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RCS: HAF-HO (A) 7101

HISTORY OF THE 49TH FIGHTER WING

1 JANUARY – 31 DECEMBER 2004

NARRATIVE AND SUPPORTING DOCUMENTS

Office of Origin: 49 FW/HO

Derived From Multiple Sources

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HISTORY OF THE 49TH FIGHTER WING

1 JANUARY – 31 DECEMBER 2004

NARRATIVE AND SUPPORTING DOCUMENTS

**ASSIGNED TO
TWELFTH AIR FORCE, AIR COMBAT COMMAND**

**STATIONED AT
HOLLOMAN AIR FORCE BASE, NEW MEXICO**

By:
MSgt Gregory S. Henneman
TSgt Terri J. Berling

KURT A. CICHOWSKI
Brigadier General, USAF
Commander

DATE SIGNED:
OFFICE OF ORIGIN: 49 FW/HO

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CHRONOLOGY OF THE 49TH FIGHTER WING

JANUARY-DECEMBER 2004

- 5 January 2004 (U) Staff Sgt. Michael Klinkert and Airman 1st Class Christopher Coble, deployed from the 49th Security Forces Squadron to Bagram Air Base, Afghanistan, drove their heavily armored Humvee at about 2000L when they entered an unmarked minefield. Explosions rocked the vehicle and they were stranded for about two hours until a mine-clearing vehicle was sent in. The two Airmen were rescued without further incident.¹
- 5 January 2004 (U) MSgt Greg Henneman returned for his second tour as the 49th Fighter Wing Historian, filling a previously vacant position that had been admirably run by TSgt Terri J. Berling. Pg 20
- 13 January 2004 (U) Ending a lawsuit filed in 1998 against the US Air Force, the 10th Circuit Court of Appeals affirmed a district court ruling that the Air Force acted appropriately when expanding airspace near Holloman Air Force Base in 1993. Local ranchers filed the suit, claiming proper environmental impact studies had not been completed.²
- 20 January 2004 (U) Following the completion of a local orientation training mission over the McGregor Range, an F-4F of the 20th Fighter Squadron was missing a quick disconnect hydraulics cap. The part, which cost \$68.34, was not found and was replaced the same day.³
- 21 January 2004 (U) The Combined Test Force at Edwards AFB, California, successfully released a Joint Direct Attack Munition (JDAM) for the first time from an F-117. Pg 73
- 1 February 2004 (U) Maj Michael G. Harman became the new Chief of Plans and Inspections, in place of Maj Jonathan Bachman. Pg 19
- 3 February 2004 (U) President Bush's FY 20505 budget called for retiring 10 F-117As in an effort to save the Air Force \$74 million over five years. Pg 10

¹ TSgt B Davidson, "Holloman airmen escape minefield," Sunburst, 16 Jan 04, p1, SD 6098.

² "Area ranchers lose court appeal against Air Force," Alamogordo Daily News, 13 Jan 04, p1, SD 6106.

³ Rpt (U), 49FW/CP, "OpRep-3B 001," 20 Jan 04, SD 6001.

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- 3 February 2004 (U) An 8th Fighter Squadron F-117A (tail 86-0837) sustained \$113,000 in damage during a phase inspection when the "aircraft's aft left wing tip was delaminated to the core structure."⁴
- 12 February 2004 (U) During post-flight inspection, a maintainer discovered a canopy doubler missing from an F-117A (tail 82-802). Missing following a local training mission on 11 February, the lost object was not expected to cause any damage.⁵
- 23-27 February 2004 (U) Members of the 49th Fighter Wing participated in an Eagle Flag exercise at Lakehurst Naval Air Station, New Jersey. Eagle Flag was a 12-day field training exercise involving more than 400 participants aligned with air expeditionary force rotations to provide training for combat support forces. The training provided instruction on opening an air base, maintaining command and control structure, and generating mission capable forces. Pg 49
- 25 February-6 March 2004 (U) The 20th Fighter Squadron hosted the 1st Fighter Squadron from Tyndall AFB, Florida, to provide training needed in the Basic (B-) Course syllabus. In support of the B-Course, the 1st Fighter Squadron sent 10 F-15s, 14 pilots, and 77 support personnel to Holloman AFB. Flying primarily dissimilar air combat training (DACT) sorties, aircrew flew 45 of 48 planned sorties. Pg 51
- 26-27 February 2004 (U) Chief Master Sergeant of the Air Force Gerald Murray came to Holloman AFB to speak at the Maintenance Professional of the Year Banquet. Pg 21
- 27 February 2004 (U) An F-117A assigned to the 8th Fighter Squadron (tail 85-0835) had breaks and cracks along the right engine exhaust area due to water intrusion from rain or melted snow. The 49th Maintenance Group's Quality Assurance branch estimated damage at \$26,245.00.⁶
- 27 February 2004 (U) More than 2,000 members of the 49th Fighter Wing participated in a wing-wide fitness test, under the new Fit to Fight program. Pg 98
- 3 March 2004 (U) MSgt Joel Samuelson, 49th Contracting Squadron, received the Bronze Star. The award recognized MSgt Samuelson's service at the Baghdad Contracting Office, in 2003, during Operation Iraqi Freedom.⁷

⁴ Rpt (U), 49FW/CP, "OpRep-3B 005," 3 Feb 04, SD 6006.

⁵ Rpt (U), 49FW/CP, "OpRep-3B 007," 12 Feb 04, SD 6011.

⁶ Rpt (U), 49FW/CP, "OpRep-3B 009," 27 Feb 04, SD 6013.

⁷ "49 CONS Airman earns Bronze Star in Baghdad," Sunburst, 19 Mar 04, p1, SD

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- 19 March 2004 (U) Lt Col (Ret) Bob Pardo, known for his heroism during the Vietnam War, addressed graduates of the 20th Fighter Squadron's Basic Course. On 10 March 1967, Colonel Pardo saved a fellow F-4 crew by pushing their aircraft with his canopy against their extended tailhook—a maneuver later dubbed Pardo's Push.⁸
- 29 March 2004 (U) Lt Col Frank Rogers, Detachment 1, 53d Test and Evaluation Group Operations Director, and Maj John Markle, 7th Combat Training Squadron Assistant Operations Director, became the 15th and 16th F-117 operational pilots to reach 1,000 flight hours in the F-117A.⁹
- 30 March 2004 (U) An F-117A of the 9th Fighter Squadron (tail 80-0786) suffered a dropped object when a vent screw from the right aztec panel was reported missing.¹⁰
- ca. April 2004 (U) Seeking to retain the 10 F-117s slated for reduction, hoping to improve Holloman housing, and advocating the addition of the Eurofighter mission to the base, the Alamogordo Chamber of Commerce's 'Committee of 50' met with leaders in Washington DC from Air Combat Command, the Pentagon, and European air attaches.¹¹
- 21 April 2004 (U) Upon takeoff, the left main tire of an F-117A (84-811) suffered tread separation, causing damage to the underside of the aircraft. Damage included a hole punched into the aircraft skin. Following the declaration of an in-flight emergency, the pilot recovered and landed without further incident.¹²
- 22 April 2004 (U) The National Arbor Day Foundation honored Holloman Air Force Base, during Earth Day ceremonies, as a 2003 Tree City USA award recipient.¹³
- 27 April 2004 (U) Lt Col Thomas Shoaf, 417th Weapons Squadron, became the 17th operational pilot to reach 1,000 flight hours in the F-117A.¹⁴

⁸ SrA M. Whipple, "Vietnam war hero speaks to F-4 grads," Sunburst, 26 Mar 05, p1, SD 6100.

⁹ Database (U), Lockheed, "F-117 Database," 22 Mar 05.

¹⁰ Rpt (U), 49FW/CP, "OpRep-3B 012," 30 Mar 04, SD 6017.

¹¹ Rpt (U), "Otero County Development Council Report," Apr 04, SD 6107.

¹² Rpt (U), 49FW/CP, "OpRep-3B 014," 30 Mar 04, SD 6019.

¹³ Memo (U), 49FW/PA, "Holloman marks Earth Day with Tree City Award," 21 Apr 04, SD 6089.

¹⁴ Database (U), Lockheed, "F-117 Database," 22 Mar 05.

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- 1 May 2004 (U) Lt Col Joseph Similie Jr. took over the duties of Inspector General from Lt Col Bryon Kappes. Pg 19
- 7 May 2004 (U) With four surviving family members unveiling a plaque, the Holloman Base Operations Center was renamed the Bob Shaeffer Base Operations Center. This memorialization recognized the service of Mr. Robert V. Shaeffer, known as "Airfield Bob," who died from cancer on 30 June 2003. In a letter to his widow, Mrs. Barbara Shaeffer, former 49th Fighter Wing Commander, Maj Gen (Ret) John Miller, wrote: "I cannot think of a more fitting way to honor Bob and all that he gave to our Air Force – both in and out of uniform than to dedicate this Base Operations building in his honor. In all of my years of service, I never met a man who was more dedicated to bettering our Air Force than Bob Shaeffer."¹⁵
- 11 May 2004 (U) The 9th Fighter Squadron set a single day sortie record of 63 sorties for the F-117A. Breaking a decade old mark, the previous record single day mark stood at 57 sorties, flown by the 8th Fighter Squadron in 1994.¹⁶
- 13 May 2004 (U) Brig Gen Kurt A. Cichowski became the 39th commander of the 49th Fighter Wing, replacing Brig Gen James P. Hunt. Pg 18
- 17 May 2004 (U) Assisting the Otero County Sheriff's Department, the 49th Civil Engineer Squadron's explosive ordinance disposal team responded after two pipe bombs were discovered in Boles Acres, south of Alamogordo, New Mexico.¹⁷
- 18 May 2004 (U) Completing a project of restoration and acquisition, the 49th Civil Engineer Squadron's Fire Department presented the Louis F. Garland Fire Academy and military firefighter's heritage museum at Goodfellow Air Force Base, Texas with a 1958 O-6 Cardox fire crash truck—the only known such vehicle still in existence.¹⁸
- 25 May 2004 (U) Mr. Robert Pepper, 49th Fighter Wing Public Affairs Media Chief, died after a long battle with a severe medical condition. Following his retirement from the US Army as an E-7 in 1986, Bob Pepper joined the public affairs team at Holloman AFB and served 17 years in civil service.¹⁹

¹⁵ Ltr (U), John Miller to Mrs. Barbara Shaeffer, 7 May 2004, SD 6111.

¹⁶ Database (U), Lockheed, "F-117 Database," 22 Mar 05.

¹⁷ SrA M. Whipple, "EOD responds to pipe bomb incident," Sunburst, 21 May 04, p1, SD 6101.

¹⁸ Memo (U), 49FW/PA, "Community effort helps preserve Air Force history," 19 May 04, SD 6090.

¹⁹ "Bob Pepper remembered," Sunburst, 28 May 04, p9, SD 6102.

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- 27 May-10 June 2004 (U) The 20th Fighter Squadron sent six F-4Fs and 51 people to Nellis AFB, Nevada, to participate in the USAF Weapon School's mission employment training. Pg 52
- 1 June 2004 (U) CMSgt Dale B. Barton replaced CMSgt Matt Pollock as 49th Fighter Wing Command Chief. Pg 19
- 1 June 2004 (U) After serving as Director of Staff, Lt Col Mark G. Drinkard became Chief of Safety, vice Lt Col Elwood P. Hinman IV. Pg 19
- 4 June 2004 (U) Maj James C. McClellan assumed command of the 49th Logistics Readiness Squadron from Lt Col Calvin C. Butts. Pg 21
- 8 June 2004 (U) Presenting \$4,900 to the Family Support Center and Air Force Aid Society, George Nickolson, General Sales Manager of Jack Key Motors in Alamogordo, donated the money to help Airmen in need. The funds came from an April 2004 drive in which Jack Key Motors donated \$100 for every car sold.²⁰
- 8 June 2004 (U) Additional changes in the wing headquarters' front office took place when Capt Joel A. Dopp replaced Capt Lamar Coleman as Wing Executive Officer. Pg 19
- 8-10 June 2004 (U) Providing an outside assessment of the wing's safety program, 12th Air Force conducted a staff assistance visit. Pg 87
- 11 June 2004 (U) Non mission essential facilities closed on Holloman AFB, as the country observed a National Day of Mourning, in honor of the passing of President Ronald W. Reagan.²¹
- 11 June 2004 (U) Lt Col Ellwood P. Hinman assumed command of the 49th Operations Support Squadron from Lt Col Timothy J. Auer. Pg 20
- 16 June 2004 (U) Lt Col Terri L. Toppin passed command of the 49th Services Squadron to Lt Col Carleton H. Hirschel. Pg 21
- 18 June 2004 (U) The House Defense Appropriations for FY 2005 included funding to maintain the current fleet of F-117s. Thus, after President Bush signed the bill on 26 August 2004, the retirement of 10 aircraft, scheduled for 2005, was cancelled. Pg 10
- 18 June 2004 (U) Command of the 9th Fighter Squadron passed from Lt Col David E. Wooden to Lt Col Ward F. Juedeman. Pg 20
- 24 June 2004 (U) Six F-117As deployed to Kunsan Air Base, South Korea to support a Pacific Command tasking. Six additional aircraft deployed from Holloman AFB the following day as nearly 300

²⁰ Memo (U), 49FW/PA, "Local business gives to Airmen," 9 Jun 04, SD 6091.

²¹ G Gilmore (U), "Bush issues order, proclamation on Reagan's death." Sunburst, 11 Jun 04, p2, SD 6103.

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people deployed from the 49th Fighter Wing. Concurrent to the deployment, the 49th Fighter Wing assumed Force Protection Condition (FPCON) Bravo; the wing returned to its previous posture of FPCON Alpha on 25 June. Pg 43

- 25 June 2004 (U) Firefighters from the 49th Civil Engineer Squadron joined units from Boles Acres Volunteer Fire Department (VFD), Alamo West Fire/Rescue, Dungan VFD, Alamogordo Department of Public Safety, and Oro Vista VFD, to battle a three-structure fire which consumed two homes, a garage, and a car in Boles Acres.²²
- 29 June 2004 (U) Col Gail Benjamin Colvin became the new commander of the 49th Mission Support Group replacing Col Raymond E. Dinsmore. Pg 21
- 6 July 2004 (U) Lt Col Alford C. Cockfield passed command of the 49th Communications Squadron to Maj Michael B. Redding. Pg 21
- 7 July 2004 (U) Maj Ronald E. Huzzard assumed command of the 49th Maintenance Squadron from Lt Col Andrew J. Landoch. Pg 20
- 9 July 2004 (U) Lt Col Craig Y. Castillo assumed command of the 49th Aeromedical-Dental Squadron from Lt Col Gordon C. Peters. Pg 21
- 16 July 2004 (U) Temporarily serving in two positions, Col Andrew W. Papp became the 49th Fighter Wing Vice Commander, replacing the retiring Col Charles G. C. "Rich" Treadway. Colonel Papp also continued to command the 49th Operations Group, until Colonel Matthew P. McKeon took over the group on 18 August 2004. Additionally, Colonel Papp served as the temporary wing commander for a month, beginning on 22 December 2004, as General Cichowski served as the board president following the loss of an F/A-22 at Nellis AFB, Nevada. Pg 19
- 16-25 July 2004 (U) The 8th Fighter Squadron sent two F-117As to England for participation in the Royal International Air Tattoo at RAF Fairford, followed by the United Kingdom's Farnborough aerospace industry trade show and public airshow. Pg 23
- 19 July 2004 (U) The 49th Materiel Maintenance Squadron, which consisted of electrical, mechanical, structures, and support flights, passed command from Lt Col Myron V. Majors to Lt Col William M. Barrett. Pg 20
- 21 July 2004 (U) SMSgt Richard D. Knudson arrived at Holloman AFB and filled the position of Chief of Military Equal Opportunity,

²² SrA M Whiple, "Holloman firefighters respond to Boles Acres fire," 1 Jul 04, p11, SD 6104.

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replacing TSgt Trese D. Smith. Pg 20

- 26 July 2004 (U) A power surge caused \$114,000 in damage to the Holloman Tactical Air Navigation System (TACAN). Used as the sole source of navigation for the F-4 and Tornado, the TACAN returned to full service on 13 August 2004.²³
- 26 July 2004 (U) Col Michael W. Arnold assumed command of the 49th Materiel Maintenance Group from Col Hal M. Tinsley. Pg 20
- 29 July 2004 (U) An F-4F of the 20th Fighter Squadron withstood \$78,000 in damage when excessive heat in the aft section of the number two engine caused the nozzle to deteriorate.²⁴
- 30 July 2004 (U) The 49th Medical Group held a change of command, as the group's leadership passed from Col June T. Gavron to Col Matthew Adkins Jr. Pg 21
- ca. Aug 2004 (U) Capt Donna Kohout, 8th Fighter Squadron, became the first female F-117A fighter pilot.²⁵
- 1 August 2004 (U) Maj Kent B. White assumed command of the 49th Mission Support Squadron from Maj Jerome C. Gittens. Pg 21
- 2 August 2004 (U) Capt Christiaan E. Bates became the Chief of the Command Post, replacing Maj Timothy E. Mack. Pg 20
- 5 August 2004 (U) While flying a day, surface air attack mission, the pilot of an F-117A (tail 85-0830) had to shut down the number one engine due to an apparent compressor stall. Although the engine suffered blade damage, the aircraft returned to Holloman without further incident.²⁶
- 6-11 August 2004 (U) In its last B-Course deployment, the 20 FS sent six F-4Fs and 59 people to Eglin AFB, Florida. Following a single day of flying on 9 August all flying operations were cancelled as Tropical Storm Bonnie and Hurricane Charley approached the Florida panhandle. Pg 52
- 10 August 2004 (U) Mr. Steve Arnold, Environmental Tectonics Corporation Field Support Engineer, became the 25,000th person to spin in the 49th Aeromedical-Dental Squadron Physiological Training Center's

²³ Rpt (U), 49FW/CP, "OpRep-3B 031," 28 Jul 04, SD 6037; Rpt (U), 49FW/CP, "OpRep-3B 031a," 13 Aug 04, SD 6038.

²⁴ Rpt (U), 49FW/CP, "OpRep-3B 032," 28 Jul 04, SD 6039.

²⁵ M. Shinabery, "Woman Makes History," Alamogordo Daily News, 8 Aug 04, p1A, SD 6108.

²⁶ Rpt (U), 49FW/CP, "OpRep-3B 038," 5 Aug 04, SD 6046.

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- centrifuge since the facility opened in 1988.²⁷
- 16 August 2004 (U) The 49th Medical Group opened a satellite clinic at 2669 North Scenic Drive in downtown Alamogordo, New Mexico. Providing service for retirees and surgical evaluation and treatment for TriCare patients.²⁸
- 16 August 2004 (U) 2Lt Michelle R. Bourgeois replaced 1Lt Gina Sortor as Wing Protocol Officer. Pg 19
- 26 August 2004 (U) Inertial navigation system failure caused a QF-4 drone from the 82d Aerial Target Squadron to veer off of Holloman AFB's Runway 22. After being stuck in the dirt, the QF-4 was recovered and returned to its parking area the following day.²⁹
- 31 August 2004 (U) An F-117A (tail 86-0838) experienced hail damage during flight. With an estimated cost of \$63,000, the lower rotating beacon, forward looking infrared screen, and outboard engine intake grid took damage.³⁰
- 1 September 2004 (U) A bird strike, which impacted an F-117A (tail 86-0832), caused \$11,000 in damage to the forward looking infrared screen.³¹
- 2 September 2004 (U) Lt Col Tamara S. Holder became the wing's Judge Advocate, taking the place of Lt Col Gary F. Spencer. Pg 19
- 8 September 2004 (U) An unmanned QF-4 (tail AF-128), assigned to the 82d Aerial Targets Squadron, departed controlled flight during a live fire missile evaluation. When attempts to regain control of the F-4 failed, a destruct command was given and the aircraft impacted on White Sands Missile Range.³²
- 18 September 2004 (U) During a visit to Holloman AFB, German Air Force Chief of Staff, Klaus-Peter Steiglitz, announced that the German Air Force would reduce the number of people stationed at Holloman in support of Tornado operations by 170 to 180 people in upcoming

²⁷ L Hunt, "PTC spins 25,000th person," Sunburst, 13 Aug 04, p1, SD 6105.

²⁸ Memo (U), 49FW/PA, "Grand opening of Alamogordo satellite medical clinic," 19 Aug 04, SD 6092.

²⁹ Rpt (U), 49FW/CP, "OpRep-3B 042," 26 Aug 04, SD 6050; Rpt (U), 49FW/CP, "OpRep-3B 042a," 27 Aug 04, SD 6051.

³⁰ Rpt (U), 49FW/CP, "OpRep-3B 043," 31 Aug 04, SD 6052; Rpt (U), 49FW/CP, "OpRep-3B 043a," 2 Sep 04, SD 6053.

³¹ Rpt (U), 49FW/CP, "OpRep-3B 044," 1 Sep 04, SD 6054; Rpt (U), 49FW/CP, "OpRep-3B 044a," 3 Sep 04, SD 6055.

³² Rpt (U), 49FW/CP, "OpRep-3B 046," 9 Sep 04, SD 6057.

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years. This reduction coincided within an overall reduction of Tornado operations in the German Air Force.³³

- 21 September 2004 (U) Fencing around the entry way of Holloman AFB began to be torn down as the base prepared for the installation of a new front gate, with an expected completion in January 2005. Pg 89
- 23 September 2004 (U) More than 400 Team Holloman people served as part of the annual Otero County United Way Day of Caring. The day of caring benefited people and organizations that needed help because of a handicap or other special need. Pg 163
- ca. October 2004 (U) TSgt Michael Sifford and SrA Mazen Abdu, 49th Logistics Readiness Squadron, received Bronze Stars for their service during convoy operations in Iraq. In fact, Airmen Abdu received the Bronze Star with Valor, for service when his convoy came under attack and the team had to defend itself in a firefight. Pg 40
- 1 October 2004 (U) Under an Air Force wide restructure, the 49th Fighter Wing Manpower and Organization Office transferred from a wing staff agency to a flight under the 49th Mission Support Squadron. Pg 13
- 1 October 2004 (U) Impairing local flying operations and failing to meet Federal Aviation Administration requirements, the Holloman Airport Surveillance Radar (ASR) system operated at a target reinforcement rate of 56 percent—below the 80 percent requirement. With assistance from Air Combat Command and the Air Force Flight Standards Agency, the ASR reached the 80 percent level on 1 November 2004. However, the system fell back to 75 percent on 5 November and operated below requirements into December 2004.³⁴
- 2-9 October 2004 (U) Over this week, 12 F-117As (tail numbers 786, 788, 791, 794, 795, 800, 803, 812, 813, 821, 825, and 833) returned to Holloman from deployment to the Western Pacific. Pg 43
- 13 October 2004 (U) Holloman AFB's Housing Office accepted the first new 101 junior enlisted housing units. The 1,530 to 1,980 square foot homes included a two-car garage, tile and carpeted floors, ceiling fans in every room, walk-in closets in master bedrooms, kitchen islands, breakfast bars, fenced yards and vaulted ceilings. Pg 92

³³ M. Shinabery, "German forces downsizing," Alamogordo Daily News, 19 Sep 04, p1A, SD 6109.

³⁴ Rpt (U), 49FW/CP, "OpRep-3B 053," 4 Oct 04, SD 6065; Rpt (U), 49FW/CP, "OpRep-3B 053a," 12 Oct 04, SD 6066; Rpt (U), 49FW/CP, "OpRep-3B 053b," 1 Nov 04, SD 6067.

