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R-50-FL-5. N1 Jul-Dec 1968 A	RETURN TO:  Director Aerospace Studies Inst AFM: Archives Branch Maxwell AFB, Alabama
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P.R.C.

Historical Record  
 5th Fighter Interceptor Squadron (ADC)  
 July - December 1968

NOV 14 1968

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7-1991-3

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P.R.C

Dear Sir:

Inclosed is the 3rd Quarter Historical Report for the 5th FIS. I called earlier and talked with one of the civilians who was working there. He said for me to write the report up in a narrative and to send it on to you. I could have been able to get it on its proper forms had we not run out of them. The forms have been ordered and will be used in the future.

I will be writing the report for some time it looks like, so I would appreciate a critique of this report. Any comments you might make as to what you want different from this last one would help.

If I can be of any further help give me a call on Ex. 3271.

*Bob Houghton*

OB HOUGHTON, Capt, USAF  
Information Officer

Director Aerospace Structures ATTN: Arnold & Johnson Maxwell AFB, Alabama	RECEIVED	
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1-11-31

**OPERATIONS:**

We started the third quarter off right by receiving a satisfactory rating on our ORI in July. We felt that we did an outstanding job on the ORI based on performance and numbers of crew and aircraft available. The squadron participated in several exercises, three Feudal Echo and one Feline Brave. We gained much experience thru these exercises and the flushes that were connected with them. We also gained valuable experience through ECM training in utilizing the B-57s from Hill AFB in the College Stop and Gate/Mixmaster missions. Operations were sparse this quarter due to the lack of aircrews assigned to the College Shoes commitment, and the aircraft going through the modification program. Later in the quarter, when the aircrews returned and the aircraft completed the modifications, the operation returned to normal.

Although being limited with fewer aircraft and aircrews, we successfully completed our PRIME for the quarter as well as the following total flying time:

	Programmed	Flown
F-106	1159	1159
T-33	350	350

**MAINTENANCE:**

Phase 5 of Block "M" started out fine in this quarter, however it soon slowed to standstill due to a lack of computer racks. Other problems became apparent in conjunction with the modification. One was the unacceptable condition of the 464,396 units being received from WRAMA. Another problem brought up was the need for new wiring in the F-106. We now have splices on splices and it is hard to work on some of the existing wire bundles without creating more problems than you begin with. The largest problem facing the squadron is the lack of readily available parts. We are like every other F-106 squadron, short of magnitrons, PFM's, generators, etc, but the lack of other spare parts is causing undue delays, low OR rates, excessive cannibalization, an increase in NRTS items, and a reduction in aircraft quality. This quarter has seen an increase in our ANORS items, and since 1 August, our NORS status has risen from 0% to 5%.

Upgrade training for the quarter was as follows:

	3 level		5 level		7 level	
	Tested	Passed	Tested	Passed	Tested	Passed
July 1968	0	0	6	2	4	3
August 1968	0	0	6	3	3	3
September 1968	0	0	5	5	3	1

(Cont'd on Page 2)

During the quarter, 208 airmen were in training status; and twenty six completed end-of-course CDC tests.

#### PERSONNEL:

Manning is a continuous problem in the squadron. At the beginning of the quarter we were 84% manned in the maintenance field. The next six months will be critical in our manning due to the six month early out. One of the most critically undermanned certified personnel area we have is in the 462X0 (weapons mechanic) field. The "On Board Manning" concept in August was truly a step in the right direction. However, manning in the 702X0 career field (administrative) is going to become extremely critical in the next few months. By the end of next quarter we will be down to 38% manned in this field. One of the few bright spots in the manning has to do with the pilots. We have seven pilots who have recently completed their training at Tyndall AFB and are now in the squadron. This has brought up the total pilots roster to twenty five. Next quarter will see the loss of several pilots to Palace Cobra and we can expect a continuing loss of pilots thereafter to SEA.

#### FLYING SAFETY/GROUND SAFETY:

Major Mike Matula is the head of safety in the squadron. He has recently completed training at Tyndall.

#### DISTINGUISHED VISITORS:

Colonel Weed visited the squadron several times this quarter. He recently took over the command of the 28th Air Division. The squadron was honored with visits by several Generals also, among whom were; Maj. Gen. Greenfield, commander of 10th Air Force, and his vice commander Brig. Gen. Talbott. General Burke who is the deputy commander of Operations for ADC also had a short visit with us. Brig. Gen. King, ADC Inspector General visited us also. Col. Moore Vice D.O. of 10th, and his commander Col. Long who is the D.O. of 10th AF came in to see our operations. Col. Norris, who is the chief of the ORI team spent alot of time in the squadron, flying and checking out with the 5th .

