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FROM: [REDACTED]

SUBJECT: [REDACTED] Training Report 25X1A2g

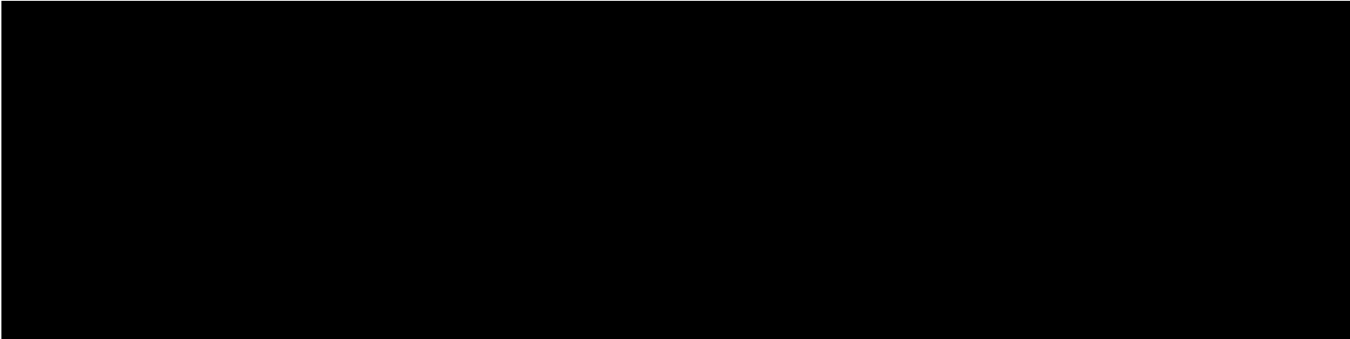
TO: [REDACTED] 25X1A9a

IN TURN

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1. The following comments are submitted pertaining to [REDACTED] training and are generally based on our experience with [REDACTED]. These comments are presented by training area with appropriate action recommended.

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A. While their quarters at the Nutel Motel were entirely adequate, I believe we can locate future students in another motel with better facilities within the immediate area of the [REDACTED] School at a comparable cost. Better facilities would include a restaurant and swimming pool; the students would also be given the choice between a one bedroom efficiency apartment or individual efficiency-type rooms.

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B. Two weeks prior to graduation from [REDACTED] an instructional package was mailed to the [REDACTED] consisting of a list of Air Force Terms, AFM-51-37 (Instrument Flying), and a tape of air/ground communications which had been used by previous students. For future students, this material will be available at least 30 days prior to graduation and its inclusion in the training program on a daily basis will be coordinated with [REDACTED]. In addition, a new tape should be prepared which will use material recorded during [REDACTED] flying training to include voice transmissions with the Tower, approach control and GCA's.

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C. In conjunction with the [REDACTED] training program, [REDACTED] have both expressed a recommendation to include a limited amount of flying while attending [REDACTED]. I believe this is an excellent idea, and with concurrence, at least one T-33 cross-country will be scheduled for future students. For maximum benefit this should be scheduled in conjunction with their Air Force terminology training.

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3. Survival Training - Measured by student response, this was one of the highlights of our entire training program. [REDACTED] were both very enthusiastic about each type of survival training; the success of this program is directly attributable to [REDACTED] outstanding experience, enthusiasm, knowledge, and teaching ability. The scheduling of all survival training between [REDACTED] and flying training worked very well and should be continued for future students.

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4. T-33 Flying - The ten transition missions designed to familiarize the students with the local flying area, voice procedures, etc. was not excessive in terms of sortie numbers. Several recommendations, however, may improve this program for future students.

A. For Detachment "H", a more comprehensive T-33 transition stressing procedures and requirements which are currently listed in the T-33 portion of our training syllabus. Ideally, this flying training could be accomplished with a member of this Detachment. This would provide, in essence, a threefold benefit: (1) a possible reduction in the number of T-33 training sorties required at Detachment "G", (2) a basic assessment of the student's flying ability, [REDACTED]

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B. To assist in voice procedures evaluation and critique, the installation of a mic-actuated tape recorder in the T-33's would be of great assistance. Actual voice transmissions during an entire flight could then be played back during debriefing with appropriate comments and corrections by the IP. A wire recorder of the type formerly installed in RF-80's may be available through USAF procurement channels, thus eliminating the excess cost of new equipment.

