

CONFIDENTIAL

Re: Mr. Tr. H. SAC, dtd 5 Mar 49, subj: AA/AV-24 Training
353 Radar 4th Ind CB

Headquarters, Air Training Command, Barksdale Air Force Base,
La. 22 APR 1949

To: Commanding General, Technical Division, Air Training
Command, Scott Air Force Base, Ill

1. It is desired that any information which will substantiate or refute statements made in the preceding correspondence concerning the quality of subject training be furnished this headquarters on the earliest practicable date.

2. Your comments and/or recommendations concerning action necessary, as a result of your findings in the study of this matter, are also desired.

BY ORDER OF MAJOR GENERAL HENRY:

/s/ LEONARD DAVING
Colonel, USAF
Chief of Staff

~~CONFIDENTIAL~~

WG 353, WG, Nebraska, 5 Mar 49
Subject: AW/APQ-24 Training

AG (7) 353 Radar 5th Ind

Headquarters, Technical Division, Air Training Command, Scott
Air Force Base, Illinois 4 May 1949

TO: Commanding General, Air Training Command, Barksdale Air
Force Base, Louisiana

1. This Headquarters has completed a detailed analysis of the alleged discrepancies concerning the mode and quality of instruction in subject classes of repairman training on AW/APQ-24 equipment at Keesler Air Force Base. The following statements and conclusions are therefore submitted for consideration:

a. For purposes of clarification, reference the following statements, the classes of AW/APQ-24 instruction are hereafter listed as follows:

- (1) Class Number 1 is the first class of instruction conducted under contract with Western Electric at their factory located at Whippany, New Jersey from 20 June 1948 to 20 September 1948.
- (2) Class Number 2 is the second class of instruction which was established at Keesler Air Force Base by Western Electric representatives under contract. Class started 27 October 1948. Contract was cancelled on 22 December 1948 for convenience of the government, and Class Number 2 was completed by Keesler Air Force Base instructor on 8 February 1949.
- (3) Class Number 3 is the third class of instruction currently presented by Keesler instructor personnel at Keesler Air Force Base. This class started on 16 February 1949.

b. Factory training for Class Number 1 was presented to the most highly qualified group of students instructed in subject radar equipment to this date.

c. Factory training for Class Number 1 was conducted under ideal laboratory conditions well supplemented with additional laboratory and test equipment. Instructors for this first class were believed to be highly qualified electronic engineers each well versed in the engineering aspects of the present AW/APQ-24 Radar, Navigation and Computer system.

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SAC 151, SAC, Nebraska, 5 Mar 49
Subj: AG/AP-24 Training

AG (I) 35; Under 5th Ed

d. Transfer of the course to Heesler Air Force Base for the conduct of Classes numbers 2 and 3 were under provisions of the contract. This transfer was planned and executed to provide the best possible service school facilities with government-owned equipment as conditions permitted. Facilities consisted of one (1) barracks-type school building, enclosed in a barbed-wire stockade. Adequate benches, lighting, desks, and classroom supplies were furnished. Equipment, consisted of two (2) operational AP-24 systems with a minimum amount of allied test equipment and tools. These facilities compare favorably with other radar mechanic and repairmen courses at Heesler Air Force Base.

e. Western Electric instructors for Class Number 2 were graduates of Class Number 1 on AG/AP-24 and conducted the first nine (9) weeks of instruction for this second class. This instruction was comprehensive, well presented, and consisted primarily of lecture, theory and lab on all the major components of this bombing system. Therefore, in accordance with the Western Electric outline for this course approximately eighty percent (80%) of the specific subject matter was presented by the Western Electric instructors.

f. Mr. Jerry Keenan (Senior Instructor) and Mr. George Konarska, (Instructor), were selected by Heesler Air Force Base as top qualified AP-13 and AP-24 radar instructors well experienced in radar instruction in the under Service school, to attend Class Number 1 of AP-24 instruction at the Western Electric Factory, Whippany, New Jersey. These Heesler instructors finished third and fourth in Class Number 1 of fifteen (15) students at the factory. These instructors have long been recognized as conscientious and able radar technical personnel. The reflection of their integrity or qualifications has ever been made a point of pride. Their recognized abilities are well known in this Headquarters.

g. These qualified factory-trained Heesler instructors on AG/AP-24 were not permitted to utilize their advanced qualifications in the AP-24 school at Heesler under the contract with Western Electric. Since the school had been established as a service school on Heesler Air Force Base, and since these two (2) Heesler instructors at that time could be expected to instruct only in one (1) tentative class following the completion of the three (3) classes by Western Electric, consideration was then proposed to terminate the contract with Western Electric

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Subj: RPA-22 Training

As (7) 353 Radar 3th ind

Install the qualified Kessler instructors in the established course and gain the full use of their qualifications for at least two and one half (2 1/2) remaining classes. This action was considered appropriate at this Headquarters and would reflect:

- (1) The ability of the Training Command to assume the service school training as established at need: by personnel equivalent in background and training.
- (2) Full utilization of key instructor personnel qualified in the subject and who were being withheld from participation because of restricted access to the RPA-22 facilities. This restriction was created by the controls exercised by Western Electric personnel under the terms of the contract.
- (3) The opportunity for Kessler key instructor personnel to maintain proficiency on the complex equipment by early instruction and participation in subject training.
- (4) The maximum economy in training costs consistent with the conditions under which the training was provided.

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b. The last four (4) weeks of instruction for class leader 2, which responsibility was assumed by the Kessler instructors, was in accordance with the Western Electric outline and was followed in detail by the Kessler instructors. Subject matter consisted primarily of trouble shooting, circuit analysis and review of previous instruction. Close supervision and qualified instruction was exercised by the Kessler instructors. Any alleged improper use of "free" laboratory time was based upon two (2) conditions:

- (1) Study habits gained in the previous portion of instruction during the first nine (9) weeks.
- (2) Inability to utilize one hundred percent (100%) of time of all fifteen (15) students during trouble shooting the complex system on the two (2) operational radar units assigned to this instruction.

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SAC 353, SAC, Nebraska, 5 Mar 49
Subj: AN/AP-24 Training

AG (T) 353 Radar 5th Ind

Upon assuming the responsibility for instruction the Kessler instructors were required to remove, upon several occasions, non-technical literature from the students, who apparently had not previously been made aware of normal study habits.

i. Subject course is not considered as "run of the mill" training. Established under Training Command procedures, approved, and subsequently implemented by Western Electric planning, it has been determined that the last four (4) weeks of training received in Class Number 2 was in conformance to the Western Electric outline, and was presented in the most appropriate manner under the existing circumstances.

j. Subject course outline, has since been revised to present a balanced course of instruction with particular regard to lecture and laboratory preparation. Students of Class Number 3 have been interviewed by representatives of this Headquarters to determine the response to both the subject material covered in the new outline, as well as the ability of the Kessler instructors to present the subject. Enthusiasm and undivided interest was noted. All trainees from the Strategic Air Command expressed complete satisfaction of the conduct of the course and the presentation of the material. Below standard prerequisites were noted for some members of the class from SAC. One (1) student, after having been enrolled in the course under a quota and due for discharge shortly after graduation, was so stimulated by the instruction and material received in Class Number 3 that he has reconsidered re-enlistment for continued service with this equipment.

k. To produce acceptable graduates from this high level course of repairmen training, it is necessary that students entered should be qualified to pursue the training required. In the original planning for this course Western Electric has indicated that students screened and selected should be required to have refresher, or equivalent, mathematics training for college algebra, trigonometry, and analytical geometry in three dimensions. Selection should be given to those personnel who have demonstrated analytical ability. The revised preentrance examination as prepared by the Kessler radar staff, approved by Western Electric, has been used by this Command and all other commands concerned for assisting in the selection of personnel for subject course. It can be reasonably determined that some members of the class, who are undergoing instruction, would be unable to make qualifying grades if this examination had been used as a selection criteria. A comprehensive analysis of the utilization of this revised examination prepared to determine the correlation between preentrance qualifying grades and final grades has proven its undoubted value as a standard means of assisting in the selection.

