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AF/SPIB LTR, 2 NOV 79
BY AFSHRC
DATE 19 NOV 1992

Director
Research Studies Institute
Attn: Analysis Branch
Maxwell AFB, Alabama

REPORT NO:

Sau. 1960

K-WG-4080-11

History
P.R.C. of the
4080th Strategic Reconnaissance Wing, Light
and the
4080th Combat Support Group
1-31 January 1960
(Unclassified Title) 21



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I - MISSION, ORGANIZATION AND ADMINISTRATION

Mission: During the month of January 1960, the primary mission of the 4080th Strategic Reconnaissance Wing remained the same as it had for previous months, which was the conducting of strategic reconnaissance and weather research operations. The primary mission of the 4080th Combat Support Group also remained unchanged, which was providing administrative and logistical support for the 4080th Strategic Reconnaissance Wing. (U)

Discontinuance of Unit: On 1 January 1960, the 4029th Strategic Reconnaissance Weather Squadron, which had been assigned to the 4080th Strategic Reconnaissance Wing since it was activated in 1956, was discontinued. Although the 4029th Strategic Reconnaissance Weather Squadron was activated the same time as the wing, there were never any aircraft assigned to the squadron. It was assigned a Squadron Commander for administrative purposes but the squadron never actually became operational. (U)

Project "Crow Flight": During the month of January there were two detachments of U-2 aircraft, crews, support personnel and equipment performing missions on Phase IV of project "Crow

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1. Stated in 2AF Regulation 23-12, dated 12 November 1957.
 2. Stated in SAC Regulation 20-13R, dated 27 March 1959.
 3. Extract from GO 84, Hq SAC, 29 September 1959. Exhibit 1.

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Flight⁴. Detachment Nine was deployed to Minot Air Force Base, North Dakota, while Detachment 10 flew their missions out of Laughlin Air Force Base. Detachment 10 also deployed to Ramey Air Force Base, Puerto Rico on 9 January where they flew sampling missions for one week then redeployed to Laughlin Air Force Base and flew sampling missions for the remainder of the month. (S)

Deployment of Detachment 4B: A requirement existed for the 4080th Strategic Reconnaissance Wing to deploy three RB-57-D2 aircraft and four combat ready crews plus necessary equipment and support personnel to Incirlik Air Base, Adana, Turkey for approximately 20 days for the purpose of accomplishing certain training directed by Headquarters Strategic Air Command regulations. During this 20 day period, approximately eight sorties were to be flown and upon completion of the in-place mission the entire deployed force would return to Laughlin Air Force Base. The detachment had to be in-place and operationally ready by 22 January 1960. (S)

The Advance Party (ADVON) of the detachment, consisting of the Detachment Commander, six officers, 16 airmen and two technical representatives were scheduled to depart Laughlin for

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4. History, Det #9, 4080th SFW, January 1960. Exhibit 2.
 5. History, Det #10, 4080th SFW, January 1960. Exhibit 3.
 6. Operations Order 29-60-4B, Hq 4080th SFW, 4 January 1960. Exhibit 4.

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Incirlik on 12 January, followed by one enroute team consisting of one officer and 24 airmen, scheduled to depart Laughlin on 16 January arriving at Brize Norton Air Base, England and remain in place until the tactical aircraft reached the point of no return enroute to Adana. Main Body Number Two consisting of 10 airmen, departing Laughlin on 13 January and Main Body Number One consisting of 19 airmen and one Technical Representative were scheduled to depart Laughlin on 13 January, and a support team utilizing Laughlin Air Force Base based aircraft to airlift them to Plattsburgh Air Force Base, New York, on 17 January. The support team at Plattsburgh would remain in-place until the tactical aircraft completed refueling and reached the point of no return on the way to Brize Norton, England then return to Laughlin.⁷ (S)

The tactical aircraft were scheduled to depart Laughlin on 18 January, land at Plattsburgh Air Force Base, New York and refuel, proceed on to Brize Norton utilizing air refueling. They would land at Brize Norton for necessary maintenance on the aircraft, refueling and crew rest and upon departure fly non-stop to Adana utilizing air refueling.⁸ (S)

On 12 January the ADVON departed Laughlin aboard a Military Air Transport Service (MATS) C-124 aircraft. On 13 January a

7. Ibid.

8. Ibid.

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C-124 aircraft departed Laughlin with 10.9 tons of cargo and 19 passengers which was Main Body Number One and a second C-124 aircraft departed with 13.0 tons of cargo and eight passengers which was Main Body Number Two. The enroute team number two departed Laughlin on 16 January and arrived at their destination on 19 January. The ADVON arrived at final destination on 15 January, Main Body Number Two arrived on 18 January and enroute team number one arrived at final destination on 19 January. The RB-57D-2 aircraft departed Laughlin for Adana, Turkey at 0800 hours on 18 January 1960. (C)

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- 9. Extract from DF, DCM to DAS, subj: "Weekly Staff Journal," 15 January 1960. Exhibit 5.
 - 10. Extract from DF, DCM to DAS, subj: "Weekly Staff Journal," 21 January 1960. Exhibit 6.
 - 11. Msg, 4080th SFW to SAC, DCMAR 35A, 18 January 1960. Exhibit 7.

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III - MATERIEL AND MAINTENANCE

Aircraft Status: As of 31 January there were 55 aircraft assigned to Laughlin Air Force Base with 43 of them possessed. Of the aircraft possessed at Laughlin, 19 were assigned to the 4080th Combat Support Group as support type aircraft while 24 were assigned to the 4080th Strategic Reconnaissance Wing as tactical type aircraft. The nine aircraft assigned but not possessed were aircraft deployed with detachments. Three U-2 aircraft were deployed with Detachment Nine, three U-2 aircraft deployed with Detachment Ten and three RB-57D-2 aircraft deployed with Detachment 4B. (S)

Reporting of Aircraft: Effective 16 January 1960, the six RB-57D-2 aircraft assigned to the 4080th Strategic Reconnaissance Wing had no Emergency War Operations (EWO) assignment which resulted in all efforts of the 4080th Strategic Reconnaissance Wing being directed toward generation of U-2 aircraft. Since the RB-57D-2 aircraft were deleted from the EWO requirements, under the plan, immediately upon completion of U-2 aircraft generation, maintenance personnel would start departing on

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1. Rept, "Report of Aircraft Status and Purpose of Flight," RCS: 1-AF-A1, 31 January 1960. Prep by and on File in Stat Svcs Section of the Base Comptroller, Hq 4080th CSGp.
 2. Rept, "Unit Capability Report," RCS: 2-SAC-V1, 31 January 1960. Prep by and on File in Repts and Analysis Section of DCO, Hq 4080th SRW.

