

INTER-OFFICE MEMO

Blake
We need 6 ea flips of this report
+ one photo of present situation
let me see rough before going to Pres.

Memo No. 290-1156
 Date: 26 March 1962

TO: D. S. Lewis

CC: H. D. Barkey, F. E. Christofferson, C. M. Forsyth, R. E. Hage,
 R. C. Little, D. Malvern, J. S. McCarthy (3), S. N. McDonnell,
 J. J. Peterson, A. J. Redway (6), G. E. Stroud (6), W. Summers III (3),
 J. F. Sutherland

FROM: W. S. Ross

SUBJECT: Project "Hopscotch"

1. Aircraft Nos. 149405 and 149406 are presently in the plant undergoing periodic inspection preparatory to returning to Project "Hopscotch" at James Connally AFB on 31 March.

2. Flight statistics on this program to date are as follows:

a. At Langley AFB 24 January-17 February 1962

Hours flown	85:55 (including ferry)
No. 405 - 43:05; No. 406 - 42:50	
Sorties flown	62
Familiarization	51
Checkout and transition	11

b. At Nellis AFB 20 February-22 March

Hours flown	195:15 (including ferry)
No. 405 - 99:00; No. 406 - 95:15	
Sorties flown	141
Familiarization	124
Radar evaluation	15
Air-to-air refuel evaluation	2
Ordnance expended:	
ML17 #750 bombs	106
2.75 rockets	1015
MK76 practice bombs	125
ML16 fire bombs (napalm)	41
MLU-10/B aerial railroad mine	3
CBU-2A	2

c. The program to date has included 313 landings.

3. A cumulative readiness rate existed as of 22 March 1962 0800 hours (excluding return ferry from Nellis AFB) as follows:

	<u>Operational Ready</u>	<u>Flyable</u>
405	81.0%	92.7%
406	79.5%	91.0%

4. Cumulative maintenance manour factors as of 18 March 2400 hours were:

Maintenance manhour/flight hour - 6.12
Maintenance manhour/sortie - 8.53

It should be mentioned that these are direct manhours only and do not include standby and supervision.

Maintenance manhours by category were:

- a. Alert and service (turn around and armament up-load) - 386.2 MM hours
25% maintenance requirements
 - b. Scheduled pre-flight and post flight inspections - 432.3 MM hours
28% maintenance requirements
 - c. Unscheduled maintenance - 578.3 MM hours
38% maintenance requirements
 - d. Field maintenance and bench check - 123.2 MM hours
9% maintenance requirements
5. The airplanes, upon return to St. Louis, were in flyable status without any serious outstanding squawks.
6. Nellis pilots were greatly impressed with the conventional warfare capabilities of the airplane, radar observers were enthusiastic about the radar presentation (even without PPI) and, in general, Air Force personnel who have flown or ridden in the F-110A consider it to be a superior piece of equipment.

W. S. Ross
W. S. Ross

ILB:jb

14 March 1962

To: R. J. Baldwin, C. M. Forsyth, R. E. Hage, D. S. Lewis,
J. S. McCarthy, S. H. McDonnell, R. A. Noyes, A. J. Redway,
G. E. Stroud

From: R. C. Little

Subject: F-110 Conventional Weapons Accomplishments at Nellis AFB

1. The F-110's at Nellis AFB continue to demonstrate outstanding multiple weapon capability. Projected flight rate for the two aircraft while at Nellis AFB is 90 flights per month per aircraft. A total of 91 sorties have been flown since arrival at Nellis as follows:

13 sorties with live 750's
77 rds. expended
1 level run @ 2000' with 13 bomb salvo

10 fire bomb (napalm) sorties
37 rds. expended

22 sorties with LAU-3 . 2.75" rockets
935 rds. expended

8 sorties with MK 76 practice bombs

7 radar ground map evaluation flights

(31 additional familiarization flights)

R. C. Little
R. C. Little

RCL:ap

INTER-OFFICE MEMO

Memo No.: 501-1196

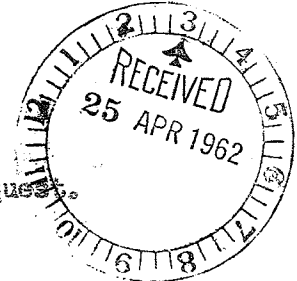
Date: 20 April 1962

TO: H. Barkey, J. Horn, R. C. Little, D. Malvern, S. N. McDonnell, R. Noyes,
R. E. Peters, J. J. Petersen, J. F. Sutherland, F. E. Winship.