# HISTORICAL RECORD

of the

5th Fighter Interceptor Squadron

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for the period ending

December 1968

SHIELD of FREEDOM

## Section I.

## REQUIRED DATA

1. UNIT AND LOCATION 5th Fighter-Interceptor Sqdn Minot Air Force Base, North Dakota	2. NAME AND GRADE OF COMMANDER VANDER L. SMITH, Lt Colonel Commander
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## 3. CHAIN OF COMMAND (Superior Echelons)

Hq 28th Air Division, Malmstrom AFB, Montana  
Hq 10th Air Force, Richards-Gebaur AFB, Mo.  
Hq Air Defense Command, Ent AFB, Colorado

## 4. SUBORDINATE UNITS (Down to and including squadrons)

None

## 5. MISSION (Give authority and brief statement of primary mission)

**PRIMARY MISSION:** To achieve and maintain a level of operational readiness which will enable the squadron to destroy airborne targets under all conditions of weather during daylight and darkness.  
Authority: AFM 20-6.

## 6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
AUTHORIZED	40	438	9	487
ASSIGNED	36	382	7	425

## 7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

F-106A 18                      T-33A 3  
F-106B 2

## Section II.

## COMMENTARY

(See ADC Supplement I to AFR 210-3 for additional guidance)

PART A. This part should contain significant information relating to your unit's mission performance. Some basic subjects to include are: (1) operations and training; (2) changes in primary equipment such as radars, aircraft, etc.; (3) equipment performance; (4) facilities; (5) maintenance and supply problems; (6) personnel matters affecting the mission; (7) any other subjects bearing on mission performance.

OPERATIONS: The 2nd quarter of this FY69 started off real active and profitable in both hours and training. In October we successfully qualified six aircrews in our initial air refueling. This month also saw the first part of our annual deployment to Tyndall AFB. November saw us successfully complete our deployment to Tyndall AFB and all possessed aircraft and pilots were qualified. December was an extremely sparse month for Operations due to the small amount of time remaining to fly on the quarterly allocation. PRIME requirements were 100% completed with the exception of total Ops sorties required. We were unable to provide sufficient sorties in this category due to the small amount of time remaining in the quarterly allocation. Flying hours for the 2nd Qtr FY69 are as follows:

	<u>Quarter</u>	<u>Allocation</u>
F-106	1225.6	1270
T-33	316	316

Shortage of F-106 hours flown versus 2nd Qtr allocation was caused by an arithmetic error which was not detected until after the end of the period. Procedures have been established with operations and between operations and maintenance to preclude a re-occurrence of this problem. During the quarter we had the opportunity to run ECM intercepts against B-57 and B-52 aircraft, thus gaining valuable ECM training for the aircrews. We participated in Feline Brave exercises in October and November, however 28th Air Division cancelled Exercise Snowtime due to inclement weather.

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 MAINTENANCE: Our fire control system has been taxed throughout the quarter from the continued shortage of certain MA-1 components ie., magnetrons, antennas, etc. SEA capabilities in certain of these items will pose a problem due to long pipe line time on reparable being generated by units deployed at remote sites. Eventually, we anticipate increased reliability of these units, but magnetrons will pose a problem until such time as all magnetrons have been through a repair cycle. We have encountered problems with wiring in our fire control system, thus having a loss of fire signals on three of our aircraft. In each case, we have required three to five working days to resolve the problem.

PERSONNEL: There is such a rapid turnover in personnel that we are constantly shifting our load crews. Such factors as early out, SEA, Palace Line, etc., has kept the 462XO's in a constant state of flux and instability. Incoming personnel are generally uncertified and most arrive without Background Investigations. It is necessary to give them extensive training, so they cannot be used for four to six weeks. Manning in the 702XO Administrative Career Field is a continuing problem. With three losses next month we will be down to fifty percent manned in this field. Another problem area is the 732XO Personnel Career Field. Due to a PCS move of our personnel Sgt next quarter, and a month delay in a projected arrival of another, we will be without a qualified personnel specialist for at least on month. The Administrative and Personnel area are vital to effective command and management sections. It is imperative that these areas be well manned as possible.  
 (If more space is needed, continue on blank sheets, size 8 x 10 1/2, numbered and securely attached hereto.)

## Section II.

## COMMENTARY (Continued)

PART B: This part should include a list of key personnel and information on: (1) community relations; (2) awards and decorations; (3) morale; (4) any other subjects the commander may wish to include.

**PUBLIC RELATIONS:** We have continued to garner much favorable publicity in the base newspaper, THE SENTRY, and the Minot Daily News, however, we are always striving to improve our community relations. 5th FIS has had representatives at speaking engagements up to 75 miles from the base informing the public of our role in Air Defense. The winter months apparently discouraged the tour groups as we only had about six tours with a total of forty persons seeing our airplanes and facilities.

**AWARDS AND DECORATIONS:** The presentation of the DFC, Bronze Star, and Air Medals to two pilots were held before the pilots in the squadron. These medals were given for duty while in SEA.

**DISTINGUISHED VISITORS:** During this quarter we had several visitors, among whom were Maj. Gen. William Greenfield, 10th Air Force Commander; Maj. Gen. Archie Burke, Deputy Chief of Staff of ADC; and Col. Edward Weed, 28th Air Division Commander.

(If more space is needed, continue on blank sheets, size 8 x 10½, numbered and securely attached hereto.)

PREPARED BY (Typed name and grade of Historian)

Robert W. Houghton, Capt

SIGNATURE

*Robert W. Houghton*

APPROVED BY (Typed name and grade of Commander)

Vander L. Smith, Lt Colonel

SIGNATURE

*Vander L. Smith*