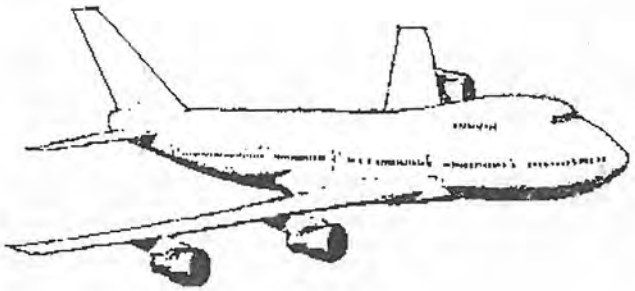
First ACCS Pilots Association

Rules of Engagement



-- VERSION TWO--

As if the First Version Didn't Cause Enough Trouble

1st ACCS/FAPA
Offutt AFB, NE 68113

FAPA ROE - 30 March 1991

A Message from the President

I want to instill upon all of us aviation professionals the proper perspective for undertaking the awesome responsibilities we assume every time we strap into our E-4B Boeing 747. The burden of world peace on our shoulders, after all, is enough to make most mortals wince.

We must always remember our priorities when slipping the surly bonds of earth:

- o Do it safely.
- o Have fun while doing it.
- o Learn as you do it.
- o Get the job done.

With these priorities please add the following: When all else fails, remember to make the First ACCS look good. And if you can't do that, try to make the Second ACCS look bad.

And to our fellow pilots of the Buff persuasion, let me say that all kidding is meant (it isn't funny unless it's cruel) and remember the best quote from literature that most accurately conveys the atmosphere of the 1st ACCS, Animal Farm . . . "All swine are created equal, but some swine are more equal than others."

Remember, also, that our craft is populated with many shoe clerks that have no concept of these priorities. In an ideal world, we wouldn't have this vermin to deal with. Indeed, back in the good old days, we'd have an inquisition and rid the community in one fell swoop. But, alas, it is not an ideal world. We must always remember that it is always better to accept the consequences of being labelled a disloyal aviation whore than to place yourself or aircraft into a situation that wouldn't look good on an airline resume.

EDDIE Q. HASKEL, Major, USAF
E-4 Pilot, FAPA President

Everyone loves the pilot,
Except the crew.
- J.S. Lee

Table of Contents

Some men are born mediocre, some men achieve mediocrity, and some have mediocrity thrust upon them.
- 1st ACCS Theory of Leadership

How to use the Rules of Engagement

The Manual

This manual is presented with all major topics in alphabetical order. When confronted with a situation that could lead to embarrassment, identify the enemy, consult the manual and other sources, talk it over, act, then get ready to punt.

Identify the Enemy

We have many enemies, but identification is usually a straight forward problem. The following are all enemies:

- A member of any another service (has to be NEACP or a staff puke)
- Any shoe clerk
- Any aviator with a JCS badge or NEACP line badge
- Most officers wearing SAC crests on FOBs
- Anyone from DOS

Consult your sources

If you don't know what to do, look for help in your references:

- Flight Manual
- FAPA ROE *
- AFR 51-37, 60-1, 60-16
- SACR 51-4, 55-12
- Your LES

* Remember this, from FCIF 89-87: "The recently distributed FAPA ROE is not an approved source document for training, mission planning, or inflight use."

Discuss with Friendlies

Talking over the controversy with the crew has several advantages:

- Other frames of reference
- Greater base of experience
- Company at the hearing

Act

Do something!

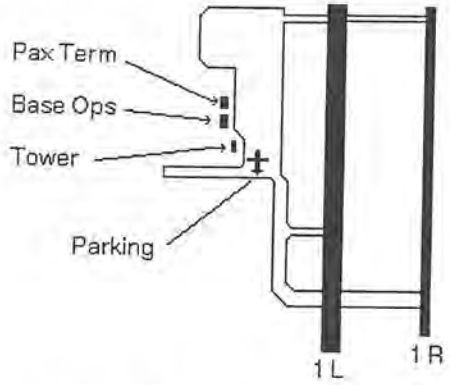
Punt

There is no doubt about it, sometimes you have to take your lumps.

When in charge, ponder. When in trouble, delegate.
When in doubt, mumble.
- J Boren.

Airfields

Andrews AFB, MD (KADW)



Location: Camp Springs, Maryland

INS Parking Coordinates: N38.482 W76.526

Runways: 1L/19R (tkof/ldg) 1R/19L (ldg only) Approaches: NDB, ILS 1L/19R, Cat II ILS 1L/19R, TACAN 1R/19L

Landing: West Rwy is Preferred.

Taxiways: Adequate for 747
Parking: Angle nose left within ten feet of stopping to prevent tail from blanking SHF.
Per Diem: Marvelous
Operations: Self Sustained required. (will close taxiway behind airplane) Be wary of tailwinds that might cause fan tip stalls.
Fuel Load: Cycle between 180 and 210Ms
Alert Quarters: BOQ, nice
Launch: Takeoff permitted only on west runway (takeoff on east runway will tear up the asphalt)
Note: Don't do anything to embarrass a future C-20 pilot who will get even if you do.

Depart to ADW: ADW OTT184009 J61 HCM013031 J193 HCM CVI RIC OTT248012 MORLO (IAF) KADW (Land) FL210 TAS 490 0:49 ETE 30Ms
Stereo Departure: COFIELD 01: Radar Vectors DAILY J61 HUBBS J193 KATZUN CVI RIC.IRONS (Adw Star) (Source: FCIF 89-27)

Barbers Point NAS, HI (PHNA)

Location: Ewa Beach, Paradise
Runways: 04L/04R/22L/22R, 11/29.
Approaches: Tacan /Par to 04, Circle to 11
Landing: All runways are about 8300 feet and require optimal pilot technique due to very strict airspace restrictions (Honolulu TCA). Advise taking a Hawaii resident with you. (See other notes under Honolulu IAP). Alert requirements are in a state of flux (we haven't figured them out yet -- so contact the last guys to have done it: Albright/Rumohr).
Base Ops: 684-5195

Cedar Rapids Municipal, IA (CID)

Location: Cedar Rapids, Iowa
NO BALLS NOTE: E-4 TRANSITION NO LONGER PERMITTED HERE.

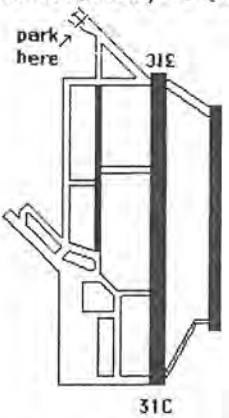
City of Colorado Springs Municipal, CO (COS)

Location: Colorado Springs, Colorado
Runways: 12/30, 17/35
Approaches: ILS 35/17, NDB 35
Landing: no touch and go, low approach only when training. Because of high PA, recommend a power on flare with initiation of rotation at 50 feet.
Denver FSS: (800) WX-BRIEF
Special Notes: caution with Zooms in the cockpit, they tend to bable incessently here.

Clark AB, RPI (RPMK)

Location: Luzon I., Rep. of Phillippines (Head towards hell and turn right)
Runways: 2/20
Approaches: VOR 2/20, ILS 20
Landing: watch for snipers.
Taxiways: Main parallel is adequate.
Parking: Normally on main parallel.
Per Diem: Not worth the risk.
Operations: Self sustained required without normal PSM support.
Fuel Load: Depends.
Alert Quarters: okay.
Special hints: Insurance policies should be kept up to date! Look grim anytime NEACP asks about Clark, they might just cancel it.