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- 21-22 October 2004 (U) Led by World War II ace and Vietnam veteran Brig Gen (Ret) Robin Olds, over 100 members of the F-4 Phantom Society met at Holloman AFB to bid farewell to the 20th Fighter Squadron.³⁵
- 22 October 2004 (U) Twenty members of the World War II 490th Bombardment Squadron, known as the Burma Bridge Busters, gathered for a reunion at Holloman AFB.³⁶
- 24 October 2004 (U) President George W. Bush and First Lady Laura Bush landed at Holloman AFB on a brief stop to campaign at a local Alamogordo High School. Support from the wing included parking, communications, transportation, and security. Pg 21
- 26 October 2004 (U) Lt Col Timothy P. Wagoner became the Wing Chaplain, following the retirement of Lt Col Philip McLemore. Pg 20
- 30 October 2004 (U) The US Army Corps of Engineers completed a \$1.9 million clean-up of Holloman AFB's former landfill site, including the removal of 15 chemical agent identification set vials from the 1940s.³⁷
- 31 October 2004 (U) Col Thomas Arden, ACC Inspector General Team Chief, and 114 team members. arrived at Holloman AFB for an Operational Readiness Inspection. Although the wing met or exceeded overall mission requirements, maintenance practices and failure to follow technical order guidance resulted in the wing receiving an overall rating of marginal. Wing leadership expected the ACC Inspector General team to return for a reinspection in May 2005. Pg 54
- 5 November 2004 (U) Landing at Holloman after an adversary counter tactics mission, an F-4F (tail 72-159) of the 20th Fighter Squadron was found to have structural damage to the right stabilator, costing \$72,551.00.³⁸
- 10 November 2004 (U) Culminating a 22-month deployment, Battery C, 1st Battalion, 202 Field Artillery of the New Mexico Army National Guard, completed their service at Holloman AFB. Serving in an integrated role with the 49th Security Forces Squadron since February 2003, the National Guard assisted with installation entry control,

³⁵ SrA M. Whipple, "Phantom society bids farewell to 20th FS F-4s," Sunburst, 29 Oct 04, p6, SD 6106.

³⁶ MSgt G. Henneman, "Burma Bridge Busters tour Holloman Air Force Base," Sunburst, 29 Oct 04, p11, SD 6106.

³⁷ Memo (U), 49FW/PA, "Landfill cleanup nears completion," 29 Sep 04, SD 6093.

³⁸ Rpt (U), 49FW/CP, "OpRep-3B 062," 22 Nov 04, SD 6076; Rpt (U), 49FW/CP, "OpRep-3B 062a," 5 Dec 04, SD 6077.

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- conducted vehicle searches, served as patrol and response team members, conducted security overwatch, supported random antiterrorism measures and assisted with perimeter patrol. Pg 90
- 13 November 2004 (U) Members of the 49th Fighter Wing participated in Alamogordo's Veterans' Day Parade, with General Cichowski serving as the Grand Marshall.³⁹
- 16 November 2004 (U) During post-flight inspection, maintainers discovered three missing landing gear pins on an F-117A (tail 84-0824). The loss of these dropped objects totaled \$1,716.00.⁴⁰
- 17 November 2004 (U) Lt Col Kevin Zeeck and Maj Paul White flew an F-4F of the 20th Fighter Squadron into retirement at the Air Force's Aerospace Maintenance and Regeneration Center located at Davis-Monthan Air Force Base, Arizona. This marked the first of 15 such flights with the inactivation of the squadron scheduled for 20 December 2004.⁴¹
- 18 November 2004 (U) Secretary of the Air Force, Dr. James Roche, visited Holloman Air Force Base. Pg 21
- 19 November 2004 (U) Providing additional accountability and personal security, under Air Force direction, the 49 FW launched a 'Wingman' program. On this day, Airmen received briefings and were assigned a wingman—someone that would always know where their fellow wingman was and would watch out for the other person and provide support. Pg 98
- 23 November 2004 (U) A faulty diode array caused the Holloman AFB Tactical Air Navigation System to fail. Following the replacement of the antenna assembly, the TACAN returned to full service on 9 December 2004.⁴²
- 29 November 2004 (U) Alamogordo's Veterans of Foreign Wars (VFW) Post 7686 presented A1C Renee Gould with two \$500 checks—helping the Airman recover from a 2 November 2004 off-base house fire.⁴³
- 30 November 2004 (U) The New Mexico State Environmental Department arrived at Holloman AFB for a no notice inspection. The team departed on 3

³⁹ (U) [Photo Caption] Alamogordo Daily News, 15 Nov 04, p5.

⁴⁰ Rpt (U), 49FW/CP, "OpRep-3B 064," 16 Nov 04, SD 6079.

⁴¹ Memo (U), 49FW/PA, "Squadron begins retirement," 19 Nov 04, SD 6097.

⁴² Rpt (U), 49FW/CP, "OpRep-3B 065," 22 Nov 04, SD 6080; Rpt (U), 49FW/CP, "OpRep-3B 065a," 22 Nov 04, SD 6081; Rpt (U), 49FW/CP, "OpRep-3B 065b," 22 Nov 04, SD 6082.

⁴³ (U) [Photo Caption] Alamogordo Daily News, 30 Nov 04, p3A.

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- December without making any significant findings.⁴⁴
- ? December 2004 (U) Led by Lt Col Mark A. Buccigrossi, 20th Fighter Squadron Commander, the squadron conducted its final training deployment as it sent eight F-4Fs and 71 people to Nellis AFB for mission employment training. Pg 53
- 10 December 2004 (U) Operated by the 846th Test Squadron, the Holloman High Speed Test Track hosted a rocket sled launch to commemorate the 50th anniversary of Colonel (Dr) John P. Stapp's history-making rocket sled ride.⁴⁵
- 10 December 2004 (U) While flying a local sortie, an F-117A (86-0837) of the 8th Fighter Squadron sustained damage to the left stub fin and rudder leading edge. The damage was caused by a wrapped drag/braking chute.⁴⁶
- 13 December 2004 (U) Officials from the Department of Defense (DoD) announced that Holloman AFB would be one of the first bases to implement a new civil service personnel system--the National Security Personnel System.⁴⁷
- 20 December 2004 (U) Ending over 30 years of US and German Air Force F-4 training, the 20th Fighter Squadron inactivated. Lt Col Mark A. Buccigrossi, 20th Fighter Squadron Commander, cased the squadron's guidon as General Cichowski presided over the inactivation. Pg 13
- 29 December 2004 (U) In order to provide another means for active duty Airmen and dependents to return home safely, the 49th Fighter Wing initiated a confidential taxi chit program.⁴⁸
- 30 December 2004 (U) In 2004, 12.05 inches of rain fell at Holloman AFB—well above the average rainfall of 8.70 inches.⁴⁹

⁴⁴ Rpt (U), 49FW/CP, "OpRep-3B 066," 30 Nov 04, SD 6083.

⁴⁵ Memo (U), 49FW/PA, "Base celebrates a legacy," 7 Dec 04, SD 6094.

⁴⁶ Rpt (U), 49FW/CP, "OpRep-3B 068," 30 Nov 04, SD 6085.

⁴⁷ Memo (U), 49FW/PA, "Holloman to implement new personnel system," 15 Dec 04, SD 6095.

⁴⁸ Memo (U), 49FW/PA, "New program lends taxi rides to Team Holloman members," 29 Dec 04, SD 6096.

⁴⁹ Email (U), Capt L Price, 49OSS/OSW, "Morning Weather Brief Thu," 30 Dec 04, SD 6110

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CHAPTER I MISSION AND ORGANIZATION

(U) Stationed at Holloman Air Force Base (AFB), in southern New Mexico, the 49th Fighter Wing (FW) served under the command and control of Air Combat Command (ACC), through its intermediate headquarters, Twelfth Air Force (12 AF). Commanded by Brig Gen Kurt A. Cichowski, the 49 FW's assets and responsibilities included 51 F-117A *Nighthawks*, 14 T-38A *Talons*, 15 F-4F *Phantom IIs* (until 20 December 2004), and \$208 million of world-wide deployable Basic Expeditionary Airfield Resources (BEAR) Base equipment.¹

(U) Serving as a force provider of combat airpower, equipment, and personnel to combatant commanders, the 49th Fighter Wing operated within the Air Force's overall mission "To defend the United States and protect its interests through air and space power." Additionally, the Air Force defined its core competencies as *Developing Airmen*, *Technology-to-Warfighting*, and *Integrating Operations*. In support of these core competencies, the Air Force identified six distinctive capabilities: *Air and Space Superiority*, *Information Superiority*, *Global Attack*, *Precision Engagement*, *Rapid Global Mobility*, and *Agile Combat Support*.²

(U) While the 49 FW worked to fulfill all three of the Air Force's core competencies and supported several distinctive capabilities at the same time (i.e. the 49th Materiel Maintenance Group epitomized the definition of rapid global mobility), the wing's primary mission focused on precision engagement. Precision engagement provided commanders with "the ability to apply discriminate force precisely where required...the ability to command, control, and employ forces to cause specific strategic, operational, or tactical effects."³ Using low-observable "stealth" technology, the F-117A's ability to avoid radar and employ precision weapons such as the EGBU-27 provided combatant commanders with a unique asset. Capable of penetrating high threat airspaces while using laser and global positioning system (GPS) guided weapons, the F-117A provided a distinctive capability to destroy critical targets.⁴

(U) In addition to providing fully trained forces and combat ready aircraft in support of theater commander requirements, the 49 FW served as the host unit for Holloman AFB. In this role, the wing maintained 59,621 acres of land and supported over 20,800 people including active duty, guard, reserve, retirees, Department of Defense (DoD) civilians, German Air Force (GAF) forces, and family members. The wing provided a wide range of support including security, communications, and services to 26 tenant units including the German Flying Training

¹ Brfg (U), 49 FW, "Mission Briefing," 24 Jan 05, SD 1002.

² Memo (U), USAF, "USAF Snapshot," Jul-Sep 04, SD 1003.

³ Doc (U), USAF, "Air Force Doctrine Document 1," 17 Nov 03, SD 1004.

⁴ Fact Sheet (U), 49FW/PA, "F-117A Nighthawk," 1 Feb 05, SD 1005.

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Center with its 38 Tornado aircraft and 682 permanent party personnel; Air Force Materiel Command's 46th Test Group; Detachment 1, 82d Aerial Targets Squadron; and, the 4th Space Surveillance Squadron.⁵

(U) Putting these wide ranging tasks into action, General Cichowski issued the following Commander's Intent: "World's premier stealth fighter unleashing precision lethal airpower on demand for the combatant commander while supporting Expeditionary Airfield operations with BEAR Base capabilities."⁶ Table I-1, on the following page, lists the unit mission descriptions for the 49th Fighter Wing and its assigned groups. Additionally, the 49 FW worked to fulfill its motto developed in World War II—*Tutor Et Ultor*—I Protect and Avenge, through the following mission statement:⁷

Improving on more than 64 years of "Forty Niner" excellence by providing:

- Mission ready Aerospace Expeditionary Wing forces to meet worldwide contingencies
- Best support possible for German and US training missions
- High quality support for base personnel, associate units, and the local community

(U) Demonstrating the impact of Holloman AFB on the local community, 64 percent of the Alamogordo, New Mexico, population consisted of people who worked on the base or their family members. With 8,020 people assigned to or employed at Holloman AFB and another 2,265 jobs created indirectly as an impact of the base, the total Gross Payroll and Direct Dollar contributions to the community equated to \$485,100,413 annually—over \$1 million per day contributed to the local economy.⁸



In support of a Pacific Command tasking, the 9th Fighter Squadron deployed 12 F-117As to Kunsan Air Base, South Korea, in June 2004.

Click on photo to enlarge

⁵ Fact Sheet (U), 49FW/PA, "49 FW," Jan 03, [SD 1006](#); Memo (U), 49FW/PA, "Holloman AFB Data," 11 Feb 05, [SD 1007](#).

⁶ Brfg (U), 49 FW, "Mission Briefing," 24 Jan 05, [SD 1002](#).

⁷ *Ibid.*

⁸ *Ibid.*

(U) TABLE I-1: UNIT MISSION DESCRIPTIONS**49TH FIGHTER WING**

Supports national security objectives with mission-ready F-117A Stealth Fighters, Air Transportable Clinic and BEAR Base assets. Deploys worldwide to support peacetime and wartime contingencies. Trains USAF aircrews in F-117A, T-38A and allied aircrews in F-4F Fighter Transition and Weapons Instructor Course. Provides support to over 18,000 personnel to include German Air Force tornado operations.

49th Mission Support Group: Provides full range logistics, personnel, emergency response and infrastructure support for 18,000 people supporting the F-117A Stealth fighter, 26 associate units, and German Air Force Training Center. Oversees environmental compliance for 58,000 acres of land. Provides base and local disaster response; supports NASA space shuttle missions. Deploys as directed by JCS to support worldwide contingency taskings.

49th Operations Group: Supports national security objectives with mission ready F-117A stealth fighters. Mobilizes and deploys worldwide to meet peacetime and wartime contingencies. Provides USAF and allied aircrews F-117A and T-38A qualification and instructor training. Manages airfield operations, gunnery ranges, and facilitates operation of the German AF Flying Training Center; 46 TG; Det 1, 53 TEG; and 417 WPS qualification training course. Trains highly experienced GAF aircrews in the Weapons Instructor Course. Provides transition and instructor training to GAF and USAF aircrews upgrading to F-4F formal course instructors.

49th Materiel Maintenance Group: Ensures readiness of \$208 million in Basic Expeditionary Airfield Resources (BEAR) War Reserve Materiel assets. Mobilizes 110 equipment and personnel UTCs to support worldwide operations for the deployment, set-up, operation, redeployment and reconstitution of assets. Provides BEAR training, UTC management and asset modernization. The Air Force Center of Excellence for BEAR Operations.

49th Medical Group: Maintains two Air Transportable Clinics (ATCs) in combat-ready status. Utilizes a multimillion-dollar budget to provide comprehensive healthcare to over 18,000 beneficiaries. Provides physiological training to both DoD and selected foreign military aircrew. Promotes wellness and fitness through an aggressive and proactive health promotion program. Complies with health and environmental regulatory standards.

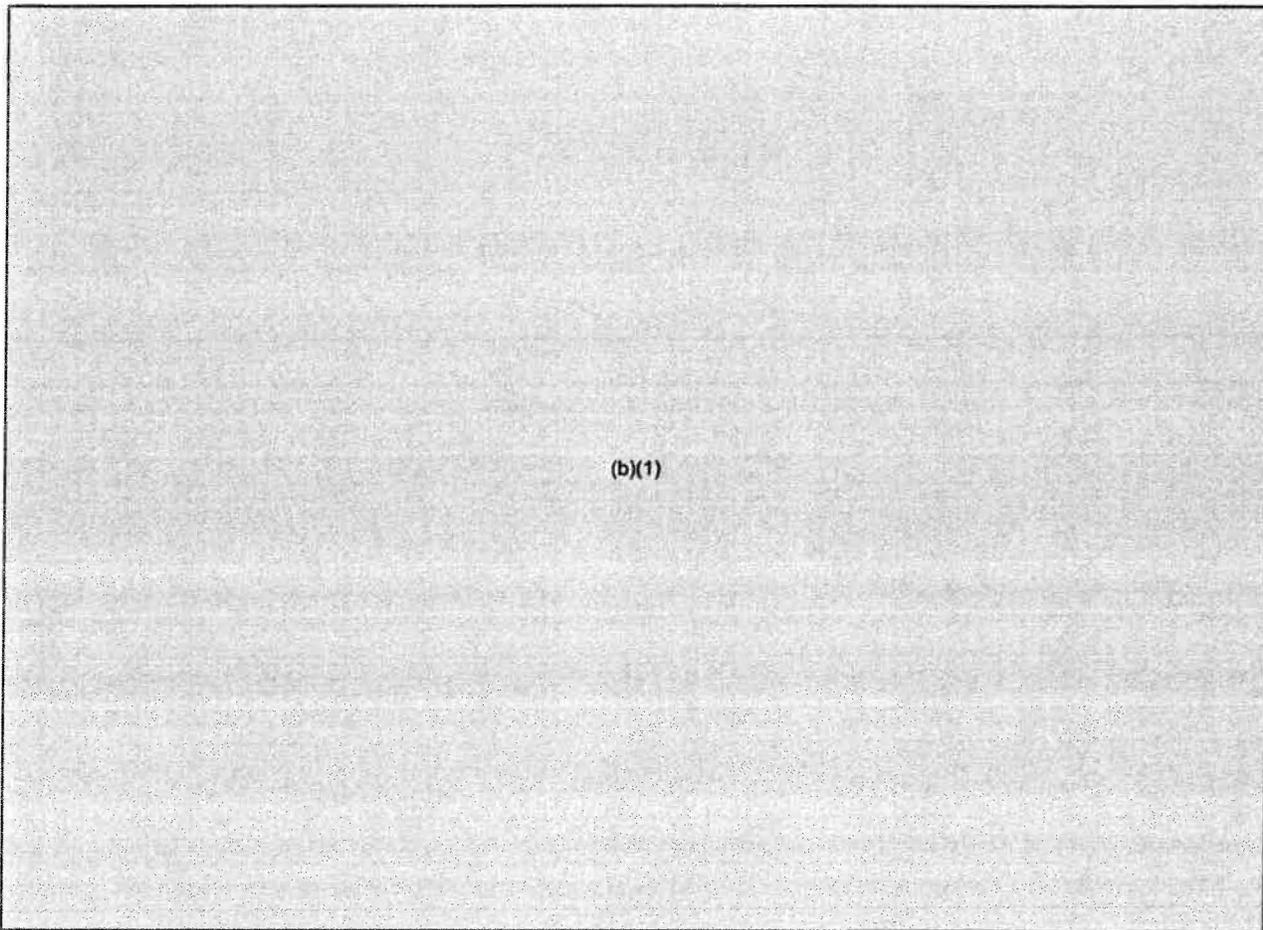
49th Maintenance Group: Maintains aircraft, propulsion, avionics, and accessory systems for the world's only F-117A fighter wing. Directs all maintenance qualification, on-the-job, and ancillary training for over 1,200 people. Manages over \$4.3 billion in aircraft and equipment. Supports flying activities, exercises, and worldwide taskings as assigned by Combatant Commander and Secretary of Defense against high value, heavily defended targets.

SOURCE: Rpt (U), 49 FW, "Unit Mission Description," 27 Dec 04, SD 1008

DOC Statements

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(U) Encapsulating the requirements placed on combat-tasked units and organizations, the Air Force issued Designed Operational Capability (DOC) statements. Although DOC statements in themselves did not establish, organize, or equip units, they served as a single source summary of a unit's wartime mission, compiled from unit mission descriptions, operational plans, and the Air Force Worldwide UTC Summary (AFWUS). In addition to providing a full description of a squadron's contingency mission, the DOC served as the standard against which the Status of Resources and Training System (SORTS) evaluated overall readiness [For more information on SORTS, see Chapter II].⁹



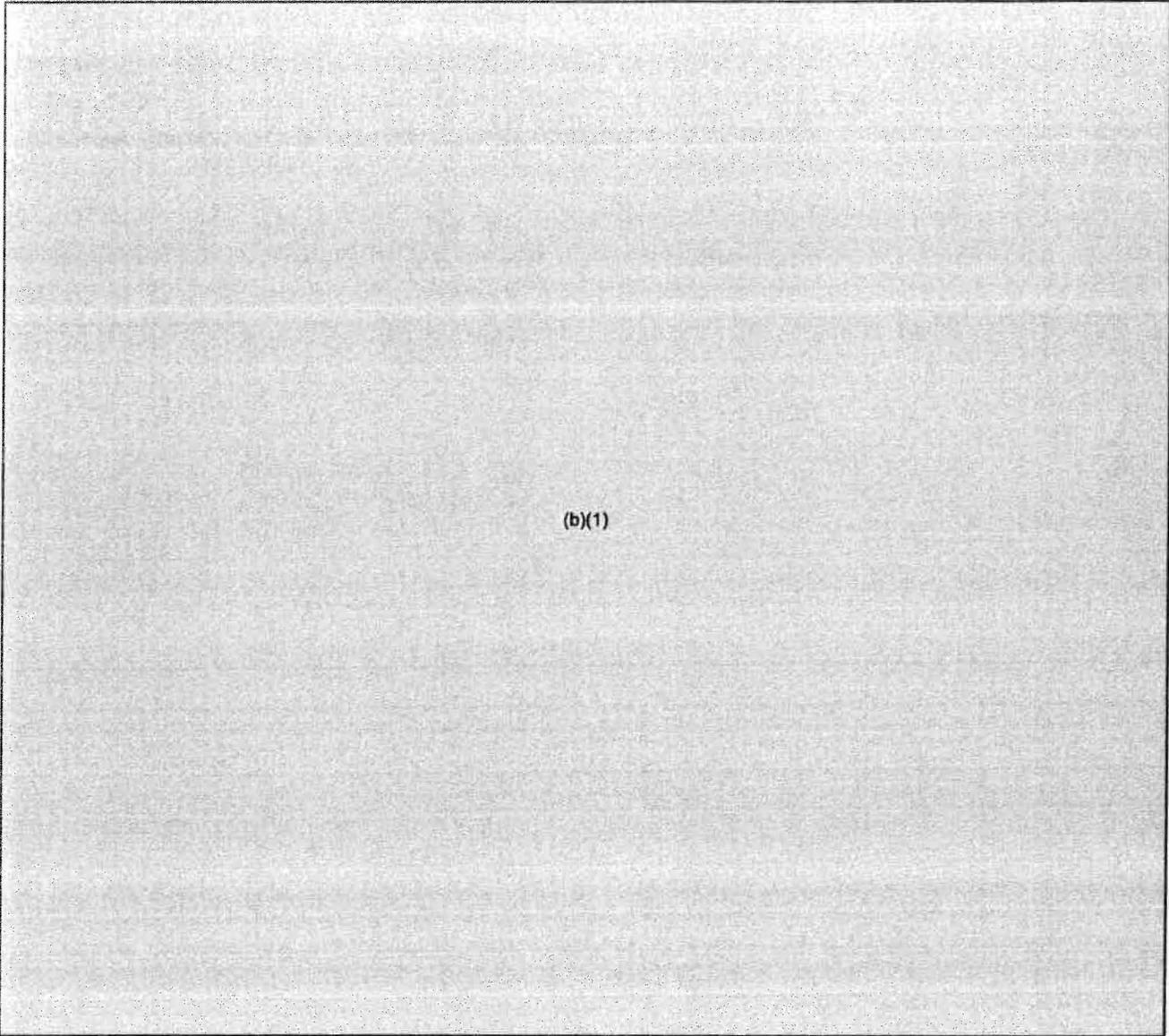
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⁹ AFI 10-201 (U), USAF/XOOA, "Status of Resources and Training System," 12 Dec 03.

¹⁰ Rpt (S/DECL 26 Oct 12), ACC/DOTO, [8 FS DOC Statement (U)] 26 Oct 04, SD 1009; Rpt (S/DECL 26 Oct 12), ACC/DOTO, [9 FS DOC Statement (U)] 26 Oct 04, SD 1010.

¹¹ Rpt (S/DECL 12 Nov 12), ACC/DOTO, [49 OSS DOC Statement (U)] 12 Nov 04, SD 1011.

¹² Rpt (S/DECL 16 Sep 12), ACC/FMFPO, [49 CPTS DOC Statement (U)] 16 Sep 04, SD 1012.