SAC 353, SAC, Nebraska, 5447 ~~CONFIDENTIAL~~
Subject: AM/AP-24 Training

9th Ind (Cont'd)

1. Notification of termination of the contract was received in this Headquarters, 12 January 1949 and Keesler Air Force Base was immediately directed to assume responsibility for instruction by utilizing their qualified personnel and facilities as previously established. Western Electric representatives had been notified approximately 22 December 1948. One (1) instructor did not return to work after receipt of this notice. The second instructor remained with the school but left soon after with all AP-24 training manuals. Without being directed at the date of termination of the contract, Keesler instructors did assume responsibility for training and continued without serious interruption. Additional training manuals were received from Western Electric Company on approximately 1 February 1949. All other material used by the Keesler instructor personnel were from personal notes and material in the hands of the students.

2. Conclusions.

a. This Headquarters is of the opinion that the training received by students in the latter portion of Class Number 2 was equivalent in quality to that which would have been presented by the Western Electric representatives in conformance with their outline.

b. It is recognized that the present course outline approved by Headquarters, Air Training Command is superior in effectively balancing subject material, laboratory work, and presentation to that previously given in Class Number 2 and is in accordance with approved methods of instruction for this Command.

c. Standards of training acceptable to using commands for this complex level of repairman training are recognized and are produced so far as it is possible for those students selected to assimilate the training. However, the standards of student selection must also be maintained at the highest level to provide a satisfactory output. Full utilization of the qualifications of instructors and of this electronic computer equipment does depend largely on the qualifications and interest of the students.

d. Training equipment and facilities for this course are believed to be minimum, but are considered adequate for the scheduled classes since no further production or requirements have been indicated beyond the present program.

e. Instruction under the new revised course outline presented by the Keesler instructor staff is adequate and will produce trained repairmen on AP-24 radar system capable of performing duties commensurate with known standards.

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SAC 353, SAC, Nebraska 5 Mar 49
Subj: AR/APJ-24 Training

3th Ind (Cont'd)

3. Recommendations.

a. Recommend only selected and highly qualified technical electronics personnel be screened and selected to pursue this advanced course.

b. That contract training for A-1 and other highly complex electronic systems be conducted at the factory where limited requirements preclude the establishment of equivalent factory laboratory conditions at base level.

c. It is the opinion of this Headquarters that the training in this course has not suffered, but rather has improved in quality over that which was originally presented in Class Number 2. In order to substantiate this statement, it is recommended that all major commands, with students in attendance at the third class, be queried as to their opinion on the quality of training received. Except in those instances where entering students have not met entrance requirements, this Headquarters is confident that the replies will indicate complete satisfaction.

cc: CG, Kessler AFB, Miss. /s/ C. C. CHURNEY
Major General, USAF
Commanding

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Basic Ltr, Hqs, SAC, Offutt AFB, Mo, SAC 353, 5 Mar 49. subjt:
AN/APQ-24 Training

353 Radar

6th Ind

CS

Hqs, Air Training Command, Barksdale Air Force Base, La 22 JUN 1949

TO: Director of Training and Requirements, Headquarters, USAF,
Washington 25, D. C.

1. Reference 3d indorsement, your attention is invited to paragraph 1g of preceding 5th indorsement, which outlines reasons for the recommendation of this Command to cancel the factory training contract with Western Electric Company. Based upon a full knowledge of the capabilities and qualifications of the Air Force instructors at Keesler Air Force Base, it was considered that the course could be conducted more economically and effectively by utilizing the Air Force instructors, who were presumably as well qualified as the Western Electric Company representatives, all of them having attended the same qualifying course at Bell Laboratories.

2. This Headquarters is of the opinion that the alleged discrepancies listed in the preceding 1st indorsement are without basis in fact. In order to obtain a complete analysis of the course, as viewed by the students, a comprehensive questionnaire was prepared and distributed to all the graduates of the class in question. A copy of this questionnaire is attached as Inclosure No. 1. Fourteen (14) of the fifteen (15) graduates concerned have returned the questionnaires, and have included criticisms and/or recommendations for improvement of the course. A resume of the answers to each question is attached as Inclosure No. 2; Inclosure No. 3 is a copy of the comments from each graduate.

3. As indicated in the preceding 5th indorsement, after termination of the Western Electric contract the class was continued under the same outline that Western Electric Company had prepared. This outline provided for the majority of theory and factual information pertaining to the equipment to be presented in the first eight (8) weeks of the course, with the last five (5) weeks to be devoted primarily to system maintenance and trouble-shooting. Generally speaking it is much easier to present in an interesting manner that portion of a course consisting of facts and theory than the part involving only maintenance and trouble-shooting.

4. It will be noted in Inclosure No. 3 that several graduates recommended a closer coordination of lecture and laboratory instruction, citing several cases where lecture followed lecture while the equipment remained idle. Several graduates also stated

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Basic Ltr. Ngs, SAC, O'Donn 1/8, Neb, SAC 353, 5 Mar 49, subj:
AS/APQ-24 Training (4th Ind - Cont't)

that the course was too short, poorly organized and coverage of subject matter was incomplete. This Command has already taken action to revise the course outline so that the material is presented in logical sequences, with lecture being followed immediately by laboratory work (the application phase), in accordance with command policy and good instructional technique. It is felt that the revised course will be much more effective than the one administered by the Western Electric Company.

5. Attention is invited to paragraph 11 of preceding 5th Indorsement, wherein it is indicated that upon termination of the contract the Western Electric Company representatives withdrew all the AS/APQ-24 manuals, and additional manuals were not received from Western Electric Company until 1 February 1949. It is considered that under the circumstances the Aescaler instructors are to be commended for providing any instruction, especially in view of the fact that these personnel were utilized only as laboratory assistants while the course was under Western Electric Company supervision.

6. Attached as Inclosure No. 4, for your information, is a listing of the names, rank, course grades, class standings, entrance examination scores, home stations, and technical background of the personnel attending the AS/APQ-24 class in question. It will be noted that only three (3) of the seven (7) personnel from Strategic Air Command had a score of 80 or better on the entrance examination, which was considered to be the minimum score desired for entrance into the course. It will also be noted that a high degree of correlation existed between the entrance examination and the final course grade, with only one exception, Cpl Roger L. Temple of the 3497th Mobile Training Unit, Group. It has been stated that Cpl Temple attained his grade by virtue of intensive study and application.

7. This Headquarters is of the opinion that the recommendation to cancel the contract with Western Electric Company was well justified, and that the course has already been considerably improved as a result of this action. In compliance with paragraph 2 of preceding 3d Indorsement, however, an informal request has been made to a representative of the Training Division, Headquarters, Strategic Air Command, followed by a formal request to all the major commands concerned, to evaluate subsequent graduates of the course as to their qualifications on the AS/APQ-24 radar system and advise this Headquarters of any deficiencies which might be attributable to the training provided at Aescaler AFB. A copy of

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Basic Ltr, Wgs, SAC, Offutt AFB, Neb, SAC 353, 5 Mar 49, subj:
AN/APQ-24 Training (6th Ind - Cont'd)

this request is attached as Inclosure No. 5. Your Headquarters
will be advised of the results of this action.

FOR THE COMMANDING GENERAL:

3 Incls:
As listed above

/s/ Isiah Davies
/t/ ISIAH DAVIES
Colonel, USAF
Chief of Staff

~~CONFIDENTIAL~~

S/L Hq SAC, dtd 5 Mar 47, subj: AB/APQ-24 Training

AFOTG

7th Ind

6 JUL 1947

Department of the Air Force, Hq USAF, Washington 25, D. C.

TO: Commanding General, Strategic Air Command, Offutt Air Force Base, Omaha, Nebraska

1. Your attention is invited to preceding indorsements. Although this headquarters is of the opinion that the termination of the contract with Western Electric Company prior to its expiration date was ill advised, representatives of this headquarters who inspected the AB/APQ-24 school at Weasler Air Force Base were not of the opinion that it was being conducted in a lackadaisical or evasive manner. It is believed that the school was subject to deficiencies brought about by the complexities of the equipment itself, inexperienced personnel, and the fact that the training was moved from the factory to Weasler Air Force Base prematurely. The Air Training Command has assured this headquarters that the AB/APQ-24 training will be monitored closely by them in an effort to produce graduates in the future acceptable to the Strategic Air Command. In addition this headquarters has directed the Air Training Command to take the necessary action to include instruction on the AB/APQ-24 in the General Radar Mechanics course, Airborne Equipment and the Electronic Officers Courses. This action will tend to produce basic technical personnel more susceptible to advanced training on this equipment.

