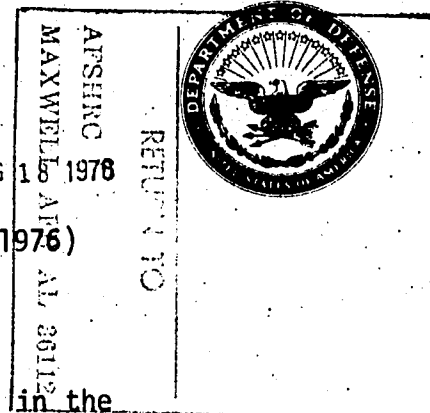


DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 14TH AIR DIVISION (SAC)
BEALE AIR FORCE BASE, CALIFORNIA, 95903



REPLY TO
ATTN:OFI CC

AUG 1 1976

SUBJECT: Quarterly Air Division Historical Report (April-June 1976)

TO: 15AF/HO

1. Once again, there was a lot of activity to be seen in the 14th Air Division (14AD) through the second quarter of our bicentennial year. A lot of activity occurred right here at Beale Air Force Base as the base prepped itself for the reconnaissance consolidation involving the addition of the U-2's and the loss of all B-52's. Three of our units received "no-notice" visits from the First Combat Evaluation Group. Two (17BMW and 320BMW) were rated satisfactory and one (6SW) unsatisfactory. The 14th Air Division continued to closely monitor the Operational Readiness and Emergency War Order capability, the Maintenance Standardization and Evaluation Programs, and the safety programs of our units. The following paragraphs summarize 14th Air Division activity during the quarter April-June 1976.

2. During the period 1-5 April, the Commander was at Offutt serving as Airborne Emergency Action Officer. Our two new Division Maintenance Superintendents accompanied the Commander and were given an orientation of the 55th Strategic Reconnaissance Wing operation. In the process, they met all key personnel. All personnel contacted were professional, dedicated, and highly motivated. The Commander, upon his return, went on leave 6-11 April.

3. On 16 April, the Commander went to Mather Air Force Base to welcome the 320BMW B-52 crews back from the Royal Air Force Bombing Competition. The crew won both the "Camrose" and "Blue Steel" awards for the best bombing and the best bombing and navigation combined. A tremendous performance by a most professional crew.

4. During the period 19-28 April, the Commander served as a panel chairman of the Permanent Lieutenant Colonel promotion board at Randolph Air Force Base.

5. During the period 3-12 May, the 6SW received a "no-notice" visit from the 1st Combat Evaluation Group. Their overall rating was marginal. The Commander and key operations staff members went to Eielson on 12 May to receive the out-brief. The Air Division has been closely monitoring the wing's training program which caused the entire operations program to go marginal.

6. On 13 May, the Commander and key staff were guests of honor at the Sacramento Valley Military Liaison Committee's Annual Golf Tournament. It proved to be a day highlighted by mulligans, hooks, slices, three-putt greens, and culminated with a wonderful meal. The base is planning to host a similar event in the early fall.

7. For the Commander it was back to business. He served as Airborne Emergency Actions Officer during the period 14-16 May and then on to March Air Force Base for the 15th Air Force Commander's Conference, 17-21 May. The conference was excellent from both a business and social aspect.

8. On 18 May, the 14AD/LG and Avionics Superintendent made a visit to the 17BMW Avionics Maintenance Squadron to observe the KC-135 simulator operation and to discuss maintenance, manning, and utilization of the trainer and problem areas that already exist and those anticipated. Some of the problem areas revolved around the simulators accumulation of a large number of minor/major discrepancies, possible shutdowns, and shortage of personnel/skill level. This area will be watched closely by the 14AD Logistics staff.

9. On 21 May, the 14AD/LG visited the 320BMW to witness a Gas Mask Test for those used by crew chiefs during B-52/KC-135 engine starts by cartridge starters. No problems observed or anticipated.

10. During the period 24-28 May, the Division Logistics staff officer visited both the 314TAW at Little Rock Air Force Base and the 6th Strategic Wing. His purpose was to review and insure awareness of KC-135Q operations support responsibilities as outlined in SAC OPLAN 60-74-13. Findings indicated a lack of information flow between units and commands, which if left uncorrected, would have severely hindered future KC-135Q forward operations.

11. During the period 27-28 May, the Commander, Senior Enlisted Advisor, Operations staff Officer, and new Maintenance Superintendents visited the 6SW at Eielson Air Force Base. The Commander reviewed the wing change of command on the 28th while the rest of the staff toured facilities and reviewed existing people's and operational programs. Personnel were found highly motivated and very professional. Facilities upkeep was most impressive. An area that will be watched closely by the Commander and staff will be the support received by the wing by the AAC host which has been lacking in both people's program and administrative support.

12. On 3 June, the Commander visited the 916AREFS at Travis Air Force Base and 320BMW at Mather Air Force Base. He received several safety incident briefings and received complete overviews of the wing safety programs. Continued emphasis is being placed on sound safety practices and close adherence to established technical directives.

13. On 11 June, the 14AD/DO and an Operations Staff Officer attended the 1st Combat Evaluation Group out-brief at the 320BMW. The wing received a satisfactory rating with only minor discrepancies noted. The DO also received a very professional, comprehensive briefing on the ORI Route (OB-97) with emphasis on aiming/offset points.

14. During the period 11-13 June, the Commander once again served as Airborne Emergency Actions Officer at Offutt Air Force Base. Upon returning, he went on leave for approximately seven days.

15. On 22 June, the 14AD/LG visited the 916AREFS at Travis Air Force Base to discuss the implementation of the test scheduling plan for the squadron. The new plan would permit daily tail number deviations (if required) to the normally rigid weekly maintenance plan. All agreed that the substitution flexibility would allow for unexpected major aircraft maintenance problems and would greatly reduce unwarranted cannibalization of parts.

16. All in all, the 14th Air Division and its units continued to exhibit high degrees of professionalism and dedication. The complexions of the Air Division and some of its units are changing rapidly. The 6SW has worked hard to improve its operations training program. The third quarter will see our units face the 15th Air Force Commanders Facilities Inspection and the start of the next SAC IG/ORI cycle.


ALBERT L. MELTON, Brigadier General, USAF
Commander

11 Atch
1-11 Exhibits

REPORT OF VISIT	TYPE OF REPORT (Check One)		DATE OF REPORT	
	<input type="checkbox"/> STAFF ASSISTANCE VISIT	<input type="checkbox"/> LIAISON VISIT	7 April 1976	
	<input checked="" type="checkbox"/> ORIENTATION		TRIP NO	DATE OF TRIP
			76-21	1 April 1976
TO:	PREPARING OFFICIAL		COORDINATION	
14AD/CC	SMSGT DAVID L. CAMPBELL		OFFICE SYMBOL	LAST NAME
FROM: (Office Symbol)			CC	
14AD/IG			IG	<i>Smith</i>
ORGANIZATION (S) OR STAFF AGENCY (IES) VISITED	PERIOD OF VISIT (S)			
55SRW Offutt AFB, NE	1 thru 4 April 1976			
PURPOSE OF VISIT (S)				
Orientation of CMSgt Elkins and SMSgt Campbell with regard to the mission of the 55SRW and to meet assigned personnel.				
RESULTS				
See attached sheet				
NAME AND GRADE OF VISITORS			DISTRIBUTION	
JAMES N. ELKINS, CMSgt			cc <i>APW</i>	
DAVID L. CAMPBELL, SMSgt			55/CC	
DUTY (Or Title)			55/DCM	
Div Maint Supt				
UNIT OR AGENCY				
14AD				
14AD				
NAME, GRADE & TITLE (Team Chief or Visitor)			SIGNATURE	
JAMES N. ELKINS, CMSgt, USAF			<i>James N. Elkins</i>	
Div Maint Supt				

1. Personnel Contacted: Col Hewson, DCM
Col Purkhiser, AIXM
CMSgt Johnston, DCM Tech Advisor
1st Lt Webster, 55 AMS Asst Maint Supr
CMSgt Brown, 55 AMS Propulsion Branch
MSgt Balzar, 55 FMS Jet Eng Shop Ch

2. Attended DCM Stand-Up and then was conducted on a tour of FMS facilities, spending the majority of the time in Propulsion Branch discussing the Engine Condition Monitoring Test Program. The Propulsion Branch Chief, CMSgt Brown and his assistant, MSgt Balzar, are to be commended for the management of the branch and particularly the success they have achieved in the test program. Morale within the branch is the highest observed in any unit thus far.

3. Visited many of the shops of the 55AMS, went aboard an KC-135 and KC-135 aircraft for a first hand look at equipment configuration and layout and visited job control, all in the company of 1st Lt Webster. Met many key supervisors, technicians and civilians assigned to the 55AMS and received short briefings on many pieces of avionics equipment. Received a briefing on overall AMS structure and manning within each branch and section. All personnel appeared to be highly motivated, mission oriented and AFR 35-10 compliance excellent.

4. We look forward to future visits with an opportunity to touch base in other areas and expand our knowledge and understanding of the 55SRW's unique mission.