(b)(1)

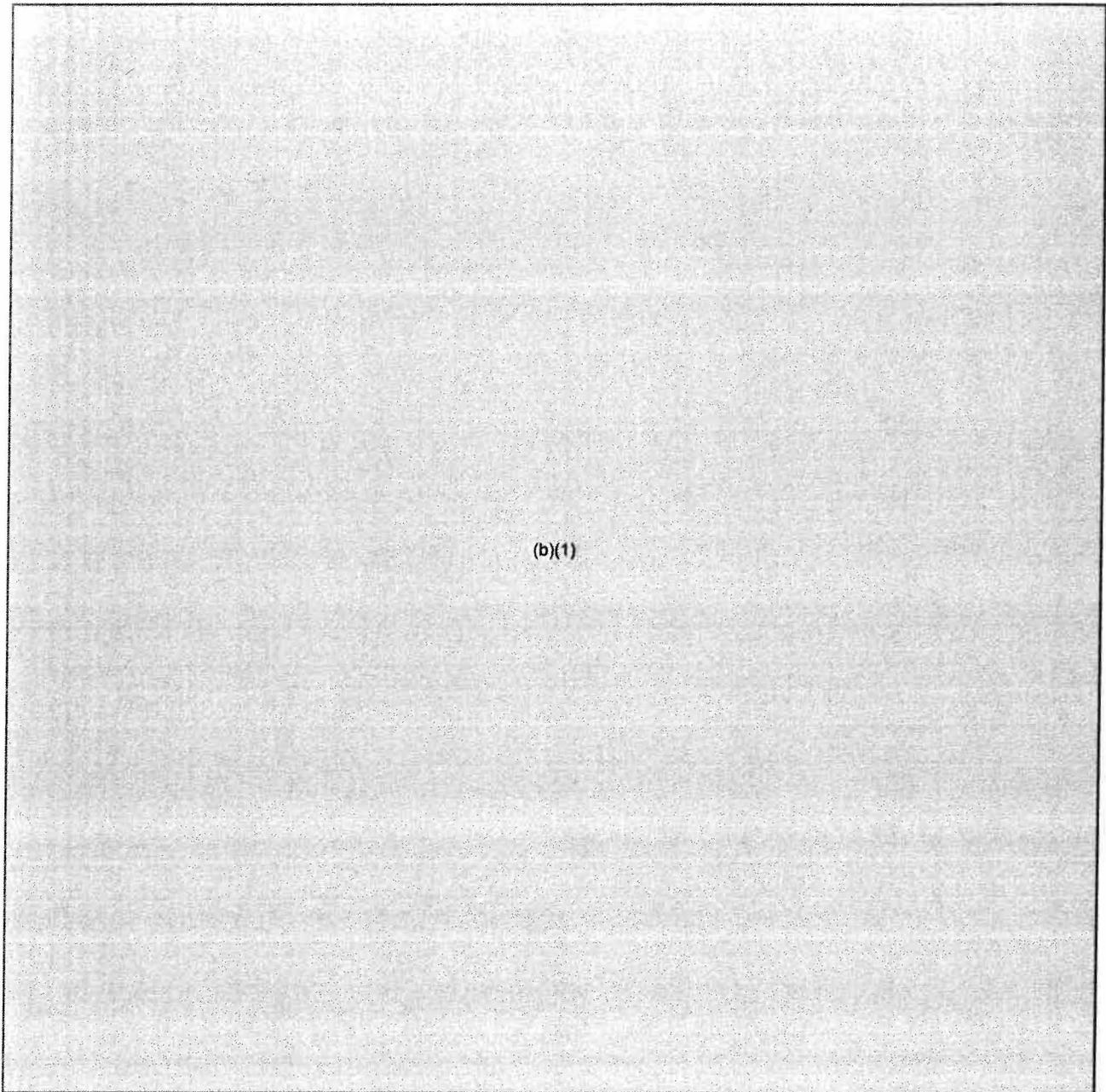
¹³ Rpt (S/DECL 1 Nov 12), ACC/CEXO, [49 CES DOC Statement (U)] 1 Nov 04, SD 1013.

¹⁴ Rpt (S/DECL 5 Nov 12), ACC/DOXF, [49 CS DOC Statement (U)] 5 Nov 04, SD 1014.

¹⁵ Rpt (S/DECL 5 Nov 12), ACC/DOXF, [49 CS DOC Statement (U)] 5 Nov 04, (information used is U), SD 1014.

¹⁶ Rpt (S/DECL 15 Jul 12), ACC/DPPMX, [49 MSS DOC Statement (U)] 15 Jul 04, SD 1016.

¹⁷ Rpt (S/DECL 31 Aug 12), ACC/LGXR, [49 LRS DOC Statement (U)] 31 Aug 04, SD 1015.



(b)(1)

¹⁸ Rpt (S/DECL 9 Dec 12), ACC/DOXD, [49 SFS DOC Statement (U)] 9 Dec 04, SD 1017.

¹⁹ Rpt (S/DECL 9 Dec 12), ACC/DOXD, [49 SFS DOC Statement (U)] 9 Dec 04, (information used is U), SD 1017.

²⁰ Rpt (S/DECL 15 Dec 12), ACC/SGX, [49 MDG DOC Statement (U)] 15 Dec 04, SD 1018.

²¹ Perscon (S/DECL X1), MSgt G Henneman, 49FW/HO, with TSgt Gary W. Townsend, 49FW/XP.

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(b)(1)

²² Plan (S/DECL X1), USCENTCOM, "USCINCCENT Operational Plan 1003 (U)," 1 Aug 01.

²³ Plan (S/DECL X4), USPACOM, "Pacific Air Force Operations Plan 5027 (U)," 23 Dec 03.

²⁴ *Ibid.*

²⁵ Rpt (S/DECL X4), "5027 TPFDD Library, Cycle 5 (U)," Aug 04.

²⁶ Plan (FOUO), 49FW/XP, "Installation Deployment Plan," 1 Apr 04, SD 1019; Plan (FOUO), 49FW/XP, "49 FW 90-201, Volume 2, Base X Exercise Plan," 1 Oct 04, SD 1020; Plan (FOUO), 49FW/XP, "ACC ORI Reception and Support Plan," 5 Oct 04, SD 1021.

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AEF

(U) Fulfilling the requirements of combatant commanders, while giving predictability to its people, the Air Force used the Air and Space Expeditionary Force (AEF) system. Through the AEF, the Air Force organized its deployment and home-station training cycles, while creating a structured battle rhythm. Encapsulating the pervasive effects of the AEF, the AEF Center at Langley AFB, Virginia, provided the following definition: "The AEF is the USAF methodology for organizing, training, equipping, and sustaining rapidly responsive air and space forces to meet defense strategy requirements. Through the AEF the Air Force supports defense strategy requirements using a combination of both permanently assigned and rotational forces."²⁷

(U) For most fighter wings, this AEF cycle included the scheduled rotational deployment of both aircraft and people. However, since the F-117A served as a low-density, high-demand asset, the 49 FW historically did not deploy its fighters on a rotational basis, but continuously maintained a high state of readiness, capable of responding to short notice taskings. Nonetheless, the wing retained responsibility for deploying 2,285 Airmen and more than 173 short tons of cargo during the regular cycle. Additionally, F-117A packages and personnel and equipment of the 49th Material Maintenance Group contributed another 1,280 Airmen and over 12,000 short tons of equipment in the enabler buckets, which could be called upon to deploy at any time. Table I-2 lists the number of people and amount of cargo the wing would potentially have to deploy during a single cycle.²⁸

(U) TABLE I-2: AEF TASKINGS

	AEF 1/2	AEF 3/4	AEF 5/6	AEF 7/8	AEF 9/10	ENABLER
PEOPLE	59	929	5	312	980	1,280
CARGO (SHORT TONS)	0	55.8	0	0	117.6	12,871.3

SOURCE: Rpt (U), AEFC/AEPX, "TPFDD Library, Cycle 5," 28 Feb 05, SD 1023; Rpt (U), AEFC/AEPX, "TPFDD Library, Enabler," 28 Feb 05, SD 1024.

(U) Beginning in September 2004, as the Air Force operated its fifth AEF cycle, the Air Force restructured the AEF from a 15-month cycle with 90-day rotations to a 20-month program of 120-day deployments. Under this system, one pair of the AEF (such as AEF 1 and AEF 2) would deploy at the same time on four month rotations. Following the approximately 120-day deployment, a unit would have a 14-month training period followed by a two month preparation period. In order to meet the greater demands for personnel and equipment while fighting the global

²⁷ Brfg (U), AEFC, "AEF 101," Mar 05, SD 1022.

²⁸ Rpt (U), AEFC/AEPX, "TPFDD Library, Cycle 5," 28 Feb 05, SD 1023; Rpt (U), AEFC/AEPX, "TPFDD Library, Enabler," 28 Feb 05, SD 1024.

war on terrorism, General John P. Jumper, Air Force Chief of Staff, explained the need for the adjustment.²⁹

(U) Simply put, the demands on our deployable forces have not diminished and are not expected to decline for some time. We have a new rotational requirement for nearly 20,000 Airmen, about three times the demand prior to September 11, 2001. Further, the Air Force Component Commander in the CENTCOM area of operations has asked us to deploy people for longer tour lengths to allow greater continuity for expeditionary commanders in the field. To adapt to this new set of circumstances, I've directed a change to the AEF rotational cycle and have asked our Major Commands to expand the pool of deployable Airmen in each AEF.³⁰

(U) General Jumper further explained the need to assign every Airman in the Air Force to an AEF cycle. In a 12 February 2004 speech to the Air Force Association Air Warfare Symposium, the Chief of Staff explained the process of trying to meet a growing number of requirements without expanding the number of people, aircraft, or equipment: "Our Air Expeditionary Force fits well into this process. Our AEFs have paid off. At a time when we had more than 600,000 people in our Air Force back in 1988, only 80,000 of those were then coded for what we then called "mobility." Those were the Airmen that we planned to use to fight the Cold War. Now we have a force of 359,000 and more than 270,000 of those are in our AEF buckets."³¹ Fulfilling this objective, over 97 percent of the Airmen in the 49th Fighter Wing were assigned to an AEF. In fact, of the 3,671 enlisted and officers assigned to the 49th Fighter Wing, 3,565 were assigned to an AEF bucket—over 97 percent.³²

(U) Although approximately 80 percent of Airmen deployed on the prescribed 120-day rotations, highly demanded specialties such as security forces, civil engineers, and logistics transportation served on extended tours to meet increased requirements. In particular, security forces carried an especially burdensome task of fulfilling approximately 3,100 taskings at 14 different locations. The impact of longer security forces deployments was felt locally, for example, as the 49th Security Forces Squadron deployed a nine-person headquarters element team in September 2004 which did not return until March 2005.³³

²⁹ Brfg (U), AEFC, "AEF 101," Mar 05, SD 1022.

³⁰ Memo (U), CSAF, "Chief's Sight Picture: Adapting the AEF – Longer Deployments, More Forces," 4 Jun 04, SD 1025.

³¹ Speech (U), Gen J Jumper, CSAF, "Future Force: Adaptive Air and Space Power," 12 Feb 04, SD 1026.

³² Rpt (U), AEFC/AEPX, "TPFDD Library, Cycle 5," 28 Feb 05, SD 1023

³³ Newsletter (U), AEFC, "AEF Tempo," Dec 04, SD 1027.

ORGANIZATIONAL CHANGES

F-117 Reduction

(U) In an attempt to meet tight budgetary restrictions, planners within ACC proposed the reduction of 10 F-117As from the 49 FW's fleet in late 2003. This proposal made its way into Program Budget Decision 742, dated 6 January 2004, which removed the funding in support of maintaining and flying the current force of 52 F-117As. Additionally, the fewer number of aircraft would result in a reduced number of people, removing nine officer and 38 enlisted authorizations. According to ACC's initial programming plan message, the reduction of 10 F-117As was made possible by "recent developments and improvements in other weapons systems (i.e., B-2, F/A-22) and platforms (i.e. Joint Air-To-Surface Standoff Missile (JASSM), Small Diameter Bomb) [which] allow the USAF to take risk in reducing the F-117 fleet."³⁴

(U) Before the planned reduction, the 49 FW maintained a fleet of 52 aircraft. The 8th Fighter Squadron and 9th Fighter Squadron each held a primary mission aircraft inventory of 18 F-117As with each squadron having responsibility for two F-117As in backup aircraft inventory and two F-117As in attrition reserve. Furthermore, six F-117As were assigned to the 9th Fighter Squadron and used by the 7th Combat Training Squadron for training. Under the proposed reduction, each of the fighter squadrons would have a primary mission aircraft inventory of 15 F-117As and two in backup aircraft inventory, with five aircraft identified for training. The ten aircraft that would leave the wing's fleet had various locations for dispensation including static displays at Holloman AFB, Langley AFB, Virginia, and the Air and Space Museum in Washington DC. Others would be used for maintenance training at Holloman AFB and Sheppard AFB, Texas.³⁵

(U) Despite the belief that the Air Force could continue to meet national security requirements without the 10 F-117s, the reduction of aircraft would have a significant effect on the training and operations of the 49 FW. Colonel Treadway explained:

(U) It has a huge impact. Reducing the fleet would have a significant impact on a couple of things. It would have a significant impact on the number of targets we could service forward in support of the war plans as they are presently written. If we intend to send two separate units out the door, in support of two major regional contingencies like we did last year, like we did in Allied Force, and like we did during Desert Storm. Every large war we have been in we have sent both squadrons forward. If we try to do that with 10 less jets, than I have to shutdown the training pipeline, which we learned in Desert Storm is a very difficult thing to

³⁴ Msg (U), ACC/XPX to 49FW/CV, "ACC Programming Message 04-08, F-117 Reduction," 13 Apr 04, SD 1028.

³⁵ *Ibid.*

recover from. Now that we a weapons school, we would also have to stop weapons school training during that time.³⁶

(U) With jets, also come associated pilots. We would reduce our pilot manning significantly enough to have to take all the "bags" in the wing forward, if we went forward to two contingencies. That means people like the executive officer, the director of staff, the chief of safety, the chief of flight safety, and the plans officer and everyone else who wears a bag, who is not directly in the squadrons, would have to go forward. So, we come a lot closer to reaching that 'break-the-base' point at Holloman AFB if we do that.³⁷

(U) There are some significant real effects. Does it mean we can't handle it? No. We can figure out a way to make things work. Would we have to shutdown training? Most of it. Would it have an affect on our pipeline? Yes. Would it have an effect on our weapons school? Yes. Irreversible? No. It would make it difficult. Would it effect the number of targets serviced forward? Absolutely. Can we change the war plans as a result? Yes. But, all of this is a significant impact.³⁸

(U) Although 49 FW leadership had objections to the proposal, in the spring and summer of 2004, plans moved forward for implementing the reduction. Table I-3 lists the milestones, Office of Primary Responsibility (OPR), and estimated completion times for the cutback.³⁹

(U) TABLE I-3 F-117 REDUCTION PLAN

MILESTONE	OPR	ECD
Ensure Force Tabs Updated	HQ ACC/XPP	COMPLETE
Update Flying Hour Program	HQ ACC/DOT	COMPLETE
Finalize Aircraft Disposition Plan/Costs	HQ ACC/DRA17	15 APR 04
Determine Manpower Rollover Needs	49 FW/MO	15 APR 04
Determine Cost And Source For Aircraft De-Militarization	HQ ACC/DRA17	15 APR 04
Identify All Disposition Costs To HQ ACC/FMA	HQ ACC/DRA17	15 APR 04
Identify Funding For Disposition Requirements	HQ ACC/FMA	15 MAY 04

³⁶ Interview (S/DECL X1 and X4), MSgt G Henneman, 49FW/HO, with Col C Treadway, 49FW/CV, 1 Jul 04, (information used is U), SD 1029.

³⁷ *Ibid.*

³⁸ *Ibid.*

³⁹ Msg (U), ACC/XPX to 49FW/CV, "ACC Programming Message 04-08, F-117 Reduction," 13 Apr 04, SD 1028.

(U) TABLE I-3 CON'T

MILESTONE	OPR	ECD
Establish Aircraft Transfer Flow Schedule	HQ ACC/XPP	15 MAY 04
Determine Security Requirements	HQ ACC/SFX	15 MAY 04
Provide Logdet For Revision Of UTCs	49 FW/LGRR	15 JUL 04
Update UTCs	HQ ACC/DOX	30 JUL 04
Determine/Complete Transfer MOU Requirements	HQ ACC/LGX	15 AUG 04
Review and Update Vehicle Authorization List	HQ ACC/LGT	15 AUG 04
Complete Environment Impact Study	HQ ACC/CEV	15 SEP 04
Update DOC Statements	HQ ACC/DOT	15 SEP 04
Update Manpower Documents	HQ ACC/XPM	15 SEP 04
Complete Military Personnel Assignment Actions	HQ ACC/DPA	30 SEP 04
Update Financial Records	HQ ACC/FMA	30 SEP 04
Issue Transfer Message for 10x F-117 Retirement	HQ ACC/XPP	1 OCT 04
Aircraft Disposition Complete	HQ ACC/DRA17	15 AUG 05

SOURCE: Msg (U), ACC/XPX to 49FW/CV, "ACC Programming Message 04-08, F-117 Reduction," 13 Apr 04, SD 1028.

(U) Wing leadership was not alone in raising objections to the planned reduction of 10 F-117s. Local community leaders, notably the Alamogordo 'Community of 50', raised concerns about the effect the reduction of personnel would have on the local economy. Perhaps most importantly, they also had concerns over the perception that the F-117 may no longer be a key weapon system while the Base Realignment and Closure (BRAC) commission simultaneously collected information for a future round of base closings. On 8 March 2004, US Senator Pete Domenici from New Mexico, a member of the Senate Defense Appropriations Subcommittee, met with Air Force Secretary James Roche and Air Force Chief of Staff General John Jumper on a number of military issues including the reduction of 10 F-117s. Senator Domenici argued that the reduction needed more consideration. In fact, in April 2004, Senators Domenici and Jeff Bingaman introduced legislation to reinstate full funding for the F-117A. Because of the effect the reduction of 10 F-117As would have on employing the Air Force's only low observable fighter, the US Congress reinstated the required funding in the FY 2005 Appropriations Bill, which President George W. Bush signed into law on 5 August 2004. Thus, ACC rescinded its programming plan on 26 August 2004 and the viability of maintaining the full F-117 program remained solvent for the near future.⁴⁰

⁴⁰ Press Release (U), Office of Senator Pete V. Domenici, "Domenici Confers with USAF Brass on Stealth Retirement, Superson Training Options at Cannon AFB," 8 Mar 04, SD 1030; Press Release (U), Office of Senator Pete V. Domenici, "N.M. Senators Seek One-Year Delay on

Manpower Office

(U) On 1 October 2004, under an Air Force wide restructure, the 49th Fighter Wing Manpower and Organization Office transferred from a wing staff agency to a flight under the 49th Mission Support Squadron. Additionally, the office took on a name change, as the Manpower and Organization Flight. These changes resulted from an Air Force initiative to consolidate manpower, personnel, and education functions under a single squadron. As a result, officers would no longer serve in separate fields, but would be responsible for all three functions. Likewise, enlisted career paths would merge at the Chief Enlisted Manager level. Despite the organizational and name change, the Manpower and Organization Flight continued to perform the same functions. The office also planned to move from the 49th Fighter Wing Headquarters, Building 29, to Building 222, the 49th Mission Support Squadron facility in September 2005.⁴¹

20th Fighter Squadron

(U) As part of the foreign military sales program, the 20th Fighter Squadron began training German aircrews in the F-4 in September 1973. In May 1992, the squadron moved from George AFB, California, to Holloman AFB, New Mexico, and continued to provide initial qualification training for new pilots and weapon systems officers (B-Course) as well as the Fighter Weapons Instructor Course for experienced F-4 crews.⁴²

(U) With the German Air Force's scheduled purchase of 180 Eurofighter *Typhoon* aircraft, the Luftwaffe began to replace its fleet of F-4Fs. As a result, in the fall of 2002, the 20th Fighter Squadron reduced the number of F-4s it used to train German Air Force crews from 23 to 15, eliminating the older models with the AN/APR-120 radars for the more advanced models with the APG-65 Pulse Doppler radar. Additionally, the F- model of the F-4 allowed for the integration with the advanced medium range air-to-air missile (AMRAAM), AIM-120. Although the upgraded F-4F could not turn

Stealth Fighter Retirement Plan," 28 Apr 04, SD 1031; Press Release (U), Office of Senator Pete V. Domenici, "Committee Accepts Domenici-Bingaman Language to Delay Stealth Fighter Retirement," 7 May 04, SD 1032; Press Release (U), Office of Senator Pete V. Domenici, "Domenici Votes to Send FY2005 Defense Spending Bill to Bush," 22 Jul 04, SD 1033; Press Release (U), Office of Senator Pete V. Domenici, "President Bush Signs FY2005 Defense Appropriations Bill," 5 Aug 04, SD 1034; Msg (U), ACC/XPX to 49FW/CV, "Recession Of ACC Programming Message 04-08, F-117 Reduction," 26 Aug 04, SD 1035.

⁴¹ Msg (U), ACC/XPX to 49FW/CV, et al, "ACC Programming Message (PMsg) 04-12 - Restructure/Merger Of The Manpower, Personnel, Education & Training Specialties/Career Fields At Installation Level," 16 Sep 04, SD 1036.

⁴² PPlan (U), ACC/XPX, "Programming Plan 04-01: 20th Fighter Squadron Inactivation," 22 Dec 03, SD 1037.

(U) Col Gail Benjamin Colvin became the new commander of the 49th Mission Support Group on 29 June 2004, replacing Col Raymond E. Dinsmore. Colonel Colvin arrived for her first assignment at Holloman AFB, after serving as Chief, Joint Doctrine Branch, Joint Staff, Pentagon, Washington DC. Four of the seven squadrons within the group which provided base support, security, logistics, personnel, and services activities changed commanders. On 16 June 2004, Lt Col Terri L. Toppin passed command of the 49th Services Squadron to Lt Col Carleton H. Hirschel. Maj Kent B. White assumed command of the 49th Mission Support Squadron, on 1 August 2004, from Maj Jerome C. Gittens. Lt Col Alford C. Cockfield passed command of the 49th Communications Squadron to Maj Michael B. Redding on 6 July 2004. On 4 June 2004, Maj James C. McClellan assumed command of the 49th Logistics Readiness Squadron from Lt Col Calvin C. Butts.⁶⁸

(U) The 49th Medical Group held a change of command on 30 July 2004, as the group's leadership passed from Col June T. Gavron to Col Matthew Adkins Jr. Having most recently served as the Medical Inspector Team Chief for the Air Force Inspection Agency out of Kirtland AFB, New Mexico, Colonel Adkins took the reigns of a medical group responsible for more than 18,000 beneficiaries. Only one squadron under Colonel Adkins' control changed leadership as Lt Col Craig Y. Castillo assumed command of the 49th Aeromedical-Dental Squadron from Lt Col Gordon C. Peters on 9 July 2004.⁶⁹

DISTINGUISHED VISITORS

**(U) TABLE I-5:
2004 DISTINGUISHED
VISITORS**

**[Click Here To View the List
of 2004 Visitors](#)**

(U) From January through December 2004, the 49th Fighter Wing and Holloman Air Force Base hosted 170 military and civilian leaders. These distinguished visitors came to Holloman for a number of reasons, such as observing F-117A operations, witnessing various tests conducted by the 46th Test Group, or visiting the German Air Force's Flying Training Center.⁷⁰

(U) Several general officers came to Holloman AFB in 2004 including: Gen Gregory S. Martin, Commander, Air Force Materiel Command; Gen Donald G. Cook, Commander, Air Education and Training Command; Lt Gen Randall M. Schmidt, 12th Air Force Commander; Lt Gen Larry Dodgen, Commanding General, United States Army Space and Missile Defense Command; Maj Gen Stephen Wood, Commander of the Air Warfare Center; and Maj Gen

⁶⁸ Bio (U), USAF, "Colonel Gail B. Colvin," Sep 04, SD 1062; (U) G Series Orders, SD 0001h, SD 1001j, SD 1001k, SD 1001l, and SD 1001m.

⁶⁹ Bio (U), USAF, "Colonel Matt Adkins Jr.," ca. Jul 04, SD 1063; G Series Orders, SD 1001p and SD1001q.

⁷⁰ Chart (U), 49FW/HO, "Distinguished Visitors 2004," 9 Feb 05, SD 1064.

