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HISTORY
OF THE
49TH FIGHTER WING (U)
1 JULY-31 DECEMBER 2000

NARRATIVE
VOLUME NO. I

Assigned to
Twelfth Air Force, Air Combat Command

Stationed at
Holloman Air Force Base, New Mexico

by:
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Colonel, USAF
Commander

DATE SIGNED _____
OFFICE OF ORIGIN: 49 FW/HO

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CHAPTER I

MISSION AND ORGANIZATION (U)

MISSION (U)

(U) The 49th Fighter Wing (FW) stationed at Holloman Air Force Base (AFB), New Mexico, trained and responded to national security objectives with its primary weapon system, the F-117A *Nighthawk*. With the F-117A, the Air Force's first fighter capable of low observable (stealth) technologies, the 49th employed the Air Force core competency of **precision engagement**: "giving the Air Force the ability to destroy more targets with fewer resources...lighter, leaner and more lethal." The combination of stealth technology with precision weapons resulted in smaller aircraft strike packages, requiring fewer sorties to destroy high value targets.¹

(U) Fielding this power, the 8th and 9th fighter Squadrons served as the combat arm of the 49th Fighter Wing. The 7th Combat Training Squadron provided all levels of training for initial and upgrade F-117A pilots. After completing initial training the pilot is assigned to either the 8th or 9th Fighter Squadron.²

(U) In addition to the primary mission, the wing's 20th Fighter squadron trained German Air Force pilots in the F-4F, the 7th Combat Training Squadron used the T-38A to

¹ Extract (U), ACC, "Strategic Plan, FY 2001," ca Oct 00, SD I-3; Extract (U), "Air Force Vision 2020," ca 2000, SD I-4; Fact Sheet (U), USAF/PA, "F-117A Nighthawk," Apr 96, SD I-5.

² Paper (U), "49th Operations Group," ca 2000, SD I-6.

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(U) In addition to the primary mission, the wing's 20th Fighter squadron trained German Air Force pilots in the F-4F, the 7th Combat Training Squadron used the T-38A to train F-117A and T-38A aircrews, and the 49th Material Maintenance Group managed bare base assets, providing a global mobility capability to the Air Force. Furthermore, the 49th Support Group held responsibility for the infrastructure of Holloman Air Force Base, including security, communications, fire protection, and morale, welfare and recreation and administrative support for over 6,000 assigned personnel. Adding in the care for dependents and retirees, Team Holloman totaled more than 18,000 people.³

(U) Colonel Marc E. Rogers continued to command the 49th fighter Wing since his assumption on 30 June 2000. Air Combat Command (ACC), located at Langley AFB, Virginia, served as the wing's major command and provided overall command, control, direction and guidance. In 2000, ACC operated under the following mission statement, "Air Combat Command professionals, providing the world's best combat air forces, delivering rapid, decisive, and sustainable airpower, anytime, anywhere." Concurrently, Twelfth Air Force, stationed at Davis-Moahan AFB, Arizona, operated as the 49th's intermediate headquarters.⁴

(U) To define its diverse mission the 49th Fighter Wing developed the following mission statement.⁵

The 49th Fighter Wing supports national security objectives with mission-ready F-117 stealth fighters, an Air Transportable Clinic and Bare Base assets. The wing deploys worldwide to support peacetime and wartime contingencies, trains USAF aircrews in F-117A and T-38A and allied aircrews in F-4F Fighter Transition and Weapons Instructor Courses, and provides support to over 18,000 personnel to include German Air Force Tornado operations.

(U) To further enhance the wing's mission, wing leadership developed goals for the 'Fighting 49ers' to achieve. The wing's goals are listed on the following page.

³ Paper (U), "49th Operations Group," ca 2000, SD I-6; Paper (U), "49th Support Group," ca 2000, SD I-7.

⁴ Paper (U), "Senior Leadership," ca 2000, SD I-8; Extract (U), ACC, "Strategic Plan, FY 2001," ca Oct 00, SD I-3.

⁵ Paper (U), "49th Fighter Wing," ca 2000, SD I-9.

Table I-1
49th Fighter Wing Goals (U)⁶

Maintain Combat Readiness

Sustain our proven ability to meet global taskings by modernizing, equipping, and training to put bombs on target, on time and support combat forces when called upon.

Care For Our People

Foster the highest quality of life for everyone providing mentorship and training to cultivate leadership and professional skills. Minimize risks posed to human life and dignity by careless or reckless behavior.

Maximize Efficiency by Eliminating Waste While Mitigating Risk

Do it better, cheaper, and safer by encouraging a spirit of proactive improvement.

Provide First-Rate International Military Support

Provide world-class formal course academic, flying training, and host tenant support for our German Air Force partners. Provide timely logistical and operational support. Provide strong quality of life for international personnel and their families.

Foster Community Partnerships

Promote public awareness, community involvement, social responsibility, and partnership with Holloman and local communities. Adopt interested causes to support the local community. Be the caretaker of our environment.

Twelfth Air Force Initiatives (U)