COORDINATION AND FILE COPY

1st Ind to 6SW/CC Ltr, 10 Jun 76, Reply to 3-12 May 1976 CEVG Discrepancies

14AD/CC

TO: 15AF/DOTTV

~~Concur with corrective actions taken by unit.~~

ALBERT L. MELTON, Brigadier General, USAF
Commander

FILE DESIGNATION	
OFFICE SYMBOL	LAST NAME AND DATE
CING/CC	<i>M</i>
VCINC/CV	
CS	
CSA	
DA	
AC	
AD	
DE	
DI	
LG	
DO	<i>[Signature]</i>
	<i>RKC</i>
XO	
DP	
AP	
IG	
SP	
OI	
SG	
IIC	
JA	
NR	

5

RETURN TO:	OFFICE SYMBOL	ORIGINATOR'S NAME AND GRADE	PHONE NO	TYPIST'S INITIALS	DATE TYPED	BM
	14AD/OCE	SSgt Dorrian	4339	cid	16 Jun 76	<i>ATCH 2</i>

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 6TH STRATEGIC WING (SAC)
APO SEATTLE, 98737



REPLY TO
ATTN OF: CC

10 June 1976

SUBJECT: Reply to 3-12 May 1976 CEVG Discrepancies

TO: 14AD/DO

1. In accordance with directions set forth on page 1, of the 1st CEVG report for the 6th Strategic Wing, 3-12 May 1976 visit, the following corrective action has been accomplished:

a. Item A1a(1). Corrective action as directed on the AF Form 8 has been complied with and the recheck administered. A subsequent grade of "Qualification Level 1" was obtained by the individual.

b. Item A1a(2). Corrective action as directed on the AF Form 8 has been complied with and the recheck administered. A subsequent grade of "Qualification Level 1" was obtained by the individual.

c. Item B2a. The current SAC supplemental instrument exam has been procured and is now in use. The instrument exam monitor has been briefed to closely monitor the current date of AFP 60-5/SAC Sup 1, as published in SACR 0-2. Instrument Exam will be reviewed monthly to insure that it is still current.

d. Item C2d. The Stan/Eval Review Panel minutes for July, 1975, and January, 1976, have been addended to reflect the reasons for the absence of panel members. The Review Panel Minutes monitor has been briefed on the requirements as stated in SACR 60-4, Vol I, Para 2-16c, to insure compliance in the future. Additionally, the Chief, DOV, will check and review each set of minutes for sufficiency, accuracy, and completeness prior to publication.

e. Item C2e(1). A document has been prepared and disseminated to each agency identified on the distribution list requesting a review of the minimum number of manuals necessary to complete the assigned mission. Upon receipt and analysis of the data, the Wing Manual Control Officer will re-establish distribution requirements with the supplying agencies.



Peace is our Profession

To prevent future occurrences, a review of distribution requirements by the Wing Manual Control Officer will be conducted on a semi-annual basis. The results of this review will be reported to the Chief, DOV, for final disposition.

f. Item C2e(2). One copy of SACR 50-9 is available to DOV through DOT. AFR 5-31, Section D, Para 1-9, states:

"...Both the master and the functional libraries will:

a. Make Air Force and other publications available to personnel, consistent with their assigned duties and need to know.

b. Be conveniently located to serve a maximum number of personnel. One master or functional publication library can serve several organizations within the same or different echelons of command.

c. Be "open" to personnel of other staff offices in the headquarters even though, as in the case of a functional library, the publications are maintained primarily for use and convenience of personnel of the staff office that authorized it. This sharing arrangement should enable some staff offices to reduce the size of their functional libraries or, in some instances to eliminate them...."

Thus, it is apparent that this regulation must be made available and not necessarily placed in the Stan/Eval publication library.

Change 1, to SACR 60-4, Vol IV, and messages changes to SACR 51-135, Vol IV, have been obtained and posted. Procedures have been established within DOV to preclude future recurrences of these discrepancies. These procedures include, but are not necessarily limited to the checking of currency of all reference publications against the current SACR 0-2; checking for applicable missing changes and supplements, and checking for correct posting.

The publication monitor has been briefed on the aforementioned procedures and will implement same during self-inspections conducted quarterly.

g. Item C2e(3). All AF Forms 764a have been reviewed and reaccomplished in compliance with AFR 7-2, Fig 15, and SAC Sup. 1, para 5c. A quarterly review has been established by the publication monitor to insure compliance.

h. Item C2f. The incorrect question alternative in the Pilot Instructor Examination has been corrected and the test monitor briefed on the importance of having accurate questions. As changes to directives occur, the test monitor will insure that the affected examinations are validated and will report the status of the examination within two work days to the Chief of DOV. Additionally, a review of all examinations and references will be included in the DOV quarterly self-inspection.

i. Item C2g(1). The records documenting the submission of the SAC-DOT(M) 7109 reports for the two months in question have been placed in the Stan/Eval files IAW SACR 60-4, Vol I, Chap 2. To preclude any recurrence of this discrepancy, access to the files and the removal of any documents has been delegated strictly to the Chief, DOV, the Administrative Officers, and the administrative specialist. The remaining members of DOV will make their request for any documents contained in the files to one of the DOV personnel having access. Upon approval of the request, an AF Form 614 will be utilized to record the location of the document and identify the individual accountable for the document.

j. Item C2g(2). A file documenting the Stan/Eval reports to the scheduling section reflecting flight check due dates, has been re-initiated. That file had been removed after last year's CEVG visit in an effort to reduce unnecessary paperwork. To preclude any recurrence the file will be maintained IAW SACR 60-4, Vol I, Chap 2.

k. Item C2g(3). The file copies documenting the submission of the Stan/Eval commitment reports to ICEVG/EV have been re-placed in the Stan/Eval files. To preclude recurrence the instructions, as outlined in para i, will be complied with.

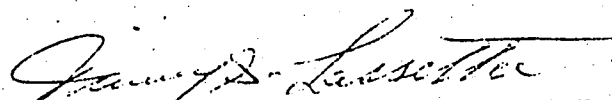
l. Item C2g(4). The July copy of the ICEVG evaluation of the 6th Strategic Wing has been replaced in the Stan/Eval files. To preclude any recurrence the instructions, as outlined in para i, will be complied with.

m. Item C2g(5). The 6SW Stan/Eval Personnel Commitment Report, submitted for January through June, 1976, has been reviewed and updated to reflect the six month listing. The report monitor has been briefed on the importance of having accurate listings. Additionally, the Chief, DOV, will insure the completeness and accuracy of all information before disposition to ICEVG/EV.

n. Item C3a. The AF Form 8 which reflected the incorrect expiration date has been reviewed and corrected. To preclude any recurrence of this discrepancy, all assigned evaluators will receive intensive instructions on SACR 60-4, Vol 1, Chap 10, by the AF Form 8 monitor on a quarterly basis. Additionally, a monthly review of all submitted AF Forms 8 will be accomplished by the Form 8 monitor utilizing a newly developed 17-step checklist to review their completeness and recheck for accuracy.

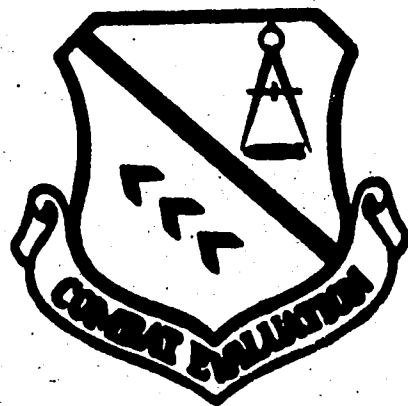
o. Item C3b. The RC-135 Pilot Emergency Procedures Examination which contained five questions with more than one correct alternative has been reviewed and corrected. Additionally, the test monitor has been briefed on the importance of having accurate answers. As changes to directives occur, the test monitor will insure that the affected examinations are validated and will report the status of these examinations within two work days to the Chief, DOV. A review of all examinations and references will be included in the DOV quarterly self-inspection.

p. Item D3. AF Forms 1381 have been documented to reflect the USAF Survival Course SV-83-A, Initial Qualification and Difference Training completed to date. The SV-83-A documentation has been added to the in-processing of all flying personnel. The documentation of all initial and difference training will be accomplished by the OPR for the training. Self-inspection will be conducted quarterly to insure correct documentation of training.


JIMMY S. LASSETTER, Colonel, USAF
Commander

HEADQUARTERS 1st COMBAT EVALUATION GROUP

HEADQUARTERS
6TH STRATEGIC WING
EIELSON AIR FORCE BASE, ALASKA



3 - 12 May 1976

BARKSDALE AIR FORCE BASE, LOUISIANA

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1ST COMBAT EVALUATION GROUP (SAC)
BARKSDALE AIR FORCE BASE, LOUISIANA 71110

FOREWORD

25 MAY 1976

1. AUTHORITY: By authority of SAGR 60-4, a Task Force from the 1st Combat Evaluation Group visited Eielson Air Force Base, Alaska, 3 - 12 May 1976. This was a no-notice visit. Key members were:

Task Force Commander - Lt. Col Kenneth C. Primmer
Reconnaissance Team Chief - Maj Willard B. Morris

2. UNIT EVALUATED: 6th Strategic Wing. Key personnel:

Commander - Col Donald M. Griffin
DO - Col George H. Miller
Chief, Stan/Eval Div - Capt Manning L. Crump

3. CRITIQUE: Brig Gen Albert L. Melton, Commander, 14th Air Division; Col Donald M. Griffin, Commander, 6th Strategic Wing, and key staff personnel were present at the critique, 12 May 1976.

4. INSTRUCTIONS:

a. The following action will be taken by Commander, 6th Strategic Wing:

(1) Indicate corrective action pertaining to each paragraph preceded by an asterisk (*). If corrective action is incomplete at the time of your reply, an estimated date of completion will be stated.