C. Although a new student is considered completely "checked-out" at the completion of T-33 training, the first solo flight is accomplished in the U-2. It is therefore recommended that the initial solo flight be scheduled in the T-33 which would be an IFR round-robin flight consisting of an IFR clearance readback, departure under Edwards approach control, center reporting, penetration, and approach.

5. Ground Training - (T-33 and U-2) - While the T-33 and U-2 ground training subjects listed in the syllabus are fairly complete and accurate from an outline standpoint, I believe we can improve upon this area of the training program. For standardization, it is recommended that for each item of instruction a lesson plan be prepared by the responsible individual. These recommended lesson plans could be based on a standard format, provide for flexibility and yet be complete insofar as subject content is concerned. For example, a fairly simple lesson plan would consist of: (1) subject/duration, (2) instructor, (3) training aids, (4) method of presentation, and (5) details of instruction. It is acknowledged that there is a common reluctance toward lesson plans, per se, however, as it now appears we will be responsible for training

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for an indefinite period, the formalization of a standardized training program appears mandatory. Several general comments concerning the U-2 ground school are as follows.

A. Photos need to be updated to reflect current cockpit configuration.

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B. [REDACTED] equipment and procedures should be included in the U-2 ground school.

C. Prior to the initial U-2 flight, mission briefing and debriefing procedures and requirements should be reviewed by section personnel. In this manner the student pilot becomes familiar with individual items covered in the briefing, terminology requirements, etc.

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D. A formalized link program of instruction should be developed for future [REDACTED] training and included in the ground training portion of the training syllabus.

6. U-2 Flying Training - From an operations standpoint, there were several observations which may improve individual U-2 training sorties.

A. Missions 1, 2, 3.

(1) The first training mission requires a U-2 chase aircraft, if available, and a T-33 chase for mission #2. Both of these missions were flown with a T-33 chase, which worked out very satisfactorily for [REDACTED] recommend that the U-2 chase requirement for mission #1 be eliminated.

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(2) All three missions require a U-3 chase which should be continued. For the U-3 chase, however, it is recommended that the U-3 and mobile conduct necessary routine transmissions on VHF. This procedure would still enable the U-3 chase pilot to monitor UHF but would eliminate unnecessary and sometimes distracting chatter on the student pilot's primary frequency. Recommend that a note to this effect be included in the training syllabus.

(3) Also recommend that these missions be coordinated with Edwards Approach Control so that during required airwork the flight is monitored in order to avoid restricted areas and for VFR traffic advisories.

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(4) Mission #3 requires a pressure suit for familiarization. [REDACTED] experienced difficulty from a comfort standpoint, as this mission requires considerable time in the traffic pattern. [REDACTED] flew this mission without a pressure suit and encountered no problems with the traffic pattern requirements or with subsequent pressure suit familiarization during mission #4. Recommend that the training syllabus be changed accordingly.

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25X1C B. Mission #4 - Recommend that engine shutdown be accomplished at 55,000 feet in order that the pilot experience more realistic suit inflation. The current training syllabus requires shutdown at 45,000 ft; [REDACTED] were instructed to shut down at 50,000 feet, but only experienced initial suit inflation. Quite possibly with tighter canopy and Q-bay seats, the aircraft could descend from 50,000 to 39,000 and the pilot would not experience any suit inflation. An additional 5,000 ft. would appear to guarantee realistic suit inflation at an altitude consistent with maximum safety; recommend that the training syllabus be changed accordingly.