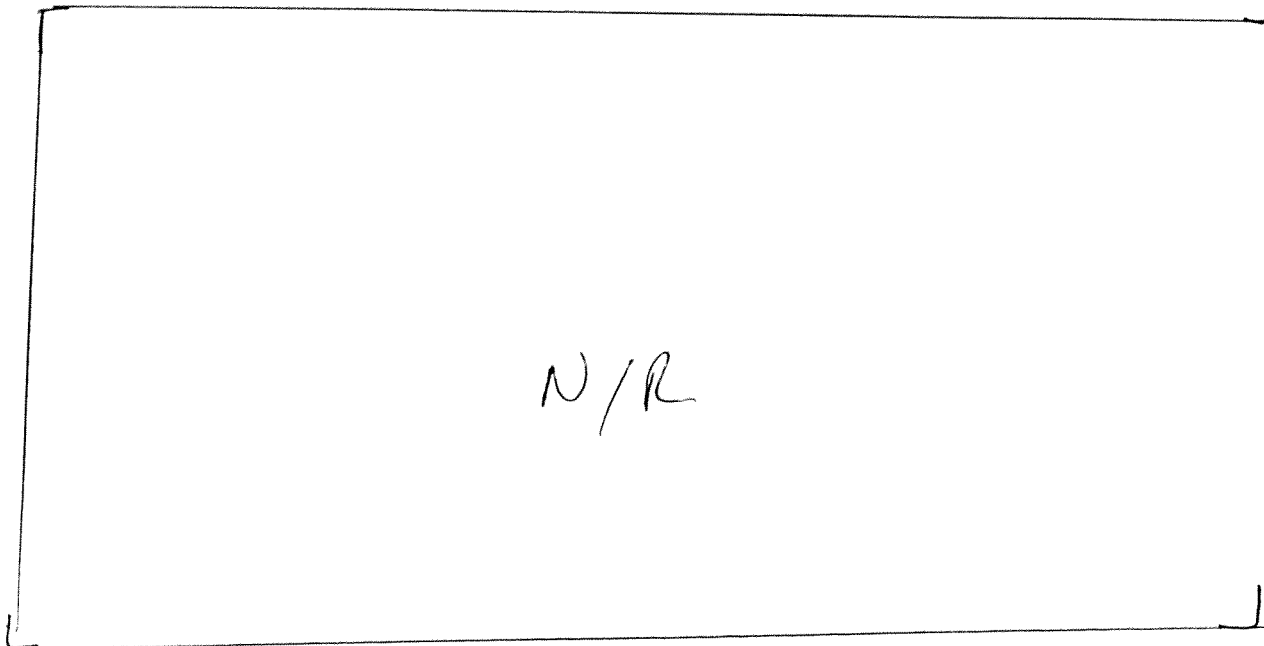
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⁶ Flyer (U), 49FW, "49FW Goals for 2000," ca Mar 00, SD I-10.

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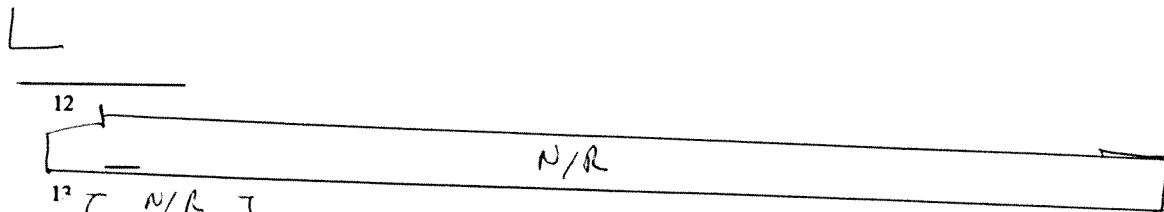


PLANS (11)

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¹⁴ (U) C-Day represents the beginning of operations. Therefore, C+10 equates to ten days after the start of operations.

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CHAPTER II

OPERATIONS AND TRAINING (U)

(U) The 49th Operations Group, commanded by Colonel John A. Snider, composed the flying mission of the 49th Fighter Wing (FW). In its mission statement, the group summarizes 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 and allied aircrews¹ in F-117A, T-38, and F-4 transition, instructor and allied weapons instructor courses."²

(U) Employing air power, the 8th and 9th Fighter Squadrons (FS) served as the active combat units with the F-117A, the Air Force's first stealth fighter, capable of utilizing low observable technologies coupled with precision guided munitions. As the only home of the F-117As, the 7th Combat Training Squadron conducted all United States Air Force pilot training in the stealth fighter. Working in conjunction with the German Air Force Tactical Training Center, the 20th Fighter Squadron utilized F-4Fs to provide training to German Air Force pilots in weapons course instruction.³

Status of Resources and Training System (U)

N/A

¹ (U) The group trained allied aircrews in the F-4, not the F-117A.

² Rpt (U), 49OG, "49th Operations Group," ca 2000, SD II-1.

³ *Ibid.*

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⁴ Brfg (U), ACC AOS/AOCR, "SORTS," 16 Jun 98, filed as SD II-3, in 49FW History, Jan-Jun 98.

