[redacted]

HISTORY

HISTORY OF THE

37TH FIGHTER WING

1 January - 8 July 1992

CLOSEOUT

VOLUME I - NARRATIVE

NO FOREIGN DISSEMINATION

If declassified, review under AFR 12-30 before release/PV.

DATE: 11 AUG 92

OFFICE OF ORIGIN: 37 FW/HO

[redacted]

[redacted]

Hist 210—3

[redacted]

HISTORY OF THE

37TH FIGHTER WING

1 January - 8 July 1992

CLOSEOUT

VOLUME I - NARRATIVE

Assigned To:

Twelfth Air Force
Tactical Air Command

Stationed At:

Tonopah Test Range, Nevada

Prepared by:

VINCENT C. BRESLIN
SMSgt, USAF
Historian

Reviewed by:

RALEIGH HARRINGTON
Colonel, USAF
Commander, 37th OG

Date: 11 Aug 92

Copy 2 of 3

NO FOREIGN DISSEMINATION

If Declassified, Review Under AFR 12-30 Before Public Release/PV

OFFICE OF ORIGIN: 37FW/HO

[redacted]

[redacted]

[redacted]

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If declassified, review under AFR 12-30 before release/PV.

[redacted].

Office of Origin: 37FW/HO.

NO FOREIGN DISSEMINATION

[redacted]

[redacted]

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[redacted]

Chronology of Events (U)

Date	Event
	[illegible]
	[illegible]
21 Jan-27 Feb	(U) The 37th Fighter Wing Inspections Office conducted a wing operational readiness exercise using Beale Air Force Base, California, as a deployment site. (pp 2-5)
3-14 Feb	(U) The 415th Fighter Squadron took part in RED FLAG 92-2. (p 6)
25-27 Feb	(U) Brig Gen Floyd Newton sponsored the F-117A Relocation SATAF IV meeting at Holloman Air Force Base. (pp 7-10)
4-18 Mar	(U) F-117A pilots demonstrated their Stealth Fighters at an international air show held at Santiago, Chile. (p 7)
10 Mar	(U) Col Al Whitley opened Tonopah Test Range Reuse SATAF III. (pp 10-12)
16 Mar	(U) The 37th Fighter Wing Operations Plans Division published a revised Plan 9, "Blue Moon," illustrating the wartime functions of the F-117A. (p 2)
8 May	(U) The 416th Fighter Squadron began transferring F-117As to Holloman Air Force Base, New Mexico. (pp 1 & 8)
23 May	(U) The 37th Fighter Wing dedicated F-117A, SN 79-0780, to the people of the Nellis community and placed it on a pedestal at Nellis Air Force Base's Freedom Park.
23-25 May	(U) Members past and present of the Stealth Fighter organizations gathered for a first reunion at Las Vegas, Nevada. (p 12)

[redacted]

15 Jun	(U) The 417th Fighter Squadron began transferring F-117As to Holloman Air Force Base, New Mexico. (pp 1 & 9)
30 Jun	(U) The 415th Fighter Squadron began transferring F-117As to Holloman Air Force Base, New Mexico. (pp 1 & 9)
30 Jun	(U) The 49th Fighter Wing assumed operational control over the Air Force's only F-117A Stealth Fighters. (p 1)
8 Jul	(U) The 37th Fighter Wing inactivated at Tonopah Test Range. (pp 1 & 12-13)
8 Jul	(U) Headquarters Air Combat Command activated the 554th Support Squadron under Col Garrell L. Boone to oversee the drawdown of Tonopah Test Range Airfield. (pp 11 & 13)
8 Jul	(U) Lt Gen Thomas A. Baker awarded the Air Force Outstanding Unit Award (AFOUA) with 'V' device to the 37th Tactical Fighter Wing Provisional and the AFOUA to the 37th Fighter Wing.

[redacted]

LAST DAYS AT TONOPAH TEST RANGE

Command, Control, and Unit Composition

(U) Col Alton C. Whitley, Jr., retained command over the 37th Fighter Wing (FW) until its inactivation at Tonopah Test Range (TTR), Nevada, on 8 July 1992.[1] A significant link in the operational chain of command of Headquarters Twelfth Air Force, Headquarters Tactical Air Command (TAC),* and, ultimately, Headquarters United States Air Force (USAF), the 37 FW oversaw the activities of the 37th Operations Group (OG), 37th Logistics Group (LG), and 37th Support Group (SG).[2]

(U) Three fighter squadrons (FSs) formed the combat element of the 37 OG. These were the 415 FS, 416 FS, and the 417 FS. Beginning on 8 May 1992, the 416 FS transferred to the 49 FW at Holloman Air Force Base (AFB), New Mexico. The 417 FS followed suit beginning on 15 June 1992. Finally, on 30 June 1992, the 415 FS and the first of its F-117As made the trip south to Holloman. On that date, the 49 FW assumed all responsibility for the execution of the stealth mission. The last F-117A aircraft departed Tonopah Test Range on 8 July 1992.[3]

---

* (U) TAC merged with elements of Strategic Air Command (SAC) to form Air Combat Command (ACC) on 1 June 1992.

[redacted]

[redacted]

Mission Revision

Operational Readiness Exercise (ORE)

Airshow Season

(U) The 37 FW opened its annual airshow season in March 1992, traveling throughout the spring and into early summer to airfields all over North America, Europe, and even South America. TTR based Stealth Fighters handled airshow commitments west of the Mississippi River, while a semi-permanent detachment at Langley handled everything east. International displays took 37 FW pilots to RAF Mildenhall in England;

Windsor, Trenton, and Ottawa (Ontario), Bagotville (Quebec), and Edmonton in Canada; and Santiago, Chile. From early March through the end of June 1992, the 37th's airshow schedule featured F-117A visits to 87 different locations.[17]

(U) One of the most notable trips came at the very beginning of the airshow calendar. Two F-117As deployed from 4 to 18 March to Benitez International Airport, Santiago, Chile, to support a week-long airshow at Los Cerillos Airfield eight miles away. A lack of ultra high frequency (UHF) and very high frequency (VHF) radios for use by the supervisor of flying (SOF) inhibited operations somewhat. A language barrier also impeded progress as none of the Nighthawk pilots spoke fluent Spanish.[18]

(U) Limited aerospace ground equipment (AGE), liquid oxygen, and JP-8 fuel caused further concern. Finally, weak security on the part of Chilean Air Force guards exposed a potential for unauthorized area access.[19]

Aircraft Transfers to Holloman AFB

(U) Headquarters TAC held the fourth and final F-117A relocation site activation task force (SATAF) meeting at Holloman AFB, New Mexico, from 25 to 27 February 1992. Twenty-seven SATAF members representing the 37 FW, 49 FW, Sacramento Air Logistics Center, and Headquarters TAC gathered at Holloman to review action items still open from SATAFs I - III, establish one new action item, and to identify and track milestones

toward the beddown of the F-117As at their new base of operations. Brig Gen Floyd "Fig" Newton, 49 FW Commander, chaired relocation SATAF IV.[20]

(U) General Newton and his SATAF assessed the SATAF project as marginal, citing two key issues that would require constant attention:

> (U) The facility completion schedule will require workarounds in most maintenance areas. The combination of the volume of these workarounds and unfunded O&M [operations and maintenance] facility projects drive the facilities area to MARGINAL. Security has become a major concern to this relocation. The need to work interim as well as long-term solutions to the handling of the large [amount] of classified remains. Efforts must continue to downgrade, sanitize, or eliminate SAR [special access required] data in maintenance T.O.s [technical orders] and aperture cards.[21]

(U) Despite the marginal condition of the project overall, the SATAF did manage to close out 24 action items established during previous SATAF meetings, leaving only four to be settled prior to the May-June arrival of the F-117A force. Careful planning led to smooth action, and on 8 May 1992 twenty F-117As of the 416 FS left TTR on their way to Holloman.[22]

[redacted]

(U) A single T-38A of the 417 FS also departed for Holloman in May 1992. Next, on 15 June 1992, ten F-117As and three T-38As of the 417 FS headed for their new home in New Mexico. On 30 June 1992, the 415 FS flew 13 F-117As and three more T-38As to Holloman. The last two T-38As of the 417 FS, SN 60-0553 and 60-0572, flew to Holloman AFB on 6 July 1992. A flight of seven F-117As of the 415 FS left TTR for Holloman AFB on 7 July 1992. Finally, the last F-117A, SN 86-0821 piloted by Capt Greg Sembower, left TTR for New Mexico on 8 July 1992 (37 FW inactivation day) at 0825.[23]

Illus 2. - 15 June Aircraft Transfers (U)

417 FS

T-38As	F-117As		
65-10350	82-0800	82-0804	80-0790
65-10367	81-0795	81-0793	81-0796
61-0938	80-0789	81-0794	

Illus 3. - 30 June Aircraft Transfers (U)

T-38As	F-117As		
65-10382	80-0788	82-0807	86-0839
61-0848	83-0808	84-0810	84-0812
61-0851	84-0825	84-0826	85-0827
	84-0828	85-0830	85-0835
	84-0824		

Illus 4. - 7 July Aircraft Transfers (U)

F-117As

82-0801	82-0805	84-0809	85-0816
85-0820	86-0821	86-0822	86-0823

[redacted]

(U) Five F-117As spent this transition period in depot. These were SN 80-0787, 84-0811, 85-0813, 85-0836, 86-0838. Each in turn would fly directly to Holloman AFB following depot repairs and modification for assignment to the 49 FW.[24]

Tonopah Drawdown

(U) Colonel Whitley opened TTR Reuse SATAF III at TTR on 10 March 1992. Five working groups, with attendees from the 37 FW, 554 SG, USAF Fighter Weapons Center (FWC), Headquarters TAC, Air Force Systems Command (AFSC), and the Department of Energy (DOE), gathered to lay final plans for TTR's smooth transition to caretaker status by the end of September 1992. To do that, they reviewed action items still open from Reuse SATAFs I and II, project milestones, and newly identified problems requiring solution.[25]

(U) Jointly, the SATAF working groups assessed 31 open action items, closed 44 others, and reviewed four milestones to completion. Among those milestones, Headquarters TAC published Programming Plan (PPlan) 92-06, Reuse of Tonopah Test Range, on 9 March 1992, only one day before Reuse SATAF III got underway.[26]