Columbus AFB, MS (KCBM)



Location: Columbus, Mississippi

INS Parking Coordinates:
N33.393 W88.280

Runways: Three, use the center only (13C/31C)

Approaches:
ILS, VOR/DME, TACAN 13C/31C

Landing: Center Runway Only
Taxiways: Narrow
Parking: As depicted.
Per Diem: Not worth it.
Operations: Self Sustained. Weekends only., except for dire wx elsewhere
Fuel Load: Cycle between 180 and 210Ms

Alert Quarters: Really, really bad. (Mole Hole the 13th)
Launch: No problems.
Depart to ADW: CBM VUZ J22 TYS J22 PSK GVE GVE071053 (SABBI) ADW188080 (MORLO) FL 250 TAS 505 ETE 1:25 50Ms

Des Moines International, IA (KDSM)

Location: Des Moines, Iowa (515) 284-4440
Runways: Several, only RWY 12L and RWY 30R are suitable
Approaches: ILS 12L/30R, NDB 30R
Landings: no problems
Fort Dodge FSS: (800) WX-BRIEF, ATIS: (515) 287-3180

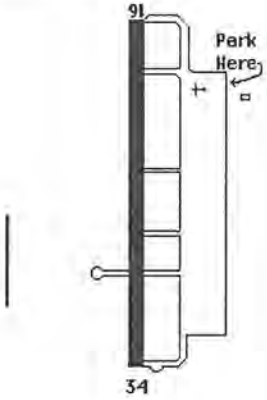
Dover AFB, DE (KDOV)

Location: Dover, Delaware
Runways: 1/19 best choice for RZ, 14/32 okay for tkof/ldg
Approaches: ILS Cat II Rwy 1, ILS 19, TACAN 1/19
Landing: No problems
Taxiways: No quick turnaround spots on 14/32
Operations: Class act for RZ

Duluth International, MD (KDLH)

Location: Duluth, Minnesota (218) 727-2968
Runways: Several, only RWY 9 and RWY 27 are suitable
Approaches: NDB 9, ILS 9/27, TACAN 9/27, VOR 3/21
Landing: no problems on 9/27

Dyess AFB, TX (KDYS)



Location: Abilene , Texas
INS Parking Coordinates:
N32.259 W 99.511

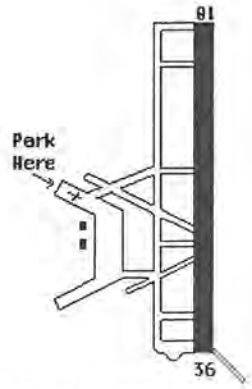
Runways: 16/34
Small parllel to the west is not usable
Approaches: VOR 16/34, ILS 16/34
Landing: No problems.
Taxiways: No problems.
Parking: In front of base ops
Per Diem: Okay.
Operations: Self Sustained.
Fuel Load: Cycle between 180 and 210Ms.
Alert Quarters: Unknown-NEACP reluctant to use this base (B-1 politics)
Launch: No problems.
Depart to ADW: KDYS DFW J42 GVE GVE071053 (SABBI) ADW 188010 (MORLO) KADW FL250 TAS 505
ETE 2:35 80MS

Eaker AFB, AR (KBYH)

Location: Blytheville, Arkansas
INS Parking Coordinates:
N35.578 W89.571

Runways: 18/36
Approaches: ILS and VORs 18/36
Landing: No problems
Taxiways: No problems
Parking: as depicted
Per Diem: Okay.

Operations: Self Sustained.
Fuel Load: Cycle between 180 and 210Ms
Alert Quarters: WWII Barracks (really bite)
Launch: No problems.



Departure to ADW: KBYH-BNA-J42-BKW-J147-CSN-ADW188010(MORLO) FL250 TAS 505 ETE 1:20 50Ms

Quit while you are behind.
- Laurence J. Peter

Elmendorf AFB, AL (PEDF)

Location: Anchorage, Alaska
INS Parking Coordinates:
N61.147 W149.507

Runways: 5/23 (preferred) 15/33
Approaches: ILS or TAC 15
Landing: Rwy 5 is your best bet, others require skill and cunning due to cumulus granite.

Taxiways: lots of light aircraft
Parking: as depicted.
Per Diem: Good
Operations: As required
Fuel Load: As Required
Alert Quarters: nice.

Ellsworth AFB, SD (KRCA)

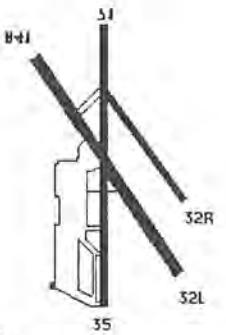
Location: Rapid City, South Dakota (head for the faces on the mountain and turn right)
Runways: 13 and 31, long, suitable for takeoff and landing
Approaches: ILS and TACAN to both runways
Landing: no problems, watch for B-1 in telephone wires
Taxiways: Suitable for E-4

Eppley Airfield, NE (KOMA)

Location: North of nowhere, Nebraska
Runways: 14R/32L, 17/35 (14L/32R TFS)

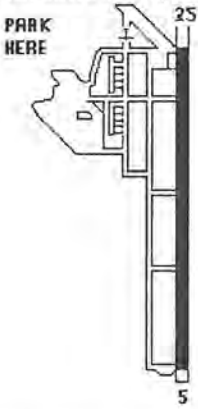
Approaches: Cat II 14R, ILS 14R/17/32L, VOR 32L, NDB 14R

Landing: no problems, watch for simultaneous operations.



"Basically, our job is to avoid the fireball."
- 9th ACCS Motto (Chris Manno)

Fairchild AFB, WA (KSKA)



Location: Spokane, Washington
INS Parking Coordinates:
N47.376 W117.382

Runways: 5/23
Approaches: ILS or TAC 5/23
Landng: No problems

Taxiways: no problems

Parking: as depicted
Per diem: Okay.
Operations: Self Sustained

Fuel Load: A/R
(Depends on himself)

Grand Forks AFB, ND (KRDR)

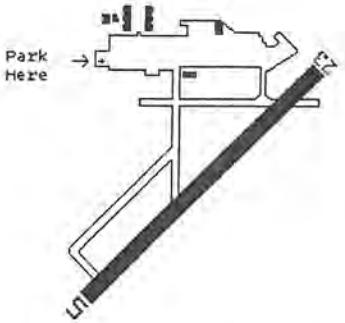
Location: Grand Forks, North Dakota
Runways: 17 and 35, suitable for takeoff and landing
Approaches: ILS and TACAN to both runways
Landing: no problems

Grand Island/Central Nebraska Regional, NE (GRI)

Location: Grand Island, Nebraska (308) 384-3500
"WHO'S DUMB IDEA WAS THIS?" NOTE: TRANSITION NO LONGER ALLOWED HERE.

Only Pussies bail out of airplanes. Real men ride it in.
- Paul Napolotano

Grissom AFB, IN (KGUS)



Location: Peru, Indiana

INS Parking Coordinates:
N40.396 W86.093

Runways: 5 and 23
Approaches: ILS, VOR, TACAN 5/23
Landing: no problems, either runway.
Taxiways: Parallel, 2,3, and 5 are okay.
Don't use 3 at night (FCIF 89-82)
Parking: Two spots, best hookups on south spot. Follow taxi lines carefully and look out for -135s and A-10s, things are tight.

Per Diem: Bery Bery Good.

Operations: Fully equipped for E-4. MITO Freq 351.1 for all klaxon responses.
Fuel Load: 190Ms
Alert Quarters: Dedicated NEACP Facility - Five Stars (except for steward).
Launch: Taxi to taxiway 2, use intersection for runway 23, back taxi for runway 5.
Departure to ADW: KGUS-ROD-APE-J30-ESL282039-J30-ESL-J30-EEY-AML-ADW188010(MORLO)-KADW FL250 TAS 505 ETE 1:05 37Ms

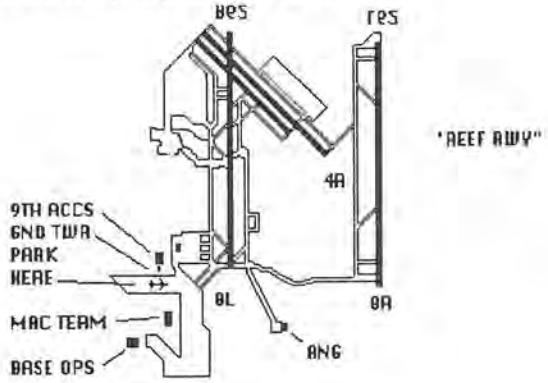
Homestead AFB, FL (KHST)

Location: Homestead, Florida
INS Parking Coordinates:
N25.293 W80.236

Runways: 5/23
Approaches: ILS 5, TAC 5/23
Landing: no problems
Taxiways: Stay on main parallel
Parking: as depicted
Operations: self sustained
Fuel Load: as required
Alert Quarters: ?
Launch: via parallel
Departure to ADW:

Nothing matters very much, and few things matter at all.
- Lord Balfour's Contention

Honolulu IAP/Hickam AFB, HI (PHNL)



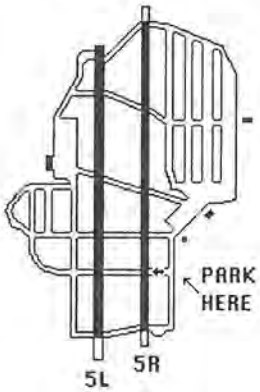
Location: Paradise, Hawaii
INS Parking Coordinates: N21.200 W157.568
Runways: Lots, Heavies restricted to 8L,8R,4R,26L
Approaches: Expect ILS 8L 0700-1900L, ILS 4R other times (trade winds) LDA 26L (kona winds) -- trade winds 90% of the timeLanding: 8L 0700-1900, 4R other times (noise abatement) Expect to taxi via Alpha-Victor when landing 8L or 4R, Reef Alpha-Reef Bravo-Tango when landing 8R/26L
Taxiways: all mains okay, but crowded.
Parking: in front of Hickam's Ground Control Tower as depicted
Per Diem: "And we get paid for this?"
Operations: Self Sustained.
Fuel Load: A whole lot on R-E, not much on PSMs (depending on RZ)
Alert Quarters: Good.
Launch: Alert via Tango then 8L. Otherwise, via Tango-Reef Bravo to 8R.-- in either case, need an immediate right turn to avoid Cumulus Volcanus.
Noise Abatement: Check your SID! You'll need to climb to 2500' and turn right immediately prior to cleanup.
Approach notes: Expect a STAR on arrival and a complex SID on departure.
Penalty Box: If you hear "Cleared to ALANA and hold till I call you" -- you screwed up.
Special Notes: Best service guaranteed when having a native flying the airplane.