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25X1C C. Mission #8 - This mission requires GCA practice at George AFB. To alleviate the traffic problem experienced by [REDACTED], a U-3 chase aircraft monitored [REDACTED]. This procedure worked out very well; the mission details were coordinated with Edwards Approach Control and the U-3 joined up at 7,000 ft., 335 radial of the Victorville omni, George VOR 4 penetration. Not only was the U-3 able to provide traffic advisories, but perhaps more important, was in a position to observe flight procedures, i.e. altitudes, airspeed, aircraft configuration, etc. Recommend that this procedure be followed during future [REDACTED] training and the syllabus changed accordingly.

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D. Mission #11 - For [REDACTED] this mission was designed for an over-water flight generally proceeding out to point "gateway Yucca", then direct to "gateway Birch". From this point the flight lines simulated a coastal penetration mission somewhat similar to actual "H" missions. So designed, this mission provides a threefold benefit: (1) a simulated coastal penetration, (2) a long over-water celestial navigation leg where the pilot computes one heading shot and one MPP without ground deference, and (3) practice in wearing water survival gear (LPU). Recommend that mission #11 be so designed for future training; a note should also be included that such a mission requires prior coordination with Los Angeles Center.

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E. Mission #14 - Recommend that a note be added to the training syllabus that the celestial navigation leg be of sufficient length to allow for 4 MPP's and 2 heading checks; the required flight lines can be reduced to 7. This change would allow for at least one celestial navigation leg in the training program requiring more than 1 MPP.

F. General Recommendations

(1) Specific configuration requirements are not included in the training syllabus. Suggest that specific missions include designated configs as follows: #5 and #6 = "B" simulator, #7 and #9 = Delta, #10 and #11 = FFD-3. Subject to availability, systems should also be specified.

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(2) A no-voice landing should be scheduled in the training program; most appropriate mission appears to be #8.

(3) One mission should include dumping fuel; recommend that this be included in mission #12.

(4) As there are no training missions in the syllabus requiring practice cruise climb, it is recommended that this be included as a requirement on mission #14.

(5) Recommend that for all transition missions, channel 1 be used for recovery. This is in accordance with current Main Base Tower desires, as it eliminates mobile comments on channel 2.

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(6) During initial transition missions requiring touch and go's, the U-2 flap configuration is more or less left up to the IP. For [REDACTED] training it is recommended that a note be added to the training syllabus to the effect that touch and go's be executed with flaps in order to avoid an excessive trim change.

(7) Recommend that at least one ASR approach be included as a mission requirement during mission #13 and that the two VOR penetrations now required be reduced to one. As this mission is a low altitude night checkout, a practice ASR approach can be flown at Main Base with minimum conflicting traffic. For scheduling purposes the takeoff for this mission should be scheduled one hour prior to sunset.

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(8) For [REDACTED] and I arbitrarily decided that we would use a maximum of 8 KTS as a limiting crosswind landing factor; crosswinds in excess of this figure required a lakebed landing. Recommend that for future [REDACTED] training this procedure be followed and that a note to this effect be included in the training syllabus. In conjunction with this recommendation, it is also recommended that we investigate the feasibility of procuring some type of wind measuring equipment which could be used by mobile control at the approach end of either runway.

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(9) For all training missions requiring flight lines, an accurate tracker film plot was accomplished by the Requirements section which included an assessment of percentage error for each individual flight line, as well as an overall percentage error for the entire mission. As an incentive "gimick" these results were plotted by missions on a mission board posted in the trailer. Not only did this procedure stimulate student interest, but it also provided an accurate assessment of pilot proficiency with regard to mission accomplishment. Recommend that this procedure be continued for future [REDACTED] training.

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(10) TV coverage of all takeoffs and landings was, without a doubt, an invaluable training aid and should be continued for future [redacted] training. New portable equipment produced by Sony will greatly simplify this procedure. As we now have recordings of all fifteen missions flown by [redacted], it is recommended that these be edited and a single summary tape be produced to be used as a training film for future [redacted] 25X1A2g

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7. Security - With very few exceptions, and speaking from an operations standpoint, security requirements were met satisfactorily. I believe we can improve upon our procedures, however, and accordingly it is recommended that an operations/security meeting be held to thoroughly discuss all aspects of [redacted] training. Specific areas of improvement would include communications, area movement supporting flying operations, messing procedures, identification of red badge operations, etc.