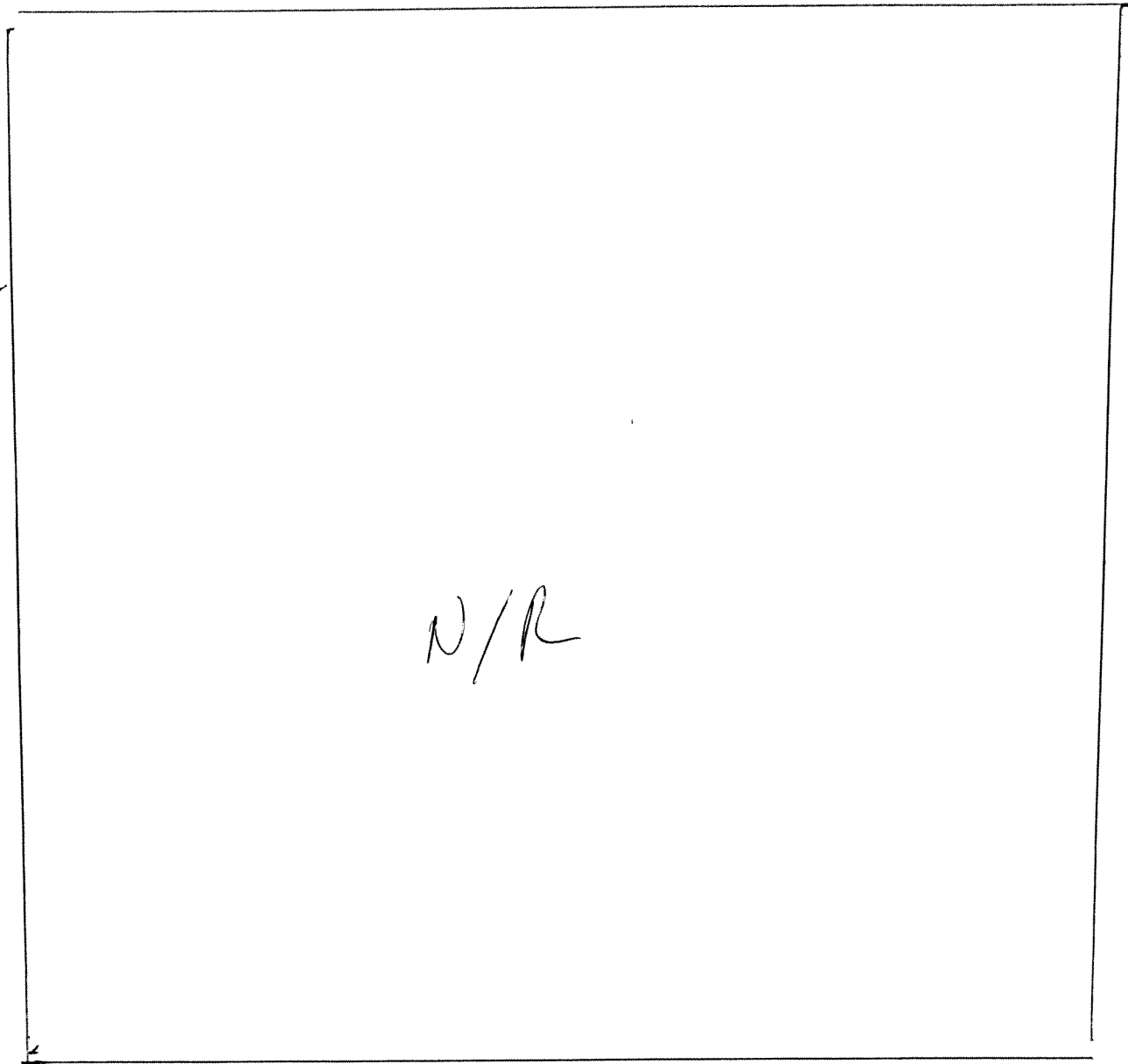
⁵ *Ibid.*

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PILOT TRAINING (U)

(U) In addition to employing combat power, the 49th Fighter Wing trained pilots in a variety of aircraft at all levels. This training included all US Air Force F-117A training, from initial to instructor level. With the single seat capacity of the F-117A, the 49th used the T-38 as a 'chase plane' in training missions. Preparing for this mission, the 7th Combat Training Squadron conducted pilot training in the T-38. Furthermore, the 20th Fighter Squadron trained German Air Force crews in the F-4F through the basic (B-) course and fighter weapons instructor course. From July-December 2000, the 49th Fighter Wing graduated the following pilots:

Table II-1
Graduated Pilots (U)¹³

COURSE	NUMBER OF STUDENTS
F-117A Transition/Requalification Training Course	30
F-117A Instructor Pilot/Formal Training Unit	3
T-38 Companion Trainer Program	21
T-38 Companion Trainer Program Instructor Pilot	7
F-4F B-Course Pilots	10
F-4F B-Course Weapon Instructor Course/ Weapon System Officers	4
F-4F Instructor Pilot Course/Instructor Pilot	3

(U) The F-117A Transition/Requalification Training Course is divided into two tracks. New F-117A pilots take part in the first track, which contained a total of 42 training days; 28 ground training days and 14 flight training days. The second track trained previously qualified F-117A pilots.¹⁴

¹³ Email (U), Cap K Tatum, 7CTS/DOT, to SSgt Tracey Anderson, 49FW/HO, "7CTS 2000 Training," 23 Jan 01, SD II-3.

¹⁴ Syllabus (U), Det 4, ACC TRSS/CC, "T-38 Companion Trainer Program Qualification Course, Takeoff and Landing Data Handbook," Apr 99, filed as SD II-5 in 49FW History

(U) The 49th Fighter Wing also trained pilots under the T-38 Companion Trainer Program (CTP) Qualification Course. This course involved three tracks; however, only track one applied to pilot training at Holloman AFB. Students underwent 13 training days, three ground training days and 10 flight training days. The T-38 Companion Trainer Program Instructor Pilot Course provided instructor pilots for the CTP. Upgrading instructor pilots received an additional 10 training days of instruction.¹⁵

Ready Aircrew Program (U)

N/R

1 Jan-30 Jun 2000; Syllabus (U), Det 4, ACC TRSS/CC, "T-38 Companion Trainer Program Qualification Course, T-38 Systems Analysis/Emergency Action Guide," Apr 99, filed as SD II-6 in 49FW History 1 Jan-30 Jun 2000.

¹⁵ Syllabus (U), Det 4, ACC TRSS/CC, "T-38 Companion Trainer Program Qualification Course, Takeoff and Landing Data Handbook," Apr 99, filed as SD II-5 in 49FW History 1 Jan-30 Jun 2000; Syllabus (U), Det 4, ACC TRSS/CC, "T-38 Companion Trainer Program Qualification Course, T-38 Systems Analysis/Emergency Action Guide," Apr 99, filed as SD II-6 in 49FW History 1 Jan-30 Jun 2000.

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¹⁶ C

N/R

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(U) Locally, the 49th Operations Group changed the way it completed mission qualification training, the pilot training required to go from initial training to combat mission ready status. The 7th Combat Training Squadron took over the management of mission qualification training from the 8th and 9th Fighter Squadrons, allowing the combat squadrons to focus solely on continuation training. On 27 September 2000, ACC updated the minimum sortie requirements regarding the F-117A ready aircrew program for fiscal year 2001. The following tables illustrate the old and new annual sortie requirements for the F-117A. Requirements for the T-38 remained the same.

N/R

¹⁷ [

N/R

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Table II-2
F-117A Ready Aircrew Program Requirements
1 October 1999-30 September 2000 (U)¹⁸

	BMC Inexperienced/Experienced	CMR 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
Joint Maritime Operations (AIR)	0/0	1/1
Flag Event	0/0	1/1

¹⁸ AFI II-2F-117 (U), "F-117 Aircrew Training," 1 Oct 98, SD II-4.

Table II-3
F-117A Ready Aircrew Program Requirements
1 October 2000-31 December 2000 (U)¹⁹

	BMC Inexperienced/Experienced	CMR 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	2/2
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	9/9	14/12
Have Quick	9/9	12/12
Secure Voice	9/9	12/12
Joint Maritime Operations (AIR)	0/0	1/1
Circling Approaches	2/2	2/2
Flag Event	0/0	1/1

¹⁹ Msg (U), HQ ACC to 12AF et al, "ACC FY 01 F-117 Ready Aircrew Program (RAP)," 271254Z Sep 00, SD II-5.