2. For your information the planned program for training Technicians on the A-1 Bombing System does not include a move from the factory to an Air Training Command installation. It is envisioned that the Sperry Gyroscope Company will initiate the program and keep it permanently in force until the entire Air Force requirement for maintenance personnel has been produced.

BY ORDER OF THE CHIEF OF STAFF

3 Incls.
w/c

/s/

Walter P. Lamb USAF
Major General, USAF
Director of Training and Requirements

Copy furnished:

ATSC

HEADQUARTERS 311th AIR DIVISION
Topeka Air Force Base
Topeka, Kansas

15 April 1949

SUBJECT: Training of Electronic Observers, MOS 7800

TO: Commanding General
Strategic Air Command
Offutt Air Force Base
Omaha, Nebraska

1. This Command is presently charged with operating a school for training of electronic observers, MOS 7800, to fulfill the requirements of Headquarters, United States Air Force, Headquarters, Strategic Air Command, 9th and 15th Air Forces, and the 311th Air Division. The requirements of the 9th and 15th Strategic Reconnaissance Wings for electronic observers are estimated to be in excess of 200. Present forecast of modification of reconnaissance aircraft indicates that these two wings will be completely equipped by the Summer of 1950, at which time these observers will be required in the quantity stated to occupy combat crew positions. Delivery of reconnaissance aircraft starts in September 1949. This figure of 200 does not include the requirement for the other commands listed.

2. The 324th Strategic Reconnaissance Squadron (SR) has been used as the vehicle for accomplishing this training. Starting with the one crew available on 1 September 1948, it has been increased to six crews. The training facilities provided are inadequate to meet the Air Force requirements for electronic observers. The 324th Strategic Reconnaissance Squadron (SR) is organized and trained as a combat reconnaissance unit, but is unable to meet operational requirements because of its heavy training obligations. Furthermore, the personnel trained as electronic observers cannot be given an aeronautical rating by this command.

3. It is recommended that the Air Training Command be given the responsibility to provide the Strategic Air Command with the necessary number of electronic observers, MOS 7800. It is further recommended that the Air Training Command assume this responsibility on 1 June 1949 or as soon as practicable. An B-17 SR and three or four instructors can be released to the Air Training Command if Strategic Air Command is relieved of this training responsibility. This Command can release one or two B-29 SR aircraft for this training but it is suggested that C-47, C-45 or other training type aircraft be used because of the simplicity and economy of operation.

/s/ J. E. Atkinson
J. E. ATKINSON
Major General, USAF
Commanding

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~~RESTRICTED DATA~~
Atomic Energy Act - 1946
Specific restricted data clearance not required
Use Military Classification Safeguards

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

SAC 353 (15 Jun 49)

15 JUN 49

SUBJECT: Atomic Weapon Training Program Requirements

TO: Director of Training and Requirements, DCS/O
Headquarters USAF
ATTN: Major General W. A. Brandt
Chief, Operational Requirements Division
Washington 25, D. C.

1. At a conference held at Headquarters USAF 20 April 1949, personnel from this headquarters informally agreed to the following requirements for the Atomic Weapon Training Program:

a. B-29 and B-36 practice bombs. There is a requirement for B-29 and B-36 practice bombs for air crew and ground handling crew training. The basis for computation of quantity required shall be two B-29 or B-36 practice bombs, for expenditure by practice drop, per atomic crew per year.

b. Stock pile bombs less active material. There is no requirement for the expenditure of stock-pile bombs less active material for the training of air crews provided that B-29 and B-36 practice bombs, weapons trainers, and flight circuit testers are made available as separately scheduled. There is a requirement for the expenditure by air drop of at least one bomb less active material per year per assigned special weapons unit (assembly team). The foregoing is thought to be a minimum requirement for the testing of assembly techniques. Therefore Strategic Air Command requirements are the same as those that may be established for the special weapons unit of the Armed Forces Special Weapons Project.

c. AGC furnished (through JFEU) training equipment. The following training equipment, primarily AGC furnished, is required by units of the Strategic Air Command as indicated:

(1) Per augmented medium group.

(a) One electrical sock-up w/ITO and trouble box.

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Atomic Energy Act - 1946
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REF ID: A66671

Specific Restricted Data Clearance Not Required
See Military Classification Safeguards

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Subj: Atomic Weapon Training Program Requirements

- (b) Three Mk-IV bombs (in-flight insertion trainers) w/FTB, T-equipment and capsule.
 - (c) Nine weapons trainers w/FTB, and,
 - (d) Three Kit 40-B (2 flight circuit testers and 1 FTB).
- (2) Standard medium group.
- (a) One electrical mock-up w/FTB and trouble box.
 - (b) Three Mk-IV bombs (in-flight insertion trainers) w/FTB, T-equipment and capsule.
 - (c) Seven weapons trainers w/FTB, and,
 - (d) Three Kit 40-B (2 flight circuit testers and 1 FTB).
- (3) For heavy group.
- (a) One electrical mock-up w/FTB and trouble box.
 - (b) Three Mk-IV bombs (in-flight insertion trainers) w/FTB, T-equipment and capsule.
 - (c) Six weapons trainers w/FTB, and,
 - (d) Three Kit 40-B (2 flight circuit testers and 1 FTB).

2. The above requirements are confirmed only as an interim solution to the problem of equipment for training purposes inasmuch as they represent bare minimum requirements.

3. Experience gained at cross-roads and Sandstone has revealed that in order to be reasonably sure that crews are capable of handling special weapons under combat conditions, training facilities must be provided to make their training simulate combat conditions as nearly as possible. It is believed that the psychological factor is very important and the above requirements are deficient from the point of view of providing this phase in

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Atomic Energy Act - 1946
Specific Restricted Data Clearance Not Required
Use Military Classification Safewords

CA

Subj: Atomic Weapon Training Program Requirements

the training program. In order to provide this psychological factor, it is believed that the requirements set forth in 1b above are not adequate. Furthermore, they are not adequate to provide realistic evaluation of each atomic crew. In order to make the training program as realistic as possible in these respects, the requirement of this command with respect to paragraph 1b above is one stock pile bomb less active material for air drop per atomic trained crew per year. The basis for computation of atomic trained crew should be 50 per cent of the crews assigned each group.

4. In addition to the above requirements as amended by paragraph 3, it is desired to reaffirm the requirement previously established by this headquarters for a secure instrumented bombing range at Eglin Air Force Base. A secure instrumented range is urgently needed in order to provide realistic crew evaluation data.

5. It is requested that this headquarters be advised of action taken.

FOR THE COMMANDING GENERAL:

/s/ Thomas S. Power
/A/ THOMAS S. POWER
Major General, USAF
Deputy Commander

1st Ind

Jun 24, 1949

DEPARTMENT OF THE AIR FORCE, Headquarters United States Air Force, Washington 25, D. C.

TO: Commanding General, Strategic Air Command, Offutt Air Force Base, Omaha, Nebraska, AFHQ: Major General Thomas S. Power

1. All requirements for the Atomic Weapon Training Program, as set forth in the basic letter, will be fulfilled.
2. The Air Force is currently in the process of constructing an instrumented range at Eglin Air Force Base.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ Paul G. Tibbets, Jr. Col, USAF
for /A/ PAUL G. TIBBETS, JR.
Major General, USAF
Chief, Operational Requirements Division
Directorate of Training & Requirements

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~~RESTRICTED DATA
ATOMIC ENERGY ACT - 1946
SPECIFIC RESTRICTED DATA CLEARANCE NOT REQUIRED
USE MILITARY CLASSIFICATION INFERRANDS~~

Wesic ltr from Hq SAC, subj: Atomic Weapon Training Program
Requirements, dated 15 June 1949

SAC 353 (15 Jun 49) 2d Ind IX2

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base,
Omaha, Nebraska 15 Jul 49

TO: Commanding General, Eighth Air Force, Carswell Air
Force Base, Fort Worth, Texas

For your information.