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8. Transportation - For [redacted] a 1967 Ford was procured from Mojave at a reduced rental rate of \$200.00 per month and \$.05 per mile for mileage in excess of 2,000 miles per month. In spite of this reduced rate the total cost of a vehicle for [redacted] ran in excess of one thousand dollars. For economy, it is recommended that we investigate leasing a vehicle on a two-year basis to be used by future [redacted] When not in their use it could become an all purpose security vehicle. Preliminary investigation has revealed that such a leased vehicle would cost around one hundred dollars per month excluding license and insurance. [redacted]

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9. Housing - The only real complaint that was voiced by the [redacted] during the entire training program concerns the isolation of the [redacted] at North Edwards. Not that the quarters are unsuitable, but there is a complete lack of available recreation or comparable activity in and around North Edwards. As a possible solution, it is recommended that we look into the suitability of relocating the [redacted] at California City. Relatively isolated three and four bedroom furnished units are being constructed adjacent to the golf course which will be available on a lease basis at a cost less than the \$282.00 per month we are now paying. With such a lease, all recreational facilities at California City would be available to the [redacted] at no cost, which would include the golf course (night lighting), swimming pool, boating, fishing, tennis, an indoor basketball court, etc. Granted, there would be increased exposure, however, with adequate security precautions consistent with our cover, I believe the benefits resulting from such a move would far outweigh any disadvantage.

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10. Training Syllabus - As many of the previous recommendations involve additions or changes to our current training syllabus, this document should be reviewed for adequacy. For the purpose of training standardization, a training handbook could very possibly be developed which could cover all facets of our training program and outline in some detail our operational procedures which we have found by experience to be particularly suitable or necessary for training.

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11. Training Support

A. [redacted] was an invaluable asset throughout the U-2 portion of the training program. His cooperative attitude and willing assistance were particularly commendable. Accordingly, it is recommended that a letter to this effect be sent from General Bacalis to [redacted]. If security considerations preclude this action, then correspondence with [redacted] with a request that our comments be passed on to [redacted]. This will not only be of some benefit to [redacted] but should also provide an additional impetus to future IP's knowing that the training at North Base receives command attention. A letter from General Bacalis to [redacted] is included for consideration as enclosure #4.

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B. All three [redacted] received dental care by the base hospital; in the case of [redacted] this involved extensive dental restoration.

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Accordingly, it is recommended that a letter of commendation be prepared for [redacted] signature and be forwarded to the hospital commander. So that it contains appropriate medical phraseology, it is recommended that this letter be prepared by [redacted].

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C. [redacted] was outstanding as the U-2 instructor pilot. He quickly gained the confidence of both students; their rapid U-2 progress and mission performance was indicative of the complete and thorough training conducted by [redacted]. For continuity and standardization, it is highly recommended that [redacted] again be selected as the [redacted] U-2 instructor pilot for next [redacted] class.

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D. Support given the [redacted] training program by other WRSP sections, without exception, was equally outstanding. A comment to this effect given at the next Commander's Call would be very appropriate.

12. General - A summary of recommendations mentioned in this training report together with suggested action officers is included in this report as enclosure #1. A statistical summary of flying training is included as enclosure #2. As a matter of record, a daily activity record is included as enclosure #3. Enclosure #5 contains schedules and forms which were used during this period of training. I feel that a final personal comment is appropriate. From a professional, as well as individual standpoint, I greatly desire a complete U-2 checkout and if

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sufficient flying hours are available, to remain current in the aircraft. I feel this action would increase my value to the [redacted] training program.

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To be able to do this, I must first be completely familiar with the U-2. I fully realize the ramifications of this proposal, i.e., Hq. approval, limited aircraft and flying time, current training requirements, etc., however, any consideration that may be given to this request either now or in the future will be appreciated.

[redacted]

Major, USAF

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5 Encl

1. Recommendation Review
2. Flying Activity Report
3. Daily Summary by Month
4. Letter From Gen Bacalin [redacted]
5. Training Schedules and Forms

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