Indianapolis International, IN (KIND)

Location: Indianapolis, Indiana (317) 247-2474
Runways: 4L/22R and 13/31
Approaches: NDB 4L/31, ILS CAT II 4L, ILS 13/22R/31, VOR 13
Landing: No problems

There is nothing more useless than runway behind you, altitude above you, airspeed you used to have, and fuel in the truck.
- Anon

Kadena AB, Japan (RODN)



Location: Okinawa City, Japan

INS Parking Coordinates:
N26.208 E127.457

Runways: Use 5R/23L, 5L/23R okay
Approaches: TAC/VOR all, ILS 5L
Landing: Runway slopes down, both ends
Taxiways: stay on south east of airport
Parking: as depicted

Per Diem: good
Operations: as required
Alert Quarters: adequate
Launch: 5R

Special Notes: Watch out for recce pukes engaged in unsavory activities

K.I. Sawyer, MI (KSAW)
Location: Gwinn, Michigan
Runways: 1/19
Approaches: ILS 1, VOR/TAC 1/19
Landings: No problems.

Kansas City International, MO (KMCI)
Location: Kansas City, Missouri (816) 243-3850
Runways: 1/19, 9/27 -- all marvelous
Approaches: ILS Cat II 19, ILS 1/9, Loc BC 27, VOR 27, NDB 1
Landing: No problems, T&Gs 9,27 okay per telcom w/tower (see Shannon)
Notes: Best used at night, often denied during day ATIS: (816) 243-3853

Lafayette/Purdue University, IN (LAF)
Location: West Lafayette, Indiana
Runways: 10/28 and 5/23
Approaches: NDB 10, ILS 10, VOR-A
Landing: Don't try it.
Special Notes: A Purdue-Alumni only field

Lincoln MAP, NE (LNK)
Location: Lincoln, Nebraska (the nearest civilization to Offutt) (402) 435-3285
Runways: 14/32, 17L/35R, 17R/35L
Approaches: NDB 35L, ILS 17R/35L, VOR 17L/17R
Landings: Need DO approval

If you remain calm when all else have panicked,
you don't fully understand the problem.
- Evan's Law

McConnell AFB, KS (KIAB)

Location: Wichita, Kansas
Runways: 1L/R, 19L/R all good
Approaches: ILS 1L/19R, TACAN 1L/1R/19L/19R
Landing: No problems.

Middletown/Harrisburg IAP-Olmsted Field, PA (KMDT)

Location: Middletown, Pennsylvania NOT A TRAINING BASE
Runways: 13/31
Approaches: ILS 13/31
Landing: No problems
Scenery on approach: Three Mile Island (Thermal Curtains may be needed)
Williamsport FSS (800) WX-BRIEF

Mildenhall AB, UK (EGUN)

Location: Mildenhall, England
INS Parking Coordinates:
N 52.221 E00.289
Runways: 11/29
Approaches: TAC, ILS 11/29
Landing: no problems.
Taxiways: narrow.
Parking: as depicted.
Per Diem: Good
Operations: as required
Alert Quarters: Adequate BOQ

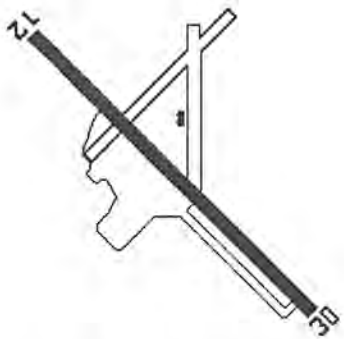
Special Notes:
- Lower transition altitude
- Lower visibilities normal
- Lower standards (SR crews on station)

Oceana NAS, VA (KNTU)

Location: Oceana, Virginia
Runways: Several, Best choice is 23L/5R, also good is 14R/32L
Approaches: TACAN 5R/L, 23L/R
Landing: No problems
Operations: Navy controllers are aggressive, traffic spacing can be tight

Everything should be made as simple as possible, but not simpler.
- Albert Einstein

Offutt AFB, NE (KOFF)



Location:
Nowhere
Nebraska

INS Parking:
N41.066
W95.542

Runways:
12 - scary
30 - easy

Approaches: ILS 30, TACAN 12/30, PAR 12/30
VFR Pattern notes: Cimb to 2,000 ft, 2 DME (12) 3 DME (30) prior to turning crosswind. (FCIF 88-86) No transition after 2300 L. Try not to make the - 135s look bad.
Landing: 12 provides interesting wind shear/ground effect due to a cliff on approach and hangars abeam the flare point
Taxiways: Main parallel only good downhill (must back taxi when using 12 for takeoff.
Parking: Three spots, no waiting.
Per Diem: Bites the big one.
Operations: Must contend with constant meddling from locals.
Fuel Load: 210Ms except when it isn't.
Alert Quarters: the second floor, adequate.
Launch: Be prepared for questions about visibility. Need to close roads on approach end of runway 30 when using full length of runway for takeoff (Contact CSC via CP). Do not apply full thrust until beyond displayed threshold on Runway 12.
Departure to ADW: KOFF-LMN-IRK-CAP-J80-VHP-J80-AIR-J34-ESL282039-J34-ESL-J34-EEY(TRIXY)-AML-ADW188010(MORLO)-KADW FL290 TAS 500 ETE 2:00 65Ms

Oklahoma City/Will Rogers World, OK (KOKC)

Location: Oklahoma City, Oklahoma
Runways: Several, Best bets: 17L/17R, 35L/35R, 12/30
Approaches: ILS 17R/35R, ILS Cat II 35R, Loc BC 35L, VOR 17L
Landing: No problems
PATWAS: (405) 235-1350

Thinking Weakens the Team
- Frank Grindel

Patuxent River NAS, MD(KNHK)
Location: Patuxent River, Maryland
Runways: Several, Best choice is 2/24, also good is 14/32
Approaches: NDB 6, TACAN 6/24/32
Landing: No problems
Operations: Navy controllers are aggressive, traffic spacing can be tight

Peoria/Greater Peoria AP, IL (PIA)
Location: Peoria, Illinois
"WHY CAN'T SAC KEEP OUT OF OUR BUSINESS?" NOTE: TRANSITION NO LONGER PERMITTED HERE.

Ramstein AB, Germany (EDAR)
Location: Landstuhl, Germany
Runways: 9/27
Approaches: ILS 9/27, TAC 9/27
Landing: Runway is 8030 by 148 feet (nuff said)

Salina Muni, KS (KSNS)
Location: Salina, Kansas
"SO MUCH FOR FLEXIBILITY" NOTE: TRANSITION NO LONGER PERMITTED HERE.

It's more important to look good than be good.
- 1 ACCS Theory of Purpose

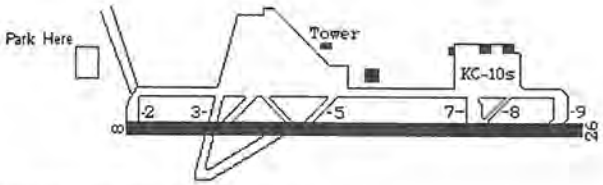
Death before disconnect.
- Corollary One

A pro never takes it around.
- Corollary Two

It's better to die than look bad.
- Corollary Three

No approach can't be saved.
- Corollary Four

Seymour-Johnson AFB, NC (KGSB)



Location: Goldsboro, North Carolina
INS Parking Location: N35.210 W78.000
Runways: 8/26
Approaches: ILS 8/26
Landings: No problems
Taxiways: Adequate for 747
Parking: Standard cross foot operations (taxi in, 180 turn), swing left just prior to stopping, heading about 200-210 degrees.
Per Diem: Not worth the mole hole
Operations: Self Sustained required (may soon change).
Fuel Load: Cycle between 230 and 190Ms
Alert Quarters: Sucks big time.
Launch: Out the throat for 8, back taxi for 26
Departure to ADW: KGSB FKN MOL MOL283043 GVE290044 GVE265036 PSK020016 PSK360034 HOLD 1+05 AML259076 (FINKS) AML ADW188010 (MORLO) FL280 TAS 500 ETE 1:36 53Ms
Departure to OFF: Expect GSB-GSB360/20-as filed
Note: if any of the old heads tell you how nice this place use to be, just slap them.