Table II-4
T-38A Ready Aircrew Program Requirements
1 October 1999-31 December 2000 (U)²⁰

Sortie Requirements	INEX/EXP
T-38A Annual Sortie Requirements	
Instructor Pilot	72/68
First Pilot	36
Mission Pilot	26/22

(U) At the close of fiscal year 2000, the 49th Fighter Wing recovered from pilot training shortfalls incurred from insufficient training equipment, and completed 100 percent of all requirements. During the first three months of fiscal year 2001, the 8th and 9th Fighter Squadrons continued to maintain 100 percent BMC and CMR rates.²¹

Pilot Manning (U)

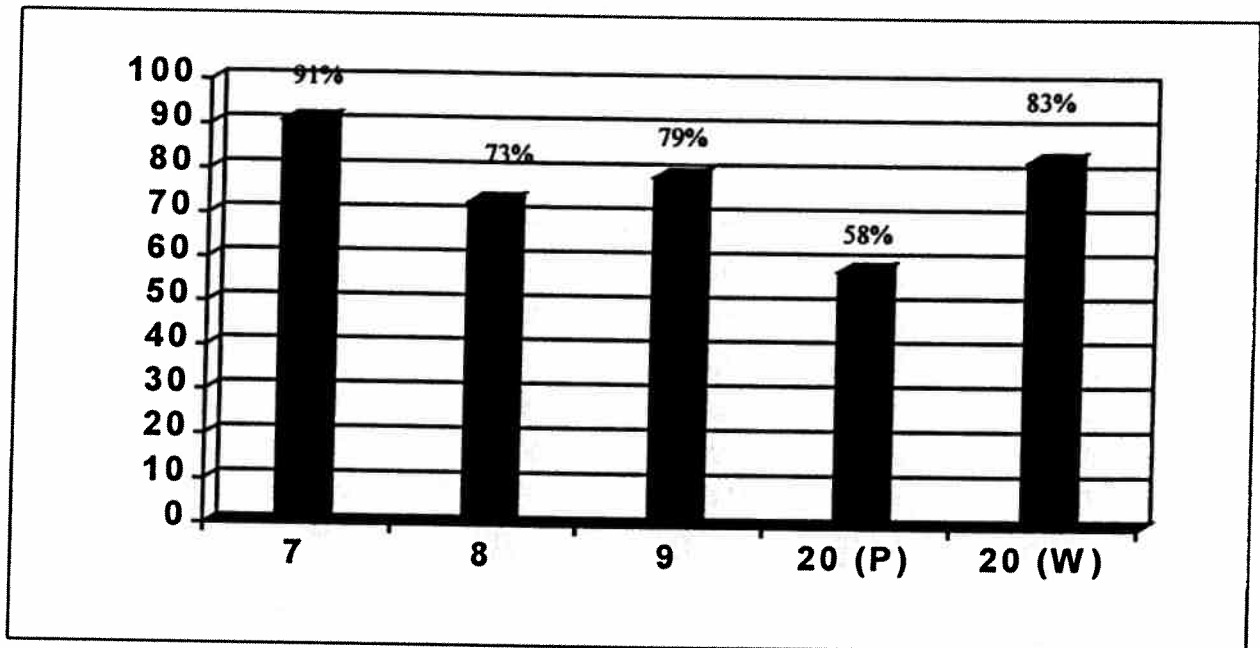
(U) As in past years, pilot-manning levels continued to be a concern for the wing and the Air Force in general. Both the 8th and 9th Fighter Squadrons pilot manning numbers continued to decline. The 8th Fighter Squadron's numbers dropped from 76 percent during the first half of the year to 73 percent by the end on 2000. Additionally, the 9th Fighter Squadron's numbers dropped from 84 to 79 percent. Continuing the trend, the 20th Fighter Squadron saw its numbers in pilots decline from 108 percent in June 2000 to 58 percent in December 2000. However, the squadron reported it had four pilots inbound to the unit which would bring the squadron back up to 91 percent. Retirements and separations accounted for the reduction in the numbers for all the squadrons. The chart below depicts the pilot manning level for the 49th Fighter Wing.²²

²⁰ Extract (U), AFI II-2T, "T-38 and AT-38 Aircrew Training," 1 Mar 99, filed as SD II-15 in 49 FW History Jan-Jun 99.

²¹ Disc (U), CMSgt Drake, 49OG/CME, with MSgt W Alexander, 49FW/HO, 15 Feb 01.

²² Email (U), 2Lt J McIntyre, 49OG/CCE, to MSgt W Alexander, 49FW/HO, "Pilot Numbers," 11 Apr01, SD II-6.

Chart II-1
Percentage of Assigned Vs. Authorized Pilots (U)²³



FLYING HOUR PROGRAM (U)

(U) In line with pilot training requirements outlined in the ready aircrew program, ACC monitored its operational fiscal commitments through the flying hour program. The command factored mission taskings, aircrew training requirements, unit equipment, alert commitments, aircrew ratio, and staff requirements in issuing its flying hour allotments. Changed in 1997, the goal of the flying hour program was not to fulfill the flying hour allotments, but for the flying hour program to serve as a tool to meet pilot training objectives.²⁴

²³ Email (U), 2Lt J McIntyre, 49OG/CCE, to MSgt W Alexander, 49FW/HO, "Pilot Numbers," 11 Apr 01, SD II-6.

²⁴ Extract, ACCI 11-103 (U), "Management Reports and Guidance for Flying Hour Program," 16 Sep 98, filed as SD II-21 in 49FW History, 1 Jul-31 Dec 99.

FY 00 (U)

(U) From 1 July-30 September 2000, the 49th Fighter Wing continued to execute the fiscal year 2000 flying hour program. During late June 2000, the 49th Fighter Wing's yearly flying hour program for the F-117As was more than 300 hours behind. Sorties lost to inclement weather during the spring and maintenance problems caused this deficit. According to Lt Col Tim Ryan, 49th Operations Group Deputy Commander of Maintenance, the wing had to fly an aggressive flying program during the last quarter of the fiscal year to make up the hours. In August 2000 the F-117A fleet flew a total of 1,433 hours, breaking an eight-year-old 49th Fighter Wing record. The following table records the original sorties and hours scheduled, and sorties actual flown for fiscal year 2000.²⁵

Table II-5
FY 2000 Flying Hour Program (U)²⁶

Weapon System	Mission	Original Program Sorties/Hours	Adjusted Program Sorties/Hours	Actual Flown Sorties/Flown (as of 30 Sep 00)
T-38A	TNG	2,999/3,779.0	3,317/4,207.3	3,321/4,208.1
F-4F	TNG	3,650/4,563.0	3,500/4,200.0	3,500/4,200.0
F-117A	OPS	6,636/11,282.0	6,754/11,898.5	6,752/11,903.0
F-117A	TNG	844/1,300.0	469/683.5	469/683.5

FY 01 (U)

(U) While the 49th Fighter Wing completed the fiscal year 2000 flying hour program, plans continued to finalize the fiscal year 2001 program. Under the initial plan, the F-117 operations planned for 6,959 sorties for 11, 273.0 hours, an average sortie rate of 1.61 hours. As of 31 December 2000, the 49th Fighter Wing made no changes to the

²⁵ SSgt T Brubaker, "Fightin' 49ers Successfully Complete Flying Hour Program," Sunburst, 13 Oct 00, SD II-7; Disc (U), MSgt C Lemis, 40OSS/OSOS, with MSgt W Alexander, 49FW/HO, 2 Apr 01.

