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HISTORY
OF THE
49TH FIGHTER WING (U)
1 JANUARY – 30 JUNE 2000

NARRATIVE
VOLUME NO. I

Assigned to
Twelfth Air Force, Air Combat Command

Stationed at
Holloman Air Force Base, New Mexico

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OFFICE OF ORIGIN: 49 FW/HO

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CHAPTER I

MISSION AND ORGANIZATION (U)

(U) The 49th Fighter Wing (FW), stationed at Holloman Air Force Base (AFB) New Mexico, trained and responded to the United States' security objectives with its primary weapon system, the F-117A *Nighthawk*. Using the F-117A, the world's first fighter capable of low observable (stealth) technologies, the 49th employed the Air Force core competency of **precision engagement**: "means precision strike of targets, in all weather, day or night."¹ Stealth technology allowed smaller aircraft packages, requiring fewer sorties to destroy high value targets.²

(U) Employing this power, the 8th and 9th Fighter Squadrons (FS) served as the combat arm of the 49th Fighter Wing ready to deploy anywhere in the world. The 7th Combat Training Squadron (CTS) served as the transition squadron, providing Air Force pilots initial and upgrade training in the F-117As. After completing training the pilot is assigned to one of the Fighter Squadrons, either the 8th or 9th.³

(U) The 49th Fighter Wing trained and employed a number of missions, in addition to the F-117A. The wing consisted of five groups including the 49th Material Maintenance Group. This group deployed Harvest Falcon/Eagle assets and personnel

¹ Extract (U), USAF, "Posture Statement 2000," ca. 2000, SD I-3; Extract (U), "Air Force Vision 2020," ca. 2000, SD I-4.

² Fact Sheet (U), USAF/PA, "F-117A *Nighthawk*," Apr 96, SD I-5.

³ Paper (U), "49th Operations Group," ca. 1999, SD I-6.

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around the world to support global bare base contingencies. Additionally, the wing's 20th Fighter Squadron trained German Air Force pilots in the F-4F, and the 7th CTS used the T-38 *Talon* to train F-117A and T-38 aircrews. The 49th Medical Group provided medical service to over 18,000 people of team Holloman. In addition to these varied missions, the 49th Support Group maintained infrastructure, security, and morale, welfare and recreation support for over 40 tenant units, including the German Air Force Flying Training Center, 46th Test Group, and the 4th Space Surveillance Squadron. Providing structure for not only the varied missions at Holloman AFB, but care for employees, dependents and retirees, the 49th maintained an infrastructure that supported over 18,000 people.⁴

(U) Air Combat Command (ACC) stationed at Langley AFB, Virginia, served as the wing's major command, while the Twelfth Air Force, stationed at Davis-Moahan AFB, Arizona, operated as the 49th's intermediate headquarters. In its 1999 "Master Plan," ACC outlined its mission as: *Air Combat Command professionals providing the world's best combat air forces, delivering rapid, decisive, and sustainable airpower, anytime, anywhere.*⁵

(U) Implementing ACC objectives, the 49 FW defined its mission as:

Maintaining over 50 years of 49er excellence by providing:

- Mission ready forces and equipment to meet worldwide contingencies
- The best training for our people and international aircrews
- Quality support for all base personnel, associate units, and the local community⁶

(U) The 49th further outlined its diverse mission through the unit mission description:

Support national security objectives as directed by the Joint Chiefs of Staff with F-117A *Nighthawks*. Rapidly mobilize and deploy worldwide to meet peacetime and wartime contingencies. Conduct fighter fundamentals training for selected allied nation aircrews and the F-4F initial training and fighter weapons instructor

⁴ Paper (U), "49th Operations Group," ca. 1999, SD I-6; Paper (U), "49th Support Group," ca. 1999, SD I-7.

⁵ Extract (U), "Master Plan 99," ca. 1999, SD I-8.

⁶ Paper (U), "49th Fighter Wing Mission," ca 1999, SD I-9.

Expeditionary Aerospace Force (U)

N/R

(U) The 49th Fighter Wing has a unique weapon system. This was the reason for not identifying it as one of the 10 lead units. Rather, when needed, the 49th would augment a crisis AEW with its F-117A *Nighthawk* aircraft. When the 366th Wing stood by on its 90-day response period, the 49th's 8th Fighter Squadron maintained readiness to deploy. However, if a crisis arose during the 4th Fighter Wing's period, the 49th Fighter Wing would deploy the 9th Fighter Squadron.¹⁴

DOC Statements (U)

N/R

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¹⁴ Pplan (U), ACC/XPX, "Expeditionary Aerospace Force Implementation," 30 Sep 99, SD I-15.

