harrop		
ARCO	McKnight		

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Pos	Name	IS	C/R
ARCO	Vickrey		
ARCO	Spink		
ARCO	Livsey		
ARCO	Pryde		
FMT	Powell	27 Dec 66	

3. GRCC STATUS:

Name	Date Reported To Unit	OL	Rtn	IS	C/R
Hurley		5 Jan 67	18 May 67		
Wilson		15 Sep 66	15 Dec 66		
Friberg		15 Sep 66	15 Dec 66		
Ruppenthal		Est 10 Jan 67	18 May 67		
Jolls		7 Dec 66	15 Jan 67		
Hoffmeister					Est 31 Jan 67
McNeill					Est 11 Jan 67 Est 11 Jan 67

4. PROJECTED LOSSES:

Name	Pos	Date	Reason
Booth	FMT	Jan 67	Release from active duty
Permaul	ICO	Feb 67	Pilot Tag
Woodworth	ICO	Feb 67	Pilot Tag
Smith	GRCC	Jan 67	PCS, Compassionate Transfer

5. STAFF QUALIFICATION:

Name	Duty Title	Position	Status
Powell	100VC	P	PCS in January
Nakis	100DCOD	P	Qualified
Rafferty	350SREC	P	Projected (At OL-20)
Kirkpatrick	350 Ops Officer	P	Projected (At "E" School)
Cochran	OLC 350 SRS	P	Projected
Logan	OLC 350 SRS	P	Projected
Stefanik	OLC 350 SRS	P	Projected (At "E" School)
Thomas	OLC 350 SRS	P	Projected
White	OLC 350 SRS	P	Projected
Bird	OL Ops Staff 350SRS	P	Qualified (At Det 10)
Guretsky	OL Ops Staff 350 SRS	P	Qualified (At OL-20)
Klinack	OL Ops Staff 350 SRS	N	Projected
Klapp	100 DCOTP	EWO	Projected

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6. DC-130 Sorties/Flying Hours:

<u>TYPE SORTIES</u>	<u>DATE</u>	<u>AIR SPA</u>	<u>W/SPA</u>	<u>TIME</u>
a. Pound Robins (IMA - IMV)				
(1)	01		X	4:35
(2)	01	X		1:35
(3)	01	X		5:20
(4)	04		X	1:30
(5)	04		X	2:15
(6)	05		X	1:35
(7)	05		X	2:05
(8)	05	X		4:00
(9)	06		X	4:40
(10)	06	X		5:00
(11)	07		X	6:20
(12)	08		X	6:05
(13)	09		X	6:55
(14)	09		X	5:55
(15)	13		X	8:05
(16)	13		X	5:50
(17)	14		X	1:40
(18)	14		X	3:25
(19)	15		X	4:25
(20)	15		X	4:40
(21)	15	X		:30
(22)	16		X	6:15

b. b. Ferry Flights (Outbound)

(1) North Island NAS, Airlift 05 "H" SPA to factory, unable to land Miramar		X		2:55
(2) Pt Mugu, HHQ 147 "J" Test 12		X		2:15
(3) Pt Mugu, Airlift cargo 13 and Personnel		X		2:00
(4) March AFB, Airlift IG Personnel	15	X		1:35
(5) Ft Huachuca, IM Runway closed	17	X		:25
(6) Pt Mugu, MCGS Tng at Pt Mugu	22	X		2:30
(7) Ft Huachuca, Pick-up	28	X		:20
"H" SPA				
(8) Ontario AP, Install Benson Tanks	28	X		2:55

c. Ferry Flights (Inbound)

(1) North Island NAS, Airlift "H" SPA	06	X		2:10
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TYPE SORTIES	TIME	W/O SPA	W/SPA	REMARKS
(2) Pt Mugu, HHQ 147J Test	12	X		2:40
(3) Pt Mugu, Airlift Cargo and Personnel	13	X		1:05
(4) Ft Huachuca, IM Runway Open	17	X		1:15
(5) Ft Huachuca, IM Runway Open	17	X		1:30
(6) Ft Huachuca, Pick-up "H" SPA	18	X		1:20
(7) Ontario AP, Install Benson Tanks	20	X		2:25
c. Round Robins at Pt Mugu				
(1) HHQ 147J Test	12		X	2:55
(2) MOGS Tng	22		X	3:20
e. Maintenance Test Flights:				
(1)	03	X		1:00
(2)	13	X		1:15
f. Other				
(1) Ferry March to Pt Mugu Loan aircraft to AFIC	15	X		1:40
(2) IM to Ft Huachuca, 50-8 Tng, IM Runway Closed	16		X	3:20
(3) Ft Huachuca (FHU) to FHU 50-31 Tng	19		X	6:30
(4) FHU to FHU, 50-31 Tng	21		X	3:05
(5) FHU to FHU, 50-31 Tng	21		X	3:30
(6) FHU to FHU, 50-31 Tng	23		X	5:25
(7) Pt Mugu to Mather AFB, Pick-up Crew E-28 from OL-20	23	X		1:20
(8) Mather to Pt Mugu, Pick-up "H" SPA	23	X		1:25
(9) Pt Mugu to FHU, Ferry "H" SPA and Personnel	23	X		2:05
SUB TOTALS:	W/O SPA 26/13:10	W/SPA 24/10:30		

g. GRAND TOTALS 50/152:50

7. Sorties W/SPA - No LCO Training:

a. Sortie 6a(4), SPA wouldn't start; returned to IM for repair and turnaround.

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b. Sortie 6a(6), SPA wouldn't start. Wire broken for starting fuel solenoid.

8. Sorties w/SPA - No RCO Training:

- a. Sortie 6a(1), Ops Rescheduled, Captive Flight.
- b. Sortie 6a(4), Captive Flight.
- c. Sortie 6a(5), Captive Flight.
- d. Sortie 6a(6), Captive Flight.
- e. Sortie 6a(11), Launch Canx, High surface winds at recovery site.
- f. Sortie 6a(13), Captive Flight.
- g. Sortie 6a(14), Launch Canx due to Inop CH-3, No MARS.
- h. Sortie 6a(15), Launch Canx, unable to track TD-3 from ground.
- i. Sortie 6a(17), Launch Canx, SPA malfunction.
- j. Sortie 6a(18), Captive Flight, Ops Canx Launch.
- k. Sortie 6a(19), Captive Flight, Ops Canx.
- l. Sortie 6a(20), Captive Flight, Ops Canx.
- m. Sortie (6a(22), Launch Canx, BQMs grounded.
- n. Sortie (6f(2), Launch Canx, BQMs grounded.
- c. Sortie 6f(3), Launch Canx, Inop CH-3, No MARS.

9. Aircraft days available for training at Davis-Monthan AFB: 48 Acft days.

10. BQM 34 days available for training at Davis-Monthan AFB: 95 SPA days.

11. Other SPA days available for training at Davis-Monthan AFB: 57 SPA days.

12. Crew Sorties/Hours:

<u>Crew No</u>	<u>Sorties</u>	<u>Hours</u>
E-21	4	9:55
E-22	1	6:15
E-28	0	----
E-29	0	----
E-33	14	41:05
E-40	0	----
E-49	10	34:40

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<u>Crew No</u>	<u>Sorties</u>	<u>Hours</u>
R-16	1	4:45
R-27	0	----
R-93	2	10:55
51 Sorties	37	45:15
TOTALS	37	10:45

13. ICG Activity:

<u>LAST NAME</u>	<u>SORTIES FLOW</u>	<u>ACTUAL LAUNCHES DAM</u>	<u>ACTUAL LAUNCHES OTHER</u>	<u>SIMULATED LAUNCHES</u>
Woodworth	11	1	0	1
Lasko	11	1	0	0
Permaul	4	0	0	4
Bernier	5	0	0	2
Reeves	0	0	0	0
Rozelle	0	0	0	0
Wells	0	0	0	0
Carlson	0	0	0	0
Walker	11	0	1	8
Reiter	17	0	1	12
Wynkoop	0	0	0	0
Winkler	0	0	0	0
Mainhart	12	1	1	1
Coble	9	0	1	1
Schaber	1	0	0	2
Klein	1	0	0	4
Hall	8	1	0	8
Treadaway	5	0	0	1
Holmes	4	0	0	6
Johanson	4	2	0	6
Timberman	0	0	0	0
Adams	12	1	0	19
TOTALS	NA	7	4	N/A

14. RCO Activity:

<u>LAST NAME</u>	<u>DAM 34 RECOVERIES</u>	<u>OTHER RECOVERIES</u>
Vickrey	0	0
McKnight	0	1
Puentes	0	0
Livesey	0	0
Spink	1	0
Harrop	0	0
Markle	0	0
Lesinski	0	0
Kuhn	1	0
Rice	0	0

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<u>LAST NAME</u>	<u>BOM 34 RECOVERIES</u>	<u>OTHER RECOVERIES</u>
Fryce	0	0
Harley	0	1
Wilson	0	0
Friberg	0	0
Jells	0	0
Dargenthal	0	0
Hoffmeister	0	0
McNeill	5	0
TOTALS	<u>7</u>	<u>2</u>

15. Totals of 13 and 14 above are different, because Mainhart and Coble made "H" SPA Launches with AFIC at Pt Mugu. "H" SPAs were recovered by AFIC personnel (Mr Weaver).

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<u>LAST NAME</u>	<u>BGM 34 RECOVERIES</u>	<u>OTHER RECOVERIES</u>
Fryer	0	0
Harley	0	1
Wilson	0	0
Friberg	0	0
Jellis	0	0
Rappenthal	0	0
Hoffmeister	0	0
McNeill	5	0
TOTALS	<u>7</u>	<u>2</u>

15. Totals of 13 and 14 above are different, because Meinhart and Coble made "H" SPA Launches with AFIC at Pt Mugu. H SPAs were recovered by AFIC personnel (Mr Weaver).

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 100TH STRATEGIC AIR DIVISION (SAC)
DAVIS-MONTHAN AIR FORCE BASE, MONTANA 59707

14 MAR 1967

DCOTR

RCS: 1-SAC-T12 Special Narrative Report

BAC (DOTC) 15AF (DOOTE) 123AD (DO)

1. Special reporting information contained in Attachments 1 and 2 is submitted IAW BAC Secret Message DOT 00603, 21 Jan 66.

2. This letter does not contain classified information.

Signed

MARION C. MIXSON, Colonel, USAF
Commander

2 Atch

1. Special DC-130 Narrative (5)
2. Special CH-3 Narrative (2)

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 32 YEARS.
100 HR 120,110

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FILE DESIGNATION	
62 of 28 Feb 67	
COORDINATION	
OFFICE SYMBOL	LAST NAME
C	
DEXO	
DM	
DO	
DS	
LC	
VC	
AS	
DCR	
DCO	
DOCT	CC
DOCT	CC
DM	
DP	
DS	
DXI	
SU	
BC	
BVC	
BDO	
BDSV	
BDCS	
BDCM	
BDCE	
BDCL	
BDAS	
BDCR	
BDP	
BDS	
BJA	
BPR	
BDXI	
BCH	

RETURN TO:	OFFICE SYMBOL	ORIGINATOR'S NAME AND GRADE	PHONE NO	TYPIST'S INITIALS	DATE TYPED	ADMIN SERVICES (Per Dispatch)
	DCOTR	CAPT Orling	4674	SEA	13 MAR 67	13 MAR 67

0515

DC-130 NARRATIVE SECTION (3503RS)

1. Profile Data:

a. None

b. None

c. None

d. Mission/Enroute Effectiveness:

Crew No	Dt of Flt	Z Trg Item	Abbrev Sp Reason
E-21	3 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
E-21	6 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
E-28	10 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
E-28	12 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
E-21	13 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
E-29	16 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
E-40	17 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
E-28	19 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
E-29	25 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
E-40	26 Jan	Z30, Z31	SPA Malfunction
E-40	30 Jan	Z30, Z31, Z32	Ops Resched after Maint Delay due to SPA Malfunction
E-29	31 Jan	Z30, Z31	Change B-M Chute
E-28	31 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
S-22	3 Feb	Z30, Z31	Ops Rescheduled
E-33	6 Feb	Z30, Z31	Maint Delay MCGS Malfunction
E-29	10 Feb	Z30, Z31	Maint Delay Due to B-M
E-29	15 Feb	Z30, Z31, Z32	Maint Canx - MORS for Nose Gear Strut
S-22	16 Feb	Z30, Z32	Inop Radar Set
E-21	28 Feb	Z30, Z31, Z32	Ops Rescheduled

e. Target/Launch Effectiveness:

Crew No	Dt of Flt	Z Trg Item	Abbrev Sp Reason
E-29	27 Jan	Z33	Flw to Factory for MOD, Launch Canx by Ops
E-28	6 Feb	Z33	Inop Radar Set
E-21	28 Feb	Z33	Ops Rescheduled

2. Waiver of Training Requirements: None

3. Delinquent Combat-Ready Crews/Crew Members: None

4. Special reporting information IAW SAC Secret Msg, DOT 00603, 21 Jan 66, will be submitted as a separate report.

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SPECIAL DC-130 NARRATIVE SECTION (350 SPS)
AS OF 1 FEBRUARY 1967

28

1. FLIGHT CREW STATUS:

CREW NO	CREW POS.	LAST NAME	DEP	OL	RET	INIT QUAL	CO-DAT READY
E-21		No change except as noted.					
E-21	CP	Nagle				13 Feb 67	13 Feb 67
S-22		No change except as noted.					
S-22	CP	Lucas				16 Feb 67	16 Feb 67
E-28		No change					
E-29		No change except as noted.					
E-29	ICO 2	Holmes				Est 3 Mar 67	Est 3 Mar 67
E-33		No change except as noted.					
E-33	ICO 1	Walker	11 Jan 67		17 May 67		
E-40		No change except as noted.					
E-40	FM	None Assigned.					
S-49		No change					
R-36	A/C	Klix	7 Dec 66		3 Mar 67	23 Jul 64	16 Nov 66
	CP	McGlohon	7 Dec 66		3 Mar 67	22 Dec 62	8 Aug 63
	H	Levesque	26 Nov 63		3 Mar 67	16 Nov 66	16 Nov 66
	ICOL	Klein	7 Dec 66		3 Mar 67	30 Jul 66	30 Jul 66
	ICO 2	Treadaway				Est 15 Mar 67	Est 15 Mar 67
	FMT	Phelan	7 Dec 66		3 Mar 67	21 Aug 65	30 Aug 65
	ARCO	Lesinski	7 Dec 66		3 Mar 67	23 Nov 66	23 Nov 66
	ART	Bankhead	7 Dec 66		3 Mar 67	23 Nov 66	23 Nov 66

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
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Attch #1

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CREW NO	CREW POS	LAST NAME	DEP	OL	RET	INIT QUAL	COMBAT READY
E-57	A/C	Heaton	5 May 67	12 Sep 67		13 Feb 67	13 Feb 67
	CP	Kerstein	5 May 67	12 Sep 67		30 Jun 66	30 Jun 66
	N	Cotsenche	5 May 67	12 Sep 67		13 Feb 67	13 Feb 67
	ICO 1	Schaber	5 May 67	12 Sep 67		17 Dec 65	23 Dec 65
	ICO 2	Hall	5 May 67	12 Sep 67		3 Feb 67	3 Feb 67
	FMT	Cordova	5 May 67	12 Sep 67	Est 17 Mar		17 Mar 67
	ARCO	Rihn	5 May 67	12 Sep 67		See Note	
	ART	Hodges	5 May 67	12 Sep 67		See Note 5	
E-58	A/C	Thomas				2 Feb 67	Est 24 Mar 67
	CP	Yosken				9 Feb 67	Est 24 Mar 67
	N	Beveridge				24 Feb 67	24 Feb 67
	ICO 1	Carlson				15 Nov 65	16 Nov 65
	ICO 2	Johanson			Est 24 Mar 67	Est 24 Mar 67	
	FMT	Tarko				5 Dec 66	5 Dec 66
	ARCO	Rice				See Note 5	
	ART	Spotts				See Note 5	

Note 1: Schaber, when assigned to E-56, departed for OL 7 Dec 66 and returned 7 Jan 67 on emergency leave. Wynkoop (E-40) remained at OL in place of Schaber. Wynkoop returned from OL on 27 Jan. Walker replaced Wynkoop until Crew E-33 arrived.

Note 2: Walker and Lucas are attending C-130 "A" School at Sewart AFB. Expected return 20 Apr 67.

Note 3: Stiglitz is attending C-130 "E" School at Sewart AFB. Expected return 20 Apr 67.

Note 4: Klix will report to C-130 "E" School at Sewart AFB by 13 Mar 67. Expected return 10 May 67.

Note 5: ARCO/ART check-out delayed due to HQ grounding of BQM's.

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Instructors

2. Spare Flight Crew Members:

POB	NAME	IQ	C/R
P	Welfel	N/A	N/A
P	Walker	N/A	N/A
N	Barber	Ret 14 Mar 67	N/A
N	Dunlap	N/A	N/A
ICO	Timberman	Ret 3 Mar 67	N/A
ICO	Fernaul	19 Feb 65	23 Feb 65
FMT	Powell	1 Dec 66	1 Dec 66
FMT	Searcy	N/A	N/A
ARCO	McClenshan	N/A	N/A
ARCO	Pryde	N/A	N/A
P	Morton	EDCSA 20 Apr 67	
P	Fluchinski	EDCSA 20 Apr 67	

3. GRCO STATUS:

Name	Date Reported to Unit	Dep	Ret	IQ	C/R
Hurley		5 Jan 67	15 May 67		
Wilson	No Change				
Friberg	No Change				
Ruppenthal		11 Jan 67	15 May 67		
Jolls	No Change				
Hoffmeister					See Note 1
McNeill	No Change				
Ertel	No Change				
Sullivan	No Change				
Williams	No Change				
Wallace					See Note 2

Instructor Status - All instructors are ARCO's (Markle, McKnight, Harrop) who are also qualified GRCO instructors.

Note 1: GRCO Check-out delayed due to HHQ grounding of BQM's

Note 2: Wallace, a projected input, has been cancelled.

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4. Projected Losses:

Name	Pos	Date	Reason
Booth	FMT	20 Feb 67	Release from Active Duty
Woodworth	ICO	Mar 67	Pilot Tng
Permaul	ICO	Apr 67	Pilot Tng
Lesinski	ARCO	Jan 67	Release from Active Duty
Thomas	P	Unknown	Completed tour, Non-volunteer to SEA

5. Staff Qualifications:

Name	Duty Title	Pos	Status
Walther	100VC	P	Projected
Nakis	100DCOD	P	Qualified
Rafferty	350SNOG	P	Projected (At OL-20)
Kirkpatrick	350 Ops Off	P	Qualified
Cochran	OLC 350SRS	P	Projected (At OL-20)
Logan	OLC 350SRS	P	Projected (At OL-20)
Stefanik	OLC 350SRS	P	Qualified (At OL-20)
Thomas	OLC 350SRS	P	At C-130 "E" School
White	OLC 350SRS	P	Projected
Guretsky	OLC 350SRS	P	Qualified (At OL-20)
Bird	OL Ops Staff	P	Qualified
	350SRS		
Klimeck	OL Ops Staff	N	Projected
	350SRS		
Klapp	100DCOTF	EWO	Projected

6. DC-130 Sorties/Flying Hours:

TYPE SORTIES	DATE	W/O SPA	W/SPA	HOURS
a. Round Robins (IMA - IMA)				
(1)	03		X	6:00
(2)	06		X	5:35
(3)	06		X	5:00
(4)	07		X	6:35
(5)	08	X		3:30
(6)	08		X	3:20
(7)	08	X		3:45
(8)	09		X	6:30
(9)	10		X	6:30
(10)	13		X	6:20
(11)	13	X		6:45
(12)	14		X	7:00
(13)	14	X		3:20
(14)	16		X	6:40
(15)	17		X	7:15
(16)	21	X		4:30
(17)	24		X	7:05

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<u>TYPE SORTIES</u>	<u>DATE</u>	<u>W/O SPA</u>	<u>W/SPA</u>	<u>HOURS</u>
(18)	27	X		3:00
(19)	28		X	7:00

b. Ferry Flights (Outbound)

(1)	Pt Mugu, HHQ 147J Test	01	X		2:15
(2)	Pt Mugu, HHQ 147J Test	03		X	5:00
(3)	Edwards AFB, Logistic Support	06	X		3:10
(4)	Lindberg Field, Colo Logistic Support	08	X		1:30
(5)	Van Nuys, Logistic Support	15	X		2:00
(6)	Pt Mugu, HHQ 147H Test	16		X	5:20
(7)	Eglin, HHQ Directed Man	16	X		4:15
(8)	Ontario AP, Crew Airlift	17	X		1:45
(9)	Kingsley, Ore, Logistic Support	19	X		3:15
(10)	Pt Mugu, Pick-up Accident Investigation Team	20		X	6:10
(11)	Offutt, Staff Visit	23	X		3:20
(12)	Eglin, HHQ 147 H Test	28	X		5:10
(13)	Eglin, Logistic Support	28	X		4:25

c. Ferry Flights (Inbound)

(1)	Pt Mugu, HHQ 147J Test	01	X		2:25
(2)	Ontario AP, Return from factory, fuel leak repair	02	X		5:45
(3)	Ontario AP, Return from factory, fuel leak repair	02	X		3:45
(4)	Pt Mugu, HHQ 147J Test	03	X		2:50
(5)	Holloman, Pick-up New Acft	04	X		1:05
(6)	Van Nuys, Logistic Spt	06	X		2:15
(7)	Pt Mugu, Logistic Spt	08	X		2:10
(8)	Kingsley, Logistic Spt	16	X		2:55
(9)	Dyess, Return from HHQ Men	17	X		2:15
(10)	Ontario AP, Return from factory, fuel leak repair	17	X		2:40
(11)	Kingsley, Logistic Spt	17	X		3:05
(12)	Pt Mugu, HHQ 147H Test	18	X		1:55
(13)	Van Nuys, Logistic Spt	19	X		1:30
(14)	Pt Mugu, Airlift Accident Investigation Team	20	X		2:00
(15)	Offutt, Staff Visit	24	X		3:40

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d. Round Robins at Pt Mugu

	DATE	W/O SPA	W/SPA	HOURS
(1) Back-Up HHQ 147H Test	16	X		1:50

e. Maintenance Test Flights: None

f. Other

(1) Langley to Charleston	03	X	1:30	1:30
Pick-up New Acft				
(2) Charleston to Holloman	03	X		6:10
Pickup New Acft				
(3) Edwards to Moffet,	06	X		1:10
Logistic Spt				
(4) Moffet to Van Nuys	06	X		1:00
Logistic Spt				
(5) Lindberg Field, Logistic	08	X		1:40
Spt				
(6) Van Nuys to Kingsley,	15	X		2:35
Ore, Logistic Spt				
(7) Eglin to W. Robbins	16	X		1:00
HHQ directed Man				
(8) W. Robbins to Eglin	17	X		1:10
HHQ directed Man				
(9) Eglin to Dyess, HHQ	17	X		3:50
directed Man				
(10) Ontario AP to Pt Mugu,	17	X		1:30
Airlift Accident Investigation				
Team				
(11) Pt Mugu to San Nicolas	17	X		1:30
Island, Airlift Accident				
Investigation Team				
(12) San Nicolas Island to	17	X		1:25
Pt Mugu, Airlift Accident				
Investigation Team				
(13) Pt Mugu to Kingsley,	17	X		2:35
Ore, Logistic Spt				
(14) Kingsley to Van Nuys	19	X		2:00
Logistic Spt				
Eglin to Langley, Airlift	28	X		2:40
Crew				
(16) Langley to Westover,	28	X		1:45
Logistic Spt				

SUB TOTALS
TOTALS

48/127:30 16/97:20
64/224:50

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7. Sorties W/SPA - No ICO Training:
a. Sortie 6a(6), Launch Canx, BQM Half.
8. Sorties W/SPA - No RCO Training:
a. Sortie 6a(6), Launch Canx, BQM Half.
b. Sortie 6a(9), Captive Flight.
c. Sortie 6a(10), Launch Canx, BQM's restricted by HHQ.
d. Sortie 6a(12), Captive Flight.
e. Sortie 6a(14), Captive Flight.
f. Sortie 6a(15), Captive Flight.
g. Sortie 6a(17), Captive Flight.
h. Sortie 6a(19), Captive Flight.
i. Sortie 6a(10), Captive Flight.
9. Aircraft days available for training at Davis-Monthan AFB: 70 Acft Days.
10. BQM-34 days available for training at Davis-Monthan AFB: 72 SPA Days.
11. Other SPA days available for training at Davis-Monthan AFB: 47 SPA Days.
12. Crew Sorties/Hours:

<u>Crew No</u>	<u>Sorties</u>	<u>Hours</u>
E-21	5	23:00
B-22	3	16:25
E-28	9	29:20
E-29	4	11:45
E-33 (OL-20)	2	10:45
E-40	3	8:45
B-49 (OL-20)	-	-
R-56 (OL-20)	-	-
N-57	5	16:05
N-58	17	46:40
<u>Σ Sorties</u>	<u>16</u>	<u>62:05</u>
<u>TOTALS</u>	<u>64</u>	<u>224:50</u>

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13. IGO Activity:

LAST NAME	<u>BOATIES FLOWS</u>	<u>ACTUAL LAUNCHES BQM</u>	<u>ACTUAL LAUNCHES OTHER</u>	<u>ESTIMATED LAUNCHES</u>
Woodworth	14	0	0	7
Lesko	11	0	1	4
Bernier	6	1	0	4
Reiter	5	0	0	1
Reeves	3	1	0	0
Rozelle	6	0	0	0
Wells	1	0	0	3
Holmes	4	0	0	4
Walker (OL-20)	0	0	0	0
Adams (OL-20)	1	1	0	0
Wynkoop	0	0	0	0
Winkler	1	0	0	0
Meinhart (OL-20)	0	0	0	0
Coble (OL-20)	0	0	0	0
Klein (OL-20)	0	0	0	0
Treadaway	2	0	0	3
Scheber	9	0	1	4
Hall	5	1	0	5
Carlson	3	0	0	2
Johanson	9	1	0	2
Timberman	9	0	0	8
Permaul	0	0	0	0
TOTALS	N/A	5	2	N/A

14. RCO Activity:

LAST NAME	<u>BQM 34 RECOVERIES</u>	<u>OTHER RECOVERIES</u>
Vickrey	0	0
McKnight	0	0
Harrop	0	1
Livesey	0	0
Spinck (OL-20)	1	0
Fuentes	0	0
Markle (OL-20)	0	0
Lesinski (OL-20)	0	0
Kuhn	0	0
Rice	2	0
McClenahan	0	0
Pryde	0	0
Burley (Det 10)	0	0
Wilson	0	0
Friberg	0	0
Jolls	0	0
Ruppenthal (Det 10)	0	0
McNeill	1	0
Hoffmeister	0	0
Ertel	0	0
Sullivan	0	0
Williams	0	0
TOTALS	4	1

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15. Totals of 13 and 14 above do not agree for the following reasons:

a. Bortie 6a(8), BQM recovered on its own and crashed. Unable to ground control.

b. Bortie 6b(6), GRCO lost contact with SPA during recovery.

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DC-130 NARRATIVE SECTION (3503RB)

1. Profile Data:

a. None

b. None

c. None

d. Mission/Enroute Effectiveness:

Crew No	Dt of Flt	Z Tng Item	Abbrev Sp Reason
E-21	3 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
E-21	6 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
E-28	10 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
E-28	12 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
E-21	13 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
E-29	16 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
E-40	17 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
E-28	19 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
E-29	25 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
E-40	26 Jan	Z30, Z31	SPA Malfunction
E-40	30 Jan	Z30, Z31, Z32	Ops Resched after Maint Delay due to SPA Malfunction
E-29	31 Jan	Z30, Z31	Change B-M Chute
E-28	31 Jan	Z30, Z31, Z32	Flt Canx - Fuel Leaks
S-22	3 Feb	Z30, Z31	Ops Rescheduled
E-33	6 Feb	Z30, Z31	Maint Delay HCG3 Malfunction
E-29	10 Feb	Z30, Z31	Maint Delay Due to BCM
E-29	15 Feb	Z30, Z31, Z32	Maint Canx - HORS for Nose Gear Strut
S-22	16 Feb	Z30, Z32	Inop Radar Set
E-21	28 Feb	Z30, Z31, Z32	Ops Rescheduled

e. Target/Launch Effectiveness:

Crew No	Dt of Flt	Z Tng Item	Abbrev Sp Reason
E-29	27 Jan	Z33	Flw to Factory for MOD, Launch Canx by Ops
E-28	6 Feb	Z33	Inop Radar Set
E-21	28 Feb	Z33	Ops Rescheduled

2. Waiver of Training Requirements: None

3. Delinquent Combat-Ready Crews/Crew Members: None

4. Special reporting information IAW SAC Secret Msg, DDT 00603, 21 Jan 66, will be submitted as a separate report.

Atch 16

0528

CH-3C NARRATIVE SECTION
AS OF 31 JULY 66

1. AVIATION CREW STATUS:

Crew	POS	NAME	OL (DET)		IQ	C/R
			DEP	RET		
E-42	No Change					
E-43	(1) P	PERRIN	26 Jun	26 Sep		
	CP	LUDWIG	26 Jun	26 Sep		
	FM	ANDERSON	26 Jun	26 Sep		
	WO	DRYAN	26 Jun	26 Sep		
N-44	P	COSLETT			23 Feb 66	UNK
	CP	DAVIS			28 Dec 65	UNK
	FM	DAVENPORT			14 Feb 66	UNK
	WO	LOTT			29 Apr 66	UNK
E-45	P	SMITH	16 May	5 Sep		
	CP	LONG	16 May	5 Sep		
	FM	JACK	16 May	5 Sep		
	WO	DUDLEY	16 May	5 Sep		
N-46	P	MCDONALD			21 Feb 66	5 Aug 66
	CP	DUBOGE			28 Dec 65	5 Aug 66
	FM	COLALUCA			11 Apr 66	5 Aug 66
	WO	SPIRES			9 Apr 66	5 Aug 66
E-47	No Change					

2. SPARE STATUS:

FM TAPPIN
WO HAGEN

Needs CH-3C School
14 Feb 66

3. PROMOTED LOSSES: EAVES, CP, 7 Aug 66, Release from Active Duty.

4. AIRCRAFT STATUS:

- a. 226 and 228 are deployed to Det 10. No acft days available at DMAFB.
- b. N/A
- c. N/A

5. SORTIES/HOURS:

	W/RECOVERY	W/O RECOVERY
a. IMA/Huachuca	0/0	0/0
b. Ft Huachuca	8/10:40	13/19:20

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c. Ferry	0/0	2/ 1:25
. Test	0/0	2/ 1:30
e. Other	<u>2/ 2:55</u>	<u>0/0</u>
SUB TOTALS:	10/13:35	17/22:15

f. Grand Totals: 27/35:50

6. INITIAL QUALIFICATION ACTIVITY (PILOTS): None, all complete.

7. QUALIFICATION TRAINING:

a. None, all complete.

b. Flight Training.

<u>NAME</u>	<u>SORTIES/HOURS</u>	<u>TRAINING</u>
Coslett	None	None
Daves	None	None
Levensport	None	None
Lott	None	None
McDonald	17/20:50	U-21:3, U-24:4, U-25:1
Dubose	17/20:50	U-21:1.
Colaluca	17/20:50	
Spires	17/20:50	
Hagan (Spare)	None	None
Tappen (Spare)	None	None

c. Unit Activity.

U-20:0, U-21:4, U-24:4, U-25:1.

8. RECURRING TRAINING - UNIT: V-01:1, V-03:1.

9. RECURRING TRAINING - PILOT: Levandovski/Jackson - V-01:1, V-03:1.

SPECIAL
CH-3C NARRATIVE SECTION
AS OF 31 AUGUST 66

1. FLIGHT CREW STATUS:

CREW	POS	NAME	OL (DET)		IQ	C/R
			DEP	RTN		
S-42	No change					
E-43	(1) P	PERRIN	26 Jun	17 Nov		
	CP	LUECKERT	26 Jun	17 Nov		
	FM	ANDERSON	26 Jun	17 Nov		
	WO	BRYAN	26 Jun	17 Nov		
N-44	*See Note.					
E-45	P	SMITH	16 May	17 Sep		
	CP	LONG	16 May	17 Sep		
	FM	JACK	16 May	17 Sep		
	WO	DUDLEY	16 May	17 Sep		
N-46	P	MCDONALD			21 Feb 66 (EST)	7 Sep
	CP	DUBOSE			7 Dec 65 (EST)	7 Sep
	FM	COLALUCA			11 Apr 66 (EST)	7 Sep
	WO	SPIRES			9 Mar 66 (EST)	7 Sep
E-47	No Change					

*Note: N-44 Disbanded 8 Aug 66 due to loss of copilot.

2. SPARE STATUS:

P	COSLETT	23 Feb 66	UNK
FM	DAVENPORT	14 Feb 66	UNK
FM	TAPPIN	Needs CH-3C School	
WO	LOTT	29 Apr 66	UNK
WO	HAGEN	14 Feb 66	UNK

3. Projected Losses: EAVES, CP, Released from Active Duty on 7 Aug 66.

4. Aircraft Status:

- 226 and 228 are deployed to Det 10. No aircraft days available at DMAFB.
- N/A
- N/A

5. Sorties/Hours:

	W/Recovery	W/O Recovery
a. DIA/HUACHUCA	0/0	0/0
Pt Mugu	1/1:30	24/39:55

with 3³

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c. Ferry	0/0:	3/24:50
Test	0/0	0/0
e. Other	0/0	6/3:55
SUB TOTALS	1/1:30	33/68:40

f. Grand Totals: 34/70:10

6. INITIAL QUALIFICATION ACTIVITY (PILOTS): None, all complete.

7. QUALIFICATION TRAINING:

a. None, all complete.

b. Flight Training.

<u>NAME</u>	<u>SOFTIES/HOURS</u>	<u>TRAINING</u>
MCDONALD	4/6:40	Tow
DUBOSE	4/6:40	
COLALUCA	4/6:40	
SPIRES	4/6:40	
COSLETT	None	None
DAVENPORT	None	None
LOTT	None	None
TAPPIN	None	None
HAGEN	None	None

c. Unit Activity: One Tow.

8. RECURRING TRAINING - UNIT: V-01: 11, V-02: 1

9. RECURRING TRAINING - PILOT:

a. LEVANDOWSKI/JACKSON - V01: 6

b. ROSS/JOHNSON - V-01: 05, V-02: 1

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SPECIAL CH-3 NARRATIVE SECTION (350 SRS)
AS OF 28 FEBRUARY 1967

1. FLIGHT CREW STATUS:

CREW	POB	NAME	OL (DET)		IQ	C/R
			DEP	RET		
S-42	No Change		3 Jan 67	17 May 67		
S-43	No Change					
E-45	No Change					
E-46	No Change					
E-47	No Change		3 Jan 67	17 May 67		
E-54	No Change except as noted.					
E-54	(1)P	Coslett	See Note 1.			
N-61	See Note 2					
N-62	See Note 2					

Note 1: Coslett upgraded to Instructor Status on 14 Feb 67.

Note 2: N-61 and N-62 MARS Upgrade Training is delayed due to BQM restriction by HHQ.

2. Spare Status:

POB	NAME	DATE REPORTED	IQ	C/R
		TO UNIT		
P	Forrester		10 Feb 67	See Note
P	Corson		13 Feb 67	See Note
P	Tripp	Est	17 Mar 67	See Note
P	Shepard	Est	17 Mar 67	See Note

Note: MARS Upgrade Training is delayed due to BQM restriction by HHQ.

3. Projected Losses:

Jackson, 30 Jun 67, Release from Active Duty.

4. Aircraft Status:

a. 226 and 228 are deployed to Det 10. 788, 790, and 796 were available
34 Aft Days at Davis-Monthan AFB.

b. 788 Incommission 28 days. 790 Incommission 2 days. 796 Incommission 1 day.

c. 788 Out of Commission 0 days. 790 Out of Commission 1 - 8 Feb due to
Aft WORK, seals and attitude Gyro. 790 Out of Commission 11 - 24 Feb due to

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Aft NOSE, nose strut and attitude Gyro. 790 Out of Commission 28 Feb,
Nose Gear. 796 was assigned on 28 Feb.

5. Sorties/Hours:

	<u>W/Recovery</u>	<u>W/O Recovery</u>
a. DMA/Huschuca or Sahaurita	6/12:25	16/31:55
b. Ft Muga	1/1:25	2/5:20
c. Ferry	-----	22/49:50
d. Test	-----	-----
e. Other	-----	-----
SUB TOTALS	7/13:50	40/87:05
f. GRAND TOTALS		47/100:55

6. Initial Qualification Activity:

a. Pilots:

Tripp - 1 sortie flown, 2:10, 27 Feb. Familiarization Flight.
Shepard - 0 sortie flown

7. Qualification Training:

a. All complete.

b. Flight Training

<u>NAME</u>	<u>SORTIES</u>	<u>HOURS</u>	<u>TRAINING</u>
Long	7	15:40	V-02:2
Culp	7	15:40	U-21:1
Teppin	7	15:40	U-21:1, V-02:2
Tilley	7	15:40	U-21:1, V-02:2
Lueckert	8	17:05	V-01:3, U-21:2
Clemmons	6	12:45	U-20:1
Garcia	5	10:05	V-01:3, U-20:1, U-21:2
Weightman	4	7:35	V-01:3, U-20:1, U-21:2
Corson	3	7:35	None
Forrester	16	30:00	None
Sheppard	---	-----	None
Tripp	1	2:10	None

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a. Unit Activity:

Item

U-20:1

U-21:3

V-01:3

V-02:2

8. Recurring Training:

a. B-43 V-01:3

E-54 V-03:1

b. V-01:3 V-03:1

9. Recurring Training - Pilots:

Ferrin - V-01:3

Coalsett/Sennett - V-03:1

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REF ID: A64 RUTPFA9911 1001715-0000

RUTPFA9911

D-19

154F MARCH AFB CALIF
1000/000

EXEMPTIONS AT 20 YEARS
RETIRED AT 15 YEARS
RETIRED AT 10 YEARS

1. 2 RUTPFA9911/1001715-0000 DAVIS WORTHAN AFB ARIZ

2. 2 RUTPFA9911/1001715-0000 DC 00255 JUL 66

3. 2 RUTPFA9911/1001715-0000 INFO: 100000 C.

1. SINCE THE TRANSFER OF THE 100000 CH-30, 491, TO AFLO AT PT MUGU, MARS TRAINING HAS CEASED. THE 154F STAFF HAS MADE EVERY ATTEMPT TO MEET WITH THE AFLO PROJECT OFFICER AT PT MUGU, LT COL KELLS, TO RESOLVE THE DIFFICULTIES WITH HELICOPTER AVAILABILITY AND SCHEDULING FOR SAC TRAINING. HOWEVER, OUR EFFORTS TO ESTABLISH THIS MEETING HAVE BEEN TO NO AVAIL.

2. THE CURRENT AGREEMENT FOR JOINT USE OF THE CH-30 (REF AFLO/SAC CONFERENCE, 3 JUN 66 AND TOP SECRET AFSWE AFYOPR 96946, 27 JUN 66) IS TOO INFORMAL AND DOES NOT GUARANTEE ANY TRAINING FOR SAC. UNDER THIS AGREEMENT, AFLO PERSONNEL AT PT MUGU HAVE NOT PROVIDED SAC PERSONNEL WITH A FIRM SCHEDULE OF AVAILABLE TRAINING TIMES FOR EACH WEEK AS REQUESTED. THIS PRECLUDES OUR PERSONNEL FROM BEING ABLE TO EFFECT ADEQUATE COORDINATION FOR AN EFFECTIVE TRAINING

100000 (6)
12 DOW
100000 (1)
100000 (1)

3. 2 RUTPFA9911/1001715-0000 ~~CONFIDENTIAL~~
PROGRAM IN ORDER TO MEET DEPLOYMENT DATES.