(2) Forward 10 copies of corrective action memorandum to 14th Air Division within 10 working days after receipt.

b. 14th Air Division will add nine copies of its instructions on corrective action and forward to Fifteenth Air Force/DOCEM within five working days after receipt.

c. Fifteenth Air Force/DOCEM will add eight copies of its instructions on corrective action and forward to 1st Combat Evaluation Group within five working days after receipt.



EDWARD F. CEHRKE, Colonel, USAF
Commander

DISTRIBUTION

CINCSAC/DOT, Offutt AFB, NE 68113	2 copies
CINCSAC/IG, Offutt AFB, NE 68113	1 copy
15 AF/DO, March AFB, CA 92508	4 copies
8 AF/DO, Barksdale AFB, LA 71110	1 copy
3 AD/DO, APO San Francisco 96334	1 copy
14 AD/DO, Beale AFB, CA 95903	2 copies
6 SW/CC, APO Seattle 98737	14 copies

RESULTS

CREW ACTIVITY: Flight evaluations and examinations were awarded grades in accordance with applicable volumes of SACR 60-4.

RATINGS: Definitions of ratings awarded.

EXCELLENT. Evidence that initiative was used throughout. Procedures in effect were of exceptional merit and surpassed majority of similar agencies. Virtually error free.

SATISFACTORY. Fulfilled requirements of pertinent directives. Only minor discrepancies noted.

MARGINAL. Minimum degree of accomplishment or compliance. Low productivity. Avoidable errors throughout.

UNSATISFACTORY. Failed to fulfill basic requirements. Specific cases noted of noncompliance with directives.

RESULTS

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UNSATISFACTORY. Failed to fulfill basic requirements. Specific cases noted of noncompliance with directives.

SUMMARY OF FINDINGS

6TH STRATEGIC WING RATING

MARGINAL

CREW ACTIVITY

FLIGHT EVALUATIONS

Q QT U

Reconnaissance (14 Individuals)
 Tanker (3 Individuals)

14 1 2

EXAMINATIONS (Emergency Procedures)

Reconnaissance (36 Individuals)
 Tanker (4 Individuals)

36
 4

EXC

SAT

MARG

UNSAT

REPEAT DISCREPANCIES

TRAINING PROGRAM

X

STAN/EVAL PROGRAM

X

Reconnaissance
 Branch
 Tanker Branch

X
 X

STAFF SUPPORT

X

SPECIAL SUBJECTS

Crew members' knowledge of directives

FINDINGS

A. CREW ACTIVITY REQUIRING CORRECTIVE ACTION/ADDITIONAL TRAINING

1. FLIGHT EVALUATIONS

a. 6TH STRATEGIC WING STAFF

*(1) STAFF - PILOT - U

(a) Descent and Landing - Unqualified: Fuel panel was not properly configured for landing with main wing tank fuel below 9000 pounds. All tank to engine manifold valves were not opened. Evaluator intervened.

Corrective Action: Complete two hours supervised study of T.O. 1C-135(K)A-1, Sections II, VII and VIII with emphasis on fuel system operation and management. Ground recheck required.

(b) Instructor Qualification: Unqualified as instructor due to status of Qualification Level 3. Will not perform instructor duties until status is Qualification Level 1.

*(2) STAFF - PILOT - U

(a) Descent and Landing - Unqualified: Fuel panel was not properly configured for landing with main wing tank fuel below 9000 pounds. All tank to engine manifold valves were not opened. Evaluator intervened.

Corrective Action: Complete two hours supervised study of T.O. 1C-135(K)A-1, Sections II, VII and VIII with emphasis on fuel system operation and management. Ground recheck required.

(b) Instructor Qualification: Unqualified as instructor due to status of Qualification Level 3. Will not perform instructor duties until status is Qualification Level 1.

B. TRAINING PROGRAM

MARGINAL

1. Training effectiveness was rated marginal based on observed performance of 17 inflight evaluations, with two inflight failures.

2. The instrument ground school was satisfactory. The instructor's presentation was very professional and pertinent to the needs of assigned pilots. Discrepancies in the instrument program included:

a. The SAC supplemental instrument exam (AFP 60-5, SAC Sup 1) being used was obsolete. The current exam became effective 10/5/75. (SACR 50-24, page 3-8, para 3a)

b. In order to maintain reasonable control of the temperature in the classroom, the doors to the hallway were opened. Normal traffic and noise in the hallway caused distractions to the instructor's presentation.

3. The simulator used for training and evaluating electronic warfare officers was not on station during this visit.

C. STAN/EVAL PROGRAM

EXCELLENT

1. STAN/EVAL KNOWLEDGE (SACR 60-4 Examination) Q U

a. Reconnaissance (15 Individuals)	15
b. Tanker (2 Individuals)	2

2. GENERAL

a. Trend identification/analysis was excellent. A review of records indicated that the 6th Strategic Wing Stan/Eval Division has consistently identified trends and weaknesses.

b. No-notice activity was satisfactory. Although the percentage of individuals receiving no-notice inflight evaluations in the last year is not high, the no-notice rate for the last six months has significantly increased, indicating a viable program; however, continued emphasis is required.

c. Training monitoring by the Stan/Eval Division was excellent.

*d. The Stan/Eval Review Panel minutes for July, 1975, and January, 1976, did not reflect the reasons for the absence of panel members. (SACR 60-4, Vol I, 2-16C)

e. Manuals Control/Publications were satisfactory.

*(1) Manuals control documentation procedures within the Stan/Eval Division were very good and distribution to all agencies timely. It was noted however, that an excessive number of T.O.'s and checklists were being ordered. In one instance, with only two checklists required, fifteen were on order. (T.O. 00-5-2, para 4-50)

*(2) The Stan/Eval Publications File did not include SACR 50-9; Change 1 to SACR 60-4, Vol IV, and Message changes to SACR 51-135, Vol IV. [SACR 60-4, Vol I, para 2-11k(4)]

*(3) The reverse side of numerous AF Forms 764a were missing required documentation of changes, supplements, or Interim Message Changes. (AFM 7-2, Fig 15 and SAC Sup 1, para 5c)

*f. Examinations were satisfactory. Examinations were generally well written and properly constructed. However, the Pilot Instructor Examination number two contained one question which did not have a correct alternative. (SACM 50-6, para 2a)

g. Office Administration/Scheduling was marginal. Discrepancies noted were:

*(1) Records documenting the submission of the SAC-DOT(M) 7109 reports for two of the previous ten months could not be located in the stan/eval files. [SACR 60-4, Vol I, para 2-11k(1)]

*(2) Records documenting stan/eval reports to the scheduling section, reflecting flight check due dates, could not be located in the stan/eval files. [SACR 60-4, Vol I, para 2-11k(1)]

*(3) File copies documenting the submission of stan/eval commitment reports to 1CEVG/EV were missing from the stan/eval files. [SACR 60-4, Vol I, para 2-11k(1)]

*(4) A copy of the July, 1975, 1 CEVG Evaluation of the 6th Strategic Wing was missing from the stan/eval files. [SACR 60-4, Vol I, para 2-11k(7)]

*(5) 1 CEVG records indicate that the 6 SW Stan/Eval Personnel Commitment Report submitted for the January through June, 1976, period contained only a three month listing instead of the required six months. (SACR 60-4, Vol I, para 2-11n)

h. Organization/Facilities were excellent. Facilities were not only clean and well maintained, but also significantly improved since last year.

i. Security procedures within the Stan/Eval Division were excellent. This area shows considerable interest and effort on the part of the responsible individuals.

3. RECONNAISSANCE BRANCH

EXCELLENT

*a. An AF Form 8 documenting an annual qualification check for an electronic warfare officer reflected that the examinations were accomplished outside the normal eligibility period; however the expiration date was not properly adjusted. (SACR 60-4, Vol I, para 3-8b)

*b. The RC-135 Pilot Emergency Procedures Examination contained five questions with more than one correct alternative. (SACM 50-6, para 4-2a)

c. The navigator and EWO exams were particularly impressive and virtually error free.

4. TANKER BRANCH

EXCELLENT

a. The KC-135 Pilot Emergency Procedures Examination number two contained two questions which dealt with nonappropriate material. [SACM 50-6, para 4-2b(5)]

D. STAFF SUPPORT

EXCELLENT

1. Staff support of the training program was excellent. A review of staff evaluator worksheets indicated that the 6th Strategic Wing was in compliance with command directives. Remarks were occasionally vague, however. A review of training reports also indicated strong staff support of the training program.

2. Staff support of the stan/eval program was excellent. Strong support of the stan/eval program is evident throughout the 6th Strategic Wing as evidenced by follow-up action on trends discussed at stan/eval review panels and efficient scheduling of aircrew stan/eval requirements.

*3. Compliance with directives was satisfactory. AF Forms 1381 for numerous pilots and electronic warfare officers did not contain required entries such as initial qualification/difference training in assigned weapons system and USAF Survival Course S-V83-A. [AFR 60-1, Atch 1, para 2e; SACM 51-135, Vol II, para 4-1b(3)]

E. SPECIAL SUBJECTS

1. Crewmember's knowledge of directives - (closed book, percent average score):

a. KC-135 Pilot 90, Copilot 79, Navigator 88, Electronic Warfare Officer 88.

b. KC-135 Pilot 78, Navigator 88.