BY COMMAND OF LIEUTENANT GENERAL LOWMY:

EDWARD T. LIFFORD
2d Lt, USAF
Asst Adj Gen

Identical indorsement to 1537

Originator

Phone

CG
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D'FERS

Chap

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D'OPS Wheeler

Sullivan
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~~RESTRICTED DATA
ATOMIC ENERGY ACT - 1946
SPECIFIC RESTRICTED DATA CLEARANCE NOT REQUIRED
USE MILITARY CLASSIFICATION INFERRANDS~~

~~SECRET~~

374TH BOMBING AND STRATEGIC RECONNAISSANCE SQUADRON (STRATEGIC)
WORMS AIR FORCE BASE
Fort Dix, New Jersey

23 August 1949

SUBJECT: Revision of ECM Training Program

TO: Commanding Officer
91st Strategic Reconnaissance Group
McQuire Air Force Base
Fort Dix, New Jersey

1. A need for a revision of Flight Training Phase, Radar Observer, ECM, Course 70000, as taught in the ECM Training Section of the 374th Strategic Reconnaissance Squadron, Electronic, has become apparent.

2. The course currently in use (Inclosure No. 3) was allotted 60 days for completion and approved by Headquarters, USAF, and Headquarters, Strategic Air Command, during February and March 1948. On the basis of a year of experience gained in this type of training since that date, it is felt that a revision to the length of Flight Training Phase, the number of training flights and associated ground training lectures would be highly advantageous.

3. The proposed course has been lengthened to ten (10) weeks, because past experience has shown that the total number of flights required can be flown in less than ten (10) weeks only under the most favorable of conditions. Also, the lengthening of the Flight Training Phase to ten (10) weeks approximates the ground training phase of the Training Command Ground Training Phase, thus facilitating the programming of our facilities for the Flight Training Phase.

4. It is recommended that the revised proposed course of the Flight Training Phase, dated 1 August 1949 (Inclosure No. 1) be approved and coordinated with the Ground Training Phase of Radar Observer, ECM, Course 70000, USAF Technical School, Warner Air Force Base, El Paso, Texas.

5. It is further recommended that a conference be held between representatives of the interested commands to more closely integrate the Ground and Flight Training Phase of this course. Representatives of the Training Command who visited this base some time ago indicated a definite need for such a conference. To date no action has been taken.

3 Incls:
Incl. 1 Revised Training
Program, dated 1 Aug 49
Incl. 2 Class schedule for
the revised training outlined
Incl. 3 Approved ECM Flight
Training, not dated

s/t/ J. H. HENNINGER
Major, USAF
Commanding

303 (2) August 1949 1st Ind 000/jpr
SUBJECT: Revision of 1st Training Program

HEADQUARTERS, 1ST STRATEGIC AIR DIVISION, McGuire Air Force
Base, Fort Dix, New Jersey, 30 August 1949.

TO: Commanding Officer, 1st Strategic Reconnaissance Wing, McGuire
Air Force Base, Fort Dix, New Jersey.

1. It is recommended that the revised schedule be forwarded
for approval.
2. Attention is invited to paragraph five (5) of basic corres-
pondence. Subject conference would be of definite value.

FOR THE COMMANDER:

1 Incls: s/t/ COL. L. W. BROWN
n/c captain, USAF
adjutant

303 2nd Ind D/RA/aw

HEADQUARTERS, 1ST STRATEGIC AIR DIVISION, McGuire Air Force
Base, Fort Dix, New Jersey, 2 Sep 1949

TO: Commanding General, 11th Air Division, Forbes Air Force Base,
Towson, MD

This headquarters concerns in the proposed revision of 1st Train-
ing Program as our lead in basic communication and helicopters.

FOR THE COMMANDER:

1 Incls: s/t/ COL. W. H. BROWN
n/c 1st Lt. USAF
Asst. Adjutant

B/Ltr fr 304th SRS, dtd 23 Aug 49, Subj: Revision of SCW Tng Program

353

3rd Ind

HEADQUARTERS 91st AIR FORCE, Barksdale Air Force Base, Louisiana,
18 NOV 1949

To: Commanding General, Strategic Air Command, Offutt Air Force Base,
Omaha, Nebraska

Recommend the proposed revisions of the Flight Phase of Radar Observer, SCW, Course 70000 be forwarded to Headquarters United States Air Force for coordination and final approval. Changes proposed are based on experience gained in conducting the course during the past year and will be of benefit to this command while the training remains in the 91st Strategic Reconnaissance Wing and to Training Command when they take over the Flight Training phase of the course.

FOR THE COMMANDING GENERAL:

1 Incls
n/c

s/t/ LEO G. LA' FORD
Major, USAF
adjutant General

~~RESTRICTED~~

HEADQUARTERS, UNITED STATES AIR CORPS
OFFICE AIR FORCE BASE
WASH., DISTRICT OF COLUMBIA

AF 373 (29 Aug 49)

29 August 1949

SUBJECT: Program to Determine the Effects of High Speed and High Altitude on Bombing Accuracy

TO: Director of Training and Exercises
Headquarters USAF
ATTN: Chief, Operational Experimentation Division
Washington 25, D. C.

1. A need exists within this command for information regarding the effects of high speed and high altitude on bombing accuracy, using both visual and radar techniques.

2. This command is aware that a program of tests to provide such information with respect to visual bombing techniques is being carried out under Air Training Command project number 14C10-5 as reported in Operations Analysis Summary Report numbers 1 and 7.

3. It is requested that this program be extended to include radar bombing techniques utilizing the W-24 and X-1 systems. It is further requested that both the visual and radar phases be extended to the maximum altitudes and ground speeds attainable in currently available aircraft.

4. It is desirable that sufficient data be acquired for the development of curves from which relative bombing accuracy versus altitude and ground speed can be predicted for any particular set of conditions.

5. The need for such data has been discussed informally with the Director of AF, Inc. who has offered the resources of AF to the program as desired.

6. As the results of such a program are of immediate interest to this command, Air Corps Air Command is prepared to lend assistance within the limits of availability of equipment and crews available.

FOR THE COMMANDER, USAF:

W/ THOMAS E. FOSTER
Major General, USAF
Asst. Commander

~~SECRET~~

MEMO FOR SAC, Offutt Air Force Base, Omaha, Nebraska, dtd 29 August 49,
subject: Program to Determine the Effects of High Speed and High
Altitude on Radar Accuracy

1st Ind.

REF: AFHQ AFM 1-1001, 11, USAF, Washington 25, D. C., SEP 13 1949
TO: Commanding General, Strategic Air Command, Offutt Air Force Base,
Omaha, Nebraska.

1. Representatives of this headquarters and of Air Proving
Ground will meet at Offutt Air Force Base on 22 September 1949 to
discuss the results of the Procedure Phase of "The Relationship
between Groundspeed and Radar Accuracy", Project No. 14810-5.

2. One of the items for discussion will be the future phase
of this project. Every effort will be made to extend this project to
include radar bombing technique utilizing the A-1 and K-1 sys-
tems. It is also anticipated that both the visual and radar phases
will be extended to the maximum altitude and ground speeds attainable
in currently available aircraft.

3. As a result of the above conference, it will be possible to
submit the assistance report of the Strategic Air Command.

4. A copy of this report on the above subject will be trans-
mitted to the Strategic Air Command for evaluation and comment.

Very truly yours,
[Signature]

/s/ William A. Steer, Col USAF
for
WILLIAM A. STEER
Major General, USAF
Director of Requirements

~~SECRET~~

~~SECRET~~

COMBANT GROUPS, 1st AIR WING
Offutt Air Force Base
Omaha, Nebraska

3042

100 452 (2 Dec 49)

2 507 49

SUBJECT: A/AF-24 Radar Equipped Aircraft

TO: Director of Training and Requirements
Headquarters USAF
Washington 25, D. C.

1. This command is converting to A/AF-24 radar equipped aircraft. The conversion program, as of this date, of aircraft equipped with A/AF-24 radar equipment is as follows:

7th Bombardment Group (B) - - - B-36
11th Bombardment Group (B) - - - B-36
20th Bombardment Group (B) - - - Now converting to B-36.
24th Bombardment Group (B) - - - Converting to B-36 in
January 1951.
9th Reconnaissance Wing - - - Converting to B-36 in
September 1949.
5th Reconnaissance Wing - - - Converting to B-36 in
September 1950.
9th Bombardment Group (M) - - - B-50D.
2d Bombardment Group (B) - - - Now converting to B-50D.
90th Bombardment Group (B) - - - Converting to B-50D in
October 1949.
97th Bombardment Group (B) - - - Converting to B-50D in
February 1950.
100th Bombardment Group (B) - - - Converting to B-50D in
September 1950.