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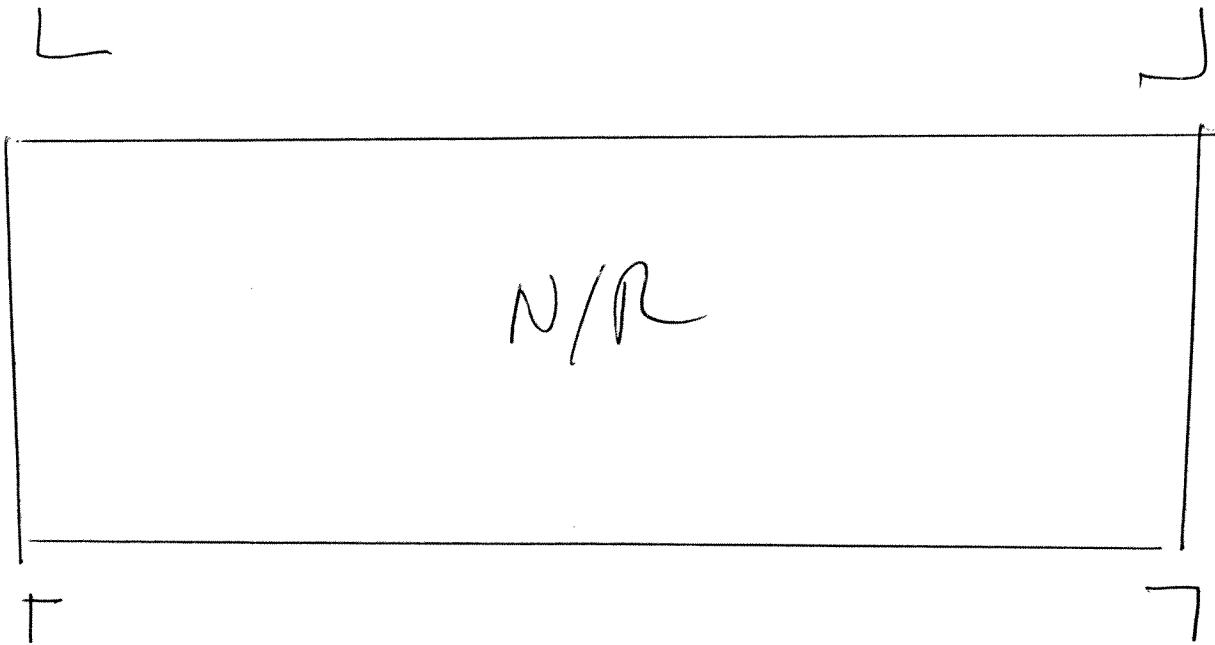
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Airshow Support (U)

(U) The F-117A supported over 59 airshows throughout the United States, Canada, and Europe between 1 February and 30 June 2000. This support consisted of 15 aircraft static displays, 28 flyovers, and 16 static/flyover combinations. During the summer months the demand for airshows requires the 49 FW to deploy aircraft, pilots and additional personnel to the East Coast. This is mainly due to the support of numerous shows in that region. The assigned fighter squadrons handpicked three pilots

N/R

and 30 additional personnel for supporting this tasking, and created a detachment unit at Shaw AFB, South Carolina on 1 April 2000.⁵³

(U) Headquarters Air Combat Command developed a scheduling policy to balance the overwhelming requests for the F-117A, funding limitations, and operational tempo. The current policy limits the F-117As to a maximum of 120 events per airshow season. The season typically runs from March to November. New policy states 60 percent of the events will be static displays, 33 percent flyovers and the remaining seven percent to support high visibility events. The 2000 airshow season started on 10 February at Capstone, Nellis AFB Nevada. Statistics currently reflect static displays at 41 percent and flyovers at 59 percent. The current numbers do not reflect policy. SSgt Curtis, 49 OSS/OSOS, stated that the current numbers are in accordance with a memorandum issued by ACC/XOOA. This memorandum directed Holloman to schedule no more than 100 airshows, without mention of percentages for static displays or flyovers.⁵⁴

Holloman Airshow (U)

(U) On 7 May 2000, Holloman held an Airshow hosting more than 25,000 people that visited this event. The theme for this event was '*REMEMBER OUR HERITAGE CONTINUE THE LEGACY*' to commemorate the 50th Anniversary of the Korean War. The airshow included theme-oriented aircraft/equipment, static displays, aerial presentations and mission displays. With this event, Holloman was able to further community relations as well as an understanding of the Air Force mission and its proud heritage⁵⁵.

⁵³ Hist (S/DECL OADR dated 14 Jan 99), 49 FW/HO, "History of the 49 Fighter Wing, Jul-Dec 98 [Chapter I]," (information used is U),; Persco (U), SSgt Anderson, 49 FW/HO, with SSgt Curtis, 49 OSS/OSOS, [Airshow Agenda] 30 Jun 00.

⁵⁴ Hist (S/DECL OADR dated 14 Jan 99), 49 FW/HO, "History of the 49 Fighter Wing, Jul-Dec 98 [Chapter I]," (information used is U),; Persco (U), SSgt Anderson, 49 FW/HO, with SSgt Curtis, 49 OSS/OSOS, [Airshow Agenda] 30 Jun 00.

⁵⁵ Pplan (U), "Airshow 2000 Plan," HAFB, 28 Apr 2000, pp. ii, SD I-35.

CHAPTER II

OPERATIONS AND TRAINING (U)

(U) The 49th Operations Group encompassed the flying mission of the 49th Fighter Wing. In their mission statement, the group summarized its responsibilities, "The 49th Operations Group supports national security objectives, as directed by the Joint Chiefs of Staff, by utilizing F-117A stealth fighters, and in training US Air Force aircrews in the F-117A, and allied aircrews in T-38 and F-4F transition, instructor, and fighter weapons instructor courses."¹

(U) As the sole home of the F-117A, the 7th Combat Training Squadron conducted all United States Air Force pilot training in the stealth fighter. Employing the combat power, the 8th and 9th Fighter Squadron served as the operational flying squadrons. Providing training to German Air Force pilots, the 20th Fighter Squadron utilized German F-4Fs for fighter weapons course instruction.²

(U) The following pages outline the 2000 goals of the 49th Operations Group.

¹ Rpt (U), "49th Operations Group," ca 2000, SD II-1.