CC: G. Gregurec, W. Toczylowski, G. Williams, C. A. Winn

FROM: C. E. Siler

SUBJECT: F110A Data collection in accordance with USAF TAC request.



Reference:

Enclosures: (1) F110 Detachment Activities

1. During the week ending 1 April 1962 Aircraft Nos. 149405 and 149406 underwent the first periodic inspection and were returned to Project "Hopscotch" at James Connally AFB on 31 March.
2. Cumulative statistics for the program (inclusive of the periodic inspection) were as follows:

<u>AVAILABILITY</u>	<u>24 JAN THRU 25 MARCH</u>	<u>*FOR THE W/E 1 APRIL</u>	<u>ACCUMULATED TOTALS AS OF 1 APRIL</u>
Operational Ready	77.0%	36.9%	72.5%
Flyable	87.1%	45.2%	82.8%
<u>UTILIZATION RATE</u>			
Flt. Hours per Month per A/C	70.1	19.5	64.8
Flt. Hours flown (2 A/C)	280.5	9.1	289.6
No. of Sorties Flown	202	7	209
Avg. Sortie Duration	1.39	1.30	1.39
<u>MAINTENANCE MAN HOURS</u>			
Total Direct Maint. MH Exp.	1558.1	1233.3	2791.4
Avg. MH/FH	5.55	135.53	9.54
Avg. MH/Sortie	7.71	176.19	13.36

*The readiness utilization and maintenance data accumulated as of 1 April includes operations at Langley for familiarization, at Nellis for armament evaluation and at McDonnell for a Periodic (Navy Calendar) inspection after approximately 150 flight hours on each aircraft. The readiness, utilization and man hour figures for the week ending 1 April are not representative, because the Periodic Inspections were performed during this week at a cost of approximately 600 man hours per aircraft. It should be noted that the same inspection is being performed on fleet airplanes by the Navy, and the man hours used for these inspections were almost the same as those reported by the Navy.

3. Direct maintenance manhour Expenditures through the first major periodic inspection were as follows:
- a. Alert & Service (turn-around) includes servicing, parking, repositioning and sending aircraft off 24 Jan. through 1 April 62.

439.7 manhours expended for 289.6 flying hours
1.52 MMH/per flight hour
15.9 % expended maintenance effort
 - b. Scheduled Preventive Maintenance (Pre-flight and Post flight) performed before and after each flight and at designated hourly intervals. 24 Jan. through 1 April 62.

513.2 manhours expended for 289.6 flying hours
1.77 MMH/per flight hour
18.6 % expended maintenance effort
 - c. Scheduled Periodic Inspection - Includes engine removal and inspection; opening all doors and functional check of all systems. Complete operational check of components rigging, and the accomplishment of repair required to clear all discrepancies. 24 Jan. through 1 April 62.

1188.7 manhours expended for 289.6 flying hours
4.10 MMH/per flight hour
43.2 % of expended maintenance effort
 - d. Unscheduled Maintenance and Bench Check of components repaired and re-installed on Aircraft. 24 Jan. through 1 April 62.

609.7 manhours expended for 289.6 flying hours
2.11 MMH/per flight hour
22.2 % of expended maintenance effort



C. E. Siler

GRW
GRW:pal

F110 DETACHMENT
Activities

Activities at Langley AFB, Virginia. (24 Jan - 17 Feb 62)

Hours Flown:	<u>85:55</u>
Sorties:	<u>62</u>
Familiarization Flts Conducted:	<u>51</u>
Checkout & Transition Sorties:	<u>11</u>

Activities at Nellis AFB, Nevada (19 Feb - 22 Mar 62)

Hours Flown:	<u>195:15</u>
Sorties:	<u>141</u>

Ordnance Expended:

M117 (750 lb Bombs)	<u>106</u>
M116 (Fire Bombs)	<u>41</u>
MLU-19/B (Aerial Mine)	<u>3</u>
2.75 Rockets	<u>1015</u>
Mark 76 Practice Bombs	<u>125</u>
Radar Evaluation Sorties:	<u>15</u>
Familiarization Flights:	<u>124</u>
SUU-7 A/A	<u>2</u>