Illus 5. - Reuse SATAF Milestones (U)

Milestone	Est Compl Date
Establish Inactivation Manager	C/W
HQ TAC Publish Program Plan	C/W
Environmental Assessment	C/W
Caretaker Status	30 Sep 92

(U) Colonel Whitley and his SATAF assessed the Reuse SATAF project status as marginal based on disagreement among interested parties over who would take overall responsibility of Site 10 (TTR Airfield) after 30 September 1992. Current plans called for the establishment of the 554 Support Squadron at TTR under Col Garrell L. Boone, current 37 SG Commander, to administer Site 10 until that date. SATAF III exposed differing opinions over proposed ownership from 1 October 1992 onward:

> (U) [The] 554 Range Squadron briefed that they were identified as the OPR [Office of Primary Responsibility] for Tonopah Test Range Area 10 with overall responsibility for management of the facilities. They perceive utilizing a single contract to support TAC-directed requirements as well as those required by...AFSC and the...DOE. However, both AFSC and DOE objected to this proposal. After debating the advantages and disadvantages of all proposals offered, the issue over who would have overall responsibility...remain[ed] unresolved pending a decision at higher levels.[27]

(U) Once again, careful planning led to smooth action. On 8 July 1992, Headquarters ACC activated the 4450 Support Squadron (a component of the 4450 SG at Nellis AFB) at TTR to administer the drawdown of the airfield to custodial status. Colonel Boone accepted command over the squadron from 4450 SG Commander, Col Scott C. Bergren.[28]

(U) In the weeks leading up to Tonopah's handover from the 37 FW to the 4450 SS, base closure activity moved into high gear as the transportation squadron supervised the shipment of more than one half million

pounds of equipment supplies from TTR to other USAF installations. Through the end of June 1992, four C-5As and a 61 vehicle fleet shifted 37 FW property to Holloman AFB, New Mexico, Dyess AFB and Kelly AFB, Texas, Pope AFB, North Carolina, and Shelling, South Carolina, at a cost of nearly $400 thousand. Meanwhile, personnel reassignments consequent to the Tonopah drawdown exceeded 2,700 at a cost of $11.2 million.[69]

F-117A Dedication at Nellis AFB

(U) As part of a Stealth Fighter organization reunion festival (23-25 May 1992), the 37 FW dedicated an F-117A, SN 79-0780, as a "fitting monument to the Nellis community." The aircraft was mounted upon a pedestal at Nellis AFB's Freedom Park on 23 May 1992. In a ceremony laced with stealth program nostalgia and presided over by Maj Gen Billy McCoy, Nellis Fighter Weapons Center Commander, Colonel Whitley and Mr Hal Farley, Lockheed's first F-117A test pilot, recalled the beginning and developmental years of the TTR project.[70]

Wing Inactivation

(U) On 8 July 1992, the 37 FW inactivated at TTR under ACC Special Order GB-91. Colonel Whitley relinquished his command to Lt Gen Thomas A. Baker, Twelfth Air Force Commander. During the inactivation ceremony, General Baker awarded Colonel Whitley the Legion of Merit (LOM) for his leadership during Operations DESERT SHIELD and DESERT STORM in particular, and the LOM,

First Oak Leaf Cluster, for his outstanding leadership of the 37 FW in general.[31]

(U) General Baker also awarded the Air Force Outstanding Unit Award (AFOUA) with Combat "V" Device to the 37 Tactical Fighter Wing Provisional (the designation assigned to the combat element of the 37 FW during DESERT SHIELD and DESERT STORM) for its performance during the war against Iraq. Finally, he bestowed one last award, the AFOUA to the 37 FW for exceptionally meritorious service from 16 March 1990 to 15 March 1992. During the same 8 July 1992 ceremony, Headquarters ACC activated the 554 Support Squadron under Colonel Boone to administer the drawdown of TTR.[32]

[redacted]

Endnotes

1. Biog (U), 37 TFW/PA Biography of "Colonel Alton C. Whitley, Jr., Apr 91, SD 1A; Chrtbk (U), 37 FW "Organization and Functions Chartbook," Tonopah Test Range, Nevada, 1 Apr 92, SD 2.

2. See above note.

3. SATAF (U), 37 FW "F-117 Relocation SATAF IV," 25-27 Feb 92, dtd 27 Feb 92, SD 3; Telecom (U), SMS V.C. Breslin, 37 FW Historian with 37 FW Maint Plans & Sched & Analysis, 8 Jul 92.

6. Ibid.

9. Ibid; Spec Ord (U), 37 SG Special Order TA-059, SD 7.

10. See note 8.

11. Ibid.

12. Ibid; Historian Observations, 25-27 Feb 92.

13. Ibid.

14. Ibid.

[redacted]

[redacted]

15.

16. Ibid.

17. Sched (U), 37 FW "Off Station/Static Display Schedule," 8 Apr 92, SD 9; Sched (U), 37 FW "Off Station/Static Display Schedule," 13 May 92, SD 10; Ltr (U), HQ SALC/CV to 37 FW/CC, subj: "Open House," 6 Dec 91, SD 11.

18. Rprt (U), 415 FS/CC to 37 OG/CC, 37 FW/CC & 12 AF/CC, subj: FIDAE '92 Lessons Learned, 30 Mar 92, SD 12.

19. Ibid.

20. SATAF (U), 37 FW "F-117 Relocation SATAF IV," 25-27 Feb 92, dtd 27 Feb 92, SD 3.

21. Ibid.

22. SATAF (U), 37 FW "F-117 Relocation SATAF IV," 25-27 Feb 92, dtd 27 Feb 92, SD 3; Telecom (U), SMS V.C. Breslin, 37 FW Historian with 37 FW Maint Plans & Sched & Analysis, 8 Jul 92.

23. See above note.

24. Ibid.

25. SATAF (U), 37 FW "Tonopah Test Range Reuse SATAF III, 12 Mar 92, SD 13.

26. PPlan (U), TAC Programming Plan 92-06, "Reuse of Tonopah Test Range Airfield NV," 9 Mar 92, SD 14.

27. See note 25.

28. Spec Ord (U), HQ ACC Special Order GB-91, 8 Jul 92, SD 1.

29. Ltr (U), 37 FW/TRC to 37 FW/HO, subj: "Base Closure Transportation Costs," 6 Jul 92, SD 15.

[redacted]

[redacted]

30. Newsclip (U), "Reunion plans continue," TTR The Nighthawk Ninja News, 11 May 92, p 1, SD 16; Prog (U), 37 FW "F-117A Dedication Ceremony," of YF-117 #79-0780, 23 May 92, SD 17.

31. Spec Ord (U), HQ ACC Special Order GB-91, 8 Jul 92, SD 1; Newsart (U), "37th FW closes aviation history chapter," Nellis AFB Bullseye, 17 Jul 92, pp 1-2.

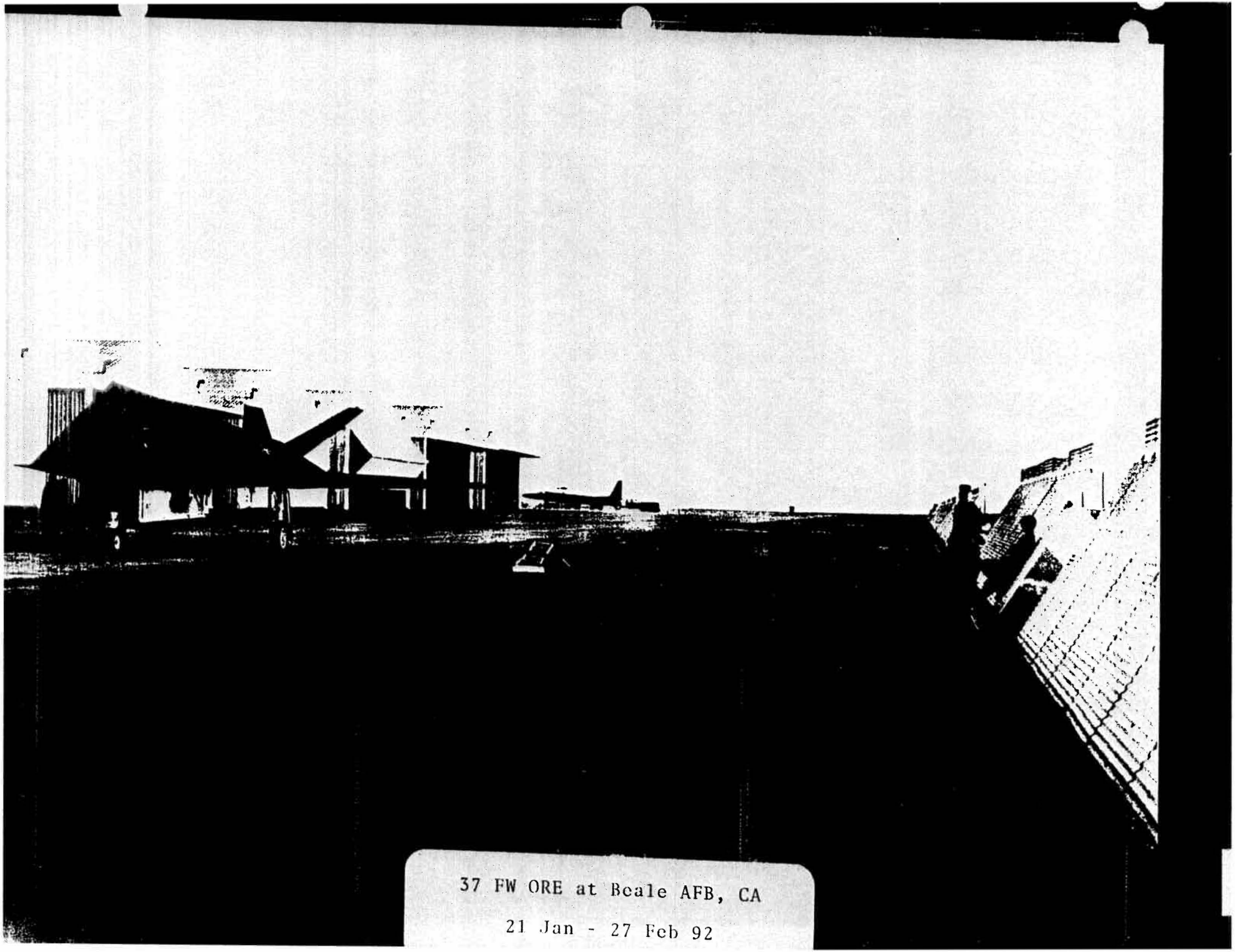
32. See above note; Spec Ord (U), HQ ACC Special Order GA-003, 16 Jun 92; Spec Ord (U), DAF Special Order GB-460, 6 Jul 92, SD 1; Citation (U), "Citation to Accompany the Award of the Air Force Outstanding Unit Award to the 37th Fighter Wing," 16 Mar 90-15 Mar 92, SD 18; Citation (U), "Citation to Accompany the Award of the Air Force Outstanding Unit Award (with "V" Device) to the 37th Tactical Fighter Wing (Provisional)," 17 Jan-28 Feb 91; SD 19.