² *Ibid.*

Table II-1
49th Operations Group 2000 Goals (U)³

COMBAT READINESS & POWER PROJECTION: *Continue to improve our ability to meet any world wide tasking by modernizing, equipping and training to put bombs on target, on time, whenever and wherever needed*

- SCORE EXCELLENT OR ABOVE ON ALL PHASE I AND PHASE II EXERCISES/ORE'S
- STRIVE FOR TRAINING ALL PERSONNEL TO FULLY QUALIFIED STATUS IN MINIMUM TIME
- MAINTAIN F-117A AIRCRAFT AT 80% MC RATE
- KEEP F-117A AIRCRAFT ABORT RATE BELOW 6%
- ACHIEVE F-117A WEAPONS RELEASE RELIABILITY OF 99% AND A HIT RATE OF 90%
- PUT BOMBS ON TARGET WITHIN 2 SECONDS OF ASSIGNED TOT
- 100% OF ALL TASKED AIRCRAFT GENERATED WITHIN PROGRAMMED TIMELINE
- SAFE, EFFICIENT, AND ON-TIME DEPLOYMENTS WITH ZERO ACCIDENTS OR INCIDENTS
- 100% OF TASKED AIRCRAFT/FORCES REGENERATED FOR COMBAT WITHIN TIME LIMITS
- NO CLASS A/B OPERATOR/MAINTENANCE FACTOR MISHAPS

TAKING CARE OF OUR PEOPLE: *Foster the highest quality of life for all our people*

- USE SENIOR LEADERSHIP AND IMMEDIATE SUPERVISOR MENTORING TO LEAD BY EXAMPLE AND DEMONSTRATE CORE VALUES
- PROMOTE WELLNESS AND FITNESS PROGRAMS
- PROVIDE SUPPORT TO OUR AIR FORCE FAMILIES ESPECIALLY DURING DEPLOYMENTS AND HARDSHIPS
- ENHANCE THE WORKPLACE THROUGH FACILITY AND ENVIRONMENT IMPROVEMENTS
- RECOGNIZE OUTSTANDING PERFORMERS THROUGH A TAILORED AWARDS PROGRAM
- PROMOTE DETAILED AND FREQUENT PERFORMANCE FEEDBACK TO ENHANCE INDIVIDUAL PERFORMANCE AND JOB SATISFACTION
- INSTILL SAFETY AS A WAY OF LIFE BOTH ON AND OFF DUTY
- INGRAIN AND ENFORCE THE USE OF ALL SAFETY AND PERSONAL PROTECTIVE EQUIPMENT
- PROMOTE EDUCATIONAL DEVELOPMENT FOR OUR PEOPLE AND INCREASE PARTICIPATION BY 10 %
- RETAIN 75% OF ALL AFSCs ON ACTIVE DUTY
- RECOGNIZE HONORABLE SERVICE TO COUNTRY BY ENSURING APPROPRIATE END OF SERVICE AWARDS

MODERNIZE: *Aggressively modernize our combat assets, support assets, and way of doing business.*

- COMPLETE WSMR, CHEROKEE, AND HOLLOMAN RAPCON CONSOLIDATION
- SECURE HIGHER HEADQUARTERS SUPPORT FOR WST MODERNIZATION ROADMAP
- REDUCE PERSONNEL AND EQUIPMENT MISHAPS BY 50% THROUGH EDUCATION, TRAINING, AND SUPERVISION
- FURTHER INTEGRATE LOCOMM INTO OUR PLANNING AND TACTICS
- EXPAND THE HORIZONS OF L.O. DEPLOYMENT THROUGH INNOVATION, TACTICS, AND FULL PARTICIPATION IN SPIRIT-HAWK 99
- SEAMLESS TRANSITION OF THE 7 FS AND IT'S FTU MISSION INTO THE 9 FS
- FURTHER ENHANCE F-117 LETHALITY AND SURVIVABILITY BY MAXIMIZING EFFECTIVENESS AND SUPPORT ASSETS
- CAPITALIZE ON ADPE AND 8MM RECORDING TO IMPROVE FLIGHT TRAINING EFFICIENCY
- ENCOURAGE A CULTURE OF CONTINUOUS IMPROVEMENT THROUGH ACTIVE ASAP AND SAFETY DAY PROGRAMS

³ Rpt (U), 49OG/CC, "2000 Goals," ca 2000, SD II-2.

49th Operations Group Goals (Con't)

REDUCE THE COST OF DOING BUSINESS: *Eliminate waste while facilitating quality practices and initiatives*

- ACHIEVE EXCELLENCE IN ALL WE DO
- ACTIVELY SEEK COST CUTTING OPPORTUNITIES THROUGH OUTSOURCING AND GOALS AT EACH ECHELON OF COMMAND
- FURTHER REFINE QPMs INTO MEANINGFUL, MISSION RELATED, PROCESS AND RESULTS ORIENTED QUALITY PERFORMANCE MEASURES
- CONDUCT DETAILED LONG RANGE PLANNING TO GUIDE UNITS WITH RESOURCE APPLICATION
- ENCOURAGE INNOVATIVE THINKING THROUGH INDIVIDUAL AND TEAM RECOGNITION
- OPTIMIZE THE NUMBER OF F-117 PILOTS ASSIGNED TO THE WING, AND REDUCE JOBS WHICH SADDLE PERSONNEL WITH UNNECESSARY ANCILLARY DUTIES

INTERNATIONAL PROGRAMS: *Provide world class formal course academic and flying training for our international partners*

- MAINTAIN AN F-4F ACADEMIC QUALITY RATING OF 4 ON A FIVE POINT SCALE
- MAINTAIN 99% F-4F SIMULATOR MISSION CAPABLE RATE
- CONTINUOUSLY IMPROVE GERMAN AIR FORCE FLIGHT TRAINING SYLLABI, LESSON PLANS, AND MISSION SCENARIOS
- CLOSELY COORDINATE OPS SCHEDULING AND MAINTENANCE CONTRACTING EFFORTS TO ACHIEVE AN AIRCRAFT MC RATE AT OR ABOVE 84% AND AN ABORT RATE OF LESS THAN 5%
- MAINTAIN PFT SCHEDULING EFFECTIVENESS AT OR ABOVE 80%
- ENHANCE F-4F AND TORNADO MISSION EMPLOYMENT TRAINING
- FACILITATE A SAFE, EXPEDITIOUS GAF II EXPANSION PROGRAM WHILE SIMULTANEOUSLY MINIMIZING IMPACT ON OTHER WING OPERATIONS

