



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 388TH FIGHTER WING (ACC)  
HILL AIR FORCE BASE, UTAH

26 Oct 1999

MEMORANDUM FOR 75 CS/SCSRF (FOIA)

FROM: 388 FW/CV

SUBJECT: Reply to FOIA request by James Cole

1. The wing flew 678 sorties with live and full scale inert ordnance during FY 1998. The number of sorties flown with only training ordnance is not available. Also we do not keep records of the routing where the aircraft actually flew. The details of determining the number of aircraft carrying live ordnance flying specifically through Skull Valley during FY 1998 therefore is not available and the 388 FW would only be speculating in determining this number.

2. The break-down of ordnance by type flown on 388 FW aircraft during FY 1998 is as follows:

- 156 Live Mk-84 (2000#), normally two per aircraft and includes laser guided bombs of this weight class. 111 sorties.
- 89 Inert Mk-84 (2000#), normally two per aircraft and includes laser guided bombs of this weight class. 38 sorties.
- 544 Live Mk-82 (500#), normally four or six per aircraft and includes laser guided bombs of this weight class. 166 sorties.
- 1029 Inert Mk-82 (500#), normally four or six per aircraft and includes laser guided bombs of this weight class. 355 sorties.
- 4 AGM-65, normally one per aircraft. 4 sorties.
- 16 CBU-87 (approx. 1000# cluster bomb), normally 4 per aircraft. 4 sorties.
- The aircraft flew with no (zero) live air-to-air munitions during FY 1998
- 7205 BDU-33 (25# training munitions) were expended by the 388 FW during 1998 (normally 9 per aircraft). The wing flies numerous sorties in which the training ordnance is not expended or only partially expended.
- All 388 FW aircraft carry 510 rounds of 20mm ball ammunition on every sortie

3. The 388 FW does not have records setting forth the likelihood and consequences of ordnance detonation aboard an aircraft which crashes. However, the 388 FW is sensitive to the ramifications of having an aircraft crash while flying with live ordnance and mitigates these consequences by avoiding over-flight of populated areas to the maximum extent possible.

*Ronald G. Oholendt*  
RONALD G. OHOLENDT, Colonel, USAF  
Vice Commander

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