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support aircraft for the forward area. This left generation of RB-57D-2 aircraft until all the U-2 aircraft had been generated, using only those personnel who remained at Laughlin Air Force Base. Under these conditions the problems of generation of aircraft were compounded and as a result the 4080th requested permission to delete the RB-57D-2 aircraft from the 1-SAC-VI report.³ This request was granted by Headquarters Strategic Air Command.⁴ (S)

Aircraft System Deficiencies: The aircraft systems of the RB-57D-2 aircraft were scheduled a total of 113 times with the systems receiving a total of 77 satisfactory ratings. Twenty-four ratings were written-up as satisfactory but with malfunctions while the systems received 12 ratings of completely unsatisfactory. Of the total 36 deficiencies, 23 were due to material reasons, one due to operations and 12 due to other causes.⁵ In the B-57C aircraft the aircraft systems received a total of eight deficiency write-ups out of 110 times scheduled. Four of the deficiency write-ups were caused by material reasons, one due to maintenance and three due to other reasons.⁶ (C)

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- 3. Msg, 4080th SRW to 2AF, DCOTR 13A, 7 January 1960. Exhibit 11.
 - 4. Msg, CINCSAC to 2AF with Info to 4080th SRW, DOPLRS 0539, 19 January 1960. Exhibit 12.
 - 5. Rept, "Aircraft Effectiveness, Deficiency and Abort Report" for RB-57D-2 Acft for Month of January 1960, RCS: SAC-U15. Prep by and on File in Repts and Analysis Section of DCM, Hq 4080th SRW.
 - 6. Rept, "Aircraft Effectiveness, Deficiency and Abort Report" for B-57C Acft for Month of January 1960, RCS: SAC-U15. Prep by and on File in Repts and Analysis Section of DCM, Hq 4080th SRW.

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Aircraft Systems Effectiveness: During the month of January, the highest percentage of overall aircraft systems effectiveness was in the radio system, with a 98.5 percent. The lowest percentage of effectiveness was in the Sferics system with a 53.6 percent. However, of eight aircraft systems rated, six were above the 90.0 percent effectiveness rating. The effectiveness of the radar systems on the B-57 aircraft was 91.9 percent while on the U-2 aircraft, it was 85.9 percent. The radio system effectiveness on the U-2 aircraft was 97.3 percent while on the B-57 it was 98.7 percent. The auto-pilot system effectiveness on the B-57 aircraft was 91.5 percent while it's effectiveness on the U-2 aircraft was 92.8 percent. Other systems effectiveness on the B-57 aircraft was an 89.3 percent effectiveness in Electronic Counter Measures (ECM) and 95.4 percent effectiveness in photo systems. The Sferics systems in the U-2 aircraft had a 42.6 percent effectiveness while the Nepho systems had an effectiveness of 95.9 percent. (S)

Detachment Maintenance: During January, Detachment Nine had two U-2 aircraft in commission for all missions. In one instance, take-off was delayed for thirty minutes due to the radio compass not functioning properly. In less than 30-minutes the maintenance personnel completely removed the antenna on the

7. A&E Maintenance Summary for Month of January 1960. Prepared by A&E Maintenance Analysis Section, 4080th A&E Maintenance Squadron. Exhibit 13.

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gear door and lead soldered the antenna. This corrected the⁸ difficulty and the aircraft made the rescheduled take-off. (S)

On a mission flown on 12 January, one of the U-2 aircraft had two unexplained flame-outs. The maintenance personnel found the difficulty encountered on relites was due to a defective ignition exciter. However, even though the fuel control was changed flameouts were experienced on two test flights. This resulted in the engine being changed and shipped to Laughlin Air Force Base along with a request for a tear down report. After the engine change no further difficulty was encountered.⁹ (S)

Detachment 10 deployed to Ramey Air Force Base, Puerto Rico for a week and redeployed to Laughlin during January. Again as in past deployments to Ramey nearly all maintenance support necessary for operation of the detachment was still available at Ramey since equipment from another project was still in a hangar. The detachment had all the equipment and space it needed plus a spare radio jeep to use in case the detachment's mobile control¹⁰ vehicle went out of commission. (U)

During the month of January, the maintenance and support functions each experienced a few problems. One of the aircraft

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- 8. History, Det #9, 4080th SRW, January 1960. Exhibit 2.
 - 9. Ibid.
 - 10. History, Det #10, 4080th SRW, January 1960. Exhibit 3.

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developed several problems with the F-2 hatch but the problems were corrected by replacing the ratchet mechanism. Both of the U-2 aircraft with the detachment required numerous time change items and one required an engine change. On one of the aircraft an oxygen leak was found and corrected and another leak was found in the pilots' equipment. Numerous discrepancies were encountered with the sextant and the MA-1 compass but the detachment hoped to alleviate these discrepancies. However, time after time, on the same aircraft, the sextant was written up for the same discrepancies. It was anticipated that a little help from the factory would solve this problem. ¹¹ (U)

Partial Pressure Suits: A lack of partial pressure suits in stock by the Physiological Support Unit at Carswell Air Force Base, Texas was causing undue delay in crews starting their training in the U-2 and B-57 aircraft program. Delays were also experienced in receiving back-up suits for combat ready crews who had to have replacement suits. In case the crew member's second suit became unusable, the combat effectiveness of the individual crew member would be jeopardized. ¹² Since the Physiological Support Unit at Carswell advised the 4080th Strategic Reconnaissance Wing that they were not authorized to stock partial pressure suits,

11. Ibid.

12. Rept, "Air Training Report" for 4028th SRWS for Month of January 1960, RCS: 2-SAC-T12. Exhibit 14.

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supply assistance in obtaining partial pressure suits was re-
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quested from Second Air Force. (C)

13. Msg, 4080th SFW to 2AF, DSUP 2853A, 18 January 1960.
Exhibit 15.

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IV - OPERATIONS AND TRAINING

Flying Time: During the month of January, aircraft possessed at Laughlin Air Force Base flew a total of 1,851:00 hours. Of this total, 999:00 hours were flown by support type aircraft assigned to the 4080th Combat Support Group while the remaining 852:00 hours were flown by tactical type aircraft assigned to the 4080th Strategic Reconnaissance Wing. The flying time by type aircraft for the month of January was as follows: ¹ (U)

<u>TYPE ACFT</u>	<u>NO POSSESSED</u>	<u>HRS FLOWN</u>	<u>TYPE ACFT</u>	<u>NO POSSESSED</u>	<u>HRS FLOWN</u>
TB-57C	2	109:00	T-33A	13	640:00
RB-57D-2	3	162:00	C-123B	2	111:00
			C-54G	1	104:00
			U-3A	2	108:00
			H-19	2	336:00

(NOTE: The aircraft listed in the left hand column are tactical type aircraft while the aircraft in the right hand column are support type aircraft.)