[redacted]

Col Alton C. Whitley, Jr., Commander, 37 FW, 17 Aug 90 - 8 Jul 92.

F-117A STEALTH FIGHTER

FUNCTION: NIGHT ATTACK FIGHTER
PURPOSE: DESTROY CRITICAL HIGH VALUE TARGETS
MANUFACTURER: LOCKHEED
POWER PLANT: TWO G.E. F-404 ENGINES
DIMENSIONS: WINGSPAN-43FT. 4IN. LENGTH-65FT. 11 IN.
HEIGHT-12FT. 5IN.
SPEED: HIGH SUBSONIC
RANGE: UNLIMITED WITH AIR REFUELING
ARMAMENT: INTERNAL WEAPONS CARRIAGE
STATUS: OPERATIONAL WITH 37TH TACTICAL
FIGHTER WING



37 FW ORE at Beale AFB, CA

21 Jan - 27 Feb 92

F-117A Dedication at Nellis AFB's Freedom Park, 23 May 92; L to R: Maj Gen Billy McCoy, Mr Hal Farley & Col Whitley.

F-117As transfer to 49 FW at
Holloman AFB, NM, 8 May - 8 Jul 92

Col Whitley's washdown after "Fini
Flight." L to R: Col Raleigh
Harrington, Col Charles K. Yard,
Col Whitley, & Col Garrell Boone.

Lt Gen Thomas A. Baker, 12 AF/CC, awards AFOUA and AFOUA with "V" at 37 FW inactivation ceremony, 8 Jul 92.

Col Whitley rolls the 37 FW banner as the wing inactivates on 8 Jul 92.

Col Garrell Boone accepts command of the 554 Support Squadron at Tonopah Test Range on 8 Jul 92.

[redacted]

APPENDIX A (Continued)

Campaign Streamers: Vietnam Air Offensive; Vietnam Air Offensive Phase II; Vietnam Air Offensive, Phase III; Vietnam Air Ground; Vietnam Air Offensive, Phase IV; TET 69/Counteroffensive; Vietnam Summer-Fall, 1969; Vietnam Winter-Spring 1970; Operation DESERT CAUSE; Operation DESERT SHIELD.

Decorations: Presidential Unit Citation (Vietnam): 1 Jul-31 Dec 68; Air Force Outstanding Unit Awards with Combat "V" Device: 1 Apr 67-30 Jun 68, 1 Apr 69-31 Mar 70, and 17 Jan-28 Feb 91; Republic of Vietnam Gallantry Cross with Palm: 1 Mar 67-30 Mar 70; Air Force Outstanding Unit Award: 1 Jun 85-31 May 87 and 16 Mar 90-15 Mar 92.

Emblem:

Motto: Defenders of the Crossroads

[redacted]

[redacted]

APPENDIX A
LINEAGE AND HONORS DATA (U)

1 January - 8 July 1992

Unit Designation: 37th Fighter Wing

Previous Designation: 37th Tactical Fighter Wing

Authority: Transferred without personnel and equipment to Tonopah Test Range, NV, from George AFB, CA, & Assigned to Twelfth Air Force, 5 Oct 89, HQ TAC Movement Order MO-7, 20 Sep 89

Redesignated 37th Fighter Wing, 1 Oct 91, HQ TAC Special Order GB-100, 27 Sep 91

Commander: Col Alton C. Whitley, Jr., 17 Aug 90 - 8 Jul 90

Vice Cmdr: Robert C. Hutt, 1 Jul 90 - 16 Mar 92
Vacant, 16 Mar - 8 Jul 92

Units Newly Assigned During Period: None

Units Attached: Det 37, 4400th Management Engineering Squadron, 5 Oct 89 (TAC SO GB-57, 20 Sep 89)

Inactivation: HQ ADC Special Order GB-91, dtd 8 Jul 92, effective 8 Jul 92

Assigned Units Lost: 37th Operations Group
37th Logistics Group
37th Support Group

Station: Tonopah Test Range, NV

Aircraft Flown: F-117 Stealth Fighter and T-38As.

[redacted]

Support personnel of the 37 FW made their last flights home from TTR aboard ATA's Boeing 737 fleet.

[redacted]

APPENDIX B (Continued)

37TH LOGISTICS GROUP

37 Log Gp Cmdr	Col Joseph B. Gaskin II	1 Nov 91-8 Jul 92
Log Sup Sq Cmdr	Capt Jennifer Whitnack	1 Nov 91-8 Jul 92
37 MS Cmdr	Maj Louise A. Eckhardt	1 Nov 91-8 Jul 92
37 Sup Sq Cmdr	Maj Kim Maurer	19 Nov 90-8 Jul 92
Contracting	MSgt Susan L. Scott	31 Jan 91-8 Jul 92
37 Trans Sq Cmdr	Maj Frank R. Bogart	27 Jul 90-8 Jul 92

37TH SUPPORT GROUP

Sup Gp Cmdr	Col Garrell L. Boone	15 Mar 91-8 Jul 92
37 SPS Cmdr	Maj Jerry M. Kerby	5 Oct 89-8 Jul 92
37 CES Cmdr	Maj James L. Wenzel	8 Mar 91-8 Jul 92
Personnel	SMSgt John A. Kittle	27 Aug 90-8 Jul 92
37 Comm Sq Cmdr	Maj William M. Kanyusik	8 Jun 90-8 Jul 92
MWR	CMSgt Leroy Pringle	5 Oct 89-8 Jul 92
Info Mgmt	1LT Timothy R. Doyle	12 Aug 91-8 Jul 92
Services	Capt Glenn R. Winkler	31 May 91-8 Jul 92
Base Closure & Relocation	LC Brian H. Peckham	1 Oct 91-Current

OTHER UNITS

Det 8, 25 WS	Maj Mark J. Andrews	23 Sep 91-8 Jul 92
Cmdr AFOSI, Det PJ02	SA Russell W. Merritt	3 Oct 89-Current

[redacted]

[redacted]

APPENDIX B

KEY PERSONNEL (U)

1 January - 8 July 1992

Position	Rank and Name	Date In/Date Out
Commander	Col Alton C. Whitley, Jr.	17 Aug 90-8 Jul 92
Vice Commander	Col Robert C. Huff Vacant	1 Jul 90-16 Mar 92 16 Mar 92-8 Jul 92
Judge Advocate	Maj Steven A. Gabrial	7 Jun 91-8 Jul 92
Chief of Safety	Maj Michael T. Mahar	31 Dec 91-8 Jul 92
Executive Off	Maj Kathleen B. McGovern	15 Mar 91-8 Jul 92
Senior Enl Adv	CMSgt Larry E. Munday	9 Apr 90-20 May 92
Inspect & Eval	Maj Wesley E. Cockman	1 Aug 91-8 Jul 92
Historian	SMSgt Vincent C. Breslin	15 Jul 91-8 Jul 92
Pub Affairs	MSgt Robert C. Shelton, Jr.	5 Oct 89-8 Jul 92
Comptroller	Capt Mary L. Ensminger	3 Jun 91-8 Jul 92
Sq Sect Cmdr	Capt Orlando Villanueva	5 Oct 89-8 Jul 92
Qual Improve	Maj Clarence G. Whitescarver	20 Jun 91-8 Jul 92
37 Med Sq Cmdr	LC Timothy J. Schrader	2 Dec 90-8 Jul 92