Robert W. Chedister, Air Force Program Executive Officer for Weapons, and Commander, Air Armament Center. Likewise, civilian dignitaries included several visits by New Mexico Congressman Steve Pearce; Senator Jeff Bingaman; and, Mr. James Marlowe, Technical Director, Headquarters Air Force Operational Test and Evaluation Center.⁷¹

(U) In addition to individual trips, several high profile events throughout the year brought distinguished visitors to Holloman AFB. From 26-27 February 2004, Chief Master Sergeant of the Air Force Gerald Murray came to the base to speak at the Maintenance Professional of the Year Banquet. On 10 December 2004, the 46th Test Group commemorated the 50th anniversary of Col (Dr). John Stapp's human test run with another run of the sled, Sonic Wind Number 1. Nine dignitaries attended the event, including Colonel Stapp's brother, Wilford, and retired Col Joe Kittinger who set four world records jumping from a balloon gondola at 102,800 feet on 16 August 1960. On 20 December 2004, seven dignitaries attended the inactivation of the 20th Fighter Squadron, including General Schmidt and the German Air Force Chief of Staff, Lt Gen Klaus-Peter Stieglitz.⁷²

(U) Most notably, on 24 October 2004, Air Force One landed at Holloman AFB, carrying President George W. Bush to a campaign speech at Alamogordo High School in Alamogordo, New Mexico. President Bush's time on Holloman AFB was limited. After disembarking Air Force One, he and Mrs. Bush took the motorcade to Alamogordo and returned to the base for departure. However, this marked the first time that a President made two trips to Holloman AFB during his time in office, as President Bush made a full visit to the base on 28 October 2002.⁷³

(U) Although President Bush was undoubtedly the highest profile visitor, only three weeks later the Secretary of the Air Force, Dr. James G. Roche, paid a more formal visit to the 49th Fighter Wing. On 18 November 2004, Secretary Roche conducted an Airmen's Call in Holloman AFB's Hangar 301 in which he reenlisted 10 Airmen. During the speech, he spoke to the 49th Fighter Wing's contributions in the global war on terrorism, the future of the F-117A, and his own personal retirement which had been announced the day prior to his visit. In addition to the Airmen's Call, Secretary Roche received the wing mission briefing, an F-117 employment briefing, and toured the 49th Materiel Maintenance Group's BEAR Base facilities.⁷⁴

⁷¹ Chart (U), 49FW/HO, "Distinguished Visitors 2004," 9 Feb 05, SD 1064.

⁷² *Ibid.*

⁷³ Brfg (FOUO), 49FW, [Presidential Visit Support] 22 Oct 04, (information used is U), SD 1065; Internet (U), White House, "President's Remarks in New Mexico," 24 Oct 04, SD 1066; Email (U), Lt G Sortor, 49FW/XP, to MSgt G Henneman 49FW/HO, "2004 DV History," 9 Feb 04, SD 1067; Memo (U), 49FW/BS, "BSD 31: REAL WORLD - Execute Order -- Presidential Support," 22 Oct 04, SD 1068; Memo (U), 49FW/BS, "BSD 33: REAL WORLD - Presidential Availability to HAFB Members," 22 Oct 04, SD 1069.

⁷⁴ Itinerary (U), 49FW/CCP, "SECAF Visit," 18 Nov 04, SD 1070; Script (U), 49FW/CCP, "Final Airmen's Call Script," 18 Nov 04, SD 1071.

AIRSHOWS

**(U) TABLE I-6:
2004 AIRSHOWS**

[Click Here To View the List
of 2004 Airshows](#)

(U) In addition to hosting nearly 200 dignitaries in 2004, the 49th Fighter Wing demonstrated its combat power at airshows across the United States and in England. During this year, the wing supported 50 airshows with the F-117A and/or the T-38A. These aircraft appeared either as static displays or as flyover demonstrations. Flying squadrons participated in airshows throughout the year, beginning on 13 March 2004 with a flyover at the Naval Air Station El Centro, California, airshow and ending with an F-117A flyby and static display at the Nellis AFB, Nevada, airshow from 13-14 November 2004.⁷⁵

(U) Although the 49th Fighter Wing supported a large number of airshows, it received relief at the peak of the season and did not conduct any flybys or static displays from 28 July to 11 September 2004. With the deployment of the 9th Fighter Squadron to Kunsan Air Base, South Korea and testing support for the F/A-22, Air Combat Command relieved the wing's airshow taskings.⁷⁶

(U) Undoubtedly, the most significant airshow occurred from 16-25 July 2004, as the 8th Fighter Squadron sent two F-117s to England for participation in the Royal International Air Tattoo at RAF Fairford, followed by the United Kingdom's Farnborough aerospace industry trade show and public airshow. Over 170,000 people witnessed the F-117's flybys and static displays at RAF Fairford from 16-18 July 2004, followed by 243,000 visitors to the weeklong Farnborough event, which resulted in seven F-117 flybys.⁷⁷



(U) An F-117A parked back-to-back against a U-2S *Dragon Lady* at the Royal International Air Tattoo at RAF Fairford.

⁷⁵ Chart (U), 49FW/HO, "2004 Airshows," 9 Feb 05, SD 1072.

⁷⁶ Ltr (U), 49FW/CC to ACC/CC, [June Quarterly Letter] Jun 04, SD 1074.

⁷⁷ Rpt (U), Society of British Aerospace Companies, "Farnborough International News 04," Issue Six, Oct 04, SD 1077.

CHAPTER II OPERATIONS

(U) On 19 December 1989, the F-117A first put bombs-on-target during Operation Just Cause, the removal of General Manuel A. Noriega in Panama. This type of clandestine, covert mission symbolized what Air Force leadership envisioned as the role of the stealth fighter—a silver bullet, low observable aircraft that could make a surgical strike against a high profile target. However, the F-117A proved itself to have a capability for more sustained operations, as the aircraft flew 1,349 combat sorties during Operation Desert Storm, 1,023 total sorties during Operation Allied Force, and 418 total sorties during Operation Iraqi Freedom. Over this same period, the F-117A demonstrated its maintainability and supportability, which allowed it to perform in concert with other platforms in the combat air forces or to operate independently. General Cichowski explained the new capabilities of the F-117A, made possible with improved technologies and associated tactics and training:¹

(U) We have shown that we can use this aircraft, not only integrated with the rest of the combat air forces, but interdependent. Meaning that, we can go out and open up holes for the iron curtain, the less-stealth jets, to be able to come through. As well as, expanding the envelope, so now instead of very intensive mission planning, we can now do a much shorter span to play in the dynamic retargeting game. This has driven other aspects of the platform such as a second radio, the ability to get data and text into the cockpit. Not only can we do it line of sight with an airplane in the air, but real-time we can get messages from wherever to be able to put a precision weapon in an area. That the aircraft is accepted, has been able to develop the tactics, techniques, and procedures to integrate so that it is now interdependent with the rest of the combat air forces. That is why we have morphed into what we do here today and that combatant commanders, who are very comfortable using the platform, will call for and ask for us.²

(U) Concurrent to the increased capabilities of the F-117A, the Air Force had fewer assets to perform its continually growing number and variety of missions, while supporting the global war on terrorism. As such, the 49th Operations Group, the combat arm of the 49th Fighter Wing, found itself tasked to support an increased number of taskings. In fact, at one point in the summer of 2004, F-117As simultaneously operated from four locations in four different areas of the world: Holloman AFB; Kunsan AB, South Korea; Palmdale, California; and, RAF Fairford,

¹ Database (U), Lockheed, "F-117 Database," 22 Mar 05.

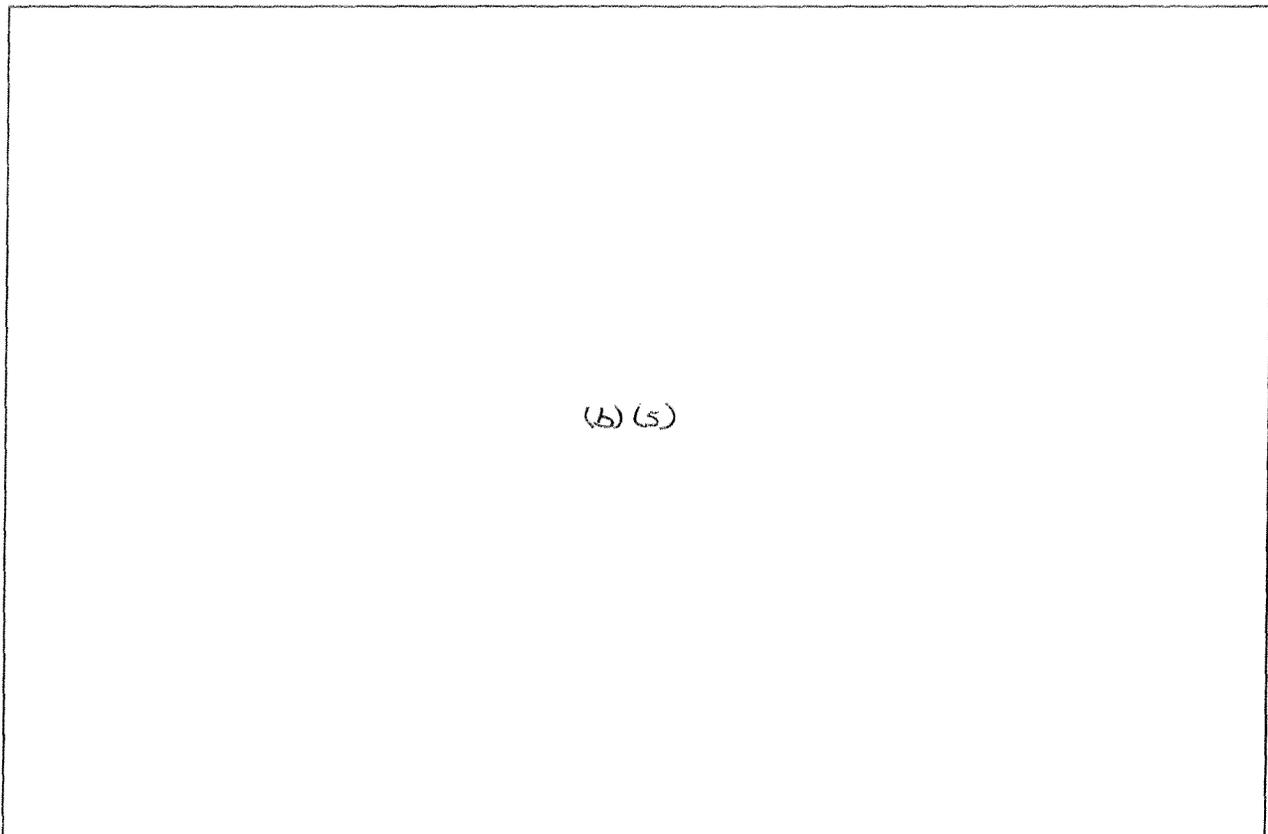
² Interview (U), MSgt G Henneman, 49FW/HO, with Brig Gen K Cichowski, 49FW/CC, 25 Feb 05, SD 1047.

England. The aircraft, once designed for solitary and single-strike operations, reached the point in 2004 of operating around the world with long supply and logistics lines.³

(U) In addition to providing a force capable of destroying high value targets with precision munitions, the 49th Operations Group conducted F-117A and T-38A qualification and instructor training. Additionally, the Group managed airfield operations, gunnery ranges, and facilitated the flying operations of several tenant units on Holloman AFB including the German Air Forces Flying Training Center, 46th Test Group; Detachment 1, 53d Test and Evaluation Group; Detachment 1, 82nd Aerial Targets Squadron; and, the 417th Weapons Squadron.⁴

COMBAT READINESS

Status of Resources and Training System



³ Interview (U), MSgt G Henneman, 49FW/HO, with Brig Gen K Cichowski, 49FW/CC, 25 Feb 05, SD 1047.

⁴ Rpt (U), 49 FW, "Unit Mission Description," 27 Dec 04, SD 1008.

⁵ AFI 10-201 (U), USAF/XOOA, "Status of Resources and Training System," 12 Dec 03.

⁶ *Ibid.*

~~SECRET~~

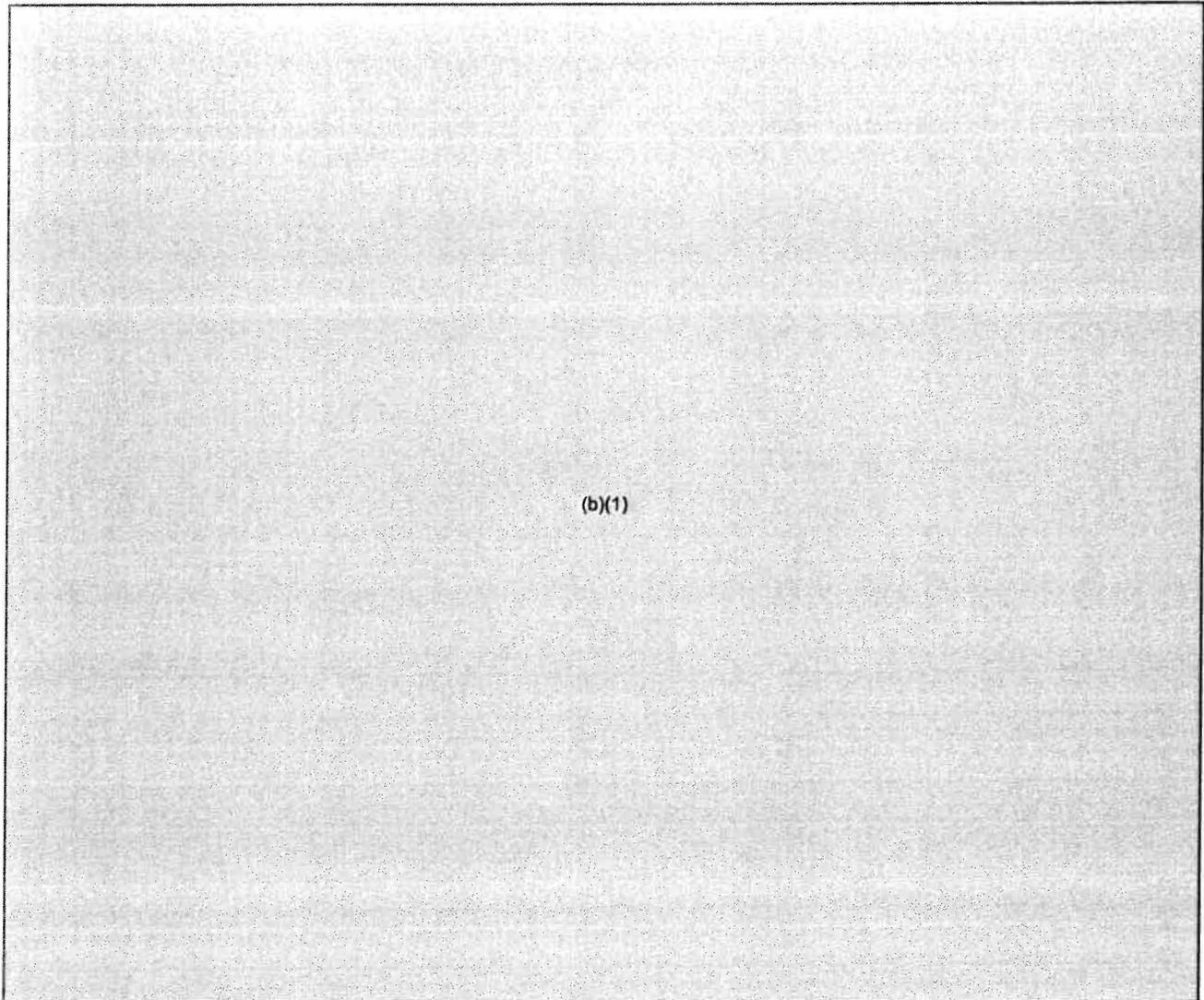
(b)(1)

⁷ Rpts (S/DECL 12 Dec 2012), 8 FS, [8FS SORTS (U)] Jan-Dec 04, SD 2001; SD 2002; SD 2003; SD 2004; SD 2005; SD 2006; SD 2007; SD 2008; SD 2009; SD 2010; SD 2011; SD 2012; Rpts (S/DECL 12 Dec 2012), 9 FS, [9FS SORTS (U)] Jan-Dec 04, SD 2013; SD 2014; SD 2015; SD 2016; SD 2017; SD 2018; SD 2019; SD 2020; SD 2021; SD 2022; SD 2023; SD 2024.

⁸ Rpts (C/DECL 21 Dec 08), 49 OSS, [49 OSS SORTS (U)] Jan-Dec 04, SD 2025; SD 2026; SD 2027; SD 2028; SD 2029; SD 2030; SD 2031; SD 2032; SD 2033; SD 2034; SD 2035; SD 2036.

⁹ Rpts (S/DECL 18 Dec 12), 49 CONS, [49 CONS SORTS (U)] Jan-Dec 04, SD 2037; SD 2038; SD 2039; SD 2040; SD 2041; SD 2042; SD 2043; SD 2044; SD 2045; SD 2046; SD 2047; SD 2048.

~~SECRET~~



(b)(1)

¹⁰ Rpts (S/DECL 19 Dec 2012, 49 LRS, [49 LRS SORTS (U)] Jan-Dec 04, SD 2049.

¹¹ Rpts (S/DECL 20 Dec 2012), 49 CS, [49 CS SORTS (U)] Jan-Dec 04, SD 2050.

¹² Rpts (S/DECL 20 Dec 2012), 49 CES, [49 CES SORTS (U)] Jan-Dec 04, SD 2051; SD 2052; SD 2053; SD 2054; SD 2055; SD 2056; SD 2057; SD 2058; SD 2059; SD 2060; SD 2061; SD 2062.

¹³ (U) Note: MANPER-B stood for the Manpower and Personnel Module Base level computer system.

¹⁴ Rpts (C/DECL 12 Dec 2008), 49 MSS, [49 MSS SORTS (U)] Jan-Dec 04, SD 2063; SD 2064; SD 2065; SD 2066; SD 2067; SD 2068; SD 2069; SD 2070; SD 2071; SD 2072; SD 2073; 2074.

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(b)(1)

¹⁵ Rpts (C/DECL 19 Dec 2008), 49 SFS, [49 SFS SORTS (U)] Jan-Dec 04, SD 2075; SD 2076; SD 2077; SD 2078; SD 2079; SD 2080; SD 2081; SD 2082; SD 2083; SD 2084; SD 2085; SD 2086.

¹⁶ Rpts (S/DECL 18 Dec 2012), 49 SVS, [49 SVS SORTS (U)] Jan-Dec 04, SD 2087; SD 2088; SD 2089; SD 2090; SD 2091; SD 2092; SD 2093; SD 2094; SD 2095; SD 2096; SD 2097; SD 2098.

¹⁷ Rpts (S/DECL 27 Dec 12), 49 MMG [49 MMG SORTS (U)] Jan-Dec 04, SD 2099; SD 2100; SD 2101; SD 2102; SD 2103; SD 2104; SD 2105; SD 2106; SD 2107; SD 2108; SD 2109.

¹⁸ Rpts (S/DECL 27 Dec 12), 49 MDG [49 MDG SORTS (U)] Jan-Dec 04, SD 2110; SD 2111; SD 2112; SD 2113; SD 2114; SD 2115; SD 2116; SD 2117; SD 2118; SD 2119; SD 2120; SD 2121.

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(b)(1)

CBDRT

(b)(1)

AEF Reporting Tool

(U) In addition to evaluating combat capability against DOC requirements, the Air Force used the AEF UTC Status Reporting Tool (ART) to measure the capability of its units to provide forces in support of AEF requirements [For more information on the AEF system, see Chapter I]. Under ART, commanders reported on their capability to fill every UTC in each AEF bucket, as identified in the TPFDD library.²²

(U) Assessments in ART did not serve as a report card, but verified a unit's capability to fill deployment requirements. Thus, if a commander assessed a UTC as green, this informed functional managers and the AEF Center that the unit had the resources and training necessary to fulfill the requirement. A rating of yellow indicated the squadron could fill the deployment tasking with changes, such as substituting requirements for rank or experience. However, red indicated that the squadron did not have the resources to fulfill the AEF requirement.²³

(b)(1)

¹⁹ Rpts (S/DECL 19 Dec 12), 49 CPTS [49 CPTS SORTS (U)] Jan-Dec 04, SD 2122; SD 2123; SD 2124; SD 2125; SD 2126; SD 2127; SD 2128; SD 2129; SD 2130; SD 2131; SD 2132; SD 2133.

²⁰ Note: (U) JLIST was designed to serve as a chemical warfare protective suit used by all military services, made of lighter materials which would reduce heat, and could be laundered.

²¹ Rpts (S/DECL 27 Dec 12), 49 FW [All 49 FW SORTS (U)] Jan-Dec 04.

²² AFI 10-244 (U), USAF/XOOA, "Reporting Status of Aerospace Expeditionary Forces," 19 Feb 02.

²³ *Ibid.*

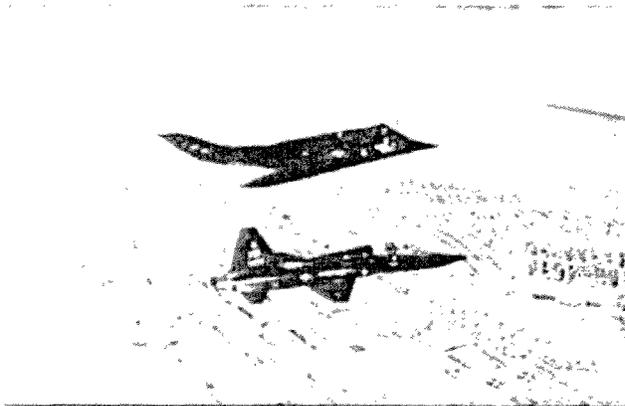
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Ready Aircrew Program

(U) Air Combat Command used the Ready Aircrew Program (RAP) to establish the baseline training requirements for its aircrew. Instituting a realistic training program, unit specific requirements were factored in to create clearly defined goals and objectives. This continuation training program divided pilots into two categories: Combat Mission Ready (CMR) and Basic Mission Capable (BMC). Pilots with the CMR designation served as the wing's frontline, combat-coded pilots. On the other hand, pilots with the BMC designation maintained minimum qualifications and primarily served in leadership positions such as wing supervision or staff functions.³⁸

(U) Overall, ACC established firm minimum sortie and event requirements for CMR and BMC pilots. Effective 1 September 2004, ACC realigned the RAP program from a fiscal year cycle to an AEF-based cycle. Thus, training would be measured on a 20 month cycle. Tied to AEF Cycle 5, this first period ran from 1 September 2004 to 30 April 2006. In addition to the change in cycle time, the previous F-117 event requirement for time sensitive targeting was replaced with dynamic air-ground targeting. Demonstrating the increased flexibility of the F-117A, dynamic air-ground targeting included an air-to-ground attack, with a target passed to the pilot in the cockpit through time sensitive targeting by a command and control asset, possibly through a datalink. Additionally, ACC deleted the previous joint maritime operation (air) event requirement.³⁹

(U) Table II-5 outlines the training requirements under the new system, designed to fulfill DOC training requirements, through clearly defined objectives and goals. Although the sortie requirement could not be reduced, unit commanders had greater flexibility over the event requirements. Although RAP provided the standard for events, squadron commanders could increase or add events based on pilot utilization and qualification.⁴⁰



(U) The 49th Fighter Wing used the T-38A as a companion trainer to the F-117A.

(Click photo to enlarge)

³⁸ AFI 11-2F-117 (U) Volume 1, "F-117 Aircrew Training," 1 Jun 04, SD 2149.

³⁹ Msg (U), ACC/DOT to 49OG/CC, et al, "F-117 Ready Aircrew Program (RAP) Tasking, ACC AEF Cycle 5," n.d., SD 2150.