2. It must be noted that this command now has five (5) groups converted or in process of conversion to A/AF-24 radar equipment and by January 1951 will have eleven (11) groups utilizing subject equipment.

3. Information at this headquarters reveals that Offutt Air Force Base has one (1) pool-up of A/AF-24 equipment which is not sufficient for indoctrination of all students in this type equipment, thereby requiring an intensive radar training program to be initiated at each base within this command. It is desired this type equipment, to re-train the observers, comes from Offutt Air Force

1000

Subject: T-28 and other equipped aircraft

Note: Due to the lack of qualified personnel and facilities for instruction purposes it is the opinion of the Commanders that the observers (O-1) should receive the T-28 training before assignment to this aircraft.

1. In view of the above it is requested that a/c facilities be made available to other air force units as a thorough indoctrination course in this equipment be incorporated in the Observer Training course curriculum. Further, it is desired that flight training in this type equipment begin at the earliest practicable date.

Very truly yours,

s/ Major General, USAF
Deputy Commander

cc: SAC, USAF

Washington, D.C., 14 October 1947

1. On 14 October 1947, the overall Air Force training requirements for observers (O-1) and for aircraft equipment. It was noted that immediate action should be given to a program to equip air training personnel with the T-28 aircraft.

2. The training requirements for the air training personnel on 14 October 1947, reviewed the overall Air Force training requirements for observers (O-1) and for aircraft equipment. It was noted that immediate action should be given to a program to equip air training personnel with the T-28 aircraft.

3. It is recommended that the training requirements for the air training personnel on 14 October 1947, reviewed the overall Air Force training requirements for observers (O-1) and for aircraft equipment. It was noted that immediate action should be given to a program to equip air training personnel with the T-28 aircraft.

Very truly yours,

s/ William A. Elder, Col USAF
Director of Requirements

~~SECRET~~

KLIE

SAC 353 (21 Oct 49)

21 October 1949

SUBJECT: Letter of Transmittal

To: Commanding General
Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

Originator

Phone

CC _____
DC _____
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D/INT _____

1. Inclosed are copies of manual prepared by Mr. E. H. Sharkey, Bell Laboratories, on AN/AP1-24 operational and training procedures.

2. It is suggested that distribution be made to each bomb group and reconnaissance group of your command for local reproduction and distribution to persons concerned, to assist in setting up a training program for AN/AP1-24 operators.

D/OPS _____

Holden
Tav Ops
Trag Murphy
Elec Comm
Ops Anal

D/MAT _____

BY COMMAND OF LIEUTENANT GENERAL LEPAY:

Instl _____

1 Incl
Copy for File
21 Dec 49, 4721-
Case 25839 (7 cys)

EDWARD T. LEFFORD
2d Lt, USAF
Asst Adj Gen

D/PLANS _____

Manp _____
COMP _____

Mgt Anal _____
Proc _____
Fin _____

Stat _____
PIO _____

Same letter and inclosures to:
CINCPAC w/9 incls
CINCPAC w/4 incls

INSPT GEN _____

Procont _____
SURG _____

JUD ADVOC _____

ADJ GEN _____

Trip to Carswell Air Force Base on AWACS Operator Training - Case 26039

September 21, 1968-0720-000-02

MEMORANDUM FOR FILE

The writer has recently returned from a trip to Carswell Air Force Base at Fort Worth, Texas, where he assisted in the initiation of a revised training program for the operators of the AW/40-24 bombing equipment. The trip resulted from a request from Colonel S. P. Wright of Strategic Air Command HQ to Dr. Quarles that a representative be furnished for long enough to check out one or two operators in the proper use of the equipment. This period of time was estimated to be two weeks, and was later increased several days at the request of Colonel Smith in order that the writer could assist in the 7th Air Force radar bombing evaluation exercises being held at that time.

Carswell Air Force Base

The main organization at this field is the 7th Heavy Bombardment Wing, 7th, using B-57 planes equipped with the AW-24 bombight. The 7th Wing is made up of two groups, the 9th Group and the 11th Group. Each group is made up of three squadrons, each squadron having six planes. Each plane carries three persons and can operate the radar bombight, each carrying the multiple duties of navigator-bombardier-radar operator. In the preliminary stages of training, only one of the three is being given radar operator training. The base personnel contacted who were concerned with radar operator training were:

Colonel W. Fisher	7th Wing Commanding Officer
Lt. Col. V. Smith	7th Wing Operations Officer
Major McMillan	7th Wing Radar Operator
Major Brown	7th Wing Radar Operator
Capt. Garner	7th Wing Navigator
Capt. Yalen	Radar Operator 492nd Squadron, 7th Group
Lt. Dehart	Radar Operator 410th Squadron, 7th Group
Lt. Styles	Radar Operator 9th Squadron, 7th Group
Capt. Selbie	7th Wing Radar Maint. Officer
Dr. J. T. McFarland	U.S. AFY Representative in Charge

Dr. McFarland and Capt. Selbie, under normal circumstances, would have given the necessary assistance to the operator training program, but due to the status of the maintenance program, it has not been possible for them to spare time for this purpose.

Operator Training Background

Since these radar-equipped planes were delivered to the Air Force before any organized training program for operators was initiated, the training received by the operators to date has been necessarily sketchy and inadequate.

Mr. Jay Feeler of the U. S. FEF was able to spend several weeks at training operators at this base during February, 1949. Due to other commitments, however, Mr. Feeler was able to remain at Carswell for only a short period, and the amount of training accomplished was necessarily small. During the time he was at the base, he worked out a Standard Operating Procedure that was more applicable to bombing of complex targets than was the original SOI.

A Capt. Underwood was sent from this base to Warner-Robins Air Force Base at Macon, Georgia, during April to fly with the AP-24 equipment in an ANC B-24. Mr. Robert Crowley of the FEF was able to give Capt. Underwood flights and operator instruction during a three-week period. Capt. Underwood then returned to Carswell and set up a school for operators. This school has been in operation up to the present time.

The training in this school consists of the following:

- A. Lectures covering the electrical block diagram and operating procedures on the system.
- B. Simulated complex target bombing runs on a supersonic trainer.
- C. Study of the SOI.
- D. Flights and bombing runs with the operator's own crew.

An operator going through the course was first given lectures in which the electrical block diagram was explained and servos and feedback amplifiers were discussed. Operating procedures were discussed and copies of the SOI were handed out. The student was then put on a supersonic trainer with an instructor who had been through the course before. He was then put on a flight, usually without an instructor, and made bombing runs on complex targets against specified aim points which did not necessarily show any specific radar return, and was scored on the results of these runs. The results of these runs and all other first runs are compiled at SAC headquarters as a measure of the operator's proficiency.

Faults in Present Training Program

While the above might appear to be an adequate program, conversations with the operators who have been through the course showed that this was not the case. Some of the operators talked to had very good

idea of what the set was designed to do and from various comments made by the operators it seemed unlikely that any of them were using the equipment at anything near its capabilities. The bombing circular error on complex targets seemed to bear out the above comments, although some part of this large average error is undoubtedly due to poorly operating sets.

Any misconceptions on proper operating procedure were noted, some of which were taught in the school and some of which were apparently individual conclusions. Most of the operators now training on APQ-24 had been previously trained on the APQ-23 and seemed to feel that the best operating procedures on our equipment were those that worked on the APQ-23 or AP-13. As far as could be determined, none of the operators were using the mileage dials for navigation purposes, or for any other useful purpose. Few of the operators were able to set the scope controls properly. The operators had been told that it was always necessary to make a wind run on the bomb run and apparently did not realize that in runs on complex targets, the wind information may very well be degraded over the previous information, rather than improved, due to the size and vagueness of the target returns. In many of the systems at Fort Belvoir, the roll correction setting was reversed, and in no case did any operator realize that the bombing operation was abnormal.

It should be noted that during this period, reliability of the equipment in the air was quite poor due primarily to the poorly manufactured cables supplied by the air line manufacturer. (The maintenance reliability has been improving, but good system reliability will probably not be possible until new cables are installed in the planes on the present cables are reworked).