F. 6TH STRATEGIC WING RATING

MARGINAL

REPORT OF VISIT	TYPE OF REPORT (Check One)		DATE OF REPORT	DATE OF TRIP	
	<input checked="" type="checkbox"/> STAFF ASSISTANCE VISIT <input type="checkbox"/> LIAISON VISIT <input type="checkbox"/> ORIENTATION		18 May 76	18 May 76	
TO		PREPARING OFFICIAL		COORDINATION	
14AD/CC		SMSgt David L. Campbell		OFFICE SYMBOL	
FROM: (Office Symbol)				LAST NAME	
14AD/IG				14AD/CC <i>gpc</i>	
ORGANIZATION(S) OR STAFF AGENCY(IES) VISITED		PERIOD OF VISIT (S)		14AD/DO <i>[initials]</i>	
17AMS/ATD KC-135 Simulator (Train)		18 May 76		14AD/IG <i>[initials]</i>	
PURPOSE OF VISIT (S)					
To observe the KC-135 simulator operation at Beale AFB and to discuss maintenance, manning, and utilization of the trainer.					
RESULTS					
Since the implementation of SAC Programming Plan 12-75, Organization for Simulator Maintenance, on 1 Jan 76, I have made random visits to the ATD Branch of the 17AMS. Observations and conversations with personnel of this branch have uncovered some problems particularly in the KC-135 simulator, not necessarily as a result of the transition from operations to a maintenance organization.					
NAME AND GRADE OF VISITORS		DUTY (or Title)		UNIT OR AGENCY	
Colonel Louis J. Smith		Director of Logistics		14th Air Division	
SMSgt David L. Campbell		Avionics Supt		14th Air Division	
(See Reverse)					
COORDINATION					
17BMW/LGM					
17AMS/CC					
9SRW/LGM					
NAME, GRADE & TITLE (Team Chief or Visitor)				SIGNATURE	
DAVID L. CAMPBELL, SMSgt, USAF				<i>David L. Campbell</i> Arch. B	

RESULTS (Cont'd):

The KC-135 simulator is utilized by three units (17th, 320th, and 916th) and is scheduled daily from 0600 - 2130 to fulfill training requirements. Problems have surfaced over a period of time. They are:

1. Accumulating number of minor discrepancies.
2. Major discrepancies requiring maintenance priority to preclude loss of trainer validity.
3. Shortage of personnel and, more importantly, experienced technicians on this type of trainer.

AFSC 342X0

AUTH

1 - MSgt
1 - TSgt
4 - SSgt
2 - Sgt
2 - ALC

ASGN

1 - TSgt
2 - SSgt
3 - ALC

NOTE: 1 SSgt with experience is presently TDY to the KC-135 simulator from 9AMS but is scheduled for a PCS in Jun 76.

GAINS: 1 SSgt NLT Jun 76 (experienced)
1 SSgt NLT Sep 76
1 - AMN from tech school in Jun 76

With the trainer utilization at 15.5 hours per day, 5 days per week, maintenance time is limited. Consequently those problems affecting training have been given priority and little time has been available for delayed discrepancies, routine maintenance, painting, etc. Eventually, this leads to a substantial maintenance backlog requiring trainer down-time. Present maintenance down time is scheduled at one week per quarter but recent problems in March 76 necessitated two weeks of down time to return the trainer to an acceptable condition. Many commendable comments on trainer condition were received upon completion of this down time for the progress TSgt Johnson and his personnel are making. The 17AMS is working the problem with available resources and has identified the manning and experience problem to 15AF/LGMA.

During our visit on 18 May, discrepancies were noted relative to housekeeping and potential safety hazards. Some of these were previously annotated during the 17BMW safety inspection in Feb 76. Action has been taken by initiating an AF Form 332 to 17CES, however, followup is recommended to insure corrective action is accomplished. The discrepancies noted with recommendations have been passed to the 17AMS Maintenance Supervisor.

The ATD MSEP program started 1 Apr 76 (ref 15AF/LG Ltr, 22 Mar 76). The results of this 90 day test will be forwarded to SAC with recommendations. QC is conducting the technical inspections and a squadron evaluator has been assigned to conduct the personnel evaluations.

REPORT OF VISIT	TYPE OF REPORT (Check One)		DATE OF REPORT	
	<input type="checkbox"/> STAFF ASSISTANCE VISIT <input checked="" type="checkbox"/> LIAISON VISIT <input type="checkbox"/> ORIENTATION		21 May 76	
TO:		PREPARING OFFICIAL		DATE OF TRIP
14AD/CC <i>[Signature]</i>		Colonel L. J. Smith		21 May 76
FROM: (Office Symbol)				COORDINATION:
14AD/IG				OFFICE SYMBOL
ORGANIZATION(S) OR STAFF AGENCY(IES) VISITED		PERIOD OF VISIT(S)		LAST NAME
320BMW Mather AFB, CA		21 May 76		14AD/CC
PURPOSE OF VISIT(S)				14AD/DO
Witness Gas Mask Test for use by crew chief during B-52/KC-135 engine starts by cartridge starters.				14AD/IG <i>[Signature]</i>
RESULTS				
Two B-52s and two KC-135s were used for a practice rapid engine start with cartridge starters in order to test the effectiveness of crew chief gas masks and to sample emitted toxic gases. The test was conducted successfully and concluded in 2 1/2 minutes. The smoke dissipated quickly in clear weather. This ends the 320BMW tests.				
NAME AND GRADE OF VISITORS		DUTY (Or Title)		DISTRIBUTION
Colonel Louis J. Smith		Director of Logistics		320BMW/LG
NAME, GRADE & TITLE (Team Chief or Visitor)		SIGNATURE		
LOUIS J. SMITH, Colonel, USAF		<i>[Signature]</i>		

ATCH 4

ADMIN - File copy

REPORT OF VISIT	TYPE OF REPORT (Check One)		DATE OF REPORT
	<input checked="" type="checkbox"/> STAFF ASSISTANCE VISIT <input type="checkbox"/> LIAISON VISIT <input type="checkbox"/> ORIENTATION		10 June 1976 TRIP NO 76-26
TO:	PREPARING OFFICIAL		DATE OF VISIT
14AD/CC	Lt Col. Eric N. Hellberg		24-28 May 1976
FROM: (Office Symbol)			COORDINATION:
14AD/LG			14AD/CC <i>gph</i>
ORGANIZATION(S) OR STAFF AGENCY(IES) VISITED	PERIOD OF VISIT		14AD/LQ
314th TAW Little Rock AFB, AR 6th SW Eielson AFB, AK	24-28 May 1976		14AD/LG <i>atp</i>
PURPOSE OF VISIT (S)			
To attend JP-7 Flushing Exercise			
RESULTS			
This trip report is in two parts. Part one pertains to the 314th TAW and part two, the 6th SW.			
(See Reverse)			
NAME AND GRADE OF VISITORS	DUTY (or Title)	UNIT OR AGENCY	
Lt Col Eric N. Hellberg	Acft Maint Staff Officer	14th Air Division	
NAME, GRADE & TITLE (Team Chief or Visitor)		SIGNATURE	
ERIC N. HELLBERG, Lt Colonel, USAF Aircraft Maintenance Staff Officer		<i>Eric N. Hellberg</i>	

Arch 5

PART I: 314th TAW, Little Rock AFB, AR

FINDINGS

Key personnel of the 314th Tactical Airlift Wing (TAW) were not aware of their responsibilities to KC-135Q operations as outlined in SAC OPLAN 60-74-13. In fact, only one copy of this plan, at Base Supply POL Branch, is available to the wing staff.

In late 1975, a Host Tenant Support Agreement between the 314TAW and the 17th Bombardment Wing (BMW) was being drafted to replace the then existing Memorandum of Understanding. However, this action was dropped and the existing MOU terminated on 1 Jan 76 as a result of an AF Form 149 originated by the 17BMW and concurred in by the 314TAW. Copies of the termination were furnished all affected units including 15AF/XP and CINCSAC/LGXX. Termination of the MOU was apparently predicated by the SAC "45" plan which contained sufficient details of responsibilities, and required information and tasking to the 314TAW. In effect, the termination of the MOU reduced 314TAW responsibilities to a storage point with no local requirement for additional SAC KC-135Q support.

CAUSES

1. A lack of information from HQ MAC to the 314TAW.
2. A possible lack of communication between SAC and MAC Headquarters.
3. Direct lack of requirement for an AFR 11-4 agreement between the 17BMW and the 314TAW. If an agreement had been in effect, problem areas would have been highlighted.
4. Annual visits by 17BMW personnel to the 314TAW have not been made due to lack of TDY funds, etc.
5. SAC OPLAN 60-74-13 does not task Little Rock AFB as a friendly force, nor does it list assets.

RECOMMENDATIONS

1. An AFR 11-4 agreement or MOU be immediately consummated between the 17BMW and 314TAW.
2. A limited AFR 11-4 agreement or MOU be initiated between the 189AIG and the 17BMW (if required, for use of certain AGE items).
3. An immediate airfield survey be conducted jointly by SAC/MAC to determine if, in fact, the SAC KC-135 mission can be supported at Little Rock AFB.

a. After reviewing some of the 314TAW mission/EWO tasks, I feel they may not have the resources or ramp space to support KC-135Q operations. The Guard mission and the WARM SAT must also be considered since it will have a direct impact on the situation. The addition of "NIGHT WATCH" will further compound the problem.

RECOMMENDATIONS (Cont'd)

4. Information received from the 314TAW/LGX on 3 June indicated that a Uke will be shipped to Beale AFB from Little Rock AFB. There are two (2) Ukes on LRAFB at this time. Is this really what we want?