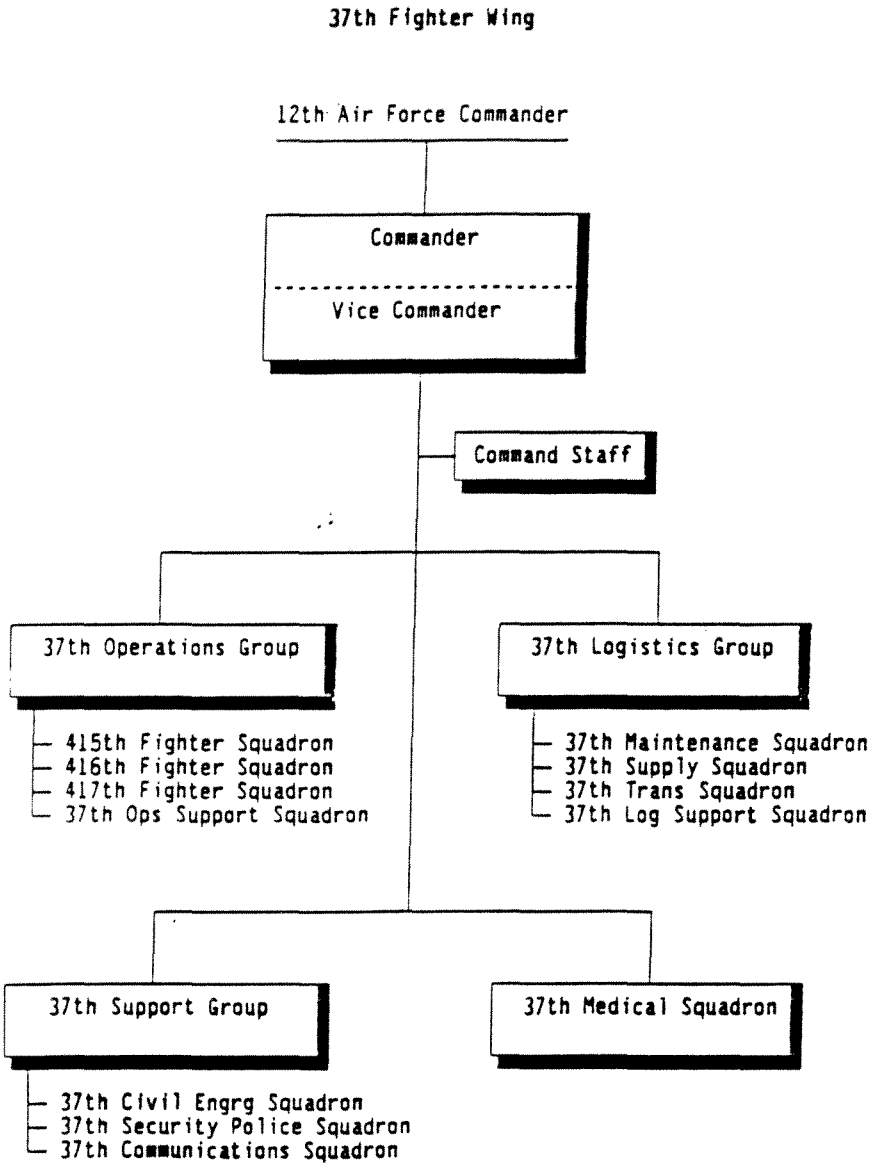
37TH OPERATIONS GROUP

37 Ops Gp Cmdr	Col Raleigh Harrington	1 Nov 91-8 Jul 92
Ops Sup Sq Cmdr	LC Donald P. Higgins, Jr.	31 Dec 91-8 Jul 92
415 FS Cmdr	LC Bruce E. Kreidler	7 Jun 91-Current
416 FS Cmdr	LC Michael T. Merritt	31 Dec 91-Current
417 FS Cmdr	LC Barry E. Horne LC John S. Farnham	10 May 91-11 Jun 92 11 Jun 92-Current

[redacted]

APPENDIX C

37th Fighter Wing Organizational Charts(U)



Source: 37th Fighter Wing Organization and Functions Chartbook, 1 April 1992.

[redacted]

[redacted]

APPENDIX D

PERSONNEL STRENGTH FIGURES(U)

(As of 30 June 1992)

Unit	Officers Assigned	Airmen Assigned	Civilians Assigned	Total Assigned
37 FW	37	223	0	360
37 MS	4	414	0	418
37 OG	1	0	0	1
37 OSS	18	3	0	21
37 LG	2	1	0	3
37 LSS	1	2	0	3
415 FS	26	143	0	169
416 FS	10	93	0	103
417 FS	9	120	0	129
37 SUPS	4	188	0	192
37 TRANS	1	59	0	60
37 SG	4	53	0	57
37 SFS	2	120	0	122
37 CES	4	118	0	122
37 MEDS	5	36	0	41
37 COMM	2	87	0	89

* Note: The manpower team at Tonopah transferred all manning authorization documents to Holloman AFB, New Mexico, prior to the production period for this history. Hence, only assigned totals were available for this data base.

Sources: Rpt (U), 554MSS/MSPUX, Subj: Average Strength Data Reports, SD 20-24.

[redacted]

[redacted]

APPENDIX E

WEAPONS SYSTEM INVENTORY

F-117A

A.

	Jan 92	Feb 92	Mar 92	Apr 92	May 92	Jun 92
415 FS						
Authorized						
Assigned						
Possessed						
416 FS						
Authorized						
Assigned						
Possessed						

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* Transferred to 49 FW, Holloman AFB, NM, effective 8 May 92.

Note: For higher headquarters reporting of weapons system inventory, 417 FS assets were not factored in since they were used for pilot training purposes only.

[redacted]

[redacted]

APPENDIX F

F-117A

(Jan - Jun 92)

	Jan	Feb	Mar	Apr	May	Jun
Combat Pilots Authorized						
Combat Pilots Assigned						
Pilots Mission Ready						
Mission Ready Available						
Pilots in Training						

Sources:

[redacted]

[redacted]

APPENDIX G

AIRCRAFT UTILIZATION (U)

F-117A

Jan- Jun 1992

	JAN	FEB	MAR	APR	MAY	JUN
SORT FLOWN	540	505	703	630	316	198
UTE RATE	12.0	11.2	15.6	14.0	7.0	7.3
HOURS FLOWN	885.5	889.2	1187.7	1010.7	508.6	341.7
MAN HR PER FLY HR	12.3	14.3	10.6	7.7	7.0	7.6
# OF AIR ABTS	6	4	6	14	2	0
# OF GRD ABTS	34	25	32	23	13	9
TOTAL ABT RATE	7.0	5.5	5.2	5.7	4.6	4.3
DEL DISC	3.1	1.1	1.3	1.1	1.1	1.0
AWM	1.7	0.6	0.6	0.6	0.6	0.4
AWP	1.4	0.5	0.7	0.5	0.5	0.6
MDS FAILURES EQUIP	317	321	427	344	122	74
MDC MANHOURS	11259	14335	12538	7798	3547	2584
# OF CANNS	28	18	16	11	28	7
CANN RATE	5.2	3.6	2.3	1.7	8.9	8.9
MAN HR PER OVER G	0.0	0.0	0.0	0.0	0.0	0.0
MAINT SCH EFF	100.0	100.0	100.0	98.6	96.8	100.0
ACFT SCH EFF	87.3	92.0	91.8	94.4	91.2	88.3
HANGAR QUEENS	0.0	0.0	0.0	0.0	0.0	0.0
MAN HR PER CANN	2.4	0.3	4.5	0.0	1.0	2.4
# OF OVER G'S	0	0	0	0	0	0
TYPE MISSION:						

SOURCE: Rprts (U), 37 TFW Maint Data Anal Rprts, Jan-Jun 92, SD 25 to SD 30.

[redacted]

[redacted]

APPENDIX H

F-117A AIRCRAFT READINESS (U)*

Jan-Jun 1992

	JAN	FEB	MAR	APR	MAY	JUN
POSS ACFT	44.6	43.9	44.5	45.6	31.4	23.5
POSS HOURS	33147.5	30520.5	33077.4	32841.2	23385.9	16940.0
MC HOURS	27664.2	25948.4	28540.0	27958.8	18317.2	14514.7
MC RATE	83.5	85.0	86.3	85.1	78.3	85.7
FMC HOURS	27524.8	25896.3	28540.0	26544.4	17943.4	14390.7
FMC RATE	83.0	84.8	86.3	80.8	76.7	85.0
NMC HOURS	5483.3	4572.1	4537.4	4882.4	5068.7	2425.3
NMC RATE	16.5	15.0	13.7	14.9	21.7	14.3
TNMCM HOURS	3843.2	3933.5	3986.9	3698.0	3493.8	1417.9
TNMCM RATE	11.6	12.9	12.1	11.3	14.9	8.4
TNMCS HOURS	2395.7	1653.2	1656.3	2112.1	2527.4	1428.7
TNMCS RATE	7.2	5.4	5.0	6.4	10.8	8.4
NMCB HOURS	755.6	1014.6	1105.8	927.7	952.5	421.3
NMCB RATE	2.3	3.3	3.3	2.8	4.1	2.5
TPMCM HOURS	139.4	51.4	0.0	312.9	378.5	78.0
TPMCM RATE	0.4	0.2	0.0	1.0	1.6	0.5
TPMCS HOURS	0.0	0.7	0.0	1230.6	0.0	46.0
TPMCS RATE	0.0	0.0	0.0	3.7	0.0	0.3
PMCB HOURS	0.0	0.0	0.0	129.1	4.7	0.0
PMCB RATE	0.0	0.0	0.0	0.4	0.0	0.0

Key: FMC - Fully Mission Capable; NMC - Not Mission Capable; (S) - Supply; (M) - Maintenance; (B) Both; PMC - Partially Mission Capable; (S) - Supply; (M) - Maintenance; (B) Both.

Source: Rpt (U), 37 TFW Monthly Maintenance Data Reports, Jan-Jun 92, SD 25 to SD 30.

[redacted]

[redacted]

APPENDIX I

Jan-Jun 1992

Unit

415 FS

Personnel
Training
Equip Readiness
Equip/Supplies

416 FS

Personnel
Training
Equip Readiness
Equip/Supplies

SOURCE:

[redacted]

[redacted]

APPENDIX J

37 FW Weapons Training (U)

Nellis AFB Ranges

Range Complex	Hours Day	Hours Night	Sorties Day	Sorties Night
Jan - Mar 92				
Nellis 61	0	0	0	0
Nellis 62	0	0	0	0
Nellis 63	0	0	0	0
Nellis 64	0	0	0	0
Nellis 65	0	0	0	0
Nellis 71	85	221	210	1248
Nellis 74	11	147	72	1320
Nellis 75	13	160	72	1392
Nellis 76	82	201	240	1440
Electronic East	12	160	0	1440
Electronic West	14	166	1	1418
Electronic South	14	196	48	1416

Range Complex	Hours Day	Hours Night	Sorties Day	Sorties Night
Apr - Jun 92				
Nellis 61	0	0	0	0
Nellis 62	0	0	0	0
Nellis 63	0	0	0	0
Nellis 64	0	0	0	0
Nellis 65	0	0	0	0
Nellis 71	147	126	344	648
Nellis 74	50	65	443	688
Nellis 75	57	69	499	662
Nellis 76	124	123	507	648
Electronic East	63	74	453	681
Electronic West	69	71	464	606
Electronic South	73	116	258	637

Source: Rpt (U), 554 Range Group, Subj: Weapons Range Activity Report, RCS: TAC-DOX(Q)7301, Jan-Mar 92, SD 32 and Apr-Jun 92, SD 33.

[redacted]

[redacted]

APPENDIX K

Unit	Exercise	Dates	Location	Acft Model	Sorties/Hits

Source:

[redacted]

[redacted]

APPENDIX L

IG/LOCAL EXERCISE RATINGS (S/PV)

A. (U/PV) MAJOR ACCIDENT RESPONSE EXERCISE (21-22 Jan 92)

Activity Inspected	Rating
Overall 37 TFW	
Disaster Control Group	
Airfield Operations	
Command Post	
Security Police	
Medical Squadron	
Communications Squadron	
Fire Department	
Explosives Ordnance Disposal	

B.