COMMUNITY PARTNERSHIP: *Promote public awareness, community involvement, social responsibility, and partnership with holloman and local communities*

- INCREASE COMMUNITY AWARENESS OF HOLLOMAN'S PURPOSE THROUGH AIRSHOWS, OPEN HOUSE EVENTS, AND STATIC DISPLAYS
- ENCOURAGE PERSONNEL TO SUPPORT LOCAL COMMUNITY CHARITABLE CAUSES AND WORTHWHILE SOCIAL PROGRAMS
- REDUCE ALCOHOL RELATED INCIDENTS BY 50%
- INCREASE AWARENESS AND EDUCATE OUR PERSONNEL ON ENVIRONMENTAL PROTECTION STANDARDS, PROCEDURES, AND PRECAUTIONS
- CONTINUE TO REDUCE HAZARDOUS WASTE AND THE COST OF HAZARDOUS MATERIAL USAGE THROUGH ALTERNATIVES SUCH AS INNOVATION, SUBSTITUTION, AND REPLACEMENT STRIVE FOR FLAWLESS ENVIRONMENTAL INSPECTION RESULTS ON EACH INSPECTION

Status of Resources and Training System (U)

N/R

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PILOT TRAINING (U)

(U) In addition to employing combat airpower, the 49th Fighter Wing trained aircrew members in a variety of aircraft at all levels. This training included all US Air Force F-117 training, from initial qualification to the instructor-level. Using the T-38A as a chase plane with the single-seat F-117, the 7th Combat Training Squadron also conducted pilot training in the T-38. The 20th Fighter Squadron trained German Air Force crews in the F-4F through the basic, instructor pilot or instructor weapons systems officer, and fighter weapons instructor courses. From January-June 2000, the wing graduated the following pilots/weapons systems officers¹²:

¹¹

N/R

¹² Email (U), Mike Christensen, Det 4, ACC TRSS/SME, to SSgt T Anderson, 49FW/HO, "Pilot Training/History," 11 Sep 00, SD II-4.

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Table II-2
Graduated Aircrews (U)¹³

Course	Number of Students
F-117A Transition/Requalification Training Course	16
T-38A Companion Trainer Program	11
T-38A Companion Trainer Program Instructor Pilot	5
F-4F Basic Course Pilots	7
F-4F Basic Course Weapon Systems Officer	4
F-4F Instructor Pilot Course	3
F-4F Instructor Weapon Systems Officer	3
F-4 Fighter Weapons Instructor Course-Pilots	3
F-4 Fighter Weapons Instructor Course-Weapon Systems Officers	3

(U) The F-117A Transition/Re-qualification Training Course is broken into two tracks. The first track trained new F-117 pilots. The second track trained previously qualified F-117 pilots. Under the first track, the student underwent 42 training days, 28 ground training days and 14 flight training days¹⁴

W/R

¹³ Email (U), Mike Christensen, Det 4, ACC TRSS/SME, to SSgt T Anderson, 49FW/HO, "Pilot Training/History," 11 Sep 00, SD II-4; Syllabus (U), Det 4, ACC TRSS/CC, "T-38 Companion Trainer Program Qualification Course, Takeoff and Landing Data Handbook," Apr 99, SD II-5; Syllabus (U), Det 4, ACC TRSS/CC, "T-38 Companion Trainer Program Qualification Course, T-38 Systems Analysis/Emergency Action Guide," Apr 99, SD II-6.

¹⁴ Syllabus (U), Det 4, ACC TRSS/CC, "T-38 Companion Trainer Program Qualification Course, Takeoff and Landing Data Handbook," Apr 99, SD II-5; Syllabus (U), Det 4, ACC TRSS/CC, "T-38 Companion Trainer Program Qualification Course, T-38 Systems Analysis/Emergency Action Guide," Apr 99, SD II-6.

following tables illustrate no change in the annual sortie requirements for the F-117A and T-38A.¹⁹

Table II-3
F-117A Ready Aircrew Program Requirements
1 October 1999-30 Sep 2000 (U)²⁰

	BMC	CMR
	Inexperienced/Experienced	Inexperienced/Experienced
Annual Sortie Req't	72/60	94/82
Day-Surface Air Attack	64/52	66/57
Night-Surface Air Attack	8/8	28/25
Events		
Laser Guided Bomb Delivery	Qualification	80/60
Coordinated Attacks	3/3	4/4
Full Scale Weapons Delivery/ Heavy Weight Laser Guided Bomb	2/2	4/4
Scored Time Over Target	9/6	12/8
Air to Air Refueling	6/6	8/6
Trail Departures	6/6	12/12
Countermeasures/Offset Deliveries	9/9	14/12
Downward Looking Infrared Only Deliveries	6/3	8/4
Have Quick	9/9	12/12
Secure Voice	9/9	12/12
Flag Event	0/0	1/1
Joint Maritime Operations (Air)	0/0	1/1

¹⁹ Email (U), Maj. P. Fazenbaker, 49 OSS/OSTT, to SSgt Henneman, 49FW/HO, "RAP," 31 Jan 00, filed as SD II-15 in 49 FW Hist, Jan-Jun 99; Perscon (U) Maj. Drake Seeley, 49 OSS/OSTT, to SSgt T Anderson, 49 FW/HO, 15 Sep 00.

²⁰ Msg (U), ACC/XOF to 49OG/CC, et al, "F-117 Ready Aircrew Program (RAP)," 240935Z Sep 99, SD II-7.