Sioux Falls/Joe Foss Field, SD (FSD)

Location: Sioux Falls, South Dakota
Runways: 3/21, 9/27, 15/33
Approaches: ILS 3/21, VOR/TAC 15/33, NDB 3
Landings: Low Approaches Only.
FSS: Huron FSS (800) WX-BRIEF

Sioux Gateway, IA (SUX)

Location: Sioux City, Iowa (712) 258-2300
Runways: Several, only RWY 13 and RWY 31 are suitable
Approaches: NDB 13/31, ILS 13/31, VOR 13/31
Landing: Low approaches only.
Fort Dodge FSS (800) WX-BRIEF

Springfield/Capital AP, IL (SPI)
Location: Springfield, Illinois
"WHY CAN'T WE GET OUR ACT TOGETHER?" NOTE: TRANSITION NO LONGER PERMITTED HERE.

St Joseph/Rosecrans Memorial, MO (STJ)
Location: St Joseph, Missouri (816) 232-9771
Runways: 13/31, 17/35
Approaches: ILS 35, LocBC 17, VOR 17, NDB 35
Notes: Requires a Split-S from AR 16
Landings: No problems, full stops not allowed.

Tinker AFB, OK (KTIK)
Location: Oklahoma City, Oklahoma
Runways: 17/35 preferred, 12/30 adequate
Approaches: ILS, TACAN 17/35
Landing: No problems, tower will think you are an E-3

Topeka/Forbes Field, KS (KFOE)
Location: Topeka, Kansas AV 720-7581
Runways: 3/21, 13/31, 17/35
Approaches: ILS 31, VOR-DME 3/21, NDB 31
Landings: 13/31 has a "high friction" surface - Squadron WOM allows you to do one touch and go per pilot.
Wichita FSS: (800) WX-BRIEF

Torrejon AB, Spain (LETO)
Location: Madrid, Spain
Runway: 5/23
Approaches: ILS 23, VOR 23
Landing: No problems, except for final approach to Rwy 5 which places you 3.5 miles from departure end of Barajas IAP (Yo able' mid air?)

Tulsa IAP, OK (TUL)
Location: Tulsa, Oklahoma (918) 835-7581
Runways: 8/26, 17L/35R, 17R/35L
Approaches: ILS 17L/17R/35R, VOR 8/26, NDB 17L/35R
Landings: 8/26 or 17l/35R only

Waterloo, IA (ALO)
Location: Waterloo, Iowa
"STOP ME BEFORE I DELETE ANOTHER GOOD DEAL" NOTE: TRANSITION NO LONGER PERMITTED HERE.

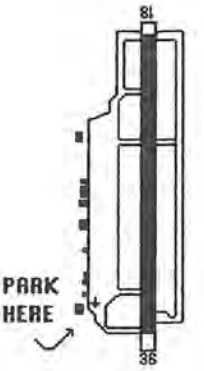
Yokota AB, Japan (PYOK)

Location: Tokyo, Japan
Runways: 18/36
Approaches: ILS 36, TAC 18/36

INS Parking Coordinates:
N 35.441 E 139.20.9

Taxiways: Adequate
Parking: As depicted.
Per Diem: Good.
Operations: as required.

Alert Quarters: BOQ - good.



Better to beg forgiveness than ask permission.
- 1 ACCS Theory of Operation

Almost anything is easier to get into than out of.
- Corllary One

The first myth of management is that it exists.
- Corollary Two

No leave until morale improves.
- Corollary Three

FCIF 90-45

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 55TH STRATEGIC RECONNAISSANCE WING (SAC)
OFFUTT AIR FORCE BASE, NEBRASKA 68113-5000

REPLY TO ATTN OF: DO (Major Shannon, 5687) 28 August 1990

SUBJECT: E-4 Training Flight Transition Locations

TO: NEACP/SO 1 ACCS/CC

1. The following civilian fields may be used for E-4 transition training on a regular basis.

~~Central Nebraska Regional, Grand Island, NE~~	~~(GRI)~~ FCIF 91-09
Des Moines Intl, Des Moines, IA	(DSM)
Eppley Airfield, Omaha, NE	(OMA)
Forbes Field, Topeka, KS	(FOE)
Indianapolis Intl, Indianapolis, IN	(IND)
Kansas City Intl, Kansas City, MO	(MCI)
Tulsa Intl, Tulsa, OK	(TUL)
Will Rogers World, Oklahoma City, OK	(OKC)
~~Springfield/Capital, Springfield, IL~~	~~(SPI)~~ FCIF 91-09
~~Salina Muni, Salina, KS~~	~~(SLN)~~ FCIF 91-09
~~Cedar Rapids Muni, Cedar Rapids, IA~~	~~(CID)~~ FCIF 91-09
Rosecrans Memorial, Saint Joseph, MO	(STJ)
Duluth Intl, Duluth, MN	(DLH)
~~Greater Peoria Regional, Peoria, IL (8am – 4pm only)~~	~~(PIA)~~ FCIF 91-09

2. The following civilian fields may also be used for transition training, but are restricted to low approaches only.

City of Colorado Springs MAP, Colorado Springs, CO	(COS)
Joe Foss Field, Sioux Falls, SD	(FSD)
Lincoln Muni, Lincoln, NE	(LNK)
Sioux City Muni, Sioux City, IA	(SUX)
~~Waterloo Muni, Waterloo, IA~~	~~(ALO)~~ FCIF 91-09

3. All transition locations will be annotated on the flight schedule for each flight. Contact the 55 SRW/CP for DO approval should transition bases need to be changed while airborne.

4. This letter supersedes 55 SRW/DO ltr, 7 Nov 89, same subject.

James W. Thomas Jr.

JAMES W. THOMAS JR., Colonel, USAF
Deputy Commander for Operations

cc: 55 SRW/DO
1 ACCS/DOF
FCIF

FCIF 91-09
15 FEB 91, Due to limited fire coverage GRI, SPI, SLN, CID, PIA, and ALO no longer authorized.

Once you open a can of worms,
the only way to recan them is to use a larger can.
- Zymurgy's First Law of System Dynamics

Briefings

Yes, our primary reason for being is to give briefings to shoe clerks and to aviators who yearn to be close to a real airplane. Don't screw it up.

Purpose

High Rollers

A high roller is defined as anyone who can affect the good deal we enjoy. Himself, is obviously a high roller. So is the Chairman of the Defense Appropriations Committee. Dan Quayle, is not.

Low Rollers

Low rollers are all the mortals who tour the airplane just to see it, as part of NEACP activities, or job interviews.

Techniques

When briefing a high roller, speak to impress, be courteous. When briefing a low roller, speak to intimidate, be overbearing.

Suggested Topics

Aircraft History

No tour is complete without the history:
-73-1676 and 1677 were originally bought by Qantas, who renigged on the contract. The AF bought them as E-4As.
-74-787 was purchased as an E-4A and was used to establish several 747 gross weight records with the new CF-6 Engines. (GE gave us the engines to prove the capability) The CF-6 is now the world's standard for wide body 747s and DC-10s.
-75-125 was designed as the first E-4B and has never flown properly since.

Aircraft Capabilities

- Airplane can launch at 800,000 lbs
- Endurance is 12 hours unrefueled, TFL with refueling
- Faster than any other airliner except the SST, Mach .9
- Up to 114 people
- Normal takeoff and landing rolls at operational weights are under 6,000 feet.
- Aircraft can land itself and stop in under 3,000 feet.

Crew Selection

- Pilots have to walk on water: 2500 hours, heavy receiver, all have IP experience. Most from -135s, some from Buffs.
- Navs need 2000 hours,instructor, all from -135s (B-52 RNavs permissible, but good taste has prevailed so far).
- FEs all have MAC experience, 3000 hours
- Stewards need 1,000 hours, extensive overseas experience.

For every job that exists, there is someone, somewhere, who can't do it.
- Laurence J. Peter

Pilot Training

- One month of intense training with a major airline, including a flight check and Airline Transport Rating
- Two months of leisurely training with 1st ACCS.
- Check out in left seat, upgrade to AC in 1-2 years, then to IP in another year.