5. A letter signed by the 314TAW/IRM has re-instated the former CO. This is just an interim measure requested by 14AD/LG (Lt Col. Holliday).

COMMENTS

1. All key personnel of the 314TAW were briefed on the 135Q mission and now have the basic knowledge required to support our mission. The 314TAW/CC and his staff are eager to fulfill their part but a possible degrade of their own mission appears likely depending upon the timing and the priority of our Q mission, etc. The 314TAW folks were most cooperative.

2. The 308SMW/CC, LGM, and LGMX were fully briefed on the overall situation and will render assistance as required to the 17BMW.

3. The 189ANG Unit Advisor was given a brief overview of the general situation. This unit will have the only Uke, tow bar, and water truck at Little Rock, and therefore must be tasked for some support.

PART II: 6th SW, Eielson AFB, AK

1. Visited the 5010CSG, Eielson AFB, AK on 26 and 27 May 1976.

2. The results were about the same as at Little Rock AFB. The POL people were aware of the Q mission but no one else was really up to speed.

3. Only one copy of the 60-74-13 plan was on station and POL had it. The 5010CSG/LGX and DOX were not aware of any Q mission or their support requirements.

4. An out-briefing was conducted on 27 May 76 and the present CC and the new CC attended along with the Chief of Supply.

REPORT SUMMARY

This was a most valuable trip as it clearly identified a lack of information flow between units/commands, etc., which if left uncorrected would hinder the 135Q mission accomplishment!

1. General Maltin and I received briefings on the Cobra Ball and Giant Lance operations. They were informative and professional in content. We later toured aircraft 664 and monitored their new simulator and visited with the aircrew on alert. The aircrew was highly motivated and obviously took an extreme amount of pride in their particular operation.

2. Subjects:

Giant Lance - With the summer change over of key personnel and the absence of a recent Giant Lance Exercise, it is apparent to all concerned that periodic internal practice exercises, and some including the 5010 CSGp, are necessary. To this end, the 65W has an exercise scheduled in mid July 1976.

RECOMMENDATION: A minimum of one exercise each quarter to include aircraft/aircrew and supervision reception/briefings. Command Post/Job Control skill sessions and board play to include an exercise scenario with maintenance and operations input. Also, a continuation of Giant Lance briefings to all newcomers from directorate to branch level.

DOX - Additional emphasis is required by the EWO Study Officer to maintain current study records. Numerous records were not annotated and the display board is outdated. Both DOT/24SRS CC need to become involved in this problem and assist the EWO branch.

TDY Aircrews (DOK) - One aircraft commander from the 320th BMW, Mather, was complaining about the lack of heat in his room. He has filed this complaint with DOK for three consecutive days. DOK response was not satisfactory, and appeared unconcerned. Key staff (DO/ADO) were not aware of the problem.

RECOMMENDATION: Aircrew gripes have been going on since the first crew landed in the Elson environment, however, courtesy extends a long way in solving problems of this type.

3. Comment - Overall operations were considered outstanding. People are motivated and professional in all respects. The facilities appear neat and organized.

REPORT OF VISIT	TYPE OF REPORT (Check One)		DATE OF REPORT	
	<input checked="" type="checkbox"/> STAFF ASSISTANCE VISIT	<input type="checkbox"/> LIAISON VISIT	<input type="checkbox"/> ORIENTATION	3 June 1976
TO:	PREPARING OFFICIAL		DATE OF TRIP	
14AD/CC <i>[Signature]</i>	CMSgt P. E. Stevens		27-28 May 76	
FROM: (Office Symbol)			COORDINATION	
14AD/CMS			OFFICE SYMBOL	LAST NAME
			14AD/CC	
ORGANIZATION (S) OR STAFF AGENCY(IES) VISITED	PERIOD OF VISIT (S)			
6SW Eielson AFB, AK	27-28 May 1976			
PURPOSE OF VISIT (S)				
To perform staff assistance visit.				
RESULTS				
PERSONNEL CONTACTED				
CMSgt White - Senior Enlisted Advisor CMSgt Krause - Base Sgt Major CMSgt Hamer - CMSgt Superintendent MSgt Triplett - CMSgt SSgt Jackson - Bkg Chief (See Reverse)				
NAME AND GRADE OF VISITOR		DUTY (Or Title)	UNIT OR AGENCY	
CMSgt Paul E. Stevens		Sr. Enlisted Adv	14th Air Division	
NAME, GRADE & TITLE OF REPORTING OFFICER			SIGNATURE	
PAUL E. STEVENS <i>Paul E. Stevens</i>			<i>Paul E. Stevens</i>	

DISCUSSION

The majority of available time was spent in the Base Support areas to ascertain the degree given which greatly affect the health, welfare and morale of all personnel. I found, for the most part, that inventories and services provided were far below Air Force standards. Detailed explanations follow:

- a. Base Store: There are many empty shelves throughout the facility. The military clothing store was being remodeled and only a limited amount of clothing was on display. Exchange personnel indicated clothing was available in the store room, however stored clothing has little value to individual purchasers. It would appear that proper planning and actions by management prior to the consolidation would have eliminated this condition and assured sufficient clothing was available. Very little improvement was noted in civilian clothing as only a few popular sizes were available. Hardware for the installation of curtains and drapes were non-existent. The only clothing iron available was one small travel iron. A very limited amount of civilian shoes was available. Considering the size of this facility, it would appear that an excessive amount of souvenir type items were provided. A part of this space could be better utilized in providing bare necessities.
- b. Base Service Station: Common parts for minor tune-ups are not stocked in sufficient quantities. Management indicated that the regional office did not allow sufficient funds to stock required number of parts.
- c. Commissary: Fruit and vegetables very limited and poor quality. One complete food display, which stored cheese, was empty. This condition had existed for over 30 days. There was only one pork roast and two packages of pork ribs available in the pork section of the meat display.
- d. Service Club: This is a small and poorly arranged facility. The pool tables and ping pong tables, game machines, are in the same area as the ball room. It would appear that the snack counter and game rooms could be located in the basement, leaving the entire top floor for a ball room, meeting room for Commander calls, training sessions, etc. The carpets need to be replaced and the entire facility needs painting.
- e. Dorms: The 4th dorms are being maintained in accordance with Air Force standards. With the addition of the new programed drapes and carpets, this facility will be greatly improved.

RESULTS (Cont.)

f. Dining Hall: Truly an outstanding facility with the addition of the 24 hour snack facility. This, no doubt, will be a "Hennessey Award" dining hall.

g. Personal Appearance: No violations of AFR 35-10 were observed in the 6th Wing.

SUMMARY

The 6th SW exemplifies the highest standards. This is a dedicated, professional team, working under adverse conditions, high prices, and poor support facilities, and the discipline is exceptionally high. This can only be attributed to the interest and involvement by the Commander, officers, and NCO's in People's programs. It is my opinion that immediate positive actions are needed to improve the base support facilities, commissary, main exchange, service station, and service club. The majority of complaints were directed toward these facilities. The lack of adequate clothing and minor automotive parts forces our personnel to buy expensive like items on the economy plus many inconveniences.

Noted!

7 June '76

I discussed these subjects, plus others, in the support area with new 6SW/CC and asked him to work closely with the new 5010/CC and to get the discrepancies surfaced in hopes of a team effort to better the support of all personnel at Tielson.

QPH

REPORT OF VISIT <small>TYPE OF REPORT (Check One)</small> <input checked="" type="checkbox"/> ASSISTANCE VISIT <input type="checkbox"/> VISIT <input type="checkbox"/> VISIT		DATE OF REPORT 7 June 1976		<i>File</i> 5A CD	
TO: 14AD/CC		PREPARING OFFICIAL CMSgt David L. Campbell		DATE OF TRIP 27-28 May 1976	
FROM: (Office Symbol) 14AD/LG				COORDINATION OFFICE SYMBOL LAST NAME 14AD/CC M	
ORGANIZATION OR STAFF AGENCY VISITED 6SW Hialeah AFB, FL		PERIOD OF VISIT (S) 27-28 May 76		14AD/LG	
PURPOSE OF VISIT (S) Orientation visit with regard to the mission of the 6SW and to meet assigned personnel.					
RESULTS PERSONNEL CONTACTS: CMSgt [unclear] - Senior Enlisted Advisor CMSgt [unclear] - LGM Tech Advisor CMSgt [unclear] - OMB Supt SMSgt [unclear] - AIB Supt <p style="text-align: center;">(See Reverse)</p>					
NAME AND GRADE OF VISITOR CMSgt James N. Elkins CMSgt David L. Campbell		DUTY (or Title) Div Maint Supt Div Avionics Supt		UNIT OR AGENCY 14th Air Division 14th Air Division	
NAME, GRADE & TITLE (of Reporting Official) DAVID L. CAMPBELL, CMSgt Division Avionics				SIGNATURE <i>David L. Campbell</i>	

RESULTS:

1. Toured IGM complex, Job Control, Material Control, Plans & Scheduling, and Production areas, meeting assigned personnel.
2. Toured CMB and FMB shop areas. Checked CTX program set up in CMB consolidated tool room. Inspected flight line and hangars utilized by RC/KC-135 aircraft. Facilities have had a lot of self help work on them and the personnel are justifiably proud.
3. Visited all shop areas in Avionics Maintenance Branch with AMB Superintendent. Also visited the AMB EPC, Supply Point, and FX controlled item supply point. Discussed loss of AMB Supervisor (Capt position) and possible impact, sextant maintenance, emergency compass swing procedures, APN-59 maintenance, and conversion of the IN-16 mock up to IN-20. Spot checked two CTXs during the visit.
4. Facilities visited throughout the IGM complex, AMB, FMB, and CMB were in excellent condition with pride of ownership evident. All personnel were courteous and helpful, with AFR 35-10 compliance excellent.