FLYING HOUR PROGRAM (U)

N/A

FY 2000 (U)

(U) From January-June 2000, the 49th Fighter Wing continued to execute the fiscal year (FY) 2000 flying hour program. Air Combat Command issued no changes to the flying hour contract. Currently, TSgt Christopher M. Lemis, 49 OSS/OSOS is handling the Flying Hour Program. TSgt Lemis started working with this program in mid June and has since discovered a few problems within the program. The most significant requirements are the semi-annual reviews that should occur in March, with an assessment made of the program and a message sent to ACC. The message justified a request of either addition or reduction of hours the units are capable of producing. In June the program office conducted a second internal review for an assessment of the program

N/A

prior to the end of year. The second assessment revealed an ACC reflow message, during the last assessment in March, not accomplished. A message of request must be sent/approved by ACC in order to change the hours in a program. Subsequently, flying hours were adjusted within the program without ACC approval. After a lengthy and exhaustive search for a message to reduce the flying hours at Holloman Air Force Base, ACC relayed that since no message for reduction was sent or approved the original program hours would be adhered to. Numbers below reflect the reflow from March and the 49 FW has gone to great lengths to successfully make up the hours lost during the change in personnel. The following table records the original sorties and hours scheduled, the adjusted plan, and actual flown through 30 June 2000.²⁷

Table II-5
FY 2000 Flying Hour Program (U)²⁸
(Current as of 30 Sep 00)

Weapon System	Mission	Original Program		Adjusted Program		Actual Flown	
		Sorties	Hours	Sorties	Hours	Sorties	Hours
T-38A	TNG	1,500	1,889.4	1,609	2,047	1,621	2,049.8
F-4F	TNG	1,824	2,281.2	1,872	2,246.4	1,916	2,248
F-117A	OPS	3,324	5,641.2	3,456	5,959.7	3,254	5,632.7
F-117A	TNG	420	649.8	180	250.3	246	358.6

FY 2001 (U)

(U) While the wing executed its FY 2000 program, plans began for the FY 2001 program. Holloman Air Force Base is currently planning for the coming fiscal year. ACC has not issued its "First Look" message allowing its wings the opportunity to evaluate the plan before the finalization of the flying hour contract. Normally, in the

²⁷ Tables (U), 49OSS/OSOS, "Flying Hour Program," 11 Aug 00, SD II-11.

²⁸ *Ibid.*

message, ACC informs wings to look at the projected program based solely on unit training requirements, without factoring in planned contingencies or 'fact of life' issues. Since ACC has not issued the "First Look" message, the flying hour program here at Holloman has developed a tentative plan for ACC review. The proposed 2001 Flying Hour Program is pending ACC confirmation. The table below shows the first look for the 49th Fighter Wing's assigned aircraft.²⁹

Table II-6
FY 2001 Flying Hour Program (U)³⁰

Weapon System	Mission	Original Program	
		Sorties	Hours
T-38A	TNG	3,200	4,000
F-4F	TNG	3,414	4,097
F-117A	OPS	6,980	11,168
F-117A	TRN	581	872

DEPLOYMENTS (U)

(U) As stated by 2Lt John McIntyre, 9FS/CCE, the 49th Fighter Wing aircraft participated in only one exercise during the January-June 2000 time frame. Besides air show support, discussed in Chapter one, the 9th Fighter Squadron sent aircraft and personnel to Nellis Air Force Base, Nevada, to take part in a firepower demonstration called CAPSTONE. On 2 May 2000, three F-117As and 25 personnel departed for CAPSTONE. Two F-117As successfully dropped GBU-10s on specified targets, while a

²⁹ Email (U), TSgt C Lemis, 49 OSS/OSOS, to SSgt T Anderson, 49FW/HO, "FY 01 Flying Hour Program Update-30 Aug 00," 6 Sep 00, SD II-12; Persco (U), SSgt T Anderson, 49 FW/HO, with TSgt C Lemis, 49 OSS/OSOS, 25-27 Sep 00.

³⁰ Email (U), TSgt C Lemis, 49 OSS/OSOS, to SSgt T Anderson, 49FW/HO, "FY 01 Flying Hour Program Update-30 Aug 00," 6 Sep 00, SD II-12.

third aircraft sat on static display. Aircraft and personnel returned to Holloman Air Force Base on 5 May 2000.³¹

(U) Despite the slow down in deployments for the fighter squadrons, the 49th Security Forces Squadron (SFS) continued its brisk deployment pace. As in past years, the 49 SFS continuously deployed 13 person teams to Southwest Asia throughout the first six months of 2000. In spite of the deployments, the 49 SFS maintained security for the F-117As and the other assets of the 49th Fighter Wing.³²

N/R
20th Fighter Squadron (U)

N/R

³¹ Email (U), 2Lt John McIntyre, 9FS/CCE, to MSgt William Alexander, 49FW/HO, "History," 23 Aug 00, SD III-13; Persco (U), Maj Michael White, 9FS/AFLT/CC, with MSgt William Alexander, 49FW/HO, 29 Aug 00.

³² Chart (U), 49SFS, "Deployments," ca 1 Jul 00, SD II-14.