4. REQUEST YOUR ASSISTANCE IN NEGOTIATION OF A FORMAL WRITTEN AGREEMENT WITH AFLO TO INCLUDE THE FOLLOWING PROVISIONS:

1. AT LEAST 50 PCT OF CH-30 UTILIZATION TO BE MADE AVAILABLE TO SAC FOR TRAINING.

2. THE SCHEDULE FOR THE FORTHCOMING WEEK TO BE MADE AVAILABLE TO SAC PERSONNEL AT PT MUGU NOT LATER THAN THURSDAY EACH WEEK TO ALLOW COORDINATION AND PLANNING OF THE NEXT WEEK'S TRAINING.

3. FUNDING FOR TOY OF SAC PERSONNEL TO PT MUGU SHOULD BE PROVIDED BY AFLO BECAUSE THE NECESSITY FOR THE TOY IS DUE TO UTILIZATION OF THE ONE AVAILABLE CH-30 AND SAC CREWS TO SUPPORT THE AFLO TEST PROGRAM.

4. UNDER THESE PROVISIONS, WE WILL UTILIZE ANY TRAINING TIME AVAILABLE TO US TO INCLUDE WEEKENDS IF NECESSARY TO MINIMIZE INTERFERENCE WITH THE AFLO TEST PROGRAM.

5. REQUEST YOUR EARLY ATTENTION TO THIS MATTER TO AFFORD MAXIMUM TRAINING FOR THE NEXT CH-30 CREW WHICH IS SCHEDULED TO DEPLOY ON 15 JUL 66. WE PLAN TO RESUME MARS TRAINING ON 15 JUL 66 WITH THE RETURN OF MAJ LEVANDOWSKI FROM THE OL 28. COORDINATION HAS BEEN COMPLETED WITH EDWARDS AFB TO UTILIZE THEIR RANGE FOR WEEKEND

6. 2 RUTPFA9911/1001715-0000 ~~CONFIDENTIAL~~
TRAINING FOR THE 15 JUL 66. IF A SATISFACTORY AGREEMENT CANNOT BE REACHED WITH AFLO, CONSIDERATION SHOULD BE GIVEN TO RECALL OF ONE CH-30 FROM OL 28 WITH A CORRESPONDING LOSS OF OPERATIONAL CAPABILITY. TRAINED CREWS ARE AN INTEGRAL PART OF MARS AND PROVISION MUST BE MADE FOR 50-75% TRAINING. WE CANNOT DO THIS TRAINING AT OL-28 FOR OBVIOUS REASONS. GP-4

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30
DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS;
DOD DIR 5200.10

101TC JAF RUMTPFA9976 1960245-0000--

Y 00000 (u)

P 150021Z

FM 1505 MARCH 1963 CALIF

TO RUEFIA/AFLC

RUMSKE/PT MURRI NAS CALIF

RUMJBA/95TH DAVIS MONTHAN AFB ARIZ

BT

~~CONFIDENTIAL~~ DO 22005 JUL 66, FOR MAJ GEN MUNZIKER.

SAC DOT; AFLC WCMX; PT MURRI NAS FOR SOLO SECTION LTCOL ELLIS: 9SR 100 CAS (6) INFO BDAEMC (1)

FOR C. SUBJ: VARS TRAINING.

1. A CONFERENCE WAS CONVENED AT THIS HEADQUARTERS, FRIDAY 9 JUL 66 TO REACH AN AGREEMENT ON THE USE OF CH-3 ELICOPTER 690 JOINTLY BETWEEN AFLC AND SAC. REPRESENTATIVES IN ATTENDANCE WERE: AFLC LTCOL ELLIS, TEST PROJECT OFFICER, 10 WHITE DET 4 SUPPLY: 15AF COL LEWIS DO; COL BLOMBERG DOOT; LTCOL POWELL DOOTTA; LTCOL WRIGHT DM48; LTCOL WHITE 133SRJ.

2. AGREEMENTS REACHED ARE AS FOLLOWS:

A. THE CONFERENCE LAID OUT A SCHEDULE BASED ON THE BEST AVAILABLE INFORMATION. TENTATIVE DATES AVAILABLE FOR SAC ARE: JULY 14, 15, 16, 17, 23, 24, 25, 26, 30, AND 31; AUGUST 5, 6, 7, 8, 13, 14, 15, 16, 27, 28, 29 AND 31; SEPTEMBER 3 AND 4.

(u) PAGE 2 RUMTPFA9976 ~~CONFIDENTIAL~~

B. AFLC TESTING WILL TAKE PRECEDENCE OVER THE ABOVE DATES, HOWEVER, A DAY FOR DAY EXCHANGE OF USE DATES CAN BE EFFECTED.

C. AFLC TESTS CANCELLED OR DELAYED FOR REASONS OTHER THAN OUT OF COMMISSION OF THE CH-3 WILL BE UTILIZED TO THE MAXIMUM EXTENT POSSIBLE FOR SAC TRAINING, DEPENDING UPON THE AMOUNT OF NOTIFICATION RECEIVED. SUCH UTILIZATION BY SAC WILL NOT CHANGE THE DATES INDICATED IN PARA A ABOVE, EXCEPT AS MUTUALLY AGREED BY BOTH AFLC AND SAC.

D. SOME OF THESE SAC TRAINING WILL TAKE PLACE AT THE EDWARDS FIC AND AN AGREEMENT TO THIS EXTENT HAS BEEN EFFECTED. 15AF IS ALSO NEGOTIATING WITH PT MURRI FOR RANGE TIMES. RANGE TIMES ON 14 AND 15 JULY HAVE BEEN CONFIRMED.

E. SAC MAINTENANCE PERSONNEL WILL BE PERMITTED TO PERFORM MAINTENANCE IN CONJUNCTION WITH AFLC PERSONNEL ON A NON-INTERFERENCE BASIS IN ORDER TO MAINTAIN PROFICIENCY.

3. BASED ON THE AVAILABILITY OF THE CH-3 AND RANGE TIMES AS INDICATED ABOVE, CH-3 CREW TRAINING REQUIREMENTS CAN BE MET. THEREFORE THIS HEADQUARTERS DOES NOT RECOMMEND WITHDRAWAL OF A HELICOPTER FROM THE DL AT THIS TIME. GP 4

BT

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~~CONFIDENTIAL~~

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5000.10

IRITC JAW RUMTFA9179 2861436-CCCC-- RUMJ35A.

ZNY CCCCC (u)

R 2319 ZZ

FM 101ST MARCH AFB CALIF

TO RUCCCC/SAC

INFO RUMJ35A/120STRATRNG DAVIS MONTHAN AFB ARIZ

BT

~~CONFIDENTIAL~~ DOOT DV3 22839 JUL 66.

FOR DPLC-1, INFO: DOTAC, DM3A, 101SRW DOD AND DCM. SUBJ: WARS TRAINING DEVICES.

1. REQUEST A SOURCE BE SELECTED AND A CONTRACT NEGOTIATED FOR PRACTICE SHAPES TO BE USED FOR WARS TRAINING RECOVERIES SPECIFIED IN SACM 51-6. ONLY TWO COMPLETE USABLE SHAPES REMAIN AT DAVIS MONTHAN AND WE DO NOT HAVE A DESIGNATED REPLACEMENT SOURCE. THESE SHAPES MUST CONFORM TO OPERATIONAL EQUIPMENT IN HEIGHT, BALANCE, AND AERODYNAMIC CHARACTERISTICS. OUR ESTIMATED REQUIREMENT IS THREE ADDITIONAL SHAPES TO COMPLETE UPSTATE TRAINING FOR THE BALANCE OF 12 CREWS OR 5 FOR 18 CREWS AND 12 PER YEAR FOR CONTINUATION TRAINING. THIS ACTION WILL PRODUCE HIGHER QUALITY TRAINING AND MONETARY SAVING AS IT WILL DELETE ANY NECESSITY TO EXPOSE BQM'S TO LOSS FOR TRAINING.

2. THE VARIABLE WEIGHT "50V3" WHICH HAS BEEN PROVIDED BY AFLC DOES NOT SATISFY THIS REQUIREMENT. GP-4.

BT

Act
100SRW
(6)
JAF
5015MAC
(1)
12DC (1)
12DM (1)
(DX1 H4)

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UNCLASSIFIED
~~"CONFIDENTIAL"~~

D-355

(U) TPTTC ZYW RUNTPFA9483 2352327-CCCC--RUNJ39A.

ZNY-CCCCG-SVC ZUI RUNJ39A2383 2368718 H/Z JDX RUNTPFA9483 2352327

P 232247Z AUG 66

FM 5AF WARCH AFB CALIF

TO RUCSC/SAC

INFO RUEDF14/AFLC

RUMDAK/AFLC LOR DET 3 2762 VAINTSQSP MIRAVAR NAS CALIF

RUNTNO4/MIRAVA ROBINS AFB GA

RUNJ39A/12SAD DAVIS MONTHAN AFB ARIZ

BT

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

Not Infr
100 cases 2005mcl(1)
12 dm (1)

(U) ~~CONFIDENTIAL~~ LINDIS/DW43R 85542 AUG 66.

FOR SAC/DW4C. INFO: AFLC/MCVX; MIRAVAR/AFLC-LOR; WRAVA/WRNDT;
180SRW/DCV. THIS IS A LIGHTNING BUG MESSAGE. SUBJ: CLASS 1 MOD
TO BQM-34A MISSILE TARGET DRONES FOR WARS (U). SAC UNCLAS EFTO
DW4C 74867, 22 AUG 66. REQUEST AUTHORITY TO MODIFY SUBJECT
TRAINING DRONES ASSIGNED TO THE 180SRW, IAW PAR 1.4.(1),(2) OF AFR
57-4, 18 JUL 62. THIS MODIFICATION CONSISTS OF: (1) INSTALLATION
OF 147V852-3 PARACHUTE AND COMPARTMENT KIT, IAW T.C.T.O. 1D-
147X544A, 28 APR 66. (2) INSTALLATION OF 147V564-5 MODIFICATION
KIT IAW T.C.T.O. 1D-147X545C, 18 MAY 66, AND (3) INSTALLATION OF
AN IMPROVED SWIVEL SQUIB IAW T.C.T.O. 1D-147X531, 15 AUG 1965. DUE
TO THE SHORTAGE OF WARS EQUIPPED VEHICLES, THIS MODIFICATION IS

~~"CONFIDENTIAL"~~

(U) PAGE 2 RUNTPFA9483 ~~CONFIDENTIAL~~

ESSENTIAL TO THE TRAINING AND OPERATIONAL MISSION OF THE 180SRW.
IT WILL PROVIDE A WARS EQUIPPED VEHICLE WHERE REQUIRED FOR USE IN
TRAINING CREWS ON THE WARS. BY HAVING THE WARS, IT WILL REDUCE
RECOVERY DAMAGE, THEREBY REDUCING TURN-AROUND TIME ON THE VEHICLE.
IT CAN BE ACCOMPLISHED WITH PARTS AND EQUIPMENT IDENTIFIED IN
ABOVE CITED T.C.T.O.'S. VEHICLES THAT WILL BE MODIFIED CAN BE
RETURNED TO THEIR ORIGINAL CONFIGURATIONS WITHIN THREE HOURS.
WHEN WARS TRAINING IS NOT REQUIRED, THE VEHICLE CAN BE RETURNED
TO ITS ORIGINAL CONFIGURATION, UTILIZING THE NORMAL RECOVERY
SYSTEM. REQUEST YOUR GUIDANCE ON CORRECTION OF TECH DATA FOR USE
OF THE WARS. SUGGEST THE INFORMATION CONTAINED IN 180SRW
EMERGENCY AFTO FORMS 22, NUMBER 66-233, 66-234 AND 66-235, BE USED.
FOR 180SRW THIS CONFIRMS TELECON MAJ LEE/180SRW AND CMS HARPER
5AF/DW43R, GP-4.
BT

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DE RUCSC 24P 237201Z

ZNY ~~CCCCC~~ (u)

O 152000Z AUG 66

FM SAC

TO RUEDHQA/CSAF

INFO RUCIFGA/ASD WPAFB OHIO

RUEDFIA/AFLC WPAFB OHIO

RUCQBN/WRAMA ROBINS AFB GA

RUWDK/AFLC LOR MIRAMAR NAS SANDIEGO CALIF

RUWBKN/15AF MARCH AFB CALIF

RUWPHD/12SAD DMAFB ARIZ

BT (u)

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

Act Info
Bdosne (1)
100 CAS (6)
12 DM (1)

~~CONFIDENTIAL~~ DM4C DOSR DOTA 08155 AUG 66.

FOR AFXOPER/AFSME-S/CSAF. INFO: ASZSD/ASD, MCMX/AFLC, WRNDT/ARAMA, CAPT
BLOUGH/LOR, DM4BR, DM4DR, DOR, DOOT/15AF, 100SRW/12SAD.

SUBJECT: CLASS I MOD TO BQM-34A MISSILE TARGET DRONES FOR MARS.
DUE TO SHORTAGE OF MARS EQUIPPED SPA 147 VEHICLES, AN IMMEDIATE
OPERATIONAL REQUIREMENT EXISTS TO MODIFY 4 EACH BQM 34A DRONES
ASSIGNED TO 100 5SRW PAR 1A (2) AND 4A OF AFR 57-4. THE MOD IS
URGENTLY NEEDED TO PROVIDE TRAINED CREWS TO PERFORM ESSENTIAL
MISSION OF 100SRW. REQUIREMENT IS EXPECTED TO EXIST FOR MORE THAN
SIX MONTHS. AUTHORITY IS REQUESTED TO MODIFY THE TRAINING DRONES

~~CONFIDENTIAL~~

PAGE 2 RUCSC 24P ~~CONFIDENTIAL~~ (u)
AS FOLLOWS: (1) INSTALLATION OF 147 V 852-3 PARACHUTE AND
COMBINATION KIT, 1AW TCTO 1D-147X544A, 20 APR 66. (2) INSTALLATION OF
147V504-5 MODIFICATION KIT 1AW TCTO 1D 147X545C, 10 MAY, AND (3)
INSTALLATION OF AN IMPROVED SKIVEL SQUIB 1AW TCTO 1D-147X531
15 AUG 1966. BRIEFLY STATED, AUTHORITY IS NEEDED TO USE SPA 147
MARS EQUIPMENT ON THE 4 EACH BQM 34A DRONES ASSIGNED TO 100SRW FOR
TRAINING PURPOSES. THIS MESSAGE SUPPLIES NEEDED INFORMATION AS
PER TELEPHONE AGREEMENTS BETWEEN MAJ KOMSTEDT SAC/DM4C, MR O'REAR
CSAF/AFSME, MR JORDAN AFLC/MCMX, MR SHAW WRAMA/ WRNDT AND CAPT
DAVIS 15AF/DM4BR. REQUIRED TECH DATA CHANGES ARE DESCRIBED IN
WRAMA MESSAGES WRNDT 10718 AUG 66 WRNDT 10719 AUG 66 AND WRNDT
10720 AUG 66 (NOTAL) WHICH HAVE BEEN TRANSMITTED TO AFLC/MCMX.
MR JORDAN OF MCMX IS ALREADY REVIEWING CITED TCTO'S AND
NECESSARY TECH DATA CHANGES WITH MR. WITT OF ASD/ASZSD. THE
CAPABILITY AND PARTS REQUIRED TO PERFORM THIS MOD ARE IMMEDIATELY
AVAILABLE WITHIN 100SRW. REQUEST YOU ADVISE AS SOON AS POSSIBLE.
GP-3.
BT

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CZC3DA694ZC009544

PP RUWH3D

DE RUCSC 4 239:319

ZNY ~~CCCCC~~

P 270015Z AUG 66

F1 SAC

TO RUWDAK/AFLC LORIMIRAMAR NAS CALIF

RUWBKN/15AF MARCH AFB CALIF

INFO RUEHQA/CSAF

RUEDFIA/AFLC

RUWH3D/12SAD DAVIS MONTAN AFB ARIZ

BT

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B D S me (i)
100 CAS (i)
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DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

(u) ~~CONFIDENTIAL~~ DM4C 33244 AUG 66.

THIS IS A LIGHTNING BUG MESSAGE. FOR : AFLC(LOR), 15AF (DM4), CSAF(AFSME), AFLC(MCMX), 12SAD(DM). SUBJ: MARS INSTALLATION BQM-34A DRONE. (1) FOR LOR: REQUEST SAC BE GIVEN AUTHORIZATION UNDER BIG SAFARI PROCEDURES TO INSTALL A MARS CAPABILITY ON FOUR(4) BQM-34A DRONES ASSIGNED TO 100SRW FOR TRAINING PURPOSES. INSTALLATION OF MARS WILL BE MADE USING TCTO'S 1D-147X 544A, 545C AND 531 AS A GUIDE EXCEPT THAT AN 21/37 FT CHUTE MODIFIED TO MARS CONFIGURATION WILL BE USED IN LIEU OF THE 100 FT CHUTE. SAC CONCURS WITH USE OF REPACK CHUTES, SO MODIFIED, WITH THIS INSTALLATION. THE 100SRW WILL DOCUMENT THE DETAILS OF THE MODIFICATION MADE TO THESE BQM-34'S PLUS DETAILED

(u) ~~CONFIDENTIAL~~

PAGE 2 RUCSC 4 ~~CONFIDENTIAL~~
MAINTENANCE AND OPERATIONS INSTRUCTION FOR THEIR USE. REQUEST THE FOREGOING AUTHORIZATION BE PROVIDED BY RETURN MESSAGE AS INTERIM APPROVAL FOR PROPOSED MODIFICATIONS PENDING COORDINATION OF A FINAL MODIFICATION FOR SUCH A TRAINING VEHICLE. (2) FOR 15AF: REQUEST 15 AF PROVIDE LOR SPECIFIC DETAILS OF THE PROPOSED MODIFICATION. TECH DATA (MODIFICATION, MAINTENANCE, AND OPERATIONS) DEVELOPED IN THE COURSE OF THIS MOD BY 100SRW IS AUTHORIZED FOR USE UNTIL SUCH TIME AS A FORMAL PROGRAM CAN BE DEVELOPED BY THE APPROPRIATE AGENCIES TO PROVIDE A MARS TRAINING VEHICLE. (3) FOR LOR: REQUEST YOU PROVIDE THIS APPROVAL BY MESSAGE FORM WITH ACTION TO SAC, 15AF, AND 100SRW. GP-
BT

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~~SECRET~~
UNCLASSIFIED

~~SECRET~~

D-163

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

PTTS JAW RUWTPFA9685 2532233-SSSS

RUWJBBA.

ZNY ~~SSSSS~~ (u)

P 102151Z SEP 66

FM 15AF MARCH AFB CALIF

TO RUCSC/SAC

RUWJBBA/100SRW DAVIS MONTHAN AFB ARIZ

BT

(u) ~~SECRET~~ DO DM 02175 AUG 66. SEC 1 OF 2.

1. AT THE BLUE SPRINGS/ LIGHTNING BUG CONFERENCE CONDUCTED AT SAC, 21 JUN 66, 15AF REQUIREMENTS NECESSARY TO SUPPORT A SECOND OL WERE PRESENTED TO THE SAC STAFF. A TARGET DATE OF 1 NOV 66 WAS IDENTIFIED AND IT WAS AGREED THAT THE CAPABILITIES OF THE 2ND OL WOULD BE ORIENTED TO SUPPORT THE (H) MODEL DRONE. THE REQUIREMENTS PRESENTED AT THAT TIME WERE AS FOLLOWS:

A. OPERATIONS ACTION ITEMS

(1) IMMEDIATELY ASSIGN ONE CH-3 (NBR4) FOR TRAINING, AND PROVIDE ADDITIONAL MARS TRAINING DEVICES TO INCLUDE AN OPERATIONAL SPA.

(2) IMMEDIATELY OBTAIN TWO C-130E MODEL CCTS QUOTAS NLT 15 JUL 66, AND ADDITIONAL C-130E CCTS QUOTAS AT THE RATE OF ONE PER MONTH FOLLOW-ON UNTIL CURRENTLY ASSIGNED COMBAT READY

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PAGE 2 RUWTPFA9685 ~~SECRET~~

DC-130A MODEL CREWS WERE QUALIFIED IN C-130E AIRCRAFT.

(3) ASSIGN ONE ADDITIONAL CH-3C (NBR 5) NLT 1 NOV 66.

(4) ASSIGN ONE "H" MODEL SPA FOR GROUND TRAINING NLT 15 AUG 66.

(5) ASSIGN ONE "H" MODEL SPA FOR FLIGHT TRAINING NLT 1 NOV 66.

(6) ASSIGN ONE MCGS VAN NLT 15 AUG 66.

(7) ASSIGN THREE TD-3 TRANSPONDERS NLT 15 AUG 66.

(8) ASSIGN ADDITIONAL CH-3 CREWS NLT AUG 66.

(9) ASSIGN C-130E CREWS NLT SEP 66.

(10) OBTAIN C-130A MODEL CCTS QUOTAS FOR THE NEWLY ASSIGNED "E" MODEL CREWS BEGINNING NLT DEC 66.

2. TO DATE, IN REFERENCE TO THE ABOVE REQUIREMENTS THE FOLLOWING HAS OCCURRED:

A. AS OF 1 SEP 66 THE UNIT WAS WITHOUT AN ASSIGNED CH-3 FOR TRAINING, AND THE REQUEST FOR ADDITIONAL MARS TRAINING DEVICES (SEE 15AF DOOT/DM3 02039 23 JUL 66, TO DPLC-1) REMAINS UNFULFILLED.

TWO C-130E CCTS QUOTAS HAVE BEEN OBTAINED AND CREWS ARE IN TRAINING. THIS IS AT LEAST 45 DAYS LATER THAN

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ORIGINALLY REQUESTED. ONE ADDITIONAL C-130 E CCTS QUOTA HAS BEEN OBTAINED FOR SEP. AT THIS DATE NO OTHER FOLLOW-ON QUOTAS FOR THE REMAINING FIVE "A" QUALIFIED CREWS ARE KNOWN. THE TWO CREWS CURRENTLY IN "E" MODEL CCTS GRADUATE 24 OCT 66, TARGET DATE.

C. NEW DELIVERY DATE OF THE FIFTH CH-3 IS STILL PROGRAMMED FOR 31 JAN 67.

D. THE MCGS VAN HAS BEEN RECEIVED.

E. THE 3 TD-3 TRANSPONDERS HAVE BEEN RECEIVED.

F. THE ADDITIONAL CH-3 CREWS REQUESTED FOR AUG 66, ARE NOW PROGRAMMED TO ARRIVE AT THE UNIT AFTER 19 DECEMBER 1966 FOLLOWING GRADUATION FROM HELICOPTER SCHOOL ON THAT DATE.

G. THREE C-130E QUALIFIED CREWS ARE TO REPORT TO THE UNIT APPROXIMATELY 15 SEP 66. DUE TO SLIPPAGE IN THE REQUESTED JULY 66 "E" CCTS QUOTAS AS PREVIOUSLY NOTED, THE REQUIRED DC-130E INSTRUCTOR PILOT WILL BE AVAILABLE O/A 24 OCTOBER 1966. ADDITIONALLY, THE LATEST AIRCRAFT DELIVERY SCHEDULE INDICATES DELIVERY OF THE FIRST DC-130 ON 28 OCT 66.

3. ADDITIONAL FACTORS THAT MUST BE CONSIDERED WITH THE 1 NOV TARGET DATE ARE AS FOLLOWS:

A. THE ONLY "E" MODEL QUALIFIED DC INSTRUCTOR PILOT WOULD

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PAGE 4 RUWTPFA9685 ~~SECRET~~
HAVE TO DEPLOY WITH THE DC-130E ON 1 NOVEMBER 1966, THUS LEAVING THE UNIT WITHOUT AN "E" MODEL INSTRUCTOR PILOT CAPABLE OF QUALIFYING THE REMAINING 130E QUALIFIED CREWS ARRIVING IN SEPTEMBER.

B. THE TWO CH-3 CREWS PRESENTLY AT THE OL DUE FOR RETURN IN SEPTEMBER 1966, WOULD BE REQUIRED TO DEPLOY AGAIN IN JAN 67, TO REPLACE THE NEWLY FORMED CELL DEPLOYING THIS MONTH. THIS WILL LEAVE THE UNIT WITHOUT A CH-3 IP FOR THE JAN 67 THRU FEB 67 PERIOD. THE UNIT MUST HAVE A CH-3 IP AVAILABLE DURING THIS PERIOD IN ORDER TO CONDUCT TRAINING FOR THE CH-3 CREW INPUTS NOW SCHEDULED TO ARRIVE IN LATE DEC 66 AND FEB 67. THESE INPUTS ARE NECESSARY TO MAN FOLLOW-ON CELLS.

C. WITHOUT THE ASSIGNMENT OF THE FIFTH CH-3, PRIOR TO 1 NOV 66, THE UNIT WOULD BE WITHOUT A CH-3 FOR MAINTAINING PROFICIENCY ON ASSIGNED QUALIFIED CREWS, AND FOR THE INITIAL QUALIFICATION OF THE NEW CH-3 CREW INPUTS IN DEC 66.

D. THE PRESENTLY IMPOSED OPERATIONAL RESTRICTIONS ON MARS AT THE OL, COUPLED WITH THE NON-AVAILABILITY OF OPERATIONAL SPA'S FOR COMPLETION OF MARS QUALIFICATION IN THE 2I PROVIDE AN UNKNOWN FACTOR IN DETERMINING THE COMBAT READY DATE OF THE TWO

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PAGE 5 RUWTPFA9685 ~~SECRET~~
REMAINING NON-READY CH-3 CREWS.

1. IN THE MATERIEL AREA, THE FOLLOWING ACTIONS ARE REQUIRED
PRIOR TO DEPLOYMENT TO THE SECOND OL:

A. MAINTENANCE MANNING INPUTS ARE NOT AS AGREED TO AT THE
21 JUNE 1966 CONFERENCE AT SAC. OUR SECRET DPPOC 00544, 22 JULY
AND OUR SECRET DPO 0556, 29 AUG BOTH REFLECT THE REQUIREMENT
FOR IMMEDIATE MANNING. THE INPUT OF TRAINED PERSONNEL IS
NECESSARY TO MEET 2ND OL DEPLOYMENT. COMPLETED INPUT OF
QUALIFIED PERSONNEL IS ESTIMATED FOR 1 JANUARY 1967. ADDITIONAL
SPECIALIZED TRAINING WILL THEN BE REQUIRED.

B. FACILITIES AT THE SECOND OL MUST BE PREPARED.
DEFICIENCIES OBVIOUSLY EFFECTING OPERATIONAL CAPABILITY WERE
REFLECTED IN THE STAFF VISIT REPORT OF THE SURVEY TEAM THAT
VISITED PROPOSED SITES IN AUGUST. ONLY A VERY AUSTERE OPERATION
COULD BE ACTIVATED AS FACILITIES PRESENTLY EXIST. WITH
IMMEDIATE PROGRAMMING, SUFFICIENT FACILITIES COULD BE MADE
AVAILABLE BY 1 FEB 67.

C. SPARES AND EQUIPMENT FOR DC-130E, CH3E, AND 147H ARE
WELL BELOW THAT REQUIRED FOR A 1 NOVEMBER DEPLOYMENT. AN 80
PERCENT FILL RATE IS NECESSARY ON EQUIPMENT AND SPARES. FOR GP-A
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DECLASSIFIED AFTER 12 1/2
TO DTP 5200.10

PTTS JAW RUWPF9686 2532233-SSSS--

RUWJBBA.

(U) ZNY ~~SSSSS~~

P 102151Z SEP 66

FM 15AF MARCH AFB CALIF

TO RUCSC/SAC

RUWJBBA/100SRW DAVIS MONTHAN AFB ARIZ

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(U) ~~SECRET~~ DO DM 02175 AUG 66 FINAL SEC OF 2.

EXAMPLE, OF 400 FEDERAL STOCK NUMBERED ITEMS FOR EQUIPMENT WHICH ARE DEPOT SUPPLIED, ACTION HAS BEEN RECEIVED ON 25 PERCENT. SOME OF THIS ACTION CONSISTS OF EDDS WITH A FEBRUARY 1967 DELIVERY DATE. THE DC-130E MSK IS AT ZERO PERCENT FILL. THE KIT LISTING WAS NOT COMPLETE UNTIL 8 SEPTEMBER. THE 80 PERCENT FILL RATES THE VARIOUS MSK'S WILL BE READY FOR DEPLOYMENT ON THE FOLLOWING DATES:

DC-130 E 31 OCT 66

CH-3E 31 OCT 66

147H 1 JAN 67

MCGS 1 JAN 67

ADEQUATE EQUIPMENT WILL BE AVAILABLE ON THE FOLLOWING DATES:

MCGS 15 FEB 67

DC-130E 31 OCT 66

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(U) PAGE 2 RUWPF9686 ~~SECRET~~

CH-3E 31 OCT 66

147H 31 OCT 66

D. THE 7-9 SEPTEMBER MCGS CONFERENCE AT WRIGHT-PATTERSON AFB REVEALED MANY DISCREPANCIES. THESE MUST BE CORRECTED PRIOR TO DEPLOYMENT. TEST EQUIPMENT WILL NOT BE AVAILABLE UNTIL APPROXIMATELY 15 FEBRUARY 1967.

5. A REVIEW OF THE FOREGOING CLEARLY INDICATES THAT THE 1 NOV 66 TARGET DATE IS UNREALISTIC. IT IS SUGGESTED THAT A CONFERENCE BE CONVENED AT YOUR HEADQUARTERS AT AN EARLY DATE TO:

A. REVIEW THOSE ACTIONS THAT MUST BE ACCOMPLISHED TO PROVIDE A CAPABILITY TO PROPERLY SUPPORT A SECOND OL, AND,

B. ESTABLISH A REALISTIC DATE FOR ATTAINING THIS CAPABILITY.

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PP RUH3D
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FM SAC

TO RUEDHQA/CSAF

INFO RUEDFIA/AFLC

RUW3KN/15AF MARCH AFB CALIF

RUW3BD/12SAD DMAFB ARIZ

BT

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

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Action *Info*
100CAS *Signature*
(b) *(1)*
UKIH(2)
1200(1)

(u) ~~SECRET~~ LINDIS DPLC 03654 SEP 66
THIS IS A LIGHTNING BUG MESSAGE. FOR: CSAF (AFSME-S);
INFO: AFLC (MCMX); 15AF (DM4DR/DM4BR); 12SAD (100SRW).
SUBJ: BQM-34 TRAINING VEHICLES (U). REF: 15AF SECRET
DM4 05540 AUG 66, NOTAL. 15AF SECRET DM4 05540 IS
QUOTED FOR YOUR INFORMATION AND ACTION:
QUOTE: 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 WRAMA AND IS VIRTUALLY IMPOSSIBLE TO MAKE

(u) PAGE 2 RUCSC 45 ~~SECRET~~ LINDIS
AFTO FORM 22 CHANGES.

B. MODIFICATIONS TO THESE VEHICLE INCLUDE OBTAIN
RECOVERY CONCEPTS, MRC, AND BEACON INSTALLATION. THEY
ARE SCHEDULED TO RECEIVE THE TD-3, MCGS T. SPONDER
MODIFICATION IN THE NEAR FUTURE. THESE SYSTEMS MUST BE
SUPPORTED BY MCMX, PROJECT DIRECTOR OF BIG SAFARI.

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 WRAMA
WILL EVENTUALLY REFLECT THE COVERT CAPABILITY OF THE
100SRW. UNQUOTE.

THIS HQ CONCURS WITH 15AF'S RECOMMENDATIONS AND REQUESTS
THAT FOUR (4) BQM-34A'S ASSIGNED TO SAC FOR TRAINING
PURPOSES BE INCLUDED IN THE "BIG SAFARI" PROGRAM. ALSO,
REQUEST THAT RESPONSIBILITY FOR SUPPLEMENTARY TECHNICAL
DATA FOR THE BQM-34A BE ALIGNED WITH THE 147 SERIES
VEHICLES. (U).
BT

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NNNNPETS JAW RUMJQMA8575 2782831-SSSS--RUMJ83A.

DE RUCSC0113 2782835

ZNY ~~SSSSS~~ (u)

P 052000Z OCT 66

FM SAC

TO RICHQA/CSAF

INFO RUC, 15AF WARCH AFB CALIF

RUMJ83A/12SAD DAVIS MONTHAN AFB ARIZ

BT

~~SECRET~~ DPLC 09681 VT 1966.

THIS IS A LIGHTNING BUG MESSAGE. DELIVER DURING DUTY HOURS MLY. CSAF FOR AFOP/AFSME. INFO: 15AF FOR DPLP/DM/DO: 12SAD FOR CMOR. SUBJ: TRAINING SPA'S (U).

1 THIS MESSAGE CONFIRMS STATED ACTIONS AT THE LIGHTNING BUG REVIEW MEETING, 23 SEP 1966.

2. FOUR OPERATIONAL SPA'S HAVE BEEN DESIGNATED FOR USE AS TRAINING VEHICLES. INITIALLY, TWO PRODUCTION SPA'S WILL BE MADE AVAILABLE FOR CAPTIVE FLIGHT AND FREE FLIGHT: 147J-18 ON 18 NOV 1966 AND 147G-44 ON 25 NOV 1966. IN ADDITION, TWO 147HSPA'S WILL BE MADE AVAILABLE FOR TRAINING. THE H SPA AT DAVIS-MONTHAN HAS BEEN RELEASED FOR CAPTIVE FLIGHT TRAINING. REFERENCE UNCLAS EFTO LOR 688, 28 SEP 66. THE 147H FOR FREE FLIGHT TRAINING WILL BE

PAGE 2 RUCSC0113 ~~SECRET~~ (u)

MADE AVAILABLE TO DAVIAMONTHAN FOR CREW TRAINING FOUR WEEKS PRIOR TO THE DEPLOYMENT DATE.

3. THESE SPA'S WILL PROVIDE RELIEF TO THE LACK OF OPERATIONAL TRAINING DEVICES AT DAVIS-MONTHAN AFB. (GP 3) BT

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

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D-90
act info
100 COS(6)
12 DM(1)
DX 14(B)

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INTERVAL: NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10

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RTTS JAW RUMTPFA9128 2012347-SSSS--

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ZNY 66655 (u)

R 202259Z

FM 15AF MARCH AFB CALIF

TO RUCSC/SAC

INFO RUMJB34/12SAD DAVIS MONTHAN AFB

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action 20 info
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(u) ~~SECRET~~ DMR DOR 05451 JUL 66

FOR SAC/DMR-DOSR; INFO: 12SAD/C-100C. SUBJ: UTILIZATION OF DC-130
AT OL-20 (U). IT IS THE UNDERSTANDING OF THIS HQ THAT THE SECOND
DC-130 WAS PLACED AT OL-20 AS A MAINTENANCE BACK-UP ACFT. THIS WAS
CONSIDERED NECESSARY TO PROVIDE 100 PER CENT RELIABILITY OF THE
LAUNCH VEHICLES. RECENTLY THE SECOND ACFT HAS BEEN UTILIZED AS A
LAUNCH READY GROUND SPARE AND FOR DUAL MISSIONS (29 JUN AND 1 JUL).
T. HAS INCURRED A MAINTENANCE WORK LOAD THAT EXCEEDS OL-20

MAINTENANCE CAPABILITY. IF THIS CONCEPT OF OPERATION IS

STANDARD, THEN ADDITIONAL MAINTENANCE PERSONNEL

OL. REQUEST YOU DEFINE THE SAC'S POSITION

SECOND DC-130 AT THE O.L. ADDITIONALLY SAC'S A. T. V. S.

INCREASED MANNING AT THE OL IS REQUIRED IF THIS ACFT WILL

FOR LAUNCH READY GROUND/AIR SPARE OF DUAL MISSIONS

ADVISE. GP-3

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RECEIVED AND RUMTPFA9600-2491929-SSSS--

RUMJ88A.

TO RUMJ88A (U) 66

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

TO RUMJ88A (U) 66

TO RUMJ88A (U) 66

TO RUMJ88A (U) 66

(U) 66 SEP 66

FOR SAC DOW/DOSR; 1000000 DOW. SUBJ: LIGHTNING BUG TRAINING (U).

1. IN RESPONSE TO TELECON REQUEST CAPT WINDELLS (SAC DOWR) TO LT COL POWELL (15AF DOW), 1 SEP 66, STATUS OF THE CELL SCHEDULED FOR SEP 66 DEPLOYMENT IS FURNISHED.

A. CELL TRAINING AS AN INTEGRAL UNIT WAS INITIATED, 26 JUL 66.

B. ALL AREAS ARE PROGRESSING SATISFACTORILY EXCEPT FOR THE CH-3 CREWS (SEE SUB PARA E BELOW).

C. BOTH DC-130 CREWS ARE QUALIFIED AND HAVE PREVIOUS EXPERIENCE AT THE OL AND ARE IN CYCLE FOR ROTATION.

D. BOTH GRCO'S ARE QUALIFIED, BUT THIS WILL BE THEIR FIRST TOUR AT THE OL. AN EXPERIENCED INSTRUCTOR RCO WILL REMAIN WITH THE NEW CELL, UNTIL THESE NEW GRCO'S HAVE ACCOMPLISHED A MINIMUM OF TWO RECOVERIES AND ARE CERTIFIED IN THE AREA.

E. BOTH CH-3 CREWS ARE INCOMPLETE ON WARS QUALIFICATION, BUT

2. RUMTPFA9600

SCHEDULED TO BE COMPLETELY QUALIFIED PRIOR TO DEPLOYMENT SEP 66. CAPT PERRIN, CH-3 INSTRUCTOR PILOT, WILL REMAIN AT THE OL UNTIL EACH NEW CREW HAS ACCOMPLISHED A MINIMUM OF TWO RECOVERIES AND ARE CERTIFIED IN THE AREA.

FOR 1000000: THIS MESSAGE CONSTITUTES DIRECTION TO COMPLY WITH CONTENTS OF PARAGRAPHS 1D AND E ABOVE. GP-4.

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RTTU JAR RUMTPFA6402 1900135-0000--RUMJBB

ZNR 00000

R 932240Z 9 7-924

FM 15AF MARCH AFB CALIF

TO RUMJBB/100STRATRECONWG DAVIS MONTHAN AFB ARIZ

INFO BUCSC/SAC

BT

UNCLAS DO 41093 JUL 66

FOR C. INFO: DOSH AND DOTAC. SUBJ: MARS CREW ROTATION. EACH
CH-3 CREW DEPLOYING TO AN OL WILL COMPLETE AN INDOCTRINATION
MARS MISSION WITH THE AIRCRAFT COMMANDER OF THE OLD CREW PRIOR
TO HIS DEPARTURE FROM THE OL. WITH THE IMPLEMENTATION OF THE
CELL CONCEPT, CH-3C AIRCRAFT COMMANDERS WILL BE INCLUDED IN THE
ADVANCE PARTY FOR A MARS INDOCTRINATION MISSION WITH THE IN-
PLACE CREWS.

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

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(u) PTTS ZYY RUMTPF49653 2511841-SSSS--RUMJ39A
ZNY 56555 ZFD RUMTPFA
P 081925Z SEP 66
FM 155AF WARCH AFB CALIF
TO RUMJ39A/100SRW DAVIS MONTHAN AFB ARIZ
RUMSJS/100SRW OL 28 BIEN HOA AB RVN
BT

D-264
action / info
100 CAS / BOASMC
(6) (1)
100000
/ DRIN(2)

(u) ~~SECRET~~ DO 02168 SEP 66. FOR 100SRW DCO; OL-28 FOR CMOR;
SUBJ: LIGHTNING BIG CELL DEPLOYMENT (U). REFERENCE 100 DCO
10665 SEP 66. A CHANGE TO THE CELL DEPLOYMENT AS PERTAINS TO THE
CH3 CREWS IS APPROVED AS FOLLOWS: ONE CH3 CREW (CAPT PERRIN)
WILL BE RETAINED AT THE IL. ONE NEW CH3 CREW (CAPT MCDONALD N-45)
WILL DEPLOY AS SCHEDULED TO RECEIVE THE OPERATION RETRIEVALS
UNDER THE SUPERVISION OF 1P CAPTAIN PERRIN WHEN THE OPPORTUNITY IS
PRESENTED. CAPTAIN CODETTS CREW WILL REMAIN IN THE Z1 IN ORDER
TO MAINTAIN WARS PROFICIENCY UNTIL SUCH TIME AS CAPTAIN MCDONALD
HAS NEARED COMPLETION OF HIS TWO OPERATIONAL CATCHES. TWO CH3
AIRCRAFT AND CREWS WILL BE MAINTAINED AT THE OL.
BT

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BOASMC
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D-348

NYNRTTS JAW RUMTPFA9494 2362154-SSSS--RUMJ88A.