The combination of inadequate operator training and poorly operating systems has resulted in some rather queer concepts of what features the APQ-24 system provides for bombing and navigating.

The faults in the training program noted above are not the result of any lack of diligence on the part of the people involved. They result primarily from a basic lack of proper operating knowledge and good basic operation training.

Changes in Training Methods Recommended

The following changes in training methods were recommended to Colonel Fisher in order that better results could be obtained from the effort being expended.

These recommendations were accepted and are in force now or are in the process of being changed.

- (1) The training course for operating personnel should be taught in navigation and bombing terms and not in electrical terms.

The electrical concepts used in maintenance training are only confusing to operators. It is doubtful that an electrical engineering degree would be in itself of any particular use in becoming a good radar operator. It is fairly certain, however, that navigation and bombing background, such as all the students have, is of considerable use in becoming a good operator. To overcome the lack of teaching material that is couched in navigation terms, a detailed curriculum and a series of about 25 diagrams were made up for use in the school. This curriculum covers the operation of the system solely in navigation terms and functions and is broken down into five sections on: GFI, crosshair generation and use, virtual target for steering, wind tracking methods, and tilt and crosshair stabilization. The terms used for ranges, angles, etc., are, of course, the same as those taught in the maintenance course.

- (2) Another expensive trainer should be set up as a point target trainer and a good instructor should be available at either trainer to explain procedures and correct mistakes.

The present training system of forcing the operator to learn knob manipulation and target identification at one end and the same time represents a training step that is too large to handle. It is thought that a supersonic trainer on which point target bombing could be learned would be a valuable addition to the training program, since the operator can learn system control manipulation before he is exposed to the quite difficult complex target inter-rotation problem. After the operator has learned point target procedures, and can bomb to an acceptable accuracy on point targets, he would then be put on the complex target trainer. While supersonic trainers are very valuable training aids, their value is reduced considerably if a trained instructor is not available during the use of the trainer to point out correct operating procedures and correct mistakes.

- (3) The flight training program should be altered so as to include at least two practice runs on point targets and two practice runs on a complex target under the supervision of an instructor before any bombing runs for record are made.

The present operators are sent out, without an instructor in many cases, to bomb for record on their first flight with the AP-24 equipment. The reasons for this proposed change are the same as those presented for change

in supersonic trainer procedures, namely, that the training needs to be broken into two steps. It was suggested that this flying training be done over Fort Worth using the north end of the Consolidated Aircraft plant as the point target and that a new point in Fort Worth be designated as a practice complex target. It was suggested that the radar beam scoring station in Fort Worth score these practice runs for the information of the operator but not for record. In order that this additional flight training program not interfere unduly with normal squadron flight and work requirements, it was suggested that these four practice runs be made under the supervision of an instructor and that the operator then proceed on the same flight to make normal flight runs for record.

- (4) The teaching effort should be directed at a smaller number of students.

It is felt that more complete instruction will be obtained by concentrating one qualified instructor in each squadron and having this operator teach no more than two other operators at one time. It is felt that instruction on this equipment is not satisfactorily accomplished when 10 or 15 students are lectured to. It is planned to conduct these small schools at squadron level, with training information and training requirements issued by the Wing, in order that the training program can be made to fit in more satisfactorily with squadron flying schedules.

- (5) Scope photographs should be used for post flight critique as well as for briefing material.

The G-15 camera is installed in each ship and it is possible to take photographs of the scope on every scan, every other scan, every four scans or every twelve scans. At present, pictures are taken occasionally in order that photographic prints may be available to operators on future bombing missions. These are valuable but one of the most valuable features of scope photography is not being used. In the sixth wave wing, operating over Japan, scope pictures taken every scan were later run at slow speed movies in order to determine what mistakes the operator had made during the bombing run and to indicate approximately the point of bomb impact. The use of these films as movies was found to be the best method of correcting operator mistakes that had been discovered to that time. In that wing, most of the operators' gross mistakes were eliminated after the first five missions

and the good radar bombing of this wing was felt to be directly connected with the speed at which these mistakes were found and corrected. It was suggested to Colonel Fisher that such movies be made of each bomb run. In view, however, of the film shortage existing at the base, Col. Fisher decided that such movies would be made only for the first missions of any operator or when large bombing errors were encountered. A slow speed 35 mm projector for this use is not available at the field at the present time and efforts are being made to procure one. These movies will be useful not only for critique of operation but also for post-flight analysis of equipment malfunctions reported by the operator.

- (6) It was suggested that the present objective for bombing accuracy against complex targets should be roughly 50 miles.

Because of the inherent difficulty in identifying and bombing complex targets, it seems justified to simplify the bombing run procedure in order that as much as possible of the operator's attention may be put on the target identification problem. Attainment of the final determination on the bomb run is one item of this category, since the improvement in accuracy possible would be small compared to any error caused by misidentification.

Training New Staff

The students, Major McMillan, the wing staff radar operator, and Captain Yaden, an instructor from one of the squadrons, were instructed for a week in classroom work and on the operational trainer. System navigation and bombing theory, and correct operating procedures were taught. At the end of the first week it was felt that both students were aware of the basic principles involved and these two students were given the job of training the other students, Lt. Corhart and Lt. Styles, of the remaining two squadrons. The writer monitored these separate teaching periods and it was felt that both instructors and students benefited greatly from this method. It was expected that with this nucleus of one trained operator per squadron, information could spread easily to the other five operators in each squadron.

The practical effect of small errors in air speed and compass information was explained and a number of cases involving these errors was worked out by the students. This was felt to be useful information for study in bringing out the basic principle of the system.

Information on emergency operating procedures and emergency in-flight trouble-shooting procedures will be accumulated by the joint efforts of Major McMillan, Capt. Selbie and Mr. Corhart. In

order that analysis may be made of the training acquired during the two weeks, Major Williams, the wing staff radar operator, will devote full time to the operator training job during the next few months.

Two flights were made, totalling 27 hours, during which time the students were checked on booking and navigation procedures, and the advantages of using the PI and offset target spotting features were demonstrated. A method was shown by which the position of the target could be predicted by a simple manipulation of the mileage and fix dials. The accuracy of this prediction is dependent on the compass error and the accuracy of the wind tracking. (This method is discussed in more detail later). About 20 to 30 runs were made testing the accuracy of this method and the maximum error for an 80 mile run from 1P to target was about four miles and the maximum error was one mile for a 20 mile run. The students felt that this was a considerable aid to target identification over their previous method of guessing the position of the aiming point.

Another factor tested in the air was the use of the offset dial, not for booking, but for target spotting. The only error involved in use of the offset dial for this purpose is that of the compass. A third flight was scheduled on which a good test of this offset spotting feature was to be made but due to weather and airplane malfunctions, this flight was not made. The students will make this flight this week and good experimental data should be available on the accuracy and usefulness of the method.

Radar Scope Photographs Made During Training

On the second flight made with the students, pictures, taken every second, were made on two book runs on complex targets in Birmingham, Alabama. These were later developed and run through on the post theatre movie projector. Colonel Fisher and Colonel Smith viewed these movies and agreed that in spite of the high speed projection, the reason for the booking missed on these runs was quite evident. On these two runs it could be seen that one miss was due to a target misidentification and the second miss was due to an improper wind value set into the computer. Colonel Fisher initiated steps to procure some sort of slow speed 35 mm projection equipment for use on movie analysis at the C-130 base and that a section would be set up to handle the photo analysis work.

Target Position Predicted by Using Compass

The methods were presented and tried out for prediction, the cross-hairs on or near the actual target return by a specially manipulated dial manipulation and without any reference to the target.

In the first method, the crosshairs are set on the IP when the airplane is pass or this point. The zero of each mileage dial is then set opposite the zero reading on the fix dial. This procedure in effect sets the mileage dials using the IP as a reference. The readings to be flown is either given to the pilot orally or proportional fixes are set in to give steering meter data. When the airplane is within about twenty miles of the target, the zeros of the fix dials are set opposite numbers on the mileage dials that represent measured distances from IP to target. The target return will then be found to be within one or two miles of the crosshair position depending on compass and wind speed errors.

Alternatively, the target itself can be used as the reference point, and this method is probably preferable since it involves the easy process of setting zero opposite zero at the time in the run that is most crucial.