Alert Procedures

- Quick Start team
- Pilot taxies, CP/FE start engines and configure for takeoff
- Multiple clearances
- Nav's role

Cockpit Gee Whiz

- Pilots eyes are at 28 feet in 3-point attitude, 75 feet when initiating the flare.
- Bells and Whistles for engine, compartment, and wheel well fires, for altitudes, for glide path, for descent rates
- Auto-throttle demo
- FE panel christmas tree demo

Minutae - Capability

- Each engine has more power than a Redstone Rocket
- Enough electrical power to supply average size city
- Can go from normal alert posture to brake release in 4.5 minutes (NEACP's figure - releasable)
- Enough wire to stretch between here and the moon twice
- More fuel capacity than two tankers combined
- Wing span is longer than Wilbur and Orville's first flight.
- A full fuel load will (1) power an automobile 10,000 miles a year for 124 years (@ 26mpg), (2) allow the same car to circle the globe at the equator 57 times, (3) make a very big fire.
- Maximum Unrefueled Endurance of the airplane is 72 hours (based on oil), 12 hours (based on fuel), and 36 hours (based on latrine capacity).

Minutae - Price

- Replacement cost (including retooling) 1.9 Billion Dollars
- Aircraft worth its weight in gold (Basic Weight of 460Ms)
- If you sold one E-4 and placed the money in a certificate of deposit at 8.5% you will yield $ 448,611 per day.

An ounce of image is worth a pound of performance.
- Nolan's Placebo

Conversions

You can convert time, you can convert months, you can even convert temperature. The only thing you can't convert is a Born Again Shoe Clerk.

AFTO 781 Time

1-2 Minutes	.0	27-33 Minutes	.5
3-8 Minutes	.1	34-39 Minutes	.6
9-14 Minutes	.2	40-45 Minutes	.7
15-20 Minutes	.3	46-51 Minutes	.8
21-26 Minutes	.4	52-57 Minutes	.9
		58-60 Minutes	1.0

Months to Alpha

Jan	A	Apr	D	Jul	G	Oct	J
Feb	B	May	E	Aug	H	Nov	K
Mar	C	Jun	F	Sep	I	Dec	L

Julian Dates

In a given month, add following factors to day of month:

Jan	0	Apr	90*	Jul	181*	Oct	273*
Feb	31	May	120*	Aug	212*	Nov	304*
Mar	59*	Jun	151*	Sep	243*	Dec	334*

* Add 1 in months indicated during leap years

Temperature

Below 0F = TFC	30F = -2C	70F = 21C
0F = -18C	40F = 5C	80F = 27C
10F = -12C	50F = 10C	90F = 32C
20F = -6C	60F = 16C	Above 90F = TFH

C = (F-32) * 5/9
F = (9/5 * C) + 32

Things get worse under pressure.
- Murphy's Law of Thermodynamics

Descent Profile

Things come easy in the 747, everything except going down. Resist your animal instincts to throw out the drag devices, think things through.

Descent Airspeed: Mach .80 until IAS equals 320 KIAS, then 320 KIAS until 10,000', then 250 KIAS until 5,000', then as required for flaps configuration.

Enroute Target: Plot out your ground track and insert an INS point 100 NM from touchdown. Endeaver to make this point at Touch Down Minus 21 Minutes.

Estimate: Determine your touch down and chocks times as follows.

- Add 21 minutes to your 100 NM ETA to compute touch down time.
- Adjust touch down time for winds:
  - Add 1 minute per 15 knots headwind
  - Subtract 1 minute per 15 knots tailwind
- Landing Rollout: 1 minute
- Estimate times for taxi speed as follows:

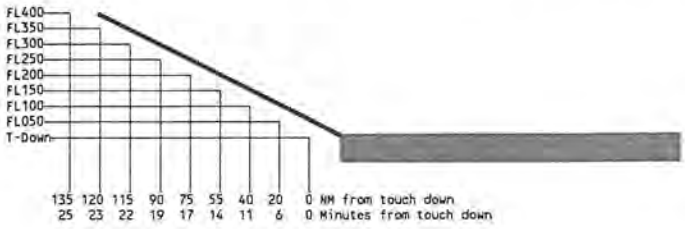
10 knots	1 minute per 1000'
20 knots	30 seconds per 1000'
30 knots	20 seconds per 1000'

Add 15 seconds for each 90 degree turn while taxiing
Use 1 minute for last 500' into chocks

Descend: Start descent at three times your flight levels plus 10 NM from touchdown. Delay this point 10 NM per 15 knots of headwind; or move it up 10 NM per 15 knots of tailwind.

Adjust: Using the chart below, check your progress on descent. You can adjust your speed anywhere from flaps manuevering to the barber pole (unless the commander is on board).

Profile:



Death is nature's warning to slow down.
- Laurence J. Peter

Emergency Procedures

Bold Print

Unscheduled Stabilizer Trim
Stabilizer Hydraulic Shutoff Switches - Cutout
Wheel Well Fire
Landing Gear and Doors - Down and Open
Engine Fire, Severe Damage or Separation
Throttle - Close
Start Lever - Cutoff
Fire Control Handle - Pull
Fire Bottle - Discharge
Rapid Depressurization
Oxygen Masks and Regulators - ON, 100%
Crew Communications - Establish
Emergency Descent (if required) - Initiate
Emergency Descent
Throttles - Close
Speed Brakes - Flight Detent
Landing Gear (at placard speed) - Down
Autopilot - As desired
Descent - Initiate
Target Speed - 0.82M or 320 KIAS

Where to call for help (Boeing)

Boeing Contract F34601-86-C-0951 CAGE No. 5Z780, In-flight Assistance for Air Force E-4 Advanced Airborne Command Post Aircraft provides "a list of personnel to be contacted by the Boeing Seattle Switchboard Operators in the event of a request for in-flight assistance by an E-4 flight crew." "the Air Force E-4 flight crew will identify themselves as "NIGHTWATCH" when requesting assistance."

F.P. Bennett	Work 206-655-9370	Home	206-772-2778
E.E. Campbell	Work 206-655-3789	Home	206-643-6377
J.W. Lukins	Work 206-655-3845	Home	206-228-6875
J.W. Purvis	Work 206-237-8525	Home	206-453-0758
E.N. Bolin	Work 206-655-3789	Home	206-641-9759

Also see the ROE section on Phone Numbers for more ideas.

It's better to die than to look bad.
- Don Leonard

Flight Plans

ADW to OFF
KADW-AML-J149-HVQ051060-J149-ROD117044-J80-VHP-J80-CAP-LMN-SHACK-KOFF FL310 TAS 495 ETE 2:12 67Ms

ADW to BYH
KADW-CSN-J48-MOL-J22-PSK-J22-TYS-J46-BNA-BYH355013-KBYH FL310 TAS 490 ETE 1:40 51Ms

ADW to GSB
KADW OTT J61 HCM013031 (HUBBS) J193 CVI ISO KGSB FL 210 TAS 500 ETE 0:40 27Ms

ADW to GUS
KADW AML J149 HVQ051060 (GEFFS) J149 ROD GUS313015 (PAPPY) KGUS FL 280 TAS 500 ETE 1:10 40Ms

BYH to ADW
KBYH-BNA-J42-BKW-J147-CSN-ADW188010(MORLO) FL250 TAS 505 ETE 1:22 52Ms

BYH to OFF
KBYH-ARG-SGF-J41-MKC-SHACK-KOFF FL260 TAS 505 ETE 1:15 45Ms

CBM to OFF
KCBM-MEM-J41-MEM308063-J41-SGF-J41-MKC-SHACK-KOFF FL 280 TAS 500 ETE 1:25 51Ms

GUS to ADW
KGUS-ROD-APE-J30-ESL282039-J30-ESL-J30-EEY-AML-ADW188010(MORLO)-KADW FL250 TAS 505 ETE 1:05 37Ms

GUS to CBM
KGUS-VHP-PXV-VUZ-CBM-CBM127020-KCBM FL270 TAS500 ETE1:22 43Ms

GUS to GSB
KGUS FLM J24 FAK ISO KGSB FL 290 TAS 500 ETE 1:20 45Ms

GUS to OFF
KGUS-BDF-J64-LMN-SHACK-KOFF FL280 TAS 500 ETE 1:10 49Ms

OFF to ADW
KOFF-LMN-IRK-CAP-J80-VHP-J80-AIR-J34-ESL282039-J34-ESL-J34-EEY(TRIXY)-AML-ADW188010(MORLO)-KADW FL290 TAS 500 ETE 2:00 65Ms