ZNY SSSSS- (u)

R 241941Z AUG 66

FM 15AF WARCH AFB CALIF

TO 12SAD DAVIS MONTHAN AFB ARIZ

BT (u)

~~SECRET~~ ILLINOIS DM49 05546 AUG 66.

FOR 120SRW/DCM. THIS IS A LIGHTNING BUG MESSAGE. SUBJ: SPA 147H

TRAINING/DEPLOYMENT (U). YOUR DCM SEC 10590, 16 AUG 66.

120SRW(GP-4) THE PROPOSED 1 NOVEMBER DATE FOR PLACING THE "H" IN

OPERATION IS STILL FIRM FOR PLANNING PURPOSES. THE DECISION ON

LOCATION OF THESE VEHICLES HAS NOT BEEN MADE BUT DUE TO LACK OF

ADEQUATE FACILITIES AT OTHER SUGGESTED LAUNCH SITES, THERE IS A

STRONG POSSIBILITY THAT THE "H" WILL BE LOCATED AT OL-20, AT LEAST

TEMPORARILY. CELL A TRAINING FOR THE 147H SHOULD BE ACCOMPLISHED

PRIOR TO DEPLOYMENT WHEREEVER POSSIBLE WITHOUT INTERFERING WITH

DEPLOYMENT, ALONG WITH TRAINING OF PERSONNEL ASSIGNED TO THE FIRST

CELL OF THE SECOND OL.

120SRW(GP-4) THE JOINT SURVEY TEAM HAS COMPLETED ITS SURVEY OF

SECOND OL LOCATIONS. YOU WILL BE ADVISED IN DETAIL OF THE RESULTS.

FACILITY PROBLEMS EXIST ON ALL INSTANCES. AT THIS TIME A FIRM

DECISION AS TO WHICH LOCATION WILL BE USED HAS NOT BEEN MADE. GP-4.

BT

DOWNGRADED AT 8 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIB 8200.10

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Act Info
100CAS(6) BDASMC(1)
12 DM(1)

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 8200.10

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WVVTTS JAW RUMTPFA9497 2362231-SSSS--RUMJ89A

SSSSS
1939Z AUG 66

FM 75AF WARCH AFB CALIF
TO RUMJ89A/12SAD DAVIS MONTHAN AFB ARIZ
INFO RUMSJS/BIEN HOA AB REPUBLIC VIET NAM
RUMNP3/35 CSG DET 18 DA NANG AB VIET NAM
BT

0-351
Act Info
WDCASG/2DASMC(1)
12DM(1)

SECRET LINOIS DM48R #5545 AUG 66.

FOR 12SAD/18ASRW DCM; INFO: BIEN HOA/DL-280; 35CSG/DET 18/C.
THIS IS A LIGHTNING BUG MESSAGE. SUBJ: OL RECOVERY SITES (U).
1. (U) DURING THE RECENT SURVEY TRIP TO PROPOSED RECOVERY
LOCATIONS, IT BECAME OBVIOUS THAT REGARDLESS OF THE LOCATION
SELECTED, WE WOULD BE REQUIRED TO OPERATE WITH MINIMUM OUTSIDE
SUPPORT FOR THE CH-3 HELICOPTERS. THERE WILL NOT BE A BASE SUPPLY
SPARES LAY-IN AND ONLY BASIC FMS SHOP EQUIPMENT WILL BE AVAIL-
ABLE. A-E SHOPS DO NOT MAINTAIN THE SYSTEMS INSTALLED IN OUR HELICOPTERS.
IT IS IMPERATIVE, THEREFORE, THAT THE PRESENT HELICOPTER DETACHMENT
BE ANALYZED TO DETERMINE IN WHAT AREAS, IF ANY, WE ARE OVER
DEPENDENT UPON THE HOST BASE. FOR EXAMPLE:
ARE WE USING HOST BASE TEST EQUIPMENT THAT WE NEED BUT DO NOT HAVE?
(B) ARE THERE ANY MAINTENANCE/SUPPLY FUNCTIONS IN WHICH WE ARE

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PAGE 2 RUMTPFA9497-SECRET

CALLING ON HOST BASE FOR SUPPORT BECAUSE OF LACK OF KNOWLEDGE,
EXPERIENCE, TECH DATA, ETC.? FOR THE NEXT 30 DAYS, REQUEST EACH
MAINTENANCE/SUPPLY ACTION TAKEN BY DETACHMENT 18 IN MAINTENANCE
OF HELICOPTERS BE EVALUATED TO DETERMINE IF WE HAVE OUR OWN
CAPABILITY TO ACCOMPLISH THE WORK. IN THOSE INSTANCES WHERE
OVER-RELIANCE ON HOST BASE IS EVIDENT, TAKE NECESSARY ACTIONS TO
INSURE SELF-SUPPORT FOR THE SECOND OL.

(U) (GP-4) A NEW CONCEPT OF RECOVERY OPERATION DEVELOPED
DURING THE VISIT. IT IS PLANNED THAT ONE BASE WILL BE USED AS
AN "ALTERNATE" RECOVERY SITE. THIS MEANS THAT THE MINIMUM
NECESSARY EQUIPMENT TO SUPPORT RECOVERY OF FIVE SORTIES IN TEN
DAYS WILL BE AIR-LIFTED TO THE RECOVERY SITE, AND RETURNED TO THE
PERMANENT SITE AT CONCLUSION OF THE TEN DAYS. TENTATIVE PLANS
CALL FOR BOTH HELICOPTERS TO DEPLOY AND REDEPLOY UNDER THEIR OWN
POWER. THE MCGS VAN AND OTHER EQUIPMENT WILL BE AIRLIFTED. THERE
ARE NO SPARES LAY-IN AT THE BASE AND FMS SHOPS MEET ONLY BASIC
NEEDS. A-E SHOPS PRESENTLY IN PLACE DO NOT MAINTAIN COMPATIBLE
EQUIPMENT AND AIR-CONDITIONED SHOP SPACE IS AT A MINIMUM.
STORAGE SPACE IS AVAILABLE AS IS A JOINT USE HANGAR. IT IS
DESIRED TO KEEP THE PACKAGE AS SMALL AS PRACTICAL AND ONLY FLIGHT

~~SECRET~~

PAGE 3 RUMTPFA9497-SECRET

MAINTENANCE IS ENVISIONED EXCEPT FOR CRITICAL SYSTEMS IN
WHICH YOU FEEL THE NEED FOR SHOP CAPABILITY. USING THESE
CRITERIA AS A GUIDE, REQUEST YOU DEVELOP A LOGISTIC PLAN TO
SUPPORT THIS PROGRAM. WE ARE MOST INTERESTED IN WEIGHT AND
CUBAGE. PLEASE ADVISE WHEN WE MAY EXPECT YOUR ACTION TO BE
COMPLETED. GP-4.
BT

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EXCLUDED FROM AUTOMATIC
REGRADING: DOD DIR 5200.10
DOES NOT APPLY

PTTS JAW RUNTPFA9525 2382339-SSSS--

RUNJ39A.

ZNY ~~SECRET~~ (U)

P 262234Z AUG 66

FM 15AF WARCH AFB CALIF

TO RUCSC/SAC

INFO RUNJ39A/188SRW DAVIS WORTHAN AFB ARIZ

RUNJ39A/12SAD DAVIS WORTHAN AFB ARIZ

BT (U)

~~SECRET~~ LINOIS DPL 08625 AUG 66.

FOR DPL. 188SRW (C) 12SAD (C) THIS A LIGHTNING BUG MESSAGE. THIS MESSAGE
IN THREE PARTS. PART I. AFTER A THOROUGH REVIEW OF THE SURVEY
RESULTS PERSENTED BY 15AF TEAM MEMBERS PARTICIPATING IN THE
RECENT OL SURVEY, CHING CHAUN KANG SHOULD BE SELECTED AS THE
SECOND OPERATING LOCATION FOR THE LIGHTNING BUG PROJECT.
PART II. IT IS REALIZED THAT THE REQUIRED FACILITIES AT CCK
WILL NOT BE READY FOR OCCUPANCY ON 1 NOV 66. HOWEVER, IT IS
FELT THAT FOR A SHORT PERIOD OF TIME, IN ORDER TO BECOME
ESTABLISHED IN A MOST DESIRABLE LOCATION THAT WILL HAVE THE
ADVANTAGES OF MODERN FACILITIES, OPTIMUM LOCATION FOR
OPERATION, AND EXCELLENT PORGRAVVED SUPPORT ACTIVITIES, OUT-
WEIGH THE DISADVANTAGE THAT WILL BE INCURRED FOR THE 68-98 DAY
PERIOD. THE AUSTERE USE OF CCK AS A LUANCH FACILITY DURING

PAGE 2 RUNTPFA9525 ~~SECRET~~ (U)

THIS 68-98 DAY PERIOD CAN BE PARTIALLY OFFSET BY UTILIZING TO
THE MAXIMUM THE FACILITIES AT OL-28 FOR LAUNCH WITH RECOVERY
AT CCK. IT WOULD APPEAR THAT A 1 JAN DATE FOR THE ACTIVATION
OF THE SECOND OL MIGHT BE MORE REALISTIC IN VIEW OF THE
CONSTRUCTION STATUS AT CCK;

PART III. REQUEST THIS HQ BE ADVISED EARLIEST POSSIBLE DATE
OF THE FINAL SELECTION FOR THE SECOND OL. IF THE 1 NOV DATE
IS TO BE MET, IMMEDIATE ACTION TO FINALIZE PLANS BY THIS HQ
AND THE 188SRW WILL BE REQUIRED. GP-1.

BT

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2 DPC NC
66-3056

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UNCLASSIFIED

DOWNGRADED AT 7 YEAR INTERVALS
DECLASSIFIED - PER 12 YEARS
DOD DIR 5200.10

NNNNRTTS JAN RUMTPF49538 2412025-SSSS--

ZNY 66556 (u)

R 291707Z AUG 66

FM USAF VARCH AFB CALIF

TO RUCSC/SAC

RUMJ934/803CSG DAVIS MONTHAN AFB ARIZ

BT

SE (u) BP 00556 AUG 66

FOR SAC: DP FOR 803CSG: BOP. REFERENCE IS MADE TO BLUE SPRINGS
CONFERENCE AND TS CSAF MESSAGE AFOPRF 92752, 9 MAR 66. SINCE 1 NOV
IS THE PLANNED DATE FOR ESTABLISHMENT OF A 2ND DL, REQUEST SUFFICIENT
PERSONNEL IN REQUIRED SPECIALTIES BE PROGRAMMED TO ARRIVE AT DAVIS-
MONTHAN. THIS ACTION IS NECESSARY EVEN THOUGH SOME UMD AUTHORIZATIONS
DO NOT BECOME EFFECTIVE UNTIL JAN 67. THE REASON IS EQUIPMENT
FAMILIARIZATION, TRAINING AND QUALIFICATION MUST BE ACCOMPLISHED
PRIOR TO DEPLOYMENT. FOR 803CSG ONLY: REQUEST YOU PROVIDE SAC (CPA)
NUMBERS, SKILLS AND NECESSARY TIME PHASING INFORMATION SO THAT THEY
MAY INTELLIGENTLY PROGRAM AGAINST YOUR FUTURE REQUIREMENTS. GP-4

BT

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DDTS
action
DP(1) BDAgme
(1)
100 CAS(6)
120M(1)

BDAgmc
66-3089

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

CBDAL25ZCYQ8926

PP RUWHBO

DE RUCSC0704 2712320

ZNY ~~SECRET~~ (u)

P 282315Z SEP 66

FM SAC

TO RUEDHQA/CSAF

INFO RUEDFIA/AFLC

RUWBKN/15AF MARCH AFB CALIF

RUWHBO/12SAD DMAFB ARIZ

BT

(u) ~~SECRET~~ DPL DO DM4 09378 SEP 1966.
THIS IS A LIGHTNING BUG MESSAGE. DELIVER DURING DUTY
HOURS. CSAF FOR AFXOP/AFSME. INFOC AFLC FOR MCMX;
15AF FOR DO/DM/DPL; 12SAD FOR 100SRW CMDR. SUBJECT: (U)
DEPLOYMENT PROBLEMS.

1. THIS HQ HAS AGAIN REVIEWED STATUS OF 147H, MCGS AND
SECOND OL PROGRAMS TO DETERMINE WHAT DEFICIENCIES EXIST
WHICH WILL AFFECT THE CAPABILITY TO DEPLOY AND OPERATE
EFFECTIVELY AT THE SECOND OL. SIGNIFICANT PROBLEM AREAS
THAT MUST BE RESOLVED ARE:

A. AVAILABILITY OF A 147H SPA FOR FREE/CAPTIVE
FLIGHT TRAINING. EACH CREW REQUIRES TWO ACTUAL FLIGHTS,
LAUNCH/RECOVERY, WITH THE 147H SPA PRIOR TO DEPLOYMENT.

PAGE 2 RUCSC0704 ~~SECRET~~ (u)

B. SPARE TPW-1 AT PT. MUGU: THIS UNIT MUST BE
DELIVERED TO DAVIS-MONTHAN AFB, ARIZONA, NOT LATER THAN
OCTOBER 1966, TO COMPLETE TRAINING FOR FORECAST
DEPLOYMENT.

C. MCGS PECULIAR AGE: SEVEN ITEMS ARE REQUIRED TO
MAKE UP A COMPLETE SET; NO COMPLETE SETS WILL BE AVAIL-
ABLE UNTIL FEB 1967. TWO INTERIM ITEMS ARE ESSENTIAL:
BORESIGHT AND RADAPTS. BORESIGHT CAPABILITY DOES NOT
EXIST. INTERIM RADAPTS HAS HAD A QUESTIONABLE RELIABILITY
RECORD DURING THE TEST PROGRAM.

D. MCGS PECULIAR SPARES: NO PROGRAMMED SPARE SUB-
ASSEMBLIES ARE YET ON CONTRACT.

E. MCGS OPS/MAINT TECH DATA: NO PROGRAMMED MCGS
TECH DATA IS YET ON CONTRACT. MINIMUM INTERIM COMMERCIAL
HANDBOOKS WILL PROVIDE A LIMITED BLUE SUIT MAINTENANCE
CAPABILITY

F. MCGS CONTRACTOR/ENGINEER-TECHNICIAN SUPPORT.
IN THE ABSENCE OF PARAGRAPHS C, D AND E, ABOVE,
CONTRACTURAL COVERAGE FOR CONTRACTOR TECHNICAL SERVICES
WILL BE REQUIRED TO PROVIDE EVEN A LIMITED MAINTENANCE
CAPABILITY

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PAGE 3 RUCSC4724 ~~SECRET~~

. IF OPERATIONAL REQUIREMENTS ARE URGENT TO THE EXTENT
HAT WE MUST DEPLOY WITH WHAT WE CONSIDER AN
EMERGENCY CAPABILITY, WE WILL MAKE EVERY EFFORT TO
COMPLETE THIS MISSION AS DIRECTED. HOWEVER, UNTIL SUCH
TIME AS THE COMPLETE SUPPORT PACKAGE, INCLUDING AGE,
SPARES, ULTIMATE TECH DATA AND MAINTENANCE MOCK -UPS
BECOMES AVAILABLE, THE DEPTH AND RELIABILITY OF THE
OPERATION WILL BE QUESTIONABLE. (GP 3)
BT

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CZCBOA669ZC09K532
PP RUWHBD
DE RUCSC0679 2732340
ZNY ~~SECRET~~ (u)
P 302335Z SEP 66
FM SAC
TO RUEDHQA/CSAF
INFO RUEKDA/JCS JRC
RUWBKN/15AF MARCH AFB CALIF
RUWHBD/100SRW DAVIS MONTHAN AFB ARIZ
RUHLKM/PACAF
BT

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

gchq info
BDAS
100 CAS
(6)
12DD(1)
12DM(1)
DXIH(4)

(u) ~~SECRET~~ NOFORN LIMDIS DPL DO 09474 SEP 1966.
DELIVER DURING DUTY HOURS ONLY. CSAF FOR AFXOP, JCS FOR
J-3; 15AF FOR DO; 100SRW FOR CMDR; PACAF FOR DPL. SUBJ:
(U) BLUE SPRINGS OPERATION.

1. REFERENCES:

- A. SAC T.S. LIMDIS DPL 02992, 15AUG 66.
- B. USAF T.S. AFXOP TCS 500477, 23 SEP 66.
- C. DIA T.S. DIAXX-2 7718, 27 JUN 66.

2. THIS HQ HAS CAREFULLY REVIEWED THE ADDITIONAL
INFORMATION PROVIDED IN REFERENCE 1.B., ABOVE, HOWEVER FOR
REASONS OUTLINED IN REFERENCE 1.A., AND THOSE LISTED
BELOW, THE FIRST CHOICE FOR A 2ND OL LOCATION REMAINS AS

(u)
PAGE 2SRUCSC0679 ~~SECRET~~ NOFORN LIMDIS
CCK.

3. THE RECOMMENDATION TO USE CCK IS BASED ON THE
FOLLOWING CONSIDERATIONS:

A. THE TOTAL LAUNCH/RECOVERY OPERATION FROM A
SINGLE LOCATION WILL ENHANCE OPERATIONAL CONTROL AND
REDUCE THE AMOUNT OF COORDINATION REQUIRED (VERSUS KADENA
LAUNCH AND CCK RECOVERY).

B. LESS MANPOWER IN THE AREAS OF: MAINTENANCE
SUPERVISION, OPERATIONS SUPERVISION, COMMAND, ADMINISTRA-
TION, SUPPORT AND SUPPLY.

C. DECREASED COMMUNICATIONS REQUIREMENT, WITH AN
INCREASE IN COMMUNICATION SECURITY, COMPARED TO SEPARATE
LAUNCH AND RECOVERY AREAS.

D. AN IN PLACE C-130E UNIT AT CCK SHOULD PROVIDE
INCREASED C-130E SUPPLY SUPPORT AND OF EQUAL IMPORTANCE,
SUBMERGE THE BLUE SPRINGS FLYING ACTIVITY.

E. GREATER OPERATIONAL COVERAGE (RANGE) FROM CCK
AREA WITH A RESULTANT INCREASE OF DC-130E UTILIZATION
BECAUSE OF RECOVERY AT THE SAME BASE.

F. THE SECOND OL SHOULD BE LOOKED AT AS A LONG RANGE

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PAGE 3 RUCSC0679 ~~SECRET~~ NOFORN LINDIS
CONTINUING OPERATION VERSUS OL-20. THE FORMOSA CCK
ATION PROVIDES A CENTRALLY LOCATED BASE FOR THE ENTIRE
EAST AREA.

G. THIS HQ CONCURS WITH TASKING THE 67RTS WITH
PROCESSING AND EXPLOITATION, AT LEAST INITIALLY. PRIOR
TO DECISION TO DEVELOP AND DEPLOY THE MARPF TO THE 2ND
OPERATING LOCATION, THE FOLLOWING SHOULD BE CONSIDERED:

(1) REQUIREMENT FOR MOBILE PROCESSING FACILITY
CO-LOCATED WITH THE 2ND OL, IN VIEW OF THE PREVIOUSLY
STATED DIA POSITION (REF 1.C., ABOVE).

(2) IDENTIFICATION OF PERSONNEL AUTHORIZATIONS.

(3) IDENTIFICATION OF PERSONNEL RESOURCES.

4. HOWEVER, IF FIRM INFORMATION INDICATES NO FACILITIES
AT CCK WILL BE AVAILABLE TO MEET 10 JAN OPERATIONAL READY
DAAT OOR POLITIC

AL CONSIDERATIONS RULE OUT USE OF CCK, THEN
THERE IS NO OTHER ALTERNATIVE BU TO UTILIZE KADENA
AT LEAST INITIALLY.

5. REPRESENTATIVES FOR HQ SAC DPL/DO/DI/DM WILL BE
PREPARED TO DISCUSS THIS MATTER DURING THE 6 OCT 1966
MEETING AT YOUR HQ. (GP 3)

BT

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INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10

Q-104

PFTS JAW RUNJCV38833 2792689-SSSS--RUNJ38A.

DE RUCSC8899 2781751

ZNY-SSSSS (U)

P R 051742Z OCT 66

FM SAC

TO RUN3KN/15AF WARCH AFB CALIF

RUNJ38A/12SAD DYAFB ARIZ

INFO RUEDHQA/CSAF

BT

~~SECRET~~ DOSRS 12522 OCT 66.

15AF FOR DOR/DW/DI. 12SAD FOR 188SRW CWRD/DCO/DCM. CSAF FOR AFKOPER / AFSVC.

1. A JOINT SAC/15AF CONFERENCE WAS CONVENED ON 29 SEP 66 WITH STAFF PARTICIPATION FROM BOTH HEADQUARTERS. COL LEWIS, 15AF DO, WAS THE SENIOR REPRESENTATIVE OF THE VISITORS FROM 15AF AND THE 188SRW.
2. THE PURPOSE OF THE CONFERENCE WAS TO REVIEW THE FORTHCOMING LIGHTNING BUG DEPLOYMENT TO A SECOND OPERATING LOCATION AND TO DISCUSS ASSOCIATED PROBLEM AREAS, RECOMMENDING APPROPRIATE ACTIONS IF NEEDED.
3. PRESENTATIONS AND DISCUSSIONS BY SAC AND 15AF COVERED THE FOLLOWING TOPICS:
 - A. PERSONNEL MANNING STATUS
 - B. PERSONNEL TRAINING STATUS

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Action

INFO

100CAS
(b)

12CC(1)
12DO(1)
12DM(1)
Dxi4 (2)

~~SECRET~~

PAGE 2 RUCSC8899 S E C R E T

C. MATERIEL STATUS

D. OPERATIONAL CONCEPT AND CURRENT PROPOSED DEPLOYMENT DATE.

E. PROPOSED LOCATION FOR 2ND OL.

4. A SUMMARY OF THE PROBLEM AREAS AND GENERAL CONCLUSIONS FOLLOWS:

A. DC-130 INSTRUCTOR PILOT. CAPT THOMAS DID NOT ARRIVE AT THE UNIT AS A QUALIFIED INSTRUCTOR PILOT AS HAD BEEN PREVIOUSLY EXPECTED.

1. ACTION REQUIRED: THE 188SRW WILL UPGRADE CAPT THOMAS TO INSTRUCTOR STATUS EITHER ON THE BASIS OF HIS PAST RECORD OR BY AN INSTRUCTOR CHECK ADMINISTERED BY CAPT BIXBY.

B. CREW MANNING INPUT DATES AND CCTS TRAINING SCHEDULES. BECAUSE OF THE DELAYED INPUTS AND SCHOOL QUOTAS OF SOME CREW MEMBERS, FUTURE SCHOOL QUOTAS ARE NO LONGER REALISTIC.

1. ACTION REQUIRED: TRAINING REPRESENTATIVES FROM SAC, 15AF AND 188SRW JOINTLY AGREE ON A REALISTIC CCTS SCHEDULE.

NOTE: THIS ACTION HAS BEEN COMPLETED.

2. ACTION REQUIRED: SAC DPMO OBTAIN NEW CCTS QUOTAS AS REQUIRED BY THE NEW SCHEDULE.

C. CONCEPT FOR OPERATION AT TWO OL'S THE FOLLOWING OPERATIONAL CONCEPT WAS AGREED UPON: THE ULTIMATE GOAL FOR OPERATION AT THE TWO OL'S IS TWO LAUNCH AIRCRAFT, TWO RECOVERY AIRCRAFT AND A 1/1 CREW

B) ASMC
66-3503

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PAGE 3 RUCSC0398 ~~SECRET~~
RATIO. SINCE RESOURCES WILL NOT ALL BE AVAILABLE, FULL CELL
PACKAGE TO EACH OL BY 12 JAN 67, THE 2ND OL TARGET DATE, IS WILL BE
NECESSARY TO GRADUALLY PHASE INTO FULL OPERATION AT THE NEW OL. OL-23
WILL BE THE PRIMARY OL AND WILL CONTINUE TO OPERATE WITH PRESENT
METH. OL-23 WILL PHASE INTO MOGS OPERATION ON OR ABOUT 28 NOV
THE SECOND OL, WHEN STARTED ON 10 JAN 67, WILL BE TEMPORARILY
MANNED WITH ONE LAUNCH AIRCRAFT, ONE RECOVERY AIRCRAFT AND A 4/1
CREW RATIO. A TRAINING CAPABILITY WILL BE MAINTAINED AT DAVIS-
MONTAN.

D. NO OPERATIONAL CHECK LISTS ARE AVAILABLE FOR THE MOGS EQUIPMENT
TPW-2, TPW-1, OR APW-23. TECH DATA WAS DELIVERED TO THE UNIT IN THE
FORM OF COMMERCIAL HANDBOOKS. NO OPERATOR TECH DATA OR CHECKLISTS
WERE INCLUDED.

1. ACTION REQUIRED: REPRESENTATIVES FROM THE UNIT, AFLCLOP,
AFLCLOO AND SPERRY CO WILL MEET TO DRAFT AN OPERATIONAL CONCEPT FOR
USE OF THE MOGS AND TO DEVELOP OPERATOR TECH DATA AND CHECKLISTS.
NOTE: SAC DOT HAS SENT A MESSAGE TO 15AF AND 188SRW LAYING ON THIS
REQUIREMENT.

2. ACTION REQUIRED: APPROVAL OF INTERIM DATA YBY 15AF, SAC, AFLC
AND SPERRY CO.

(u)

PAGE 4 RUCSC0398 ~~SECRET~~

NOTE: A TENTATIVE DATE OF 7 OCT HAS BEEN ESTABLISHED FOR A MEETING
AT PT MUGU NAS FOR TECH DATA APPROVAL.

E. THE 188SRW MUST HAVE A FLYABLE TRAINING VEHICLE TO TRAIN ARCO'S
AND RCO'S FOR THE MOGS. ACTION HAS BEEN COMPLETED TO ALLOW THE 188SRW
TO INSTALL MOGS TD-3 TRANSPONDERS IN THREE TRAINING BQM-34A'S.

F. A LIMITED MSK OF ASSORTED SPARE PARTS I.E. CONDENSERS, TUBES,
RESISTORS, ETC IS NECESSARY TO SUPPORT ANY MOGS OPERATION. THIS
LIMITED MSK WILL ONLY BE REQUIRED UNTIL ADEQUATE SPARE PARTS AND
TEST EQUIPMENT ARE PROVIDED FOR AIR FORCE MAINTENANCE TECHNICIANS.
THE ASSORTED PARTS KITS WERE TO HAVE BEEN MOVED TO THE UNIT IN EARLY
OCTOBER TO SUPPORT TRAINING OPERATIONS AND MOGS PHASE IN AT OL-23.
15AF SUPPLY HAS RECEIVED WORD THAT THESE SPARES WILL NOT BE AVAILABLE
UNTIL 24 NOV 66.

1. ACTION REQUIRED: SAC DMAC WILL CONTACT AFLC AND ARRANGE TO
HAVE THE SPARES AVAILABLE AS ORIGINALLY SCHEDULED.

G. THE CONFERENCE AGREED THAT OPERATIONAL MARS RECOVERIES SHOULD
BE REINSTITATED AT OL-23 AS SOON AS THE TEN REDESIGNED AND IMPROVED
ENGAGEMENT CHUTES ARE INSTALLED.

H. THE CONFERENCE AGREED THAT CCK IS A BETTER SITE FOR THE SECOND
OL THAN KADENA BECAUSE OF OPERATIONAL, SECURITY SUPPLY AND FACILITY

(u)

PAGE 5 RUCSC0398 ~~SECRET~~

CONSIDERATIONS.

1. ACTION TAKEN: A DO/DW/DPL MESSAGE STATING THE SAC, 15AF
POSITION ON THE SELECTED LOCATION FOR THE SECOND OL PREPARED FOR
CSAF.
GP-3.

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

B-797

NNNRTTC JAW RUMTPFA9287 2910002-CCCC-- RUMJ33A.

ZNY-CCCC (U)

P 172115Z OCT 66

F 15AF MARCH AFB CALIF

TO RUCSAAA/SAC

INFO RUMJ33A/12SAD D MONTAN AFB ARIZ

BT

(U) ~~CONFIDENTIAL~~ DVA 25690 OCT 66.

FOR SAC/DWAC; INFO: 12SAD/4400M. SUBJECT: MCGS (U).

THIS HQ HAS COMPLETED A REVIEW OF THE MCGS TO DETERMINE THE MOST LOGICAL DEPLOYMENT SCHEDULE THAT WILL ASSURE MEETING THE 2 NOV OPERATIONALLY READY DATE. CONSIDERATIONS WERE GIVEN TO AN ORDERLY DEPLOYMENT FROM HOME STATION, A PACKAGE AS COMPLETE AS POSSIBLE, AND AN ADEQUATE TIME ALLOWANCE FOR SETTING UP EQUIPMENT AFTER ARRIVAL. WITH ALL THINGS CONSIDERED, WE BELIEVE 1 NOV TO BE THE MOST LOGICAL DATE FOR DEPLOYMENT TO THE RECOVERY SITE. THIS DATE WILL INSURE COMPLETION OF FORMAL SCHOOL AND TIME FOR SOME PRACTICAL TRAINING FOR PERSONNEL WHO WILL DEPLOY. THE TPW-2 SCHEDULED TO ARRIVE AT DAVIS-MONTAN O/A 23 OCTOBER, WILL HAVE BEEN RECEIVED AND CHECKED OUT SO THAT THERE WILL NOT BE A TRAINING DISRUPTION. ALL AVAILABLE RADAPS WILL HAVE BEEN DELIVERED AND CHECKED. INTERIM BORSEIGHT EQUIP-

13295

action	info
100005 (6)	1200M (4)
	OXIH (2)

(U)

PAGE 2 RUMTPFA9287 ~~CONFIDENTIAL~~

VENT WOULD BE ON HAND. OUR INTENTION, THEREFORE, IS TO SUBMIT A J-2 FOR A 10 NOV DEPLOYMENT TO THE RECOVERY SITE. DEPLOYMENT OF THE MCGS PACKAGE TO THE LAUNCH SITE WILL BE BY DC-130 ACFT O/A 15 NOV. REQUEST CONCURRENCE. GP-4.
BT

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5-TO J1 AU 00006079 3410250-0000--RUM'DJA.

(u)

9 071217 DEC 66
FM 15AF WARD- AFB CALIF

TO RUCSAAA/SAC

INFO RUM'DJA/12SAD D MONTANA AFB ARIZ

RECORDED AS 5 TIME INTERVIEW
TRANSMITTED AFTER 10:00 PM
DOD DIR 0000.10

100 Encls
12 dmi
13 c (1)

(u)

FOR DMAC/DM3B/SAC. INFO DMV/12SAD: DCV/OSUP/100SR. THIS IS A

LIGHTNING BUG MESSAGE. SUBJ: LIGHTNING BUG AGE PROBLEMS (U)
1. REFERENCE SAC (C) MSG DMAC/DM3B 1184, 15 NOV 66, SUBJ: LIGHT-
NING BUG AGE. THE SHORTAGE OF LIGHTNING BUG AGE HAS BECOME A
SERIOUS PROBLEM, A FACT BORNE OUT BY THE DAILY STATUS REPORTS AND
A RECENT 15AF STAFF VISIT TO DL-20. THIS PROBLEM WILL BE AMPLIFIED
WITH THE DEPLOYMENT OF A SECOND OL. IAW REFERENCED MSG THE 15AF
"GET WELL" POSITION IS STATED.
2. IMMEDIATE ACTION SHOULD BE TAKEN TO OBTAIN BIT AND PIECE
SPARES FOR RMAN PECULIAR AGE. REQUEST AFLO, MCMX/LOR PROVIDE THE
FOLLOWING: (C) SPARES REQUESTED IN MAY 66 PROCUREMENT MEETING AT
31AF. THESE SPARES, SHOULD HAVE BEEN PROVIDED WHEN THE TEST EQUIP-
MENT WAS DELIVERED TO THE 100SR. THIS LIST INCLUDES MOST OF THE
ITEMS RECOMMENDED BY THE MANUFACTURER FOR MAINTENANCE SUPPORT OF

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sentatives.

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RUCSAA40788 0471120-SSSS--RUH0JA.

EXCLUDED AT 5 YEAR INTERVALS;
EXCLUDED AT 12 YEARS.
DOD DIR 8200.10

RUH0JA/15AF HARCH AFB CALIF
RUH0JA/5AF FUCHU AS JAPAN
RUH0JA/33AD KADENA AB OKINAWA
RUH0JA/3AD ANDERSEN AFB GUAM
INFO RUH0JA/SAC XRAY CAMP H M SMITH HAWAII
RUH0JA/4252STRATWG KADENA AB OKINAWA
RUH0JA/12SAD DAVIS MONTHAN AFB ARIZ
RUH0JA/100STRATRECONWG DAVIS MONTHAN AFB ARIZ
RUH0JA/CSAF

BT
0471120-SSSS--RUH0JA

DELIVER DURING DAYLIGHT HOURS.

THIS IS A LIGHTNING BOLT MESSAGE.

PACAF FOR DPL: 15AF FOR DPL: 5 AF FOR PKDOTR: 313AD FOR
DM: 3AD FOR DM: INFO: SAC XRAY FOR COMR: 4252SW FOR
COMR: 12SAD FOR DM: 100SRW FOR COMR: CSAF FOR AFDR, AFKOPF/AFSME-S SUBJECT: BLUE SPRINGS SECOND OL (U).

1. REFER JCS TS 7413-66/2 DEC 66 (NOTAL).
2. REF MSG DIRECTS LAUNCH AND RECOVER FOR BLUE SPRINGS TO CONTINUE FROM THE PRESENT OPERATING LOCATION, (BIEN HOA), DANANG)

PAGE 2 RUCSAA40788 0471120-SSSS--RUH0JA
AND INDICATES ANY CHANGE IN THE DECISION WILL BE FORWARDED
ASAP TO PERMIT RESUMPTION OF LONG RANGE PLANNING.
3. FOR 15AF: CONSIDERING JOINT USE OF FACILITIES, THE
FOLLOWING REQUIREMENTS SHOULD BE SATISFIED FOR THE
147H PROGRAM AT OL 20:

1. DC-130 RAMP 15,000 SF
2. DC-130 REVENIENTS
3. COVERED STORAGE 3,500 SF
4. SK BLDG 1,500 SF
5. QUARTERS FOR MAXIMUM OF 25 MORE PERSONNEL

YOUR HQ WILL ACT AS NEGOTIATING AGENCY FOR THIS HQ.
10 JAN 67 REMAINS THE DEPLOYMENT FOR THE 147H, UNLESS
OTHERWISE DIRECTED BY HIGHER HQ. THIS IS INTERIM ANSWER
YOUR DM/DM (6) 02411, 3 DEC 66. GP-4
BT

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(U) OTTS ZNY RUEDFIA8918 2302214-SSSS--RUWJBSA.
ZNY 83333 ZUI RUWJBSA2297 2352270 ZOK RUEDFIA8918 2302214
P 122212Z AUG 66

FM AFLO
TO RUEDHQA/CSAF
INFO RUCSC/SAC
RUMBKN/15AF VARCH AFB CALIF
RUMB3/12540 DAVIS MONTHAN AFB ARIZ
BT

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

act info
100 CRSC B DASMCR,
12 DMG
100-3
100-2 CASC-1

(U) ~~SECRET~~ LINDIS MCWY 85257 SEC 1 OF 11 AUG 66.
CSAFFOR AFSVE-S/AFXOPFR; SAV FOR DM4C; 15AF FOR DM4B; MONTHAN
FOR 12252Z. THIS IS A LIGHTNING BOLT MSG (1) IN COMPLIANCE WITH CSAF
MSG AFSVE-S/AFXOPFR 86334 AUG 66. A MEETING WAS HELD AT AFLCLO-R
16 AND 17 AUG 1966 TO REVIEW MARS MALFUNCTIONS, IDENTIFY PROBLEM
AREAS AND DETERMINE NECESSARY CORRECTIVE ACTIONS. ALL MARS DATA FROM
THE OL FROM 5 APR TO 16 AUG 66 AND LOR DATA FROM 5 APR TO 16 AUG 66
PARTICIPANTS WERE HQ SAC, 15AF, 1805RW, RTD, LOR, RYAN, PIONEER
RECOVERY SYSTEMS RESEARCH AND ALL AMERICAN ENGINEERING CO.
(2) SUMMARY OF OL MARS DATA - TWENTY NINE (29) MARS RECOVERIES

SECRET

(U) PAGE 2 RUEDFIA8918 ~~SECRET~~ LINDIS
WAS ATTEMPTED AT THE OL BETWEEN 5 APR AND 16 AUG 66, INCLUSIVELY.
TWENTY ONE (21) OF THE 29 MARS ATTEMPTS WERE SUCCESSFUL (72.4 PERCENT).
EIGHT (8) OF THE 29 MARS ATTEMPTS WERE UNSUCCESSFUL. IN ADDITION,
DURING THIS PERIOD ONE (1) MARS ATTEMPT WAS ABORTED BECAUSE OF
THICK CLOUDS PREVENTED MARS ATTEMPT. (3) PROBLEMS ASSOCIATED
WITH THE UNSUCCESSFUL MARS ATTEMPTS AT THE OL HAVE BEEN IDENTIFIED
AS FOLLOWS: (A) 26 APR 1966, J-7. SYSTEM (MAIN CHUTE) DID NOT
SEPARATE. (B) 7 MAY 1966, J-9. EXPLOSIVE BOLTS IN RELEASE MECHANISM
FIRED ON MARS ENGAGEMENT. (C) 26 MAY 1966, J-8. PIECE OF TAPE HELD
ENGAGEMENT CHUTE IN REEFED CONDITION, RENDERING MARS ENGAGEMENT
IMPOSSIBLE. (D) 3 JUN 1966, J-18. EXPLOSIVE BOLT IN RELEASE
MECHANISM FIRED WHILE DOCKING AT AN ALTITUDE OF APPROXIMATELY 21 FT.
(E) 16 JUN 1966, J-11. CH-30 MADE ENGAGEMENT WITH ENGAGEMENT CHUTE
OFFSET AT 80 TO 85 DEGREES AND MAIN CHUTE DROPPED AWAY NORMALLY.
(F) THEN TORE OUT OF ENGAGEMENT CHUTE. (G) 29 JUN 1966, G-2.
RELEASE MECHANISM WAS ASSEMBLED IMPROPERLY, PREVENTING SEPARATION
OF CHUTE AFTER ENGAGEMENT. (H) 1 JUL 1966, G-32. ENGAGEMENT
MECHANISM WAS ASSEMBLED IMPROPERLY, THEN DROPPED AWAY AFTER
SEPARATION OF THE MAIN CHUTE. (I) 5 AUG 1966, G-37. AFTER SUCCESSFUL
ENGAGEMENT, LOAD LINE WAS INADVERTENTLY CUT. (4) SUMMARY OF AF CLO-R

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PAGE 3 RUEDFIA2918 ~~SECRET~~ LINDIS

-PT MUGU VARS DATA. TWENTY (20) VARS RECOVERIES WERE ATTEMPTED BY AFLOLO-R AT PT MUGU BETWEEN 14 JAN AND 4 AUG 66. THIRTEEN (13) OF THE 20 VARS ATTEMPT WERE SUCCESSFUL (65PERCENT)--SEVEN (7) WERE UNSUCCESSFUL. (5) PROBLEMS ASSOCIATED WITH THE UNSUCCESSFUL VARS ATTEMPTS AT PT MUGU HAVE BEEN IDENTIFIED AS FOLLOWS:
(A) 14 JAN 66 G-2. AFTER ENGAGEMENT MAIN CHUTE DID NOT RELEASE/PIN PULLER DID NOT ACTIVATE. (B) 18 JAN 66, G-2. LOAD LINE BROKE ON ENGAGEMENT WHEN PULLED THROUGH MAIN CHUTE. (C) 4 MAR 66, J-3. HOOKS ENGAGED SILK ONLY. MAIN CHUTE RELEASED. THEN HOOKS TORE OUT OF ENGAGEMENT CHUTE. (D) 25 MAR 66, G-21. AFTER ENGAGEMENT MAIN CHUTE DID NOT RELEASE/PIN PULLER DID NOT ACTUATE. (E) 13 MAY 66, G-21. RELEASE MECHANISM WAS ASSEMBLED IMPROPERLY, PREVENTING SEPARATION OF MAIN CHUTE AFTER ENGAGEMENT. (F) 11 JUL 66, XH-1. THREE CONTACTS WERE MADE WITH ENGAGEMENT CHUTE, BUT NO ENGAGEMENT. (G) ENGAGEMENT CHUTE HIT ANFUNG ON HELICOPTER. MAIN CHUTE RELEASED, THEN VEHICLE DROPPED AWAY. (6) CORRECTIVE ACTION TO DATE. THE CASE OF NO DEPLOYMENT OF THE MAIN CHUTE (3A ABOVE) CAN ONLY BE ATTRIBUTED TO RANDOM EQUIPMENT FAILURE OR ASSEMBLY ERROR. NO SPECIFIC CORRECTIVE ACTION EXCEPT QUALITY CONTROL CAN BE IDENTIFIED TO PREVENT REOCCURRENCE OF THIS INCIDENT. (7) THE TWO CASES OF INADVERTENT FIRING OF RELEASE

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PAGE 4 RUEDFIA2918 ~~SECRET~~

MECHANISM EXPLOSIVE BOLT (3B AND 3D) ARE ATTRIBUTED TO A SHORT IN GROUND OF BOLT LEAD WIRES. EXTENSIVE TESTS CONDUCTED BY RYAN DEMONSTRATED THAT IT COULD NOT BE INADVERTENTLY FIRED BY RF OR STATIC ENERGY (UP TO 500,000 VDC) IF CONNECTED PER DESIGN. A STRONGER AND MORE POSITIVE GROUNDING WIRE TERMINAL CONNECTION HAS BEEN INCORPORATED IN PRODUCTION AND BY TCTO ACTION TO PREVENT REOCCURRENCE. (TCTO ID-147X-566, 28 JUN 1966).