TYPE OF REPORT (Check One) <input checked="" type="checkbox"/> REPORT OF VISIT <input type="checkbox"/> INSPECTION <input type="checkbox"/> ASSISTANCE VISIT <input type="checkbox"/> DOCUMENTATION		DATE OF REPORT 8 June 1976	
TO: 14AD/CC <i>[Signature]</i>		TRIP NO 76-27	
FROM: (Office Symbol) 14AD/DO		DATE OF TRIP 4 June 1976	
ORGANIZATION(S) OR STAFF AGENCY (IES) VISITED 320th BW Mather AFB, CA		PREPARING OFFICIAL Lt Col Robert K. Connet	
PERIOD OF VISIT (S) 4 June 1976		COORDINATION OFFICE SYMBOL LAST NAME 14AD/CC 14AD/DO <i>[Signature]</i> 14AD/LG <i>[Signature]</i>	
PURPOSE OF VISIT (S) To attend CEVG brief-out.			
RESULTS The wing received an overall rating of satisfactory. All areas, with one exception, were satisfactory or better. The marginal rating in compliance of directives under staff support is explained in the attached report (page 10). We received a comprehensive ORI route and aiming points briefing by the Chief of Bomb/Avy, Lt Col Abel. (See reverse)			
NAME AND GRADE OF VISITORS James H. McGrath Colonel Robert K. Connet Lt. Col.		DUTY (Or Title) Director of Operations Operations Staff Officer	
		UNIT OR AGENCY 14th Air Division 14th Air Division	
NAME, GRADE & TITLE OF REPORTING OFFICER JAMES H. MCGRATH, Colonel Director of Operations		SIGNATURE <i>[Signature]</i>	

RESULTS (Cont.)

Although the procedures and aiming points have not been finalized, we do not expect this route to be as difficult as OB-97.

COORDINATION AND FILE COPY

1st Lt to 1st Lt Ltr 26 Jul 1976, Corrective Action - 1st Combat
Detachment 1st Airborne Div 1-11 June 1976

144D/CC

JUL 29 1976

TO: 144D/CC

Concur with actions taken by unit.

SIGNED
ROBERT L. MELTON
Major General, USAF

Cy to: 320BMJ/CC

FILE DESIGNATION	
OFFICE SYMBOL	LAST NAME AND DATE
144D/CC	Melton
VCINC/CC	
CS	
CSA	
DA	
AC	
AD	
DE	
IN	
LO	
DO	→ [Signature]
	[Signature]
XO	
DP	
XP	
IG	
SP	
OI	
SG	
HC	
JA	
NR	
BM	Arch 10
NO	

RETURN TO:	OFFICE SYMBOL:	ORIGIN:	PHONE NO:	TYPIST'S INITIALS:	DATE TYPED:
	144D/CC	SS	4339	cf	28 Jul 76

320TH BOMBARDMENT WING

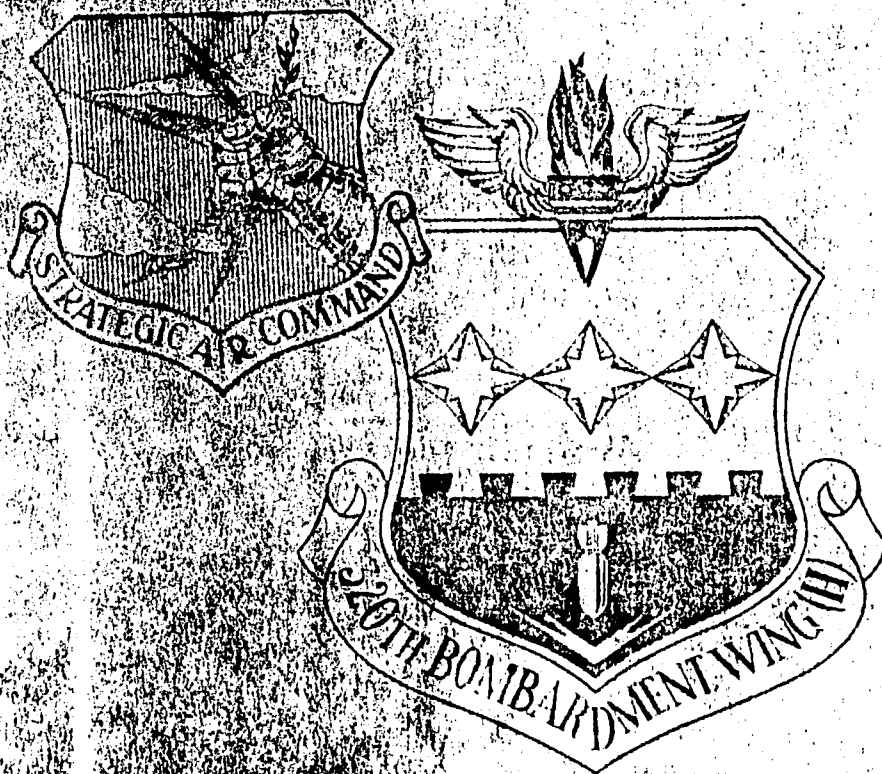
UNITED STATES AIR FORCE

MATHER AFB, CALIFORNIA

REPLY TO INSPECTION REPORT

**COMBAT EVALUATION GROUP
EVALUATION**

1 JUN - 11 JUN 76



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, 320TH BOMBARDMENT WING (SAC)
WETHER AIR FORCE BASE, CALIFORNIA, 95658




26 JUL 1976

REPL TO
ATTN: CC

SUBJECT: Corrective Action - 1st Combat Evaluation Group Team Visit
1-17 June 1976

TO: 14AD/CC

The findings of subject inspection report have been reevaluated and thoroughly reviewed for lasting corrective action by my staff and myself. A reply has been prepared by numbering the paragraphs to coincide with the number of the report's paragraphs requiring reply or comment. Answers indicating corrective action have been made for each paragraph of the inspection report preceded by a single asterisk.


CURTIS R. SMITH, Colonel, USAF
Commander

1 Atch
Reply to Insp Rpt (10)



is our Profession.

REPLY TO INSPECTION REPORT

A1a(1): Corrective action completed on 6 Jul 76. His inflight recheck was completed on 8 Jul 76 with an overall status of Qualification Level 1, IAW SACR 60-4, Vol 1. Action completed.

A1a(2): Additional training completed on 14 Jul 76. The Mission Accomplishment Report (SAC Form 818), item T66P was also corrected to give zero credit for this item. Action completed.

A1a(3): Corrective action completed on 8 June 76. Additional training completed on 9 Jun 76. The ground recheck was completed on 9 Jun 76 with an overall status of Qualification Level 1, IAW SACR 60-4, Vol 1. Action completed.

A1a(4): All corrective action completed on 8 Jun 76. All required ground rechecks were completed on 9 Jun 76 with an overall status of Qualification Level 1, IAW SACR 60-4, Vol 1. Action completed.

B3: All worn 1-1 trainer tapes have either been repaired or replaced. This will also be a closely monitored item during the Stan/Eval Training Devices Evaluations conducted IAW SACR 50-46. Action completed.

C2b: IAW SACR 60-4, Vol 1, 15AF Sup 1, 50% of the crew force will be administered a no-notice inflight evaluation during the year. For the period Jul through Sep 75 the B-52 Branch was two no-notice short of this goal, during which time the unit was TDY flying out of Castle AFB due to runway construction here at Mather AFB. At the present time we are in the process of developing a no-notice program D001. This D001 will establish procedures, specific goals, and guidance as to how our no-notice program will be operated. Estimated completion date is 15 Aug 76.

C3a: All EWO SAC Forms 817 have been corrected and now reflect a grade in subarea "E" in the Electronic Warfare area. The Stan/Eval 817 overlays were also corrected to indicate a grade in subarea "E" when additional runs are accomplished. Action completed.

C3b: All gunners SAC Forms 817 have been corrected and now reflect a grade in subarea "A" and "B" in the instructor area for recurring instructor checks. The Stan/Eval 817 overlays were also corrected to indicate a grade in subarea "A" and "B" for recurring instructor checks. Action completed.

C3c: All gunners examinations with strikeovers and/or grammatical errors have been corrected and retyped. In the future the Senior Stan/Eval crew will review and initial all newly developed test information prior to it being used for testing. Action completed.

C4a: The Form 8 has been annotated to reflect the correct eligibility period and expiration date. An AF Form 8 monitor has been assigned to each specialty for a final crosscheck of all information prior to review by the branch chief. Action completed.

C4b: The Form 8 has been annotated to reflect the date the final approving officer initially approved it instead of the date he signed it. Prior to administering any recheck, the evaluator and the like-specialty AF Form 8 monitor will insure that the initial AF Form 8 is reviewed and thoroughly checked for accuracy. Action completed.

C4c: The Form 8 has been corrected to coincide with the original suspense date. All Stan/Eval personnel have been briefed on the significance and implications of area-specific activity recheck failures IAW SACR 60-4, Vol 1, para 3-39b. A new suspense date as indicated in AFR 60-1, SAC Sup T (C1), para 5-19, will no longer be given when a different subarea failure occurs during the recheck of a specific area/activity. This subject is now a special briefing item for evaluators and a specific item to be checked by the Form 8 monitors. Action completed.