³³

N/R

CHAPTER III

MISCELLANEOUS ACTIVITIES (U)

AIRCRAFT MAINTENANCE (U)

(U) The 49th Fighter Wing continued to surpass Air Combat Command (ACC) standards in all areas of maintenance except for mission capable rates for the F-117A and the F-4, and the cannibalization rate for the T-38. In regards to the F-117As, the mission capable rate averaged 75.3 percent falling below the 80 percent standard. Backlog in phase inspections, replacement of bad blow-in doors, and the flushing of the hydraulic systems after the F-117As received contaminated hydraulic fluid were a few of the reasons for the low mission capable rate. Cannibalization rate finished at 1.5 percent exceeding the five percent standard, and the 49th Fighter Wing reported a 4.4 percent abort rate well below the six percent standard.¹

(U) In a continued effort to reduce maintenance costs, the 49th Operations Group in conjunction with Lockheed-Martin began the process of standardizing the radar absorbent material used on the F-117A. Currently the F-117, B-2, and F-22 each use a different type of material. However, the most recent update will standardize the fleet. According to SMSgt Don Blewett, 49OG, "This is a maintenance upgrade. This will be a significant reduction in

¹ Brfg (U), 49OSS/OSOS, "F-117A Monthly Maintenance Summary," Jun 00, SD III-1; Email (U), CMSgt D Drake, 49OG/CME, to MSgt W Alexander, 49FW/HO, "History," 11 Sep 00, SD III-2.

maintenance man hours; that's the biggest bonus." The cost savings will be between 30 to 50 percent, with the standardization being completed by 2005.²

(U) The mission capable rate for the 7th Combat Training Squadron's T-38s, maintained by DynCorp, peaked at 94.9 percent in March 2000, and ended the period at 85.6 percent surpassing the 84 percent standard. Likewise the abort rate met the five percent standard by finishing the reporting period at 2.4 percent. However, DynCorp failed to meet the two percent cannibalization rate standard by reporting a rate of 8.2 percent for the January-June 2000 period. DynCorp also maintained the German Air Force's F-4Fs, and reported a peak mission capable rate of 81.3 percent in March 2000, finishing the six-month period with an average of 75.8 percent, failing to meet the standard of 84 percent.³

Gold Flag (U)

(U) As in past years, the 49th Logistics Support Squadron continued to search for methods to reduce costs through the execution of ACC's Gold Flag program. Since 1994, the 49th's Gold Flag program identified ways of more effectively repairing or replacing aircraft parts.⁴

(U) Gold Flag programs provided savings in three different areas: cost avoidance, cost savings, and MICAP (Mission-Impaired Capability Awaiting Parts). Cost avoidance items were those that were locally repaired that would have typically been disposed of and a new item purchased through the supply system. Cost savings were identified from items repaired by the Gold Flag program. In addition, the Gold Flag Office sought to solve MICAP items that affected mission capability. From January-June 2000, the wing's Gold Flag program generated \$875,000 in cost avoidance, \$241,000 in cost savings, and resolved 103 MICAP items.⁵

² Art (U), Amn C Uhles, "The Stealth New Clothes Cuts Maintenance Costs by 30 Percent," Sunburst, 9 Jun 00, SD III-3.

³ Rpt (U), DynCorp, "Unit Internal Performance Review," Jun 00, SD III-4.

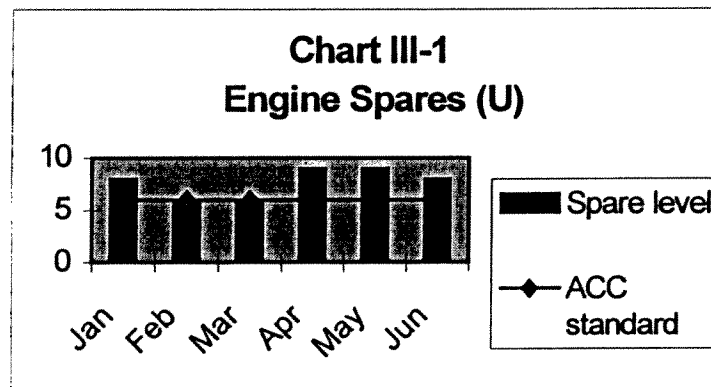
⁴ (U) For more background on the Gold Flag program see 49 FW History, Jul 96-Dec 97, Chapter 5.

⁵ Email (U), MSgt T Johnson, 49LG/LGQF, to MSgt W Alexander, 49FW/HO, "Gold Flag Info," 8 Sep 00, SD III-5.

N/R

Engine Program (U)

(U) The 49th Maintenance Squadron continued to manage the 49th Fighter Wing's fleet of F-117A F-404 engines. Throughout this period, the wing met or exceeded the Air Combat Command requirement of six serviceable spare engines. The following chart shows the average number of spare engines on hand each month.⁷



N/R

N/R

⁷ Chart (U), 49MXS/LGMPJ, "F-404 Engine Status," nd, SD III-6.

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

January-June 2000

8 FS (F-117A)

	Jan	Feb	Mar	Apr	May	Jun
Auth	18	18	18	18	18	18
Asgnd	23	23	22	22	22	22
Poss	20	19	19	19	19	19
TDY	0	0	0	0	0	0
In Depot	3	4	3	3	3	3

9 FS (F-117A)

	Jan	Feb	Mar	Apr	May	Jun
Auth	18	18	18	18	18	24
Asgnd	28	27	28	28	28	28
Poss	27	26	26	25	25	25
TDY	0	0	0	0	0	0
In Depot	1	1	2	3	3	3

BAI (F-117A)

	Jan	Feb	Mar	Apr	May	Jun
Auth	2	2	2	2	2	2
Asgnd	2	2	2	2	2	2
Poss	2	2	2	2	2	2
TDY	#	#	#	#	#	#
In Depot	#	#	#	#	#	#

SOURCE: Rpt (FOUO), 49 FW, "Weekly Maintenance Plan and Flying Schedule," Jan-Jun 00, SD IV-4; Rpts (U), DynCorp, "Unit Internal Performance Review," Jan-Jun 00, SD IV-5; Rpt (FOUO), 49 FW, "Monthly Flying and Maintenance Plan," Jan-Jun 00, SD IV-6.