[redacted]

[redacted]

APPENDIX M

AIRCRAFT SAFETY (U)

Type	Jan 92	Feb 92	Mar 92	Apr 92	May 92	Jun 92
Class A Mishaps	0	0	0	0	0	0
Class B Mishaps	0	1	0	0	0	0
Class C Mishaps	0	0	1	1	0	0
High Accident Potential	0	0	1	0	0	0
Hazardous Air Traffic Reports	0	1	0	0	0	0

Note: Unless otherwise indicated, all of data is related to F-117A incidents.

Source: (U) Data extracted from 37 FW Safety Office Files. Supporting reports are restricted by AFR 127-4.

[redacted]

[redacted]

APPENDIX O

Construction (U)

Jan-Jun 1992

NOT APPLICABLE

[redacted]

[redacted]

APPENDIX P

HOUSING INVENTORY (U)

Not Applicable

[redacted]

Glossary (U)

AAA	anti-aircraft artillery
AAFCE	Allied Air Forces Central Europe
AB	Air Base
ADI	Attitude Direction Indicator - indicates pitch, roll, or yaw at any given moment.
ADP	Air Division Provisional
ADVON	Advanced Echelon
AFB	Air Force Base
AFCC	Air Force Communications Command
AFCS	Automated Flight Control System - maintains desired aircraft attitude, altitude, or heading.
AFETS	Air Force Engineering and Technical Services
AFISC	Air Force Inspection and Safety Center
AFLC	Air Force Logistics Command
AFMPC	Air Force Military Personnel Center
AFOEA	Air Force Organizational Excellence Award
AFR	Air Force Regulation
AFSC	Air Force Systems Command Air Force Specialty Codes
AGE	aerospace ground equipment
AGL	above ground level
AGS	Aircraft Generation Squadron
AHRS	Attitude/Heading Reference System
AIG	Address Indicator Group

[redacted]

[redacted]

aka	also known as
AMAD	Airframe Mounted Accessory Drive
AMU	Aircraft Maintenance Unit
ANG	Air National Guard
APPS	Analytical Photogrammetric Positioning System
APU	Auxilliary Power Unit - an internal power unit that can be used in place of other sources of power to start an aircraft.
AOR	area of operational responsibility
AR	air refueling
ASD	Aeronautical Systems Division/aircraft sortie duration
ATAF	Allied Tactical Air Forces
ATF	Advanced Tactical Fighter
ATCALS	Air Traffic Control and Landing System
ATO	Air Tasking Order
ATS	Air Turbine Starter
AUTODIN	automated digital interface network
AW	Airlift Wing
BAI	Battlefield Air Interdiction - air interdiction over a battlefield.
BCAS	Base Contracting Automated System
BDA	bomb damage assessment
BE	Basic Encyclopedia
BITS	Base Information Transfer System
BLDG	Building

[redacted]

[redacted]

BM	Base Maintenance
BOD	beneficial occupancy date
BTG	basic target graphic
C	Confidential
CAMS	Consolidated Aircraft Maintenance Unit Core Automated Maintenance System
CATM	Combat Arms Training and Maintenance
CB	Test-Coded - aircraft used for testing and evaluation.
CBPO	Consolidated Base Personnel Office
CC	Combat-Coded - aircraft used in a combat role.
CEA	Circular Error Average - The bombing error in a give bombing attack, expressed as the average of bomb impacts, or mean points of impact, from the center of the target
CENTAF	Central Air Forces
CEP	Circular Error Probable - The probable bombing error expressed in terms of the radius of a circle, centered on the desired mean point of impact of a bombfall.
CES	Civil Engineering Squadron
CINC	Commander in Chief
CINCPACAF	CINC, Pacific Air Forces
CINCUSAFE	CINCE, United States Air Forces in Europe
COMAAFCE	Commander, Allied Air Forces Central Europe
COMO	Combat Oriented Maintenance Organization - includes equipment maintenance, aircraft generation, and component repair squadrons.

[redacted]

CONUS	Continental United States
COSO	Combat Oriented Supply Organization
CRS	Component Repair Squadron
CRT	Cathode Ray Tube - a vacuum tube in which the deflection of an electron beam indicates on a flourescent screen instantaneously.
CS	Constant Source/Communications Squadron
CSAF	Chief of Staff of the Air Force
CSC	Central Security Control
CSG	Combat Support Group
CSGP	Combat Support Group Provisional
CT	Continuation Training - repeated training in standard flight training subjects and events.
CTG	Combat Target Graphics
CVI	Chief of Readiness and Inspections
CWD	Chemical Warfare Defense
DAF	Department of the Air Force
DCM	Deputy Commander for Maintenance
DCO	Deputy Commander for Operations
DCS	Deputy Chief of Staff
Det	Detachment
DFSC	Defense Fuels Supply Center
DIFM	Due In For Maintenance - aircraft components or parts that must be maintenance periodically by a depot.
DLIR	Downward-Looking Infrared
DMPI	designed mean point of impact

FCF	Functional Check Flight - a check made in an airborne aircraft to determine the efficiency or effectiveness of some component.
FLR	Foward Looking Radar
FLIR	Foward Looking Infrared
FMB	Financial Management Board - approves unit expenditures and recommendation of financial working group.
FMC	Fully Mission Capable
FOT&E	Forward Testing and Evaluation
FOUO	For Official Use Only
FOV	Field of View
FS	Fighter Squadron
FSR	Field Service Representative
FW	Fighter Wing
FWG	Financial Working Group - guides, plans and reviews unit budgetary expenditures.
FWW	Fighter Weapons Wing
FY	Fiscal Year
GBL	Government Bill of Lading
GCC	Graduated Combat Capability
GCI	Ground Controlled Intercept
GE	General Electric
HAP	High Accident Potential
HATR	Hazardous Air Traffic Report
HHQ	higher headquarters
HTG	hard target graphics

DMR	Defense Management Review
DNIF	Duty Not to Included Flying
DOC	Designed Operational Capability
DOD	Department of Defense
DOE	Department of Energy
DOZ	Office of Special Projects, Hqs TAC
DRC	Dynamic Research Corporation
DTM	Data Transfer Module
EC	Electronic Combat
ECP	Entry Control Point
EEFI	essential elements of friendly information
EET	Exercise Evaluation Team - additional duty specialists who periodically review unit performance during local exercises.
ELINT	Electronics Intelligence
EMS	Equipment Maintenance Squadron
EOB	Enemy Order of Battle - force training levels, equippage, organizations, and disposition.
EOD	Explosives Ordnance Disposal
EPP	Emergency Power Package
ETV	Electronics Test Van
EWO	electronic warfare officer
FAA	Federal Aviation Administration

[redacted]

HTSA	Host-Tenant Support Agreement - governs the extent of support between host and tenant units on a base.
HQ	Headquarters
HUD	Head-up Display
ICT	Integrated Combat Turn
IDMT	Independent Duty Medical Technician
IFE	Inflight Emergency
IFF	Identification Friend or Foe
IG	Inspector General
ILS	Instrument Landing System
IMS	Inertial Measurement System
INS	Inertial Navigation System
IQT	Initial Qualification Training
IR	infrared
IRADS	infrared acquisition and designation system
IRAN	Inspect and Repair as Necessary
IST	Imagery Support Terminal
JCS	Joint Chiefs of Staff
JSOC	Joint Special Operations Command
KTAS	Knots True Air Speed
L	Local (time)
LG	Logistics Group
LGB	Laser Guided Bomb

[redacted]

[redacted]

LSS	Logistics Support Squadron
MAC	Military Airlift Command
MARE	Major Accident Response Exercise - test of a unit's ability to respond to various disasters, including aircraft accidents, chemical spills, and explosions.
MAROPS	Maritime Operations
MC	Mission Capable
MC&G	mapping, charting, and geodesy
MCP	Military Construction Program
MDI	Multipurpose Display Indicator
MDPS	Mission Data Planning System
MDS	Mission Designed System
MILCON	military construction
MOA	Memorandum of Agreement
MOB	Main Operating Base
MOCC	Maintenance Operations Control Center
MOU	Memorandum of Understanding
MQT	Mission Qualification Training
MR	Mission Ready
MS	Maintenance Squadron
MSS	Mission Support System
MWR	Morale, Welfare, and Recreation
NAF	Nonappropriated Fund
NAFR	Nellis Air Force Range

[redacted]

[redacted]

NATO	North Atlantic Treaty Organization
NAVAIDS	Navigation Aids
NCA	National Command Authority
NMC	Not Mission Capable - status denoting inability of aircraft to fly its mission.
NMCB	Not Mission Capable Both - status denoting maintenance and supply problems as reasons for an aircraft's inability to fly.
NMCM	Not Mission Capable Maintenance - status denoting a maintenance problem as the reason for an aircraft's inability to fly.
NMCS	Not Mission Capable Supply - status denoting a supply problem as the reason for an aircraft's inability to fly.
NRTS	Not Reparable This Station
NSA	Night Surface Attack - night level weapons deliveries and night air refueling with emphasis on retrim, trail departures, medium to high altitude route navigation, simulated level LGB deliveries at high altitude on a single target, tanker rendezvous, and tanker wing formations. Includes simulated single-engine (SSE), no headup display (HUD) precision, and non-precision approaches.
NSAT	Night Surface Attack Tactics - five specific training events to practice bomb deliveries, attacks, approaches, and flight procedures.
O&M	Operations and Maintenance
OADR	Originating Agency Determination Required
OBAN	Operating Budget Account Numbers
OCIP	Offensive Capability Improvement Program
OG	Operations Group
OIC	Officer-in-Charge

[redacted]

OJT	On-the-Job Training
OPCOM	Operational Command
OPDD	Operational Plan Data Document
OPLAN	Operations Plan
ORE	Operational Readiness Exercise
OSI	Office of Special Investigations
OSS	Operations Support Squadron
PAA	Primary Authorized Aircraft/program allocated authorizations
PACAF	Pacific Air Forces
PAS	Personnel Accounting System
PDF	Panama Defense Force
PDO	Publications Distribution Office
PEAP	Personnel Evaluation Analysis Program
PERSCO	Personnel Support for Contingency Operations
PGM	Precision Guided Munitions
PMC	Partially Mission Capable - status denoting minor aircraft maintenance problems that do not prevent mission accomplishment.
PMCB	Partially Mission Capable Both - status denoting minor maintenance and supply problems that do not impair mission performance.
PMCM	Partially Mission Capable Maintenance - status denoting a minor maintenance problem that does not impair mission performance.
PMCS	Partially Mission Capable Supply - status denoting a minor part malfunction that does not impair mission performance.