C4d: The pilot emergency procedures examinations are being revised with an increased emphasis on systems operation and reducing the number of questions requiring a numerical response. Estimated completion date is 15 Aug 76.

D1: These delinquencies happened during the period of time that the entire flying training program was conducted at Castle AFB due to runway construction at Mather. This condition no longer exists. Procedures have been developed and implemented by DOTG to insure this training is accomplished as required. This item is also monitored closely by DOV IAW SACR 60-4. Action completed.

D2: Our goal for the future, as it has been in the past, is to have all required Review Panel members present for this meeting; however, higher headquarters conferences and annual leave schedules do not always allow 100% attendance. When members are unable to attend, we have, in all cases, had a representative present. This item will be discussed at our next Stan/Eval Review Panel and corrective action entered in the minutes. Estimated completion date 30 Aug 76.

D3: Our fast turn-over of Stan/Eval personnel was due to a large number of PCS movements, up-grades, staff positions, SOS, rated supplement, and retirements throughout the wing. We have asked 15AF to give us as much priority on additional Stan/Eval School slots as possible for our newly assigned Stan/Eval crew members. At this time only four more crew changes are scheduled within the next three months. Estimated completion date 30 Sep 76.

D4: A professional qualification index code has been placed in Section V of the AF Form 702. A complete qualification and instrument check was completed with an overall status of Qualification Level 1, IAW SACR 60-4, Vol 1. Due to an administrative error in the DOV letter submitted to Flight Management, IAW AFR 60-1/SAC Sup 1 (C1), para 5-18, the Flight Management Data System (FMDS) was updated to indicate current qualification. Procedures which will prevent recurrence of this problem are now specifically spelled out in OINCSA message 132218Z Jul 76. Per referenced message, in the future the Flight Management Branch will update flight check information using the Certified Form 8 only. Action completed.

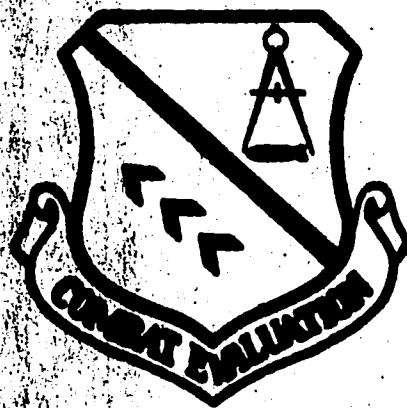
D5: This officer reported the service at the end of Jun 76; however, we were in error by not adjusting his expiration forward four months IAW AFR 60-1, para 5-15. It is now our policy that upon notification of a person separating from the service we will make the appropriate adjustments/ Professional Qualification Index Code IAW AFR 60-1/SAC Sup 1. Action completed.

D6: His physiological training date expired as of 31 May 76. He completed his physiological training on 15 Jun 76 after returning from a non-flying TDY school. The FMDS had indicated a July expiration date for this officer. To preclude future extraction of erroneous computer product dates, the Flight Management Branch will request a Base Level Inquiry System (BLIS) printout on physiological training dates, and crosscheck this product against all assigned flying personnel's AF Form 702. Estimated completion date is 15 Aug 76.

D7: All assigned KC-135 aircraft on station have been inspected and now have the required number of Passenger Supplemental Data Cards and the Troop Seat/Shoulder Harness Depiction Card. A local procedure has been established for all boom operators to check the compliance of this directive on each flight, regardless of passenger requirements. Action completed.

HEADQUARTERS
1st COMBAT EVALUATION GROUP

HEADQUARTERS
320TH BOMBARDMENT WING
MATHER AIR FORCE BASE, CALIFORNIA



*allied with
C...
to find*

1 - 11 June 1976

*Will be in the mail today -
14 June*

BARKSDALE AIR FORCE BASE, LOUISIANA

*Rec'd - 12 July 76
S... 15
S... 21*

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1ST COMBAT EVALUATION GROUP (SAC)
BANGDALE AIR FORCE BASE, LOUISIANA 71110



FOREWORD

24 JUN 1976

1. AUTHORITY: By authority of SACR 60-4, a Task Force from the 1st Combat Evaluation Group visited Mather Air Force Base, California, 7-21 June 1976. This was a no-notice visit. Key members were:

Task Force Commander - Lt Col Frederick C. Hartstein
Bomber Team Chief - Maj Norman E. Merrill
Tanker Team Chief - Maj Randall R. Austin

2. UNIT EVALUATED: 320th Bombardment Wing. Key personnel:

Commander - Col Curtis R. Smith
DC - Col Wallace J. Hamilton
Chief Staff/Eval Div - Maj Willis W. Harkins

3. CRITIQUE: Col Burr V. Miller, Jr., Deputy Chief of Staff Operations, 15th Air Force; Col James H. McGrath, Director of Operations, 14th Air Division; Col Curtis R. Smith, Commander, 320th Bombardment Wing; and key staff personnel were present at the critique 11 June 1976.

4. INSTRUCTIONS:

a. The following action will be taken by Commander, 320th Bombardment Wing:

(1) Indicate corrective action pertaining to each paragraph preceded by an asterisk (*). If corrective action is incomplete at the time of your reply, an estimated date of completion will be stated.

(2) Forward 10 copies of corrective action correspondence to 14th Air Division within 10 working days after receipt.

b. The 14th Air Division will add nine copies of its indorsement to the corrective action and forward to Fifteenth Air Force/DOTTV within five working days after receipt.

c. Fifteenth Air Force/DOTTV will add eight copies of its indorsement to the corrective action and forward to 1st Combat Evaluation Group within five working days after receipt.

EDWARD F. GERKE, Colonel, USAF
Commander



DISTRIBUTION

CINCSAC/DO, Office AFB NE 68113	2 copies
CINCSAC/IG, Office AFB NE 68113	1 copy
15AF/DO, Mather AFB CA 92508	4 copies
8AF/DO, Beale AFB LA 71110	1 copy
3AD/DO, APO San Francisco 96334	1 copy
14AD/DO, Beale AFB CA 95903	2 copies
320BMM/CC, Mather AFB CA 95655	14 copies

RESULTS

CREM ACTIVITY: Flight evaluations and examinations were awarded grades in accordance with applicable volumes of SACR 60-4.

RATINGS: Descriptions of ratings awarded.

EXCELLENT: Evidence that initiative was used throughout. Procedures in effect were of exceptional merit and surpassed majority of other agencies. Virtually error free.

SATISFACTORY: Fulfilled requirements of pertinent directives. Only minor discrepancies noted.

MARGINAL: Minimum degree of accomplishment or compliance. Low productivity. Avoidable errors throughout.

UNSATISFACTORY: Failed to fulfill basic requirements. Specific cases noted of non-compliance with directives.

SUMMARY OF FINDINGS

320TH BOMBARDMENT WING RATING

SATISFACTORY

CREW ACTIVITY

FLIGHT EVALUATIONS

Q QT U

Bomber (34 Individuals)
Tanker (25 Individuals)

30 1 3
28

EXAMINATIONS (Emergency Procedures)

Q U

Bomber (85 Individuals)
Tanker (29 Individuals)

86
49

	<u>EXC</u>	<u>SAT</u>	<u>MARG</u>	<u>UNSAT</u>	<u>REPEAT DISCREPANCIES</u>
<u>TRAINING PROGRAM</u>	X				
<u>STAN/EVAL PROGRAM</u>	X				
Bomber Branch	X				
Tanker Branch	X				
<u>STAFF SUPPORT</u>		X			
<u>SPECIAL SUBJECTS</u>					
Crew Members' Knowledge of Directives					
Crested Dove					

FINDINGS

A. CREW ACTIVITY DURING CORRECTIVE ACTION/ADDITIONAL TRAINING

1. FLIGHT OPERATIONS

a. 415 SQUADRON

(1) F-105 - Pilot - U

Approach and Landing - Unqualified: On the initial landing, aircraft was 15 knots high over the landing threshold. The pilot allowed the nose of the aircraft to drop, and the forward main landing gear to touch down first. This resulted in the aircraft bouncing and a porpoise action developed. On each subsequent bounce, control inputs were ineffective and the proper landing attitude was never reestablished. The evaluator intervened and directed the pilot to go around. On the second landing, airspeed was again high crossing the threshold resulting in the aircraft ballooning. Touchdown was approximately 4,000 feet from the runway.

Corrective Action: Complete four IP supervised landings with emphasis on the proper airspeed and landing attitude. Flight recheck required.

(2) F-105 - Pilot - QT

Postflight - Qualified with Training: After accomplishing only two minutes of toggles engaged time, the pilot logged a tanker autopilot air refueling on the Mission Accomplishment Report. SACR 51-52, Volume I, requires that this item be practiced for a minimum of 10 minutes.

Additional Training: Complete sufficient study and discussion of the SACR 51-52 series manuals with a squadron IPU, with emphasis on meeting training requirements.

(b) Air Refueling - Qualified with Training: The pilot did not complete a scheduled air refueling with two tankers based on the erroneous belief that 2NM visibility was required to conduct refueling operations. Inflight visibility requirement for a single receiver and two tankers is 1NM. The pilot's decision not to continue air refueling led to a loss of valuable training.

Additional Training: Complete one hour study and discussion with the Standardization Division on T.O. 1C-1-15, Section III, Refueling Procedures.

*** (3) E-24 - Pilot - U**

(a) Mission Planning - Unqualified: Fuel remaining over destination on the SAC Form 200 was 7900 pounds in error.