⁴⁰ *Ibid.*

DEPLOYMENTS

(U) In CY 2004, the people, aircraft, and equipment assigned to the 49 FW deployed to numerous locations around the world in support of training exercises and real-world combat operations. Primarily supporting the global war on terrorism, the wing sent 1,097 people to over two dozen locations. This marked a minor decrease from the previous year, as the wing deployed 1,202 people in FY 2003 and 623 people in FY 2002.⁴⁷ Since the beginning of Operations Enduring and Iraqi Freedom, the 49th Fighter Wing sent individuals and teams from every squadron on the base to countries throughout the CENTCOM AOR. Table II-6 illustrates the number of people deployed from the wing's five groups and the locations in which they served as of 4 August 2004, at the wing's peak deployment time during AEF 7.⁴⁸

(U) TABLE II-6: 49 FW Deployment Statistics, 4 August 2004

DEPLOYED FORCES BY GROUP		DEPLOYED FORCES BY LOCATION	
49 MSG	357	Western Pacific	271
49 OG	80	Iraq	263
49 MMG	27	Qatar	84
49 FW STAFF	16	Kuwait	32
49 MDG	18	Diego Garcia	19
49 MXG	244	Lakehurst, NJ	15
		Holloman, NM (in-place)	12
		Guam	9
		Afghanistan	8
		Pakistan	7
		Kyrgyzstan	5
		United Arab Emirates	4
		Tyndall, FL	4
		Cyprus	2
		Griffiss, NY	2
		Nellis, NV	2
		Davis-Monthan, AZ	1
		Germany	1
		San Antonio, TX	1

SOURCE: Brfg (U), 49 FW, [Slides from Wing Staff Meeting], 4 Aug 04, SD 2155.

⁴⁷ Perscon (U), MSgt G Henneman, 49FW/HO, with 49MSS/PRU, 13 Feb 05.

⁴⁸ Brfg (U), 49 FW, [Slides from Wing Staff Meeting], 4 Aug 04, SD 2155.

Team and Individual Taskings

(U) The 49th Civil Engineer Squadron's Fire and Emergency Service Flight served as one example of the type of deployments embarked upon by 49th Fighter Wing Airmen. From October 2003 to March 2004, 26 Holloman firefighters served at Manas Air Base, Republic of Kyrgyzstan. Supporting Operation Enduring Freedom, the deployed Holloman team provided fire protection and medical response for a location that included 1,300 people, 430 facilities, six C-130s, six KC-135s, and a wide range of transient aircraft. While deployed at Manas Air Base, the team which was 70 percent made up of first term Airmen, rotated on forward deployments to Salerno, Afghanistan, in support of the US Army's 10th Mountain Division and 101st Airborne Division. While in Afghanistan, on two to three week rotations, four person teams provided fire protection support for 1,500 Army personnel and C-130 aircraft in a high threat environment.⁴⁹

(U) With the US Army unable to meet all of the needs for convoy operations in Iraq, the Air Force deployed its transportation specialists in support of Operation Iraqi Freedom. At Holloman AFB, this resulted in continual taskings for the 49th Logistics Readiness Squadron and a decreased ability to meet home station requirements. A 15-person team left Holloman and served on convoy operations from February to August 2004. Of these 15, TSgt Michael Sifford and SrA Mazen Abdu, 49th Logistics Readiness Squadron, received Bronze Stars. In fact, Airmen Abdu received the Bronze Star with Valor for his service during a firefight, when his convoy came under attack. In addition to the Bronze Stars, 13 Holloman Airmen earned Army Commendation Medals and all 15 received US Army 1st Infantry Division patches.⁵⁰ TSgt Daniel Allen, 49th Logistics Readiness Squadron, explained: "We were the first Air Force truck company with such a successful deployment. No Air Force unit has ever done that. They've done other convoys, but nothing of this magnitude."⁵¹ TSgt Michael Sifford added: "We took a bunch of truck drivers and turned them into combat medics and gunners and everything else, that's something no one in the Air Force has done since Vietnam."⁵²

(U) From 27 June 2004 to 6 March 2005, 12 transportation Airmen, normally assigned at Holloman AFB, served with Detachment 2632, Second Rotation, in Kuwait and Iraq. After three weeks of comprehensive training at Lackland AFB, Texas, and Camp Buehring, Kuwait, the dozen Fighting 49ers gelled within a team of 223 people from various specialties. For the next seven months, Detachment 2632 "provided convoy security, arrival and departure airfield control group cargo movement, perimeter security, and local national escort support."⁵³ While driving

⁴⁹ Rpt (U), MSgt J Salas, 49CES/CEF, "AEF Silver After Action Report," 15 Mar 04, SD 2156.

⁵⁰ L Hunt, "Two Airmen receive Bronze Stars," Sunburst, 1 Oct 04, SD 2145.

⁵¹ L Hunt, "LRS troops receive Army Commendation Medals," Sunburst, 1 Oct 04, SD 2157.

⁵² *Ibid.*

⁵³ Rpt (U), Det 2632, "History of Detachment 2632, 2nd Rotation," Mar 05, SD 2158.

under the most hazardous conditions, in which 11 members of the Detachment were wounded in action (none from Holloman), the team drove 978 convoys and escorted 20,898 vehicles over 760,000 miles throughout Kuwait and Iraq. Capt John M. Robinson, Detachment 2632 commander summarized:⁵⁴

(U) This deployment provided the most rewarding and challenging assignment of our Air Force careers and truly made us proud to wear the uniform. We had a mission, while dangerous, that provided us tangible results and the opportunity to develop lifelong bonds amongst Airmen and our Army brothers and sisters. While we endured politics and problematic higher-level decisions, we achieved the two goals that guided us throughout this deployment: We got the mission done and we are getting everyone home safe. We received outstanding logistics support from both the Army and Air Force that greatly enhanced our mission effectiveness and personnel protection. As a leadership team, we could not have asked for more from our Airmen and NCOs who went out everyday, whether on convoys, A/DACG [Arrival and Departure Airfield Control Group], maintenance, or the staff giving their best efforts to accomplish the mission. We sincerely hope that the lessons we learned and the professional development that occurred in our Airmen, NCOs, and CGOs will permeate throughout the Air Force. Raptor X-ray signing off...⁵⁵

(U) From 30 May to 5 October 2004, Maj Stephen L. Weaver, 49th Security Forces Squadron Commander, led 40 members from his home unit to Balad Air Base, Iraq. While in Iraq, Major Weaver served as the Commander, 332d Expeditionary Security Forces Squadron. Integrating with US Army counterparts, the deployed team responded to 135 attacks on Balad by determining back azimuths and returning fire. In addition to these responsive operations, security forces worked "250 cumulative patrol hours and covered over 1,000 miles of Anti-Coalition Forces Terrain."⁵⁶

(U) In addition to the deployment of large teams, a significant number of Holloman Airmen deployed on small or single person taskings. For example, from 23 July to 28 October 2004, Major Regina T. Goff, 49th Comptroller Squadron Commander, served as the Deputy Comptroller, Office of Military Cooperation-Afghanistan at Kabul, Afghanistan in support of Operation Enduring Freedom.⁵⁷ Captain Pamela L. Brewer, 49th Medical Operations Squadron, served at Baghdad International Airport from 28 May to 5 September 2004, where she provided "medical treatment and surgical stabilization to wounded American, coalition, and Iraqi soldiers."⁵⁸ Likewise, SSgt Tanya Jacquez, 49th Medical Operations Squadron, served at

⁵⁴ *Ibid.*

⁵⁵ Rpt (U), Capt J Robinson, Det 2632/CC, "End of Tour Report," Mar 05, SD 2159.

⁵⁶ Rpt (U), Col T Doughert, 332 EMSG/CC "Letter of Evaluation," 5 Oct 04, SD 2160.

⁵⁷ Memo (U), [Award Citation—Maj Goff,] ca. Oct 04, SD 2161.

⁵⁸ Rpt (U), 49MDOS, "Record of Significant Accomplishments, Brewer" n.d., SD 2162.

Jacobabad, Pakistan, and Camp Stronghold Freedom, Uzbekistan, treating sick and wounded Army and Air Force personnel, preparing the most serious cases for medical evacuation.⁵⁹

(U) From the 49th Aircraft Maintenance Squadron, TSgt Oscar M. Jimenez served at the Baghdad Contracting Office from 12 July to 11 October 2004, where he created a solution to a long-term problem that had existed with duplicate purchase requests—his solution saved the US Army \$750,000.⁶⁰ SSgt Kevin Kay and SrA Steve Smith, 49th Logistics Readiness Squadron, deployed to Kandahar, Afghanistan from November 2003 to March 2004, where they “loaded 10,000 short tons of cargo and 500 passengers for USAF, 10th Mountain Division, and Special Operation Units deployed to Afghanistan.”⁶¹

(U) Frequently, people deployed from one specialty at Holloman AFB and served in a completely different capacity at the forward location. For example, Maj John N. Bryan, 49th Fighter Wing Public Affairs Officer, deployed to Balad Air Base, Iraq from 28 May to 6 September 2004, where he served as the executive officer to the 332d Air Expeditionary Wing Commander. Major Bryan described the work as “one of the toughest jobs over there, as we were responsible for AEGs [Air Expeditionary Groups] in Kirkuk, Tallil and BIAP [Baghdad International Airport], including the nearly 2,000 Airmen at Balad as well. I survived more than 125 rocket/mortar attacks during my 103 days-----always exciting to hit the chow hall!”⁶² Stories of the aforementioned individuals are by no means an exhaustive list of ‘Fighting 49ers’ who deployed in the global war on terrorism, but are a representative example of the 1,097 people deployed from the wing in 2004.⁶³

F-117 Deployments

(U) In 2004, the largest deployment occurred when the 9th Fighter Squadron sent 12 F-117s to Kunsan Air Base, South Korea. However, in addition to sending large aircraft packages to meet national objectives, the wing often sent small numbers of people and fighters to participate in a variety of training exercises. For example, in support of the F-117 pilot training program, the

⁵⁹ Rpt (U), 49MDOS, “Record of Significant Accomplishments, Jacquez” n.d., SD 2163.

⁶⁰ Rpt (U), 49AMXS, “Record of Significant Accomplishments, Jimenez” n.d., SD 2164.

⁶¹ Rpt (U), 49LRS, “Record of Significant Accomplishments, Kay” n.d., SD 2165; Rpt (U), 49LRS, “Record of Significant Accomplishments, Smith” n.d., SD 2166.

⁶² Email (U), Maj J Bryan, 49FW/PA, to MSgt G Henneman, 49FW/HO, “Deployment,” 20 Jun 05.

⁶³ Perscon (U), MSgt G Henneman, 49FW/HO, with 49MSS/PRU, 13 Feb 05.

wing sent four aircraft on three different occasions to Nellis AFB, Nevada, to fulfill weapons school training requirements.⁶⁴

(U) On top of these somewhat regular off-station taskings, the 8th Fighter Squadron sent three F-117s to a Fire Power Demonstration at Nellis AFB from 7-8 October 2004 and supported F/A-22 operational testing and evaluation over the summer of 2004. In fact, at one point in the summer, F-117As simultaneously operated from four locations in four different areas of the world: Holloman AFB; Kunsan AB, South Korea; Palmdale, California; and, RAF Fairford, England.⁶⁵

Korea Deployment

		(b)(1)	
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(U) Weeks of planning and preparation culminated with the deployment of aircraft and people from Holloman AFB over the last week of June 2004. Although some cargo and personnel deployed earlier in the week, the most significant forces departed on 24 and 25 June 2004. Each of those two days, pilots gathered for morning mass briefs in the fighter squadron briefing rooms. Two hours after the briefs, F-117As took off from the desert base near mid-day and embarked on the long flight that would include 16 air refuelings across the Pacific Ocean and a stopover at Hickam AFB, Hawaii, before continuing on to Kunsan.⁶⁷

(U) Underscoring the importance of the deployment, on the same day that black jets left their home, North Korea publicly threatened that it would test a nuclear weapon, unless the United States put a freeze on its own atomic program. These aggressive comments took place as six-party talks, aimed at establishing a nuclear free Korean Peninsula, took place in China.⁶⁸

⁶⁴ Email (U), Lt Col T Shoaf, 417WPS/CC to MSgt G Henneman, 49FW/HO, "2004 Deployments," 14 Sep 04, SD 2167.

⁶⁵ Brfg (U), 49OSS/OSOS, "2004 Calendar," n.d., SD 2168; Spreadsheet (U), 49LRS, [2004 Deployments] n.d., SD 2169

⁶⁶ Interview (S/Decl X4), MSgt G Henneman, 49FW/HO, with Lt Col W Juedeman, 9FS/CC, 6 May 05, SD 2153.

⁶⁷ Brfg (S/Decl 25 Jun 2014), 9 FS, [Pilot Mass Brief (U)] 25 Jun 04, SD 2170.

⁶⁸ J. McDonald, "N. Korea Threatens to Test Nuclear Weapon," 24 Jun 04, SD 2171.

(U) Realizing the potential gravity of the deployment, pilots and maintenance crews departed as if to war. As the F-117As taxied from the aircraft shelters known as 'the canyon,' members of the 8th and 9th Fighter Squadrons and aircraft maintenance units lined the path—airmen sharply saluted, held signs, and waved flags. The F-117s lifted off in half-hour increments, as a T-38A flew overhead to visually observe and assist the departing fighters. Table II-7 provides the tail numbers and departure times of deploying F-117s.⁶⁹

(U) Table II-7: F-117 Deployment

24 JUNE 2004				
CALL SIGN	TAIL NUMBER	ACT. TAKE OFF	ACT. LAND	COMMENT
Feud 11	788	1100	1850	Landed in S. Korea, Code 1
Feud 12	824	1100	1140	Return to Holloman, Code 3
Feud 13	833	1100	1900	Landed in S. Korea, Code 1 Initially designated airspare replaced a/c 824
Feud 21	795	N/A	N/A	Ground Aborted
Feud 21	825	1130	1905	Landed in S. Korea, Code 1 Replaced a/c 795
Feud 22	800	1130	1900	Landed in S. Korea, Code 1
Feud 31	786	1200	1955	Landed in S. Korea, Code 1
Feud 32	794	1200	2000	Landed in S. Korea, Code 1
Feud 33	813	1200	1328	Airspare, returned to Holloman, Code 1
25 JUNE 2004				
CALL SIGN	TAIL NUMBER	ACT. TAKE OFF	ACT. LAND	COMMENT
Feud 71	803	1130	1903	Landed in S. Korea, Code 2
Feud 72	795	1130	1915	Landed in S. Korea, Code 1
Feud 73	832	1130	1330	Airspare, returned to Holloman, Code 1
Feud 81	813	1205	1930	Landed in S. Korea, Code 1
Feud 82	829	N/A	N/A	Ground Aborted
Feud 82	791	1204	1935	Landed in S. Korea, Code 2 Replaced a/c 829
Feud 91	799	N/A	N/A	Ground Aborted
Feud 91	821	1529	2253	Landed in S. Korea, Code 1 Replaced a/c 799
Feud 92	812	1529	2304	Landed in S. Korea, Code 1
Feud 93	819	1530	1735	Airspare, returned to Holloman, Code 1

SOURCE: Spreadsheet (U), 49MOS/MOC, [MOC Flying Schedule] 25 Jun 04.

⁶⁹ M. Shinabery, "Holloman Troops Deploy," Alamogordo Daily News, 26 Jun 04, SD 2172.

(U) In addition to the deployment of F-117s, personnel and cargo primarily deployed from 23-25 June 2004. One C-5 and one C-17 arrived on 22 June and departed the following day with 41 people, including the en route support team aircraft (ESTA). The following day, an MD-11, referred to as the 'max pax' arrived at the base and departed the following day along with a DC-10. Finally, on 26 June, the last C-17 departed with two people and 32.4 short tons. Table II-8 provides a summary of the cargo and personnel movement.⁷⁰

(U) Table II-8: Deployment Airlift

DEPARTURE DATE	AIRCRAFT	PASSENGERS	SHORT TONS
23 June	C-5	2	67.1
23 June	C-17	39 (ESTA)	32.2
25 June	MD-11	201	31.2
25 June	KC-10	2	36.8
26 June	C-17	2	32.4
TOTAL	-	246	199.7

SOURCE: Email (U), Maj J Rush, 49FW/DS, to MSgt G Henneman, 49FW/HO, "23 Jun Airlift Schedule," 23 Jun 04, SD 2173.

(U) Flying operations began for the F-117As in South Korea on 5 July 2004 with local area orientation sorties and approaches at Osan Air Base—the divert location. While deployed, F-117s flew daily missions over the South China Sea which included large force employment with F-16s and A-10s. Support provided by 35th Fighter Squadron at Kunsan made the 9th Expeditionary Fighter Squadron comfortable and able to complete all missions. Receiving even more than the deployed squadron asked for, operations areas were twice the size of those at Holloman and included several vaulted areas for mission planning and intelligence operations, two operations desks, and multiple briefing rooms.⁷¹

(U) Operationally, flying and training in South Korea was useful for the 9th Expeditionary Fighter Squadron and fulfilled the mission of providing a deterrent precision munitions capability to the Korean Peninsula. Throughout the deployment, the F-117 integrated its flying scheduled with the 8th Fighter Wing, mirroring home stations operations. Similar to the 2003 deployment to Korea, squadron leadership noted the small size of the aircraft shelters as a limiting factor. In fact, during the first day of flying operations, an F-117 suffered a wing scrape as the jet was being towed out of the shelter. Addressing the size problem, only a limited number of people were trained and authorized to perform the towing, new lines were painted in hangars,

⁷⁰ Email (U), Maj J Rush, 49FW/DS, to MSgt G Henneman, 49FW/HO, "23 Jun Airlift Schedule," 23 Jun 04, SD 2173.

⁷¹ Email (U), Lt Col W Juedeman, 9FS/CC, to Col A Papp, 49OG/CC, "Kunsan Update," 5 Jul 04, SD 2174.

and wing walkers were equipped with whistles. Yet, the limited space provided only six to nine inches of room on each side as the aircraft left and returned to the hangar.⁷²

(U) In addition to normal flying operations, the appearance of the stealth fighters in South Korea resulted in increased attention. The deployed squadron received many requests for participation in air shows, but turned down requests for those outside of the Peninsula. Nonetheless, the 9th Expeditionary Fighter Squadron provided static displays at Kunsan for Republic of Korea leadership, were featured during a visit from Air Force News, and participated in air shows at Kunsan and Osan Air Bases.⁷³

(U) Living conditions proved characteristic for South Korea. Pilots and civilian contractor support personnel lived in individual billeting rooms fully equipped with TV, VCR/DVD, refrigerator, microwave, and a shared bathroom. All others lived in tent city, with six to eight people per tent, which included individual cots on a concrete pad floor. Trying to provide as many comforts as possible, the tent city included a TV tent, a morale tent with computers and phone lines, and a lounge tent that served alcohol during certain, monitored time frames. After first arriving, the Holloman tent city contingent weathered a tropical storm and suffered through water and electric outages. However, after the heavy rains cleared, living conditions became more tolerable.⁷⁴

(U) Integrating into local operations and practicing the mission of protecting South Korea, two weeks after arriving at Kunsan the Holloman team participated in a weeklong exercise, simulating the defense of South Korea from attack. Helping the 8th Fighter Wing prepare for an upcoming ORI, during local exercises, the 9th Expeditionary Fighter Squadron integrated EGBU-27 and night vision goggle tactics with the host wing.⁷⁵ CMSgt David Creech, Deployed Maintenance Superintendent, explained the impact of the exercises, "We're learning how to fit in the big structure of Kunsan. This gives us a chance to work in a completely different environment instead of just the desert of New Mexico."⁷⁶

(U) Expanding from local training exercises, the 9th Fighter Squadron sent representatives to a Pacific Command joint air and sea exercise. Weather and operational constraints prohibited the F-117s from flying in the exercise. Nonetheless, 9th Fighter Squadron pilots served "on the command and control ship that monitored the entire exercise and were able to work some

⁷² Email (U), Lt Col W Juedeman, 9FS/CC, to Col A Papp, 49OG/CC, "Kunsan Update," 6 Jul 04, [SD 2175](#).

⁷³ Email (U), Lt Col W Juedeman, 9FS/CC, to Col A Papp, 49OG/CC, "Kunsan Update," 30 Aug 04, [SD 2181](#).

⁷⁴ Email (U), Lt Col W Juedeman, 9FS/CC, to Col A Papp, 49OG/CC, "Kunsan Update," 5 Jul 04, [SD 2174](#).

⁷⁵ Email (U), Lt Col W Juedeman, 9FS/CC, to Col A Papp, 49OG/CC, "Kunsan Update," 7 Jul 04, [SD 2176](#).

⁷⁶ MSgt V Gempis, "Holloman maintainers training at Kunsan," 17 Aug 04, [SD 2182](#).

integration issues with the F-117.”⁷⁷ Colonel Juedeman described the exercise as “well worth our time, need to actively pursue collaborative planning opportunities with the JTF in Hawaii.”⁷⁸

(U) In August 2004, the 9th Expeditionary Fighter Squadron formed a Crud Team, made up of ‘Wilbur’ Wright, ‘Boomah’ Greven, ‘Cash’ Petty, ‘Gonzo’ Gonzales, and ‘Bueller’ Ferris. The team won the first monthly Wolf First Friday Crud Tournament and claimed a brand new traveling trophy. Team Stealth eliminated all of the home station competition, including multiple rival F-16 teams.⁷⁹

(U) Summer monsoon weather in South Korea resulted in the cancellation of 141 sorties during the deployment. High wind and rain precluded many scheduled operations, especially early in the deployment, as 15 inches of rain fell in three weeks. Weather became such an important topic, squadron commander, Lt Col Ward Juedeman, spoke of the base barber speculating in July that the wet season was over. Fortuitously, the barber’s prediction proved accurate. In addition to the rain, a lighting strike in mid August caused \$63,100 in damage to one aircraft.⁸⁰ Colonel Juedeman described the flying in South Korea: “In actuality, we flew a much higher sortie rate there, than the folks back here were able to maintain. We kept all of our pilots trained—each of them was able to meet their monthly requirements as far as sorties were concerned. All in all, it turned out to be a very good training operation as well as contingency operation for us.”⁸¹

(U) Table II-9: Flying Summary

	JUL	AUG	SEP	OCT RTB	TOTAL
TOTAL HOURS FLOWN	285.5	188.5	197.7	210.2	881.9
SORTIES SCHEDULED	259	274	163	30	726
SORTIES FLOWN	162	178	151	30	521
WEATHER CANCELLED	70	60	11	0	141
MND/ SND/ GAB/ AIR ABORTS	10	8	0	6	24
HHQ CNX/ BARRIER CNX/EXERCISE	17	28	0	0	45
ADD LINES	5	0	1	0	6

SOURCE: Slide (U), 9FS, “9FS Deployed Flying Hour Breakdown,” 3 Feb 05, SD 2183.

⁷⁷ Interview (S/Decl X4), MSgt G Henneman, 49FW/HO, with Lt Col W Juedeman, 9FS/CC, 6 May 05, (information used is U), SD 2153.

⁷⁸ Email (U), Lt Col W Juedeman, 9FS/CC, to Col A Papp, 49OG/CC, “Kunsan Update,” 23 Aug 04, SD 2180.

⁷⁹ Email (U), Lt Col W Juedeman, 9FS/CC, to Col A Papp, 49OG/CC, “Kunsan Update,” 8 Aug 04, SD 2178.

⁸⁰ Email (U), Lt Col W Juedeman, 9FS/CC, to Col A Papp, 49OG/CC, “Kunsan Update,” 27 Jul 04, SD 2177; Email (U), Lt Col W Juedeman, 9FS/CC, to Col A Papp, 49OG/CC, “Kunsan Update,” 16 Aug 04, SD 2179.

⁸¹ Interview (S/Decl X4), MSgt G Henneman, 49FW/HO, with Lt Col W Juedeman, 9FS/CC, 6 May 05, (information used is U), SD 2153.