OFF to BYH
KOFF LMN STL J35 FAM BYH186013 KBYH FL250 TAS 505 ETE 1:05 40Ms

OFF to CBM
KOFF LMN IRK STL J35 MEM CBM127020 KCBM FL270 TAS 500 ETE 1:27 35Ms

I will go anywhere, provided it is forward.
D. Livingstone

OFF to GUS
KOFF-DSM-IOW-BDF-GUS313015-KGUS FL310 TAS 500 ETE 1:05 47Ms

OFF to GSB
KOFF LMN CAP J80 VHP J24 FLM PSK RDU ISO265035 KGSB FL 290
TAS 495 ETE 1:55 45Ms

GSB to OFF
KGSB RDU FAK J24 HVQ FLM J24 VHP J80 CAP IRK SHACK FL310
TAS 500 ETE 2:30 75Ms

Weather Bingos

You've got to get home with 25Ms, need 30Ms over your alternate. From the following locations, to land with 25 bingo at:

ALO 45Ms (Direct SHACK FL240)
DSM 40Ms (Direct SHACK 16,000 ft ETE 0:25)
FOE 38Ms (Direct SHACK 14,000 ft ETE 0:24)
MCI 38Ms (Direct SHACK 14,000 ft ETE 0:24)
RCA 55Ms (ONL-SHACK FL330 ETE 0:55)

These fuels will not provide adequate IFR alternate fuel -- To allow a divert to Grissom landing with 30Ms you need to add:

42Ms (no approach at OFF)
52Ms (approach/climbout at OFF)

Flight Plan Alternates

From missed approach at KOFF, no-wind, long range cruise, standard climb/descent speeds you can proceed to the bases listed and expect the times and fuels given: (landing with 25,000 lbs)

Lincoln	45 nm	heading 243	FL 60	ETE 0:15	Fuel 4.5 Ms
Des Moines	105 nm	heading 068	FL 12	ETE 0:20	Fuel 8 Ms
McConnell	220 nm	heading 190	FL240	ETE 0:35	Fuel 14 Ms
Ellsworth	370 nm	heading 295	FL350	ETE 0:55	Fuel 21 Ms
Eaker	420	heading 127	FL330	ETE 1:00	Fuel 23 Ms
Grissom	446 nm	heading 080	FL370	ETE 1:05	Fuel 24.5 Ms
Honolulu	3520 nm	heading 250	FL250	ETE 10:00	Fuel 240 Ms

Fly Fast Chart

This section brought to you by the real aviators in the Squadron

If you absolutely, positively have to get from point A to point B in a hurry , look for the altitude with the most favorable winds and push the throttles forward. But don't automatically climb!

If you want to pad the flight manual limit of 0.92 a little and like to fly at 0.90 Mach (Boeing recommends this method), your maximum true airspeed is available at 25,500' -- translation: FL 250 east and FL 260 west. Your TAS will be 10 knots higher than at FL 320, 20 knots higher than FL 360! Fly this mach on descent until IAS equals barber pole, then barber pole down to 10,000'.

If, on the other hand, you are the one pilot in the squadron who believes 0.84 Mach is your limit, then your max TAS is available at 26,500' and you should favor FL 270 east and FL 260 west. In keeping with this WOM, fly this mach until IAS equals 350 KIAS, thence this IAS until 10,000 feet. Don't ask why.

Formulas of Note

This section brought to you by the 1st ACCS Wire Heads Association.

Arc Lead points (in degrees/nm) = 60 / ARC distance
Bank angle for standard rate turn = TAS/10 + 7
Descent Gradients = Flight Levels to Lose / Distance to Travel
Pitch Change vs Altitude and VVI:
  VVI for 1 degree pitch change = nm/min x 100 ft/nm
Sixty to One (Based on 3 lies: pi = 3, 1nm = 6000ft, 1 Mach = 600 nm/hr)
  1 degree = 1 NM at 60NM
  1 degree = 100 ft at 1NM
Procedure Turn Timing (Start turn inbound)
  = 3 x Turn Radius + 1 nm (for a 45/180)
  = 3 x Turn Radius (for a 80/260)
Teardrop offset angle (to allow on course rollout) = (Turn Diameter x 60) / Leg Distance
Time for 360 degree turn
  = 1% TAS in minutes (for 30 degrees of bank)
  = 2 minutes (for standard rate turn)
  = 4 minutes (for half-standard rate turn)
True Air Speed from Mach or IAS
  TAS = Mach x 600
  TAS = IAS + Flight Levels/2
Turn Radius = Nm/Mins - 2
VVI for 3 degree glide path = (Ground Speed x 10) / 2

VREF = 3/2 (Tens over 500) + 132
 examples:
630GW, VREF = 3/2(63-50) + 132 = 152 knots
550GW, VREF = 3/2(55-50) + 132 = 139 knots

Any sufficiently advanced technology is indistinguishable from magic.
- Clarke's Third Law

Limitations

Airspeeds
Alternate Flap Extension 25 to 30: 160 KIAS*
DTWA Extending: 230-310 KIAS*
DTWA Retracting: 272-278 KIAS*
Landing Gear Extended: 320 KIAS/0.82M*
Landing Gear Operating: 270 KIAS/0.82M*
Max Flap: 180(30) 205(25) 231(20) 238(10) 250(5) 275(1)*
Turbulent Air Penetration: 290-310 KIAS 0.82-0.85M*

Fuel
T&G final landing fuel on ground: 25M**
Min usable fuel reserve over alternate: 30M**

Grossweights
Max Zero Fuel Weight: 526.5M
Multiple Full Stop Max: 585M**
Landing or T&G Max: 630M**
Max Flaps 25/30: 650M
Max Takeoff: 800M
Max Taxi: 803M

Winds
Max Crosswinds: 15 kts autoland, 30 kts pilot**, 20 kts t&g**
Max Headwind: 18 kts autoland
Max Tailwind: 10 kts autoland, takeoff

Crew Rest
The minimum crew rest period is 12 hours. (AFR 60-1) Cannot begin until one hour after last flight activity (SS1)

Crew Duty
Max Flight Duty period for basic E-4 crews is 16 hours training, 24 hours operational. Augmented (extra pilot, nav, fe) crews: 20 hours training. 30 hours operational. (AFR 60-1, SAC Sup 1) Transition duty is normally 12 hours. 16 hours for flight evaluations, or when A/C requests and unit approves.

Other
- Minimum runway for t&g: 150 x 7000 feet
- Minimum runway for short field landings: 200 x 7000 feet

* Flight Manual
** AFM 51-4

A man has got to know his limitations.
-Harry Callahan

Maintenance Note (FCIF 89-85)

"When parts are ordered by message, a phone call to 55th Command Post by aircraft commander with the following will help expedite things: Date Time Group of message, part(s) number and nomenclature, delivery requirements - 4, 12, 24, or hold for aircraft."

Mission Numbers

= Julian Date + 1st Character of Call Sign + 2 Digit Call Sign Number

Mission Symbols

A70 Alert Change over
A71 Rebound Echo
A72 Presidential Support
A73 Secondary Alert
A74 Primary Alert
T3G HHD Exercise, JCS Directed
T3H HHD Exercise, Non-JCS Directed
T3J HHD Test (Flight test, Star Pattern, TWA, etc)
T3K Upgrade training, phase II, IAW 51-4 (AC & Instr)
T3M Continuation Training, IAW 51-4
T3N Other
T3R Ferry to/from FOB without NEACP
T3S Depot Input/Output
T3U Requal Training, IAW 51-4
T3V Initial Qual Training, IAW 51-4
T3W Staging (Tert, Quat) for HHD Exercises

"I say rather than fix the bugs, we change the documentation and call them features."

A job not worth doing is not worth doing well.
- Pournelle's Law

NEACP Priority

There is no better way to push your way around than to declare NEACP priority. It is a much misunderstood device that will help you get the job done in tight situations. But "Cry Wolf" only when you have to.

The Source - FAA Handbook 7110.65 Paragraph 2-4c

2-4 Operational Priority

Provide air traffic control service to aircraft on a "first come, first served" basis as circumstances permit, except the following:

FAR 91.67(B). An aircraft in distress has the right of way over all other air traffic.

a. Provide priority to civilian air ambulance flights (LIFEGUARD).
b. Provide maximum assistance to SAR aircraft performing a SAR mission.
c. Provide special handling, as required to expedite Flight Check and SAFI aircraft.
d. Expedite the movement of Presidential aircraft and entourage...
e. Expedite movement of NIGHT WATCH aircraft when NEACP (pronounced KNEECAP) is indicated in the remarks section of the flight plan or in air/ground communications.
note - The term "NEACP" will not be a part of the call sign but may be used when the aircraft is airborne to indicate a request for special handling.