Corrective Action: Complete one hour of IP supervised study of fuel consumption computations. Ground recheck required.

(b) Crew Coordination - Qualified with Training: After recomputing fuel data for takeoff with a slight tailwind component, the pilot did not insure the navigator had the revised SI time.

Additional Training: Complete one hour of IP supervised study and discussion of T.O. 1B-52G-1, Sections II and VII, with emphasis on takeoff procedures and the required crew coordination for the planning and execution of this critical phase of flight.

(c) Instructor Qualification: Unqualified as an instructor due to status of Qualification Level 3. Will not perform instructor duties until status is Qualification Level 1.

*** (4) E-24 - Copilot - U**

(a) Mission Planning - Unqualified: Fuel remaining over destination on the SAC Form 200 was 7900 pounds in error.

Corrective Action: Complete one hour of IP supervised study on fuel consumption computations. Ground recheck required.

(b) Pretakeoff - Unqualified: Demonstrated a complete lack of knowledge of takeoff computations for takeoff with a tailwind component.

Corrective Action: Complete two hours of IP supervised study of T.O. 1B-52G-1-1, Part 2, with emphasis on downwind takeoff computations. Ground recheck required.

(c) Cruise - Unqualified: Improperly configured the fuel panel three times during the mission. The pilot corrected each of these discrepancies.

Corrective Action: Complete two hours of IP supervised study and discussion of fuel panel operations. All phases of flight, including air refueling, should be covered. Ground recheck required.

B. TRAINING

EXCELLENT

1. Training effectiveness based on the crew performance observed during this evaluation was rated Excellent.

2. The Instrument Ground School was inspected and rated Satisfactory, the highest rating that can be awarded unless classroom activity is observed. Lesson plans, facilities, and test kits were being maintained in an excellent manner. A positive program was in effect to ensure timely completion of Instrument Refresher Course and Navigation Training and Weather Criteria.

3. The training services were rated Excellent. Instructional periods were covered by the T-1, T-4, and T-10 trainers. The instructors were fully qualified and provided meaningful instruction. The T-1 trainer target tapes were worn and required constant synchronization during the mission. Although no training was lost, the repeated interruptions degraded the continuity of training.

C. STAN/EVAL

EXCELLENT

1. STAN/EVAL KNOWLEDGE (SACB 60-4 Examination) Q U

a. Bomber (78 Individuals) 18

b. Tanker (12 Individuals) 12

2. GENERAL

a. Stan/Eval effectiveness in the areas of trend identification and analysis and warning monitoring was rated Excellent.

b. The Stan/Eval Review Panel Minutes of 28 October 1975 discussed the no-notice program as operating at less than desirable levels. Since that time a definitive program establishing guidance, procedures, and specific goals has not been established; however, the inflight no-notice activity has increased slightly. Continued emphasis and direction are required in this area.

c. Stan/Eval administration was rated Excellent. All programs evaluated indicated that a great deal of effort and concern was shown by the responsible individuals.

3. BOMBER SCHOOL

EXCELLENT

a. SAC Form 81 documenting qualification checks for three electronic warfare officers did not contain grades in Electronic Warfare Subarea "E" when grade comments on the AF Form 8 indicated more than one RBS attack was accomplished. (SACB 60-4, Vol I, para 4-30a(2)Note)

*d. SAC Form 817 documenting recurring instructor qualification checks for three B-52s did not contain a grade in the Instructor area. (SACR 60-4, Vol I, para 4-23)

*c. The B-52 gunners' examinations contained numerous strikeovers and grammatical errors which detracted from their overall professional appearance.

4. TANKER BRANCH

EXCELLENT

*a. An AF Form 8 documenting a qualification check for a KC-135 pilot contained an incorrect eligibility period which resulted in an incorrect suspension date being assigned. (SACR 60-4, Vol I, para 3-8c)

*b. A KC-135 pilot's AF Form 8 requiring corrective action was not signed by the approving officer prior to the recheck date. (SACR 60-4, Vol I, para 3-12b)

*c. A KC-135 navigator's AF Form 8 documenting substandard recheck activity in the same area reflected a new suspense date when the original suspense date was appropriate. (SACR 60-4, Vol I, para 3-39b)

*d. The KC-135 pilots' emergency procedures examinations were constructed with over 50 percent of the questions requiring a numerical response. An increased emphasis of emergency systems operations would be more beneficial.

D. STAFF SUPPORT

SATISFACTORY

*1. Records revealed that seven B-52 pilots did not complete their semiannual mission trainer requirements for the period July - December 1975. Two individuals received no mission trainer requirements during this period. (SACR 60-24, pg 3-3)

*2. A key panel member was absent for three of the last four Stan/Eval Review Panel meetings. Optimum scheduling of activities will ensure that required members attend so that the panel can function as an effective management tool.

*3. During the Stan/Eval Review Panel meeting of 23 April 1976, panel members discussed the excessive turnover of Stan/Eval crewmembers and identified it as a major problem area. Within a six-month period the KC-135 Branch will change 10 of 12 assigned personnel and the B-52 Branch will change eight of 18 assigned personnel. The review panel did not assign action agencies or make recommendations to alleviate this problem. A stable nucleus of Stan/Eval expertise must be maintained to continue a viable Stan/Eval program.

*4. A combat B-52 copilot's current qualification AF Form 8 reflected that his aircrew qualification had expired in November 1975; however, no documentation was on file placing him in supervised status or assigning him an appropriate Professional Qualification Index Code. (AFR 60-1/SAC SUP 1, para 5-18)

*5. A KC-135 navigator's current AF Form 8 reflected that his aircrew qualification had expired in March 1976; however, no documentation was on file reflecting his current Professional Qualification Index Code. (AFR 60-1/SAC SUP 1, para 5-18)

*6. Records indicated that physiological training for a B-52 electronic warfare crew member had expired. (AFR 60-1, para 5-13d)

*7. The troop seat area of the unit's KC-135 aircraft did not display the required number of Passenger Supplemental Data Cards, or the Troop Seat/Shoulder Harness Depiction cards. (AFR 60-9/SAC SUP 1, para 6k)

E. SPECIAL SUBJECTS

1. Crew members' knowledge of directives - (closed book, percent average score):

a. B-52: Pilot 98, Copilot 75, Radar Navigator 92, Navigator 83, EWO 87, Gunner 88.

b. KC-135: Pilot 70, Copilot 53, Navigator 88, Boom Operator 86.

2. Crested Dove:

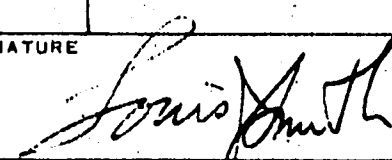
a. A special emergency procedures examination was administered to five pilots; the high score was 100%, the low score was 78%; and the average was 94%.

F. ADDITIONAL COMMENTS:

Crew performance observed on four CEVG inflight evaluations indicated a need for increased emphasis in the area of TA/EVS flight procedures. Although qualified grading criteria was met, application of procedures was the minimum acceptable and suggested that a potential problem area was developing.

G. 320TH BOMBARDMENT WING RATING

SATISFACTORY

REPORT OF VISIT <small>TYPE OF REPORT (Check One)</small> <input checked="" type="checkbox"/> REPORT OF VISIT <input type="checkbox"/> ASSISTANCE VISIT <input type="checkbox"/> COLLABORATIVE VISIT <input type="checkbox"/> ORIENTATION		DATE OF REPORT 25 June 1976	
TO: 14AD/CC		PREPARING OFFICIAL Colonel L. J. Smith	
FROM: (Office Symbol) 14AD/LG		TRIP NO 76-30	
ORGANIZATION(S) OR STAFF AGENCY(IES) VISITED 916AREFS Travis AFB, TX		DATE OF TRIP 22 June 1976	
PERIOD OF VISIT (S) 22 June 1976		COORDINATION <small>OFFICE SYMBOL LAST NAME</small> 14AD/CC gph 14AD/DO Wof 14AD/LG one YME	
PURPOSE OF VISIT (S) To discuss SAC/LGM 76-1 Test Plan: Improved Aircraft Scheduling Procedures, Weekly/Daily Serial Number Assignment, and Deviation Criteria.			
RESULTS This visit afforded us the opportunity to meet the new 916AREFS Commander, Colonel Schmitt, as well as to review with him and the Chiefs of Maintenance, Colonel Grooms and Lt Col Glenh, the implementation of subject test plan at the 916th. <p style="text-align: center;">(See Reverse)</p>			
NAME AND GRADE OF VISITOR Colonel Louis J. Smith		DUTY (Or Title) Director of Logistics	
		UNIT OR AGENCY 14th Air Division	
NAME, GRADE & TITLE (Typed) LOUIS J. SMITH, Colonel Director of Logistics		SIGNATURE 	
		ATCh 11	

The test procedures will permit daily aircraft tail number deviations to the normally rigid weekly maintenance plan. The test impact should not be great as the 916th is normally successful in meeting their planned weekly schedules but we did agree that this substitution flexibility would be helpful in cases of unexpected major aircraft maintenance problems and unwarranted parts cannibalizations for the sole purpose of fulfilling the weekly schedule.

The test period is 1 Jul thru 31 Dec 76 with three other SAC wings (56th, 97th, 99th) participating. Daily reports will be made to SAC/LGMM for each tail number substitution. A final test report concerning the overall material impact of this aircraft scheduling procedure is due 30 Jan 77.

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