(U) Table II-10: Maintenance Summary

POSSESSED HOURS	31376.1	4 HOUR FIXES	20
MC HOURS	26510.4	4 HOUR FIX RATE	54.1
MC RATE	84.5	8 HOUR FIXES	29
FMC HOURS	26510.4	8 HOUR FIX RATE	78.4
FMC RATE	84.5	12 HOUR FIXES	28
TNMCM HOURS	2710.1	12 HOUR FIX RATE	75.7
TNMCM RATE	8.6	AIR ABORTS	5
TNMCS HOURS	2992.8	AIR ABORT RATE	0.9
TNMCS RATE	9.5	GROUND ABORTS	38
NMCB HOURS	837.3	GROUND ABORT RATE	6.5
NMCB RATE	2.7	TOTAL ABORT RATE	7.3
SCHED TNMCM HOURS	402.3	REPEATS	8
TOTAL CANNES	32	RECURS	9
CANN RATE	5.8	REPEAT/RECUR RATE	10.9
BREAKS	37		
BREAK RATE	6.7		

SOURCE: Spreadsheet (U), 49MXG, "Wing Data TDY Totals," 19 Oct 04, SD 2184.

(U) After flying more than 500 sorties, the 9th Expeditionary Fighter Squadron began its return home on 1 October 2004. Coordination of the redeployment required several weeks of work and coordination of air refueling support. However, with the scheduled closure of the Kunsan runway on 4 October, the deployed squadron had to ensure it departed before the impending deadline.⁸²

(U) Assessing the success of the first-ever F-117 deployment to South Korean under a theater security package tasking, Colonel Juedeman explained the most significant accomplishments:

(U) The fact that we flew over 500 sorties for more than 800 hours accident free, while maintaining a high proficiency level and high training level of all the pilots that were deployed, is a highly significant accomplishment. The first integration of the F-117 with the F-16 on the Korean Peninsula. Flying integrated combat ops, or combat simulated operations, to simulate actual wartime operations. The first integration of the F-117 into the PenCERE [local exercises], in a fully integrated way, such that we were actually exercising the integrated tasking order that is in place. That worked out very well. That full integration across the 8th Fighter Wing and all the way up through 7th Air Force to USFK [US Forces Korea] with the F-117s. I really feel like we were a part of their command and control network over there so we were a fully integrated piece of the structure and not just a unit that was stuck there as an afterthought on Kunsan Air Base.⁸³

⁸² Interview (S/Decl X4), MSgt G Henneman, 49FW/HO, with Lt Col W Juedeman, 9FS/CC, 6 May 05, (information used is U), SD 2153.

⁸³ *Ibid.*

Eagle Flag 2004/0B

(U) Kicking off the Air Force's second Eagle Flag exercise, on 15 December 2003, the 49th Mission Support Group received unofficial notice of their role as the lead unit in the deployment of the 421st Air Expeditionary Group (AEG) to the fictional location of Wainmac Airport near the eastern coast of the Republic of Chimaera.⁸⁴ Sponsored by the CSAF and executed by the AMC Commander, the Eagle Flag exercise was "designed to provide a realistic contingency training environment for expeditionary combat support (ECS) forces"⁸⁵ in which Airmen tested their ability to open and run an air base in a combat environment to the point of initial operating capability.⁸⁶

(U) In the two months between the notification and the deployment, tasked personnel prepared for the unusual tasks associated with a bare base deployment. Airmen learned new skills such as how to set up Temper Tents and Alaskan Small Shelters, along with brushing up on the standard pre-deployment requirements of self-aid buddy care and weapons training. Additionally, deploying forces attended numerous preparatory briefings.⁸⁷

(U) After two months of preparation, from 17-26 February 2004, 269 people traveled from various parts of the world to Naval Air Engineering Station Lakehurst, New Jersey, in time phased force modules. Airmen integrated into the 421 AEG, processed over 900 short tons of cargo, and participated in the Air Force's second Eagle Flag exercise. Some participants arrived by bus while others arrived by plane, some coming from as far away as Kadena, Japan and Aviano, Italy.⁸⁸ Lt Col Raymond E. Dinsmore, 49th Mission Support Group Commander, acted as deployed commander for the 421 AEG. Though this was the second Eagle Flag exercise for the Air Force, it was the first one led by the 49th Fighter Wing. However, from 15-31 October 2003, 14 members of the 49th Materiel Maintenance Squadron traveled to Lakehurst, NJ to participate in the first Eagle Flag exercise, integrating with civil engineers from Cannon AFB, NM, to aid in beddown, sustainment and reconstitution of BEAR Base assets.⁸⁹

U ~~_____~~ The 49 FW's advanced echelon team arrived at the deployed site on 17 February 2004 to prepare for the deployment; however, force module one did not enter the site until 20 February 2004, to set up initial operations. The second group, including command and control, arrived at the site on 21 February 2004 and began setting up tents. Though some sleeping tents

⁸⁴ Brfg (U), 49 MSG/CC, "EF Master - 13 Feb 04 - FINAL," 13 Feb 04, SD 2185.

⁸⁵ Plan (U), AMWC, "EAGLE FLAG EXPLAN," 01 Oct 03, SD 2186.

⁸⁶ *Ibid*; Brfg (U), AMWC, "EAGLE Flag 2004/0B Outbrief," ca. 26 Feb 04, SD 2187.

⁸⁷ Personal experience (U), 49 FW/HO, TSgt Terri J. Berling.

⁸⁸ Brfg (U), 49 MSG/CC, "EF Master - 13 Feb 04 - FINAL," 13 Feb 04, SD 2185.

⁸⁹ Rpt (U), AMWC, "Eagle Flag Exercise 04-B Final Report," ca. Mar 04, SD 2188; E-mail (U), 2Lt B Tschirkof, 49 LRS/LGRR, to Lt Col M Engeman, 49MSG, et al, "Eagle Flag Travel Times-Complete," 12 Feb 04, SD 2189.

were already established, this group began setting up tents for those due to arrive the following day. By this point, the BEAR Base personnel normally assigned to the initial camp set-up had not phased in to the exercise; only command and control, administrative, communications and personnel staff. Thus even Colonel Dinsmore participated in camp set up, because "it was cold and dark, and it needed to be done. The people that were out here were an assessment team of specialists to assess the airfield suitability for further use. They weren't engineers or services, or anybody that was used to doing that. So, they were kind of outside of their normal area of expertise."⁹⁰ Some of the BEAR Base personnel did not actually arrive until the final force modules deployed in on Sunday, 22 February 2004 – after the completion of much of the initial base set-up.⁹¹

(U) For the duration of the exercise, all personnel dealt with the challenges of a forward operating location, including a lack of furniture and privacy. As there were very few desks or tables, everyone used cots as chairs and desks--as well as the standard function of sleeping. Commanders conducted daily meetings in tents full of cots, with cots used for seating. Then, as the days passed, people from various career fields joined up with the security forces to patrol the perimeter of the base. Some of those individuals were tasked, while others volunteered to patrol the base, once they completed their own initial set-up duties.⁹²

(U) Though 269 personnel arrived to participate in Eagle Flag 2004-B, plans called for 409 people. Personnel shortages contributed to serious challenges for all deployment participants, with security forces facing some of the greatest hardships and tests. Most of the requested security force units could not participate in the Eagle Flag exercise due to real world taskings. But six security forces did volunteer their services to deploy and protect the base, despite the knowledge from the very beginning that they were extremely undermanned. The shortage of security forces resulted in many deployed personnel serving in this role as an additional duty, resulting in other work areas running short of personnel. Additionally, the shortage resulted in an inability to fully comply with all force protection standards.⁹³

(U) Luckily, the February New Jersey weather was not as bad as expected during most of the Eagle deployment. None of the light snow which fell during the week actually stuck to the ground. Though the cold did freeze some of the water lines at night, preventing showers for

⁹⁰ Discussion (FOUO), TSgt T Berling, 421 AEG/HO, with Col R Dinsmore, 421 AEG/CC, [initial base arrival and setup], 24 Feb 04; Discussion (FOUO), TSgt T Berling, 421 AEG/HO, with MSgt Laura Santos, 421 AEG/CCEA, [initial base arrival and setup], 24 Feb 04.

⁹¹ Brfg (U), 49 MSG/CC, "EF Master – 13 Feb 04 – FINAL," 13 Feb 04, SD 2185; History (FOUO), 421 AEG at Wainmac AB, SD 2190; Rpt (U), 49FW/HO to HQ ACC/HO "Exercise Eagle Flag 04-B After Action Report," 10 Jun 04, SD 2191.

⁹² See Note Above.

⁹³ Brfg (U), 49 MSG/CC, "EF Master – 13 Feb 04 – FINAL," 13 Feb 04, SD 2185; SITREP (U), Wainmac Command Post, 242100Z Feb 04, SD 2192.

many people, most of the days held moderate temperatures. The much anticipated bitter cold did not come until the final day of the exercise; making teardown and departure the coldest part of the exercise. Numbing winds drove workers and awaiting departees to seek shelter in remaining tents at every possible chance.⁹⁴

(U) With the advent of the new Eagle Flag exercises, Air Force Chief of Staff Gen John P. Jumper noted:

(U) The whole idea behind the expeditionary Air Force is to be able to plan and execute air and space power anywhere on the globe, and this is the capability that allows us to do it in the way we train. We train our operators at Red Flag, and we have for years – since 1975. Now that we are in a different world, it's time to start training our mission-support elements that get us to where we need to go, that set up in distant places and keep operating.⁹⁵

20 FS Deployments

B-Course Training—Holloman AFB

(U) In 2004, the 20 FS conducted three deployments in support of its basic course (B-Course) and Fighter Weapons Instructor Course (FWIC), used to train German Air Force crews in F-4F fundamentals. Prior to these deployments, from 25 February to 6 March 2004, the 20th Fighter Squadron hosted the 1st Fighter Squadron from Tyndall AFB, Florida, to provide training needed in the B-Course syllabus. In support of the B-Course, the 1st Fighter Squadron sent 10 F-15s, 14 pilots, and 77 support personnel to Holloman AFB. Flying primarily dissimilar air combat training (DACT) sorties, aircrew flew 45 of 48 planned sorties.⁹⁶

(U) Previously, the 20th Fighter Squadron had planned on deploying to Hawaii to train against F-15s of the Hawaii Air National Guard. However, the German Air Force cancelled the deployment with little notice. Instead, based on climatologically history, planners decided to bring the 1st Fighter Squadron to Holloman, instead of deploying the 20th Fighter Squadron to Tyndall. This decision proved incorrect, as the week of flying at Holloman was uncharacteristically limited by bad weather—while clear skies existed at Tyndall. In fact, poor weather limited the effectiveness of 70 percent of the continuing training sorties flown.⁹⁷

(U) Maj Matt Rytting, Deployment Project Officer, noted that in the future off-station deployments would provide greater training and experience for aircrew. He summed up the deployment saying: “Esprit de corps can be predicted. Weather can't. In a squadron deploying as infrequently as the 20 FS, maximum effort should be extended to use off station DACT

⁹⁴ Personal experience (U), 49 FW/HO, TSgt Terri J. Berling.

⁹⁵ MSgt P Fazzini, “Eagle Flag’s importance stressed,” 16 Oct 03, SD 2193.

⁹⁶ Memo (U), 20FS/ADO, “March 2004 B-Course DACT,” 10 Mar 04, SD 2194.

⁹⁷ *Ibid.*

**CHAPTER III
MAINTENANCE****MISSION CAPABILITY**

(U) In order to meet training and mission requirements, while operating within ACC maintenance standards, the men and women of the 49 FW maintained a mission-ready fleet of 50 F-117A *Nighthawks*, 15 F-4F *Phantom IIs* (until 20 December 2004), and 14 T-38A *Talons*. In FY 2004, F-117A maintainers of the 49 MXG generated 7,320 sorties for 11,864.8 hours flown, followed by another 1,286 sorties for 2,182.8 hours in the first quarter of FY 2005. Likewise, the contracted DynCorp Company's Holloman Support Division produced 2,533 T-38A sorties, resulting in 3,159.2 hours flown in FY 2004, with another 572 sorties and 719.1 hours from October to December 2004. DynCorp also maintained the wing's F-4F fleet, flown to train German Air Force pilots. In FY 2004, the F-4Fs flew 1,755 sorties for 1,988.2 hours, followed by 354 additional sorties for 421.0 hours flown in the last three months of the F-4s service with the 20th Fighter Squadron.¹

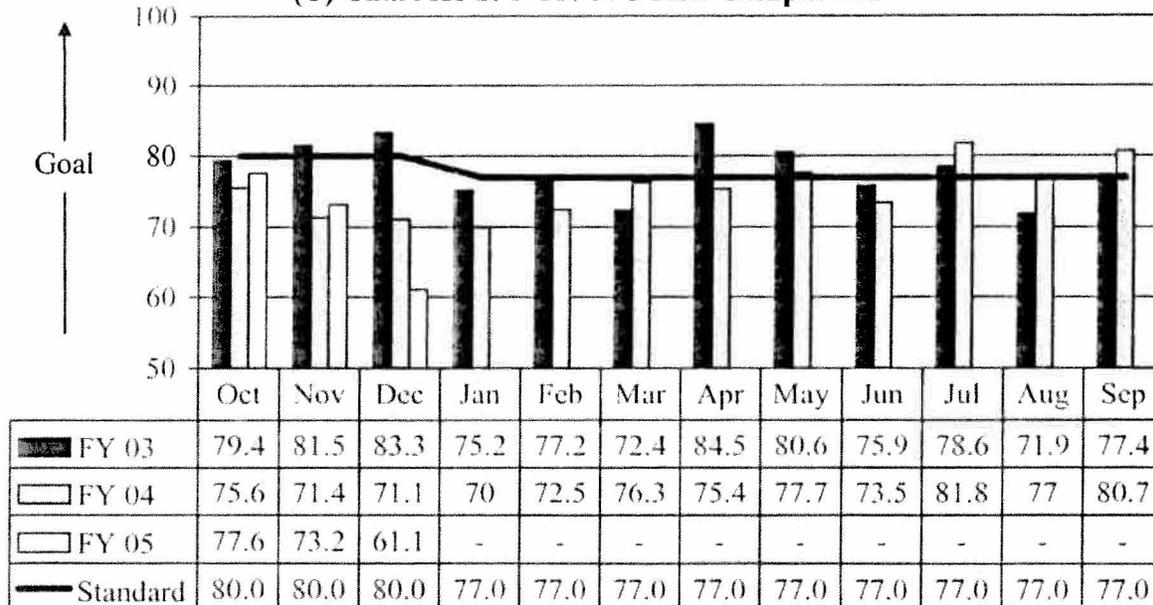
F-117A

(U) As the F-117A fleet aged to 25 years of service, the 49 FW experienced a large increase in maintenance man-hours and a corresponding decrease in the overall mission capable (MC) rate. In the first three months of FY 2005, the F-117A fleet averaged a 70.5 percent mission capable rate, down from a 75.3 rate in FY 2004 and a 79.0 rate in FY 2003. Correspondingly, in FY 2005, ACC reduced the F-117's target MC rate from 80 percent to 77 percent. The December 2004 MC rate of 61.1 percent marked the lowest rate since March 1994. Corresponding to the long term, gradual drop in the F-117's MC rate, the Total Non Mission Capable due to Maintenance (TNMCM) indicator significantly increased. Over the last three years, the TNMCM rate increased from 18.5 percent in FY 2003, 21.6 percent in FY 2004, and 26.9 percent in the first quarter of FY 2005. Like the MC rate, ACC also raised the TNMCM standard on 1 October 2004, from 19 percent to 21 percent. Chart III-1, on the following page, illustrates the F-117A MC rate over the last three years.²

¹ Spreadsheet (U), 49MOS/MXOOA, [F-117 Historic Logistics Data, FY92-FY05] Jan 05, SD 3001; Spreadsheet (U), 49MOS/MXOOA, "9302 Rpts," Jan-Dec 04, SD 3002, SD 3003, SD 3004, SD 3005, SD 3006, SD 3007, SD 3008, SD 3009, SD 3010, SD 3011, SD 3012, SD 3013.

² Spreadsheet (U), 49MOS/MXOOA, [F-117 Historic Logistics Data, FY92-FY05] Jan 05, SD 3001.

(U) Chart III-1: F-117 MC Rate Comparison



SOURCE: Spreadsheet (U), ACC/LGP, "MPI-Fighters 2," 26 Jan 05, SD 3017.

(U) With a 70.0 percent MC rate in January 2004, the 49 FW started the year with the lowest rate since December 1994. In addition to working against a previously identified problem with the F-117s blow-in doors, in January 2004, a jet engine mechanic discovered that an engine clamp assembly was chafing a fuel line. As a result, the 49th Maintenance Group Commander directed a one time inspection of the entire F-117 fleet. Completed in eight days, the inspection revealed the same problem existed in 16 engines--on 14 aircraft. Although the inspection and repair of the chafing problem resulted in 922.3 hours of Total Non Mission Capable due to Maintenance (TNMCM) hours in January 2004, and affected several maintenance indicators, the identification of the problem potentially saved an aircraft, and possibly the life of a pilot, from a major mishap.³

(U) Reversing a four month trend, the F-117A's MC rate increased to 72.5 percent in February 2004, and continued on a mostly upward path into the summer of 2004. In fact, from July through September 2004, the F-117 averaged a 79.8 percent MC rate—the highest rate since the spring of 2003. Nonetheless, replacement of blow-in doors⁴ increased maintenance supply and man-hours through the spring months. First identified as a problem in December 2003, blow-in doors had been typically a depot repaired item. However, because of the large scale of the problem, the 49 FW received authority to locally repair the doors. As an example of the impact of the blow-in door problem, in April 2004 maintainers spent 408.9 hours repairing and replacing six doors. For a long-term fix, Lockheed engineers developed a stronger composite door, which maintenance planned to

³ Spreadsheet (U), 49MOS/MXOOA, "9302 Rpts," Jan 04, SD 3002

⁴ (U) Blow-in doors were fitted atop each F-117 engine nacelle to increase airflow to the engine during taxiing, takeoffs, or low-speed flight.

install through attrition in January 2005. Throughout 2004, wing maintainers repaired the doors with sealant injection, as a limited number of the doors existed in the supply system. Since the new composite doors were heavier, maintenance supervision also worried that the additional weight could lead to cracks in the airframe or around the doors themselves.⁵

(U) From its peak of 80.7 percent in September 2004, the MC rate dropped for the last three months of the calendar year, finishing at a 61.1 rate in December 2004. Inversely, the TNMCM rate increased over this same period from 15.7 in September to 36.4 in December—the highest rate since April 1994. Low observables, typically the repair and replacement of radar absorbent materials (RAM), made up the highest contributing TNMCM factor. Although RAM maintenance impacted combat operations, as the aircraft's surface gave the F-117A its radar-avoiding capabilities, the F-117A could still fly normal home station training missions as long as it did not have more than 14 hours of maintenance needed to make the airplane combat ready.⁶

(U) No matter what steps the wing took, RAM would almost always be the single greatest contributor to TNMCM hours, since nearly any maintenance done on any component of the F-117 required going the RAM on the airplane's skin. Nonetheless, the maintenance of RAM became a key issue during the November 2004 Operational Readiness Inspection. In particular, the spray RAM, which had once been seen as a fix-all for the problems with the previously used, maintenance intensive, sheet RAM, did not live up to expectations. The spray RAM bubbled and cracked. As identified in the inspection and outlined in technical orders, all cracks over 10 inches had to be fixed before aircraft could be flown. This new emphasis resulted in the increase of TNMCM hours in the fall of 2004. Coupled with the need for increased maintenance following the return of 12 F-117As from South Korea, three F-117s cumulatively had 491.5 TNMCM hours of RAM maintenance in the month of December alone.⁷

(U) Despite problems with the spray RAM, F-117s continued to receive this new coating as they rotated through the depot under the single configuration fleet modification (discussed later in this chapter). Over the last several years, the overall radar signature of the plane decreased. However, maintenance leadership attributed this improved signature more to repairs and modifications conducted by Lockheed than RAM maintenance. As of the writing of this history, no solution existed for solving the problem of the cracking spray RAM.⁸

(U) In 2004, maintainers performed a number of special inspections on the F-117. These included the 600 hour platypus IRAN (Inspect and Repair as Necessary) inspection; Brooklyn

⁵ Intvw (U), MSgt G Henneman, 49FW/HO, with Capt R Horan, 49 AMXS/MXA, 4 Apr 05 SD 3014.

⁶ Spreadsheet (U), 49MOS/MXOOA, [F-117 Historic Logistics Data, FY92-FY05] Jan 04, SD 3003.

⁷ Spreadsheet (U), 49MOS/MXOOA, "9302 Rpts," Dec 04, SD 3013.

⁸ Intvw (U), MSgt G Henneman, 49FW/HO, with Capt R Horan, 49 AMXS/MXA, 4 Apr 05 SD 3014.

Bridge displacement, borescope, and visual check; ejection seat inspections; and, egress time changes. Maintaining the fleet, crew chiefs performed visual inspections on the F-117 every 150 flight hours and full phase inspections every 300 hours. Because of increases to the phase process to check for problems in the weapons bay associated with lines chafing, and other components not previously considered problematic, the phase process increased from 10 to 12 days in 2004. Tables III-1 and III-2 illustrate the leading TNMCM and TNMCS drivers in 2004. These are derived from the top three drivers for each month when the rates fell below command standards and are not an exhaustive list.⁹

(U) Table III-1: F-117A Top 10 TNMCM Driver Hours

System	Jan	Feb	Mar	Apr	May	Jun	Aug	Nov	Dec
Airframe	1201.5	-	-	964.6	1176.9	879.7	-	-	-
Engines	1843.6	726.3	597.6	-	-	-	-	-	1622.8
Fuel Systems	-	1356.3	-	-	-	-	-	1934	1280.8
Fuselage	-	-	-	-	-	-	1205.3	-	-
Hydraulic Power Supply	-	-	-	-	-	1150.4	-	-	-
Instruments	-	-	-	-	-	-	-	563	-
Landing Gear	-	-	1178.8	744.2	994.6	-	-	-	-
Low Observab's	1549.9	1537.4	1352.6	1597.8	1040.5	2186.8	-	1487	3545
Special Inspect's	-	-	-	-	-	-	708.5	-	-
Turbo Fan Power Plant	-	-	-	-	-	-	847.3	-	-

(U) Table III-2 F-117A Top 10 TNMCS Driver Hours

System	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Dec
Air Conditioning	-	-	-	-	-	-	242.0	-	-	150
Airframe	354	696	317	413	618	374	311.7	887	-	-
Auxiliary Power Plant	-	-	-	-	-	-	-	-	325.0	-
Electronic Power Supply	-	-	-	-	-	303	-	-	-	-
Engines	-	-	-	-	-	-	-	-	226.1	-
Flight Controls	-	206	212	-	-	-	-	-	-	-
Fuel Systems	-	294	-	-	-	-	-	-	-	-
Hydraulic Power Supply	321	-	-	274	423	646	-	-	643.8	271
Instruments	-	-	-	-	-	-	-	274	-	-
Landing Gear	-	-	536	247	661	-	-	-	-	-
Turbofan Powerplant	305	-	-	-	-	-	284.9	401	-	-

Spreadsheet (U), 49MOS/MXOOA, "9302 Rpts," Jan-Dec 04, SD 3002, SD 3003, SD 3004, SD 3005, SD 3006, SD 3007, SD 3008, SD 3009, SD 3010, SD 3011, SD 3012, SD 3013.

⁹ Manual (U), Det 4 ACC/TRSS, "F-117 Phase Manual," Nov 04, SD 3015.