(8) INSTALLATION OF TAPE DURING THE PACKING OF ENGAGEMENT CHUTE (3C ABOVE) IS AN UNAUTHORIZED PROCEDURE. AFTER THE INCIDENT 25 SYSTEMS WERE OPENED, INSPECTED AND REPACKED TO ASSURE NO TAPE WAS INSTALLED. ALL SYSTEMS AFTER 18 JUN 1966 HAVE BEEN SPECIFICALLY INSPECTED TO ASSURE THAT NO TAPE IS INSTALLED. (9) RELEASE MECHANISMS HAVE BEEN ASSEMBLED IMPROPERLY ON FLIGHT SYSTEM TWICE/ ONCE BY LOR/RYAN AT PT MUGU 13 MAY 1966 (5E ABOVE) AND AGAIN BY THE OL 29 JUN 1966 (3F ABOVE) AN EMERGENCY ACTION TWX WAS SENT FROM LOR TO SAC ON 13 MAY 1966 WARNING OF THIS POSSIBILITY. SUBSEQUENTLY, A DESIGN MODIFICATION HAS BEEN INCORPORATED IN PRODUCTION HARDWARE MAKING THIS MODE OF MAL-ASSEMBLY IMPOSSIBLE. TCTO ACTION HAS BEEN INITIATED TO SIMILARLY MODIFY ALL RELEASE MECHANISMS IN THE FIELD (TCTO ID-147X-568, 17 AUG 66)

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PAGE 5 RUEDFIAR918 ~~SECRET~~ LINDIS
(10) CUTTING OF LOAD LINE (3H ABOVE) OCCURRED WHEN THE WINCH OPERATOR WAS REMOVING REEFING CUTTERS FROM LOAD LINE. STANDARD PROCEDURES ARE TO CUT THE LANYARD ATTACHING THE REEFING CUTTERS TO THE LOAD LINE WITH A KNIFE. SAC IS INITIATING ACTION TO INSTRUCT ITS OPERATORS TO USE DIXES INSTEAD OF KNIFE FOR THIS OPERATION TO REDUCE THE PROBABILITY OF REOCCURRENCE OF THIS TYPE INCIDENT. AFLCLOR/RYAN ARE INVESTIGATING POSSIBLE WAYS TO ELIMINATE/MINIMIZE THIS POSSIBILITY. (11) IN TWO CASES THE RELEASE MECHANISM PIN PULLER DID NOT ACTIVATE PREVENTING SEPARATION OF MAIN CHUTE AFTER ENGAGEMENT (54 AND 50) THE PIN PULLER WAS THEN DELETED FROM THE RELEASE MECHANISM TO PREVENT REOCCURRENCE OF THE FAILURE. THIS WAS ACCOMPLISHED PRIOR TO DEPLOYMENT OF MARS TO THE DL, 1 APR 66. (12) MARS HELICOPTER PILOTS ARE INSTRUCTED AND TRAINED TO APPROACH ENGAGEMENT SO THAT THE LOAD LINE WILL NOT PULL THROUGH THE MAIN CHUTE (58 ABOVE). SUMMARY OF REMAINING FAILURES (13) FIVE (5) UNSUCCESSFUL MARS ATTEMPTS RESULTED FROM FAILURE TO GET A GOOD ENGAGEMENT (3E AND G, AND 5C, F, AND G). IN ALL OF THESE CASES THE ENGAGEMENT CHUTE WAS CONTACTED. IN THREE OF THESE CASES BOTH THE HELICOPTER AND THE RIGGING CONTACTED THE ENGAGEMENT CHUTE, TWO CAUSING MAIN CHUTE TO BREAK AWAY. IN TWO CASES THE ENGAGEMENT
ST

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TO RUCSD
RUCSD/11-2372214

R 192212Z AUG 66

FM AFLO

TO RUEHQA/CSAF

INFO RUCSD/SAC

PIIRKN/15AF MARCH AFB CALIF

RUMHDD/12SAD DAVIS MONTHAN AFB

BT

(u)

~~SECRET~~ LINDIS MCMG 05257 FINAL SEC OF 11 AUG 66.

HOOKS TOOK OUT OF THE ENGAGEMENT CHUTE BUT HELD LONG ENOUGH TO CAUSE MAIN CHUTE TO FALL AWAY. RECOMMENDATIONS (14) AS FURTHER CORRECTIVE ACTION, THREE PROPOSALS HAVE BEEN APPROVED BY THIS OFFICE AS FOLLOWS: (A) ALL AMERICAN ENGINEERING TO PREPARE TECH DATA AND MODIFICATION KITS INCLUDING FAIRINGS TO CLEAN UP THE BOTTOMS OF THE CH-30 AND CH-36 VARS HELICOPTERS TO PRECLUDE SNAGGING OF ENGAGEMENT CHUTE (IF IT IS STRUCK BY CHOPPER) AND INADVERTENT RELEASE OF MAIN CHUTE. THE LOSS OF TWO VEHICLES CAN BE DIRECTLY RELATED TO ENGAGEMENT CHUTE HANGUP ON THE HELICOPTER (12 AND 52 ABOVE). (B) MODI Y

(u)

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PAGE 2 RUEDFIA8911 ~~SECRET~~ LINDIS

EIGHT 100 FOOT MAIN CHUTES TO INCREASE THE RATE OF DESCENT BY 120 FEET PER MINUTE (FROM 900 TO 1020 FPM, 2200 LOAD, STANDARD SEA LEVEL) THIS MODIFICATION IS AIMED AT PROVIDING BETTER ENGAGEMENT CHUTE FLYING CHARACTERISTICS TO IMPROVE THE PROBABILITY OF A SUCCESSFUL ENGAGEMENT. FOUR (4) OF ABOVE GFE 100 FEET CHUTES MODIFIED TO A CAP-SLOT CONFIGURATION. FOUR (4) OF ABOVE GFE 100 FOOT CHUTES MODIFIED TO REDUCE THE SKIRT OPENING. (C) MODIFY FOUR (4) STANDARD 14 FOOT CORRA ENGAGEMENT CHUTES AND LOAD LINE SYSTEM TO INCREASE ITS STRUCTURAL CHARACTERISTICS. THIS IS AIMED AT REDUCING THE POSSIBILITY OF A FALSE ENGAGEMENT OR THE INADVERTENT RELEASE OF THE MAIN CHUTE. REPLACE THE 2250 POUND RISER WITH A 10,000 POUND RISER AND LOCATE THE POCKETS INSIDE THE CANOPY. INCREASE THE APX TIE STRENGTH FROM 550 TO 750 LBS/ INCREASE THE SHEAR PIN STRENGTH IN THE SWIVEL RELEASE MECHANISM FROM 1500 TO 2500 POUND TO PRECLUDE QUICK BREAKAWAY OF MAIN CHUTE IF MOMENTARY ENGAGEMENT IS MADE OR IF PARTIAL HANGUP ON CHOPPER OCCURS. (15) RECOMMENDATION ACTIONS IN PARAGRAPH 143 AND 140 ARE SEPARATE FROM PIP AND CAN BE ACCOMPLISHED UTILIZING AFLO/CLOR/RYAN RESOURCES AND SOME GFE. MINOR MODIFICATIONS REQUIRED CAN BE ACCOMPLISHED USING LOCALLY APPROVED WORK DIRECTIVES. ABOVE CAN BE COMPLETED

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PAGE 3 RUEDFIA8911 ~~SECRET~~ LINDIS

IN ATTACH FIVE (5) WEEKS AFTER GO-AHEAD. TEST DATA OBTAINED WILL BE COMBINED WITH PIP RESULTS AND EVALUATED. ADDITIONAL PRODUCT IMPROVEMENT TESTS AND OR PRODUCTION MODIFICATION WILL BE RECOMMENDED FOR THE MARS CP-3.

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CASc 66-2075

0641

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NTNPTTS JAW RUMTPFA9608 2452344-5555 3 YEAR
ZNY-55555
P 022233Z SEP 66
FM 15AF WARCH AFB CALIF
TO RUCSC/SAC
INFO RUWJBBA/12SAD DAVIS WORTHAN AFB ARIZ
BT

DECLASSIFIED AFTER 12 YEARS.

DDO DIR 550010

~~SECRET~~

D-51
Sgt. REAFRO
0455

(U) ~~SECRET~~ DO DM 02150 SEP 66. SAC FOR DO/DM: 12SAD FOR 10RSRW C.
SUBJ: MARS SYSTEM (U). THIS MESSAGE IN TWO PARTS. PART I:
RESEARCH OF OUR RECORDS INDICATE THAT OPERATIONAL EMPLOYMENT OF THE
MARS SYSTEM SINCE 6 APR 66 HAS INCREASED OUR DRONE LOSSES SUB-
STANTIALLY. THIRTY-TWO OPERATIONAL RECOVERIES HAVE BEEN ATTEMPTED
AND SEVEN DRONES HAVE BEEN LOST AND ONE SUSTAINED MAJOR DAMAGE
DURING MARS RECOVERY ATTEMPTS. DURING THE PREVIOUS THIRTY-TWO
ATTEMPTS PRIOR TO 6 APRIL, UTILIZING GROUND RECOVERIES, ONE
DESTROYED, SIX SUSTAINED MAJOR DAMAGE; HOWEVER, THEY WERE REPAIR-
ABLE. THE REMAINDER SUSTAINED MINOR OR NO DAMAGE. NONE OF THE
FILM MAGAZINES SUSTAINED DAMAGE. PART II: IN CONSIDERATION OF THE
OVERWHELMING EVIDENCE INDICATING THAT MARS HAS PROVEN OPERAT-
IONALLY ACCEPTABLE, THIS RECOMMENDS DISCONTINUANCE OF MARS
OPERATIONAL EMPLOYMENT UNTIL PRODUCT IMPROVEMENT ASSURES A
SATISFACTORY LEVEL OF RELIABILITY. THIS ANSWERS SEC ZIPPO #124.

Act Info
BDSMC(1)
1000000(6)
12 DM (1)

BDSMC
66-3150

PAGE 2 RUMTPFA9608 ~~SECRET~~
30 AUG 66 FROM DOSRS. GP-4.
BT

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B-753

2

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

~~SECRET~~

W RIA 122

(U) CO RUMPPD
FY 1966-71 RUMPP
AVV DCA758TV7CZCZDK572 L
CO RUMPPN RUMPPD
DE RUCSC 26A 2432323
(U) NY 1966-71
C 3123157 AUG 66
FM SAC
TO RUMPPN/15AF MARCH AFB CALIF
RUMPPD/12SAD DMAFR ARI7
RUMSAF/OL 23 PIEN HOA AB RVN
RUEDFIA/AFLC
INFO RUEDHGA/CSAF
BT

act Info
1000AS (6) Bdosmc (1)
12 Dmci)
12 DO (1) CASC-1
DCM-3
DCO-2

2137

(U) SECRET DM DO 08371 AUG 66
THIS A LIGHTNING PUG MESSAGE. FOR: DM/DO, 15AF; DM/DO,
12SAD; DCM/DO, 12SRW, C/OL-23, MCM/AFLC; AFSME/AFA
CP, CSAF. SUPJ: MID-AIR-RETRIEVAL SYSTEM (U). THIS MSG IN
TWO PARTS. PART I FOR SAC UNITS: EFFECTIVE UPON RECEIPT OF THIS
MESSAGE, OPERATIONAL EMPLOYMENT OF THE MID-AIR RETRIEVAL SYSTEM
ON BLUE SPRINGS MISSIONS IS SUSPENDED UNTIL FURTHER NO CE. GROUND
RECOVERY WILL BE USED IN LIEU OF MARS AT OL. THIS
SUSPENSION DOES NOT APPLY TO THE MARS TRAINING PROGRAM NOW IN
PROGRESS AT DMAFP, EXCEPT THAT MID-AIR-RETRIEVAL OF OPERATIONAL
VEHICLES WILL NOT BE ATTEMPTED. PART II. FOR AFLC: TO DATE, 13
OF THE 32 OPERATIONAL MARS ATTEMPTS HAVE RESULTED IN LOSS OF THE

~~SECRET~~

(U)
PAGE 2 RUCSC 26-SECRET
SPECIAL PURPOSE VEHICLES. THE MOST RECENT LOSS OCCURRED THIS DATE
WHEN THE ENGAGEMENT CHUTE FAILED AFTER A SUCCESSFUL ENGAGEMENT.
EIGHT OF THE TEN LOSSES CAN BE ATTRIBUTED DIRECTLY TO MALFUNCTIONS
OR FAILURE OF THE MARS. AS WAS POINTED OUT IN SAC SECRET MSG
DM 08240, 17 AUGUST 66. IT IS QUESTIONABLE WHETHER THE REQUIPED
VEHICLE CAN BE "MODIFIED" INTO THE PRESENT SYSTEM. HOWEVER,
WHILE MODIFICATION CAN BE ACCOMPLISHED, IT IS THE SAC POSITION THAT THE
EXISTING MARS MUST BE SUBJECT TO DETAILED ANALYSIS AND CONCLUS-
IVE RELIABILITY TESTING BEFORE THE SYSTEM CAN BE RESTORED TO OPER-
ATIONAL USE EVEN ON AN INTERIM BASIS. REQUEST YOUR IMMEDIATE
ACTION TO PROVIDE A RELIABLE, HIGH QUALITY MARS AT THE
EARLIEST POSSIBLE DATE. PLEASE ADVISE. GP-3.
BT

Bdosmc
66-3703

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

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RUWHED

DE RUCSC 50B 2442308

ZNY 85555

012305Z SEP 66

ISAC

TO RUMSAF/100SRWG OL20 BIEN HOA AB RVN

INFO RUWDMR/15AF MARCH AFB CALIF

RUWHDE/12SAD DAVIS MONTHAN AFB ARIZ

RUZDHQA/CSAF

BT

~~SECRET~~ DO 08446 SEP 66.

15AF FOR DCR. 12SAD FOR 100SRWG. CSAF FOR AXFOPER
REFERENCE SECRET MSG AFLC HCMX 05550 AUG 66 (NOTAL), AND SAC SECRET
MSG DM/DO 05371, AUG 66. THIS MESSAGE IN TWO PARTS.

SUBJECT: (U) CH-3C HELICOPTERS.

PART I. ALL OPERATIONAL TRONE MISSIONS WILL BE PLANNED FOR A
GROUND RECOVERY. THE CH-3C WILL BE USED FOR GROUND RETRIEVAL OF
DROPPES UNTIL FURTHER NOTICE FROM THIS HEADQUARTERS. NO GROUND
RETRIEVAL ATTEMPT WILL BE MADE UNTIL THE AIRCRAFT COMMANDER IS
ASSURED THAT THE RECOVERY AREA IS SECURE.

PART II. THE CH-3C WILL FLY A NORMAL HARKS PATTERN AND FOR THE
SPA'S DESCENT. IF THE CH-3C PILOT DETERMINES THAT SPA IS GOING
TO IMPACT IN THE WATER OR INACCESSABLE ON EMBRY TIRKIN AND DR. LOSS M

Y

RESULT, A RS RECOVERY WILL BE ATTEMPTED. CF-3.
BT

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INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 8200.10

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D- 351

VV

VV BDA814VV DC#688VZC ZCZDK518
OO RUWBBD
DE RUCSAAA0798 2931745
(u) ZNY ~~00000~~
O 201700Z OCT 66
FM SAC
TO RUMSAF/1235AM OL-20 BIEN HOA AB RVN
INFO RUEDHQA/CSAF
RUWBKN/15AF MARCH AFB CALIF
RUWBBD/12SAD DAVIS MONTHAN AFB AIRZ
RUMSAGP/35CSG DET 10 DANANG AB VIETNAM
BT

Active Info
100C45
(6)
1200 (1)
12DM (1)
DX114 (2)
12C (1)

(u) ~~SECRET~~ DOSRS 10154 OCT 66
SUBJECT: (U) LIGHTNING BUG. OL-20 FOR CMDR, CSAF FOR AFXOPFR/
AFSMES. 15AF FOR DOR/DM4BR, 12SAD FOR 100SRW. REF SECRET DO
08446 DTG 022309Z SEP 66

PART I. EFFECTIVE IMMEDIATELY MARS RECOVERY IS TEMPORARILY
SUSPENDED UNTIL CONTRACTOR TECH REPRESENTATIVES ARE IN PLACE AT
DANANG TO INSPECT EQUIPMENT AND OBSERVE A MARS RECOVERY. GROUND
RECOVERY WILL BE THE PRIMARY MEANS OF RECOVERY. ARRIVAL DATE FOR
TECH REPRESENTATIVES IS UNKNOWN AT THIS TIME. PART II. PROVISIONS FOR
USE OF MARS WILL BE IN ACCORDANCE WITH PREVIOUS INSTRUCTIONS
IN REF MESSAGE WHICH PROVIDED FOR USE OF MARS ONLY IF DRONE WAS LANDING
IN WATER, INACCESSABLE OR UNSECURE AREA. GP-3
BT

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66-3664

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UNCLASSIFIED

NNNN

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PP-000000

DE RUMSJS 130 2651433

Z Y 000000

P 001433Z SEP 66

FM 130500W OL-23 SIEN 404 43 RVN

RUMSJS/13AF MARCH AFB CALIF

INFO RUCSBO/DAC

RUMSJS/12STRATAEROSPDIV DAVIS MOUNTAIN AFB ARIZ

RUMSJS/350SG (DET 13) DA NANG AB RVN

BT

(4) ~~SECRET~~ 130500W OL-23C 13332 SEP 66. 13AF FOR DOR.

INFO SAC FOR DOR, 12SAD FOR 130500W, 350SG FOR DET 13C. REFERENCE 13AF SECRET DOR 00000, DTG 051015Z SEP 1966 NOTAL. OL-23 IS PRESENTLY SCHEDULING ONLY SPA GROUND RECOVERIES AS DIRECTED BY SAC SECRET 01/00 03371, DTG 31/2415Z AUG 1966 AND SAC SECRET DOR 03445, DTG 31/2345Z SEP 1966. THE 5333 FOOT BARDS IS BEING USED ON ALL BLUE SPRINGS MISSIONS AS AUTHORIZED BY SAC SECRET ZIPPO 03200, DTG 07/2345Z SEP 1966. UNTIL THE MARS SUSPENSION IS LIFTED, OL-23 WOULD PREFER TO CONTINUE WITH THE GROUND RULES OUTLINED IN THE ABOVE MESSAGES. THE APPROACHING MONSOON SEASON FOR THE DA NANG AREA WILL PROBABLY HAMPER OR PREVENT NORMAL MARS RETRIEVALS FOR THE NEXT FEW MONTHS. INCREASED WIND VELOCITIES ARE NOW BEING ENCOUNTERED AND A LOW OPENING MAIN CHUTE IS DESIRED TO PREVENT EXCESSIVE AND ERRATIC

PAGE 2 RUMSJS 130 ~~SECRET~~

DRIFTING. GP-3

BT

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

100CAS
(6)

12DM(1)
12DO(1)
DKIH(4)

~~SECRET~~

BOASMC
66-3362

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~~SECRET~~

0653

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PTTS JAX RUPTFA9598 2451859-SSSS--

RUWJ38A

(U) ZNY ~~SECRET~~
021755Z SEP 66
FM 15AF WARCH AFB CALIF
TO RUWJ38A/NAVCOMVSTA SAN DIEGO
INFO RUWJ38A/SAC
RUWJ38A/AFLC

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

RUWJ38A/12SAD DAVIS WORTHAN AFB ARIZ
RUWJ38A/BIEN HOA AB RVN
BT

(U) ~~SECRET~~ DDV 25569 SEP 66.

FOR: AFLC-LOR (COL BREWIS). INFO: SAC/DM4, AFLC/DMV,
12SAD/12SSRY (DCM), OL-20/C. THIS IS A LIGHTNING BUG MESSAGE.
SUBJECT: NON VARS RECOVERIES (U). REQUEST INFORMATION BE
PROVIDED BY PRIORITY RETURN MESSAGE TO THIS HQ WITH INFO TO
SAC, 12SAD, AND OL-20 THAT OUTLINES ALL ACTIONS AND NECES-
SARY AUTHORIZATIONS REQUIRED TO REVERT TO NON VARS RECOVERIES
USING THE 100 FOOT NON VARS CHUTE. EXAMPLES ARE DECOMPLIANCE
WITH TOTO 1D-147X544A AND/OR 1D-147X545C. FURTHER REQUEST WE
BE ADVISED OF ADDITIONAL SUPPLY REQUIREMENTS. WE MUST INSURE
THAT WE REVERT TO A POSITION OF AT LEAST THE SAME RELIABILITY
THAT WE HAD PRIOR TO USING THE VARS SYSTEM. PLEASE ADVISE
EARLIEST POSSIBLE DATE. GP-4
BT

BDAS-34

Action	Info
100CAS(6)	BDASme
DM-3	(1)
Dup 2	12DM
	(1)
	CAC-1

~~SECRET~~

BDASme
3138

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~~SECRET~~

CASE 16-2180

0655

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CIC30A756ZCX3C184
PP RUWHTJ
DE RUEDFI142264 2442055
ZNY ~~SECRET~~ (U)
122187 SEP 65

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

INFO: AFSC/CSAF
RUWSC/SAC
INFO: PUMKX/15AF MARCH AFB CALIF
QUANDY/12SAD DAVIS MONTHAN AFB ARIZ
WINSJG/OL23 31EV NOM AB VIET NAM
RUMDAF/NAV COMM STA SAN DIEGO CALIF
BT

(U) ~~SECRET~~ INFO: MCG 3371 SEP 65. CSAF FOR AFSME-S.
INFO: AFSC/CSAF FOR OM, DO, 15AF FOR OM, DO; 12SAD FOR OM, DO.
112201 10M DCC. 1701-24: NAV COMM STA PASS TO LOR. SUBJ: MID-
AIR RETRIEVAL BY LOR. 15: SAC MSG 0400 3371, 31 AUG 65. THIS
MESSAGE IN THREE PARTS. PART I: FOR SAC. WE CONCUR WITH YOUR
SUSPENSION OF THE USE OF THE MID-AIR RETRIEVAL SYSTEM ON BLUE
SPRINGS MISSION. AFLOR HAS SHIPPED TEN STANDARD 120FT PARA-
CHUTES TO DAVIS MONTHAN FOR RESHIPMENT TO OL24. UPON RECEIPT OF
THESE PARACHUTES WE REQUEST YOUR RETURN ALL MARS CONFIGURED PARA-
CHUTES TO AFLOR AS SOON AS POSSIBLE.

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PAGE 2 RUEDFI14254 ~~SECRET~~ (U)
PART II: FOR AFSC/AFSC-S. IN ORDER TO RESPOND TO SAC REQUEST TO
IMPROVE THE RELIABILITY OF THE SYSTEM, WE MUST ESTABLISHED REASONABLE
GOALS. PLEASE HAVE YOU SPONSOR A MEETING DURING THE WEEK OF
25 SEPT 1965 TO ACCOMPLISHED THE FOLLOWING:
1. ESTABLISH GOALS FOR A MARS IMPROVEMENT PROGRAM.
2. REVISE POLICIES ON THE MARS IMPROVEMENT EFFORTS PRESENTLY
UNDERWAY.
3. ASSESS THE AVAILABILITY OF RESOURCES REQUIRED TO MEET THE
ESTABLISHED GOALS.
4. DETERMINE COURSES OF ACTION, COMMENSURATE WITH THE AVAILABLE
RESOURCES TO MEET THE ESTABLISHED GOALS.
5. DETERMINE THE STATE-OF-THE-ART FOR TECHNIQUES WHICH CAN BE
APPLIED TO A MARS IMPROVEMENT EFFORT.
6. ESTABLISH A DEF-HELL-DATE FOR THE MARS PROGRAM.
7. IN THE INTERIM WE ARE ACCELERATING THE MARS IMPROVEMENT
EFFORTS BY INITIATING THE MARS PARACHUTE MANUFACTURING, PACK-
AGING AND DELIVERY PROCEDURES. GP-3.

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02037A322ZCY00592

PP RUMK37

DE RUCSC 2 253004Z

ZNY ~~SECRET~~

P 092355Z SEP 66

FM SAC

TO RUEOFIA/AFLC

INFO RUMK37/15AF MARCH AFB CALIF

RUMK37/12SAD DAVIS MONTHAN AFB ARIZ

RUEOHQA/CSAF

RUMDOK/AFLC LOR NAV COMM STA SAN DIEGO CALIF

BT

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

~~SECRET~~

action
100 CAS
(b)

INFO
BDASMC
(1)
12 DMH
DX 1# (2)

(4) ~~SECRET~~ LINDIS DM4 03707 SEP 66

THIS IS A LIGHTNING BUG MESSAGE. FOR MCMX/AFLC. INFO: DM43R/
DM43R/15AF, 100SRW/12SAD, AFSME/AFKOPFR/CSAF, LOR/NAV COMM STA.
SUBJECT: (U) MID-AIR-RETRIEVAL SYSTEM. REF: SAC SECRET DM/DO
03371 AUG 66, AFLC SECRET MCM 05573 SEP 66, SAC SECRET DO 03448
SEP 66. THIS MESSAGE CONFIRMS TELECON THIS DATE BETWEEN COL
RAYNOR, MCMX AND LT COL BROCK, DM4C, SAC. MESSAGE IN TWO PARTS.
PART I. ON 30 AUG 66 NSAC DM/DO (S) 03371 SUSPENDED MARS
RECOVERIES ON BLUE SPRINGS MISSIONS UNTIL FURTHER NOTICE. THIS
MESSAGE ALSO DIRECTED THAT ALL OPERATIONAL DRONE MISSIONS BE
PLANNED FOR CHUTE/GROUND RECOVERY. THIS REQUIREMENT MOTIVATED
THE SHIPMENT OF TEN(10) STANDART 100 FT PARACHUTES TO THE OL

(4) ~~SECRET~~ LINDIS

PAGE 2 RUCSC 2 ~~SECRET~~ LINDIS
BY AFLC LOR. IT WAS LATER DIRECTED BY SAC DO (S) 03448 SEP 66
THAT THE CH-3C WILL FLY A NORMAL MARS PATTERN AND MONITOR EACH
SPA DESCENT. IF DURING THE DESCENT THE CH-3C FLY DETECTS
THE SPA IS GOING TO IMPACT IN A HAZARDOUS OR INACCESSIBLE
TERRAIN AND DRONE LOSS MAY OCCUR, MARS RECOVERY WILL BE
ATTEMPTED. THIS PROCEDURE PROHIBITS THE USE OF THE STANDARD
100 FT RECOVERY CHUTE AND GENERATES A CONTINUING REQUIREMENT
FOR MARS CHUTES. REQUEST YOU ADVISE THIS HEADQUARTERS EARLIEST
POSSIBLE DELIVERY DATE OF TEN (10) AFLC RE-INSPECTED MARS PARACHUTES
TO OL-20. PART II. REQUEST CURRENT STATUS OF THE MARS PRODUCT IMPROVEMENT
CP-3.

BT

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66-3230

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DTG 11 OCT 69 3302145-3533--RUMDJA.

DTG 11 OCT 69 3302145-3533--RUMDJA.

DTG 11 OCT 69 3302145-3533--RUMDJA.

DTG 11 OCT 69 3302145-3533--RUMDJA.

DTG 11 OCT 69 3302145-3533--RUMDJA.

DTG 11 OCT 69 3302145-3533--RUMDJA.

BT

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DTG 11 OCT 69 3302145-3533--RUMDJA.

DTG 11 OCT 69 3302145-3533--RUMDJA.

DTG 11 OCT 69 3302145-3533--RUMDJA.

DTG 11 OCT 69 3302145-3533--RUMDJA.

TEMPORARY SUSPENSION OF OPERATIONAL WARS RETRIEVAL IS LIFTED AS OF THIS DATE.

GO-3.

BT

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BA75-288

7-841
DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10

(4) CZC00A577
OTIS JAW RUCSAAA0852 0232100-SSSS--RUWJDBA.

ZNY 00000
0232351Z JAN 67

FM SAC

TO RUMSAF/100SRW OL 20 RIEN H3A 43 RVN

INFO RUWBKNA/15AF

RUWJDBA/12SAD DMAFB ARIZ

RUEDHQA/CSAF

RUEDFIA/AFLC

RUWJAPA/AFLC LOR MIRAMAR NAS SAN DIEGO CALIF

BT

(4) ~~SECRET~~ D05RS 00760 JAN 67

15AS FOR D/R/D143R. 12SAD FOR 100SRW, CSAF FOR AFKOPR/AFSMES.

AFLC FOR MCMX, AFLC/LR FOR LTC BREWIS. SUBJECT: BLUE SPRINGS MARS.

PART I. BECAUSE OF THE RECENT NEAR LOSS OF G-44 ON 18 JAN MARS

RECOVERIES OF OPERATIONAL BLUE SPRINGS DRONES USING THE COBRA ENGAGE-

MENT CHUTE ARE SUSPENDED. AS PER AGREEMENT WITH AFLC/LR AT THE 19 JAN

RIVET 91N CONFERENCE, TEN IMPROVED RING SLOT MARK II ENGAGEMENT

CHUTES WILL BE SHIPPED TO OL-20 FOR INSTALLATION ON 147 DRONES. THESE

NEW ENGAGEMENT CHUTES WILL BE USED IN PLACE OF THE OLD COBRA CHUTES.

WHEN THE MARK II RING SLOT CHUTE IS INSTALLED, MARS RECOVERY IS

~~RECOVERED~~

(4) ~~SECRET~~ ~~SECRET~~ BOASMC
67-286

PAGE 2 RUCSAAA0852 ~~SECRET~~

AUTHORIZED. UNTIL THE NEW ENGAGEMENT CHUTES ARRIVE, AND IF THE

SUPPLY IS EXPENDED, THE OLD COBRA CHUTE WILL BE INSTALLED ON THE

DRONES BUT MARS RECOVERY WILL ONLY BE ATTEMPTED IF THE DRONE WILL

LAND IN HOSTILE OR INACCESSIBLE AREA AND MIGHT BE LOST OR

DESTROYED.

PART II. ADVISE WHEN CHUTES ARRIVE AT OL-20 AND

ACKNOWLEDGE THAT ALL NECESSARY INFORMATION TO INSTALL,

MAINTAIN AND OPERATE THE NEW CHUTES IS AVAILABLE AND UNDERSTOOD.

CP-3. 2

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DOWNGRADED AT 12 YEAR
INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED. 100 DIR 5000.10

2(2)
NNNNCZCDOA091
OTIS JAW RUCSAAA0767 2452258-SSSS--RUWJDBA.

(U) ZNY ~~SSSSS~~
O P 140255Z FEB 67

FM SAC

TO RUWBKNA/15AF

INFO RUWJDBA/12STRATAEROSPOIV DAVIS MONTHAN AFB ARIZ

RUWJDBA/100STRATRECONWG DAVIS MONTHAN AFB ARIZ

BT

(U) ~~SECRET~~ DOT/DOSR 21527 FEB 67.

SUBJ: RIVET BIN (U) OPERATIONAL TEST FLIGHT.

REF (U) D0 11451 FEB 67, SUBJ: CH-3 MID-AIR RECOVERY SYSTEM
TRAINING (MARS).

1. REFERENCED MESSAGE TEMPORARILY SUSPENDED MARS CH-3
TRAINING RECOVERIES, REPEAT CH-3 TRAINING RECOVERIES, ON THE BQM
AND OPERATIONAL SPAS

THIS SUSPENSION DOES NOT APPLY TO 147-J AND 147-H FLIGHT TEST
EVALUATIONS BEING CONDUCTED AT PT MUGU UNDER DIRECTION OF SAC D0,
15AF AND AFLC WITH RING SLOT CHUTES. ONLY A COMBAT-READY CH-3

(U)
PAGE 2 RUCSAAA0767 ~~SECRET~~
CREW WILL BE USED ON THESE FLIGHTS.
2. REQUEST YOU PROCEED WITH THE 147-H PROFILE FLIGHT TEST SCHEDULED
AT PT MUGU WITH H-4 ON 16 FEB 67. USE 147H DRONE H-11 AS BACK
UP DRONE FOR H-4 FLIGHT. H-11 IS NOT, REPEAT IS NOT, TO BE CON-
SIDERED AS A TRAINING VEHICLE. HOWEVER, IF H-11 IS LAUNCHED AND
LOST IN THE OPERATION IT WILL BE REPLACED BY H-4 LEAVING NO 147-H
TRAINING VEHICLE IN THE INVENTORY. GP-3.

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

(u) CZC074342
TTTS JAW RUEDFIA3913 0452229-SSSS--RUWJDBA.
ZNY-SSSS
O 142223Z FEB 67
FM AFLC
TO RUEDHQA/CSAF
INFO RUCSAAA/SAC
RUM3KNA/15AF MARCH AFB CALIF
RUWJDBA/12SAD DAVIS MONTHAN AFB ARIZ
RUWJHEA/NAVCOMMSTA SAN DIEGO
BT

100CAS(8)
1200(1)
1200(1)

(u) ~~SECRET~~ LINDIS MCM 20771 FEB 67.
CSAF FOR AFSOC/AFSME-S/AFKOPFR; SAC FOR DM/DO; 15 AF FOR DM/DO;
12SAD FOR DCM/DCO; NAVCOMMSTA FOR AFLCLOR, LT COL BREWIS. THIS IS
A BIG SAFARI MSG. SUBJECT: RIVET BIN. REFERENCE CSAF SECRET
MSG AFSOC 85162, DTG 132256Z FEB 67. CSAF AGREED WITH SAC TO
SUSPEND ALL REPEAT ALL MID-AIR RETRIEVAL TRAINING PENDING IDENTI-
FICATION OF THE PROBLEM AREAS. THIS HQ CONSIDERS MARS II SYSTEM
FULLY QUALIFIED FOR USE OPERATIONALLY OR FOR TRAINING WITH 147G/J/H
DRONES. QUALIFICATION IS BASED ON FOLLOWING STATISTICS: TWO
147J RECOVERIES ATTEMPTED -- TWO SUCCESSFUL WITH NO DAMAGE; 15

(u)

PAGE 2 RUEDFIA3913 ~~SECRET~~ LINDIS
147H PLUS 5H HULKS ATTEMPTED -- 13 SUCCESSFUL, ONE WITH MAJOR DAMAGE.
IT IS FELT THAT THE SAC 147H SUFFERING MAJOR DAMAGE RECEIVED THIS
DAMAGE DURING INITIAL CHUTE DEPLOYMENT AND NOT AS A RESULT OF
THE MARS ENGAGEMENT. 17 RECOVERIES WERE MADE WITH NO DAMAGE.
TOTAL RECOVERIES ATTEMPTED 22 WITH 90.9 PER CENT SUCCESS RATE.
THERE HAS NOT BEEN A SINGLE DRONE LOSS ATTRIBUTED TO THE MARS II
SYSTEM IN 22 ATTEMPTS. TECHNIQUE HAS RESULTED IN TWO WATER
RECOVERIES REQUIRING MINOR REPAIR/AAND SALT WATER DECONTAMINATION.
BASED ON ABOVE STATISTICS THIS HQ REITERATES, THE MARS II SYSTEM
IS FULLY QUALIFIED MID-AIR SYSTEM FOR RECOVERING 147 G/J/H
DRONES. AFLC IS EVALUATING THE COMPLETE MID-AIR RETRIEVAL SYSTEM
TO INCLUDE BDM-34A WITH 81.6 FT. CHUTE AND RING SLOT ENGAGEMENT
CHUTE. ESTIMATE FINAL REPORT WILL BE COMPLETED BY 1 MARCH 1967.
GP-3
BT

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BCASMC
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RECLASSIFIED AT 5 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
EEO 128 5000.10

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2(2)
(u) NNNNCZC00A341
PTTS JAW RUWBYNA6038 2672134-SSSS--RUWJDBA.
ZNY ~~SSSSS~~
P 272333Z MAR 67
FM 15AF MARCH AFB CALIF
TO RUCSAAA/SRC OFFUTT AFB NEBR
INFO RUWJDBA/12SAD D MONTAN AFB ARIZ
RUWJDBA/130SRW D MONTAN AFB ARIZ
RUWJHEA/AFLC/LOR NAVCOMSTN SAN DIEGO CALIF
RUWJAKA/AFLC/LOR POINT MUGU NAS CALIF
BT

DATE 8 MAR 67

PHONE NO 3443

TIME CALLED 1330Z

PERSON NOTIFIED CAPT KLAPP

(u) ~~SECRET~~ LINDIS SPAR PAR DOR 21556 MAR 67. 12SAD FOR DOD/DM;
130SRW FOR DCO/DCM; AFLC/LOR FOR LTC BREWIS/SOLO SECTION 2 SAC
PROJECT OFFICER AT PT MUGU. SUBJECT: RIVET BIN (U). THE 130 SRW
HAS RANGE TIME AT PT MUGU ON 9 MAR 67. PRESENTLY ALL MODELS OF
DRONES ARE SUSPENDED FROM LAUNCH FOR VARIOUS REASONS. AFLC HAS
REQUESTED 130SRW LAUNCH TWO SAC BQM-34S ON 9 MARCH IN SUPPORT OF
THE BQM-34 MARS III TEST PROGRAM. AFLC WILL INSTALL THE MARS III
SYSTEM ON SAC BQM-34S AND ASSUME RESPONSIBILITY FOR ANY INCIDENTS/
ACCIDENTS RESULTING FROM THE MARS INSTALLATION. 130 SRW PERSONNEL
WILL LAUNCH, RECOVER AND AIR RETRIEVE THE BOMS UNDER GUIDANCE OF
AFLC TEST PERSONNEL. THIS HQ RECOMMENDS ACCEPTANCE OF AFLC RE-
QUEST AND CONDUCT OF MISSION AS OUTLINED ABOVE. CONDUCT OF THESE

REPRODUCED 9 Mar 67 By Beame
2 days

(u) TPAGE 2 RUWBYNA6038 ~~SECRET~~
LAUNCHES FOR AFLC WILL EXPEDITE DELIVERY OF MARS III SYSTEMS TO SAC
AND PROVIDE TRAINING FOR 130SRW PERSONNEL. GP-4. BCASMC
BT 67-878

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(u) S JAF RUMTPFA9912-1501938-5855--RUMJ33A.