The above flying time did not include 16:30 hours of RB-57D-2 aircraft flying time flown by Detachment 4B, 136:00 hours of U-2

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1. Rept, "Report of Aircraft Status and Purpose of Flight," RCS: 1-AF-A1, 31 January 1960. Prep by and on File in Stat Svcs Section of Base Comptroller, Hq 4080th CSGp.

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aircraft flying time flown by Detachment Nine,² and 179:25 hours
of U-2 aircraft flying time flown by Detachment 10.³ (U)

Air Refueling: For the month of January the 4080th Strategic
Reconnaissance Wing scheduled a total of 12 air refuelings for the
B-57 type aircraft, nine with the 44th Air Refueling Squadron and
three with the 380th Air Refueling Squadron. Out of the 12 re-
fuelings scheduled only seven were effective. All five of the
non-effective refuelings were weather cancellations by the 4080th
Strategic Reconnaissance Wing.⁴ (C)

Support Aircraft Requirements: A staff visit by SAC was
conducted at Laughlin Air Force Base on 27 October 1959, to
evaluate the non-tactical aircraft requirements of the 4080th
Strategic Reconnaissance Wing. With the exception of Code TF
(Used for Combat Crew Training) T-33 aircraft, all non-tactical
aircraft assigned could be fully justified. Although the Code
TF T-33 aircraft were assigned specifically to support U-2 pilot
proficiency and training, the number assigned were in excess of
the number required to satisfy existing requirements. In arriving
at the number of aircraft required to adequately support the
4080th, it was established that six T-33 sorties per month were

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2. Rept, "Unit Capability Report," RCS: 2-SAC-VI, 31 January 1960. Prep by and on File in Repts and Analysis Section of DCO, Hq 4080th SRW.
 3. History, Det #10, 4080th SRW, January 1960. Exhibit 3.
 4. Rept, "Air Training Report" for 4025th SRS for Month of January 1960, RCS: 1-SAC-TL2. Exhibit 16.

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required as pilot and/or co-pilot for each of 36 authorized U-2 crews, and six sorties per month as pilot and/or co-pilot for 15 U-2 staff pilots. The average sortie length was two hours. It was also determined that 40 hours per month per aircraft was required for pilot proficiency training. Based on these requirements, it was determined that eight Code TF T-33 aircraft would adequately satisfy the additional training requirements of U-2 pilots at Laughlin. Therefore, the 4080th was notified by SAC that necessary action was being taken to reduce Code TF T-33 aircraft authorization supporting the 4080th mission from 14 to eight, and to recode six T-33 aircraft assigned to Laughlin from Code TF to Code SD (Pilot Proficiency). The number of Code SD T-33 aircraft assigned to Laughlin was left up to Second Air Force.⁵ (C)

Sferics System Support: Headquarters SAC had a requirement to perform a feasibility study on the installation of Sferics System III in the B-47H aircraft. To perform this study it was necessary for a Ramo-Woolridge technical representative, one complete Sferics System III, and two AT-19GB type antennas be sent to the 55th Strategic Reconnaissance Wing at Forbes Air Force Base, Kansas. The 4080th was directed by SAC to furnish the

5. Msg, CINCSAC to 2AF with Info to 4080th SRW, DCOOP 4613, 17 November 1959. Exhibit 17.

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technical representative and equipment for the feasibility study and to have them in place at Forbes Air Force Base no later than 23 January 1960.⁶ (S)

Hooded Flight in RB-57D-2 Aircraft: The RB-57D-2 aircraft were equipped with radar at the pilot's position, but during daylight flights use of a shield to eliminate the light from the radar scope had proven unsatisfactory. Because of canopy construction it was not possible for the other crew member to have outside visibility, therefore, he could not act as safety observer. Since it was mandatory that the pilot acquire quality scope photography, and the RB-57D-2 aircraft operated at altitudes above that normally used by other jet traffic, it was recommended to SAC that waiver of a specific part of their flight directives be granted to allow a front seat hood to be used at operational altitude in the RB-57D-2 aircraft. The use of a front seat hood was not considered any more hazardous than using a light shield over the radar scope, nor as hazardous as pilots in single seat aircraft utilizing a radar scope, because of the unusually high operating altitude of the RB-57D-2 aircraft.⁷ (C)

320 SAFE System Sorties: During January, 22 sorties were scheduled using the 320 SAFE System of which 18 became airborne.

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6. Msg, CINCSAC to 2AF with Info to 4080th SRW, DM6BE 0514, 19 January 1960. Exhibit 18.
 7. Msg, 2AF to CINCSAC with Info to 4080th SRW, DOTB M-C-01001, 15 January 1960. Exhibit 19.

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Of the 18 sorties becoming airborne, 14 were successful. One was unsuccessful due to engine oil temperature overheat, and three were unsuccessful due to malfunctions of Elint or associated equipment. All three of these malfunctions were due to erratic International Business Machine (IBM) listing. This malfunction could not be reproduced on the ground and all the components ground checked satisfactorily. In an attempt to clear up these malfunctions, after a mission was flown on 28 January one of the components was changed.⁸ (S)

Detachment Nine Operations: On 3 January a new group of personnel were rotated to Detachment Nine. This resulted from the personnel at Detachment Nine being brought to the home station for the Christmas holidays and when operations were resumed after the holidays, a new group of personnel were deployed to Minot Air Force Base, North Dakota.⁹ (U)

The three U-2 aircraft assigned to Detachment Nine were flown from Laughlin to Minot on 6 January, and the first mission was flown on 7 January. During the month of January, 14 mission sorties were scheduled with 12 sorties flown for an effectiveness of 94.1 percent. The two scheduled sorties were lost due to difficulty encountered with the Rescue Aircraft not being able to get off to support the missions. In addition to the two sorties being lost for this reason, two sorties were delayed for 24-hours.¹⁰ (S)

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- 8. Rept, "Air Training Report" for 4025th SES for Month of January 1960, RCS: 1-SAC-T12. Exhibit 16.
 - 9. History, Det #9, 4080th SHW, January 1960. Exhibit 2.
 - 10. Ibid.

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The detachment completely revised the equipment in the seat pack which contained emergency oxygen and survival equipment. Since all flights were conducted over very cold terrain, the life raft was removed from the seat pack and replaced and other water survival equipment was replaced with winter equipment. The most important piece added was the winter sleeping bag. Big heavy winter gloves were tied to the back of the seat pack in an area that was formerly occupied by balsa blocks to hold up the parachute. The revision of the seat pack with winter equipment was of particular importance in that one of the pilots experienced two flame-outs on a mission. He was able to get a restart on the second flame-out after the sixth restart attempt. At that time he was down to 10,000 feet and would have attempted a landing on a frozen lake if the restart had not been successful. ^{ll} (S)

The one navigator assigned to the detachment had a tremendous work load but was doing an excellent job. The navigator found from mission results that the pilots were encountering winds of 50-knot velocity at the operational altitude of the U-2 aircraft. Previously, wind of this strength had not been encountered except in narrow bands. It was found that these winds seemed to be located in the Northern Latitudes of the detachment's route of flight and that they were present whenever a very deep low pressure area was

ll. Ibid.