(U) Although never reaching above 8.2 percent, the F-117's TNMCS rate showed a gradual increase over a 24-month period. In 2003, the TNMCS averaged 4.8 percent and rose to 6.2 in 2004. Airframe parts needed for the pitot static system, which measured the rate at which fuel flowed for the airspeed indicator, served as one of the leading contributors for TBMCS hours. However, the hydraulic power system and auxiliary power system emerged as growing problems for supply.¹⁰

(U) The highest TNMCS rate was reached in May 2004, resulting from an incident the previous month. In April 2004, two separate F-117s experienced incidents of catastrophic tire failure: one during take-off and one during landing. Both aircraft incurred structural damage as the tires came apart, requiring extensive structural repairs and RAM restoration. Many parts had to be backordered and/or cannibalized to repair the two damaged aircraft, which drove supply hours in the landing gear, airframe, and hydraulic power systems. The tires were manufactured on the same date and both had less than ten landings. As a result, all tires manufactured fifteen days prior to or after those were removed from service. Nonetheless, the large number of supply and maintenance man-hours carried over into May 2004.¹¹

(U) Further impacting TNMCS hours, the wing had aircraft operating in four locations (Holloman AFB, Kunsan AB, Palmdale, and RAF Fairford) at one point in the summer of 2004. In particular, the 12 F-117s at Kunsan AB had a long supply line to receive parts. In July 2004, the deployed aircraft accounted for 1074.4 hours of the F-117's total 1701.4 TNMCS hours. Because of the classification level of some F-117 parts, such as the A Probe, these parts could only be transported through military airlift and took 10 days to arrive at the deployed location. Other parts would take three days to arrive. Additionally phase inspections at the deployed location added to the supply burden as numerous parts (engine, landing gear and ECS) had to be ordered.¹²

(U) Further impacting the ability to field a healthy fleet of F-117s, the aircraft maintenance units lacked experienced crew chiefs. Although this issue persisted across the Air Force's fighter community, it was particularly troublesome for the 49 FW. While F-15 and F-16 crew chiefs averaged 4.6 years of experience, the average F-117 crew chief had 2.2 years of experience. Not only did this young force impact normal operations, but it took additional time away from the experienced crew chiefs to train them.¹³

(U) All of these factors made it nearly impossible for maintenance to provide F-117s to operations for a sustained, high number of sorties. In fact, looking forward to the 2005 flying hour program, the wing planned to fly a lower utilization (UTE) rate. In 2004, the UTE rate had

¹⁰ Spreadsheet (U), 49MOS/MXOOA, "9302 Rpts," Jan-Dec 04, SD 3002, SD 3003, SD 3004, SD 3005, SD 3006, SD 3007, SD 3008, SD 3009, SD 3010, SD 3011, SD 3012, SD 3013.

¹¹ Spreadsheet (U), 49MOS/MXOOA, "9302 Rpts," Apr-May 04, SD 3005, SD 3006.

¹² Brfgs (U), ACC/LG, "Maintenance Performance Indicators," Jul 04, SD 3018.

¹³ Intvw (U), MSgt G Henneman, 49FW/HO, with Capt R Horan, 49 AMXS/MXA, 4 Apr 05 SD 3014.

increased from 13.1 in FY 2003 to 15.1 in FY 2004. Although enough sorties would have to be flown to meet the requirements of the RAP pilot training program, the wing could not fly a sustained high utilization rate. Even meeting the needs of the RAP would be difficult, as the wing had more pilots than the 1.25 pilot-to-fighter ratio. More pilots, coupled with a shortage of experienced maintainers, created a challenging coming year for the F-117.¹⁴

(U) Assessing the reasons for the decreased MC rate and overall health of the fleet, Capt Rory Horan, Maintenance Supervisor, 49th Aircraft Maintenance Squadron, provided the following assessment and projection:¹⁵

(U) As far as the fall in the MC rate, that is just maintaining the airplanes the way they need to be maintained. Planes break, they get cracks, we need to fix the cracks when they are discovered. For the rest of this year and next year, we should take this airplane a long way to making sure the RAM is done, making sure the flight control surfaces and systems in there have all been shaken out. The modifications are going to improve the airplanes capabilities.

(U) The T.O.s have not been accurate with the airplane growing up in the dark world and coming out here to be maintained. When General [John P.] Jumper said he wanted to separate maintenance and ops, so that everyone would be an expert in their area, that is what has brought the F-117 down, because we are taking a lot more time to make sure the maintenance is done. The flying hour program is important, but you can't do it at the cost of the health of the fleet. We will get the fleet back to where it needs to be and then maintain it at that level. The capability will go up at that point.

(U) I think the plane is being maintained better now. With the [combat wing] reorganization, Col [Patricia F.] Ridgway [49th Maintenance Group Commander] had done a great deal of getting us into the mindset: fix it if it is broke, maintain the airplanes in the required condition. I would say that for the rest of this year and next year, we will identify and repair all of the discrepancies. All of the rates will increase significantly by FY 2007. We are paying the price right now to get all of the maintenance and all of the systems which haven't been shaken out as much. Doing the inspections and phase will make a significant improvement in that area. I would say 2007 will be a very good year for the F-117.¹⁶

¹⁴ Intvw (U), MSgt G Henneman, 49FW/HO, with Capt R Horan, 49 AMXS/MXA, 4 Apr 05 SD 3014.

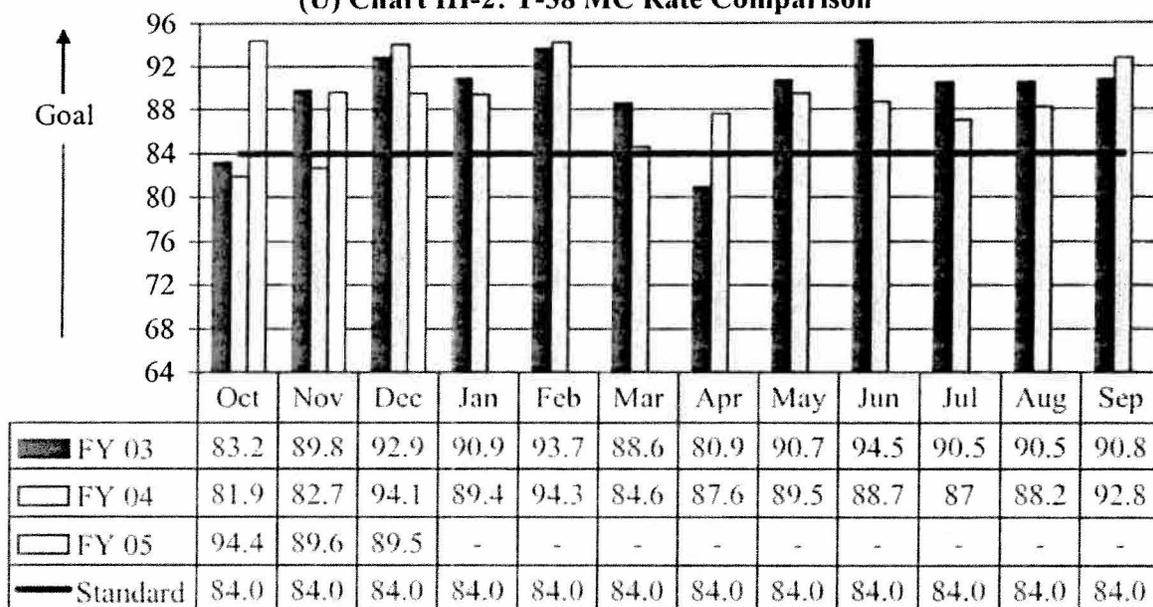
¹⁵ *Ibid.*

¹⁶ *Ibid.*

T-38A

(U) In 2004, DynCorp surpassed ACC's T-38 mission capability standards. For FY 2004, the wing's T-38 fleet averaged an 88.4 MC rate, with an overall 89.6 percent rate for the calendar year—exceeding the 84 percent standard (The T-38 MC rate standard dropped from 85 to 84 percent on 1 October 2004). In fact, over the last two years, the 49 FW's T-38s marked the highest MC rates in ACC with an 89.3 MC rate. Over the same period, T-38s of the 9th Reconnaissance Wing at Beale AFB, California averaged 87.8 percent and the 509th Bomb Wing's T-38s stationed at Whiteman AFB, Missouri, averaged 83.4 percent in calendar year 2004. Chart III-2 shows the T-38 mission capability rates over the last three fiscal years.¹⁷

(U) Chart III-2: T-38 MC Rate Comparison



SOURCE: Spreadsheet (U), ACC/LGP, "MPI-Fighters 1," 26 Jan 05, SD 3016.

(U) In addition to maintaining a solid MC rate, the T-38 TNMCM and TNMCS rates remained steady and cumulatively within command standards. Although the TNMCM rate exceeded standards for the first half of 2004, overall the Holloman T-38s finished with an 8.9 rate, below the 10 percent standard. Conversely, the T-38 never passed the eight percent TNMCS threshold in all of 2004. Rather, the wing averaged less than half of the standard with a 3.7 percent TNMCS rate for the T-38.¹⁸

¹⁷ Spreadsheet (U), HSD/MAB, "T-38/F-4 9302 Rpts," Jan-Dec 04, SD 3019, SD 3020, SD 3021, SD 3022, SD 3023, SD 3024, SD 3025, SD 3026, SD 3027, SD 3028, SD 3029, SD 3030.

¹⁸ See Note Above.

ENGINES

(U) Supporting mission requirements while ensuring the wing met its war reserve equipment (WRE) level, the 49th Maintenance Squadron's Propulsion Flight maintained the F-117A's fleet of General Electric F404 engines. Throughout this period, as shown in Chart III-3, the engine level exceeded the WRE and mission requirements. There was not any time in 2004 when the lack of an engine created a "hole" in an aircraft.²⁶ In fact, SSgt Ryan C. Carn, Propulsion Flight NCOIC, stated he did not expect there would be an F-117 hole in the foreseeable future. Despite remaining above requirements amongst normal engine work and deployments, which required the movement of four to five spare engines to forward locations, two significant events occurred that challenged the Propulsion Flight.²⁷

(U) First, as previously noted in this chapter, in January 2004 an astute jet engine mechanic discovered that an engine clamp assembly was chafing a fuel line. This resulted in the 49th Maintenance Group Commander directing a one time inspection of the F-117 fleet. The inspection revealed the same problem in 16 engines on 14 aircraft. Although the inspection and repair of the chafing problem resulted in 922.3 maintenance hours, the identification of the problem potentially saved an aircraft, and possibly the life of a pilot, from a major mishap.²⁸

(U) Second, during the summer of 2004, coinciding with the 9th Fighter Squadron's deployment to South Korea, the engine test cell broke. For several weeks, flight supervision scrambled to find a replacement part for the test cell's angle position indicator. Since this was a unique part to the F-117, getting a replacement proved difficult. In the interim, engines waiting to be tested filled the typically orderly engine bay. Engines were stacked on rails, stored on trailers, and placed in engine cans since their performance could not be evaluated in the test cell. Over this same period, the spare level dropped from 20 to 10 engines. The part's manufacturer, Cell Tech, mailed different parts to the Propulsion Flight until a temporary fix from the General Electric Depot Facility allowed for the resumption of engine testing. In fact, as of the writing of this history, the Propulsion Flight continued to operate with the temporary replacement—the permanent angle position indicator had not yet been fixed by the manufacturer.²⁹

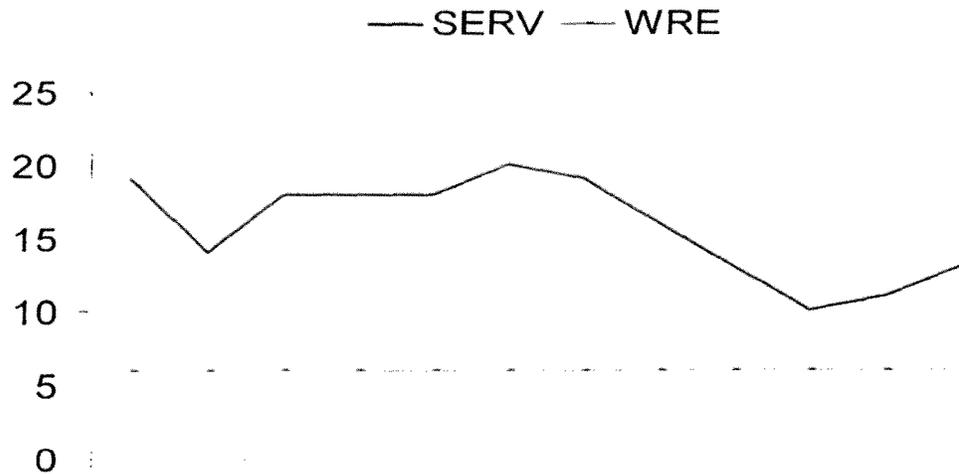
²⁶ (U) An engine hole existed when the shortage of an engine resulted in an aircraft not having an engine installed.

²⁷ Intvw (U), MSgt G Henneman, 49 FW/HO, with SSgt R Carn, 49 MXS/MXMPJ, [Engine Interview] 12 Apr 05, SD 3031.

²⁸ Spreadsheet (U), HSD/MAB, "9302 Rpts," Jan 04, SD 3019.

²⁹ Intvw (U), MSgt G Henneman, 49 FW/HO, with SSgt R Carn, 49 MXS/MXMPJ, [Engine Interview] 12 Apr 05, SD 3031.

(U) Chart III-4: Engine Spare Level



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
49FW	19	14	18	18	18	20	19	16	13	10	11	13
SERV	19	14	18	18	18	20	19	16	13	10	11	13
WRE	6	6	6	6	6	6	6	6	6	6	6	6

SOURCE: Brfg (U), ACC/LG, [Fighter Engines] 26 Jan 05, SD 3032.

INSPECTIONS/MODIFICATIONS

(U) In 2004, the F-117A fleet underwent a number of inspections, modifications, and upgrades to improve the capabilities and safety of the fighter. During this year, seven F-117As (tail numbers 807, 791, 808, 787, 805, 797, 802) completed the single configuration fleet (SCF) modification. The SCF program began in 2000 and would continue until 2006, as the F-117A fleet rotated through the depot at Palmdale, California. Principally, the SCF provided standardization for the fleet and eliminated many of the differences that resulted in the way Lockheed Martin built the F-117As. Most importantly, the SCF included the removal of the F-117A's radar absorbent coating, replaced by a new spray coating with superior anti-radar performance and an expected reduced maintenance requirement. With RAM maintenance accounting for a significant portion of TNMCM hours, maintenance leadership hoped this would reduce TNMCM time by up to 50 percent. Table III-4 lists the major time compliance technical order (TCTO) and one-time inspections (OTI) conducted by the maintainers of the 49 MXG.³⁰

³⁰ Email (U), Capt A Todd, 49MXG/MXQ, to MSgt G Henneman, 49FW/HO, "2004 TCTO History," 24 Mar 05, SD 3033.

(U) Table III-3: F-117A TCTOs/OTIs

INSPECTION	F-117As INSPECTED	DESCRIPTION
TCTO N-3753B - Electronic Processor Software Update	36	Acft EP Software Update
TCTO N-3778 - Main Landing Gear Down Lock Lever	49	Replace Mlg Uplock Levers
TCTO N-3759 - Nose Wheel Steering Gear Case Rework	48	Add Lubrication Fittings To Gear Case
TCTO N-3753D - Electronic Processor Software Update	36	Acft EP Software Update
TCTO N-3692 - E-Bay Rack Hoist	12	Install Hoist Assemblies With Self Locking Feature
TCTO N-3753E - Electronic Processor Software Update	36	Acft EP Software Update
TCTO N-3775 - NWS Attachment Pin	48	Update Mounting Hardware
TCTO N-3654A - Removal of SMP Harness	27	Weapons Bay Bomb Rack Mod
TCTO N-3749 - Aerial Refueling Open Light Mod	3	Air Refueling Light Relay Installation
OTI L449001 - F404-GE-F1D2 Fuel Tube Clamp Inspections	51	Inspect Main Fuel Manifold Tube Clamp
OTI L449002 - Out Board Elevon Sys 1B Hydraulic Return Line	47	Inspect Outboard Elevon Hydraulic Lines
OTI L449003 - Left Weapons Bay System 1 Hydraulic Pressure Line Inspection	47	Inspect System 1 Hydraulic Pressure Line
OTI L449004 - Ejection Seat Rail Binding	20	Inspect Ejection Seat Rail For Binding
OTI L490405: Exhaust Center Body	45	Inspect Engine Aft Center body For Proper Installation

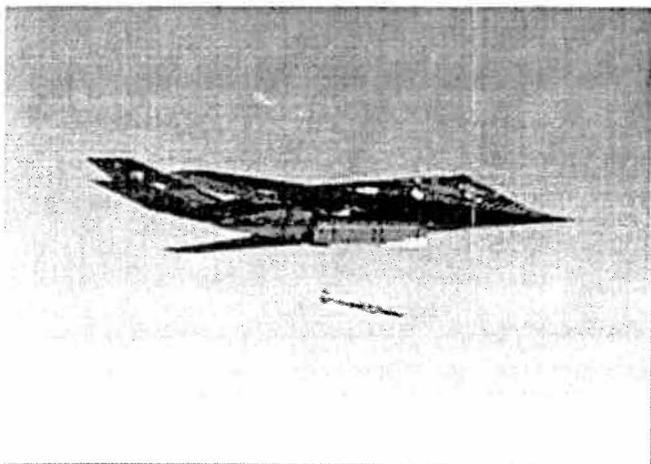
SOURCE: Spreadsheet (U), 49MXG/MXQ, "TCO OTI Report," 17 Mar 05, SD 3034.

(U) In order to improve the combat capabilities of the F-117, the 49 FW continually worked with representatives from Lockheed Martin, Detachment 1 of the 53d Test and Evaluation Group, and ACC. In 2004, the wing honed its tactics and improved the F-117's hardware and software. The Operation Iraqi Freedom first-night decapitation strike served as a prime example

of the new flexibility of the F-117, as work done in the mission planning cycle allowed targets to be destroyed only four hours after official notice.³¹

(U) Seeking to continually improve the usefulness of the F-117 to combatant commanders, in 2004 the 49 FW received approval to place a second radio in the cockpit, which would give F-117 pilots the capability to serve as a mission commander. The capability of talking on two different frequencies, to coordinate the attack of the overall package, transformed how the aircraft could be used in combat. Additionally, the wing worked to bring text messaging and real-time communications capabilities into the stealth fighter's cockpit. With text messaging, the pilot could get targets from an individual on the ground or from data from the Combined Air Operations Center or through the Airborne Warning and Control System (AWACS) aircraft. These increased capabilities would help with the integration of F-117s with special operations forces, operating behind enemy lines. This integration served as an example of the change in tactics, techniques, and procedures which allowed for a more innovative use of the F-117 as part of the Air Force's transformational processes in fighting the global war on terrorism.³²

(U) Doubling the amount of munitions that could be carried inside the F-117, work began in creating a dual rack Joint Direct Attack Munition (JDAM). This modification would allow the aircraft to carry four precision 500-pound bombs and move more towards a dynamic targeting scheme capability. On 21 January 2004, the Combined Test Force at Edwards AFB, California, successfully released a JDAM for the first time with an F-117. If fully funded, and successfully tested, the wing hoped to reach initial operating capability with this weapon in 2005 and full operational capability in 2006.³³



(U) Lt Col Jim Bierstine, 410th Flight Test Squadron Commander, successfully executed the first-ever release of a Joint Direct Attack Munition from an F-117A at the Precision Impact Range at Edwards Air Force Base.

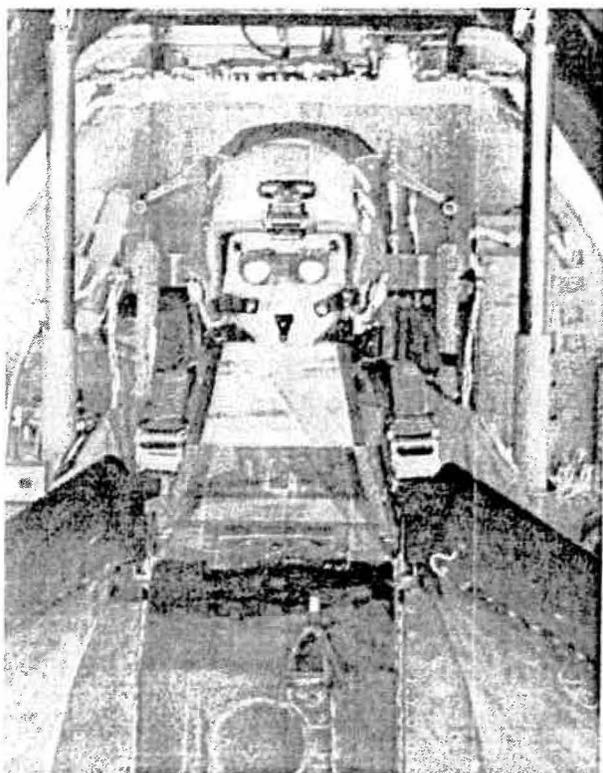
³¹ Interview (S/DECL X1 and X4), MSgt G Henneman, 49FW/HO, with Col C Treadway, 49FW/CV, 1 Jul 04, (information used is U), SD 1029.

³² Interview (U), MSgt G Henneman, 49FW/HO, with Brig Gen K Cichowski, 49FW/CC, 25 Feb 05, SD 1047.

³³ *Ibid*; 2Lt C Hodge, "F-117 drops first ever Joint Direct Attack Munitions," AFFTC Public Affairs, 2 Feb 04, SD 3035.

(U) Coupled with upgrades to the F-117, training and tactics adjusted to meet the new capabilities. In 2004, most of the wing's pilots trained to fly close air support type scenarios, which allowed the F-117s to support ground operations in a high threat environment. As this program matured, the wing sought to integrate this type of training into formalized programs. In his quarterly letter to the ACC Commander, General Hunt stated "In essence, we are transforming the F-117 from a single-mission fighter to a flexible, retaskable asset that provides the CFACC with precision capability in a high threat environment where no collateral damage is acceptable."³⁴

(U) After years of work, in 2004, the 49th Fighter Wing fully employed night vision technology into the F-117 cockpit. Colonel Treadway explained the long-running struggle to bring night vision goggles to the F-117:³⁵



Capt. John Gonzales, 9th Fighter Squadron scheduling chief, with his night vision goggles.

(U) When I first took the [49th Operations] Group we designed a program to convince Air Combat Command leadership that we needed to have it [night vision goggles]. When we went and said we wanted night-vision goggles, the reply was "You never needed it before, it is a big sky, why in the world do you want to ask for it now?" Our very smart majors had to convince Air Force leadership that it was only the result of extraordinary luck and valorous skill on the part of many of our pilots, in some of the worst weather, on some of the worst nights, that we had not had wrecks with a tanker. We had not had mid-air collisions and not lost jets for the simple fact that we could have run into the tanker. Refueling on the tanker at night is the hardest thing this airplane did. Quite a few of our missions had not been successful, not because they couldn't find the target, but because they couldn't find the tanker to get the gas to go find the target. By giving us night vision goggles, we would not only raise our safety margin, but raise the success rate of us finding the tankers to get the gas to go forward. They finally bought it.³⁶

³⁴ Ltr (U), 49FW/CC to ACC/CC, [Quarterly Letter], Mar 04, SD 1073.

³⁵ Interview (S/DECL X1 and X4), MSgt G Henneman, 49FW/HO, with Col C Treadway, 49FW/CV, 1 Jul 04, (information used is U), SD 1029.