In the second method the offset dials and switch were set to allow positioning the crosshairs on an offset aim point and then, by switching off the offset, the crosshairs would move directly to the target return.

Some runs were made in an effort to determine whether, in general, it was worthwhile to try to make a wind run on the bomb run. From the results, it was felt that due to the general vagueness and scintillation of complex targets, it was not advisable to make a wind run on the complex target. Further, a serious error and more accurate to make a wind run on the IP or any other subsiding target. As a way of the run, to concentrate attention on the target identification process.

CONCLUSION

During the stay at Carswell Air Force Base, the operators were trained and flight checked on proper operation of the equipment. Six recommendations were made and accepted on changes of training procedures. The methods of easing the target identification problem were tried and found feasible. No startling immediate increase in accuracy of bombing results of the students trained resulted since the main purpose of the visit was to help initiate a training project so the results of the next few months would show noticeable improvement. One operator who used the proposed offset pointing method on the bombing evaluation test had a circular error 1/3 of the general average run at the station to date.

S. H. SHAWNEY

WLD

SAC 353 (2 Nov 49)

2 November 1949

SUBJECT: ECM Training

TO: Commanding General
Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

Originator

Phone

CG
DC
CS Kissner

D PERS

Chap

D INT

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Manzo
Tac Ops Cloyd
Trng Weigelt
Elecwhite Lambert
Ops Anal

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Provost

SURG

JUD ADVOC

ADJ GEN

Thompson

1. Attention is invited to Supplement No. 1 to SAC Regulation 50-3, which prescribes ECM training to be accomplished by each bombardment group radio operator of this command. Strategic Air Command monthly air training report 15-9-1 indicates that little if any such training is being accomplished by certain groups of your command. Results of certain operations and discussions with group ECM officers also indicate that the level of such training in other groups is dangerously low.

2. It appears that this condition may be due partly to the fact that group ECM personnel are handicapped by lack of support of this program by their superiors. It has, for example, come to the attention of this headquarters that unit ECM officers have experienced difficulty in scheduling adequate flying time which can be devoted to ECM training. This lack of support from the operations level may be due to the fact that ECM training is considered a low priority function.

3. It is requested, therefore, that every effort be made to bring to the attention of the subordinate commands the importance of this training program, in that the ability of the radio operator to perform his duties as a spot jamming operator may directly affect the success of their primary mission.

BY COMMAND OF LIEUTENANT GENERAL LOBAY:

THOMAS S. POWER
Major General, USAF
Deputy Commander

Same letter to CM15AF

HEADQUARTERS FIFTEENTH AIR FORCE
WHEEL AIR FORCE BASE
CALIFORNIA

00001

353

21 Nov 49

SUBJECT: Centralization of SCN Training at Headquarters Bases of
the Fifteenth and Eighth Air Forces

TO: Commanding General
Strategic Air Command
Offutt Air Force Base
Nebraska

1. Reference 2d Ind, Hq SAC, 27 May 49, on MX.312, 191st Bomb Wing, 2 Sep 49, subject: Letter of Transmittal, wherein this Headquarters was asked to submit recommendations on the centralizing of SCN training at headquarters bases of the Fifteenth and Eighth Air Forces.

2. Centralization of SCN training at March Air Force Base and Carswell Air Force Base is considered undesirable for the following reasons:

a. This would entail setting up an entire training school at each headquarters base, complete with administrative personnel, pilots, navigators and SCN observers. Special authorization of SCN equipment to supply operational needs of the school would have to be obtained, and it is doubtful whether existing depot stocks of SCN equipment are sufficient to supply the two schools in addition to the operational requirements of the Fifteenth, Eighth, and Second Air Forces.

b. Due to the critical shortage of SCN observers, SAC 7826, it is considered undesirable to require staffing of these schools with SCN officers at a time when operational units are still acutely short of officers holding this skill.

c. It is not considered advisable to try and send bombardment crew radio operators, SAC 2756, to SCN training schools for any period of time due to the heavy training commitments now imposed upon all operational units of this Command, which require the use of radio operators on all flights.

d. Due to the large number of radio operators assigned operational units of this Air Force, the training program within the SCN school would be of necessity on an extensive scale, and training of all assigned radio operators would be of a continuing nature due to normal attrition of radio operators within the Command.

SECRET

Subject: Centralization of ECM Training at Headquarters Bases of
the Fifteenth and Eighth Air Forces

3. It is recommended that ECM training be included as an integral part of Course Number 79601, now being conducted at Tusley Air Force Base by the Air Training Command and resulting in the awarding of SSB 2756, Radio Operator-Mechanic. This would provide operational units with radio operators trained in ECM, and would alleviate some of the training now being conducted at base level within groups of this Command.

FOR THE COMMANDING GENERAL:

JAMES E. ALLEN
Lt Col, USAF
Adjutant General

Re: ltr fr HqUSAF, COMDT, 21 Nov 49, subj, "Centralization of ECM Training at Headquarters Bases of Fifteenth and Eighth Air Forces" to CGRAC.

/s/ Frank Witry

Removed trip cy of ltr for Electronics Section files 2 Dec 49.

Originator

Phone

CG

DC

CS

D/PERS

noted

noted

Chap

D/INT

Capt Witry/vw/1

SAC 353 (21 Nov 49)

1st Ind

7 Dec 49

D/OPS wireless

Tac Ops

Prog. Staff

Electronics Wing

Ops Anal

D/MAT

DeLapp

Asst/EC

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Omaha, Nebraska

TO: Commanding General, Fifteenth Air Force, March Air Force Base, California

1. This headquarters concurs in the recommendation in basic letter.

2. No authority for issue of training equipment, to either centralized or unit schools, has been received other than for the 7th Bomb Group, Eighth Air Force. Action has been taken to expedite the necessary authorization for this equipment.

3. A recommendation has gone forward to Headquarters USAF recommending the addition of ECM training to the Radio Operator-Mechanic course conducted by the ATSC.

BY ORDER OF LIEUTENANT GENERAL LEWAY:

EDWARD T. LIPPORD
2d Lt, USAF
Asst Adj Gen

Lead

D/PLANS

Map

COMP

Mgt Anal

Fin

Fin

Stat

PIO

INSP GEN

Procurement

NRG

JUD ADVOC

ADJ GEN

RL101

SAC 353 (2 Dec 49)

2 December 1949

SUBJECT: Training of ECM Officers

TO: Commanding General
Second Air Force
Barksdale Air Force Base
Louisiana

Originator

Phone

CG
DC
CS

D PERS

Chap
D INT

D OPS Manago

Tac Ops Sullivan
Trng DesPortes
Elec Scons Wiley
Ops Anal
D MAT

Instl

D PLANS

Manp
COMI

Mgt Anal
Fin
Fin
Stat
PIO

INSPE GEN

Provost
SURG

JUD ADVOC

ADJ GEN
Thompson

1. It has come to the attention of this headquarters that officer graduates of the air phase ECM observer school conducted by Second Air Force received no flight training in the operation of jamming transmitters. The syllabus of training for this school indicates two four hour jamming missions are to be flown during the in-flight training portion of the course. Apparently these flights have not been made.

2. Although authorizations for ECM observers in strategic reconnaissance organizations are much greater in number than those in bombardment units, nevertheless graduates are eligible for assignment in either type of organization. Group and squadron ECM officers in bombardment units are responsible primarily for ECM training of radio operators. This training involves operation of the complete jamming system consisting of a receiver, jammer and panoramic adapter. Without flight experience in jamming, the bombardment ECM officer is greatly handicapped in performing his training function.

3. It is directed that equal importance be given to the accomplishment of jamming and electronic reconnaissance training to insure that graduates are fully qualified ECM officers.