NY 10052Z

FM 10052Z MARCH AFB CALIF

TO 12STRATINORPDIV DAVIS MONTHAN AFB ARIZ

BT

(u)

SAC CHIEF LINDIS DM48R 05428 JUL 66.

FOR 10052Z/DCM. THIS IS A LIGHTNING BUG MESSAGE. THE FOLLOWING
DL-21 MSG IS RETRANSMITTED FOR YOUR INFORMATION. QUOTE: THIS IS
A LIGHTNING BUG MSG. SAC FOR DM4. INFO 15AF FOR DM4, CHIEF VSET
SAC. SUBJ: VETS FAILURE (U). YOUR DM4 6382, DATED 1 JUL 66. 147G
DROPE G-2 ACCEPTED FROM RYAN AERO CO. 23 AUG 65. AVAILABLE
RECORDS INDICATES 2 LAUNCH FLIGHTS 24 APR 66 AND 23 JUN 66. NUM-
BER OF CAPTIVE FLIGHTS CANNOT BE DETERMINED FROM RECORDS
AVAILABLE AT THIS STATION. SAC FORM 14'S ARE MAINTAINED ON
DUMFRIES, HOWEVER FAILURE ITEMS ARE NOT LISTED. CUMULATIVE
TIME IS PRIMARILY INDICATED. DUE TO LACK OF RETAINED INFORMATION
A BACKGROUND REVIEW IS NOT POSSIBLE TO ACCOMPLISH THE LOSS OF
147G DROPE G-2, SERIAL NUMBER 64-14911 WAS DUE TO MAINTENANCE
ERROR, LINK P/V 147F236-3, FIG 3-6, INDEX 7, T.O. 147G-2-6 WAS
INSTALLED 187 DEG INCORRECTLY. THE SHEAR RIVET FUNCTIONED
NORMALLY, HOWEVER DUE TO THE INCORRECT ASSEMBLY, MAIN CHUTE

76104
(DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5800.13)

Act / Info
10052Z (6) / BDRsmc (11)

(u)

PAGE 2 RUMTPFA9912-~~SECRET~~

JETTISON WAS NOT POSSIBLE. COMBINED SPA HEIGHT AND WEIGHT OF THE
DRAG APPEAR TO HAVE BEEN EXCESSIVE TO THE LOAD LINE CAPABILITY.
THE LOAD LINE BROKE ALLOWING THE SPA TO FALL. REMAINING SPA
VEHICLES WERE INSPECTED ONE WAS INSTALLED IDENTICALLY AS THE
TERMINATED SPA. RECOMMEND CAUTION BE INSERTED IN T.O.
147G-2-6 TO INSURE CORRECT INSTALLATION. CP-3. UNQUOTE.
CP-3.
BT

BDRsmc
LG-14751

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FILE: OL-20

10 Aug 1966

SUBJECT: History for Month of July 1966

TO: 803 Combat Support Group (DLIR)
100th Strategic Wing (DOO.)
Davis-Monthan AFB, Arizona

1. (U) This report covers activities at 100th OL-20 during the month ending 31 July.

2. (U) (GP-3) Mission:

a. (U) (GP-3) The mission of OL-20 is to provide aerial reconnaissance over certain areas of Southeast Asia. In support of this activity OL-20 is supported by the 3rd Combat Support Group and 7th Air Force.

b. (U) (GP-3) Det-10 history is included in this report. The mission of Det-10 is the recovery of the SA (Special Purpose Aircraft) and preparation for transportation of the SA and Scorer to OL-20.

c. (U) There were no changes, additions to or deletions of tasks from the mission.

3. (U) Administration: There were no major changes in procedures.

4. (U) Personnel:

a. (U) Key Personnel:

(1) (U) OL-20

Colonel H. A. Swanson
LtCol J. L. White
Major A. L. Strasheim
Capt G. H. Worley
Capt L. H. Spaulding
Capt L. L. Smith Jr.
Capt R. J. Gherrity Jr.
Capt B. L. Bye
Capt B. L. Mullins
Capt J. A. Dale
Capt L. W. Beckner
1st Lt G. H. Gilbert
1st Lt G. L. Nelson
1st Lt W. J. Sullivan Jr.
1st Lt F. L. Murphy
1st Lt J. L. Hindsley
1st Lt L. L. Burns
1st Lt L. L. Tanheim

Commander
Ops Officer
U-2 Combat Crew
U-2 Combat Crew
U-2 Combat Crew
U-2 Combat Crew
Maintenance Officer
T H Navigator
T H Navigator
DC-130A A/C and Crew
DC-130A A/C and Crew
Intelligence Officer
Weather Officer
H S Line Chief
T H Line Chief
First Sergeant
Admin NCOIC
B. S., A & S Supervisor

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DECLASSIFIED BY 1047
DATE 10/17/01
REASON: E.O. 13526, 13526.10

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(2) (U) Det-10

LtCol R. J. Schueler
Major J. T. Hurley
Capt P. B. Viozery
Capt C. S. Smith
Capt A. B. Perrin
Sgt T. M. Norton

Commander
RCO
RCO
CH-30 A/C and Crew
CH-30 A/C and Crew
RCO, RCO

b. (U) Average personnel strength:

(1) (U) Det-10

Officers	23
Airmen	42
Civilians	10
SAFF	4
Total	79

(2) (U) Det-10

Officers	6
Airmen	35
Civilians	1
Total	42

5. ~~(U)~~ (GP-3) Operations and Training:

a. ~~(U)~~ (GP-3) There were four (4) tactical and two (2) support aircraft assigned to Det-10. The two (2) support aircraft were further assigned to Det-10.

(1) ~~(U)~~ (GP-4) Two (2) U-2 aircraft 56-6690 and 56-6708.

(2) ~~(U)~~ (GP-5) Two (2) DC-130A aircraft 57-496 and 57-497.

(3) ~~(U)~~ (GP-3) Two (2) CH-30 helicopters 4226 and 4228.

b. ~~(U)~~ (GP-3) There were four (4) U-2 combat crews, two (2) DC-130A combat crews and two (2) CH-30 helicopter crews. Note: The senior U-2 and the senior helicopter aircraft commanders are designated operations officer for their respective operations.

c. ~~(U)~~ (GP-3) There were nineteen (19) Trojan Horse sorties flown for a total of 55:15 flying time.

(1) ~~(U)~~ (GP-3) Sixteen (16) were successful operational sorties for a total of 50:55 flying time.

(2) (U) Three (3) were JCR sorties for a total of 4:20 flying time.

(3) ~~(U)~~ (GP-3) One (1) sortie was recalled by JAO.

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(4) ^(u) (GP-3) Trojan Horse Operations was directed by Hq SAC to stand down sixteen (16) days during the month of July.

(5) (u) FOF sorties were flown on operational down days.

6. ^(u) (GP-3) There were sixteen (16) A-1H Spruance sorties flown for a total of 84:20 flying time.

(1) ^(u) (GP-3) Ten (10) B-1 were launched on ten (10) operational sorties.

1 July 66 G-32 Launched - Main engine failed; was crashed, unserviceable; tank recovered.
2 July 66 J-5 Launched - LAAS successful.
6 July 66 G-33 Launched - LAAS successful.
8 July 66 G-38 Launched - Did not return.
14 July 66 G-33 Launched - LAAS successful.
16 July 66 B-7 Launched - Successful ground recovery, LAAS precluded by weather; Cold feet operation.
18 July 66 G-37 Launched - LAAS successful.
21 July 66 G-37 Launched - LAAS successful.
22 July 66 B-7 Launched - Did not return.
31 July 66 G-33 Launched - LAAS successful.

(2) (u) There were three (3) FOF sorties for 11:00 flying time.

(3) (u) There were three (3) ferry sorties for 18:30 flying time.

7. ^(u) (GP-3) There were thirty (30) A-1H sorties flown for a total of 39:25 flying time.

(1) ^(u) (GP-3) Twenty-eight (28) operational sorties were flown for a total of 37:40 flying time.

(2) (u) There was one (1) FOF sortie flown for :20 flying time.

(3) (u) There was one (1) training sortie flown for 1:45 flying time.

8. (1) Flying Safety:

a. (1) A-1H: There were no accidents or incidents recorded during July 66.

b. (1) A-1H:

(1) A work order was submitted to C-1 to replace the warped P-1 in the helicopter parking area to prevent tire damage. The helicopter area is being oiled weekly for dust control to help prevent engine damage.

9. (1) Maintenance and Supply:

a. (1) Maintenance:

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(1) (U) Trojan Horse Maintenance:

(a) Negative report.

(2) (U) Blue Springs Maintenance:

(a) (U) DC-130A

1 (U) 3 July 66, 70497, No. 2 engine fire detection system inoperative, all phases. Corrective Action: Removed and replaced No. 2 engine fire detection amplifier.

2 (U) 8 July 66, 70496, Air-01 (Doppler) drift and ground speed indicator 30° - 40° in error. Corrective Action: Removed and replaced 2618C/Air-01 system.

3 (U) 10 July 66, 70497, metal filings found in the hydraulic pump filter. Corrective Action: Removed and replaced No. 1 hydraulic pump.

4 (U) 18 July 66, 70496, No. 1 engine fire warning light came on inflight. Engine shut down. The fire warning shield was missing from No. 1 fire eye. Corrective Action: Installed shield.

5 (U) 22 July 66, 70496, IF-7-1F inoperative. Corrective Action: Adjusted RT-279/AirX.

6 (U) 31 July 66, 70497, No movement of ACK-7 latitude and longitude counters. Corrective Action: Cleaned the contacts on units in the A-917.

(b) (U) 31A

1 (U) 1 July 66, G-39, 8171, radio gate would not open and the gate center channel on the TH was erratic. Corrective Action: Removed and replaced the G-39 bulkhead antenna.

2 (U) 6 July 66, G-39, 8171, The scorer oblique reference circuit area, or popped. Corrective Action: Removed and replaced the scorer. The malfunction is unknown.

3 (U) 8 July 66, G-39, 8171, The engine failed to start on two attempts. There was no indication of ignition. Corrective Action: Did not find malfunction in G-39. No. 2 pylon leads, A/C 70496, were arcing. Removed and replaced the ignition leads on 496.

4 (U) 21 July 66, G-39, 8171, The doppler will not solve the correct ground speed. Corrective Action: Removed and replaced the power supply and converter computer.

5 (U) 30 July 66, 3-4, 4901, cancelled mission due to BLAS system trouble. Corrective Action: Test equipment gave wrong indication because it was wet and grounded out.

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6. (U) 30 July 66, J-5, 4943, Canceled mission due to short in '400' box. Corrective Action: None.

7. (U) 31 July 66, G-37, 8175, The drone would not transfer to its own power. Corrective Action: Could not duplicate the malfunction, checked out OK.

(3) (U) Det-10 maintenance:

(a) (U) One helicopter does not have a winch level wind installed because of a bent gear in the level wind assembly. A gear is on order through supply. The operative level wind is being rotated between the two aircraft so that the primary aircraft has a level wind. The aircraft alternate being primary to accrue equal wear on the winch equipment. The 1PC-9 SM-2 was AOCF on 18 July 66 for a T-202 plate transformer. A replacement was received on 30 July 66 and the set was operational the same day.

b. (U) Supply:

(1) (U) Trojan Horse: Negative report.

(2) (U) Blue Springs: Negative report.

(3) (U) Det-10: Negative report.

8. (U) Facilities:

a. (U) There were no changes in the adequacy or inadequacy of facilities at OL-20 or Det-10.

b. (U) Actions:

(1) (U) OL-20

(a) (U) The beautification and improvement program continues under the tutelage of Col Powell, with the total resources of OL-20 passed to secure the desired results. The patio in the operations compound was finished, complete with a painted corrugated sheet metal roof, masonry barbecue pit, native shrubbery and the 100th AV signature imbedded in the patio. Construction was started on a quonset hut to house OL-20 operations with an estimated completion date of 10 Aug. A new bunker was erected of CIL cans and sand bags, large enough to afford protection for all personnel in the compound. Two smaller and inadequate bunkers were eliminated. Several lesser improvements were made, such as the planting of shrubs and grass through out the compound, the washing of trailer houses, painting all wooden stave and lattice work, and the burning of weeds and spreading of sand in areas adjacent to the compound.

(b) (U) Future plans call for removing the trailer houses now housing Operations and Blue Springs planning, then landscaping that area. The vacated trailers will be utilized for maintenance purpose. SSB will remain in its present location, taking full possession of that trailer.

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(c) (b) In the airman's area all personnel were moved from huts 21 and 22 into hut 11, thus consolidating OI-20 personnel in huts 9, 10, and 11. A general clean-up and improvement effort was accomplished by the construction of two patios, racks to store baggage, towel racks attached to all wall lockers and landscaping the area with banana trees, palms and other native plants.

(d) (b) Construction was completed on two quonset huts for supply located behind nose dock #520. This nose dock is now housing maintenance for the assembling and storing of SFA. Trojan Horse maintenance now has sole possession of nose dock #521. CBQ cans were placed around those trailers behind nose dock #521 to afford protection for personnel working there in the event of mortar attack. Also two bunkers were erected in the area for the protection of maintenance personnel. Planning is underway to secure three additional quonset huts, two to replace those trailers behind nose dock #521 and one to provide additional storage space for supply. The estimated completion date for the new SFA hauler is 10 Aug.

(e) (b) Negotiations are in progress to lay a concrete approach from the ramp to nose dock #520. This area is presently improved with crushed rock.

(f) (b) Maintaining air-conditioners in working condition remains a problem. The two trailers housing the Commander and Navigators have both lost the compressors from their air-conditioners. Re-conditioned compressors were secured and installed.

(2) (b) Oct-10:

(a) The quonset hut was painted white. A fence was erected in front of the radar vans and 13, and painted white. The trailers for living quarters have not arrived.

9. (b) Deployment and redeployment:

a. (b) Key Personnel:

(1) (b) OI-20

Colonel E. A. Swanson	Arrived	2 July 66
Capt R. W. Becker and crew	Arrived	2 July 66
Major B. D. Kennedy	Departed	2 July 66
Capt W. W. Bryan and crew	Departed	2 July 66
Colonel D. J. Kirkpatrick	Departed	8 July 66
Capt J. P. Mullins	Departed	15 July 66

(2) (b) Oct-10

Major L. H. Hill	Departed	2 July 66
Capt J. W. Garrop	Arrived	26 July 66
Capt L. A. Vickery	Departed	26 July 66
SSgt J. L. Bell	Arrived	26 July 66
SSgt L. L. Darlow	Departed	26 July 66

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9. (c) Aircraft:

F-7 (66-6862) arrived 5 July 66.
U-2A (66-8172) arrived 17 July 66.
C-21 (66-8159) arrived 26 July 66.

10. (i) Special Activities:

a. (1) OL-20

(1) (i) Major Collins and other members of the Maintenance Standardization Evaluation Team departed OL-20 12 July 66.

(2) (i) M/General Beck, D. Hq. SAC and Col Gaylord, heading an inspection team visited OL-20 operations and maintenance facilities.

(3) (i) LtCol Shipley, Asst't DCM, and CWO Chizzoniti, Avionics Staff Officer, 12th AF, heading an assistance team, arrived OL-20 24 July 66. Lt Col Casselton, D44b, 15th AF accompanied the assistance team.

b. (1) Det-10

(1) (i) Col Powell visited Det-10 from 13 July to 15 July.

(2) (i) M/General Beck and party visited Det-10 on 23 July.

(3) (i) Major Levandowski arrived 5 July to administer a recertification check to Crew 443. The check was completed and he departed 6 July 66.

11. (4) (GP-3) Summary:

a. OL-20. Trojan Horse operations continued its records of outstanding reliability and effectiveness and Blue Springs Operations continued to obtain highly valuable and timely reconnaissance intelligence.

b. Det-10 effectively supported Blue Springs operations.

GP 3

Harold A. Swanson
Harold A. Swanson, Colonel, USAF
Commander, OL-20

DOWNGRADED AT 12 YEAR
INTERVALS OF 10 YEARS
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INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5800.10

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FM RUMHED
DE RUMSC 43 1872323
CNY ~~0000~~ (u)
P 060300Z

FM SAC
TO RUMBYN/15AF MARCH AFB CALIF
INFO RUMHED/12SAD DMABF ARIZ
RUMCAF/OL 23 BIEN HOA AB RVN
BT

(u) ~~SECRET~~ DMAC 05411 JUL 66.
THIS IS A LIGHTNING BUG MESSAGE. FOR: DMABF/15AF, INFO:
12SAD/12SAD, C/OL-23. SUBJ: (U) RECOVERY INCIDENT INVOLVING
3-32. (1) REQUEST YOUR FINAL ANALYSIS OF THE CIRCUMSTANCES
SURROUNDING THE LOSS OF 3-32 DURING RECOVERY ON 1 JULY 1966
BE FORWARDED TO SAC/DMAC ASAP. UR'S ARE TO BE SUBMITTED IF
APPROPRIATE. (2) PRELIMINARY INFORMATION INDICATES THAT
ENGAGEMENT CHUTE WAS CAUGHT ON HANDLE OF CH-3C ELECTRONIC ACCESS
DOOR CREATING ENOUGH PULL TO SHEAR RIVET AND CAUSE MAIN CHUTE
TO FALL AWAY. REQUEST YOUR RECOMMENDATIONS ON HOW TO MAKE NOSE
& FUSELAGE CH-3C'S AERODYNAMICALLY CLEAN TO PREVENT POSSIBLE RE-
CURRENCE OF THIS TYPE OF INCIDENT. GP-3.

BT

action/info
100CAS(6) BDFsm
(1)
DAMK

BDASmc.
.66-1732

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DE RUMCJS PC 2031210

ZNY ~~SECRET~~ (U)

O 221247

FM 100SRX DL-20 BIEN HOA AB RVN

TO RUM3KN/15AF

INFO RUCS33/SAC

RUMJ834/12SAD

BT

(U) ~~SECRET~~ DL-20 02916 JULY 66. 15AF FOR DOR: 12AD FOR PPO: SAC
FOR DORS. REFER SECRET ZIPPO 0067 JUL 66 AND 15AF SECRET DOR 0004 JUL
66. CH-3C

CREW TECHNIQUE WAS NOT A FACTOR CONTRIBUTING TO THE REQUIREMENT FOR
FIVE PASSES. OUTSTANDING CREW TECHNIQUE SKILL AND PROFICIENCY WERE
THE FOREMOST FACTORS CONTRIBUTING TO A SUCCESSFUL MARS IN THIS INSTAN-
CE. THE ENGAGEMENT CHUTE WAS VERY ERATIC, SOMETIMES LAYING ON TOP
OF THE MAIN CHURE AND SOMETIMES STANDING AT NONTY DEGREES TO THE
VERTICAL. ENGAGEMENTS HAD TO BE ATTEMPTED WHILE THE DRONE WAS TEM-
PORARLY BETWEEN THE CLOUDS. THE CH-3C HAD TO DISCEND THRU A CLOUD LAYER
AND RELOCATE THE DRONE BEFORE THE LAST TWO PASSES. THE CREW IS TO
BE COMENDED FOR COMPLETING A SUCCESSFUL MARS UNDER EXTREVELY ADVERSE
CONDITIONS.

GP-3

BT

Action	Info
100CAS(6)	BDASMC (1) 12DO(1) DXIH(4)

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FM: 01-20

12 Sep 1986

SUBJECT: History of the Month of August 1986

TO: 803 (DAIR)
100 (DAIR)

1. (U) This special report covers activities of the 350th SWS of the 100th SWS (Blue Springs) operating at 01-20 and Detachment 10 (Det-10) during the month ending 31 August 1986.

2. (U) General Mission:

a. (U) (GP-3) To conduct drone photographic reconnaissance of military objectives in Southeast Asia as specified by JCS/DIA, USDPAC, COMUSMACV, and DIA validated requirements of other agencies and commands.

b. (U) Specific Mission:

(1) (U) 01-20 Mission:

(a) (U) (GP-3) To launch the DC-130 aircraft on 147G, 147J or 147N missions, and to prepare the aircraft and recovered drones for future use.

(2) (U) Det-10 Mission:

(a) (U) (GP-3) To recover the Special Purpose Aircraft (SPA), and dispatch its stored material to the Strategic Aerospace Reconnaissance Photographic Facility (SARPF) for processing. Also, to prepare the (SPA) for its transportation to 01-20.

c. (U) The tasks associated with the General and Specific mission has not changed.

3. (U) Administration:

a. (U) Administrative Problems: The Launch Control Officer (LCO) and Navigators, while in the process of translating a route message into useable form, created many classified document documents which were, until now, uncontrolled IAW AFR 205-1.

b. (U) Changes in Administrative Procedures: After mission planning is complete the administrative section controls the newly created documents by the letter and intent of AFR 205-1.

c. (U) Proposals for increased administrative effectiveness: Under the direction of the Administrative Section (Capt H. Lacy Jr.) existing files have been changed to conform with the requirements of AFI 181-4, AFI 181-5, and AFR 205-1.

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New files have also been established IAW AFI 161-4 and AFI 161-5. Apparently, compliance with published AFI's has solved the administrative problems encountered here. Unfortunately, compliance with AFI's and the convenience experienced in using the classified don't always go hand-in-hand.

A. (U) Key Personnel:

a. (U) Key Personnel at CL-10:

Colonel H. A. Swanson	Commander
LtCol J. M. White	Blue Springs Operations Officer
Capt L. W. Beckner	DC-130 Aircraft Commander 3-22
Capt J. A. Dale	DC-130 Aircraft Commander 3-21
1st Lt G. L. Gilbert	Intelligence Officer
1st Lt G. L. Nelson	Weather Officer
CMSgt B. L. Tanneheimer	Blue Springs A & L Supervisor
CMSgt W. J. Sullivan Jr.	Line Chief for Blue Springs
SSgt H. Lacy Jr.	SCCIC Administration

b. (U) Key Personnel at Det-10:

LtCol A. J. Schneider	Commander
Major J. T. Darley	ACCO
Capt J. C. Harron	ACCO
Capt C. D. Smith	CH-3C Aircraft Commander of 10-45
Capt A. B. Perrin	CH-3C Aircraft Commander of 10-43
MSgt T. M. Horton	SCCIC of 10-70
1SGt A. B. Wardenant	First Sergeant
1SGt J. L. Bell	MXIC Maintenance

c. (U) Problems Arising concerning personnel: Comments concerning problems in this area will be amplified in Section 9 of the report (Deployment and Redeployment).

d. (U) Average Personnel Strength:

(1) (U) (GP-3) CL-20 Personnel:

Officers	13
Airmen	52
Civilians	4
Total	69

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DECLASSIFIED: 10-10-70

(2) (U) (GP-3) Det-10 Personnel:

Officers	7
Airmen	33
Civilians	1
Total	41

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5. (U) Operations and Training:

a. (U) (GF-3) There are two (2) tactical aircraft assigned to GI-20, and two (2) support aircraft assigned to Det-10.

(1) (U) (GF-3) Two (2) DC-130 aircraft, assigned to GI-20 Serial Numbers 57-496 and 57-0497.

(2) (U) (GF-3) Two (2) CH-3C aircraft, assigned to Det-10 Serial Numbers 226 and 228.

b. (U) Number of crew assigned:

(1) (U) GI-20: Assigned to GI-20 are crews A-21 and B-22.

(2) (U) Det-10: Assigned to Det-10 are crews A-43 and A-45.

c. (U) Sortie information: GI-20 sortie information:

(1) (U) (GF-3) The month of August saw thirteen (13) sorties flown for a total flying time of 79+40.

(2) (U) (GF-3) There were fourteen (14) scheduled operational sorties and five (5) were cancelled by MAC Hq. Listed chronologically below are the nine (9) operational sorties that were executed. For a complete understanding of mission success, please refer to Det-10 sortie information.

DATE	VEHICLE LAUNCHED	COMMENTS
5 Aug 66	J-5	Successful mission
5 Aug 66	G-37	After a Mid-Air-Rescue-System (MARS) catch BFA was inadvertently cut free. It fell on the only operational railroad line at Da Nang NVN and exploded resulting in complete loss of the BFA and damage to the tracks.
12 Aug 66	J-5	Successful mission.
13 Aug 66	G-33	Did not return.
15 Aug 66	G-21	This BFA had two missions to perform. Along with its normal photographic reconnaissance mission was the new requirement to operationally check the "Wide Area" System. Explanation of this new system will be made in Section 10 (Special Activities). Although the BFA returned from its mission there was no way to determine if the equipment was exercised. Mission successful.

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Date	Vehicle	Remarks
17 Aug 66	G-21	This was the second of the "Wide Bush" tests. G-21 did not return. There was no indication if the "Wide Bush" equipment was exercised.
17 Aug 66	J-5	A forecast of unusually high winds along the route caused ICG's to query SAC Hq for permission to change the EAC off command pulse. Permission to change pulsing came just before buttoned-up for flight. SAC Hq also wanted ICG to recheck their work. J-5 crashed and its story will be included in the report of Det-10's mission. The only salvagable item was the scorer material. The mother died but the baby was saved.
25 Aug 66	J-4	Mission successful.
30 Aug 66	J-12-2	J-4 was the primary CFA on this mission, but its security gate wouldn't open so J-12-2 was launched on what was to be a partially successful mission. In the act of recovery the CFA was lost and its story will be included in Det-10's report. The only items salvagable from this CFA was its scorer material and some patch cables, because the area of its impact was not under friendly control. U.S. Marines destroyed what was left of this drone before they were air lifted out of the area. GADF discovered that while the forward scorer worked normally our bread and butter, the aft scorer malfunctioned.

d. (u) (U) (G1-3) Aircraft 57-496 was taken to Naha AB, Okinawa to fix the main landing gear. This flight took 14445.

e. (u) (U) (G1-3) On 7 Aug 66 and AB-47H aircraft flew in conjunction with DC-130A (57-496) above 20 degrees north latitude in the Gulf of Tonkin to determine if any height finder radar was high lighting the DC-130 at its special mission altitude. Information gained from this station indicated that "cake" type radar were in fact painting the DC-130 and AB-47H. Flight time on this mission was 7430.

f. (u) (U) (G1-3) Captain C. S. Smith, CH-30 aircraft commander of Crew -45 visited CI-20 on a short "A & R" from Det-10. On 24 Aug 66 57-497 returned him to Det-10 while on a Functional Check Flight (FCF) of 3415 duration.

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6. (U) Det-10 sortie information:

a. (U) (CI-3) Seven (7) Mid-Air-Retrieval-System (MARS) attempts were made and four (4) were unsuccessful in the month of August. Listed in chronological order are comments on three (3) of the four (4) unsuccessful MARS attempts. Refer to 01-20 sortie information to complete the overall mission accomplishment.

DATE VEHICLE LAUNCHED COMMENTS

5 Aug 66 G-37 G-37 was dropped while reeling it into the stowed position. It is suspected that the loadline was accidentally cut while trying to cut away the apex cutters while the G-37 was suspended approximately 150 feet below the helicopter.

17 Aug 66 J-5 Successful initial contact was made with J-5's engagement chute, and a normal payout of 185 feet was experienced. However, the 10,000 pound load line tape (approximately 20 feet) tore completely away from the engagement chute after the main parachute was broken away causing loss of the GMA.

30 Aug 66 J-12-2 This GMA's rate was almost identical to J-5's. The first attempt to catch her resulted in the derigging of the primary helicopter. Successful contact was made on the engagement chute by the secondary helicopter and a normal 170 feet of payout was experienced. However, as the main chute broke away the cable payout stopped, and the loop and hook assembly suddenly tore loose from the engagement chute causing loss of the drone. Ground inspection of the engagement chute revealed that one of the 10,000 pounds load tapes had broken.

b. (U) Det-10 August flying time:

(1) (U) (CI-3) Total flying hours:

CH-3C 226	10+10
CH-3C 226	15+10
Total	24+10

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(2) (U) Sortie breakdown:

(a) (U) (CI-3) CH-3C 226:

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Type mission and symbol	Cortie	Flying hours
Operational (01)	13	14+10
Training (07)	2	4+05
PCF (00)	1	+25
Total	16	18+40

(b) (c) (GF-3) GH-3C 228:

Type mission and symbol	Cortie	Flying hours
Operational (01)	11	10+35
Training (07)	2	4+05
PCF (00)	1	+50
Total	14	15+30

7. (U) Flying Safety:

a. (U) Flying safety at GL-20:

(1) There were no accidents or incidents at GL-20 during the month of August.

(2) (U) (GF-3) DC-130 pilots have been briefed to vary their break that is executed immediately after take-off at Lien Hoa AB, RVN to insure that the enemy does not observe them using the same procedure regularly on take-off. Aircraft have been shot down by enemy fire from just off the end of the runway, and it is felt that the less predictable the target presented the less risk of being shot.

(3) (U) The 11th Air Division at Tachikawa AB, Japan sends all information pertaining to DC-130 accidents and incidents to the Safety Officer at GL-20.

b. (U) Flying safety at Det-10:

(1) (U) No accidents or incidents occurred at Det-10 during the month of August.

(2) (U) The warped rail in the helicopter parking area has been removed, however, the Base Civil Engineers are still awaiting replacement PS.

(3) (U) No suggestions are offered to improve safety.

8. (U) Maintenance and Supply:

a. (U) GL-20 Maintenance (00-13):

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(1) (U) Post DC-130 maintenance problems were of a minor nature. Two (2) were of significance because they could have affected the success of the mission.

(2) (U) Aircraft 57-496's number two engine TIT went to 1020 degrees of five (5) consecutive sorties (the 12th, 15th, 17th and 25th of August). The electronic T.D. System was giving the engine more fuel than was asked for by the position of the throttle. The aircrew solved this problem, that could have damaged the turbine section of the engine, by disengaging the electronic system and returning the engine to manual control. This problem was not solved immediately by maintenance, because they did not have the test equipment available to isolate the problem area or defective part. They did make adjustment to the engine after each flight in a blind attempt to solve the problem but it was to no avail until the test equipment arrived.

(3) (U) (GP-3) The gain control on the AN-59 (Navigation Radar) in aircraft 57-496 malfunctioned on the 17th and 25th of August. The gain control worked in a very limited range compared to its normal range. At this critical position too much gain control caused blurring and eliminated any usable view. Too little gain caused complete loss of picture. The navigator depends upon subtle gain control especially on low level missions and this malfunction caused some concern because it could have directly affect launch point accuracy. This malfunction was cleared by adjusting the range marks.

b. (U) OL-20 Maintenance (17)

(1) (U) (GP-3) Post problems associated with OPA's are of an ordinary individualistic nature. Dopplers, autopilots and engine did malfunction but no trends could be identified. One problem did however, occur with regularity.

(2) (U) (GP-3) Drones that were recovered by F-4's were dropped on a cement taxiway from a height of approximately two feet in the proximity of the parked DC-130. As a result of the fall the Impact Switch which is attached to the lowest part of the empennage was always damaged. In order to repair this item the drone's engine had to be completely removed, because the switches housing was located just under the engine's tailpipe. A big suggestion has been submitted to change the housing of this switch to a more accessible position.

c. (U) (GP-3) Det-10 Maintenance: Helicopter 2-8 was out of commission for nine and one half days due to the installation of an engine ice deflector shield. Modification time would have been considerably shortened had a low stage air compressor been available when needed. Approximately 50% of the base's low stage air compressors were out of commission during this period, with remaining compressors being given higher work priorities than Det-10's. However, this problem should not be encountered on 2-6 modification when its Mod kit arrives.

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d. (U) Unsuccessful sorties due to maintenance failures:

(1) (U) (GP-3) OL-20: Aircraft 57-496's starter shaft bearing failed on the 2nd causing an abort.

(2) (U) Det-10: None.

e. (U) Suggestions for improvements in the maintenance field:

(1) (U) OL-20: None.

(2) (U) Det-10: None.

f. (U) Supply: OL-20 and Det-10 have experienced no problems with their supply channels or procedures, and have no suggestions to improve the already well functioning system.

g. (U) Facilities:

a. (U) Adequacy or inadequacy of facilities:

(1) (U) OL-20's facilities are quite adequate for the officers, but the airmen have been without hot water in the toilets.

(2) (U) At Det-10: The new helicopter landing area construction of Neoprene landing matting located next to the -70 has proved inadequate for future use. Pieces of matting including the blown back have been uprooted during each landing despite careful precautions taken by the pilots. Besides creating a definite safety hazard, the condition will get progressively worse as inclement weather approaches.

b. (U) Action taken proposed to eliminate deficiencies.

(1) (U) No solution has been found as yet to alleviate the lack of electricity for the hot water heaters at the airmen's latrine.

(2) (U) Efforts have been made through Air Force and Navy channels to obtain pierced steel planking (PSP) or similar matting for the helicopter landing area at Det-10, but none has been acquired to date.

c. (U) Effects of facilities on accomplishment of mission:

(1) (U) OL-20: None.

(2) (U) Det-10: None.

d. (U) New facilities, repairs to existing facilities and progress made.

(1) (U) OL-20:

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(a) (U) Action has been initiated and five (5) quonset huts will be delivered to 01-20 on 10 Sep 66 to be positioned IAW instructions from Col Powell the 100th Saw Vice Commander.

(b) (1) Supply's two quonset huts were painted with three coats of green paint.

(c) (b). The airmen barracks were given their fourth coat of green paint and \$120.00 was spent on lounge chairs for the 01-20 compound and huts 9, 10 and 11.

e. (1) Housing:

(1) OL-20 does not have any housing problems.

(2) (1) The trailers for officer living quarters have arrived. Location for the new trailers is still under consideration by the Base Commander. However, work orders for installation of the trailer foundations, plumbing, and wiring have been prepared and submitted to the facilities utilization board for their approval when location is definitely established.

10. (L) Deployment and redeployment:

a. (b) Dates support aircraft, personnel and equipment were deployed, redeployed

(1) (b) CL-20: Certain individuals, who for reasons of compassion; having served 120 days TBY in C-2, or separating from the service, departed this station for Davis-Monthan AFB, Arizona.

(2) (U) DLT-10: An auto-pilot technician has been transferred to

b. (U) Date tactical aircraft were deployed/redeployed: DoI-10 and
 01-20: None.

c. (1) Difficulties encountered during deployment/redeployment: none.

(1) (1) 2.7-10 experience no problems in the area of deployment/
redeployment.

11. (U) Special Activities:

2. (U) Col Arnold (AF 15AF) and members of his staff conducted a Staff visit to CI-20 and AET-10 from 7 August to 13 August. His overall comments were favorable specifically concerning proper use and adherence to technical data. A goodly portion of his visit was devoted to supply procedure. His personal efforts upon returning to 15AF have produced significant results.

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b. (U) General Ryan (CINCPAC) and his party arrived at DUT-10 on the 12th of August in time to watch a recovery mission in progress. The mission was a complete success. He spent two hours at DUT-10 and then left for (I-20). There he was briefed by Col Powell (Vice Commander of 100th SFG) on Blue Springs operations.

c. (U) CI-40 received an expected bonus for the beautification program. It was awarded a plaque for the Best Industrial Area for August 1966, and also won the Area Beautification Award. These awards were given by the 3rd Tactical Fighter Wing as part of their base beautification project called "Operation Clean Sweep". Along with the plaques was \$150.00 in award money to be used to further improve the facilities.

d. (U) At DUT-10 a photographic mission was flown on 20 August to assist C-0 in taking aerial photographs of the WH complex and Monkey Mountain radar site.

e. (U) (Op-3) Members of the Blue Springs Operation were delighted when the 147G SFA was selected to be the test vehicle for the wide flash MCH System. A better platform could not have been selected. For many reasons, the best being that a human life would not have to be sacrificed if the system did not work. This history will not delve into the actual theory or scope of the system because information concerning this system is on a limited distribution basis.

f. (U) Problems not discussed elsewhere in this report: none.

g. (U) (Op-3) Recommendations or suggestions for improvements of operations: A definite ISF shortage exists which prevents DUT-10 from improving the present helicopter pad. In order to better centralize and improve facilities and control at DUT-10, recommend higher command attention be given to obtaining material for permanent type helicopter pad.

12. (U) Summary.

a. DUT-10: The success and effectiveness of the LAMC recoveries have suffered somewhat due to the increasing number of engagement chute material failures. Two chute material failures have occurred this month but seven attempts which have accounted for the complete loss of two operation drones.

b. (U) (Op-3) CI-40: Notwithstanding the unfortunate loss of drones that were not terminated by battle, the Blue Springs Operation continues to supply timely, valuable photographic intelligence for all interested agencies. The SFA's fly at altitudes and over territory where few dare venture. Utilization of this platform has just begun, and the future can only bring more fame to this respected intelligence collector.

Harold A. Sullivan
Harold A. Sullivan, Colonel, USAF
Commander

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(U) ZNY-SSSSS-
P 061624Z AUG 66
FM 15AF VARCH AFB CALIF
TO RUMJ3BA/12SAD DAVIS MONTHAN AFB ARIZ
RUMJ3BA/100SRW DAVIS MONTHAN AFB ARIZ
INFO RUCSC/SAC
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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

INFO

BDASMC

12DM(1)

DX14(2)

(U) ~~SECRET~~ DOR 0207Z AUG 66. 12SAD FOR C: 10ASRW FOR C.
SUBJECT: BLUE SPRINGS (U). THE FOLLOWING MESSAGE IS FORWARDED FOR
YOUR INFORMATION AND NECESSARY ACTION. QUOTE: 15AF SSO DOR 0005
AUG 66. BIEN HQQ FOR DL-20 FOR COL POWELL: USA-32 FOR DET 10
CMOR; SAC FOR DCSR. SUBJ: BLUE SPRINGS (U). THIS IS A BLUE
SPRINGS MESSAGE IN TWO PARTS. PART 1: REQUEST A DETAILED REPORT ON
LOADLINE BREAK DURING VARS ACTIVITY ON MISSION 5153 5 AUG 66 TO
INCLUDE CORRECTIVE ACTION YOU RECOMMEND. THIS REPORT WILL CONTAIN
STATEMENTS FROM THE WINCH OPERATOR AND FLIGHT MECHANIC COVERING ALL
ACTIOS FROM THE TIME THE APEX TIE CUTTER CROSSED THE C. G. ROLLER
UNTIL LOAD LINE FAILURE. PART 2: REQUEST LOAD LINE BE RETURNED
TO AFLC-LOR FOR ANALYSIS OF BREAK. YOU REQUEST TO LOR FOR ANAL-
YSIS WILL ASK FOR THE FOLLOWING DETERMINATIONS:
A. WHAT PERCENTAGE OF LOAD LINE WAS CUT.

~~SECRET~~

PAGE 2 RUNTPFA9317 ~~SECRET~~

B. WAS CUT MADE BY SHARP INSTRUMENT OR FROM ABRASIONS.
C. ARE CUTS OR ABRASIONS PRESENT ON OTHER PORTIONS OF THE LOAD
LINE.

D. DOES LOAD LINE MEET SPECIFICATIONS.
UNQUOTE.

FOR 10ASRW. THIS HQ CONCURS IN THE INTERIM CORRECTIVE ACTION
RECOMMENDED IN OPREP-4, RECON 0572, 5 AUG 66 WHICH CONSISTS OF
TAPING THE APEX CUTTER TO THE LOAD LINE INSTEAD OF CUTTING IT
FROM THE LOAD LINE. ACTION IS BEING TAKEN TO DETERMINE THE
FEASIBILITY OF RIGGING THE APEX TIE CUTTER IN SUCH A MANNER THAT
IT WILL SEPARATE FROM THE LOAD LINE AND REMAIN WITH THE MAIN
CANOPY. REQUEST YOUR RECOMMENDATIONS WITH RESPECT TO INTERIM AND
ALTERNATE ACTIONS REQUIRED TO GUARANTEE THIS EXTREMELY UNFORTUNATE
INCIDENT WILL NOT RE-OCCUR.