[redacted]

PMD	Program Management Directive
POL	Petroleum, Oil, and Lubricants
PORTS	Portable Receiver or Transmit System
PPDB	Point Positioning Data Base
PPlan	Programming Plan
PPP	Prepositioned Procurement Package - material positioned overseas in advance to support possible deployments.
PRANG	Puerto Rico Air National Guard
PTS	Pilot Training System
PV	Privileged Material
QIC	Quarters Improvement Committee
RAF	Royal Air Force
RAM	radar absorbing material
RAPCON	Radar Approach Control
RCS	Radar Cross Section
RDT&E	Research, Development, Test and Evaluation
REDAP	Remote Engineering Data Automation Program
REECo	Reynold Engineering Company
RFP	request for proposals
RLC	Radar Locator Computer
RLS	Radar Locator System
ROD	Record of Decision
RPI	Rated Position Indicator
RTASS	Remoted Tactical Airborne SIGINT Support

[redacted]

RTU	Replacement Training Unit
S	Secret
SAC	Strategic Air Command
SACEUR	Supreme Allied Commander, Europe
SACLANT	Supreme Allied Commander, Atlantic
SAM	Surface-to-Air Missile
SAR	Special Access Required
SATAF	Site Activation Task Force
SATCOM	satellite communications
SB	Sentinel Byte
SCI	Sensitive Compartmented Information
SDAP	Special Duty Assignment Pay
SDS	smart data system
SEPT	Situational Emergency Procedures Training
SG	Support Group
SIF	Selective Identification Feature
SIGINT	Signals Intelligence
SJA	Staff Judge Advocate
SOF	Supervisor of Flying
SORTS	Status of Resources and Training System
SPECAT	special category
SPO	Systems Program Office
SPS	Security Police Squadron
TAC	Tactical Air Command

TACAN	tactical air navigation
TACMET	TAC Management Engineering Team
TAF	Tactical Air Forces
TASMO	Tactical Shipping and Maritime Operations
TCD	Time Compliance Directive
TCTO	Time Compliance Technical Order
TDF	Tactical Digital Facimile
TDY	temporary duty
TEP	tactical electronic intelligence processor
TES	Test and Evaluation Squadron
TF	Training-Coded - aircraft used for training only.
TFTS	Tactical Fighter Training Squadron
TFTW	Tactical Fighter Training Wing
TFW	Tactical Fighter Wing
TFWC	Tactical Fighter Weapons Center
TFWP	Tactical Fighter Wing Provisional
TG	Tactical Group
TMO	Traffic Management Office
TOT	time-over-target
TPFDL	Time Phased Force Deployment List - document that schedules units, equipment, and personnel for overseas deployments.
TS	Test Squadron
TTR	Tonopah Test Range
UE	Unit-Equipped

UN	United Nations
US	United States
USAF	United States Air Force.
USAFE	United States Air Forces in Europe
UTC	unit type code
UTE	aircraft Utilization Effectiveness rate - number of sorties and duration of sorties an aircraft is scheduled to fly a month.
VOC	Vehicle Out of Commission
VDM	Vehicle Dealined for Maintenance - vehicles out of commission for a maintenance problem.
VDP	Vehicle Deadlined for Parts - vehicles out of commission due to a lack of parts.
VFR	Visual Flight Rules - rules restricting aircraft flight to minimum altitudes and limits of visibility.
VHF	Very High Frequency
VMC	Visual Meteorological Conditions
VTR	Video Tape Recorder - records mission performance on video tape for later review.
WCS	Weapons Control System
WDC	Weapons Delivery Computer
WRSK	war readiness support kit
WSC	Weapons System Computer

[redacted]

List of Supporting Documents

Vol II

1. All "G" Series Orders.

1A. Biog (U), 37 TFW/PA Biography of "Colonel Alton C. Whitley, Jr., Apr 91.

2. Chrtbk (U), 37 FW "Organization and Functions Chartbook," Tonopah Test Range, Nevada, 1 Apr 92.

3. SATAF (U), 37 FW "F-117 Relocation SATAF IV," 25-27 Feb 92, dtd 27 Feb 92.

4. Instruct (U), 37 FW Saudi Arabia "Rotation Update," Mar 92.

5.

6.

7. Spec Ord (U), 37 SG Special Order TA-059, 25 Feb 92.

8.

9. Sched (U), 37 FW "Off Station/Static Display Schedule," 8 Apr 92.

10. Sched (U), 37 FW "Off Station/Static Display Schedule," 13 May 92.

11. Ltr (U), HQ SALC/CV to 37 FW/CC, subj: "Open House," 6 Dec 91.

12. Rprt (U), 415 FS/CC to 37 OG/CC, 37 FW/CC & 12 AF/CC, subj: FIDAE '92 Lessons Learned, 30 Mar 92.

[redacted]

[redacted]

List of Supporting Documents

Vol III

13. SATAF (U), 37 FW "Tonopah Test Range Reuse SATAF III, 12 Mar 92.

14. PPlan (U), TAC Programming Plan 92-06, "Reuse of Tonopah Test Range Airfield NV," 9 Mar 92.

15. Ltr (U), 37 FW/TRC to 37 FW/HO, subj: "Base Closure Transportation Costs," 6 Jul 92.

16. Newsclip (U), "Reunion plans continue," TTR The Nighthawk Ninja News, 11 May 92, p 1.

17. Prog (U), 37 FW "F-117A Dedication Ceremony;" of YF-117 #79-0780, 23 May 92.

18. Citation (U), "Citation to Accompany the Award of the Air Force Outstanding Unit Award to the 37th Fighter Wing," 16 Mar 90-15 Mar 92.

19 Citation (U), "Citation to Accompany the Award of the Air Force Outstanding Unit Award (with "V" Device) to the 37th Tactical Fighter Wing (Provis-ional)," 17 Jan-28 Feb 91.

20. Rprt (U), 554 MSS/MSMUX "Average Strength Data Report," 29 Jan 92.

21. Rprt (U), 554 MSS/MSMUX "Average Strength Data Report," 27 Mar 92.

22. Rprt (U), 554 MSS/MSMUX "Average Strength Data Report," 27 Apr 92.

23. Rprt (U), 554 MSS/MSMUX "Average Strength Data Report," 1 Jun 92.

24. Rprt (U), 554 MSS/MSMUX "Average Strength Data Report," 25 Jun 92.

25. Sum (U), 37 FW "Monthly Maintenance Data Analysis Report," Jan 92.

26. Sum (U), 37 FW "Monthly Maintenance Data Analysis Report," Feb 92.

[redacted]

[redacted]

27. Sum (U), 37 FW "Monthly Maintenance Data Analysis Report," Mar 92.

28. Sum (U), 37 FW "Monthly Maintenance Data Analysis Report," Apr 92.

29. Sum (U), 37 FW "Monthly Maintenance Data Analysis Report," May 92.

30. Sum (U), 37 FW "Monthly Maintenance Data Analysis Report," Jun 92.

31.

32. Rprt (U), 554 Range Squad "Weapons Range Activity Report," Apr-Jun 92.

33. Rprt (U), 554 Range Squad "Weapons Range Activity Report," Jan-Mar 92.

34. Rprt (U), 37 FW/IG "Major Accident Response Exercise," 21-22 Jan 92, dtd 29 Jan 92.

[redacted]

Distribution List (U)

Volume I

HQ USAFHRA/TII, Maxwell AFB, AL, 36112-6678	1 Copy
49 FW/HO, Holloman AFB, NM, 88330-5000	1 Copy
HQ ACC/HO, Langley AFB, VA, 23665-5579	1 Copy

Volume II - III

HQ USAFHRA/AD, Maxwell AFB, AL, 36112-6678	1 Copy

[redacted]

ducting Stealth operations at Tonopah.[12] Initially, two bases came under review for this relocation: Nellis AFB and Holloman AFB. Headquarters TAC initiated site surveys at each location. Surveys at Holloman (26-29 September 1989 and 26 February-2 March 1990) concluded that the existence of some facilities (following the inactivation of the 479 TFW there) limited military construction costs to $106.4 million.[13] Full facility construction requirements at Nellis AFB (5-6 March 1990 site survey), on the other hand, would entail construction costs in excess of $159 million. Even the cost of moving necessary personnel and equipment the greater distance to Holloman (approximately $8 million) still rendered the Nellis option $35 million more expensive.[14]

(U) Headquarters TAC next initiated contract studies for maintenance docks and hangars with the US Army Corps of Engineers on 19 April 1990[15] and approved a Fiscal Year 1991 (FY91) military construction program at Holloman to support the F-117A relocation to a 2 percent design milestone on 27 April 1990.[16] That approval prefaced follow-on site surveys to Holloman in May and June 1990 by 37 TFW maintenance and civil engineering survey teams to refine hangar specifications and to determine the feasibility of moving the F-117A simulator complex and pilot training system from Tonopah.[17]

(U) In the meantime, Headquarters TAC upchannelled its proposal to relocate the 37 FW to Holloman and close Tonopah Test Range to Headquarters United States Air Force (USAF) and the Department of the Air

Force (DAF). In turn, the DAF's Deputy Assistant Secretary for Budget, Maj Gen George Larson, Jr., approached the US Senate Committee on Appropriations with a request to proceed with facilities design at Holloman. The Senate's Chairman for the Subcommittee on Military Construction responded to General Larson on 23 June 1990:

> (U) The Subcommittee has received your request to proceed with design of facilities to support the relocation of the 37th Tactical Fighter Wing from Tonopah, Nevada, to Holloman AFB, New Mexico. The Subcommittee denies the request.
>
> (U) The Secretary of Defense has not officially submitted the proposed realignment to the Congress. The realignment is currently under study as a result of the Secretary's initiative to review "candidate base closures." Under the law, the Secretary must formally submit his recommendations for closures and realignments when he presents the Fiscal Year 1992 budget request to the Congress.[18]