²⁶ Tables (U), 49OSS/OSOS, "Flying Hour Program," 19 Jan 01, SD II-8.

original plan. The table below shows the original plan, and the actual sorties flown through 31 December 2000.²⁷

Table II-6
FY 2001 Flying Hour Program (U)²⁸

Weapon System	Mission	Original Program Sorties/Hours	Actual Flown Sorties/Hours (as of 31 Dec 00)
T-38	TNG	3,200/4,000.0	716/901.8
F-4F	TNG	3,414/4,097.0	831/831.0
F-117A	OPS	6,959/11,273.0	1,664/2,895.7
F-117A	TNG	594/891	91/137.5

DEPLOYMENTS/EXERCISES (U)

(U) In order to provide realistic training to its personnel, the 49th Fighter Wing deployed its aircraft, equipment and personnel to several air force bases around the United States. These deployments would test the 'Fightin 49ers' ability to deploy and operate in simulated combat conditions. The most important of these training deployments was RED FLAG 01-01 at Nellis Air Force Base, Nevada.

RED FLAG 01-01

(U) On 13 October, 2000, eight F-117As and 180 personnel from the 8th Fighter Squadron deployed to Nellis Air Force Base (AFB), Nevada to take part in the first low observable (LO) integrated RED FLAG exercise to be flown out of Nellis AFB. RED FLAG afforded the 49th Fighter Wing an opportunity to deploy and operate in a simulated combat environment. This exercise covered a four-week period from 13 October to 10 November 2000. Operations were manned by 8th Fighter Squadron

²⁷ Tables (U), 49OSS/OSOS, "49FW FY-01 Flying Hours," 19 Jan 01, SD II-8.

²⁸ *Ibid.*

personnel for the first two-weeks and by 7th Combat Training Squadron (CTS) personnel for the second two-weeks. Pilots from the 7 CTS began arriving at Nellis AFB on 26 October and flew their first missions on the night of 27 October. Maintenance personnel from the 8 FS deployed for the entire four-weeks.²⁹

(U) During the four-week exercise, planners scheduled six sorties a night for the F-117As for a total of 120 sorties. Of the 120 sorties planned, the 49th Fighter Wing accomplished 107 sorties. Inclement weather cancelled six sorties on the night of 28 October, and one additional sortie was lost due to maintenance problems with refueling support on 6 November. In addition, five aircraft ground aborted due to maintenance malfunctions and one sortie was a maintenance non-deliver. Brake problems caused the majority of the ground aborts.³⁰

(U) As with any deployment, RED FLAG 01-01 taught many valuable lessons to the deployed personnel. Numerous recommendations developed out of the planning process for the exercise. Some of these recommendations included establishing deployment goals and objectives before deploying, assign task of working security clearances to the squadron intelligence officer and ensure the clearances as early as possible, and billet deployed personnel on base and not in a 'seedy' part of town.³¹

(U) As with the planning process many lessons learned came out of the logistical issues. They included having the Logistics Group's point of contact deploy and remain at the deployed location for the duration of the exercise, have the 49 FW deploy with secure, digital radios to enable unabated communications between operations and maintenance, deploy with a qualified and capable computer specialist, essential personnel should have cell phones with an account connected to the deployed region's cellular

²⁹ Memo (U), 8FS/CC to 49OG/CC, "RED FLAG 01-01 After Action Report," 8 Dec 00, SD II-9; Msg (U), HQ ACC to 355WG et al., "Red Flag (U)," 211759Z Sep 00, SD II-10; Memo (U), 7CTS/DO to 7CTS/CC et al., "RED FLAG 01-01 Period Two After Action Report," 28 Nov 00, SD II-11.

³⁰ *Ibid.*

³¹ *Ibid.*

system, and Headquarters Air Combat Command should fund rental vehicles based on people movement needs and not based on total deployed personnel.³²

(U) Under the operational issues involved with RED FLAG, several recommendations were discussed. First, the RED FLAG hangars should be used for F-117A operations with LO integration being the primary focus for LO integrated RED FLAGS. Additionally, the LO package commander should not act as the overall mission commander. The LO package commander should act as the primary coordinator between the strike package commander and the F-117 commander. Finally, the 49th Fighter Wing should interface with the Air Expeditionary core wings that the 49 FW is assigned to. This should include package integration as well as mission planning exercises on a quarterly basis.³³

(U) Overall, both deployed commanders believed that RED FLAG 01-01 provided valuable lessons for their personnel. Lieutenant Colonel John P. Good, commander of the 8th Fighter Squadron stated, "Maintenance and operations taskings enabled our squadron to focus on its wartime mission and walk away with some very valuable lessons learned."³⁴

CAPSTONE (U)

(U) Three F-117As and 15 personnel from the 9th Fighter Squadron took part in Capstone at Nellis Air Force Base, Nevada from 24-29 July 2000. During the firepower demonstration two F-117As dropped two GBU-10s with both aircraft successfully hitting their targets. According to Major Michael I. White, 9FS/AFLT/CC, the third deployed F-117A was used as a static display during the event.³⁵

³² Memo (U), 8FS/CC to 49OG/CC, "RED FLAG 01-01 After Action Report," 8 Dec 00, SD II-9; Msg (U), HQ ACC to 355WG et al., "Red Flag (U)," 211759Z Sep 00, SD II-10; Memo (U), 7CTS/DO to 7CTS/CC et al., RED FLAG 01-01 Period Two After Action Report," 28 Nov 00, SD II-11.

³³ *Ibid.*

³⁴ *Ibid.*

³⁵ MFR (U), 49FW/HO, "Capstone," 29 Aug 00, SD II-12.