FOR SAC: REQUEST YOUR CONCURRENCE WITH ABOVE ACTIONS TO TAPE THE
APEX CUTTER TO THE LOAD LINE INSTEAD OF CUTTING IT FROM THE LOAD
LINE. TELECON WITH MR PRATERELLI, RYAN AND MR TOM GRAY, AAE AT PT
MUGU, INDICATE THAT INTERIM CORRECTIVE ACTION IS SATISFACTORY
AND HAS BEEN UTILIZED IN PAST OPERATIONS. TECH DATA CHANGE WILL BE
REQUIRED IF THE PROCEDURE IS TO BE MADE PERMANENT. GP-4.

BDASMC
66-2145

UNCLASSIFIED

~~SECRET~~

0701

UNCLASSIFIED
~~SECRET~~

~~SECRET~~

D-119

VZCPQA943
DD RUHBD
DE RUHNPB 30 2192638
ZNY-65555-
O 072206Q AUG 66

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

action/info
COCAS (6) BOASMC
(1)
12DM (1)
DTH (2)

FM 350H CSG DET 103NANG AB RVN
TO RUHBD/100SRW DAVIS MONTHAN AFB ARVRV
INFO RUMSAR/100URW OL20 BINE HOA AB RVN
BT

(U) ~~SECRET~~ 100SRW/OL-20/KET 10 0525 AUG 66.
REFERENCE YOUR ZIPPJ 007 AUG 66, XOTAZ 05JUG 66, PARAGRAPH 26F
OUR OPREP-4, 0502Z AUG 66, UREAD AS FOLLOWS. QUOTE RECOVERY SUMMARY:
THE MISSION WAS NORMAL UP TO WHERE THE LOAD LINE SEPARATED WHEN THE
APEX CUTTER WAS REMOVED FROM
LOAD LINE. THE SUSPECTED CAUSE WAS
THAT THE LOAD LINE WAS NICKED WHEN THE APEX CUTTER WAS REMOVED. THE
NFAST PROCEDURE VKYS TO CUT THE APEX CUTTER FROM THE LOAD LINE WITH
A KNIFE. ON THE SECOND MISSION THE APEX CUTTER WAS TAPED TO THE LOAD
LINE. THIS IS OUR CORRECTIVE ACTION AND WILL BE USED ON ALL FUTURE
MISSION UNQUOTE. DRONE IMPACTED ON DANANG BASE PROPER ON AN

(U) ~~SECRET~~
PAGE 2 RUHNPB 30US ~~SECRET~~
ABANDONED RAILROAD TRACK. AREA WAS SECURED BUT DRONE EXPLODED AND
BURNED, AND NOTHING USEABLE WAS SALVAGED. 154F MSG DOR 076, AUG 66,
CONCURS WITH YOUR INTERIM CORRECTIVE ACTION TO TAPE THE APEX TIE
CUTTER TO THE LOAD LIN.
GP-3.R
BT

BOASMC
6-2140

~~SECRET~~

NNNN

UNCLASSIFIED
~~SECRET~~

0703

~~CONFIDENTIAL~~

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

(4) ZNY ~~PTTC J~~

P 131839Z AUG 66

F4 15AF MARCH AFB CALIF

TO RUCSC/SAC

INFO RUN JB3A/100STRATRECONWG DAVIS MONTAN AFB ARIZ

BT

(U) ~~CONFIDENTIAL~~ DOR 02091 AUG 66. THIS IS A LIGHTNING BUG MSG.

SAC FOR: DPM/ATLC-1, INFO: 188SRW DCO/DCM, REF 15AF (S) DOR

02072 AUG 66.

7. A REQUIREMENT EXISTS FOR A DESIGN CHANGE TO THE WARS SYSTEM WHICH WILL PRECLUDE THE POSSIBILITY OF CUTTING THE LOADLINE WHILE REMOVING THE APER TIE CUTTER. REQUEST YOU INITIATE ACTION WITH AFIC TO STUDY THIS PROBLEM AND TEST AND APPROVE AN APPROPRIATE REDESIGN OF THE SYSTEM.

2. TWO PROPOSALS HAVE BEEN MADE WHICH SHOULD BE CONSIDERED.

4. THE LANYARD WHICH SECURES THE TIE CUTS TO THE WARS
LOADLINE COULD POSSIBLY BE SECURED TO THE LOOP AT THE MAIN CHUTE
APEX. THIS WOULD ALLOW THE APEX CUTTER TO DROP AWAY WITH THE
MAIN CANOPY AND PRECLUDE ANY HANDLING OF THE CUTTER IN THE
COPTER.

B. A PROTECTIVE SHEATH OF COTTON OR LEATHER COULD BE INSTALLED

~~CONFIDENTIAL~~

(4)

PAGE 2 RUC

ON THE LOAN

ON THE END OF THE CUTTER, TWO FEET EITHER SIDE OF THE
APEX TIE THE CUTTER. THIS WOULD OFFER PROTECTION TO
THE CUTTER WHILE REMOVING THE APEX TIE CUTTER.

3. ANY DESIGN CHANGES WHICH ARE MADE TO CORRECT THIS PROBLEM SHOULD BE IMPLEMENTED IMMEDIATELY AND MODIFIED SYSTEMS SHOULD BE SENT TO DL-20 AS SOON AS THEY ARE AVAILABLE.

4. REQUEST THIS PROBLEM AREA BE MADE A SPECIAL SUBJECT AT THE MARS PRODUCT IMPROVEMENT MEETING 16 AUG 65 AT RYAN. GP-4.

BT

UNCLASSIFIED

~~CONFIDENTIAL~~

0 7 0 5

UNCLASSIFIED

~~SECRET~~

NNNN JAW RUMJMS 0459 2471520-SSSS--RUMJ38A.
S TC 2471238

(u)

~~SECRET~~
FM 1200Z SEP 66
FM 120500Z OL-28 31EN HGA AD RVN
TO 120500Z DAVIS VONTHAN AFB ARIZ
BT

(u) ~~SECRET~~ / 120500Z SEP 66. FOR 120500Z/DCVQC&E. SUBJECT: THIS
IS A EUR IAW 88-358-54.

- A. MISSION FAILURE
- B. SPA 66-8179 (J-12-2)
- C. 120500Z OL-28 66-16E
- D. WUC 49118 PARACHUTE, ENGAGEMENT 14' 10" SQ.
- E. VANUF P/N RD 4-18-2
- F. RYAN
- G. RECOVERY SYSTEM RESEARCH
- H. HOW MAF 947 (TORN)
- I. WHEN DIS D (IN FLIGHT)
- J. ACT TAKEN W (DEFERRED)
- K. 1 EA
- L. N/A
- M. PROPER HOOK-UP WITH THE ENGAGEMENT CHUTE WAS MADE WITH A DIS-
SEPERATION OF THE MAIN CHUTE. WITH THE SPA IN THE N

action / info
100C (56) / BOFMC
12 DM (1)

(u)

PAGE 2 RUMJMS TC ~~SECRET~~
AFTER ENGAGEMENT OF THE CHUTE, THE HELICOPTER RETRIVEL HOOK TORE OUT
OF THE ENGAGEMENT CHUTE.
N. REDUCTION IN OPERATIONAL READINESS RATE.
O. RE INFORCE THE ENGAGEMENT PARACHUTE TO WITH STAND THE FORCE DURING
INITIAL HOOK UP AND URC BETWEEN THE TWO VEHICLES.
P. NOT RECOVERED. Q. K. WATKINS, TSGT, QC&E
R. ROBERT GHERITY, CPAT, USAF, MAINT OFFICER.
GP-3
BT

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

RDASH
60-5164

NNNN

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NNNNPETS JAW RUMJCM44923 2471518-SSSS--RUMJ39A.

DE RUMJUS 5C 2471230

ZNY-SSSSS

P 041200Z SEP 66

FM 100SRW OL-20 BIEN HOA AB RVN

TO RUM3KN/15AF MARCH AFB CALIF

INFO RUMJ39A/12SAD DAVIS MONTHAN AFB ARIZONA

BT

~~SECRET~~ 100SRW OL-20 03651 SEPT 66.

15 AF FOR DV2; 12 SAD FOR 1000CM. THIS IS IN ANSWER TO YOUR CONFIDENTIAL ZIPPO L368, DTG, 30/2259Z. SUBJECT MESSAGE WAS NOT RECEIVED BY OL-20 UNTIL 03/0530Z. WE WERE UNABLE TO RECOVER ANY OF THE ITEMS YOU MENTION CONNECTED WITH J-12-2. FOLLOWING ARE THE CIRCUMSTANCES INVOLVED: A. DET-10 CH-3C WAS DISPATCHED TO THE CRASH SCENE RECOVERY PERSONNEL TO REMOVE THE FILM AFTER THE MARINES HAD THE AREA. B. THE REEL OPERATOR AND LT CURTIS EXAMINED ENGAGEMENT CHUTE, LOAD TAPES AND LOAD LINE. C. BEFORE THE ENGAGEMENT CHUTE AND LOAD LINE COULD BE UNLOADED AND LOADED ON J-12-2, THE MARINES ADVISED THE CH-3C AND ALL OL-20 PERSONNEL TO EVACUATE THE AREA IMMEDIATELY DUE TO VC ACTIVITY IN THE AREA. D. IT WAS LEARNED LATER THAT THE MARINES HAD DESTROYED THE ENGAGEMENT CHUTE AND LOAD LINE ALONG WITH THE REMAINS OF J-12-2. EUR'S ARE BEING SUBMITTED ON THE TWO ENGAGEMENT FAILURES ON J-5 AND J-12-2.

GP-3

BT

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

~~SECRET~~ Action INFO
100CAS 30ASMC
(6) (1)
12DA(1)

30ASMC
66-3163

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FROM: 100SRV OL-20

11 October 1966

SUBJECT: History of the month of September 1966 (U)

TO: DXIH

100DC00

1. (U) This special report covers activities of the 350th SRS of the 100th AR (Blue prints) operating at OL-20 and Detachment 10 during the month ending 30 September 1966.

2. ~~(S)~~(U)(Gp-3) To conduct drone photographic and electronic reconnaissance of military objectives in Southeast Asia as specified by JCS/DIA, CINCPAC, COMUSMACV and DIA validated requirements of other agencies and commands.

a. ~~(S)~~(U)(Gp-3) Specific Mission:

(1) ~~(S)~~(U)(Gp-3) OL-20 Mission:

(a) ~~(S)~~(U)(Gp-3) To launch the DC-130 aircraft on 147G, 147J or 147N missions, and to prepare the aircraft and recovered drones for future use.

(2) ~~(S)~~(U)(Gp-3) Det 10 Mission:

(a) ~~(S)~~(U)(Gp-3) To recover the Special Purpose Aircraft (SPA) and dispatch its scorer status material to the Strategic Aerospace Reconnaissance Photographic Facility (SARPF) for processing. Also, to prepare the SPA for its transportation to OL-20.

(b) (U) The tasks associated with the general and specific mission have not been changed.

3. (U) Administrative:

b. (U) Changes in administrative procedures.

(1) (U) Det 10 now has a security and Top Secret Control Officer who will be assuming the primary responsibility of controlling and maintaining all security information, and will act in an advisory capacity to the Detachment Commander on all security matters.

(2) (U) All classified information is now maintained at the Detachment in a safe which meets AR 205-1 criteria.

c. (U) Proposals for increased administrative effectiveness:

(1) (U) Recommend a 70270 and 70250 be added to Appendix I, 15AF (PLAN 63-67, 05 Aug 66, for Det 10 and further added as members of the ADVON.

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INTERVALS, NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10

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4. (U) (Op-3) Key Personnel:

a. (U) Key Personnel at GL-20:

Col M A WATSON (1 - 16 Sep) Commander
Col C D RAFFERTY (17 - 30 Sep) Commander
LtCol J E WHITE (1 - 16 Sep) Blue Springs Operations Officer
LtCol J GURETOKY (17 - 30 Sep) Blue Springs Operations Officer
Capt K W BECKNER (1 - 23 Sep) DC-130 Aircraft Commander - S-22
Capt J A DALE (1 - 16 Sep) DC-130 Aircraft Commander - E-21
Maj H J KENNEDY (24 - 30 Sep) DC-130 Aircraft Commander - E-29
Capt T H ANSHEARY (17 - 30 Sep) DC-130 Aircraft Commander - E-28
1Lt G H GILBERT (1 - 16 Sep) Intelligence Officer
Capt N D CIVIS (17 - 30 Sep) Intelligence Officer
1Lt G L NELSON (1 - 16 Sep) Weather Officer
1Lt G J NISLER (17 - 30 Sep) Weather Officer
Capt R J CHENITY (1 - 16 Sep) Maintenance Officer
Capt D F GILLEN (17 - 30 Sep) Maintenance Officer
SMSgt B J TAMMEIMER (1 - 16 Sep) Blue Springs A&E Supervisor
SMSgt C C CRANE JR (17 - 30 Sep) Blue Springs A&E Supervisor
SMSgt W J SULLIVAN JR (1 - 16 Sep) Blue Springs Line Chief
SMSgt J C GINN (17 - 30 Sep) Blue Springs Line Chief
SSgt H LACY JR (1 - 30 Sep) NCOIC Administrative Section
TSgt R A WILLEY (17 - 30 Sep) First Sergeant

b. (U) Key Personnel at Det 10:

LtCol R J SCHUMILLER (1 - 15 Sep) Commander
LtCol R F BIRD (16 - 30 Sep) Commander, (Ref UNCLAS Rsp GL-20
03823, Sep 66).
Maj J T HURLEY (1 - 15 Sep) RCO
Capt J D HARROP (1 - 15 Sep) RCO
Capt A E FRIEBERG (16 - 30 Sep) RCO
Capt S W WILSON III (16 - 30 Sep) RCO
Capt C G SMITH and Crew (1 - 16 Sep) CH3C Crew - R-45
Capt A P FLORIN and Crew (1 - 16 Sep) CH3C Crew - E-43
Capt D E MC DONALD and Crew (17 - 30 Sep) CH3C Crew - R-46
SMSgt T M MORTON (1 - 16 Sep) NCOIC MSQ
TSgt J C ROUBION (17 - 30 Sep) NCOIC MSQ
MSgt A E FENDERGAST (1 - 30 Sep) First Sergeant
SSgt J L BELL - NCOIC Maintenance

c. (U) Problem areas concerning personnel:

(1) (U) There were no significant problems in this area. The changeover of personnel during re-deployment is covered in Section 9 of this report.

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CASE 66-2622

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d. (u) (Gp-3) Average Personnel Strength:

(1) (u) (Gp-3) OL-20 Personnel

Officers - 15
Airmen - 61
Civilians - 2
Total - 78

(2) (u) (Gp-3) Det 10 Personnel

Officers - 7
Airmen - 37
Civilians - 0
Total - 44

5. (u) (Gp-3) Operations and Training:

a. (u) (Gp-3) There are two (2) tactical aircraft assigned to OL-20, and two (2) support aircraft assigned to Det 10.

(1) (u) (Gp-3) Two (2) DC-130A aircraft assigned to OL-20 Serial Numbers 57-461 and 57-496.

(2) (u) (Gp-3) Two (2) CH-3C aircraft assigned to Det 10 Serial Numbers 226 and 228.

b. (U) Number of crew assigned:

(1) (U) OL-20: Assigned to OL-20 are crews E-28, E-29.

(2) (U) Det 10: Assigned to Det 10 are crews R-43, R-46.

c. (u) (Gp-3) Sortie Information, OL-20:

(1) (u) (Gp-3) The month of September saw fourteen (14) sorties flown for a total flying time of 60 + 30.

(2) (u) (Gp-3) There were nine (9) scheduled operational sorties, of which three (3) were cancelled by Hq SAC and one (1) was cancelled for maintenance. Listed chronologically below are the five (5) operational sorties that were executed:

DATE	VEHICLE LAUNCHED	COMMENTS
12 Sep 66	G-34P	Scorer Malfunction
15 Sep 66	G-34	Successful Mission
18 Sep 66	J-12P	Successful Mission
23 Sep 66	J-4	Successful Mission
29 Sep 66	J-12-1	Did not return

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CASE 66-2622

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(U)
(3) ~~(S)~~GP-3) 01-20 - September Flying Time

DC-130A/57-461	1 + 10
DC-130A/57-496	33 + 55
DC-130A/57-497	25 + 25
	<u>60 + 30</u>

d. (U) Sortie Information, Det 10:

(1) (U) Four (4) ground recoveries were accomplished, (Ref SAC SECRET Msg 08446 Sep 66). All were successfully recovered.

(2) (U) September Flying Time:

(a) (U) Total Flying Hours:

CH-3C/226	7 + 10
CH-3C/228	9 + 00
	<u>16 + 10</u>

(b) (U) Breakdown of sorties:

1. (U) CH-3C/226

<u>TYPE, MEN AND MEN SYMBOL</u>	<u>SORTIES</u>	<u>FLYING HOURS</u>
Training (0-7)	3	04 + 05
Operational (0-1)	2	02 + 20
PCF	1	+ 45
		<u>07 + 10</u>

2. (U) CH-3C/228

<u>TYPE, MEN AND MEN SYMBOL</u>	<u>SORTIES</u>	<u>FLYING HOURS</u>
Training (0-7)	3	03 + 50
Operational (0-1)	5	05 + 10
		<u>09 + 00</u>

(3) (U) One sortie was successful only due to III MAF (AIR) assistance. CH-3C was "down" for TCOT, and the remaining CH-3C developed mechanical problems during the recovery operation. Suspected cause was a combination of dirty oil screens in the torque indicating system, and improper positioning of rubber pedals during rotor engagement.

6. (U) Flying Safety:

a. (U) There were no accidents or incidents recorded at 01-20 or Det 10 during the month of September.

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b. (U) Flying safety is stressed at each briefing and the subject is continually brought home to the crews by Capt. Ansterry, the OL-20 Flying Safety Officer.

c. (U) None.

7. ~~(U)~~(Gp-3) Maintenance and Supply:

a. (U) OL-20 Maintenance, DC-130:

(1) (U) Most DC-130 maintenance problems were of a minor nature. There were no recurring problems or of common nature.

b. (U) OL-20 Maintenance, SPA:

(1) ~~(U)~~(Gp-3) Most problems associated with SPA's were from ordinary nature. Two problems did recur and BUR's were submitted.

(2) ~~(U)~~(Gp-3) BUR 66-19E recommended that larger holes be made in the SPA to prevent the ignitor leads from catching. This was approved.

(3) ~~(U)~~(Gp-3) BUR 66-21E was submitted because of a memory relay malfunction which caused the system to go into DR with a resulting loss of accuracy. There has been no answer as yet.

(4) ~~(U)~~(Gp-3) The main test console Garrett Signal Generator failed and has been replaced by a monometer brought over on DC-130/57-461.

(5) ~~(U)~~(Gp-3) A wiring deficiency in G-1 caused the battery relay to chatter. An eight step fix has been recommended to AFIC-ICR.

c. ~~(U)~~(Gp-3) Det 10 Maintenance:

(1) (U) The maintenance Tech Order files are not complete. All outstanding required T.O.'s have been ordered but not received as yet. Maintenance has been using Base QC&I T.O.'s to comply with all directives during this interim period until the necessary T.O.'s arrive.

(2) (U) The flight line COMEX's (storage sheds) have been removed by the request of the Wing Commander. These COMEX's have been used for tool storage, parachutes, 780 equipment, etc. Although this will not degrade our mission effectiveness, additional transportation and logistics problems will be created between MS and the flightline. The Detachment Commander was assured by the Wing Commander that a more permanent type storage area would be constructed at the flightline for our use in the near future.

d. ~~(U)~~(Gp-3) Unsuccessful sorties due to Maintenance Failures:

(1) ~~(U)~~(Gp-3) OL-20: Acft 57-496 had a heavy oil leak, suspected bearing failure on 10 Sep causing an abort and engine change.

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- (2) (U) Det 10: None
- e. (U) Suggestions for improvements in the maintenance field:
 - (1) (U) OL-20: None
 - (2) (U) Det 10: None
- f. (U) Supply:
 - (1) (U) OL-20 has no problems or suggestions.

(2) (U) Some high priority supply items requested by Det 10 from 1000N are being inadvertently marked for routine shipment instead of high priority. For example, a much needed radar transformer arrived at Det 10 sixteen days after it was requested. High priority items normally take five days. This item was eventually found at Kadena AB, Okinawa, awaiting routine shipment because it was not marked a high priority item. This discrepancy has been brought to the attention of the Supply MCCIC at OL-20.

8. (U) Facilities:

a. (U) Adequacy or inadequacy of Facilities:

(1) (U) At OL-20 the officers facilities are adequate, but the airmen's are marginal.

(2) (U) At Det 10 the maintenance and administrative facilities are inadequate at this time due to lack of storage space and offices.

(3) (U) MSG and supply facilities at Det 10 are being temporarily used to store miscellaneous maintenance equipment due to removal of the COMEX's, and as a result are extremely cramped for storage space.

(4) (U) The Heliport at Det 10 will not be operational until a more permanent type surface can be constructed.

(5) (U) Recreational supplies at Det 10 are virtually non-existent in the airmen's barracks. By providing a source of entertainment such as a tape recorder with musical tapes for their use in the barracks, morale and esprit de corps would definitely improve. Although our airmen live in quarters equal to those utilized by other airmen, the quality and utility is unsatisfactory. Our airmen (past and present) have been "double bunked" in an over crowded barracks since April. These barracks now house 96 airmen, as opposed to design capability of 56. These airmen must travel a minimum of three city blocks to take a "cold shower". Priority action is in progress to alleviate some of these conditions; however, the timing, from a view point of planning, management and priority, has been less than desirable.

b. (U) Action taken to eliminate deficiencies:

(1) (U) No solution has been found to supply hot water for the airmen's latrines. This is a base wide problem at Bien Hoa.

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(2) (U) Maintenance and administrative facilities at Det 10 will improve the two administrative trailers arrive from Bien Hoa. Tracer action is in progress to determine present location and status.

(3) (U) The Heliport at Det 10 will be surfaced with a double layer of Bituminous asphalt in the near future. Although a preliminary discussion on this subject was held with the Wing Commander on 21 Sep 66, no definite date for starting construction has been established. Additionally, a formal "Det 10 Radar Site and Heliport Proposal" #DN 66C-431, 28 Sep 66, has been established and is presently on file in the office of the C.B.

(4) (U) A message has been sent to GI-20 requesting that a tape recorder, speakers and tapes be purchased for the Det 10 airmen's barracks.

c. (U) With the arrival of the trailers mentioned in para b(2) above, and construction of the heliport, all of Det 10's activities will be located in one central area. This will enhance "span of control" and Detachment command capability.

d. (U) New facilities, repairs to existing facilities and progress made.

(1) Four quonset huts arrived at GI-20 during the month.

(2) Two concrete slabs were poured, one east of building 520 and one south of the Blue Springs SIA hanger.

(3) A new package docking area has been located on the north end of DaNang Air Base between the two active runways. The package will now be docked on a layer of used automobile tires approximately 20' by 20' in order to minimize docking damage. Space has also been assigned to park the C-130 adjacent to this area. The semi-permanent nature of this new area has improved both refueling and unloading programs, and has significantly relieved the transportation problems previously encountered.

e. (U) Housing

(1) (U) GI-20 does not have any housing problems.

(2) (U) The officer's house trailers were placed in position in northwest section of the contourment area on 22 Sep 66. Installation of power and plumbing, and repairs to miscellaneous fixtures are being accomplished at this time. The trailers should be ready for occupancy on 03 Oct 66, assuming no further delays from Base C.B.

9. (U) Deployment and Re-deployment:

a. (U) Dates support aircraft, personnel and equipment were deployed/re-deployed.

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(1) (U) The Cell Concept began at CL-20 with the arrival of Colonel Rafferty and the 10th Det on 07 September. Lt Colonel Bird and the Det 10 members of the 10th Det were carried to DaNang AB by DC-130 on 09 September.

(2) (U) The main cell arrived at CL-20 on 17 September. The Det 10 members were flown to DaNang AB on a DC-130 the same day.

b. (U) DC-130A/57-461 arrived at CL-20 on 23 September and DC-130A 57-497 re-deployed on 29 September. 497 was "GARS" for a nose gear strut which delayed its departure.

c. (U) Difficulties encountered during deployment/re-deployment.

(1) (U) An incorrect date of arrival was given for the main body of the cell at Tan Son Nhut AB. The re-deploying personnel had to be billeted at Tan Son Nhut overnight to meet the aircraft.

(2) (U) Four extra personnel were in the deploying DC-130 to obtain experience. This overburdened the facilities at CL-20 and required their billeting at Tan Son Nhut. The need for them to return on the re-deploying DC-130 also caused last minute changes in what the aircraft could carry.

10. (U) Special Activities:

a. (U) None

b. (U) None

c. (U) The two day "R&R" trip to Bangkok, Thailand was greatly enjoyed by all concerned. All personnel highly recommend that this opportunity be afforded others when mission requirements permit.

11. (U) (Gp-3) Summary:

a. (U) (Gp-3) CL-20: The Blue Springs operation continued to supply highly valuable and timely photographic intelligence to all agencies concerned, while improving its facilities and maintaining a highly professional level of operation.

Gp-3

Charles D. Rafferty
CHARLES D RAFFERTY, Colonel, USAF
Commander

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CAS 66 2622

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FROM: 100TRW OL-20890

SUBJECT: History of the Month of October 1966

TO: 12RAD (DXIH)

Davis-Monthan AFB, Ariz 85707

12RAD (100DCCO)

Davis-Monthan AFB, Ariz 85707

1. (U) This special report covers activities of the 350th Strategic Reconnaissance Squadron 100th Strategic Reconnaissance Wing (Blue Springs) operating at OL-20 and Detachment 10 during the month ending 31 October 1966.

2. (U) (GP-3) GENERAL MISSION: To conduct drone photographic and electronic reconnaissance of military objectives in Southeast Asia as specified by JCS/DIR, CINCPAC, CAMUSMACV AND DIA validated requirements of other agencies and commands.

3. (U) SPECIFIC MISSIONS:

a. (U) (GP-3) OL-20 Mission. To launch the DC-130 aircraft on 1470, 1474, 1478 or 147X missions, and to prepare the aircraft and recovered drones for future use.

b. (U) (GP-3) Det 10 Mission. To recover the Special Purpose Aircraft (SPA), and dispatch it's recover material to the Strategic Aerospace Reconnaissance Photographic Facility (SAPF) for processing. Also, to prepare the SPA for it's transportation to OL-20.

4. (U) The tasks associated with the general and specific mission have not been changed.

5. (U) KEY PERSONNEL:

a. (U) Key Personnel at OL-20

Col C. D. Mafferty
1st Col J. Guretsky
Maj H. E. Kennedy
Capt T. H. Ansberry
Capt M. E. Sivills
Capt D. F. Glen
1st Lt G. J. Hibler
SMSgt C. C. Crane Jr.
SMSgt J. C. Ginn
TSGT R. A. Wyllie
SGT H. Lacy Jr.

Commander
BS Operations Officer
DC-130 Aircraft Commander E-29
DC-130 Aircraft Commander E-28
Intelligence Officer
Maintenance Officer
Weather Officer
BS AFM Supervisor
Line Chief
First Sergeant
Admin NCOIC

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10 OCT 1966
100TRW
100 DIB 1000.10

DXI 66-58
OL-20-66-8659

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b. (U) Key Personnel at Det 10

1st Col R. F. Bird	Commander
Capt E. W. Wilson III	RCO
Capt A. W. Friberg	ICO
Capt D. W. McDonald	CH3C Aircraft Commander R-46
Capt O. C. Coalett	CH3C Aircraft Commander R-54
(21-31 Oct 66)	
Capt A. W. Perrin	CH3C Aircraft Commander R-43
MSGT A. E. Fendercast	First Sergeant
MSGT J. C. Rubin	MSG NCOIC
MSGT J. L. Bell	Maintenance NCOIC

c. (U) Problem areas concerning personnel. There were no significant problems in this area.

d. (U) Average Personnel strength:

(1) ~~(S)~~ (GP-3) CL-20 Personnel:

Officers	15
Airmen	41
Civilians	06
Total	62

(2) ~~(S)~~ (GP-3) Det 10 Personnel:

Officers	08
Airmen	37
Civilians	0
Total	45

6. (U) OPERATIONS AND TRAINING:

a. ~~(S)~~ (GP-3) There are two (2) tactical aircraft assigned to CL-20 and two (2) support aircraft assigned to Det 10.

(1) ~~(S)~~ (GP-3) Two (2) EC-130 aircraft, assigned to CL-20, Serial Numbers 57-461 and 57-496.

(2) ~~(S)~~ (GP-3) Two (2) CH3C aircraft, assigned to Det 10, Serial Numbers 226 and 228.

b. (U) Number of crews assigned:

(1) (U) CL-20: assigned to CL-20 are crews E-28 and E-29.

(2) (U) Det 10: assigned to Det 10 are crews R-46 and R-54.

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c. (U) Sortie Information, CL-20:

(1)(U) GP-3 The month of October saw eighteen (18) sorties flown for a total flying time of 87400.

(2)(U) GP-2 There were ten (10) operational sorties, of which three (3) were cancelled by Hq 34C. Listed chronologically below are the seven (7) operational sorties that were executed:

<u>DATE</u>	<u>AIRCRAFT</u>	<u>COMMENTS</u>
5 Oct 66	C-1	Successful mission
8 Oct 66	J-10	Successful mission
10 Oct 66	C-1	Successful mission
14 Oct 66	J-10	Successful mission
19 Oct 66	J-13	Successful mission but J-13 was class 20, scorer material saved.
29 Oct 66	J-10	Successful mission
30 Oct 66	J-14	Successful mission but SPA separated from main chute and fell 4,000 feet. Scorer material was saved.

(3)(U) GP-3 CL-20 October Flying Time:

DC-130A/67-461	49435
DC-130A/67-496	37925

d. (U) Sortie Information, Det 10:

(1)(U) Four (4) mid-air-retrieval - system (MARS) attempts were made and three (3) were successful. The lone failure was with J-13 on 19 Oct 66. The helicopter caught the SPA; however, the hooks tore out of the engagement chute after the main chute separated. The SPA was extended but the scorer material was saved. One ailer and one ground recovery were successful.

(2)(U) October Flying Time:

(a)(U) Total Flying Hours:

CH3C #226	12410
CH3C #228	10415
Total	22825

(b)(U) Breakdown of Sorties:

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<u>SUBC</u>	<u>TYPE</u>	<u>MT</u>	<u>DETAIL</u>	<u>UTILS</u>	<u>AVIATION</u>
226	Training	0-1	3	3+30	
228	Training	0-1	2	2+30	
226	Operational	0-1	4	5+10	
228	Operational	0-1	7	7+45	
226	VIF Transport	0-2	3	1+25	
226	FCF		6	2+05	

7. (U) FLYING SAFETY:

a. (U) There were no accidents or incidents at CL-20 or Det 10 during the month of October.

b. (U) Capt Goslett, aircraft commander of crew B-54, is now the DET 10 Safety Officer.

(1) (U) Flying safety is stressed at each briefing and the subject is continually brought home to the crews.

(2) (U) The warped PSP in the helicopter parking area at Det 10 was removed but not replaced. The next roll of PSP now needs to be replaced. Civil Engineering will furnish PSP and gravel for self help replacement to be completed before 15 Nov 66.

(3) (U) A safety bulletin board was installed at Det 10 with racks for safety publications.

(4) (U) Inspections were conducted and questions were asked in maintenance areas to insure tech data procedures are followed. All areas will be constantly monitored and appropriate MR's/EUR's will be submitted when a deficient area is identified.

c. (U) There are no suggestions at this time to further improve safety procedures.

8. (U) (GP-3) MAINTENANCE AND SUPPLY:

a. (U) CL-20 Maintenance:

(1) (U) The only important maintenance problem on the DC-130A had to do with the failure of the IFR system to properly separate from the SFA. TCTC-508 was reaccomplished on both aircraft and DC-130 57-496 was found to be out of prescribed tolerances. These were corrected

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and after further difficulties the use of the IFR system was discontinued on orders from Hq SAC.

(2) DC-130 57-496 was found to need TCTO-727. The aircraft was flown to Naha AB, Okinawa on 13 Oct 1966 where the TCTO and TCTO-756 were completed and the aircraft returned to CL-20 on 18 Oct 1966.

(3) Two SPA had failures that were corrected, allowing the missions to be flown at a later date. On 3 Oct 1966 147-G-1 had weak and unusable TM. This was corrected and the mission flown on 5 Oct 1966. On 21 Oct 1966 147-J-10 had a doppler failure due to water in the umbilical. This was corrected but the mission was later cancelled by Hq SAC.

b.(U) Det 10 Maintenance:

(1) A T-58-G-1 engine was dropped approximately ten (10) feet while an engine change was in progress on helicopter #226. A support equipment hoist for the T-58 engine was used to lift the engine into position on the aircraft. A "Tru-Loc" springs on the hoist separated, allowing the engine to fall to the ground. An unsatisfactory report (UR) on the spring was submitted on 24 Oct '66. To prevent recurrence of this problem, the following will be implemented: Adequate personnel will be used to insure communication between the hoist operator and the individual directing movement of the engine, personnel concerned will be briefed on adhering to written instructions and the use of hand signals during an engine change; a red streamer will be attached to the hoisting cable just above the hook to aid the observer in judging hoisting limits.

(2)(U) There were no unsuccessful sorties due to maintenance failure.

(3)(U) A good supervisor to act as maintenance line chief has not been available at Det 10. Capt Sennett, CO-pilot crew R-54, and SSgt Caprari are now working very closely with maintenance to provide adequate supervision until an acceptable maintenance supervisor is made available to the detachment.

b.(U) SUPPLY:

(1)(U) Helicopters #226 and #228 have delayed discrepancies carried on the 781 part B. Many of these discrepancies are supply delays. As a result of 15AF Material Staff Visit on 25 Oct 1966, it is hoped that supply deliveries will be expedited. If needed parts are in the AF inventory, our weekly delayed discrepancy report should resolve these logistics problems.

9.(U) FACILITIES:

a.(U) Maintenance and Administrative storage facilities at Det 10 are still inadequate.

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b.(U) C-130 parking areas at CL-20 are still several hundred yards apart.

c.(U) Two Field Maintenance trailers, erroneously shipped to CL-20, are being shipped to Det 10.

d.(U) On 29 Oct 66 the Vice Wing Commander of 366th TFW agreed to provide one (1) guest hut from base resources for Det 10. The base will level the ground for this construction, but Det 10 personnel will build it in an area adjoining the SPA. This hut will be used for storage.

e.(U) On 29 Oct 66 a storage area for helicopter engines was co-ordinated and approved by the DCM of the 366th TFW. This storage facility is located inside a C-123 hangar on the flight line at DaNang AB.

f.(U) An extension of the C-130 parking area adjoining the SPA hangar is still tied up for lack of sufficient funds.

g.(U) The improvement and centralization of facilities will insure better control and more efficient operation.

h.(U) The new SPA docking area (Tires) at Det 10 has been filled with sand and a rubber tyre cover has been laid over the tires. This action helped to keep the recovered drone out of the mud and insures availability, but sturdy enough touch down area for the ground release mechanism to function.

i.(U) The SPA hangar at CL-20 was occupied on 4 Oct 66 and is completely over the top.

j.(U) A guest hut has been erected south of the SPA hangar but still lacks electrical wiring.

k.(U) The officers house trailers at Det 10 were occupied on 7 Oct 66 and are vastly superior to the SPA.

l.(U) The airman's quarters at CL-20 and Det 10 are both marginal at best.

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a.(U) C-130-54 arrived at Det 10 on 21 Oct 66.

b.(U) C-130-43, minus Capt Morris, departed Det 10 for CL-20 on 22 Oct 66 and from CL-20 on 23 Oct 66.

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c.(U) There were no tactical aircraft deployed or redeployed during Oct '66.

d.(U) There were no difficulties encountered during deployment and redeployment of personnel.

11.(U) ADMINISTRATION:

a.(U) The Administrative Section is continuing in its efforts to work closely with Detachment 10 in the area of administration. Detachment 10 is having some difficulty in obtaining needed forms, office supplies, publications as well as support from the Base Reproduction Facility. CL-20 has been able to provide some assistance by securing publications, forms, office supplies and by having reproduction projects completed at this installation.

b.(U) A change of administrative personnel occurred at Detachment 10 during this period. The newly assigned clerk at Detachment 10 made a smooth transition into the job and no problem areas are anticipated.

c.(U) Requirements for publications and forms have been established between CL-20 and 100CAS Administrative Services. Due to the distance between CL-20 and Detachment 10 and the resulting delay in supplies for Detachment 10 are shipped through CL-20, it has been suggested to 100CAS that a direct supply link between 100CAS and Detachment 10 be established.

12.(U) SPECIAL ACTIVITIES:

a.(U) A 15AF Maintenance Standardization Evaluation Team visited CL-20 and Det 10. The five man team consisted of Col Wilson (Team Chief), LtCol Scott and three CMOP's. The team arrived at CL-20 21 Oct 66 and departed 27 Oct 66. They were ferried to Det 10 on a DC-130A 25 Oct returning the same day to CL-20. The M. S. T. Team thoroughly inspected CL-20 and Det 10 facilities.

(1)(U) Col McCabe, Chief of Communications, Hq SAC visited CL-20 on 01 Oct 66. The purpose of his visit was to determine our communications requirements and problems.

(2)(U) A group of distinguished visitors, visiting Viet Nam with Dr McMillan, inspected CL-20 Operation on 05 Oct 66.

b.(U) Crews B-28 and B-46 and thirty eight (38) airmen thoroughly enjoyed an R & R trip to Naha AB, Okinawa.

13. (U) (Op-3) SUMMARY: The Blue Springs operation completed another successful month of operation in Southeast Asia by supplying highly valuable and timely intelligence to all agencies concerned while improving and maintaining its usual high level of professionalism.

Charles D. Dufferty
CHARLES D. DUFFERTY, Colonel USAF
Commander

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ENCOUNTERED DURING THE RECOVERY OF JARVE VEHICLES, THIS HEAD-
QUARTERS REQUESTS THAT AN ALL AMERICAN ENGINEER PROCEED TO
DAVID MONTANA AFB, DL-20 AND DANANG. THE PURPOSE OF THIS VISIT
WILL BE TO EVALUATE WINCH MAINTENANCE PROCEDURES AND CALIBRATION
PROCEDURES AT EACH BASE. ALSO REQUEST A REPRESENTATIVE PROVIDE
THIS HEADQUARTERS WITH REPORT OF HIS FINDINGS. PLEASE ADVISE EARLIEST
DATE THAT SUBJECT REPRESENTATIVE CAN BE AVAILABLE. GR-3-
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FROM: 100SKW OL-20BSO

9 Dec 1966

SUBJECT: History of the Month of November 1966

TO: 12SAD(DXIH)
Davis-Monthan AFB, Ariz 85707

12SAD(100DCOO)
Davis-Monthan AFB, Ariz 85707

1. (U) This special report covers activities of the 350th Strategic Reconnaissance Squadron, 100th Strategic Reconnaissance Wing (Blue Springs) operating at OL-20 and Detachment 10 during the month ending November 1966.
2. ~~(S)~~ (U) (Gp-3) General Mission: To conduct drone photographic and electronic reconnaissance of military objectives in Southeast Asia as specified by JCS/DIA, CINCPAC, COMUSMACV and DIA validated requirements of other agencies and commands.
3. (U) Specific Missions:
 - a. ~~(S)~~ (U) (Gp-3) OL-20 Mission: To launch the DC-130 aircraft on 147G, 147J, 147N or 147NX missions, and to prepare the aircraft and recovered drones for future use.
 - b. ~~(S)~~ (U) (Gp-3) Detachment 10 Mission: To recover the Special Purpose Aircraft, SPA, and dispatch it's scorer material to the Strategic Aerospace Reconnaissance Photographic Facility (SARPF) for processing. Also, to prepare the SPA for transportation to OL-20.
4. (U) The tasks associated with the general and specific missions have not been changed.
5. (U) Key Personnel:
 - a. (U) Key Personnel at OL-20.