³⁶ *Ibid.*

(U) Colonel Treadway further explained: "We also found a way to modify the cockpits in a very cost friendly manner. It wasn't going to be millions of dollars per airplane to modify the cockpit to be able to use night vision capability. We did it, we got it. The squadrons are up and functioning and that is something I am very proud of. That is something that has made us more viable." In fact, the wing achieved this night vision capability, through purchasing light filters and acquiring "hand me down" night vision goggles, at a total cost of \$430,000.³⁷

(U) From 6-30 July 2004, the 8th Fighter Squadron sent two F-117s to Palmdale, California for operational test and evaluation with the F/A-22. Part of this program included an aggressive and bold attempt to turn the *Nighthawk* into a "Dayhawk." Since the F-117 had no defensive armament or capabilities, Air Force leaders hoped integration with the F/A-22 would provide the F-117A the capability to conduct any type of mission during the daytime, as well as the night.³⁸

(U) Also as part of this program, discussion and testing continued for painting the fleet of black jets into gray. The first step of this program began on 26 November 2003, when the 49th Aircraft Maintenance Squadron's Corrosion Flight painted F-117A, tail number 85-0825, gray. This aircraft belonged to Detachment 1 of the 53d Test and Evaluation Group at Holloman AFB. This paint change resulted from an Air Force Chief of Staff initiative known as the Global Strike Task Force. The Global Strike Task Force sought to bring overwhelming air power to future conflicts and wars, including the around-the-clock low-observable capabilities of the F-117A.³⁹

(U) Whether or not the F-117s would go gray depended largely on funding and the determination of future Air Force roles and missions. Likewise, additional projects such as implementing the small diameter bomb into the F-117 and the development of Wind Corrected Munitions Dispenser software, remained topics of discussion. With the anticipated coming together of the base realignment and closure announcement in 2005, coupled with the strategy outline in the quadrennial defense review, funding for future F-117 projects was uncertain. General Cichowski summarized: "we need to keep enhancing the aircraft to make us more relevant in conflict, but we really don't know what our future is."⁴⁰

AFREP

(U) Taking proactive approaches to save money, as well as improving self-sufficiency and repair capabilities, the 49 MXG utilized the Air Force Repair Enhancement Program (AFREP). Through AFREP, maintenance experts evaluated items normally disposed of and replaced for possible local or contract repair. Items repaired by AFREP included circuit cards, aircraft parts,

³⁷ Ltr (U), 49FW/CC to ACC/CC, [Quarterly Letter], Mar 04, SD 1073.

³⁸ Interview (U), MSgt G Henneman, 49FW/HO, with Brig Gen K Cichowski, 49FW/CC, 25 Feb 05, SD 1047.

³⁹ *Ibid.*

⁴⁰ *Ibid.*

test equipment, motors, generators, and office equipment. Although somewhat limited by the unique nature of F-117 parts, AFREP worked to solve MICAP problems to prevent long delays in acquiring aircraft items.⁴¹

(U) During FY 2004, AFREP saved the wing over \$770,000, more than double the \$350,000 from FY 2003. Creating credits to purchase required items through the Air Force supply system, AFREP saved the wing \$34,273 in cost savings. Additionally, AFREP yielded \$741,875 in cost avoidance—money the wing avoided spending because of AFREP repairs. Extending its reach across the base, the shop began a toner refill program in 2004, replacing the toner in laser jet printers at a fraction of the replacement cost.⁴²

(U) The T-38 fuel cell served as one example of an AFREP item. Coded as an XB3 item, traditionally a new item would be ordered to replace the bad item, which would then be sent to the Defense Reutilization and Marketing Office (DRMO). The AFREP team found an authorized Air Force repair facility to fix the fuel cell. Thus, the wing received credit for supplying a good refurbished part versus buying a new one.⁴³

FOREIGN OBJECT DAMAGE

(U) The 49 FW worked to eliminate foreign object damage (FOD) and dropped object damage (DOD) to its aircraft and engines through attention to detail, engine intake inspections, and FOD walks. Not only did FOD result in high repair costs, but destroyed engines and reduced the capability to maintain a healthy engine fleet. In FY 2004, the 49 FW experienced six non-chargeable FODs, which cost the wing \$75,577.72; and, six dropped objects totaling \$16,022.98 in damage. Ice caused two FODs, with hardware, runway debris, and internal components, each causing one. One FOD incident had an unknown cause. Additionally, in FY 2004, the wing reported 110 lost tools, with 40 tools recovered, for a 36 percent recovery rate. Likewise, the wing had 236 lost items over the same period, with 50 recovered, for a 21 percent recovery rate. All of these indicators were down from the previous year, when in FY 2003 the wing had eight FODs costing \$164,263.78, 92 lost tools, and 99 lost items.⁴⁴

⁴¹ Memo (U), 49 MXG, "Air Force Repair Enhancement Program," n.d., SD 3036.

⁴² Email (U), MSgt A Sandoval, 49MXG/MXQG, to MSgt G Henneman, 49FW/HO, "AFREP," 13 Apr 05, SD 3037.

⁴³ *Ibid.*

⁴⁴ Brfg (U), 49FW/CVF, "Holloman AFB FY 03 FOD Roll Up," 19 Oct 04, SD 3038; Brfg (U), 49FW/CVF, "Holloman AFB FY 04 FOD Roll Up," 19 Oct 04, SD 3039; Spreadsheet (U), 49FW/CV, "FY 04 ACC FOD Comparison," 16 Nov 04, SD 3040.

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**CHAPTER IV
MATERIEL MAINTENANCE GROUP**

MISSION

(U) Providing a unique capability to the Air Force and the Department of Defense in support of the global war on terrorism, the 49th Materiel Maintenance Group (MMG) stored, maintained, deployed, and reconstituted ACC's inventory of tents and other associated equipment needed to create an operational airfield at remote locations. As such, the men and women assigned to the Basic Expeditionary Airfield Resource (BEAR) Base team could turn any location with a runway and a water source into a functional airfield.¹

(U) As the only Air Force unit tasked with supporting the BEAR Base mission, in terms of support and maintenance, the 49 MMG provided training for civil engineer crews who would be responsible for maintaining the equipment at forward locations. In 2004, members of the BEAR Base team taught structural erection courses to students at Cannon AFB, New Mexico; Beale AFB, California; Charlotte, North Carolina; and Barksdale AFB, Louisiana.²

(U) On top of the traditional mission of sending 13-person teams to a distant location, setting up a tent city and operational facilities, and returning to pack the items for redeployment, the 49 MMG prepared for a number of other unique missions. Among these requirements, the BEAR Base team stored and deployed 12th Air Force counterdrug sets, stored and maintained Special Operations Command sets, and provided personnel and assets to recover the Space Shuttle at the White Sands Space Harbor--an alternate Space Shuttle landing site. Additionally, the 49 MMG has deployed assets, such as a Dome Shelter, and people to support official trips by the President of the United States to austere locations.³

(b)(5)

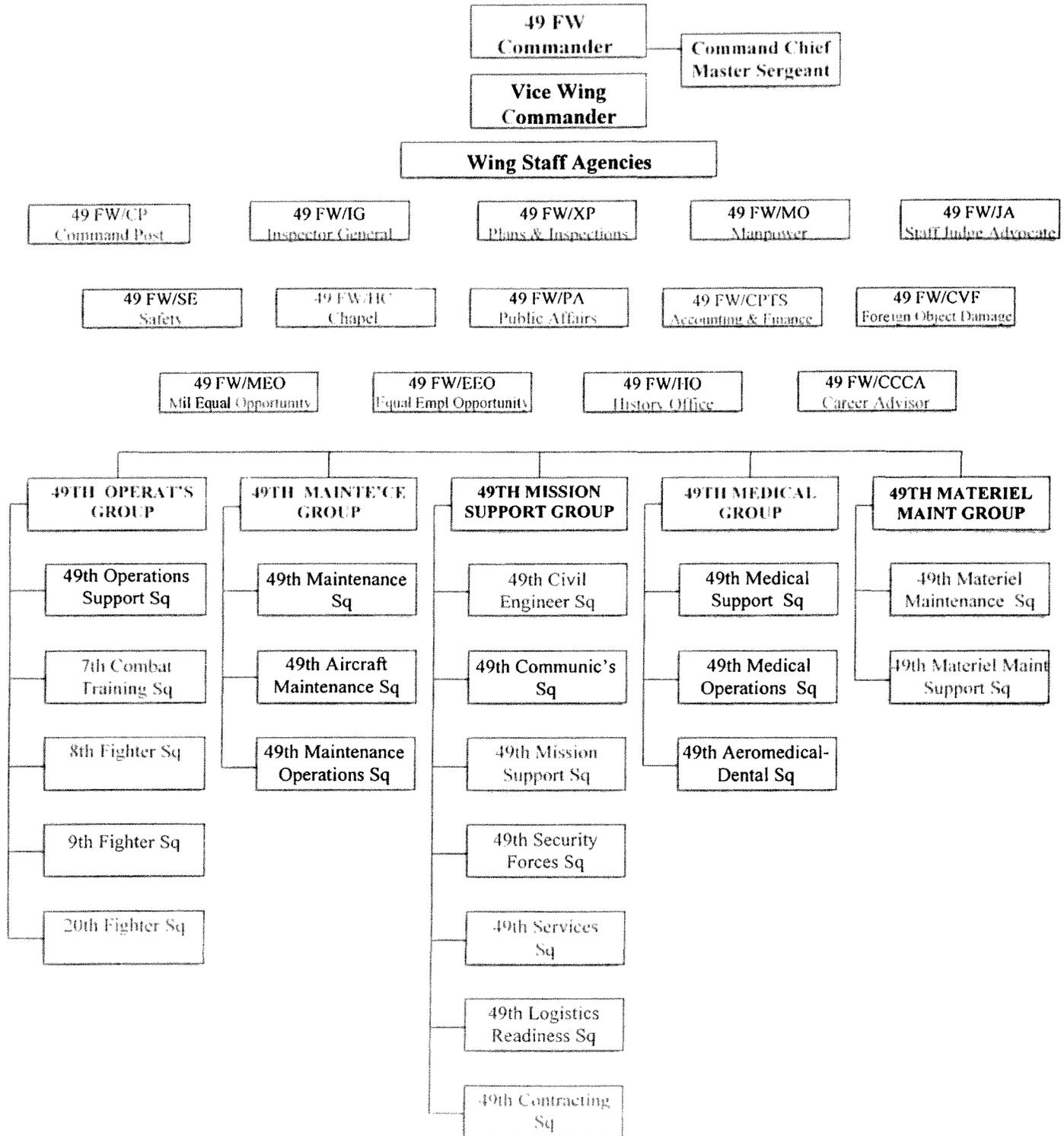
¹ Brfg (U), 49MMG, "BEAR Base," Feb 05, SD 4001.

² Memo (U), 49 MMG/MTFM, "MTT," 15 Mar 04, SD 4002; Memo (U), 49 MMG/MTFM, "MTT," 25 May 04, SD 4003; Memo (U), 49 MMG/MTFM, "MTT Training," 24 May 04, SD 4004; Memo (U), 49 MMG/MTFM, "MTT Training," 28 Jun 04, SD 4005.

³ Brfg (U), 49MMG, "BEAR Base," Feb 05, SD 4001.

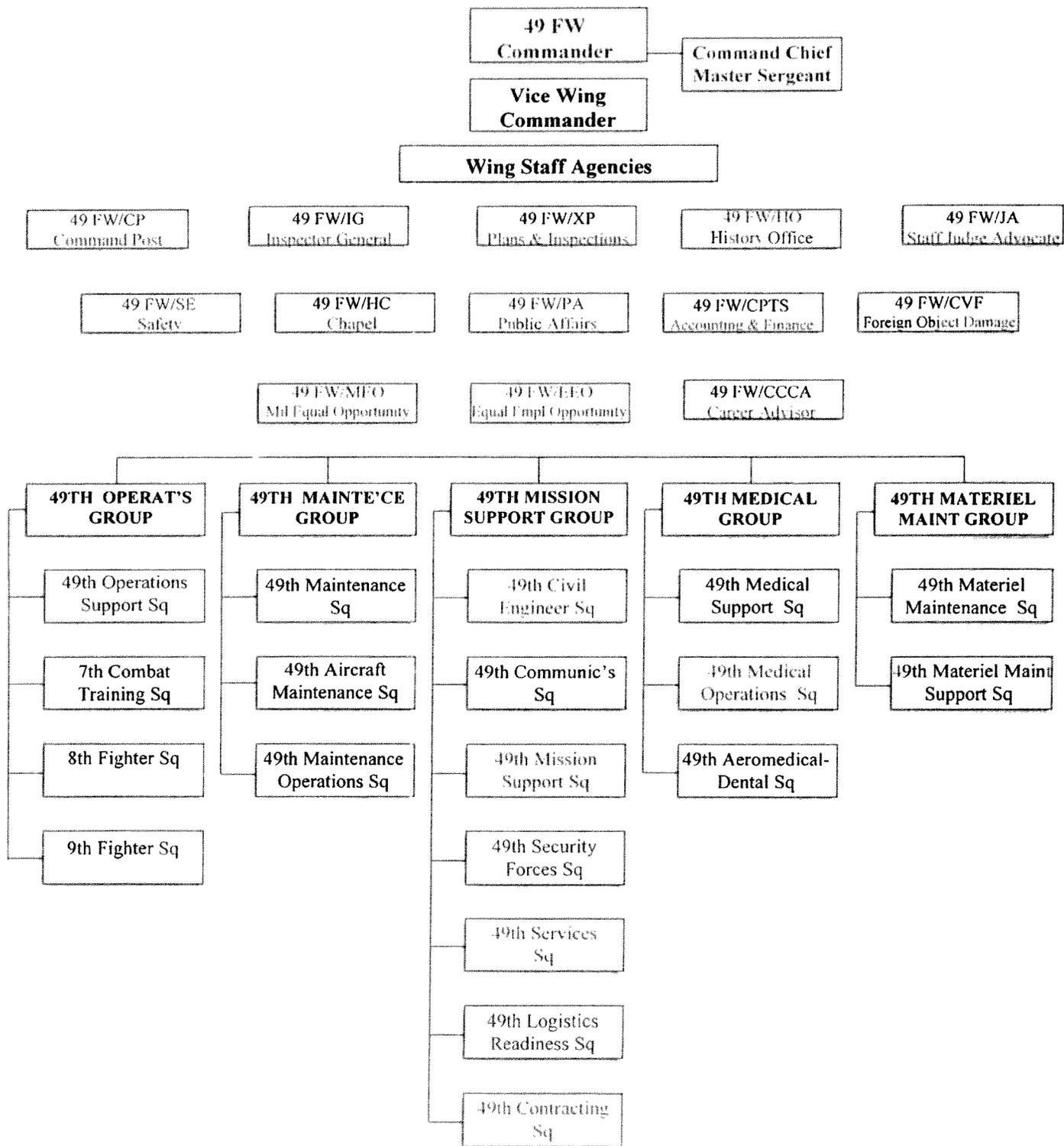
⁴ Rpt (PV), ACC/IG, "Operational Readiness Inspection Report," 10 Nov 04, SD 2213.

APPENDIX D
 ORGANIZATIONAL STRUCTURE (U)
 As of 1 January 2004



SOURCE: Chart (U), 49 FW, "HAFBVA 33-3," 1 Dec 04, SD 6113.

APPENDIX D
ORGANIZATIONAL STRUCTURE (U)
As of 31 Dec 04



**APPENDIX E
WEAPONS SYSTEMS INVENTORY (U)**

8 FS (F-117A)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Authorized	18	18	18	18	18	18					18	18
Assigned	22	22	22	22	22	22					21	22
Depot	2	2	2	2	2	1					2	3
Possessed	20	20	20	20	20	21		See Note Below			19	19
Phase	1	1	1	1	0	1					1	0
Maint'ce	4	5	5	4	8	8					3	7
Available	11	12	11	14	11	12					12	10
TDY	0	0	0	2	0	1					0	0
Committed	11	12	11	14	11	12					12	11

89 AMU (F-117A)

	Jul	Aug	Sep	Oct
Authorized	31	31	31	31
Assigned	38	38	38	38
Depot	5	4	4	4
Possessed	33	34	34	34
Phase	0	1	1	1
Maint'ce	13	14	14	22
Available	16	15	16	9
TDY	0	0	0	4
Committed	16	15	16	9

9 FS (F-117A)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Authorized	24	24	24	24	24	24					24	24
Assigned	28	28	28	28	28	28					28	28
Depot	3	3	3	3	3	3					1	2
Possessed	25	25	25	25	25	25		See Note Below			27	26
Phase	1	2	1	1	1	1					1	1
Maint'ce	9	7	9	23	9	12					11	11
Available	14	14	14	0	14	11					15	13
TDY	2	0	0	0	0	0					0	0
Committed	14	14	14	0	14	11					15	13

NOTE: (U) Numbers are as of the last date of each month. From July through September 2004, all F-117s on station were assigned to the 89th Aircraft Maintenance Unit (AMU) because of the 9 FS's deployment of 12 F-117As to Kunsan Air Base, South Korea.

APPENDIX E (CON'T)

BAI (F-117A)¹

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Auth	2	2	2	2	2	2	2	2	2	2	2	2
Asgnd	2	2	2	2	2	2	2	2	2	2	2	2
Poss	2	2	2	2	2	2	2	2	2	2	2	2
TDY	0	0	0	0	0	0	0	0	0	0	0	0
In Depot	0	0	0	0	0	0	0	0	0	0	0	0

7 FS (T-38A)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Authorized	12	12	12	12	12	12	12	12	12	12	12	12
Assigned	14	14	14	14	14	14	14	14	14	14	14	14
Depot	0	0	0	0	0	0	0	0	0	0	0	0
Possessed	14	14	14	14	14	14	14	14	14	14	14	14
Phase	0	1	1	1	0	1	0	0	0	0	0	0
Maint'ce	2	1	1	2	2	1	1	1	1	2	2	1
Available	9	10	10	9	9	9	10	10	11	10	10	10
TDY	1	4	0	0	0	3	0	0	0	0	0	0
Committed	9	10	9	9	9	9	9	9	9	9	9	9

20 FS (F-4F)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Authorized	15	15	15	15	15	15	15	15	15	15	13	11
Assigned	15	15	15	15	15	15	15	15	15	15	13	11
Depot	0	0	0	0	0	0	0	0	0	0	0	0
Possessed	15	15	15	15	15	15	15	15	15	15	13	11
Phase	1	1	1	0	1	0	0	0	1	0	0	0
Maint'ce	1	1	1	2	0	0	2	1	0	0	0	0
Available	13	12	13	13	14	15	13	14	14	15	11	11
TDY	0	0	0	0	6	0	0	0	1	0	8	0
Committed	11	12	11	11	6	10	10	11	8	11	8	9

¹ Note: (U) Although the 49 FW had two aircraft assigned to the BAI, no specific aircraft were designated. BAI indicated aircraft over and above authorized numbers. BAI aircraft took the place of jets sent for depot maintenance. The unit was not authorized extra money or manning for these aircraft.

SOURCE: Rpts (U), 49MOS/MXOOA, "Monthly Flying Schedule," Jul 04, Oct 04, Dec 04, SD 6117, SD 6118, SD 6119.

APPENDIX E (CON'T)

Aircraft Assigned
As of 30 June 2003

20 FS F-4F (GAF)	7 CTS T-38A	8 FS F-117A		9 FS F-117A	
72-1118	64-13175	80-787	85-818	80-786	85-814
72-1141	65-10373	80-791	85-819	80-788	85-820
72-1159	65-10376	81-795	84-825	80-789	85-821
72-1163	65-10455	82-800	84-827	81-794	85-823
72-1164	67-14831	82-802	85-829	81-796	85-824
72-1170	67-14833	82-803	85-832	81-797	84-826
72-1174	67-14939	82-804	85-834	81-799	84-828
72-1176	68-8139	85-813	86-837	82-805	85-830
72-1177	68-8150	85-816	86-838	82-807	85-833
72-1180	68-8172	85-817	87-842	83-808	87-841
72-1200	68-8177		87-843	84-809	85-836
72-1218	68-8185			84-810	86-839
72-1221	68-8186			84-811	86-840
72-1231	68-8204			84-812	
72-1257					

As of 31 December 2003

20 FS F-4F (GAF)	7 CTS T-38A	8 FS F-117A		9 FS F-117A	
72-1118	64-13175	80-787	85-819	80-786	84-813
72-1141	65-10373	80-791	85-825	80-788	85-814
72-1159	65-10376	81-795	84-827	80-789	85-820
72-1163	65-10455	81-798	85-829	81-794	85-821
72-1164	67-14831	82-800	85-832	81-796	85-823
72-1170	67-14833	82-802	85-834	81-797	85-824
72-1174	67-14939	82-803	85-835	81-799	84-826
72-1176	68-8139	82-804	86-837	82-805	84-828
72-1177	68-8150	85-816	86-838	82-807	85-830
72-1180	68-8172	85-817	87-842	83-808	85-833
72-1200	68-8177	85-818	87-843	84-809	85-836
72-1218	68-8185			84-810	86-839
72-1221	68-8186			84-811	86-840
72-1231	68-8204			84-812	87-841
72-1257					

APPENDIX E (CON'T)

**F-4F Departure Schedule
(as of 31 December 2004)**

18 NOV. 04 1 AIRCRAFT
(1) 72-1118 //// DELIVERED & ACCEPTED ON SCHEDULE

23 NOV. 04 1 AIRCRAFT
(2) 72-1218 //// DELIVERED & ACCEPTED ON SCHEDULE

13 DEC. 04 2 AIRCRAFT
(3) 72-1141 //// DELIVERED & ACCEPTED ON SCHEDULE
(4) 72-1257 //// DELIVERED & ACCEPTED ON SCHEDULE

Projected 2005 Schedule:

4 JAN.05 3 AIRCRAFT
(5) 72-1176
(6) 72-1177
(7) 72-1159

5 JAN.05 3 AIRCRAFT
(8) 72-1164
(9) 72-1231
(10) 72-1174

6 JAN.05 3 AIRCRAFT
(11) 72-1221
(12) 72-1170
(13) 72-1200

7 JAN.05 2 AIRCRAFT
(14) 72-1180
(15) 72-1163 FLAG SHIP / LTC BUCCIGROSSI

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**APPENDIX F
COMBAT AIRCREW INVENTORY (U)**

January-December 2004

8 FS

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Required	25	25	25	25	25	25	25	25	25	25	25	25
Assigned	23	22	24	23	22	23	23	24	23	22	22	23
TDY	0	0	0	0	0	0	0	0	0	0	0	0
Formed	23	22	24	23	22	23	23	24	23	22	22	23
Training Status	0	0	2	0	0	0	0	3	2	2	2	4
Mission Ready	23	22	22	23	22	23	23	21	21	20	20	19

9 FS

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Required	23	23	23	23	23	23	23	23	23	23	25	23
Assigned	20	17	19	18	21	20	20	20	20	22	21	21
TDY	0	0	0	0	0	0	0	0	0	0	0	0
Formed	20	17	19	18	21	20	20	20	20	22	21	21
Training Status	0	0	3	3	3	0	0	0	0	3	2	2
Mission Ready	20	17	16	15	18	20	20	20	20	19	19	19

SOURCE: Rpts (S/DECL 27 Dec 12), 49 FW [All 49 FW SORTS (U)] Jan-Dec 04, SD 2001 through 2133

Derived From: CJCSM 3150.2 *Global Status of Resources and Training System*
Declassify on: 27 Dec 12

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SD 1001c SO GC-12 (U), 49 FW, 14 Jul 04
SD 1001d SO GC-10 (U), 49 FW, 19 May 04
SD 1001e SO G-02 (U), 49 FW, 14 Jun 04
SD 1001f SO GC-13 (U), 49 FW, 22 Sep 04
SD 1001g SO GCAA-1 (U), 49 FW, 19 Jul 04
SD 1001h SO TC-004 (U), 49 FW, 14 Jun 04
SD 1001i SO (U), 49 FW, 7 Jul 04
SD 1001j SO GCC-08 (U), 49 FW, 19 Jul 04
SD 1001k SO G-04 (U), 49 FW, 10 May 04
SD 1001l SO GC-06 (U), 49 FW, 16 Jul 04
SD 1001m SO GC-01 (U), 49 FW, 10 Jun 04
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- SD 1034 Press Release (U), Office of Senator Pete V. Domenici, "President Bush Signs FY2005 Defense Appropriations Bill," 5 Aug 04
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