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located to North and East of the route of flight. ¹² (S)

Detachment 10 Operations: On 9 January, Detachment 10 deployed to Ramey Air Force Base, Puerto Rico for one week and redeployed to Laughlin. During the TDY at Ramey a realistic fact was clearly brought to mind. This was the requirement for two qualified navigators to deploy with the detachment. The same the first mission was launched from Ramey, the navigator who deployed with the detachment was hospitalized. However, another navigator who had gone to Ramey on one of the support aircraft was, at the last minute, ordered to remain at Ramey and assist in navigation duties. As it turned out this navigator had to assume ¹³ the full burden of the operation. (U)

During January, 23 sampling sorties were flown by Detachment 10. In addition to the sampling sorties, one pilot proficiency sortie and three test flights were flown, for a total flying time of 179:25 hours. All sampling sorties flown were successful although five of the sorties were re-scheduled and flown the following day. Two sorties were delayed on take-off due to weather ¹⁴ being below take-off minimums. (S)

12. Ibid.

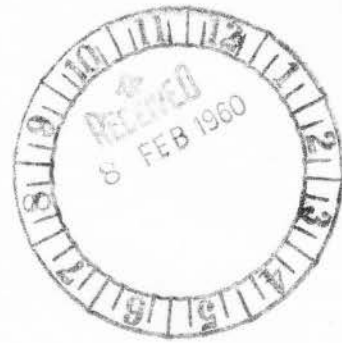
13. History, Det #10, 4080th SRW, January 1960. Exhibit 3.

14. Ibid.

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H I S T O R Y

DEPARTMENT 9
4080TH STRATEGIC RECONNAISSANCE WING (I) (SAC)
UNITED STATES AIR FORCE
Minot Air Force Base, North Dakota

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II. OPERATIONS

The three assigned aircraft were flown from Laughlin AFB to Minot AFB, North Dakota, on the 6th of January 1960. The first mission was flown on the 7th of January 1960. During the month fourteen sorties were scheduled, twelve were flown, with an effectiveness of 94.1%. We have had some difficulty because the Rescue Aircraft have not been able to get off to support us. Two sorties were delayed twenty four hours and two sorties were lost due this difficulty with the Rescue support. The Ivory Tower package was flown on the 28th of January 1960, and all indications point to a successful mission. (S)

We have received informal visits from Colonel A.J. Bratton, Commander of the 4080th SRW, and Lt. Col. T.J. Jackson the DCO of the Wing. Dr. Friend, of Isotopes Incorporated paid a two day visit to check us out on the operation and handling of the Probe that has been installed on 717. He stayed until the first mission with this equipment was completed and carried the results back to Isotopes with him. (S)

The personal equipment and navigation sections are under the direction of the Operations Officer. The one navigator assigned has a tremendous work load but is doing excellent work. We have completely revised the equipment in the seat pack which contains emergency oxygen and survival equipment. Since all flights are conducted over very cold terrain we have removed the life raft and replaced other water survival equipment with winter equipment. The most important piece that we have added is the winter sleeping bag. We have also tied the big heavy winter gloves to the back of the seat pack in an area that was formerly occupied by balsa blocks to hold up our parachute. Our navigator has found from our mission results that we are encountering winds of fifty knot velocity at our operational altitude. This wind strength has not been previously encountered except in narrow bands. We find that these winds seem to be located in the

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II. OPERATIONS CONTINUED

Northern Latitudes of our route of flight. We also find that they are present whenever we have a very deep low pressure area located to North and East of route of flight. The revision of our seat pack with winter equipment was of particular importance in that Captain Roger L. Cooper experienced two flame-outs on the northern flight. He was able to get a restart on the second flame-out after the sixth restart attempt. At that time he was down to ten thousand feet and would have attempted a landing on a frozen lake if the restart had not been successful. Captain Cooper's skill in the aircraft definitely prevented possible exposure to extreme cold on his part and possible loss of a valuable aircraft. The ground crew personnel supporting our operation are of outstanding ability and character. They are definite factors in the success of all missions attempted. (S)

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IV. MAINTENANCE

We have had two aircraft in commission for all missions. In one case we delayed our takeoff for thirty minutes because the radio compass would not function properly. In less than thirty minutes the antenna on the gear door was completely removed and the antenna lead soldered. This corrected the difficulty and the rescheduled takeoff was made. Aircraft 566716 had two unexplained flame-outs on the mission of the 12th of January 1960. The ignition exciter was found to be defective which accounted for the difficulty encountered to relite. However, even though the fuel control was changed we continued to experience flameouts on two test flights. The engine was changed and returned to Laughlin AFB. An unsatisfactory report has been submitted and a tear down report requested. We have experienced no further difficulty since the engine change. The ninth stage of the Phase Inspection system has been completed on 716 and on 715. We have had only minor write-ups with no trend indicated at the present. (S)



ROBERT J. SCHUELER
Major, USAF
Commander



COLLIER S. KLINE
Captain, USAF
Historian

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DETACHMENT 10
4080TH STRATEGIC RECONNAISSANCE WING (L)(SAC)
UNITED STATES AIR FORCE
Laughlin Air Force Base, Del Rio, Texas

REPLY TO
ATTN OF: Detachment 10

10 February 1960

SUBJECT: Historical Report /U/

TO: BISOH

1. This report covers the period 1 January through 31 January 1960. /U/
2. Key Personnel: /U/

Commander	Major REED, JUNIOR B.
Operations Officer	Major HAUPT, RAYMOND L.
Maintenance Officer	Captain HALL, ROBERT E.
Navigator	Captain PIECEK, CHARLES J.