(U) The 1991 Congressional Appropriations Bill reflected the subsequent submission of that recommendation for closures and the presentation of the FY92 budget request. While the Congress approved the Tonopah closure plan and authorized the funding of new facilities at Holloman for the F-117As, the availability of money for contract development was subject to split year funding release; FY91 project funding was limited to $36 million, while the balance of $27 million would come in FY92. Consequently, on 22 October 1990, Headquarters TAC authorized the Army Corps of Engineers to elicit construction design contractor bidding (requests for proposal (RFP)) based on split year funding conditions.[19]

(U) Piecemeal site surveys continued through 1990 largely driven by action items developed during an 11-13 September 1990 Site Activation Task Force (SATAF) meeting at Holloman AFB.[20] Twelve members of the 37 TFW, representing the operations, maintenance, logistics, and civil engineering communities at Tonopah, met with counterparts from the 833d Air Division, Headquarters TAC, Headquarters Twelfth Air Force, the Sacramento Air Logistics Center, and Headquarters Air Force Military Personnel Center as 37 TFW Relocation SATAF I got underway. The one major 'show stopper' identified during Relocation SATAF I centered on Congressional funding restrictions on facilities construction. This problem persisted to and through the next Relocation SATAF meeting in March 1991.[21]

(U) In addition to identifying action items for resolution, Relocation SATAF I established a half dozen relocation milestones:[22]

ILLUS VII-1: RELOCATION SATAF I MILESTONES (U)

Milestone	Date
Establish Inactivation Manager	C/W
HQ TAC Program Plan Publication	1 Nov 90
Complete Environ Impact Statement	Mar 91
Establish Aircraft Transfer Sched	Jan 92
Relocate First Aircraft	Jun 92
Relocate Remaining Aircraft	Sep 92

Source: Mins (U), 37 TFW SATAF I Mins, 13 Sep 90.

(U) Milestone number two reached fruition when Headquarters TAC published Programming Plan (PPlan) 91-02, 37 TFW Relocation from Tonopah Test Range Airfield NV to Holloman AFB NM, on 3 December 1990. That PPlan provided general program guidance and specific tasks relative to:

> (U)...the relocation of the 37 TFW from Tonopah Test Range...to Holloman AFB, scheduled to begin in FY92/2/3 and be completed in FY92/4. The move will include 36 [program allocated authorizations] PAA [combat coded] F-117, 9 PAA [training coded] F-117, 1 PAA [test coded] F-117, and 8 PAA [training coded] AT-38 aircraft.[23]

(U) A second 37 TFW Relocation SATAF took place at Holloman AFB from 5 to 7 March 1991. Relocation SATAF II identified facilities construction funding as the single most critical item inhibiting relocation. Split year funding imposed by Congress limited the number of aircraft shelters and other flightline facilities that could be built prior to aircraft transfer. Army Corps of Engineers schedules, rendered during Relocation SATAF II, itemized facility construction delays:[24]

ILLUS VII-2: F-117 HOLLOMAN FACILITY SCHEDULES

FY91 MILCON

Project	Need Date	BOD Date
Hangars	May/Aug 92	Jul/Oct 92
Operations Complex	May 92	Aug 92
Squadron Operations	May 92	Aug 92
Intel/Academics	May 92	Aug 92
Simulator	May 92	Aug 92
Intel Domes/Storage	May 92	Aug 92
Alternate AGS Parts Store	May 92	Aug 92

[redacted]

ILLUS VII-2 (Cont.)

FY92 MILCON

Base Support Infrastructure		
Airfield Lighting	?	Jan 93
Alternate CSC*	May 92	Nov 92
Alternate Dining Hall	Aug 92	Jan 93
Child Care Center	Aug 92	Jan 93

Key: MILCON = Military Construction
BOD = Beneficial Occupancy Date
AGS = Aircraft Generation Squadron
CSC = Central Security Control

Source: Ltr (U), 37 TFW/MAS to 37 TFW/AMA/CV, subj: Trip Report, Holloman SATAF II, 19 Mar 91.

(U) In addition, Relocation SATAF II tracked progress toward the resolution of other, less critical action items and milestones reflected the publication of TAC PPlan 91-02 and projected delays in the completion of an environmental impact statement:[28]

ILLUS VII-3: RELOCATION SATAF II MILESTONES (U)

Milestone	Date
Establish Inactivation Manager	C/W
HQ TAC Program Plan Publication	C/W
Complete Environ Impact Statement	Jun 91
Establish Aircraft Transfer Sched	Jan 92
Relocate First Aircraft	Jun 92
Relocate Remaining Aircraft	Sep 92

Source: Mins (U), 37 TFW SATAF II Mins, 5 Mar 91.

[redacted]

(U) The publication of the environmental impact statement (EIS) on 9 May 1991 satisfied the third Relocation SATAF milestone and formed the basis for a final Department of the Air Force decision on the relocation of the F-117A.[26] That decision came on 29 May 1991 in the form of a Record of Decision (ROD), confirming TAC's ongoing plans for the move to Holloman. In making that decision, Deputy Assistant Secretary of the Air Force for Installations, James F. Boatright, recognized the socioeconomic impacts on the town of Tonopah, Nevada (approximately 35 miles northwest of Tonopah Test Range), as "significant."

> (U) They [socioeconomic impacts] result from a reduction of employment opportunities at TTR. The EIS suggests combined direct and indirect impacts which would amount to as high as a 20 percent reduction in employment in Tonopah and may result in a population out-migration of as much as 38 percent. Major impacts to local schools and the local housing market would probably also result.[27]

(U) The environmental impact of the move on the Holloman AFB region was assessed as minimal, given the planned inactivation of the 49 TFW and the replacement of that wing's 72 PAA F-15s with 45 PAA, quieter F-117As. In fact, the only significant change in operational procedures concerned increased night operations.

> (U) The purpose of the F-117A is to conduct night operations. Approximately 70% of the 37 TFW mission will be conducted after dark. Although 27% will occur between 10:00 p.m. and 7:00 a.m. (2200 local time (L) to 0700L) night flying would extend only to 2:00 a.m. (0200L) several nights a month. This would result in more nighttime use of some special use airspace. Operations will be subsonic and at high to medium altitudes, and occasionally down to 2,000 feet above ground level (AGL).[28]

(U) On 13 August 1991, officials broke ground for construction projects in preparation for the F-117A transfer to Holloman AFB. Col Klaus Klause, 37 TFW Deputy Commander for Operations, joined with dignitaries of the 833d Air Division, US Army Corps of Engineers, and Hensel Phelps Construction Company (winner of the F-117A facilities construction contract) to turn a shovel of dirt in an official ground breaking ceremony with an F-117A on static display in the background.[29]

(U) Holloman AFB hosted 37 FW F-117 Relocation SATAF III* from 22 to 24 October 1991. Once again, item resolutions and milestone achievements captured center stage during this meeting. This time, the SATAF identified two potential "show stoppers." Construction funding constraints became exacerbated by an accelerated F-117A delivery schedule (more aircraft arriving in the early stages of transfer) and the Special Access Requirements (SAR) illustrated in the F-117A Program Security Guide rendered many existing Holloman facilities inadequate to house and store SAR equipment, materials, and documents.[30]

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* (U) The title of that SATAF was, to some extent, misleading since Headquarters TAC had already announced (in spring 1991) that earlier plans to inactivate the 49 FW in favor of continuing F-117A operations under the 37 TFW's banner had been reversed on unit lineage grounds. The 49 FW enjoyed a much more prestigious position in USAF history and had acquired many more honors and combat credits (not withstanding Operation DESERT STORM) than the 37 FW.

ILLUS VII-4: RELOCATION SATAF III MILESTONES (U)

Milestone	Date
Establish Inactivation Manager	C/W
HQ TAC Program Plan Publication	C/W
Complete Environ Impact Statement	C/W
Establish Aircraft Transfer Sched	Jan 92
Relocate First Aircraft	Jun 92
Relocate Remaining Aircraft	Sep 92

Source: Mins (U), 37 TFW SATAF III Mins, 24 Oct 91.

(U) On 27 December 1991, Colonel Whitley proposed to Headquarters TAC a schedule of aircraft deliveries to Holloman AFB beginning in May 1992. That schedule excluded two F-117A maintenance trainers already scheduled for delivery in January 1992, F-117As undergoing depot maintenance, and two T-38s that would remain at Tonopah until mid-September 1992. "The proposed plan considers manning, flying hour program requirements, C-Status, programmed flying training requirements, personnel move dates, [the] Tonopah Test Range close down schedule, and additional taskings." It did not consider the facilities construction problems faced by the 49 FW at Holloman. It did, however, offer options for transfer of the eight aircraft currently deployed to Saudi Arabia.[31]

ILLUS VII-5: HOLLOMAN F-117A DELIVERY SCHEDULE

Unit	#/Type Acft	Arrive Date
416 FS	4 - F-117A	7 May 92
	4 - F-117A	14 May 92
417 FS	4 - F-117A	17 Jun 92
	4 - T-38	17 Jun 92
	5 - F-117A	1 Jul 92
	3 - T-38	1 Jul 92
415 FS	9 - F-117A	30 Jun 92
	9 - F-117A	9 Jul 92
Det 1, 57 FW	1 - F-117A	1 Jul 92

Source: Msg (U), 37 FW/CC to TAC/XPP/XPPC, subj: F-117A Aircraft Arrival Schedule for Holloman AFB Relocation, 272335Z Dec 91.