When to invoke

If you can't get the job done through normal requests or smooth talking, and your are flying NEACP primary, and you believe NEACP will back you up...

How to invoke

- "I have an operational need to _____ and am requesting NEACP traffic priority."
- If ATC claims ignorance, cite FAA Handbook 7110.65, Paragraph 2-4.

- Remember, IFEs, Med Evacs, Flight Checks, the President all have priority.

Better to beg forgiveness than ask permission.
- Don Leonard

NOTAM Decoder

If NOTAMs were written in plain english (the good old days), then anyone could read them -- there wouldn't be anything special about being an aviator, now would there?

Section B - Effective Time
Either the date time group or "WIE" (With Immediate Effect)

Section C - Cancel Time
Either the date time group or "UFN" (Until Further Notice)

Section D - Time Schedule
Optional time schedule for NOTAM

Section E - Text
May list runways with a five letter code:
1-"Q" which stands for "aerodrome"
2,3- Item affected*
4,5- Status of said item*
See Flight Information Handbook, Section F for abbreviations.

Section F - Lower Limits
Optional lower limit of affected area

Section G - Higher Limits
Optional higher limit of affected area

Alert Procedures
- Current procedure demands that the AC check the status of applicable R.E. and RZ bases twice daily while on alert. Suggested areas: KADW, KBYH, KCBM, KDOV, KGSB, KGUS, KHST, KMDT, KNHK, KNTU, KOFF, KRCA, KSKA.
- If you launch for a destination just revealed to you and are unsure about its status, make use of flight service or the base's pilot dispatch to avoid embarrassment.

When all else fails, read the instructions.
- Cann

Phone Numbers

1st ACCS
AC Page 4-PAGE 590
Code-a-phone AV 271-6455
Commanders Page 4-PAGE 588
First Pilot Page 4-PAGE 591
Flight Engineer Page 4-PAGE 593
Operations Controller Page 4-PAGE 393
Operations Office Page 4-PAGE 589
Navigator Page 4-PAGE 592
Scheduling AV 271-5687
Steward Page 4-PAGE 594

Alert Facilities
KOFF AC 4178
KGUS AC 2571, FP 2944

Base Operations
KADW AV 858-3411
KCBM AV 742-2861
KGSB AV 488-6161
KHST AV 791-8666
KOFF AV 271-3260
KRIV AV 947-4404
KSKA AV 352-5435
PHNK AV 684-5195
KYBH AV 721-7272
KDOV AV 455-6455
KGUS AV 928-2245
KIAB AV 743-3701
KRCA AV 675-2861
KSAW AV 472-2345
KTIK AV 884-2191

CSC
KGUS AV 928-2503

E-4
Airborne Primary AV 435-3530
Airborne Secondary AV 231-3511
Airborne Tertiary AV 231-3514
at KADW x2015, x3015
at KBYH x7884
at KGUS x2013, x2278
at KOFF x5827, x5926
at KGSB x6613, x5695

Experts
American Airlines Personnel 817-963-1061
Boeing, Ed Finn (E-4 Tech Rep) AV 271-3896
CFIC AV 347-2235
FAA Flight Standards, Lincoln 402-437-5485
SIFC AV 347-4571
United Airlines B747 Training Center 303-398-5747

Never be first, never be last; Never volunteer, never assume; Save all receipts and expect losses.
- Mike Mendez

Maintenance
Offutt Mx Debrief x7140
Offutt Job Control x5147

SAC Command Posts
KGSB AV 488-5241
KGUS AV 928-2124
KOFF AV 271-3725
KRCA AV 675-4460
KRIV AV 947-2944

Time
AV 440-4691

Weather
Hawaii NWS 808-836-2102
KADW AV 858-2840
KCBM AV 742-2970
KDOV AV 455-6047
KGSB AV 488-5391
KNHK AV 356-3174
KOFF AV 271-3459
KRIV AV 947-2463
KTIK AV 884-5714
RJTY AV 248-1101
RPMK AV 822-1101
EGUN AV 238-2552
KBYH AV 721-7141
KCOS AV 692-4338
KDYS AV 461-4164
KGUS AV 928-2204
KNTU AV 433-2274
KRCA AV 747-7234
KSKA AV 352-5856
PHNL AV 431-2863
RODN AV 630-1110
KFWH AV 739-7067

Presidential Support Missions
There are few things in the E-4 business that are less recoverable than botching a PSM. Remember rule number one: Keep himself happy. The back end will have you believe that it is most important to provide circuits. The battle staff will have you believe that it is most important to provide backup. But we know that the most important thing is . . . to stay out of the way! To that end, remember the following frequencies:

CONUS: 129.52 OVERSEAS: 131.4

These frequencies are monitored by a lot of people, so try not to embarrass anyone (especially yourself). To contact AF-1: "One, Gordo" and expect "Go ahead Gordo."

Make sure you get the classified version of this from your FAPA representative. (Don't ask Arv -- he'll get into the RTSS).

If you don't know what you are doing, deal with people who do
- Jerry Pournelle

Runway Supervisory Officer

It isn't easy being the eyes and ears -- But stop whining and get it over with:

Responsibilities

Priorities, priorities:
- Don't get in the way.
- Send landing SAC aircraft around if they attempt to land beyond 3,000 feet.
- Perform last chance inspections of SAC aircraft prior to takeoff.
- Do the play-by-play on the brick of IFE aircraft and alert EC-135s (once on the runway).
- Give Base Operations the current "Bird Condition":
  "GREEN" - no problem flying an E-4.
  "YELLOW" - yup, there's birds up there.
  "RED" - Alfred Hitchcock wouldn't believe it.

Timing

On weekdays and weekend days when two RSOs are scheduled, you showup at 0530 (morning shift) or 1730 (evening shift). On weekend days with one shift, show time is 0530. You need to be around the ramp at least thirty minutes prior to any scheduled takeoff. You also need to be around for any SAC landings or pattern work. On the weekends and at nights you are also the SOF, which means you a red meat for taxi service.

Go-Around Rules

The Book Answer: Send any aircraft around if flying an unstable approach or if not on the ground by 3,000 feet down the runway. (Lighted marker on runway 30, "4" marker on 12).

The FAPA Answer: The A/C on the airplane is getting paid to make those decisions, unless the DO is on the ramp. (In that case, see "The Book Answer".)

Call Signs of Note:

Aksarben	Offutt Command Post - named for base extorsion office	
Casey	Pretty -135	(with a BFG in the left seat)
Gordo	Gorgeous E-4	(Us guys)
Look	EC-135	(2nd ACCS)
RIngy	C-135A	(Chicken Dung Airlines)
Rye	T-38	(Copilot good deal program)
Snoop	RC-135	(38th SRS)
Swift	C-21	(not too...)

Frequencies

ATIS	273.5
FAPA	140.40
Offutt Ground	121.7, 275.8
Offutt Tower	123.7, 348.4
Omaha Approach Control	124.5, 120.1
Pilot-to-Dispatch	372.2
PMSV	342.5
SAC CP	311.0, 321.0, 143.2

It's not just a job, it's a silly job.
-2nd ACCS Motto

SAC Command Post Call Signs

Aks-Arben	'Offutt	MuleSkinner	Whiteman
Arnold	March	Pace Car	Grissom
Aroostock	Loring	Port City	Pease
Bear Cave	Mather	Ranchman	Altus
Black Knight	Robbins	Rushmore	Ellsworth
Blackwater	Eaker	Shocker	McConnell
Blue Thunder	Dyess	Silvertip	Eielson
Bunker Hill	KI Sawyer	Spaceport	Vandenberg
Cowpoke	Carswell	Strato	Griffiss
First Flight	Seymour Johnson	Strike Eagle	Plattsburgh
Fog Patch	Castle	Strike Hawk	Fairchild
Grand Slam	Grand Forks	Warriors Den	Minot*
Liberty	Beale	Young Tiger	Kadena
MudBug	Barksdale		

* Winner of FAPA Lame Call Sign Contest

SAC Tanker Call Signs

ATAP	KI Sawyer 307	NITRO	Castle 924
BACKY	Seymour 77	OPEC	Barksdale 78
CHENA	Eielson 168	OUZO	Dyess 917
COPPER	Phoenix 161	PACK	Pease 157
COUNT	Fairchild 43	PAWN	Castle 93
DARR	Mather 940	PEARL	Rickenbacker 150
DUSTY	McGuire 170	PETRO	Seymour 911
EARL	Fairchild 92	PINE	Loring 42
ELITE	Barksdale 32*	POKER	Ellsworth 28
ETHEL	Carswell 7	PRIDE	Eaker 97
EXPO	Fairchild 141	PRIMO	March 9
EXXON	Minot 906	RATS	March 452
FIERO	KI Sawyer 46	RHET	Robins 19
FIST	Seymour 344	ROMA	Griffiss 41
GETTY	Plattsburgh 310	SHAKE	Pittsburg 171
GUSS	Grissom 305	SILKY	Altus 306
HAPPY	Chicago 126	SODA	McGhee Tyson 134
HURON	Whiteman 920	SPATZ	Altus 11
INDEX	Salt Lake 151	STEAM	March 22
KOBE	Kadena 920	SUPER	Barksdale 71
MAINE	Bangor 101	TATER	Loring 407
MASH	Grissom 434	TEMPO	Forbes 190
NITRO	Castle 924	TOGA	March 79
OPEC	Barksdale 78	TRADE	Ellsworth 28
OUZO	Dyess 917	TURBO	McConnell 384
PACK	Pease 157	WARM	Grand Forks 905

* Winner of FAPA most miss-named unit (boy those guys are weak!)