APPENDIX E (CON'T)

N/R

N/R

Aircraft Assigned
As of 30 June 2000

20 FS		7 FS	49 FW	8 FS		9 FS	
F-4F (GAF)		T-38A	F-117/BAI [#]	F-117A		F-117A	
72-1115	72-1167	64-13175		A0787	A0818	A0786	A0814
72-1128	72-1170	65-10373		A0791	A0819	A0788	A0820
72-1129	72-1179	65-10376		A0795	A0827	A0789	A0821
72-1130	72-1180	65-10455		A0790	A0829	A0794	A0823
72-1131	72-1200	67-14831		A0800	A0832	A0796	A0824
72-1133	72-1218	67-14833		A0802	A0834	A0797	A0826
72-1134	72-1221	67-14939		A0803	A0838	A0798	A0828
72-1135	72-1231	68-8139		A0804	A0837	A0805	A0830
72-1140	72-1248	68-8141		A0813	A0842	A0807	A0833
72-1150	72-1257	68-8150		A0816	A0843	A0808	A0841
72-1151	72-1261	68-8172		A0817	A0825	A0809	A0836
72-1163		68-8177				A0810	A0839
		68-8185				A0811	A0840
		68-8186				A0812	
		68-8204				A0799	
		68-3660					
		68-8215					

[#] Although the 49 FW had two aircraft assigned to the BAI, no specific aircraft were designated.

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APPENDIX F
COMBAT AIRCREW INVENTORY (U)

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APPENDIX H **AIRCRAFT UTILIZATION (U)**

F-117A

	2000	JAN	FEB	MAR	APR	MAY	JUN
FLYING HOURS							
PROGRAMMED		1118.1	1141.3	1067.0	938.6	1118.1	1118.1
FLOWN		1207.2	995.1	1145.4	932.3	1101.2	812.6
HOME		1207.2	995.1	1145.4	932.3	1101.2	812.6
DEPLOYED		0	0	0	0	0	0
8 EFS		0	0	0	0	0	0
9 EFS		0	0	0	0	0	0
SORTIES							
PROGRAMMED		638	657	626	571	616	616
SCHEDULED		727	604	767	580	673	616
FLOWN		624	578	666	537	640	538
HOME		624	578	666	537	640	538
DEPLOYED		0	0	0	0	0	0
8 EFS		0	0	0	0	0	0
9 EFS		0	0	0	0	0	0
ABORTS							
AIR		6	1	4	3	4	5
GROUND		26	20	21	19	33	22
AVERAGE SORTIE DURATION		1.89	1.73	1.72	1.75	1.73	1.51
SORTIE UTILIZATION RATE		14.9	13.8	15.9	12.8	15.2	12.8

SOURCES: Rpts (U), 49FW, "Monthly Flying and Maintenance Plan," Jan-Jun 00, SD IV-6; Rpt (U), DynCorp, "Unit Internal Performance Review," Jan-Jun 00, SD IV-5; Rpt (U), 49OSS/OSOS, "FY 99 Flying Hour Program," Jan-Jun 00, SD IV-7.

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APPENDIX J
UNIT COMBAT RATINGS (U)

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**APPENDIX K
WEAPONS TRAINING/RANGE UTILIZATION (U)**

January 2000

McGregor Range*

	Hours Requested		Primary Hours Sched.		Primary Hours Flown		Primary User Sorties		Short Notice Cnx Hours		Weather Cnx Hours		Secondary User Sorties	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
49 FW	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0.0	0.0	0.0	0.0	0.0	0.0

Oscura Range

	Hours Requested		Primary Hours Sched.		Primary Hours Flown		Primary User Sorties		Short Notice Cnx Hours		Weather Cnx Hours		Secondary User Sorties	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
F-117A	1.5	0	1.5	0	1.5	0	2	0	0	0	0	0	0	0
F-4F	2.4	0	2.4	0	2.4	0	6	0	0	0	0	0	0	0

Red Rio Range

	Hours Requested		Primary Hours Sched.		Primary Hours Flown		Primary User Sorties		Short Notice Cnx Hours		Weather Cnx Hours		Secondary User Sorties	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
F-117A	40.2	37.8	40.2	37.8	39.4	37.8	275	237	0.8	0	0	0	0	0

SOURCE: Rpts (U), 49OSS/OSOS, "Range User Summary," Jan-Jun 00, SD IV-8.

*(U) McGregor Range was only used during this period for air-to-air sorties, which were not recorded.

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APPENDIX K (CON'T)

February 2000

Oscura Range

	Hours Requested		Primary Hours Sched.		Primary Hours Flown		Primary User Sorties		Short Notice Cnx Hours		Weather Cnx Hours		Secondary User Sorties	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
F-117A	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Red Rio Range

	Hours Requested		Primary Hours Sched.		Primary Hours Flown		Primary User Sorties		Short Notice Cnx Hours		Weather Cnx Hours		Secondary User Sorties	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
F-117A	50.9	36.4	50.9	36.4	46.9	35.4	329	239	4.0	1.0	0	0	0	0
F-4F	1.0	0	1.0	0	1.0	0	3	0	0	0	0	0	0	0

March 2000

Oscura Range

	Hours Requested		Primary Hours Sched.		Primary Hours Flown		Primary User Sorties		Short Notice Cnx Hours		Weather Cnx Hours		Secondary User Sorties	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
F-117A	1.0	0	1.0	0	1.0	0	2	0	0	0	0	0	0	0

Red Rio Range

	Hours Requested		Primary Hours Sched.		Primary Hours Flown		Primary User Sorties		Short Notice Cnx Hours		Weather Cnx Hours		Secondary User Sorties	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
F-117A	47.7	55.2	47.2	55.2	47.2	55.2	313	272	.5	0	0	0	0	0