3. During the month of January, Detachment 10's activities went into high gear after about a complete stop for the Christmas Holidays. However, during the holiday season the aircraft had the new Wing insignia painted on the vertical stabilizers plus new paint jobs of all other markings of the U-2. Also, before deploying to Ramey on 9 January 1960, the three U-2's were completely polished and buffed. /U/

Deployment to Ramey AFB, Puerto Rico went quite smoothly. The C-123 with the FAK and FAK personnel departed on 7 January and the C-54 with the personnel and some equipment departed 8 January and arrived in plenty of time to recover our U-2's that departed on 9 January 1960. /U/

The three U-2's were flown to Ramey by Captain Hall, Major Haupt and Captain Bevacqua. Lt Col Curry was our spare pilot, Captain H.E. Smith our spare navigator, and Mr Michael Cupito went down as our Lockheed Technical Representative. Nearly all our maintenance support items necessary for our operation were still available at Ramey since Project "Low Card" equipment was still in the hangar. We had all the equipment and space we needed plus a spare radio jeep to use in case our mobile control vehicle went out of commission. /U/

Since the Air Force Commander's Conference was to start 13 January no housing was available for our detachment on the base. Instead we stayed at the Isabela transmitter site about ten miles away from Ramey. The building was brand new and a mess hall was available, if anyone cared to use it. Conditions were fair but it hindered our operation to a slight degree since it caused a heavier burden on our maintenance personnel. /U/

Lt Col Curry had a briefing for the Secretary of the Air Force, Mr Sharp, General White, General Power and their guests but due to the tight schedule of the Commanders' Conference they were unable to get

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together for it. Mr Sharp was able to come to our operation for a very short look-around and condensed briefing. /U/

Redeployment to Laughlin went quite smoothly. The three U-2's departed 16 January and the C-54 and C-123 also left the same day. /U/

Two Flying Safety meetings were held during January and we also attended the 2AF Accident Review briefing in the Base Theater. We also held a ground safety meeting with all detachment personnel in attendance. The theme of the first flying safety meeting was "Jungle Survival", since we were deploying to Ramey. After a route briefing of our flights south from Ramey, a 40 minute film was shown on jungle survival. The second meeting was on "Professionalism". All rated personnel attended both meetings and received a review of hazard reports plus a synopsis of pertinent articles in Combat Crew and Flying Safety magazines. Our detachment has kept up with ground training requirements in addition to our "CROWFLIGHT" duties. We are also maintaining currency in the T-33 and getting our 2 hours hood or weather in the T-33 each month. /U/

The classified account was straightened out and all obsolete material was destroyed by burning. The 310 file was reworked and brought up to date. All files were set up according to AFM 181-5. Personal appreciation was given to Mr Carter of Records Management for his assistance in setting up the filing system and to T/Sgt Thompson for his assistance in the classified portion of the effort. /U/

New map boards were accomplished for all sorties out of Laughlin. Maintenance corrective action of aircraft navigational equipment is not satisfactory. The accuracy and reliability of the sextant and MA-1 Compass still leave alot to be desired. /U/

A realistic fact was clearly brought to mind during the TDY to Ramey; the requirement for 2 qualified navigators to deploy. Captain Piecek was hospitalized the day of the first mission launched from Ramey AFB. Captain Smith, who was at the last minute ordered to remain and assist, had to assume the full burden of this operation. Detachment 3 would have suffered had not Captain Smith been retained. /U/

4. Operation Activities: January added up 23 "CROWFLIGHT" sampling sorties, 1 Pilot Proficiency sorties and 3 test flights were flown. Total time flown this month was 179:25. All sampling sorties were successful. There were 5 sorties re-scheduled and flown the next day. Two sorties were delayed on take-off due to weather, one for 0:10, one for 0:55, both for below take-off minimum weather. One sortie was delayed 5:45 due to maintenance. The Ivory Tower mission required was successfully flown 21 January on the south sortie. /S/

5. Maintenance and support functions each a little trouble during January. There were several F-2 hatch problems with aircraft 56-6705 but it seems that replacing the ratched mechanism has corrected it. Aircraft

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56-6714 was prepared for transfer to IRAN on 1 February. Two phase 9 inspections were completed. Both aircraft required numerous time change items and one required an engine change. An oxygen leak was found and corrected on one aircraft and another leak was found in the pilots' equipment. We have also had a rash of sextant and MA-1 compass discrepancies and we hope to have them straightened very shortly. However, time after time, on the same aircraft, the sextant is written up for the same discrepancies. We believe a little help from the factory may solve the problem. The new dust probe was installed prior to our first January mission but we have had no insert to begin operating it. /U/

6. This report is classified SECRET because it reveals the capability and performance of tactical aircraft assigned to the 4080th Strat Recon Wing, (L), Detachment 10, Laughlin AFB, Texas.

Anthony P. Bevacqua
ANTHONY P. BEVACQUA
Captain, USAF
Detachment Historian

SECRET

SECRET

OPERATIONS ORDER

29-60-4B



5-60-0002

4 JAN 60

SECRET

SECRET

CLAS: SECRET
AUTH: COMDR, 2AF
SIGN: *Bilpatrick*
DATE: *4 Jan 1960*

HEADQUARTERS 4080TH STRATEGIC RECONNAISSANCE WING (L) (SAC)
Laughlin Air Force Base, Texas
4 January 1960

4080 OPERATIONS ORDER

SERIAL NUMBER 29-60-4B

CHARTS AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

4025 Strategic Reconnaissance Squadron	Commander
4080 Headquarters Squadron Wing	Commander
4080 Combat Support Group	Commander
864 Medical Group	Commander
4080 Organization Maintenance Squadron	Commander
4080 Field Maintenance Squadron	Commander
4080 A&E Maintenance Squadron	Commander

1. GENERAL SITUATION: A requirement exists to deploy three (3) RB-57D2 aircraft and four (4) combat ready suffix C crews plus necessary equipment and support personnel to Incirlik AB, Adana, Turkey for the purpose of accomplishing SACR 50-8 training. The period of TDY will be approximately 20 days. Approximately eight (8) sorties will be flown. Upon completion of the in-place mission the entire deployed force will return to Laughlin AFB. "X-Day" is 22 January 1960 and is defined as the day the detachment is in-place and operationally ready. /S/

4080 OPORD 29-60-4B
4 Jan 1960

S-60-0002

SECRET

SECRET

"Relationship with Foreign Nations", prior to departure and immediately upon their arrival at the forward base. /S/

(5) Reports: (See Appendix 1, Annex A). /U/

(6) Security Precautions: Caution will be exercised to screen the deployment/redeployment of these aircraft to and from their overseas destination. /S/

(a) All messages including ICAO, Form 175^{ts} and altitude reservation requests will indicate B-47's on reflex rotation. /S/

(b) M-Series messages will be classified Secret and indicate aircraft as B-47's. /S/

(c) Altitude reservation requests in accordance with SACR 55-3, SAC Form 121, will be submitted in person to San Antonio Flight Center by the 4080th SRW Senior Controller. Category III, Priority 7, will be used for this rotation. Arrangements will be made for aircraft to depart Laughlin AFB and proceed on course but all reports will indicate Kelly AFB as departure. Redeployment will be filed for Loring AFB, and from Loring to Kelly AFB. Aircraft Commanders will obtain an enroute change in destination via UHF radio, to Laughlin AFB at Memphis Center. /S/

4. ADMINISTRATIVE AND LOGISTICAL MATTERS. /U/

a. Administrative: Administrative matters are contained in Annex D. /U/

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(2) Recall word for all SAC aircraft participating in this operation is "BRAND NEW". /C/