Col C. D. Rafferty	Commander
Lt Col J. Guretsky	Blue Springs Operations Officer
Maj H. W. Kennedy	DC-130 Aircraft Commander - E-29
Capt T. H. Ansberry	DC-130 Aircraft Commander - E-28
Capt N. D. Sivils	Intelligence Officer
Capt D. P. Glen	Maintenance Officer
1st Lt G. J. Nibler	Weather Officer
SPSgt C. C. Crane Jr.	Blue Springs A & E Supervisor
SPSgt J. C. Ginn	Line Chief
TSgt R. A. Wylley	First Sergeant
SSgt H. Lacy Jr	Administrative Supervisor

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b. (U) Key Personnel at Det 10

Lt Col R. F. Bird	Commander
Capt S. W. Wilson III	RCO
Capt A. E. Friberg	RCO
Capt D. E. McDonald	CH3C Aircraft Commander R-46
Capt O. C. Coslett	CH3C Aircraft Commander R-54
MSgt A. E. Prendergast	First Sergeant
TSgt J. C. Roubion	MSQ NCOIC (1-10 Nov 66)
SSgt H. L. Bigham	MSQ NCOIC (11-30 Nov 66)
SSgt R. I. Caprari	Maintenance NCOIC

c. (U) Problem areas concerning personnel. There were no significant problems in this area.

d. ~~(S)~~ (U) (Gp-3) Average Personnel Strength:

(1) ~~(S)~~ (U) (Gp-3) OL-20 Personnel:

Officers	-	15
Airmen	-	66
Civilians	-	5
Total	-	86

(2) ~~(S)~~ (U) (Gp-3) Det 10 Personnel:

Officers	-	7
Airmen	-	41
Civilians	-	2
Total	-	50

6. (U) Operations and Training:

a. ~~(S)~~ (U) (Gp-3) There are two (2) tactical aircraft assigned to OL-20 and two (2) support aircraft assigned to Det 10.

(1) ~~(S)~~ (U) (Gp-3) Two (2) DC-130A aircraft, assigned to OL-20, Serial Numbers 57-461 and 57-496.

(2) ~~(S)~~ (U) (Gp-3) Two (2) CH-3C aircraft, assigned to Detachment 10, Serial Numbers 226 and 228.

b. (U) Numbers of crews assigned:

(1) (U) OL-20: Assigned to OL-20 are crews E-26 and E-29.

(2) (U) Det 10: Assigned to Det 10 are crews R-46 and R-54.

c. (U) Sortie Information, OL-20:

(1) ~~(S)~~ (U) (Gp-3) The month of November saw eighteen (18) sorties flown for a total flying time of 97+30.

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(2) ^(u)~~(S)~~ (Gp-3) There were seventeen (17) operational sorties scheduled during the month of November. Five (5) were cancelled by Hq SAC and one (1) was cancelled by 7th Air Force. Listed chronologically below are the eleven (11) operational sorties that were executed.

<u>DATE</u>	<u>VEHICLE</u>	<u>COMMENTS</u>
2 Nov 66	G-41	Successful Mission
4 Nov 66	G-34	Successful Mission
5 Nov 66	NX-5	Successful Mission
6 Nov 66	J-15	Successful Mission
6 Nov 66	G-41 & NX-4	Successful Mission for G-41, NX-4 did not return
8 Nov 66	J-10	Did Not Return
9 Nov 66	G-1 & NX-2	Successful Mission for G-1, NX-2 Lost in Recovery
17 Nov 66	J-15	Recalled, Fighter Support Aborted
21 Nov 66	J-15	Did Not Return
27 Nov 66	G-34 & NX-9	Recalled by SAC
28 Nov 66	J-16	Successful Mission

(3) ^(u)~~(S)~~ (Gp-3) OL-20 November Flying Time:

DC-130A/57-461 - 57+05
DC-130A/57-496 - 40+25

d. (U) Sortie Information, Det 10:

(1) (U) Three (3) mid-air-retrieval-system (MARS) attempts were made and all were successful. Four ground recoveries were successful.

(2) Det 10 November Flying Time:

(a) (U) Total Flying Hours:

CH-3C # 226 - 15+45
CH-3C # 228 - 15+15
Total - 31+00

b. (U) Breakdown of Sorties:

<u>CH3C</u>	<u>Type Mission and Symbol</u>	<u>Sortie</u>	<u>Flying Hours</u>
#226	Operational O-1	9	13+15
#228	Operational O-1	10	14+15
#226	Training O-2	1	1+00
#228	Training O-2	1	1+00
#226	Operational Coordination O-2	2	1+30

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7. (U) Flying Safety:

a. (U) There were no accidents or incidents at OL-20 or Det 10 during the month of November.

b. (U) A flying safety meeting was held by Capt Ansberry for all C-130 crew members on 7 Nov 66. Main areas covered were crew coordination during let downs and landings and emergency procedures in case of fuselage fire.

c. (U) Frequent inspections are being made of all areas of unit operations. Minor discrepancies are brought to the attention of the responsible person in that area. The PSP parking area of the CH-3 aircraft was of major concern and temporary or permanent fixes have already been accomplished.

d. (U) There are no suggestions at this time to further improve safety procedures.

8. (U) Maintenance and Supply:

a. (U) Maintenance:

(1) (U) Thirteen fuel valves burned out in C-130 57-461 in less than three months. The problem was finally traced to the fuel control panel for the Benson tank. This panel was designed for the C-130B and E. Its installation in the C-130A resulted in reversed polarity of the valves whenever the Benson tank fuel control panel was on. During this period the valves would continue to cycle from full open to full closed until they froze up. Rewiring was accomplished and appeared to solve the problem.

(2) (U) C-130 57-496 developed a continuous fuel leak in number three tank. The aircraft was flown to Naha AB on 11 Nov 66 where after four attempts the leak was repaired and the aircraft returned to OL-20 on 19 Nov 66.

(3) (U) There were no sorties lost because of maintenance failure. One sortie was delayed twenty-four hours because of a fuel leak in the C-130.

b. (U) Supply:

(1) (U) Problem areas in supply continue to consist of long time delays in receiving some high priority items. The Staff Visit by Major Mc Culley, (100th DSUP) has resulted in a noted improvement in the inflow of routine and priority items. Closer coordination and follow-up action from higher headquarters and pipeline agencies has reduced the time lag for certain items up to 50%.

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9. (U) Facilities:

a. (U) All major improvements and additions at OL-20 and Det 10 are presently stalled for lack of funds or high enough priority.

b. (U) Revetmenting is for all practical purposes complete around the C-130 parking apron adjoining the SPA hangar.

c. (U) The extension of the apron to form a parking area for another C-130 is presently stalled for funds and priority.

d. (U) The heliport at Det 10 is not operational and at present no date of completion can be obtained.

e. (U) Maintenance, administrative and storage facilities at Det 10 are still inadequate.

(1) (U) Two administrative trailers arrived at Det 10 on 3 Nov 66. Upon completion of the present plan to place the administrative trailers in a foundation and enclose the 15 foot area between them, office space and storage will be available for the commander, maintenance and administration.

f. (U) Ground has been leveled and heavy rocks, used as fill, placed in the MSQ area prior to the start of construction for foundation and quonset hut flooring. The forms are in place and concrete is in the process of being poured.

g. (U) Det 10 personnel poured concrete to form a small ramp on the edge of the taxiway near the DC-130 parking area. The sharp drop off of 3 to 4 inches was considered unsatisfactory for continued use.

h. (U) OL-20 personnel have covered over the area between the airmen's huts and are in the process of pouring a concrete patio slab beneath it.

i. (U) The quonset hut behind the SPA hangar has been partitioned and painted by OL-20 personnel.

j. A grounding system was constructed in the SPA hangar by OL-20 personnel.

k. (U) The visicorder arrived at Det 10 and was installed and operational by 9 Nov 66.

l. (U) The MCGS Radar Van arrived on 9 Nov 66. It is temporarily set up for preliminary ground check out, pending construction of a four foot high platform to insure antenna clearance of surrounding buildings and programmed fuel storage tanks.

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m. (U) The latrines available to the enlisted personnel at OL-20 are still below acceptable standards. They are used by four (4) times the number of personnel recommended for minimal sanitary conditions in a stationary combat zone. The latrine and bath conditions present a hazard to health and are a detriment to morale. Both the OL-20 Commander and Flight Surgeon have reported on this. A full report with recommendations was sent by Capt Britt, Flight Surgeon, to the Chief of Medical Services, 803rd Medical Group.

10. (U) Deployment and Re-Deployment:

a. (U) The following personnel deployed/re-deployed during the month of November:

- 3 Nov 66 - Capt Ferrin to the states.
- 3 Nov 66 - A1C Cook to the states.
- 5 Nov 66 - TSgt Goldsby to Detachment 10.
- 9 Nov 66 - MSgt Merchant to Detachment 10.
- 9 Nov 66 - TSgt Bailey to Detachment 10.
- 9 Nov 66 - SSgt Manuel to Detachment 10.
- 9 Nov 66 - A1C Hendenhall to Detachment 10.
- 9 Nov 66 - A2C Hendricks to Detachment 10.

b. (U) There were no tactical aircraft deployed/re-deployed during the month of November in support of Blue Springs Operations.

c. (U) There were no special problems encountered in the deployment/re-deployment of personnel.

11. (U) Special Activities:

a. (U) Visiting personnel to OL-20 and Detachment 10:

(1) (U) On 1 Nov 66, Lt Gen J. J. Nazarro, Vice Commander in Chief of SAC visited OL-20, accompanied by B/G W. B. Martinjen, B/G R. A. Campbell, B/G S. F. Martin and Col R. H. Service. They toured the OL-20 Compound, the C-130, SPA hangar and maintenance areas.

(2) (U) On 19 Nov 66 B/G R. D. Steakly, Chief of the Joint Reconnaissance Center visited OL-20 to become acquainted with the facilities and operations.

(3) (U) A staff visit by members of the 100th SRW came on 28 Nov 66. The group consisted of Lt Cols Nakis and Cooper, CWO Chizzoniti and SMSgt Grodzicki. The expected duration of their visit is six (6) days.

(4) (U) Col G. P. Cole, Commander 12SAD and Col M. C. Mixson arrived at OL-20 on 30 November 66 to inspect the OL-20 and Detachment 10 operations.

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12. ^(U)~~(S)~~ (Gp-3) Summary: The Blue Springs Operations completed another successful month of operation in Southeast Asia. It continued to supply highly valuable and timely intelligence to all agencies concerned while continuing to improve the caliber of operation.

Charles D. Rafferty
CHARLES D. RAFFERTY, Colonel, USAF
Commander

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(2) (U) Total Flying Time:

CH-3C #226	17:55
CH-3C #228	17:05
Total	35:00

(3) (U) Breakdown of Sorties:

(a) CH-3C #226

Type Mission and Mission Symbol	Sorties	Flying Hours
Training (O-2)	4	5:50
Operational (O-1)	8	12:55
		18:45

(b) CH-3C #228

Training (O-2)	4	4:35
Operational (O-1)	7	12:30
		17:05

7. (U) Safety

a. (U) An incident involving SPA 147G 4910 occurred during December at OL-20. One bottle of CRL (No-Con) was inadvertently discharged. The vapor caused by the CRL came into contact with seventeen base personnel. None were seriously injured. No aircraft were damaged. The CRL System was found to be defective in that it would activate with the lanyard installed if its program was correctly patched and stepped through. Further investigation and action continued and was reported by separate message.

b. (U) At Det 10 IFR Procedures and mission requirements were discussed with approach control and tower supervision at Da Nang. Tentative procedures set up were tested with satisfactory results.

8. Maintenance and Supply:

a. (U) Maintenance:

(1) (U) There were no unusual problems encountered in the maintenance area during the month of December. C-130 57-461 was flown to Naha AB on 18 December and returned 22 December. While at Naha numerous delayed discrepancies were corrected.

(2) (U) There were no missions lost, during the month of December, for maintenance failure.

b. (U) Supply:

(1) (U) There were no new problems in the supply field during the month of December.

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9. (U) Facilities:

a. (U) The heliport at Det 10 is not operational. The entire pad is being prepared for surfacing at this time.

(1) (U) Maintenance, administrative and storage facilities at Det 10 are still inadequate; however, this problem should be greatly alleviated during the next thirty days.

b. (U) The road leading into the MIA area and to the heliport has been graded, filled and surfaced with heavy rocks.

c. (U) The two Det 10 administrative trailers have been positioned with a concrete patio area between them (self help). As soon as they can be painted, the doors and windows functioning properly, they will be ready for occupancy.

d. (U) The new quonset is completely assembled. The interior has been painted and the exterior will be painted white. Light fixtures, wiring and secure doors are needed prior to occupancy.

e. (U) Concrete side walks have been poured to connect each building in the MIA Complex.

f. (U) The 15-17 generator arrived Det 10 on 30 November 66.

g. (U) Sheet metal tops have been installed over two of Det 10's pick-up truck beds.

h. (U) The fence that extends down the street side of the MIA Complex has been repainted white.

i. (U) The Single Side Band (SSB) facility is being temporarily relocated in the MIA Complex. This action required due to programmed construction in the MIA area. The holes for the antenna were positioned 18 Dec, the antenna installed 19 Dec 66. The SSB was operational in the new location 20 Dec 66. By duplicating capability, during the physical move, SSB stayed on the air with no down time.

j. (U) A concrete patio between the officers house trailer at Det 10 has been poured.

k. (U) Improvement for Det 10 enlisted personnel living quarters include: A concrete side-walk; 43 new beds; the barracks interior painted and a plywood ceiling.

l. (U) The new SSB work shop, complete with storage and bench facilities was completed at 01-20.

m. (U) The enlisted personnel of 01-20 built an enclosed patio between two barracks, complete with movie screen for nightly movies.

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FROM: 100SHW OL-20RSO

SUBJECT: History of the Month of February 1967

TO: 12SAD (DXIH), (100DCOO)

1. (U) This special report covers activities of the 350th Strategic Reconnaissance Squadron, 100th Strategic Reconnaissance Wing (Blue Springs operating at OL-20 and Detachment 10 during the month ending February 1967).
2. (U) General Mission: To conduct photographic and electronic reconnaissance of military objectives in Southeast Asia as specified by JCS/DIA, CINCPAC, COMUS MACV and DIA validated requirements of other agencies and commands.
3. (U) Specific Missions:
 - a. (U) OL-20 Mission: To launch the DC-130 aircraft on 147G, 147J, 147H or 147NX missions, and to prepare the aircraft and recovered drones for future use.
 - b. (U) Detachment 10 Mission: To recover the Special Purpose Aircraft (SPA) and dispatch its scorer material to the Strategic Aerospace Relocatable Photographic Facility (SARFF) for processing. Also, to prepare the SPA for transportation to OL-20.
4. (U) The tasks associated with the general and specific missions have not been changed.
5. (U) Key personnel

a. (U) Key personnel at OL-20

Colonel H.B. Logan - Commander
LtCol W.F. Cochran - Blue Springs Operations Officer 13 Jan 67 - 16 Feb 67.
LtCol R.A. Stefanik - Blue Springs Operations Officer (replacement 16 Feb 67).
Major M.D. Bixby - DC-130 Aircraft Commander (S-49).
Capt R.T. Klix - DC-130 Aircraft Commander (E-56).
Capt W.W. Bryan - DC-130 Aircraft Commander (E-33) (arrived 13 Feb 67).
Capt D.A. Ellis - Intelligence Officer
1st Lt A.R. Thomas - Maintenance Officer
Capt A.T. Grzybicki - Weather Officer
MSGT E.U. Gonzales - Blue Springs A&E Supervisor
MSGT T.W. Foley Jr. - Line Chief
MSGT T.K. Harrelson - First Sergeant
SSgt J.L. Hoadley - Administrative Supervisor

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b. (U) Key personnel at Det 10

Major J.T. Hurley - Commander
Capt F.E. Ruppenthal - MCO
Major L.L. Levandowski - CH-3C Aircraft Commander (E-42)
Capt J.F. Ross - CH-3C Aircraft Commander (E-47)
MSGT Prendergast - First Sergeant
TSgt R.W. Dunn - NCOIC MSQ
SSgt F.E. Schoenstein - NCOIC Maintenance (25 Jan - 27 Feb 67)
SSgt J.R. Pyle - NCOIC Supply

c. (U) Problem areas concerning personnel:

(1) (U) Det 10: SSgt Schoenstein's evacuation leaves Det 10 without a fully qualified line chief. A replacement is required as soon as possible.

d. (U) Average Personnel Strength:

(1) (U) OL-20 personnel (Blue Springs)

Officers	— 24
Airmen	— 109
Civilians	— 6
Total	139

(2) (U) Det 10 personnel

Officers	— 6
Airmen	— 42
Civilians	— 1
Total	49

6. (U) Operations and Training:

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

(1) (U) Two (2) DC-130 aircraft assigned to OL-20, DC-130A serial number 57-527 and DC-130E 61-2368. DC-130A 57-461 is being rotated back to the states in March.

(2) (U) Two (2) CH-3C aircraft, assigned to Detachment 10, serial numbers 226 and 228.

b. (U) Number of crews assigned:

(1) (U) OL-20: Assigned to OL-20 are crews S-49 and E-33. Crew E-56 is rotating back to the states with DC-130A, 57-461.

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(U)
(2) ~~(S)~~ Det 10: Assigned to Det 10 are crews S-42 and E-47.

c. (U) Sortie Information, OL-20:

(1) ~~(S)~~ The month of February saw thirty-two (32) sorties flown for a total of 138+00 hours.

(2) ~~(S)~~ There were sixteen (16) operational sorties scheduled during the month of February. Nine (9) were cancelled by Hq SAC. Listed chronologically below are the seven (7) sorties that were executed.

<u>DATE</u>	<u>VEHICLE</u>	<u>COMMENTS</u>
4 Feb	G-46	Did not return
4 Feb	G-47	Did not return
4 Feb	NX-3	Drone Abort
12 Feb	J-24/J-20	DC-130 Abort
15 Feb	J-24/J-20	Drone Abort
18 Feb	J-24	Did not return
28 Feb	J-27	Successful Mission

(3) ~~(S)~~ OL-20 February Flying Time:

DC-130A/57-461 - 29+05
DC-130A/57-527 - 50+50
DC-130E/61-2368 - 58+05

d. (U) Sortie Information, Det 10:

(1) (U) Operational Sortie Resume:

4 Feb 67 - Drone did not return
4 Feb 67 - Drone did not return
18 Feb 67 - Drone did not return
28 Feb 67 - Successful MARS

(2) (U) Total Flying Time:

CH-3C 226 - 15:30
CH-3C 228 - 17:30
33:30

(3) (U) Breakdown of Sorties:

(a) CH-3C #226

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TYPE MISSION AND MISSION SYMBOL

SORTIES

FLYING HOURS

Training (O-2)
Operational (O-1)
PCF (O-8)

11
2
1
14

2:55
12:25
1:10
15:30

(b) CH3C #228

TYPE MISSION AND MISSION SYMBOL

SORTIES

FLYING HOURS

Training (O-2)
Operational (O-1)
PCF

10
2
3
15

12:50
2:50
1:50
17:30

7. (U) Safety

a. (U) There were no accidents or incidents at OL-20 or Det 10 during the month of February.

8. (U) Maintenance Supply:

a. (U) Maintenance:

(1) (U) Det 10: (CH3C) during February, several engine changes were accomplished. During each change, time was lost due to nonavailability of an "A" frame and B1 stand. This equipment is now on order, but as of yet, has not arrived.

(2) (U) NX-3 could not be launched on 4 February due to a bad beacon.

(3) (U) DC-130 "527" had an inflight abort on 12 February when a hydraulic line broke. The aircraft was 20 minutes from launch when the incident occurred.

(4) (U) Mission on 15 February was aborted when the doppler on J-20 malfunctioned, J-24 was downloaded prior to takeoff when a fuel leak was discovered.

(5) (U) 14 February - DC130 57-527 went to Clark for gear maintenance.

(6) (U) 16 February - DC130 57-461 went to Naha for gear maintenance.

(7) (U) 19 February - DC130 57-527 went to Naha for gear maintenance.

(8) (U) 24 February - DC130 57-527 went to Naha for fuel leak.

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b. (U) Supply Problems:

- (1) (U) None.

9. (U) Facilities:

a. (U) New facilities, repairs to existing facilities and progress made at Det 10.

(1) (U) The heliport is still not operational. Part of the area has been surfaced. A new work order has been resubmitted and we are now waiting for CE to complete the pad.

(2) (U) The platform around the TFW-2 was finished by CE on 5 Feb 67, and painted. The stairs were matted by 7 Feb 67 (Self Help).

(3) (U) The new quonset and two maintenance trailers were painted during the first week of February. Also, the new quonset's floor was completely tiled on 17 Feb 67 (Self Help).

(4) (U) A new latrine was built on 15 Feb 67 (Self Help).

(5) (U) The maintenance utility building at heliport was completed in February (Self Help).

(6) (U) A volleyball court and horseshoe pits were completed in February for everyone's recreation.

b. (U) Facilities at OL-20.

(1) (U) A dividing wall in the avionics SPA Hanger has received CE approval, however, lack of materials preclude expeditious completion of this project. Programmed receipt date for these materials has been estimated at 60 to 90 days.

(2) (U) Lighting facilities are being installed at the rear of the SPA maintenance hanger.

(3) (U) The maintenance vans are presently undergoing a rehabilitation process that includes washing, cleaning and painting the interiors (Self Help).

(4) (U) The DC-130 parking ramp has received the final black top application and fully operational. Associated with this parking ramp is the installation of metal bunkers for protection of aircraft and equipment. The work on this project is preceeding rapidly with 75 per cent completed and final completion date of about 15 Mar 67.

(5) (U) One maintenance cincinnati storage hut was completely demolished when overflown by an army helicopter delivering an A-1E fuselage. No other equipment or personnel were affected.

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(6) (U) An additional quonset hut is to be built in the near future in the OL-20 compound. The new quonset will give needed space for flight planning.

10. (U) Deployment and Redeployment.

- a. ^(U)~~(S)~~ DC-130E 61-2368 arrived OL-20 13 Feb 67, crewed by E-33.

11. (U) Special Activities:

a. (U) Det 10's helicopters were used at the request of the base to transport several visiting dignitaries. On 21 Feb, General Graham, Vice Commander 7th Air Force, and General Thorne were taken to Monkey Mountain. On 26 Feb, General Momyer, Commander of 7th Air Force, and Admiral Sharp were taken to Monkey Mountain.

b. (U) (Det 10) On 21 Feb, General Thompson, Chief of Civil Engineers, 7th Air Force visited the facility. He indicated that he would try to have our heliport completed as soon as possible.

c. (U) On 3 Feb 67, the officers and airmen of Det 10 participated in an outdoor cookout.

d. (U) (Det 10) On 27 Feb, at 0316, Da Nang AB came under a mortar attack. Camp Da Nang, the enlisted mens quarters was hit causing minor damage to the barracks. SSgt F.E. Schoenstein was wounded in the back by flying shrapnel and was immediately placed in critical condition. He was air evacuated to Clark AB on 28 Feb.

e. (U) On 17 Feb, Colonel Burrill, 15th Air Force Maintenance, and party arrived at the OL for a Staff visit. They were to give on-the-spot assistance and guidance to further mission success. Colonel Burrill and party departed on 23 Feb 67.

f. (U) Major Bowen, Chief SPA Branch, Special Operation Division, and Major Heyser, Chief of U-2 Branch, Special Operation Division of SAC Hq Strat Recon Center arrived at OL-20 27 Feb. They were accompanied by Lt Col Reynolds, Chief of Air Operations Recon 15AF. Their specific purpose is to coordinate matters pertaining to SAC, which will aid operations at OL-20.

12. (U) Summary: The Blue Springs operations completed another successful month of operations in Southeast Asia. Due to poor weather in the area of interest, the mission rate was down from previous months. Gp-3

Harvey E. Logan
HARVEY E. LOGAN, Colonel, USAF
Commander

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FROM: 100SAD CL-20ES0

SUBJECT: History of the Month of March 1967

TO: 12SAD (DXIR); (100DC00)

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

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

3. (U) Specific Missions:

a. (U) OL-20 Mission: To launch the DC-130 aircraft on 147G, 147H or 147NX mission, and to prepare the aircraft and recovered drones for future use.

b. (U) Detachment 10 Mission: To recover the Special Purpose Aircraft (SPA) and dispatch its scorer material to the Strategic Aerospace Relocatable Photographic Facility (SARPF) for processing. Also, to prepare the SPA for transportation to OL-20.

4. (U) The tasks associated with the general and specific missions have not been changed.

5. (U) Key Personnel

a. (U) Key personnel at OL-20

Colonel W.B. Logan - Commander
LtCol R.A. Stefanik - Blue Springs Operations Officer
Major E.D. Bixby - DC-130 Aircraft Commander (S-49)
Capt W.W. Bryan - DC-130 Aircraft Commander (T-33)
Capt D.A. Ellis - Intelligence Officer
1st Lt. A.R. Thomas - Maintenance Officer
Capt A.T. Grzybicki - Weather Officer
MSGT D.U. Gonzales - Blue Springs A&E Supervisor
MSGT T.K. Foley Jr. - Line Chief
MSGT T.K. Harrelson - First Sergeant
SSgt J.L. Hoadley - Administrative Supervisor

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b. (U) Key personnel at Det 10

Major J.T. Hurley - Commander
Capt F.E. Ruppenthal - RCC
Major L.L. Levandowski - CH-3C Aircraft Commander
Capt J.F. Ross - CH-3C Aircraft Commander
MSGT Prendergast - First Sergeant
TSgt R.W. Dunn - NCOIC MSQ
SSgt W.J. Pratt - NCOIC Maintenance
SSgt J.R. Pyle - NCOIC Supply

c. (U) Problem areas concerning personnel:

(1) (U) Det 10: Some errors in individual pay checks remain a problem. Det 10 suggest that DGM determine the exact location of TDY personnel and in turn, notify other base agencies. This would prevent the common mistake of sending checks and other pertinent correspondence to the wrong base which causes unnecessary delay.

(u)
d. ~~(S)~~ Average personnel strength:

(1) OL-20 personnel strength: (Blue Springs)

Officers	18
Airmen	109
Civilians	6
Total	133

(2) Det 10 personnel:

Officers	6
Airmen	43
Civilians	1
Total	50

6. (U) Operations and Training:

(u)
a. ~~(S)~~ There are two (2) tactical aircraft assigned to OL-20 and two (2) tactical aircraft assigned Det 10.

(1) (u) Two (2) DC-130 aircraft assigned to OL-20, DC-130A serial number 57-527 and DC-130E serial number 61-2368.

(2) (u) Two (2) CH-3C aircraft, assigned to Detachment 10, serial number 226 and 228.

b. (U) Number of crew assigned:

(u)
(1) ~~(S)~~ OL-20: Assigned to OL-20 are crew S-49 and E-33.

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- (2) ~~(S)~~ ^(U) Det 10: Assigned to Det 10 are crews S-42 and S-47.

c. (U) Sortie Information, OL-20:

(1) ~~(S)~~ ^(U) The month of March saw twenty-nine (29) sorties flown for a total of 136+45 hours.

(2) ~~(S)~~ ^(U) There were thirty-six (36) operational sorties scheduled during the month of March. Seventeen (17) were cancelled by Ho. SAC. Listed chronologically below are the sixteen (16) sorties that were executed.

<u>DATE</u>	<u>VEHICLE</u>	<u>COMMENTS</u>
1 Mar	J-27	Successful
5 Mar	J-20	Did not return
9 Mar	J-27	Successful
11 Mar	H-6	Did not return
12 Mar	J-25	Successful
14 Mar	H-7	Drone abort
15 Mar	J-27	Successful
16 Mar	H-7 / H-9	DC-130 abort
18 Mar	H-7	Did not return
18 Mar	J-27	Successful
19 Mar	J-25	Successful, EPA destroyed during recovery
20 Mar	H-9 / H-10	Recalled by SAC
23 Mar	J-30	Successful
26 Mar	J-30	Successful
26 Mar	NX-10	Successful
28 Mar	C-48	Successful
28 Mar	J-28	Successful
29 Mar	G-49	Successful
31 Mar	J-30	Successful

- (3) ~~(S)~~ ^(U) OL-20 March Flying Time:

DC-130A/57-527 - 84+10
DC-130B/61-2368 - 52+35

d. (U) Sortie Information, Det 10:

- (1) ~~(S)~~ ^(U) Operational sortie resume:

1 Mar 67 - Successful MARS
5 Mar 67 - Drone did not return
9 Mar 67 - Successful ground recovery
11 Mar 67 - Drone did not return
12 Mar 67 - Successful MARS

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15 Mar 67 - Successful MARS
18 Mar 67 - Drone did not return
18 Mar 67 - Successful ground recovery
19 Mar 67 - Unsuccessful, main chute failed to release
23 Mar 67 - Successful ground recovery
26 Mar 67 - Two successful ground recoveries
28 Mar 67 - Two successful ground recoveries
29 Mar 67 - Successful ground recovery
31 Mar 67 - Successful MARS

(2) (U) Total Flying Time:

CH-3C 226 - 22+30
CH-3C 228 - 16+25
38+55

(3) (U) Breakdown of Sorties:

(a) CH-3C #226

<u>TYPE MISSION AND MISSION SYMBOL</u>	<u>SORTIES</u>	<u>FLYING HOURS</u>
Training (O-2)	3	3+05
Operational (O-1)	14	18+20
FCF (O-8)	<u>4</u>	<u>1+05</u>
	21	22+30

(b) CH-3C #228

<u>TYPE MISSION AND MISSION SYMBOL</u>	<u>SORTIES</u>	<u>FLYING HOURS</u>
Training (O-2)	3	3+00
Operational (O-1)	9	13+25
FCF (O-8)	<u>0</u>	<u>0+0</u>
	12	16+25

7. (U) Fly Safety

a. (U) There were no accidents or incidents at OL-20 or Det 10 during the month of March.

8. (U) Maintenance and Supply:

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a. (U) Maintenance:

(1) (U) Det 10: Acft #228 has been "GNOR" for an extended period due to lack of APU clutch and main rotor blade. These items are apparently non-available in SEA.

(2) (U) Det 10: The rotor head on Acft. #226 was changed due to an oil leak in the pitch change bearing, the change took longer than anticipated due to the requirement of resetting the supposedly pre-set pitch rods. This had also occurred on the last rotor head change on acft. #228. It was necessary to decrease the angle of attack by 2 1/2 degrees to bring the rotor RPM within limits. This excess time caused a non-availability of both aircraft for one mission.

(3) (U) Det 10: Suggest depot be contacted regarding the settings on overhauled rotor heads. Other using agencies have had the same problem.

(4) ~~(S)~~ ^(U) Drone H-7 was not launched on 14 March due to two malfunctions. (1) TD-3 erratic. (2) Scorer heater malfunction problem #1 apparently not the TD-3 but in the TFW-2. The TD-3 checked OK and made a subsequent good flight, scorer heater malfunction was caused by scorer blower motor failure.

(5) ~~(S)~~ ^(U) DC-130/527 Ground Abort on 16 March, due to failure of #1 engine. Engine had to be replaced.

b. Supply problems:

(1) (U) None.

9. (U) Facilities:

a. (U) New facilities, repairs to existing facilities and progress made at Det 10.

(1) (U) The heliport still has not been enlarged awaiting CE action.

(2) (U) The decontamination pool has again been damaged by jet blast on 8 Mar 67. The pool has been disassembled and placed in storage awaiting disposition.

(3) (U) The appearance of Det 10's site has been enhanced by many self-help projects. This month grass was planted, enclosure built for trash barrels, fences and vans painted, and parking curbs were poured, painted and labeled for our vehicles, also a cement platform was built for ground power units utilized by the TFW-2.

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(4) (U) Due to the vulnerability of the upper floors of the Camp 4 Barracks, all personnel were ordered to vacate the upper floors between 2400 hours and daybreak. This forced the enlisted men to spend several nights of sleeping on floors at the site. Three new plywood cottages were obtained for the men in the main compound area. These are good quarters and are convenient to our place of work, the mess halls, and other base activities. Because we have approximately 45 men crowded into an area designed for 36 men (we have 3 cottages designed for 12 men each), living conditions are cramped and inadequate in that respect. This should be eliminated presently because the detachment has been promised another cottage.

b. (U) Facilities at OL-20.

(1) (U) The revetment around the C-130 parking area is now complete. Additional revetments are now being procured to protect the rear side of the maintenance complex and for a divider between the C-130 parking spaces. These additions will protect the Blue Springs maintenance complex from all directions except the flight line, which must be left open for routine operations.

(2) (U) The gravity feed water reservoir for the flight line latrine was completed with the receipt of necessary plumbing material.

(3) (U) The last of the trailers have been rehabilitated with the final coats of paint applied to the interiors.

(4) (U) To reduce the dust and future mud problem in the C-130 parking areas, some steel matting has been laid between the macadam ramp and the revetments to the rear. This matting is now being used to park AGE equipment on, until a more suitable structure to keep them out of the inclement weather is procured.

10. (U) Deployment and Redeployment

a. (U) ~~(S)~~ DC-130A/57-461 rotated back to the states 1 March crewed by E-56.

b. (U) ALC P.M. Nee arrived on 4 March to replace ALC J.B. Bryant as chief clerk; ALC J.B. Bryant departed on 9 March for the states. SSgt P.J. Swartzfager arrived on 4 March to replace SSgt Schoenstien.

11. (U) Special Activities.

a. (U) Det 10: On 3 March and 30 March the officers and airmen participated in an outdoor cook-out.

b. (U) Det 10: On 15 March, DaNang once again came under rocket attack and for several other nights, the base was alerted for more attacks. This constant

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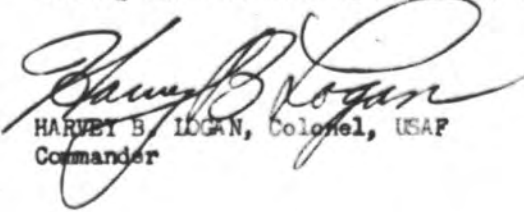
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reat to the men's safety caused them to go without proper sleep and to live under hardships which had an adverse affect on everyone's morale.

c. (U) Det 10: Morale has been improved by moving to the new, more secure cottages. For the best way to improve morale, we suggest that tours be shortened to three months or less.

d. (U) OL-20: Major Bowen, Chief SPA Branch, Special Operation Division of SAC Hq Strat Recon Center departed OL-20 5 March.

12. (U) Summary: The Blue Springs operations completed another successful month of operations in Southeast Asia. Mission rate and success has gained momentum during the last half of March due to better weather.


HARVEY B. LOGAN, Colonel, USAF
Commander

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ZNY-SSSSS-ZOV RUMJSDA
ZTTS JAR RUMJTXA0771 0161358-SSSS--RUMJSDA.

DE RUMSP3 93 0161254

ZNY-SS656

Z 161200Z JAN 67

FM 100SRW OL20 DET 10 DA NANG

TO RUCSRD/SAC RECONCEN

RUM3KNA/15AF WARCH AFB CALIF

RUMJSDA/12SAD DAVIS MONTHAN AFB ARIZ

UWSJS/100SRW OL20 BIEN HOA AB RVN

BT

~~SECRET~~ 100SRW/OL-20/DET 10 0066 JAN 57. FOR
DM3A/DM4C/DOSR. FOR 15AF DM2/DM3/DM4 AND DOR. 12540 11000 AND DM.
100SRW FOR DCO AND DCM. FOR OL-20 COMMANDER. REFERENCE 15AF SECRET
DOR 12178, 13SEP66 AND SAC SECRET DM4/DOSR 18238 OCT 66, DET 10
"LIGHTNING BUG DEVIATION/INCIDENT REPORT 1-1 IS SUBMITTED.

ACTIVITY IDENTIFICATION: OL-20/DET 10/100SRW

VISSION NUMBER: Q169 OPERATIONAL WARS RECOVERY

TEST ACTIVITY: N/A

TRAINING OR OTHER ACTIVITY: OPERATIONAL WARS RECOVERZ

DATE AND TIME OF OCCURRENCE: 16 JAN 67/0904Z

VEHICLE TYPE: DRONE 147/G-34.

EVENT DESCRIPTION: DURING A SCHEDULED WARS RECOVERY OF G-34 COMMAND
CHUTES WAS GIVEN AND MAIN CHUTE BLOSSOMED NORMALLY. ENGAGEMENT WAS

PAGE 2 RUMSP3 93 ~~SECRET~~

MADE AT 11,200 FEET ON INITIAL PASS WITH ENGAGEMENT AIR SPEED OF 55
KNOTS WITH A RATE OF DESCENT OF 1000 FEET AND ANGLE OF ENGAGEMENT CHUTE
FROM VERTICAL WAS 45 DEGREES AT THE THREE O'CLOCK POSITION. FLIGHT
MECHANIC REPORTED LEFT POLE CONTACT. AFTER REPORT OF CONTACT
AIRSPEED DROPPED EXCESSIVELY FROM 55 KNOTS TO 30 KNOTS AND
ABNORMAL NOSE DOWN PITCH ANGLE OF 20 DEGREES WAS OBSERVED BY
THE PILOT. PRIOR TO MAIN CHUTE BREAK-A-WAY THE FLIGHT
MECHANIC OBSERVED THAT THE MAIN CHUTE WAS LAYING COMPLETELY
OVER ON ITS SIDE IN THE HORIZONTAL POSITION. IMMEDIATELY
THEREAFTER, THE FLIGHT MECHANIC OBSERVED SIMULTANEOUS MAIN
CHUTE BREAK AWAY AND COMPLETE (350 FEET) WINCH CABLE PAY OUT.
WINCH BREAK SETTING WAS 2.7 WITH 1.4G AND THE WINCH OPERATOR
APPLIED ADDITIONAL BREAK WHEN THE WINCH DROV STARTED SHOWING
BASE. HOWEVER HE COULD NOT PREVENT COMPLETE CABLE PAYOUT.
BECAUSE OF DELAYED MAIN CHUTE SEPERATION FROM DRONE, IT WAS
IMPOSSIBLE TO OVERCOME THE PAYOUT FORCE AND CONSEQUENTLY THE
DRONE AND COMPLETE CABLE FELL INTO A RIVER AT THE MOUTH OF
THE JA NANG BAY APPROXIMATELY 300 YARDS OFF SHORE. FIFTEEN
TO TWENTY-FIVE FOOT SKELLS IN THE BAY PREVENTED RECOVERY BY
THE NAVY SUPPORT VEHICLES THAT PROCEEDED TO THE CRASH AREA.

PAGE 3 RUMSP3 93 ~~SECRET~~

DARKNESS NECESSITATED ALL HELICOPTERS TO SECURE THE SEARCH
AT DAYLIGHT. MARINES HAVE BEEN REQUESTED TO SECURE THE
SEARCH AREA AT FIRST DAYLIGHT. OUR HELICOPTER WILL PROCEED AT
DAYLIGHT TO ATTEMPT RECOVERY OF ANY PARTS OR DEBRIS. NAVY
PERSONNEL ADVISE THEY BELIEVE DEBRIS WILL WASH ASHORE. 50-3

BT

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Ac 67 141

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NNNNC7CDJAS 95
DTTS JAM RUMTFHA9325 0200215-SSSS--RUMJDBA.