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APPENDIX K (CON'T)

April 2000

Oscura Range

	Hours Requested		Primary Hours Sched.		Primary Hours Flown		Primary User Sorties		Short Notice Cnx Hours		Weather Cnx Hours		Secondary User Sorties	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
F-117A	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Red Rio Range

	Hours Requested		Primary Hours Sched.		Primary Hours Flown		Primary User Sorties		Short Notice Cnx Hours		Weather Cnx Hours		Secondary User Sorties	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
F-117A	41.4	64.7	41.4	64.7	41.4	61.8	181	256	2.9	0	0	0	0	0

May 2000

Oscura Range

	Hours Requested		Primary Hours Sched.		Primary Hours Flown		Primary User Sorties		Short Notice Cnx Hours		Weather Cnx Hours		Secondary User Sorties	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
F-117A	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Red Rio Range

	Hours Requested		Primary Hours Sched.		Primary Hours Flown		Primary User Sorties		Short Notice Cnx Hours		Weather Cnx Hours		Secondary User Sorties	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
F-117A	31.7	59.6	31.7	59.6	29.7	59.8	128	236	2.0	0	0	0	0	0

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APPENDIX K (CON'T)

June 2000
Oscura Range

	Hours Requested		Primary Hours Sched.		Primary Hours Flown		Primary User Sorties		Short Notice Cnx Hours		Weather Cnx Hours		Secondary User Sorties	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
F-117A	7.7	1.6	7.7	1.6	7.7	1.6	59	5	0	0	0	0	0	0

Red Rio Range

	Hours Requested		Primary Hours Sched.		Primary Hours Flown		Primary User Sorties		Short Notice Cnx Hours		Weather Cnx Hours		Secondary User Sorties	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
F-117A	72.3	26.0	72.3	26.0	71.8	26.0	395	82	0.5	0	0	0	0	0

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APPENDIX L UNIT EXERCISE PARTICIPATION (U)

January-June 2000

<u>Unit</u>	<u>Exercise</u>	<u>Dates</u>	<u>Location</u>	<u>Aircraft</u>	<u>Deployed Sorties Sched</u>	<u>Deployed Sorties Flown</u>	<u>Personnel Deployed</u>
9 FS	CAPSTONE	2-5 May 00	Nellis AFB	3 F-117As	2	2	25
20 FS	B-Course Grad	10-24 Mar 00	Luke AFB	6 F-4Fs	72	69	55
20 FS	Mission Employment	21 May-9 Jun 00	Nellis AFB, Nevada	10 F-4Fs	102	102	72
1 MMG	Fundamental Response	23 Jan-4 Feb 00	Maiquetia, Venezuela	N/A	N/A	N/A	11
1 MMG	Readiness Challenge	17 Apr-11 May 00	Tyndall AFB, FL	N/A	N/A	N/A	24
1 MMG	JTF-6	1-5 May 00	Eagle Pass, TX	N/A	N/A	N/A	14
9 SFS	Southern Watch	12 Dec 99-4 Apr00	Ali Al Salem	N/A	N/A	N/A	11
9 SFS	Southern Watch	2 Mar-8 Jun 00	Ali Al Salem	N/A	N/A	N/A	13
9 SFS	Southern Watch	7 Jun-7 Sep 00	Ali Al Salem	N/A	N/A	N/A	12

SOURCE: (U) Numerous reports and messages referenced in the deployment section of Chapter II and Material Maintenance Group section in Chapter III..

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APPENDIX N
MAINTENANCE INDICATORS (U)

F-117A

	2000	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>
Possessed hours		33430.7	31500.0	32540.3	30511.5	32471.4	30420.2
MC Hours		25986.2	23759.3	23762.9	22507.4	24654.6	22379.2
FMC Hours		25986.2	23759.3	23762.9	22507.4	24654.6	22379.2
TNMCM Hours		6531.8	6516.9	8050.4	7107.4	7005.3	7157.4
TNMCS Hours		1811.5	2250.9	1324.8	1540.1	1361.0	1764.6
NMCB Hours		898.9	1053.4	599.6	643.5	549.4	880.6
PMCB Hours		0.0	0.0	0.0	0.0	0.0	0.0
PMCM Hours		0.0	0.0	0.0	0.0	0.0	0.0
PMCS Hours		0.0	0.0	0.0	0.0	0.0	0.0
MC Rate 80%*		77.7	75.4	73.0	73.8	75.9	73.6
FMC Rate		77.7	75.4	73.0	73.8	75.9	73.6
TNMCM Rate 22%		19.5	20.7	24.7	23.3	21.6	23.5
TNMCS Rate 7%		5.4	7.1	4.1	5.0	4.2	5.8
NMCB Rate		2.7	3.3	1.8	2.1	1.7	2.9
PMCB Rate		0.0	0.0	0.0	0.0	0.0	0.0
PMCM Rate		0.0	0.0	0.0	0.0	0.0	0.0
PMCS Rate		0.0	0.0	0.0	0.0	0.0	0.0
Cann Rate 5%		3.2	1.2	0.6	2.6	0.8	0.7
Gnd Abort Rate		4.0	3.3	3.1	3.4	4.9	3.9
Air Abort Rate		1.0	0.2	0.6	0.6	0.6	0.9
Sch'd Eff'nes 80%		75.8	82.5	77.6	84.1	83.5	74.5
Total Deviations		176.0	106.0	172.0	92.0	111.0	157.0

SOURCES: Rpts (U), 49OSS/OSOS, "Monthly Maintenance Summary," Jun 00, SD III-1; Rpt (U), DynCorp, "Unit Internal Performance Review," Jun 99, SD IV-5.

* (U) Percentages listed are command standards.