(3) Call Signs: Tactical aircraft will deploy and redeploy using special call signs "TANK 64", "TANK 66", and "TANK 68". /C/

(4) M-series messages will be classified SECRET and indicate aircraft as B-47's. /S/

(5) For specific communications information see Annex C. /U/
6. This operations order is classified SECRET in accordance with AFR 205-1 to protect movement of SAC aircraft. /U/

BRATTON
Colonel, USAF
Commander

ANNEXES:

Annex A - Air Operations
Annex B - Communications
Annex C - Intelligence
Annex D - Administrative & Logistical

DISTRIBUTION:

SAC	5
2AF	4
USAFE	1
MATS	2
AACS	1
8AF	2
16AF	2
TUSLOG DET 50	2
WRAMA	2
ARS	2
ADC	2
7 AIR DIV	2
3920 CMBT SUPP GP	2
820 AIR DIV	1
380 BOMB WG	2
45 AIR DIV	2
SAC LIAISON, LAJES	2
54 ARS	1
53 ARS	1
57 ARS	1
67 ARS	1

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4 Jan 1960

13
SECRET

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UNCLASSIFIED

only, (see paragraph 11c below).

b. Weapons and weapons cards will be boxed and shipped by the Chief, Organization Supply Division for all personnel other than Cargo Guards and Air Crew Members. The Aircraft Commander will sign a Custody Receipt for all weapons and ammunition loaded aboard his aircraft. In the event weapons should be issued during deployment, the weapons card will be signed by the individual and exchanged for the weapon and ammunition issued.

c. Ammunition: The Chief, Organizational Supply Division will deploy one basic load of ammunition as prescribed in SACR 136-9 per weapon by case and lot number. Detachment Commander will insure that cases of ammunition are not broken open except for emergency, and that all ammunition is returned to home station. (See par 11a, above, for exception to this policy).

d. Civilian clothing is authorized at TDY station.

SECTION C - ARMAMENT & ELECTRONICS

12. AMMUNITION: Not applicable to A&E.

13. FLYAWAY KIT ITEMS: FAK items and systems configurations deployed for A&E Maintenance will be in a serviceable condition and compatible with type of tactical aircraft being deployed.

14. TEST EQUIPMENT: Test equipment will be serviceable and currently calibrated in accordance with applicable Technical Orders and regulations.

SECTION D - MAINTENANCE

15. TECHNICAL REPRESENTATIVES: Requests for Civilian Technical Representatives to accompany the detachment will be submitted by the DCM, in accordance with SACM 66-18.

16. RADIOLOGICAL:

UNCLASSIFIED

a. The detachment will have a decontamination capability for recovering aircraft and equipment. This capability will consist of one decontamination team, composed of the following personnel:

- (1) One (1) CBR Monitor
- (2) Three (3) Scrub personnel

b. The Detachment Commander, in collaboration with the Officer-in-Charge of the Organizational Maintenance Activity, is responsible for designating personnel for the team and appointing a team NCOIC. He will further insure that all personnel are adequately trained.

c. Each member of the CBR Team will deploy with the following equipment:

- (1) 1 ea Mask, Gas
- (2) 1 ea Dosimeter, DT-60
- (3) 1 pair gloves, rubber, working
- (4) 1 pair boots, rubber
- * (5) 1 ea Rain Suit, two piece

(*) If available. This item is preferred in that it will prevent contamination of clothing. The suit can be decontaminated, washed down, and used over again. Items (3) and (4) will be drawn on Custody receipt from the 4080 Operations Squadron.

d. The team will deploy with the following equipment:

- (1) 1 ea AN/PDR-29 (or) AN/PDR-39
- (2) 2 ea M-3 Decontamination Units.
- (3) Forms, 10 ea of the following:
 - (a) AFTO Form 9, "Radiation Warning (Placard)"

UNCLASSIFIED

- (b) AFTO Form 9A, "Radiation Warning Tag".
- (c) AFTO Form 9B, "Radiation Warning Label".
- (d) AFTO Form 9C, "Radiation Area Restriction (Placard)".
- (e) AFTO Form 9D, "Radiation Ingestion Hazard (Placard)".
- (f) AFTO Form 9E, "Area Restriction no Radioactive Mat".
- (g) AFTO Form 9F, "Radiation - Shoe Covers Required Placard".

Items (1) and (2) will be drawn on Custody Receipt from the 4080 Operations Squadron.

e. The following equipment will be utilized, when available, at the deployment site, for decontamination purposes:

- (1) Wash Rack (or)
- (2) Power Driven Decontamination Apparatus Type M3A2.

f. The following materials will be obtained at the deployment site:

- (1) 55 gallons Gunk (or equivalent)
- (2) 55 gallons of Kerosene (or) Solvent
- (3) 15 lbs, Soap, Soft PS 598, Type 2
- (4) 6 ea Brushes, long handle

17. MAINTENANCE DIFFICULTIES: Maintenance support required beyond the combined capability of the SAC and local forces at any point will be reported to Commander 2AF and Commander 4080 SRW(L).

18. ORGANIZATION:

a. The maintenance activity at the forward base will be organized in accordance with SACM 66-1R and SACM 66-6R, as applicable.

- (1) The Officer in Charge of Maintenance of the detachment will function as Deputy Commander for Maintenance and insure

5
INTEROFFICE MEMORANDUM

SUSPENSE

SUBJECT

Weekly Staff Journal

TO DAS FROM DCM DATE 15 Jan 60 COMMENT NR 1

E X T R A C T

E X T R A C T

2. Logistics Division:

a. The base assigned C-54 aircraft departed on 8 Jan for Ramey with 30 personnel for Det 3 operations.

d. On 12 Jan 60, ADVON departed, via MATS C-124 aircraft "Fern 47" for project Dip Stick, with 10.3 tons of cargo and 23 passengers.

3. On 13 Jan 60, the following MATS C-124 aircraft departed with personnel and cargo for project Dip Stick:


- (1) "Fern 80", Main Body #1, 10.9 tons of cargo and 19 passengers.
- (2) "Fern 73", Main Body #2, 13.0 tons of cargo and 8 passengers.

/s/t/
 ELLSWORTH A. POWELL
 Colonel, USAF
 Deputy Commander for Maintenance

E X T R A C T

E X T R A C T

A TRUE EXTRACT COPY:



W. SCHWEISFURTH
 Captain, USAF

DISPOSITION FORM

FILE NO.

SUBJECT

Weekly Staff Journal

TO

DAS

FROM

DCM

DATE

21 Jan 60

COMMENT NO. 1

E X T R A C TE X T R A C T

2. Logistics Division:

a. ADVON for project Dip Stick arrived at final destination at 1209Z on 15 Jan.

b. ERT #2 departed Laughlin on 16 Jan at 1425A with 28 PAX and 10 tons of cargo. Main Body #1 arrived final destination at 2328Z on 16 Jan.