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CHAPTER III

MISCELLANEOUS ACTIVITIES (U)

AIRCRAFT MAINTENANCE (U)

(U) As the sole home of the F-117A, the 49th Fighter Wing was called upon to generate sorties ranging from real world operations to local training at Holloman Air Force Base. Based on the wide range of mission requirements, the 49th Operations and Logistics Groups maintained a fleet of mission ready aircraft, available to fill DOC taskings and meet all home station requirements.¹

(U) From July-December 2000, the maintenance operations supported more than 3,600 sorties flown by the wing. Throughout the period, the 49th Fighter Wing averaged a mission capable (MC) rate of 79.9 percent for the F-117A. The MC rate reached a high of 82.8 percent in September with a low of 77.3 percent during August. However, the average percentage for the July-December 2000 time period failed to meet the ACC standard of 80 percent. Over the same time period, the total non-mission capable maintenance (TNMCM) rate declined from 19.0 percent in July to 16.7 percent in December.²

(U) Several factors accounted for the wing's failure to meet the ACC standard. Phase inspections continued to be the main driver behind the subpar performance.

¹ Rpts (U), 49LG, "F-117A Monthly Maintenance Summaries," Jul-Dec 00, SD III-1.

² *Ibid.*

Additionally, during the July-December 2000 reporting period the entire F-117A fleet underwent a digital brake modification. In a continuation from the first six months of 2000, two F-117As received contaminated hydraulic. This forced personnel to flush out the hydraulic system and grounded the aircraft for much of July 2000.³

(U) In a continued effort to improve the operation of the F-117A *Nighthawk*, the 49th Operations Group in conjunction with Lockheed-Martin continued the single configuration fleet modification. This modification standardized the radar absorbent material (RAM) used on the F-117A. Each aircraft is flown to the Lockheed-Martin facility at Palmdale, California where the aircraft is completely stripped of its RAM and then a new spray coat of RAM is applied by a robotic procedure. As funding becomes available, each F-117A will receive this new coat of RAM with the entire F-117A fleet being completed by 2005.⁴

(U) Another improvement to the F-117A included the installation of a new digital video tracker to the InfraRed Acquisition and Designation System. This system enabled the aircraft, and pilot to see the target and designate it with a laser for the laser guided munitions. The new digital video tracker possessed a few problems. One reported problem involved the sensors display unit on some aircraft to go blank. However, the contractor developed a fix for this particular problem and began repairing the units.⁵

Engines (U)

(U) The 49th Maintenance Squadron managed the 49th Fighter Wing's fleet of F-404 engines, the only F-404s in the United States Air Force. Throughout the six-month reporting period, the wing exceeded Air Combat Command's requirement of six

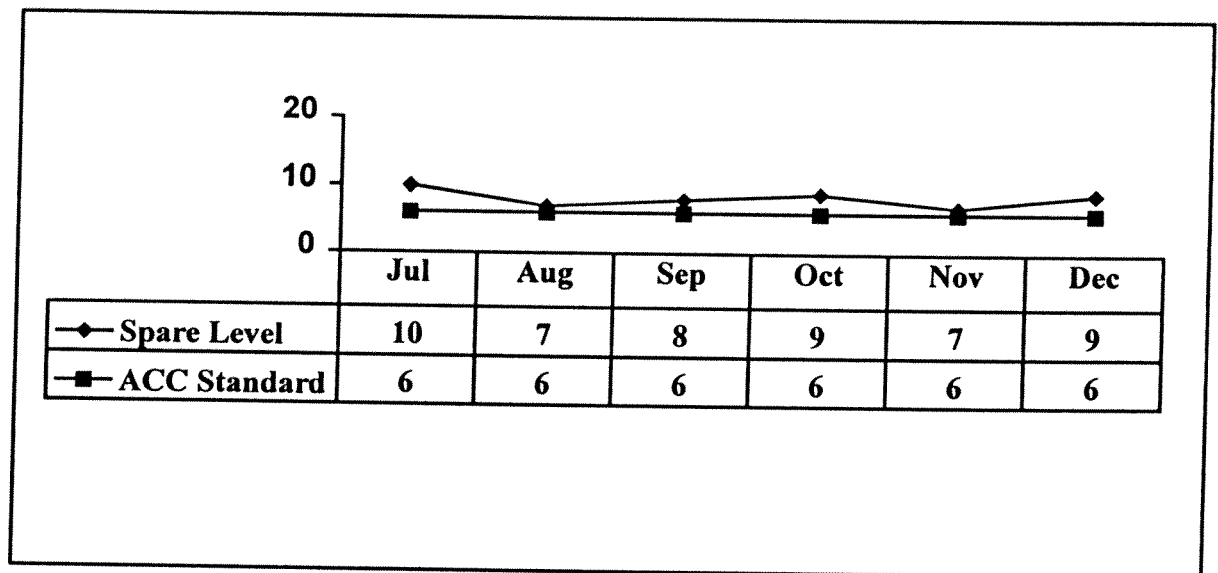
³ Rpt (U), 49OSS/OSOA, "F-117A Monthly Aircraft Logistics Indicators Report," Jul-Dec 00, SD III-2; Email (U), CMSgt D Drake, 49OG/CME, to MSgt W Alexander, 49FW/HO, "F117 9302 Report," 18 Apr 01, SD III-3.

⁴ Email (U), CMSgt D Drake, 49OG/CME, to MSgt W Alexander, 49FW/HO, "Semi-annual History," 18 Apr 01, SD III-4.