Tonopah Test Range SATAF

(U) In conjunction with the transfer of F-117As from Tonopah Test Range, Headquarters TAC, Headquarters USAF, and the 37 TFW began in early 1990 to explore future uses of the airfield. On 4 April 1990, Headquarters TAC approached Headquarters USAF with its proposal based on cost considerations:

> (U) We evaluated several options. Our conclusion was that it's too expensive to conduct full or part time routine operations from this location. Therefore, we plan to put Tonopah in caretaker status (protection and maintenance) once the 37 TFW leaves. The runway and NAVAIDS [navigational aids] will remain open for DOE [Department of the Environment] and divert/emergency operations. A new MOA [memorandum of agreement] will be accomplished between TFWC (Tactical Fighter Weapons Center] and DOE concerning the caretaker contract and runway/NAVAIDS operation. The orderly transition to caretaker status will be handled through the SATAF process in conjunction with the 37 TFW

[redacted]

move to Holloman AFB, NM. We anticipate the [$7 million dollar per year] wedge included in the FY92 POM [program objective memorandum] will come close to covering the caretaker [operations].[32]

(U) In the meantime, on 19 December 1990, Col Robert C. Huff, 37 TFW Vice Commander, approached Headquarters TAC for guidance on how to proceed with Tonopah Base disposition in the interim:

> (U) The most obvious and pressing question is to what extent will Area 10 of TTR be used as an active Air Force installation, keeping in mind continued DOE/Sandia operations. Our informal understanding is that TAC's position to place TTR in a total caretaker status appears to be gaining favor over the Air Staff's...plan to use TTR on a part-time basis for 'no frills Red Air Operations.' However, we have no official direction to plan for either of these or any other alternatives.[33]

(U) Thirty-six representatives of the 37 TFW joined with ten Headquarters TAC, two Headquarters Twelfth Air Force, one United States Air Force Tactical Fighter Weapons Center (USAFTFWC), one Detachment 1, 57th Fighter Weapons Wing (FWW), and ten 554th Operations Support Wing (OSW) planners to form a Tonopah Test Range SATAF. The 37 TFW inactivation manager, Lt Col Brian H. Peckham, opened Tonopah Reuse SATAF I at Tonopah Test Range on 9 July 1991. Simply stated, the SATAF's mission was "to identify the management actions necessary to assure a smooth, on-time transition to caretaker status."[38]

(U) In keeping with that mission objective, Reuse SATAF I (9-11 July 1991) opened 54 action items requiring resolution and established three initial SATAF milestones.[39]

ILLUS VII-6: REUSE SATAF I MILESTONES

Milestone	Date
Establish Inactivation Manager	C/W
HQ TAC Program Plan Publication	Sep 91
Environmental Assessment	C/W

Source: Mins (U), TTR Reuse SATAF I Mins, 11 Jul 91.

(U) Reuse SATAF I also highlighted two major uncertainties critical to achieving caretaker status. First, Headquarters TAC had not adequately identified what airfield facilities and equipment would have to be left in use to support operations subsequent to the 37 TFW's departure. Second, Headquarters TAC had not authorized money for base drawdown operations (following the departure of the 37 TFW and the loss of associated wing operations and maintenance (O&M) funding and base support contracts). These uncertainties persisted through Reuse SATAF II and the end of the year.[40]

(U) Colonel Huff opened Reuse SATAF II on 5 November 1991. In the period between the two Reuse SATAFs, SATAF members resolved 22 action items and identified 15 new ones. Also, Reuse SATAF II (5-7 November 1991) reprojected the milestone on Headquarters TAC's PPlan publication date and established one additional milestone.[41]

ILLUS VII-7: REUSE SATAF II MILESTONES

Milestone	Date
Establish Inactivation Manager	C/W
HQ TAC Program Plan Publication	Nov 91
Environmental Assessment	C/W
Caretaker Status	30 Sep 92

Source: Mins (U), TTR Reuse SATAF II Mins, 6 Nov 91.

[redacted]

Chapter VI - Endnotes

1. SSS (U), 37TFW/CVI to 37TFW/CV, Subj: Fast Jog 90-02 Exercise Report, 24 Jan 90, w/1 Atch: Rprt (S/PV/Decl OADR),

Rprt (S/PV/Decl OADR), Subj:

Rprt (S/PV/Decl OADR), Subj:

Rprt (S/PV/Decl OADR), Subj:

S/PV/Decl OADR),

2. See above note.

3. Ibid.

4. Rprt (U/PV),
Subj:
Intvw (S/PV/Decl OADR),

5. Ibid.

6. Ibid.

7. Rprt (S/PV/FOUO/Decl OADR),
Intvw (S/PV/Decl OADR),

8. See above note, info used is (S/ PV).

9. Ibid.

10. Ibid.

11. Ibid.

12. Ltr (S/Decl OADR),

[redacted]

[redacted]

13. Rprt (S/Decl OADR), ...

(S/Decl OADR),
Rprt (U), 37TFW/MAS to 37TFW/MA, Subj: Trip Report, Holloman AFB Site Survey, 19 Mar 90, SD 104.

14. Rprt (U), 37TFW/MAS to 37TFW/MA, Subj: Trip Report, Nellis AFB, Nevada, 14 Mar 90, SD 105; Rprt (U), TAC/XPP to 37TFW/CC, et al., Subj: Nellis AFB Facilities Survey, 5-6 Mar 90, 27 Jul 90, SD 106.

15. Instruction (U), TAC/DEE to USA Engr Div, SW, Subj: Design Instruction (DI) No.1, FY91 MCP, Maintenance Docks/ Hangars, Holloman AFB, NM, PDC No. KWRD913008, 19 Apr 90, w/1 Atch: CTL 90-1, Management of the MILCON Planning and Execution Process, SD 107; Brief (U), TAC/XPPC, Maj Naas, Subj: F-117 Shelter Requirements, 2 Mar 90, SD 108.

16. Msg (U), TAC/DE to 37CSG/DE, Subj: F-117 Beddown, Holloman AFB, NM, 271605Z Apr 90, SD 109.

17. Rprt (U), TAC/LGMF to TAC/DEEE, Subj: F-117 Concept of Operations in Maintenance Hangars/Docks at Holloman AFB, 4 May 90, SD 110; Rprt (U), 37TFW/MAS to 37TFW/MA, Subj: Trip Report, Holloman AFB Facilities Review, 16 May 90, SD 111; Rprt (U), R.C. Rounds to H.G. Umiker, et al., Subj: Trip Report - May 9 & 10, 1990, 22 May 90, SD 112; Rprt (U), 37TFW/MAS to 37TFW/MA, Subj: Site Survey, Holloman AFB, NM, 4-8 Jun 90, n.d., SD 113.

18. Ltr (U), US Senate Subcom on MILCON to DAF Dep Asst Sec (Budget), Subj: Facilities Design, Holloman AFB, 13 Jun 90, SD 114.

19. Memo (U), US Army Corps of Engineers to HQ TAC/DE, Subj: FY91 MCP, F-117A Maintenance Docks/Hangars, Holloman AFB, NM, 17 Oct 90, SD 115; Rprt (U), 37TFW/MAS to 37 TFW/MA, Subj: Trip Report, Holloman AFB and Langley AFB, Facilities Review, 10-11 Oct & 24-25 Oct 90, SD 116; Msg (U), TAC/DESE to US Army Corp of Engineers SW, 221610Z Oct 90, SD 117.

20. Mins (U), 37TFW Relocation SATAF No.1 Minutes, 13 Sep 90, SD 118; Rprt (U), 37TFW/MAS to 37TFW/MA, Subj: Trip Report, Holloman AFB, SATAF 1, 18 Sep 90, SD 119; Memo (U), CESWA-PP-M Memo, Subj: FY91 MCP, F-117A Maintenance Docks/ Hangars, Holloman AFB, NM, 11 Oct 90, SD 120; Rprt (U), 37CSG/DEM to 37CSG/DE, Subj: Trip Report - Holloman AFB, NM, 23-25 Oct 90, 30 Oct 90, SD 121; Rprt (U), 37CSG/DEM to

[redacted]

[redacted]

37CSG/DE, Subj: Trip Report: Langley AFB, VA 17-19 Oct 90, 30 Oct 90, SD 122; Rprt (U), 37TFW/MAS to 37TFW/MA, Subj: Trip Report, Holloman AFB, Renovation Requirements, 28 Dec 90, SD 123.

21. Mins (U), 37TFW Relocation SATAF No.1 Minutes, 13 Sep 90, SD 118.

22. Ibid.

23. PPlan (U), HQ TAC Programming Plan (PPlan) 91-02, 37 TFW Relocation from Tonopah Test Range Airfield NV to Holloman AFB NM, 3 Dec 90, SD 124.

24. Mins (U), 37TFW Relocation SATAF No. 2 Minutes, 5 Mar 91, SD 125; Rprt (U), 37TFW/MAS to 37TFW/AMA/CV, Subj: Trip Report, Holloman AFB Site Activation Task Force (SATAF) II, 19 Mar 91, SD 126.

25. See above note.

26. Statement (U), USAF Final Environmental Impact Statement, 37th Tactical Fighter Wing and Other Tactical Force Structure Actions, 9 May 91, filed Alamogordo Public Library.

27. Record (U), Dep Assist SECAF (Installations), Record of Decision, Subj: Proposed Relocation of the 37th TFW and Other Tactical Force Structure Actions, 29 May 91, SD 127.

28. Ibid.

29. Newsart (U), Alamogordo Daily News, "Stealth work begins," 13 Aug 91, p 1.

30. Mins (U), 37TFW Relocation SATAF No. 3 Minutes, 24 Oct 91, SD 128.

31. Msg (U), 37FW/CC to TAC/XPPC, Subj: F-117A Aircraft Arrival Schedule for Holloman AFB Relocation, 272335Z Dec 91, SD 129.

32. Msg (U), TAC/XP to USAF/PRP, Subj: Tonopah Utilization after the F-117A, 041300Z Apr 90, SD 130.

33. Msg (U), USAF/PRP to TAC/XP/DO/LG, Subj: Tonopah Utilization after the F-117A, 111200Z Jul 90, SD 131.

[redacted]

34. Ltr (FOUO),

35. Record (U), Dep Assist SECAF (Installations), Record of Decision, Subj: Proposed Relocation of the 37th TFW and Other Tactical Force Structure Actions, 29 May 91, SD 127.

36. Ltr (U), 37TFW/CV to TAC/XP, Subj: Future Use of Tonopah Test Range (TTR), Area 10, 19 Dec 90, SD 133.

37. Ltr (FOUO),

38. Ltr (U), 37TFW/CD to Mult Address, Subj: Tonopah Test Range Airfield Reuse Site Activation Task Force (SATAF), 27 Jun 91, SD 134; Mins (U), HQ TAC Tonopah Test Range Reuse SATAF Minutes, 11 Jul 91, SD 135.

39. Mins (U), HQ TAC Tonopah Test Range Reuse SATAF Minutes, 11 Jul 91, SD 135.

40. Ibid; Mins (U), HQ TAC Tonopah Test Range Reuse SATAF II Minutes, 6 Nov 91, SD 136.

41. Mins (U), HQ TAC Tonopah Test Range Reuse SATAF II Minutes, 6 Nov 91, SD 136.