* * *

d. Main Body #2 arrived final destination at 0210Z on 18 Jan.

e. ERT #1 arrived at destination at 1736Z on 19 Jan.

/s/


I.A. SHULKIN, LT COL.

/t/

ELLSWORTH A. POWELL, Colonel, USAF
Deputy Commander for Maintenance

E X T R A C TE X T R A C T

A TRUE EXTRACT COPY:



W. SCHWEISFURTH
Captain, USAF

7
CONFIDENTIAL

2116Z/18JAN60

CONFIDENTIAL

4080STRATRNG LAUGHLIN AFB TEXAS

PRIORITY

SAC OFFUTT AFB NEBR

INFO: 2AF BARKSDALE AFB LA

/CONFIDENTIAL/FROM DCMAR 35 A. EXPEDITE. FOR DM4A AT SAC

AND DM4E AT 2AF. SUBJECT: DEPARTURE OF RB-57D AIRCRAFT. RB-57D AIRCRAFT

SERIAL NUMBERS 53-3964A, 53-3965A AND 53-3968A DEPARTED THIS STATION AT

0800 HOURS CST 18 JAN 60 TO APPLY ON DETACHMENT 4B.

JAMES C. ALLEN, MSGT, USAF

DCMAR

8228

CONFIDENTIAL 1 of 1

600186

A TRUE COPY:



W. SCHWEISFURTH
Captain, USAF

CONFIDENTIAL

SECRET

2125Z/7JANUARY 1960 SECRET

4080STRATRWG LAUGHLIN AFB TEXAS

PRIORITY

2AF BARKSDALE AFB LA


/SECRET/FROM DCOTR 13 A. DAYLIGHT. FOR DOTP, ATTN:
MAJOR BRIARTON. THIS HEADQUARTERS REQUESTS PERMISSION TO DELETE
6 RB-57D2 AIRCRAFT FROM THE 1-SAC-VI REPORT. EFFECTIVE 16 JAN 60
THESE AIRCRAFT HAVE NO EWC ASSIGNMENT AND ALL EFFORTS OF THE WING
WILL BE DIRECTED TOWARD GENERATION OF U-2 AIRCRAFT. IMMEDIATELY UPON
COMPLETION OF U-2 GENERATION, MAINTENANCE PERSONNEL START DEPARTING
ON SUPPORT AIRCRAFT FOR THE FORWARD AREA. THE GENERATION OF RB-57D2
AIRCRAFT WOULD TAKE PLACE AFTER ALL U-2 AIRCRAFT HAVE BEEN GENERATED
USING ONLY THOSE PERSONNEL WHO REMAIN AT THIS BASE. UNDER THESE
CONDITIONS THE PROBLEMS OF GENERATION ARE COMPOUNDED AND AN ACCURATE
FORECAST AS REQUIRED BY THE 1-SAC-VI IMPROBABLE.

600055

JAMES O. CALDWELL, MAJOR, USAF

SECRET 1 of 1

A TRUE COPY:


W. SCHWEISFURTH
Captain, USAF

SECRET

SECRET (4) S-60-0496

A&E SYSTEMS CAPABILITY
RB-57 Aircraft

x A/C HAS CAPABILITY

MONTH JAN 1960

Tail No. And Model	VCI	MM-4 Auto Pilot	J-2 Compass	J-2 Compass	320 System	APP-4	APP-9	APA-69	APR-14	APA-74	QPC-11	ALE-1	Recorder Camera	KD-2 Camera	APD-4 Magazine	APN-6	APU-12	APN-21	APN-30	APN-107	APX-6	ASN-6	AVN-1	AIC-10	ARC-27	ARC-34	ANH-2	QPC-6	Sferics AM-111
3839 C	X		X													X	X	X			X	X		X	X				
3842 C	X		X													X	X	X	X		X	X		X	X				
3964 D-2	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X			X	X	X	X	X	X		X	X	X	X
3965 D-2	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X			X	X	X	X	X	X		X	X	X	X
3966 D-2	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X			X	X	X	X	X	X		X	X	X	X
3967 D-2	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X			X	X	X	X	X	X		X	X	X	X
3968 D-2	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X			X	X	X	X	X	X		X	X	X	X
3969 D-2	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X			X	X	X	X	X	X		X	X	X	X

SECRET

SECRET

Aircraft Tail Number		A&E SYSTEMS CAPABILITIES U-2 AIRCRAFT																	MONTH JAN 1960					
		X A/C HAS CAPABILITIES																	SFERICS				IVORY TOWER	
		Nepho T-1 (26)	Nepho A-1(2)	Nepho A-2 (4)	Nepho B (6)	Driftsight	Mod MK-2 (11)	H/C MK-3 (17)	AIC-10	ARC-12	ARC-34	KWM-1	MA-1 Compass	5105A Auto Pilot	AFN-6	AFN-44	Definative	Radan (3)	B Unit	ANA-I (21)	ANA-III (23)	ANA-IV (4)	I (1)	II (1)
6680	X	X	X		X	X		X		X	X	X	X	X				X	X	X		X	X	
6681	X	X	X	3	X	X		X		X	X	X	X	X				X		X		X	X	
6683	X				X		X	X		X	X	X	X			X	X	X	X	X				
6689	X	X	X		X	X		X		X	X	X	X					X	X	X		X		
6690	X			1	X	X		X		X		X	X					X	X	X			X	
6695	X	X	X	X	X	X		X		X	X	X	X					X	X	X		X		
6696	X	X	X	X	X	X		X		X	X	X	X					X	X	X		X	X	
6703	X	X	X	X	X	X		X		X	X	X	X					X	X	X	X		X	
6705	X			4	X		X	X	X	X	X	X	X	X			X	X		X			X	
6706	X	X	X	X	X	X		X		X	X	X	X					X	X	X			X	
6707	X	X	X	5	X		X	X		X	X	X	X					X	X	X	X			
6708	X				X		X	X		X		X	X			X	X	X	X	X				
6709	X			4	X		X	X		X		X	X					X	X	X	X			
6712	X	X	X		X		X	X		X	X	X	X					X	X	X				
6714	X			3	X		X	X	X	X	X	X	X			X		X				X	X	
6715	X			1	X		X	X	X	X	X	X	X			X		X				X	X	
6716	X			2	X		X	X	X	X	X	X	X			X		X				X	X	
6717	X			5	X		X	X	X	X	X	X	X			X		X				X	X	
6718	X			1	X		X	X	X	X	X	X	X			X		X				X	X	
6719	X	X	X		X		X	X		X		X	X	X				X	X	X	X			
6720	X	X	X		X		X	X		X		X	X	X				X	X	X	X			
6721	X			6	X	X		X		X		X	X					X	X	X				
6951	X			X	X		X	X		X	X	X		X				X	X	X				
6952	X			X	X	X		X		X		X	X	X				X	X	X				
6953	X			2	X		X	X		X		X	X	X				X	X	X				
6955	X				X		X	X		X		X	X	X		X	X	X	X	X				