⁵ *Ibid.*

serviceable spare engines. The following chart shows the average number of spare engines available each month.⁶

Chart III-1
July-December 2000 Spare Engine Levels (U)⁷



Gold Flag (U)

(U) The 49th Logistics Group continued to pursue innovative methods of saving money through Air Combat Command's Gold Flag program. Since 1994, the 49th Fighter Wing's Gold Flag program identified ways of more efficiently repairing or replacing aircraft parts.⁸

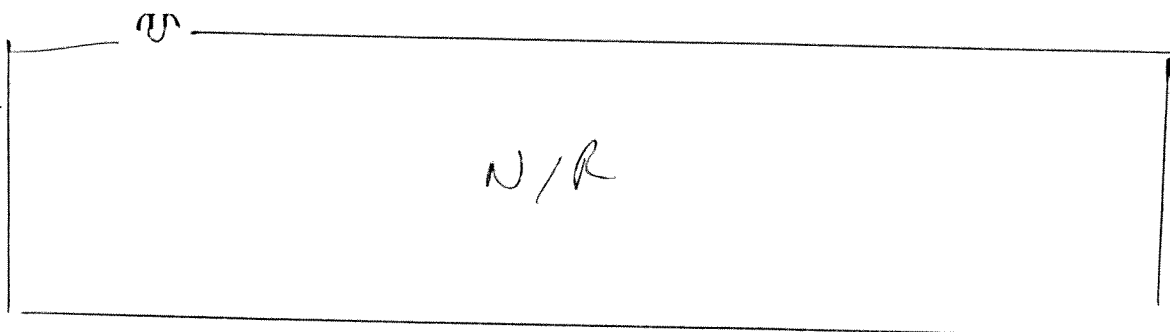
(U) Gold Flag programs provided savings in three different areas: cost avoidance, cost savings and Mission-Impaired Capability Awaiting Parts (MICAP).

⁶ Chart (U), 49LG/LGMPJ, "F-404 Engine Status," nd, SD III-5.

⁷ *Ibid.*

⁸ Email (U), MSgt Todd Johnson, 49LG/LGQF, to MSgt William Alexander, 49FW/HO, "Gold Flag Info," 15 Mar 01, SD III-6.

Under cost avoidance, Gold Flag members repaired broken or unserviceable items and returned them to the supply system. On the other hand, cost savings centered on fixing items that normally have been disposed. In addition, The Gold Flag office sought to eliminate MICAP items that effected mission capability. From July-December 2000, the wing's Gold Flag program generated \$246,000 in cost avoidance, \$95,000 in cost savings and eliminated 115 MICAP items. During calendar year 2000 the program produced \$1,121,000 in cost avoidance, \$336,000 in cost savings and resolved a total of 218 MICAP items.⁹

**SAFETY (U)**

(U) During the second half of 2000, the 49th Fighter Wing (FW) maintained a good safety record. As in the first six months of 2000, flight safety did not have a Class A or B mishap and only two Class C mishaps during the reporting period. Flight safety reported a Class C incident involving a 20th Fighter Squadron F-4F on 12 July 2000 and a Class C mishap on an F-117A on 8 August 2000. In addition, ground safety continued an 18-month trend of reducing the number of mishaps but showed a dramatic increase in the costs of those incidents. The 49th Fighter Wing had 20 reportable mishaps for \$311,670 compared to 21 mishaps for \$73,398 during the previous six months. One

⁹ Email (U), MSgt Todd Johnson, 49LG/LGQF, to MSgt William Alexander, 49FW/HO, "Gold Flag Info," 15 Mar 01, SD III-6.

N/R ¹⁰ [N/R]

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41

incident, a fire truck rollover, accounted for \$134,000 and explained the increase in the costs during the July-December 2000 time period.¹¹

Not
Responsive

N/R

¹¹ Email (U), SSgt D Nunn 49FW/SE to MSgt W Alexander 49FW/HO, "Aircraft Safety Chart," 7 Feb 01, SD III-7; Chart (U), 49FW/SE, "Mishaps from 1 Jul 00 Through 31 Dec 00," ca 31 Dec 00, SD III-8.

¹² [N/R]

¹³ [N/R]

Sub. Dec 00

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APPENDIX E WEAPONS SYSTEMS INVENTORY (U)

July-December 2000

8 FS (F-117A)

	Jul	Aug	Sep	Oct	Nov	Dec
Auth	18	18	18	18	18	18
Asgnd	23	23	23	23	23	22
Poss	20	19	19	20	20	20
TDY	0	0	0	0	0	0
In Depot	3	4	4	3	3	2

9 FS (F-117A)

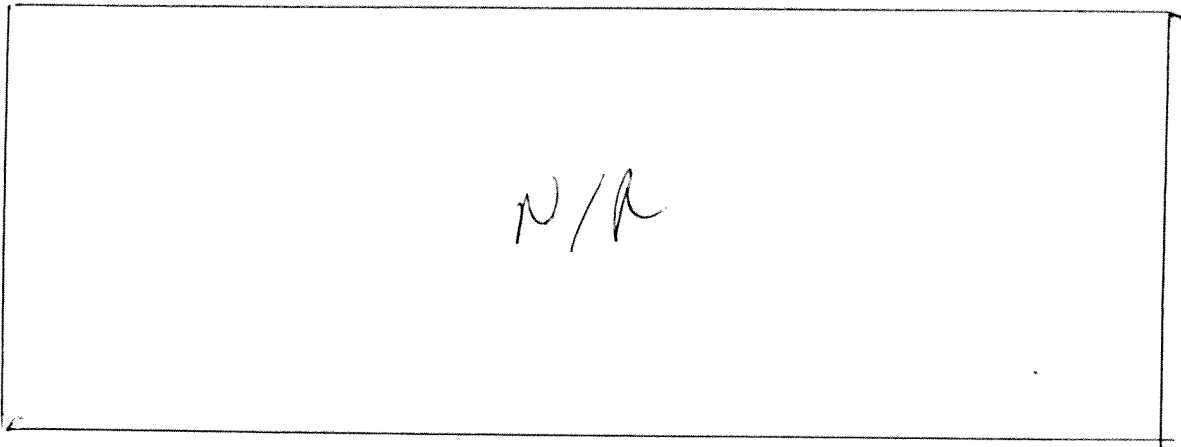
	Jul	Aug	Sep	Oct	Nov	Dec
Auth	18	18	18	18	18	18
Asgnd	28	29	29	29	29	29
Poss	26	27	27	27	27	27
TDY	0	0	0	0	0	0
In Depot	2	2	2	2	2	2

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," Jul-Dec 00, SD IV-4; Rpts (U), DynCorp, "Unit Internal Performance Review," Jul-Dec 00, SD IV-5; Rpt (FOUO), 49 FW, "Monthly Flying and Maintenance Plan," Jul-Dec 00, SD IV-6.