(u) ZNY ~~SSSSS~~
DE RUMSPB 107 0100950

(u) ZNY ~~SSSSS~~

0 1900307 JAN 67

FM 100SRW OL20 DET 10 DA NANG AB RVN

TO RUCSRD/SAC RECONCEN

RUM9KNA/15AF WARCH AFB KALIF

RUMJDBA/125AD DAVIS MONTHAN AFB ARIZ

RUMSJS/100SRW OL20 BIEN HOA AB RVN

BT

(u) ~~SECRET~~ 17100SRW OL-20/DET 10 0096 JAN 67. FOR SAC
D'JA/D'AC/DJSR/. FOR 15 AF DV2/D'3/D'4 AND DOR. 12 SAD FOR DO
AND D'. 100SRW FOR DCO AND DCU. FOR OL-20 COMMANDER. REFERENCE
15AF SECRET DCR 02178 DATED 13 SEP 66 AND SAC SECRET DV4/DJSR
10230 OCT 66. DET 10 "LIGHTNING BUG DEVIATION/INCIDENT REPORT
1-1-2 IS SUBMITTED.

ACTIVITY IDENTIFICATION: OL-20/DET 10 100 SRW

TEST ACTIVITY: N/A

TRAINING OR OTHER ACTIVITY: OPERATIONAL WARS RECOVERY.

DATE AND TIME OF OCCURRENCE: 16 JAN 67 0904Z

VEHICLE TYPE: DRONE 147G-34

EVENT DESCRIPTION: NAVY PERSONNEL UNABLE TO LOCATE G-34 EVEN WITH
THE ASSISTANCE OF AIR SEARCH FROM OUR HELICOPTER. THE SEARCH HAS

(u) ~~SECRET~~
PAGE 2 RUMSPB 107 ~~SECRET~~
BEEN DISCONTINUED ON THE RECOMMENDATION OF THE NAVY RECOVERY TEAM.
SURF ACTION HAS APPARENTLY CAUSED THE DRONE TO BURY ITSELF DEEPER
AND DEEPER IN THE SAND MAKING VISUAL LOCATION IMPOSSIBLE. FURTHER
EFFORTS TO LOCATE G-34 ARE CONSIDERED FUTILE EDD THIS CONCLUDES
THE RECOVERY REPORTS ON THIS MISSION. GP-3

BT

DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200-10

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CASc 67 198

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(u)

261728Z
PP RUUSJS
DE RUUSJS 18C 261748
ZNY-66666

(u)

P 261728Z SEP 66
FM 1100N CL 28 91N HQA AB RVN
TO RUUSKN/15AF
INFO RUCSC/SAC
RUUSJS/12SAD DAVIS MONTHAN AFB ARIZ

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

100C(1)

CHSC-1

2375

(u)

~~SECRET~~ 120500N CL-28C 23059 SEP 66, 15AF FOR DOP/DNMBR. INFO:
SAC FOR DGRS/DMAC AND 12SAD FOR 122C. THIS IS A BLUE SPRINGS MESS-
AGE EXPLAINING THE EVENTS THAT OCCURRED DURING THE RECOVERY OF J-4
ON 23 SEP 66. THE RECOVERY WAS NORMAL IN ALL RESPECTS AND THE SPA
WAS PUT IN THE CHUTES AT ABOUT 20,000 FEET. THE LARGE CHUTE OPENED
AS EXPECTED AROUND 5,000 FEET BUT A LITTLE TO THE EAST OF THE USUAL
DEPLOYMENT AREA. THE WIND WAS FROM 050 DEGREES ATMY KNOTS AND WE EXP-
ECTED THE SPA TO DRIFT INTO A SAFE LAND RECOVERY AREA. WHEN IT WAS
ASCERTAINED THAT IT WOULD GO INTO THE BAY, IT WAS TOO LOW FOR THE
CH3C TO ATTEMPT AN AIR RETRIEVAL. IT HIT IN THE WATER TWO HUNDRED
YARDS FROM SHORE. WE ALERTED THE NAVY TO STAND FAST WITHIN THEIR PT
BOAT UNTIL WE COULD GET ONE OF OUR BLUE SPRINGS MEN ABOARD TO GO ALONG
TO ASSIST IN THE CH3C WATER PICK UP. THE CH3C LANDED AT DANANG AB
AND SHUT DOWN ENGINES WHILE A MEETING WAS HELD TO DETERMINE HOW WE

(u)

~~SECRET~~

PAGE 2 RUUSJS 18C ~~SECRET~~
WERE GOING TO PROCEED. AFTER ABOUT TEN MINUTES GROUND TIME, THE CH3C
WAS BOARDED AYGIR

Q SC9BWS ATTEMPTED. AFTER NUMEROUS FAILURES, IT
WAS DECIDED LM SEND THE PT BOAT ON AHEAD TO BEACH THE SPA ON THE NEAR-
EST SHORE AND WE WOULD USE A STANDBY MARINE H-37 TO PICK IT UP AND
RETURN IT TO DANANG AIR BASE. A HUCY PICKED UP THE BLUE SPRINGS
GROUND RECOVERY TEAM AND THEY ARRIVED AT THE BEACH JUST AS THE PT
BOAT WAS NEARING THE SHORE WITH THE SPA. USING ROPES, THE BLUE SPRINGS
TEAM PULLED THE SPA TO THE SHORE AND BEACHED IT. THE SCORER WAS RE-
MOVED AND RETURNED BY HUCY TO DANANG AIR BASE THEN DISPATCHED TO
SAIGON. BEFORE THE MARINE H-37 COULD GET FROM DANANG EAST TO DANANG
AIR BASE AND PICK UP CAPT PERRIN TO MONITOR THE PICK UP, DARKNESS SET
IN. THE SPA WAS GUARDED BY MARINES AND TWO OF THE BLUE SPRINGS GROUND
RECOVERY PERSONNEL THROUGHOUT THE NIGHT. AT 0700 THE NEXT MORNING, BOTH
CH3C'S WERE STILL OUT OF COMMISSION, SO THE MARINE H-37 WITH CAPT
PERRIN ABOARD RETURNED THE SPA TO DANANG FOR DECONTAMINATION AND RE-
TURN TO CL-28. J-4 HAS BEEN DISASSEMBLED, DECONTAMINATED AND WE ARE
PRESENTLY DETERMINING WHAT PARTS WE NEED TO PUT IT BACK IN COMMISSION.
THE RCO'S RECOVERY PLOTTING BOARD WAS CHECKED FOR ERROR AS WELL AS A
RECHECK OF THE FORECAST WINDS FOR RECOVERY TIME. NO ERRORS WERE FOUND.
FOR SOME REASON THAT WE HAVE BEEN UNABLE TO DETERMINE, THE LAST TWO

(u)

PAGE 3 RUUSJS 18C ~~SECRET~~
HAVE MADE A NINETY DEGREE LEFT TURN AFTER THEY HAVE BEEN PUT IN
APPROACH CHUTES. GP-3.

80ASME
66-8416

BT

~~SECRET~~
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11-2328

0785

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[Faint, illegible markings]

Michigan
Kings of the
Commonwealth

Notes	Info
1000000	120
(5)	(1)
1200000	

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~~SECRET~~

FTS 315246334 3632257-SSSS--R1"JBA.

May 2000

E. coli O157:H7

THE STATE OF CALIF.

171250Z DAVIS MONTAN AFF

050 500 000/340

2008-07-20 4:14:43 BVV

—

(u) ~~CONFIDENTIAL~~ 75901 DEC 69.

REF: 12817-1057-05/00, INFO: SAC/DH/C, DL-27/C

LIGHTNING THE MESSAGE. SUBJECT: J-17 (10)

1. REQUEST THE FOLLOWING ITEMS BE INCLUDED AND REPORTED UPON
PUBLIC INVESTIGATION OF LOSS OF SUBJECT VEHICLE:

NAME, GRADE, AFSC, DUTY POSITION, AND EXPERIENCE OF INDIVIDUAL WHO PERFORMED WARS INSTALLATION/HOOKUP.

3. WAS OVER-THE-SHOULDER INSPECTION PERFORMED

C. REMEMBERING THE PREVIOUS PROBLEM WITH GROUNDING WIRE.

REQUEST ALL VEHICLES BE CHECKED FOR PROPER INSTALLATION AND

10. INSPECT OTHER VEHICLES THAT WERE SUBJECT TO THE SAME
11. MOISTURE CONDITIONS. IS THERE ANY EVIDENCE OF MOISTURE IN THE
12. VICINITY OF CHUTE RELEASE SYSTEM.

~~SECRET~~

DOES THE COVERING FOR THE SPA CONSIDERED AN ANSWER TO MOISTURE PROBLEMS AND IF SO SHOULD THEY BE COMPLETE OR PARTIAL IF YOU FEEL THEY ARE REQUIRED, HOW MANY

10. CAN YOU RECOMMEND ANY OTHER METHOD TO PROTECT CIRCUITRY

9. INSPECT OTHER'S SPA WITH MARS INSTALLED TO DETERMINE EXACT COMPLIANCE WITH TECHNICAL DATA.

4. RE-EVALUATE THE INDIVIDUAL WHO INSTALLED HOOKED UP SYSTEM IN J-17 BY OBSERVING HIM IN PROCESS OF INSTALLING THE SYSTEM TO MAKE ABSOLUTELY CERTAIN THE TECH DATA IS CORRECT AND CAN BE FOLLOWED.

2. INCLUDE COMMENTS ON ABOVE ITEMS IN ROUTINE REPORTS AS THEY ARE DETERMINED. SP-4.

8 DASAC
66-4537

45066-3330

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~~SECRET~~
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CZCDDA724ZCTQA682
PP RUWHD
DE RUMSJS 1C 2700250
ZNY ~~SSSS~~
P 270245Z SEP 66
FM 100SRW OL-20 BIEN HOA AB RVN
TO 12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ
BT

action info
100 AS 120mg
(6) DX1H(4)

(u) ~~SECRET~~ / 100SRW OL-20MO 03963 SEP 66. FOR 100DCM. SUBJ: EDR
SUBMITTED IAW T.O. 00-35D-54.

- A. MISSION FAILURE.
- B. SPA 147G AND SPA 147J
- C. OL-20 66-21E
- D. 67200 CONVERTER/COMPUTER
- E. 500816-02 - SERIAL NO'S 1510, 4096, 4102
- F. RYAN AERONAUTICAL COMPANY
- G. RYAN AERONAUTICAL COMPANY
- H. 383 LOCK ON MALFUNCTION
- I. 3 EACH CODE H
- J. 3 EACH CODE R
- K. 3 EACH
- L. SIX MANHOURS
- M. LOCAL INVESTIGATION AND ANALYSIS. THE ABOVE THREE SERIAL
NUMBERED CONVERTER/COMPUTERS HAVE ALL EXPERIENCED THE PROBLEM OF

(u)
PAGE 2 RUMSJS 1C ~~SECRET~~
LOCKING UP IN COMPUTER MEMORY WITH ALL OTHER CONDITIONS NORMAL.
THE TROUBLE WAS TRACED TO THE REFERENCE OSCILLATOR BOARD PART
NUMBER 501171-G-2 WUC 67212 IN THE TRACKER MODULE PART NUMBER
500819-62, WUC 67210 OF THE CONVERTER/COMPUTER. THE PROBLEM WAS
THE COMPUTER MEMORY RELAY WAS STICKING OR WAS BEING HELD IN MEMORY
BY IT'S ASSOCIATED CIRCUITRY. DURING A MISSION THIS MALFUNCTION
CAUSES THE AIRCRAFT TO RESORT TO FLYING ON THE PRE-PROGRAMMED DEAD
RECKONING HEADINGS AND DISTANCE TRAVELED PROGRAMMER ADVANCE PULSE.
N. REDUCTION OPERATIONAL READINESS RATE.
O. NONE
P. ITEMS RETURNED THROUGH SUPPLY CHANNELS TO HOME STATION.
Q. JOHN L. TILLEY, SSGT, 100SRW OL-20
R. YES, DWIGHT P. GLEN, CAPTAIN, 100SRW OL-20 MAINT OFFICER.
GP-3.
BT

BDASMC
66-3405

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~~SECRET~~

D-129

IMMEDIATE

DOWNGRADED AT 5 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 8200.10

~~SECRET~~

Reuter

Act Info
100 CAS (4) 12 DM (4)
DM 14 (4)

020300Z 06ZCC7A019

03 RUM100

02 RUM00019936 2302335

ZNY 33888

0371357Z OCT 66

FM 15AF HARCH AFB CALIF

TO RUM000/123AD D MORRISAN AFB ARIZ

RUM000/BIEN H04 AB RVN

BT

~~SECRET~~ DM40 05655 OCT 66

FM CDR/OL-23; DM/123AD; DCM/100SRW. THIS IS A BLUE SPRINGS MESSAGE. SUBJ: (U) FAILURE OF SCORER.

1. REFERENCE SPA G-1 MISSION, 5 OCT 66. INTELLIGENCE READ OUT REPORTS REFLECT 92 PERCENT OVERLAP OF SCORER ON SUBJECT MISSION. MISSION WAS TOTAL LOSS DUE TO OVERLAP MALFUNCTION AND CLOUD COVER.

2. PROCEDURES AT OL-23 REQUIRE COORDINATION BETWEEN HYCON CTSP AND/OR SCORER SECTION NCOIC, AND DEVELOPING ACTIVITY. WAS THIS COORDINATION COMPLETED FOR THIS MISSION? WAS MALFUNCTION KNOWN AND VERIFIED?

3. REQUEST YOU INITIATE IMMEDIATE EUR AS REQUIRED ON SCORER MISSION FAILURE. PLEASE ADVISE ASAP.

GP-4.

BT

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66-3530

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0 8 0 4

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W 000 4400
CSAA40703 3411700-8555--RHHHJJA.

(u)

100000Z DEC 66

DECLASSIFIED TO 10 YEARS
EXCEPT WHERE SHOWN OTHERWISE
EXEMPTED FROM GDS DIR 5200.10

100000Z
120000Z

TO: 15AF MARCH AFB
INFO: 12SAD DAVIS MATHAN AFB ARTZ
FM: 17/01 20 DIEN HOA AB RVN

(u)

LIVEIS 0V4C 11028 DEC 66
LIGHTNING BNG MESSAGE. FOR: 0V4DR/15AF. INFO:
12SAD/12SAD, 12-20 (C) DIEN HOA. SUBJ: SCORER MALFUNCTION (C)
REF: 0V4C MARCH SAC SARPF 61869 DEC 66. THIS MSG IN TWO
PARTS: (1) SPA 147 J-16 FLEW A SUCCESSFUL MISSION ON 28 NOV 66;
HOWEVER, THE PA-60 FILM WAS OVEREXPOSED. THIS HQ CANNOT
AFFORD TO LOSE VALUABLE PHOTO DATA BECAUSE OF CAMERA MALFUNCTIONS.
REQUEST RE-EMPHASIS ON FULL COMPLIANCE WITH PROPER CALIBRATION
PROCEDURES OUTLINED IN T. O. 147J-2-10. (2) TROJAN HORSE
MISSION ON 2 DEC 66 INDICATED FILM WAS RECEIVED IN DIRTY

(u)

PAGE 2 OF CSAA40703 ~~SECRET~~ LIVEIS
CONCERNING ATTRIBUTED IN PART TO RUST AND DIRT IN THE "1"
CAMERA BONGS, RESULTING IN MISSION DEGRADATION BY CAUSING AN
ABUNDANCE OF PIN HOLES. REQUEST EVALUATION BE SUBMITTED OF
FILM HANDLING PROCEDURES RESULTING IN THIS DEGRADATION.
CORRECTIVE ACTION INITIATED TO PRECLUDE RECURRENCE. OP 3.

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664270

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0806

UNCLASSIFIED

DECLASSIFIED AT 12 YEAR
INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5820.10

CZC07A396
DTTS JAW RUMTFHA5635 0440733-SSSS--RUMJ0BA.
ZNY SSSSS ZFH1 RUMTFHA
DE RUMSAGP 102 0431432
ZNY~~SSSS~~

O 121335Z FEB 67
FM 100SRW 0L20 DET 10 DANANG AB RVN
TO RUCSRD/SRC OFFUTT
RUMBKNA/15AF MARCH AFB CALIF
RUMJ0BA/12STRATAERO SP01V DAVIS MONTHAN AFB ARIZ
RUMSJS/0L20 BIEN HOA AB RVN
BT

(u) ~~SECRET~~
~~SECRET~~ LIMDIS/100SRW 0L-20/DET 10 0131. FEB 67.
SRC FOR SAC DCSR/DM3A/DM4C. 15AF FOR DCR/DM2/DM3/DM4. 12 SAG
FOR DQ/DM/100SRW DQ/DCT/DS. 0L-20 FOR COMMANDER. SUBJECT: 15AF
RIVET BIN DEVIATION/DETAILED REPORT. (NO. 2-1-1)

- (u) ~~SECRET~~
A. ACTIVITY IDENTIFICATION: 0L-20/DET 10/100SRW
B. MISSION NUMBER: 0-544
C. TEST ACTIVITY: N/A
D. TRAINING OR OTHER ACTIVITY: OPERATIONAL
E. DATE AND TIME OF OCCURRENCE (ZULU): 12/0710Z
F. VEHICLE (S) INVOLVED: TYPE, MODEL, SERIAL NUMBER
DC-130A/56-3527
G. EVENT DESCRIPTION: TWO PLUS THIRTY HOURS AFTER TAKE OFF, THE
LOW PRESSURE WARNING LITES FOR THE BOOSTER HYDRAULIC SYSTEM ILLUM-

(u) ~~SECRET~~
PAGE 2 RUMSAGP 102-~~SECRET~~ LIMDIS
INATED AND SYSTEM PRESSURE DROPPED TOWARDS ZERO. BOTH BY PASS
SWITCHES WERE TURNED OFF AND THE SYSTEM CHECKED FOR LEAKS. NONE
WERE VISIBLE BUT THE BOOSTER RESERVOIR WAS EMPTY. MISSION WAS
TERMINATED AND AIRCRAFT LANDED WITHOUT MISHAP. IN INSPECTION
OF THE DRY BAY AREAS AND THE CENTER WING REVEALED A PIN HOLE IN THE
BOOSTER SYSTEM HIGH PRESSURE LINE.
H. THE CAUSE WAS VIBRATION AND CHAFING OF THIS LINE AGAINST THE
UTILITY SYSTEM HIGH PRESSURE LINE. BOTH LINES SHOWED EVIDENCE OF
EXCESSIVE CHAFING. IT IS HIGHLY PROBABLE THAT THE UTILITY SYSTEM
LINE ALSO WOULD HAVE DEVELOPED A RUPTURE AFTER VERY FEW MORE
HOURS. FINAL REPORT WILL BE SUBMITTED BY 0L-20. GP-3
BT

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BCASmc
67-536

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CZC004551

(u) OTTS JAW RUEDESK9017 0460002-SSSS--RUMJDBA.

ZNY ~~SSSSSS~~

DE RUMSARB 1100 0460759

(u) ZNY ~~SSSSSS~~

O 150715Z FEB 67

FM 103 SRW OL 20 BNH AB RVN

TO 12 SAD DMAFB ARIZ

BT

(u) ~~SECRET~~/100SRW OL-20 01815 FEB 67.

DELIVERY DURING DUTY HOURS FOR 1000CMOC-E. SUBJECT: CRL AGENT SYSTEM ASSEMBLY. THIS EUR SUBMITTED IAW T.O. 00-350-54

A. MISSION FAILURE

B. SPA 147H 66-8137 66-8138

C. 100SRW OL-20-ES7-7

D. 25110 (WUC) CRL AGENT SYSTEM ASSEMBLY (NOUN)

E. P/N 147F1019-1 S/N 12 AND 15.

F. 78322

G. 73222

H. 2EA, CODE 127 - ADJUSTMENT OR ALIGNMENT IMPROPER.

I. 2EA, CODE Y- UPON RECEIPT OR WITHDRAWAL FROM SUPPLY STOCKS.

J. 2EA, CODE F - REPAIR

K. 2EA

L. 32 MAN HOURS

M. DURING INSTALLATION OF CRL SYTAON IN H MODEL

BCASMC
69-580

DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 6500.13

(u)

PAGE 2 RUMSARB 1100 ~~SECRET~~

SPA'S 66-817 AND 66-8183, EXTREME DIFFICULTIES WERE ENCOUNTERED IN THE INSTALLATION OF AGENT SYSTEM ASSEMBLY P/N 147K1019-1. PHYSICAL PLACEMENT OF EACH PACKAGE IN THE SPA RECEPTACLE TOOK APPROXIMATELY FOUR (4) MAN HOURS PER INSTALLATION, HOWEVER, INSTALLATION OF MISCELLANEOUS HARDWARE (NUTS, BOLTS AND SCREWS) TOOK APPROXIMATELY TWELVE (12) MAN HOURS PER INSTALLATION. SPECIFIC DIFFICULTIES ENCOUNTERED DURING INSTALLATION ARE AS FOLLOWS:

(A) IN ORDER FOR AGENT SYSTEM ASSEMBLY, P/N 147K1019-1, TO FIT PROPERLY INTO SPA RECEPTACLE, FOAM HAD TO BE CUT AND TRIMMED OFF BOTH SIDES AND TOP OF PACKAGE.

(B) FRAME ASSEMBLY, P/N 147F1032-1 (AN INTEGRAL PART OF AGENT SYSTEM ASSEMBLY) HAD TO BE CUT OFF APPROXIMATELY 1/2 INCH IN ORDER FOR IT TO FIT INTO THE SPA RECEPTACLE.

(C) INSTALLATION OF SCRES IN FRAME ASSEMBLY, P/N 147F1032-1, PROVED DIFFICULT BECAUSE THE HOLES DID NOT ALIGN WITH HOLES IN SPA FRAME.

(D) INSTALLATION OF BOLTS AND NUTS IN ANGLE STIFFENER (AFT), P/N 147F1029-57 AND FORWARD ANGLE SUPPORT, P/N 147K1027-1 PROVED EXTREMELY DIFFICULT FOR THE FOLLOWING REASONS:

(1) HOLES IN STIFFENER AND ANGLE SUPPORT DID NOT PROPERLY

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(u)
PAGE 3 RUMSARB 113C ~~SECRET~~

ALIGN WITH HOLES IN SPA FRAME, POSSIBLY DUE TO EXCESSIVE FOAM ON AGENT SYSTEM ASSEMBLY PACKAGE.

(2) EXCESSIVE FOAM ON PACKAGE AND INACCESSABILITY OF HOLES FOR INSTALLATION OF BOLTS AND NUTS MAKES IT NEARLY IMPOSSIBLE FOR A PERSON'S HAND TO REACH INTO SOME OF THE UPPER WORKING AREAS.

(3) NUT PLATES AND ANGLE STIFFENER, P/N 147F1023-57, DOES PROVIDE FOR SOMEWHAT OF AN EASIER INSTALLATION ON REAR OF AGENT SYSTEM ASSEMBLY, HOWEVER, NUT PLATES DO NOT PROPERLY ALIGN WITH HOLES OF AGENT ASSEMBLY.

AFTER FINAL INSTALLATION OF AGENT SYSTEM ASSEMBLY, P/N147K1019-1, IT WAS FOUND THAT THE LOWER EQUIPMENT ACCESS PANELS ON BOTH H MODEL SPA'S, HAD TO BE INSTALLED WITH UNDOE STRESS AND FORCE BECAUSE THE HOLES ON THE PANEL AND SPA DID NOT ALIGN PROPERLY.

N. REDUCTION IN OPERATIONAL READINESS RATE.

O. RECOMMEND CRL PACKAGE BE REDESIGNED SO AS TO AFFORD EASIER INSTALLATION. CONSIDERATION SHOULD BE GIVEN TO ELIMINATION OF SCREWS, NUTS, AND WASHERS UTILIZING NUT PLATES ON ALL ATTACH POINTS. IF CRL PACKAGE IS REDESIGNED, RECOMMEND TWO PACKAGES BE COMPLETELY INSTALLED BY FACTORY PERSONNEL PRIOR TO SHIPMENT TO THE FIELD.

P. NO EXHIBIT BEING HELD

(u)
PAGE 4 RUMSARB 113C ~~SECRET~~

O. JAMES T. TATE, TSgt, 103SRV OL-20 PHONE 7161.

R. YES, HARVEY B. LOGAN, COL. PHONE 7161.

GP-3

BT :

~~SECRET~~

BRASMC
67-580

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2/21

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NNNNCZC00A617
(U) OTTS JAV RUWTFHA7191 0492036-SSSS--RUWJDBA.
ZNY-~~SSSS~~ ZFHI RUWTFHA
DE RUMSARB 148C 0491313
(U) ZNY-~~SSSS~~
O 131804Z FEB 67.
FM 103SRW OL 20 BIEN HOA AB RVN
TO RUWJDBA/12STRATAERO SP DIV DAVIS MONTHAN AFB ARIZ
RUWBKNA/15AF MARCH AFB CALIF
RUCSAAA/SAC
BT

DATE *18 February 1967*
D 255 2443
PHONE NO.
TIME CALLED *1350*
PERSON NOTIFIED *Sgt. Stuy*
Active 10/6
Trans 12/20/11

(U) ~~SECRET~~ ~~SECRET~~
SECRET//LIMDIS/103SRW OL-20C 02143 FEB 67. THIS IS A RIVET
BIN MSG. 103SRW FOR DO. 15AF FOR DOR. SAC FOR DORS. REFERENCE
MISSION Q 545, THE MCG IN DC-130 AIRCRAFT 363 HAD TO BE OPERATED IN
MANUAL MODE. REMOTE CHECKS WERE ACCOMPLISHED BY THE AIR DIRECTOR
WITH DIFFICULTY. AFTER LAUNCH AT 2032 FT. THE SIGNAL FROM THE
DRONE J-24, COULD BE DETECTED FOR VERY SHORT PERIODS OF TIME WHICH,
WERE NOT LONG ENOUGH TO TRACK OR STABILIZE THE REAL TIME METERS.
THE LAST CONTACT OCCURED ELEVEN MINUTES (APPROXIMATELY SEVENTY
SEVEN MILES) AFTER LAUNCH. DC-130 AIRCRAFT 363 IS CURRENTLY N NORS
FOR AN MCGS RECEIVER TRANSMITTER UNIT, AND GCT CONTROL BOX. DC-130
AIRCRAFT NUMBER 527 RETURNED FROM CLARK AFB ARRIVING VVSH 13 1102Z
IN COMMISSION. THIS AIRCRAFT WILL BE PRIMARY ON FUTURE MCGS
MISSIONS UNTIL ACFT 363 HAS MCGS EQUIPMENT FULLY REPAIRED.
GP-3
BT

BCASmc
67-648

RECORDED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
RECLASSIFIED. DOD DIRM 5000.10

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UNCLASSIFIED

~~SECRET~~

NNVNCZC01A850

RTTS JAN RUW9KNA6089 0100146-SSSS--RUWJDBA.

B8AS134

(U)

ZNY ~~SSSSS~~

R 100030Z JAN 67

FM 15AF WARCH AFB CALIF

TO RUCSAAA/SAC

INFO RUWJDBA/12SAD D MONTAN AFB 1412Z
RUWJDBA/AFLC

RUWJDBA/NAVCOMVSTA SAN DIEGO CALIF
BT

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

~~SECRET~~

Actual/Dyn
(100 encls)
120m CI
Dio-1
Dio-1
CPL-1

(U)

~~SECRET~~ LINDIS DVA 05029 JAN 67.

FOR SAC/DMA: INFO: 12SAD/100DCM; NAVCOMVSTA PASS TO AFLC/LOR;
AFLC/CMX FOR COL POWELL.

SUBJECT: MGS "B" COMPONENTS NR. 514 (U).

THE SHORTAGE OF SPARES FOR MGS SYSTEMS IS A WELL ESTABLISHED FACT. THIS NOT ONLY HAMPER THE MAINTENANCE OF EXISTING EQUIPMENT, BUT SEVERELY LIMITS THE FLEXIBILITY OF THE DC-130 FLEET AT BOTH DAVIS-MONTAN AND DL. THIS HQ DESIRES TO MAINTAIN TWO MGS EQUIPPED AIRCRAFT AT THE DL AT ALL TIMES TO SUPPORT OUR OPERATIONAL COMMITMENT. THIS LEAVES ONE SET FOR HOME STATION, AND THE VARIOUS MOO/DEPLOYMENT SCHEDULES WILL REQUIRE MOVEMENT OF "B" COMPONENTS FROM ONE AIRCRAFT TO ANOTHER; A TIME-CONSUMING JOB THAT WE DESIRE TO ELIMINATE AS MUCH AS POSSIBLE. A SUGGESTED SOLUTION

(U)

PAGE 2 RUW9KNA6089 ~~SECRET~~

IS THE PROCUREMENT OF THE "B" COMPONENTS FROM DC-130, SERIAL NR. 514, ASSIGNED TO AFLC. WE HAVE BEEN ADVISED THAT THEIR TEST PROGRAM NO LONGER REQUIRES THE USE OF THIS EQUIPMENT. YOUR SUPPORT OF THIS SUGGESTED SOLUTION IS REQUESTED TO HELP OVERCOME OUR PROBLEMS OF SCHEDULING AND SPARES SUPPORT. GP-4.67-114
BT

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CASE 67-96

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OTTS JAN RUNMTGU0074 0930220-5555--RUNJDBA.

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ZNY-5555

DE RUYSARB 1410 0920830

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OO UNBKNR RUCSAAA RUNJDBA

DE RUYSARB 1410 0920830

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ZNY-5555-ZFD

O 210000Z MAR 67

V 120SRN OL 20 HQA A3 RVN

TO RUMBKNR/15AF MARCH AFB CALIF

INFO RUCSAAA/SAC

RUNJDBA/12STRATAEDSPD IV DAVIS MONTHAN AFB ARIZ

BT

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~~SECRET~~ LINDIS/120SRN OL-20350 475 MAR 67.

BAF FOR DORDV4BR SAC FOR COSR/JMAC 125AD FOR 1200. SUBJ: BLUE

RINGS MISSION REVIEW (U):

• BLUE SPRINGS MISSION REVIEW PANEL CONVENED AT 1730 HRS 19 MAR

BCASMC
67-1079

57.

THE FOLLOWING MEMBERS WERE PRESENT:

A. OPERATIONS:

(1) OPERATIONS OFFICER - LT COL STEFANIK

(2) CREW E-33

• MAINTENANCE

(1) MAINTENANCE OFFICER - 1ST LT THOMAS

(2) LIGHT CONTROL - TSST KING

(3) DOPPLER - SSGT ADAMS

2. MISSION NUMBER Q-55, 14 MAR, J-27.

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GE 2 RUYSARB 1410 ~~SECRET~~ LINDIS

3. DRONE DEVIATION: SAC SA REPORTED SPA 2 MILES LEFT OF COURSE AT FIRST TURN POINT.

BY MISSION DETLS:

REFLIGHT: ALL CHECKS PERFORMED IN COMPLIANCE WITH THE TWO

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VAN SYSTEM, NO DISCREPANCIES NOTED.

B. PRELAUNCH: PRELAUNCH CHECKS INDICATED ALL SYSTEMS OPERATING NORMALLY

C. • PRIMARY SPA WAS LAUNCHED.

• LAUNCH:

(1) PLANNED LAUNCH POINT: 19-15-00N 106-09-40E

(2) REPORTED LAUNCH POINT: 19-15N 106-10E (ESTIMATED FROM

SAC SARPF MISSION OVERLAY ON DND J-11)

(3) CONDITIONS: OVER WATER, SEAS APPROXIMATELY 2 FEET, "INDS

182/18. (4) WGS DATA: WGS PLOT SHOWED LAUNCH AIRCRAFT 0.2 NM RIGHT OF COURSE AT LAUNCH.

D. ROUTE:

(1) STPA: PLANN 19-25-15N 105-52-20E REPORTED 19-24N

105-52E/DEVIATION 1.25NM LEFT OF TRACK ON FIR LOG.

(2) CAMERA ON POINT: NED 19-18-25N 106-03-20E REPORTED

DEVIATION 0.2 NM EARLY, ON COURSE.

DOWNGRADED AT 14 YEAR
INTERVALS: NOT AUTOMATICALLY
DECLASSIFIED, BUT CAN BE
DECLASSIFIED

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(4)

PAGE 3 UVSARB 110-55-1-1 LINDIS

(3) VGS TRACK DATA: NOT AVAILABLE DUE TO SPA PEN VALFUNCTION.

E. POSTFLIGHT FINDINGS: ALL NORVAL MAINTENANCE POSTFLIGHT CHECKS WERE GOOD. IN ADDITION THE PROGRAMMER AS PATHED FOR Q-551 WAS RE-CHECKED AND NO DEVIATIONS WERE FOUND IN PULSING OR HEADINGS.

5. CONCLUSIONS: NO DRONE VALFUNCTIONS WERE EVIDENT. AFTER RE-EVALUATION OF THE MISSION, DISCREPANCIES WERE NOTED IN SAC YARPF REPORTING. THE SAC SARPF MISSION OVERLAY AS FURNISHED TO OL-28 DID NOT AGREE WITH THE MALFUNCTION REPORT VSG NO. SAC SARPF 7AF-67-TS-PROYMAR 67 AS SUBMITT TOL-28 AND HQ. SAC. THE MISSION OVERLAY FURNISHED OL-28 IS FOR A DNC TYPE HART WHILE DRONE MISSION PLANNING IS ACCOMPLISHED ON JOG TYPE CHARTS. THE VARIANCE BETWEEN THE TWO TYPE CHARTS, MAKE ACCURATE REPLOTTING OF THE MISSION EXTREMELY DIFFICULT. THE MISSION REVIEW PANEL SUGGEST THAT SELECTED BLUE SPRINGS CREW MEMBERS COORDINATE FUTURE MISSION RELOTS WITH SARPF. THE COORDINATION WOULD ACCOMPLISH TWO IMPORTANT FUNCTIONS BY ACQUAINT SAC SARPF WITH DRONE CAPABILITIES, NO ENLISHEN KREX MEMBERS ON MISSION REPORTING. (THIS WILL BE ACCOMPLISHED)

GP-3,
BT

REFPRODUCED 2/12/67 BY *BC Asme*

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OTTS J11 RUMVTG0286 0832600-SSSS--RUMJ03A,

ZNY-SSSS

DE RUMSAB 1620 0820755

ZNY-SSSS

O 230712Z MAR 67

FM 100 SRW OL 28 . . # - 4;

59 472'S -/12 SAG DMAFB ARIZ

INFO RUM3KNA/DAF

RUCSAAA/SAC

BT

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

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act / Info
100CAS(1) / 1200(1)

(u)

~~SECRET~~ L IVOIS/100SRW OL-28 23565 .-4 67. 12510 FOR DO
AND 100SRW FOR C/DCO. 15AF FOR DOR AND SAC FOR DORRS. SUBJECT:
BLUE SPRINGS (U). REFERENCE SAC DORRS SECRET ZIPPO 0105 DATED
21 MAR 67. IT IS AGREED ACCORDING TO SARPF REPORTS THAT BLUE
SPRINGS LOW LEVEL VISSIONS ARE EXPERIENCING DIFFICULTY WITH
KA-60 CAMERA DEGRADED FILM PROBLEMS. THE QUALITY OF THE FINAL
PRODUCT IS AND HAS BEEN OF PARAMOUNT IMPORTANCE TO THE OL-28
COMMANDER AS WELL AS OTHER APPROPRIATE OL-28 PERSONNEL. WE ARE
DESIROUS OF CORRECTING THE SITUATION AND A CONTINUOUS EFFORT IS
BEING MADE IN THIS DIRECTION RESEARCHING EVERY KNOWN AVENUE.
TO DATE OUR SPECIALIST HAVE NOT BEEN ABLE TO ESTABLISH ANY
PROCEDURES TO CORRECT THE CITED DEGRADING DEFICIENCIES CNVKA-60
FILM. PAST RECORDS INDICATE THIS SITUATION IS NOT ISOLATED TO ANY
PARTICULAR KA-60 CAMERAS BUT IS AN INHERENT DEFICIENCY IN ALL OF

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~~SECRET~~

PAGE 2 47.-4 1620 ~~SECRET~~ L IVOIS
THIS PARTICULAR TYPE, -. NO HAS SEEN A CONTINUING UNRESOLVED
PROBLEM SINCE THE LIGHT TEST PROGRAM. REQUEST YOU QUERY DI
FOR EVALUATION OF THE KA-60 PRODUCT TO DETERMINE IF DEGRADED
FILM AS REPORTED BY SARPF WARRANTS GROUNDING OF EACH KA-60
CAMERA AFTER ONE TIME USE. SHOULD THE PROBLEM OF DEGRADED FILM
OCCUR. WHENEVER POSSIBLE A CAMERA TECHNICIAN OR SPECIALIST
HAS PERSONALLY CHECKED IN WITH SARPF THE MORNING FOLLOWING A
VISSION TO AID FILM AND SCORER EVALUATION. INCREASED EMPHASIS
IS BEING PLACED ON THIS REQUIREMENT AS NO ONE IS MORE ANXIOUS
TO IMPROVE VISSION RESULTS THAN THE OL-28 COMMANDER. A KA-60
FACTORY TECHNICAL REPRESENTATIVE IS NOT AVAILABLE AT OL-28
HOWEVER OTHER TECHNICAL REPRESENTATIVES HERE ON OTHER SYSTEMS
HAVE GIVEN THEIR AID, BUT LACK KNOWLEDGE IN THIS PARTICULAR
SYSTEM. REQUEST A FACTORY TRAINED TECHNICAL REPRESENTATIVE BE
SENT TO OL-28 AS SOON AS POSSIBLE TO AID IN RESOLVING KA-60
PROBLEMS. ACTION BY ARLC LOR/RYAN ON EUR SUBMITTED 25 DEC 66
BY THE PREVIOUS CELL FOR THE SAME KA-60 DEGRADED FILM PROBLEM
WAS ANSWERED BUT IS INCONCLUSIVE AS THEY STATED A SAMPLE OF
MATERIAL WAS NEEDED. THIS HAS BEEN PROCURED AND ANOTHER EUR
OL-28 557-14 WAS SUBMITTED 21 MAR 67. COPIES OF EUR'S AS

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OTTS J11 RUMTGU286 0830600-SSSS--RUMJDBA.

22(u) ZNY ~~SSSS~~

DE RUMSAB 1620 0820755

(u) ZNY ~~SSSS~~

O 230710Z MAR 67

FM 100 SRW OL 20 . . # - 4;

59 472'S -/12 SMO DMAB3 ARIZ

INFO RUM3KNA/15AF

RUSSAAA/SAC

BT

(u)

~~SECRET~~ LINDIS/100SRW OL-20 23565 .-4 67. 125AD FOR DO AND 100SRW FOR C/DCO. 15AF FOR DOR AND SAC FOR DORS. SUBJECT: BLUE SPRINGS (U). REFERENCE SAC DORS SECRET ZIPPO 0105 DATED 21 MAR 67. IT IS AGREED ACCORDING TO SARPF REPORTS THAT BLUE SPRINGS LOW LEVEL MISSIONS ARE EXPERIENCING DIFFICULTY WITH KA-60 CAMERA DEGRADED FILM PROBLEMS. THE QUALITY OF THE FINAL PRODUCT IS AND HAS BEEN OF PARAMOUNT IMPORTANCE TO THE OL-20 COMMANDER AS WELL AS OTHER APPROPRIATE OL-20 PERSONNEL. WE ARE DESIROUS OF CORRECTING THE SITUATION AND A CONTINUOUS EFFORT IS BEING MADE IN THIS DIRECTION RESEARCHING EVERY KNOWN AVENUE. TO DATE OUR SPECIALIST HAVE NOT BEEN ABLE TO ESTABLISH ANY PROCEDURES TO CORRECT THE CITED DEGRADING DEFICIENCIES ON KA-60 FILM. PAST RECORDS INDICATE THIS SITUATION IS NOT ISOLATED TO ANY PARTICULAR KA-60 CAMERAS BUT IS AN INHERENT DEFICIENCY IN ALL OF

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

~~SECRET~~

act Info
100C AS(1) 1200(1)

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67-1081

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PAGE 2 47.-4 1620 ~~SECRET~~ LINDIS

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