(5) S-60-0496

SECRET

COMMANDERS REMARKS

1. Hours and sorties flown performing missions ordered by higher headquarters. (S)

<u>Directive Number & Hqs</u>	<u>Operations Nickname</u>	<u>Type Mission</u>	<u>Incl Dates</u>	<u>Total Hrs Flown (S)</u>	<u>No. of Sorties (S)</u>
2AF 00 74-60	Crow Flight	Weather	1 Jan- 31 Jan	295:45	46
SAC DOPLRS- 359, 17 Oct 59	Silver Top	Nephography	1 Jan- 31 Jan	221:50	32

b. Ferry Flights: None. (U)

c. Static Displays: None. (U)

d. Air Demonstrations: None. (U)

2. Test Hops: (U)

8:10

5

3. Weather or Local Conditions. (U)

<u>Month</u>	<u>Cause</u>	<u>Estimated Hours Lost</u>
Jan	Local Weather	72:00

4. Restrictive Directives: None. (U)

5. Waiver of training requirements: None. (U)

6. Materiel and personnel problems: (U)

a. Materiel:

(1) Lack of partial pressure suits in stock at Carswell Physiological Support Unit is causing undue delay in crews being able to enter the program. There are also delays in receiving back-up suits for combat ready crews who have to have replacement suits. This would jeopardize the combat effectiveness of the individual crew member should his second suit become unusable. Our messages DSUP 2853-A, Dated 18 Jan 60 and DSUP 3133-A, Dated 29 Jan 60, have been sent requesting supply assistance. (C)

b. Personnel: None. (U)

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SECRET

4028th Strategic Reconnaissance Weather Squadron, Commander's Remarks,
1 thru 31 January 1960, (Cont'd)

7. Comments or Recommendations of Unit Commander: (U)

a. January:

(1) Operations Order 19-58 (Big Hickory): Six (6) sorties were scheduled and of these three (3) were cancelled due to weather and three (3) were successful. No significant problem areas have developed. (C)

8. Wing Commander's Remarks: None. (U)

9. Instructor Personnel Information: (U)

a. Pilots:	<u>Total</u>
(1) Total Instructor Pilots on orders:	16
(2) Combat Ready Aircraft Commander Instructors:	16
(3) Staff Instructor Pilots:	0
(4) Instructor Pilots on Waiver SACR 60-7:	0

10. Rendezvous Information: N/A. (U)

11. Non-Combat Ready Spare Crew Member Training: (U)


a. January:

(1) During this period there were no Non-Combat Ready Spare Crew Members who were available for flight training. (U)

12. Non-Combat Ready Crews: (U)

<u>CREW NUMBER</u>	<u>ESTIMATED CR DATE</u>	<u>REASON FOR DATE CHANGE</u>
N-71U	April 60	
N-72U	May 60	
N-73U	July 60	

13. This report is classified Secret because it reveals details on the capability of the 4080th SRW to perform its assigned mission. (U)


A. J. BRATTON, JR.
Colonel, USAF
Commander

COMMANDERS REMARKS

1. Hours and sorties flown performing missions ordered by higher headquarters: (S)

<u>Directive Number & Hqs</u>	<u>Operations Nickname</u>	<u>Type Mission</u>	<u>Incl Dates</u>	<u>Total Hrs Flown (S)</u>	<u>No. of Sorties (S)</u>
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2AF Msg DODTR- M-0-00489, Dtd 9 Jan 60	Texas Star	--	17 Jan- 31 Jan	75:05	15
--	------------	----	-------------------	-------	----

b. Ferry Flights: None. (U)

c. Static Displays: None. (U)

d. Air Demonstrations: None. (U)

2. Test Hops: (U) 3:05 2

3. Weather or Local Conditions. (U)

<u>Month</u>	<u>Cause</u>	<u>Estimated Hours Lost</u>
--------------	--------------	-----------------------------

Jan	Local Weather	30:00
-----	---------------	-------

4. Restrictive Directives: None. (U)

5. Waiver of training requirements: None. (U)

6. Materiel and personnel problems: (U)

a. Materiel: None. (U)

b. Personnel: None. (U)

7. Comments or Recommendations of Unit Commander:

a. January:

(1) Twenty-Two (22) sorties were scheduled using the 320 SAFE System and eighteen (18) became airborne. Of these eighteen (18), one (1) was unsuccessful due to aircraft general malfunction, three (3) were unsuccessful due to malfunctions of Elint or associated equipment and fourteen (14) were successful. Details of ground aborts and unsuccessful sorties are as follows: (S)

SECRET

S-60-0370

SECRET

4025th Strategic Reconnaissance Squadron, Commander's Remarks, 1 thru 31 January 1960, (Cont'd)

<u>AIRCRAFT</u>	<u>DATE</u>	<u>MALFUNCTION</u>
-----------------	-------------	--------------------

CANCELLATIONS AND GROUND ABORTS (S)

53-3964	4 Jan	Local Weather
53-3967	11 Jan	Local Weather
53-3968	11 Jan	Local Weather
53-3965	13 Jan	Local Weather

AIRCRAFT GENERAL (S)

53-3969	21 Jan	Engine Oil Temperature Overheat.
---------	--------	----------------------------------

ELINT AND ASSOCIATED EQUIPMENT (S)

53-3966	20 Jan	*320 Malfunction (Erratic IBM Listing)
53-3966	25 Jan	*320 Malfunction (Erratic IBM Listing)
53-3966	28 Jan	*320 Malfunction (Erratic IBM Listing)

*This malfunction cannot be reproduced on the ground and all components ground check satisfactorily. The temporary (3430) storage unit was changed after the mission of 28 January in an attempt to clear this malfunction. (S)

8. Wing Commander's Remarks: None. (U)
9. Instructor Personnel Information: (U)

a. Pilots:	<u>Total</u>
(1) Total Instructor Pilots on orders:	5
(2) Combat Ready Aircraft Commander Instructors:	3
(3) Staff Instructor Pilots:	3
(4) Instructor Pilots on Waiver SACR 60-7:	0

10. Rendezvous Information: N/A. (U)
11. Non-Combat Ready Spare Crew Member Training: (U)
- a. No spare crew members were available for training during this period. (U)
12. Non-Combat Ready Crews: (U)

<u>CREW NUMBER</u>	<u>ESTIMATED CR DATE</u>	<u>REASON FOR DATE CHANGE</u>
N-73C	April 60	
N-74C	April 60	
N-75C	July 60	

13. This report is classified Secret because it reveals details on the capability of the 4080th SRW to perform its assigned mission. (U)