APPENDIX E (CON'T)



Aircraft Assigned
As of 31 December 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	A0835
		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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67

APPENDIX F
COMBAT AIRCREW INVENTORY (U)

July-December 2000

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APPENDIX H **AIRCRAFT UTILIZATION (U)**

F-117A

	2000	Jul	Aug	Sep	Oct	Nov	Dec
FLYING HOURS							
PROGRAMMED		999.3	1070.5	1040.8	995.6	1026.6	966.5
FLOWN		1017.8	1498.8	1040.8	996.8	1117.0	1030.5
HOME		1017.8	1498.8	1040.8	996.8	1117.0	1030.5
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		606	643	568	608	619	581
SCHEDULED		591	862	644	623	604	657
FLOWN		572	816	596	579	563	644
HOME		572	816	596	579	563	644
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		2	4	0	0	4	0
GROUND		14	24	20	28	19	19
AVERAGE SORTIE DURATION		1.77	1.83	1.74	1.72	1.98	1.60
SORTIE UTILIZATION RATE		13.6	19.4	14.2	13.5	113.1	15.0

SOURCES: Rpts (FOUO), 49FW, "Monthly Flying and Maintenance Plan," Jul-Dec 00, SD IV-6; Rpt (U), DynCorp, "Unit Internal Performance Review," Jul-Dec 00, SD IV-5; Tables (U), 49OSS/OSOS, "49FW FY-01 Flying Hours," 19 Jan 01, SD II-8.

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73

APPENDIX J
UNIT COMBAT RATINGS (U)

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

July 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
F-4F	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	59.3	0	59.3	0	58.0	0	344	237	1.3	0	0	0	0	0
F-4F	18.4	1.5	18.4	1.5	13.7	1.5	41	8	4.7	0				

SOURCE: Rpts (U), 49OSS/OSOS, "Range User Summary," Jul-Dec 00, SD IV-7.

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79

APPENDIX K (CON'T)

August 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
F-117A	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	4.0	0	4.0	0	3.3	0	22	0	0.7	0	0	0	0	0
F-4F	1.2	0	1.2	0	1.2	0	3	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	125.0	21.4	125	21.4	124.1	21.4	691	60	0.9	0	0	0	0	0
F-4F	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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80

APPENDIX K (CON'T)

September 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
F-117A	3.5	2.6	3.5	2.6	2.5	2.6	15	8	1.0	0	0	0	0	0
F-4F	8.5	0	8.5	0	7.4	0	9	0	1.1	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	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	5.3	2.8	3.0	2.8	3.0	2.8	6	15	0	0	0	0	0	0

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81

APPENDIX K (CON'T)

October 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
F-117A	4.2	3.7	4.2	3.7	4.2	3.7	14	21	0	0	0	0	0	0
F-4F	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	42.4	26.5	42.4	26.5	42.4	26.5	78	44	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	44.0	34.0	44.0	34.0	44.0	34.0	239	152	0	0	0	0	0	0

November 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
F-117A	5.2	1.5	5.2	1.5	3.5	1.5	7	10	1.7	0	0	0	0	0
F-4F	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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82

APPENDIX K (CON'T)

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	44.1	18.2	44.1	18.2	44.1	18.2	100	42	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	39.9	39.3	39.9	39.3	39.9	37.6	228	155	0	1.7	0	0	0	0

December 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
F-117A	1.5	0	1.5	0	1.5	0	3	0	0	0	0	0	0	0
F-4F	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	11.0	25.0	11.0	25.0	11.0	25.0	28	67	0	0	0	0	0	0

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83

APPENDIX K (CON'T)

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	53.0	48.9	53.0	48.9	52	47	315	225	1.0	1.7	0	0	0	0

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APPENDIX L UNIT EXERCISE PARTICIPATION (U)

July-December 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>
8 FS	RED FLAG 01-01	13 Oct-10 Nov 00	Nellis AFB	8 F-117As	60	60	180
' CTS	RED FLAG 01-01	24 Oct-10 Nov 00	Nellis AFB	8 F-117As	60	47	20
20 FS	127 FW ORE	9 Sep-15 Sep 00	Alpena, MI	4 F-4Fs	24	15	32
20 FS	B-Couse Syllabus	21 Aug-1 Sep 00	Selfridge ANGB, MI	7 F-4Fs	80	72	55
19 MMG	JTF-6	13-14 Dec 00	Douglas, AZ	N/A	N/A	N/A	2
9 FS	CAPSTONE	24-29 July 00	Nellis AFB	3 F-117As	2	2	15
.9 MMG		20 Jun-14 Jul 00	Kunsan AB, ROK	N/A	N/A	N/A	3
9 MMG		11 Jun-12 Jul 00	Anderson AFB, Guam	N/A	N/A	N/A	4

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

APPENDIX N
MAINTENANCE INDICATORS (U)

F-117A

	2000	<u>JUL</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>	<u>DEC</u>
Possessed hours		31166.4	32197.9	31486.5	32882.6	31334.1	33374.4
MC Hours		24473.9	24898.3	26064.1	25855.0	25219.0	27385.4
FMC Hours		24473.9	24898.3	26.64.1	25855.0	25219.0	27385.4
TNMCM Hours		5908.9	6916.7	5052.0	6426.9	5484.4	5560.5
TNMCS Hours		1677.6	833.5	1213.6	1303.0	1096.6	833.0
NMCB Hours		893.8	450.3	843.9	192.4	40.3	455.1
PMCB Hours		0.0	0.0	1.0	0.0	0.0	0.0
PMCM Hours		0.0	0.0	1.0	0.0	0.0	0.0
PMCS Hours		0.0	0.0	0.0	0.0	0.0	0.0
MC Rate 80%*		78.5	77.3	82.8	78.6	80.5	82.1
FMC Rate		78.5	77.3	82.8	78.6	80.5	82.1
TNMCM Rate 22%		19.0	21.5	16.0	19.5	17.5	16.7
TNMCS Rate 7%		5.4	2.6	3.9	4.0	3.5	2.6
NMCB Rate		2.9	1.4	2.7	0.6	0.1	1.4
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%		2.4	0.9	1.7	1.2	0.9	3.0
Gnd Abort Rate		2.4	2.9	3.2	4.6	3.3	2.9
Air Abort Rate		0.3	0.5	0.0	0.0	0.7	0.0
Sch'd Effnes 80%		81.7	85.0	81.4	83.3	80.5	88.0
Total Deviations		108.0	129.0	120.0	104.0	118.0	79.0

SOURCES: Rpts (U), 49LG, "F-117A Monthly Maintenance Summaries," Jul-Dec 00, SD III-1; Rpt (U), DynCorp, "Unit Internal Performance Review," Jul-Dec 00, SD IV-5.

* (U) Percentages listed are command standards.