We have met the enemy, and they are us.
- Pogo

Terminology

How can you fly the big white jet if you don't know the language?

TouchBase - A brief encounter. "I'll touchbase with the DO and pulse you next week."

Pulse - A brief encounter. "I'll pulse the DO and touchbase with you next week."

Backbrief - What one does after pulsing or touching base. "I'll pulse (touch base with) the DO and backbrief you on the high notes.

Super - Outstanding, excellent, good, adequate, or not observed. "Super job, gents."

Gents - Officers...usually at commander's call. "Thanks for coming, gents!"

Folks - Enlisted...or, out of pity, everyone present.

Whistle on over - What one does when summoned to the commander's office, usually done with haste.

Worth a pound of performance - An ounce of image.

I know where you are coming from - I understand, I think I understand, or you have a wet spot on the front of your pants. "You have a wet spot on the front of your pants. I know where you are coming from."

Self Loading Cargo (SLC) - The battle staff. Folks and gents with no known useful purpose in flight.

CCOC - NEACP SLC Gent. Pronounced "See-Cock." Name says it all.

Wanna Bees - Self Loading cargo that spend too much time in the cockpit.

Back Burner - Where a question or suggestion is often put if it is deemed inappropriate, untimely, or the commander doesn't have time for you. "That's a super idea, Capt Cox. Let's just put it on the back burner for a while, and I'll pulse you later."

For a while - The length of time things are put on the back burner. For a while is an indefinite time interval but usually means months or until what's on the back burner has been forgotten.

I'll get back to you on that - Hopefully, you'll forget about it. (See Backbrief)

The Walls Have Ears - A warning to gents and folks that the commander is within earshot. "Take care Gents, the walls have ears."

Son, what we have here is failure to communicate.
- Cool Hand Luke

Key Players - Gents or folks who do a super job. "You folks on alert are all key players in the big picture."

The big picture - The reason things are done the way they are, if no other reason can be found.

Always Done It That Way - The real reason things are done the way they are - well. Only disputed by Pukes and commander's who don't know the flight manual.

"No slack at the ACCS" - Squadron Motto. Refers to charitable nature of most squadron crewmembers. "There's no slack at the ACCS."

Rent a Crowd - The alert force -- gents and folks available for use any time an audience in green bags is needed (why alert at OFF is undesirable).

"I'll back you up one hundred percent!" - First pilot response to AC's decision to do something fun, but less than by-the-book; and usually without any Adult Supervision. (Almost never asked of, or by a Puke)

Puke - A former B-52 pilot flying the Big White Jet in need of Adult Supervision.

Adult Supervision - A trusted agent tasked to watch gents and folks who give the corporate mind no warm fuzzy.

No warm fuzzy - What a puppy feels when nuzzling its dead mother. The feeling the corporate minds have when folks or gents won't budge from the back burner.

Corporate Minds - Full colonels or above; those who are pulsed, touched base with, or back briefed.

Run with it - To carry out a project in spite of insurmountable obstacles, such as the staff, a deficit budget, and crew dog backlash. A person asked to "Run with it" usually fumbles on the one-yard line and must resort to sword falling.

Fall on your sword - The ancient Japanese practice adopted by some gents when an issue they've run with is placed in hyperspace.

Hyperspace - The area beneath the back burner. "Don't fall on your sword, but the corporate minds have blasted that project into hyperspace."

Above my pay grade - A decision that must be made by the corporate minds, since a wrong decision will create no warm fuzzy at best and sword falling at worst.

Himself - The reason we're here -- also known as "My friend George."

It's more important to look good than be good.
- Fernando Dando

Weather

Takeoff Minimums (AFR 60-16)

- at or above landing minimums, except when radar monitored and...
- HHQ mission: RVR 1000 (when less than 1600 all positions manned with qualified crewmembers, on an non-NEACP/NCA sortie Wing/CC directs takeoff)
- Other missions: RVR 1600
- In both cases, if weather below landing mins, need a takeoff alternate within one hour with weather satisfying the bizantine requirements of SS1 Page 7, Note 3 and IMC 86-1.

Filing Minimums (AFR 60-16)

- You may file to your destination if weather is at or above the lowest suitable mins (ETA +/- 1 Hour).
- You'll need an alternate if radar is required for approach or the worst weather is less than 3000 ft ceiling, 3 miles visibility (or 2 miles above minimums)
- You're alternate will be suitable if the ceiling is at least 1000 ft (or 500 ft above lowest minima) and visibility is at least 2 miles (or 1 mile above lowest minima).

Rendezvous Minimums (OPORD 84FY)

Day: 700' ceiling, 1 mile visibility, 45 knots wind
Night: 1000' ceiling, 3 miles visibility, 45 knots wind

Landing Minimums (AFR 60-16)

- Existing wx at or above mins for approach (visibility only, except on a circling approach, then ceiling).
- PAR decision height must be at or above 200 feet.
- For non-NEACP/NCA sorties, at least 2400 RVR and 200 ft HAT
- Not permitted to land when weather reported below mins, even if visual contact made.

When things really look bad

- Sometimes its better to wait (hold)
- Sometimes its better to take your game elsewhere (divert)
- If you positively have to get there, your best bet is at a Category II or IIIA installation using a coupled approach.
- Before you commit yourself, consider the last autoland you made in VFR conditions.
- EFAS 122.0. Offutt Automated WX 294-5671

Weather Evacuation

We'll back you up 100%. Just remember:

1 - Don't put yourself in a position where you cannot make a peacetime launch.
2 - Quarter-inch hail has damaged the aircraft before.
3 - Takeoff is not permitted in freezing rain (see item 1).
4 - Large amounts of snow on a heated aircraft tends to melt and freeze on control surfaces.
5 - Any launch at alert weights results in an hour or two of 747 flight time.
6 - When the going gets tough, the E-4 leaves. (Per Diem permitting)

I stick my neck out for nobody.
- Rick Blaine

Weather TV

Your best source of weather is the weather channel. In the range of reliability, place Sgt Washington at one end of the scale, and weather tv on the other. When at Andrews or Grissom - Channel 30, at Seymour Channel 32, otherwise - Channel 20.

Weather Minimums

You can file...

Weather at or above lowest suitable minimums (ETA +/- 1 Hr)

You need an alternate...

Radar required for the approach, or
Worst weather less than 3000' ceiling 3 miles visibility (or 2 miles above mins, whichever higher)

Your alternate is suitable...

With a published approach:
-- ceiling at least 1000' or 500' above lowest mins (whichever higher)
-- visibility at least 2 miles or 1 mile above lowest mins (whichever higher)
Without a published appoach:
-- VFR (1500/3)

You can fly the approach...

NEACP/NCA operational sorties:
Existing weather is at or above the visibility minimums (straight in approaches) or the visibility and ceiling (circling approaches).

Other sorties:
The existing destination weather must be reported at or above RVR 2400 (1/2 mile) or the published visibility minimum for the approach to be flown, whichever is higher. For a precision approach, the decision height (DH) will provide a height above touch down (HAT) of 200 feet or higher.

Any PAR:
At least a 200 ft DH will be used.

Peace time RVR landing requirements:

If the RVR is less than...You need:

2400 Cat I ILS with operative touchdown zone and runway centerline lighting
2000 Cat II ILS w/1 transmissometer at approach end
1600 Cat II ILS w/ 2 transmissometers (at each end of runway)
1200 Cat IIIa ILS w/3 transmissometers, unless airport certified with 2
700 Another place to land.

Who soars too near the sun with golden wings, melts them;
to ruin his own fortune brings.
- William Shakespeare