BY ORDER OF LIEUTENANT GENERAL JEMAY:

s/ Wheeler

J. B. MONTGOMERY
Brigadier General, USAF
Director of Operations

HEADQUARTERS SOUTH WEST WING (A)
Eighth Air Force Base
Wurtsmith, New Mexico

100/410

SEC

12 December 1949

SUBJECT: Recommendations for Improvement of the Eighth Air Force
ECM Program

TO: Commanding General
Eighth Air Force
Fort Worth, Texas

1. The EC personnel of this base recently conducted a thorough review of the various ECM activities as they affect this base. As a result of this study, numerous recommendations were made which this headquarters feels will very definitely aid in increasing the operational and maintenance training of EC personnel. These recommendations are listed below for your consideration.

a. That EC maintenance instructions included in the Air Force requirements for the awarding of Officer 900 0141 and Airman 800 807.

b. That a centralized school be established at some convenient location within Strategic Air Command for the training of Aerial Radio Operators, 800 2750, in the operation and most effective utilization of ECM equipment. An alternative to this problem would be to thoroughly train the Radio Operators in ECM concurrently with training as Aerial Radio Operators.

c. That Ground Radar Stations be installed at Radar Bomb Scoring sites for use by the ECM operators when aircraft are in the vicinity of BRS sites for Radar Bombing. These Ground Radar Sets should be capable of covering all frequency spectrums up to and including "X" Band Radars. This will permit the ECM Operators to maintain aerial proficiency once the ground training phase of ECM has been completed. The personnel of the BRS sites as well as the aerial ECM operators should be required to submit formal periodic reports in connection with these missions.

d. That a procedure be established for the ECM Operator to make radio contact with the operator of the Ground ECM Equipment at the BRS sites in order to inform him of the ECM equipment aboard the aircraft and for other various coordination purposes. The Ground Radar Operator may then properly act as the ground training equipment in which the Air Operator can either jam or conduct reconnaissance.

ECM

17 December 1949

Subject: Recommendations for Improvement of the Eighth Air Force ECM Program

e. That minimum requirements for air operation of ECM equipment by the aerial Radio Operator be included in the appropriate training directives.

2. The additional training procedures outlined above will insure competent ECM personnel commonly trained throughout Eighth Air Force. This program will also go a long way toward eliminating continuous ground indoctrination courses.

3. The ECM potential of this wing varies with the replacement rate of Radio Operator and Radar Maintenance personnel, their availability for training, and the competency of personnel available for instructors. After having received the initial Ground Indoctrination course, the proficiency of the ECM Operators will be maintained in the accomplishment of the minimum ECM requirements and the supplemental training required as indicated by reports from SMS Ground ECM Operator Reports.

FOR THE COMMANDING GENERAL:

JAY JAY CO
Major, USAF
Adjutant

0075 353 (12 Dec 49)

1st Ind

Headquarters Eighth Air Force, Fort Worth, Texas, 19 Dec 1949

To: Commanding General, Strategic Air Command, (11th Air Force Base, Nebraska)

1. Recommendations of paragraphs 1a and b have already been submitted to your headquarters in separate correspondence.

2. It is recommended that the feasibility of the recommendations of paragraphs c, d and e be studied and that such a program be implemented if possible.

FOR THE COMMANDING GENERAL:

JOHN E. HALL
Major, USAF
Adjutant General

Capt Witry/vr/1295

Subject: Recommendations for Improvement of the 8th AF
ECM Program

SAC 353 (12 Dec 49)

2d Ind

II IDI

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base,
Omaha, Nebraska, 10 JAN 1950

Originator

Phone

TO: Commanding General, Eighth Air Force, Carswell Air Force
Base, Fort Worth, Texas

CC
DC
CS

1. The recommendations contained in basic letter are
being incorporated in the Strategic Air Command ECM training
program. For your information, proposed and past action is
indicated below.

D'FERS

Chap

D'INT

a. Headquarters USAF has been requested to approve
the addition of ECM training in Air Training Command courses
for airmen ASN 227, airmen ASN 2756, and officer ASN 0141.

D'OPS

Whelosa
noted

Tac Ops noted

Prog Smith

Pln. noted

Ops Anal

D'MAT

b. Projects have been established with Air Materiel
Command to develop an ECM trainer which would:

(1) Be capable of transmitting on at least
four frequencies, two of which are to be
in L-band, one in S-band, and one in
X-band.

noted

(2) Have variable pulse repetition frequency
and pulse width.

noted

D'PLANS

(3) Have rotating antennas.

noted

COMB

(4) Have power output sufficient to provide
reception on ECM receivers at 60 miles
range.

Mgt Anal

Proc

Fin

Stat

PIO

INSP GEN

The basis of issue is for one equipment per medium or heavy
bombardment base and one per strategic reconnaissance squad-
ron, electronic. An additional requirement for one per RBS
unit will be established; however, shortages in availability
of these trainers might require a portion of installations
be at base locations and the remaining ones at RBS sites.
Action has been taken to establish date of delivery of first
model.

Proc

INSP

JUD ADVOC

ADJ GEN

c. Procedures for conducting ECM training in co-operation with RBW units will be published within the next thirty days. Initially these procedures will cover the use of an AN/APT-10 transmitters but will be expanded when necessary to cover the new equipment.

2. Reference paragraph 1e, it is the policy of this headquarters to prescribe only broad training requirements whenever possible. It is believed that if proficiency standards as established in SAC Reg 50-8 Supplement #1 are met, then minimum requirements for air operation of ECM equipment by the aerial radio operators are fulfilled.

3. The recommendations contained in basic correspondence are indicative of constructive planning on the part of all personnel of the 509th Bomb Wing (B). This headquarters wishes to encourage such action.

BY ORDER OF LIEUTENANT GENERAL LEAHY:

Copy furnished: C. A. WINDHAM
 CGSAP Major, USAF
 CGISAP Asst Adj Gen

Basic: Ltr Tr W 509th BW(3), 12 Dec 49, subj, "Recommendations for Improvement of the Eighth Air Force ECM Program" to CG SAF.

1st Ind, 19 Dec 49, CGS, to CGSAC.

Originator _____
 Phone _____
 CG _____
 DC _____
 CS _____
 D PERS _____
 Chap _____
 D INT _____
 D OPS _____
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 JUD ADVOC _____
 ADJ GEN _____

12 March 1949

General Hoyt S. Vandenberg
 Chief of Staff
 United States Air Force
 Washington 25, D. C.

Dear Van,

My plan for the development of Strategic Air Command, with minor exceptions, has been approved by your Staff. The personnel requirement for airmen presents little difficulty numbers-wise although, of course, personnel will require extensive training. The personnel requirement for officers, both combat crew and support, presents a much greater problem. The shortage of rated observers is particularly critical at this time.

This headquarters has forwarded officer requisitions to the Air Staff for all rated personnel necessary to meet the 30 June development program. The recapitulation of combat crew requirements, by SSM, is as follows:

1034		1037	
Pilot 4-Eng		Nav-Bomb-Radar	
Auth	Asgd	Auth	Asgd
1838	1156	2303	183

Required in lieu of 1037's:

0142		1034		1035	
Radar Oper		Navigator		Bombardier	
Auth	Asgd	Auth	Asgd	Auth	Asgd
876	255	940	421	576	405

The actual gains of rated observers since 15 December 1948 have been:

0142	1034	1035	1037
10	56	28	77

All officers, SSM 1037, who are graduated from 408 School are being assigned to this command; however, the input is approximately thirty officers per month and this number is not sufficient to alleviate the critical shortage of observers which exists throughout the command.

Originator

Phone

CG
 DC
 CS Kissner

D PERS

Chap
 D INT

D OPS

Tac Ops
 Trng
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 Ops Anal
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Inst

D PLANS

Map
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Mgt Anal
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 PRO

INSP GEN

Provost
 BURG

JUD ADVOC

ADJ GEN

General Hoyt S. Vandenberg, 12 March 1949

Due to the location of the radar equipment in most of our assigned aircraft, it is possible to utilize these triple-trained observers in only one of their specialties.

The Air Staff has provided information that, under the present troop program for 1950, the recall of officers has been suspended, except for a limited number of officers qualified as lawyers. This command has screened all assigned officers in order to place the maximum number of rated observers on combat crews consistent with their training and our needs in other skills. Some rated observers are performing administrative or technical duties, but they cannot be released for combat crew duty since an overall shortage of administrative and technical officers also exists. This headquarters has on requisition 728 of the latter type officers, which your headquarters has been unable to fill. Thus, it appears that rated observers within other commands of the Air Force should be made available to this command to fill existing shortages and, in addition, the observer school at Mater Air Force Base should be greatly expanded.

Sincerely,

CURTIS E. LEWY
Lieutenant General, USAF
Commanding

Originator
Phone

CG
DC
CS

D PERS

Chap
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JUD ADVOC

ADJ GEN

~~RESTRICTED~~

SECRET

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE

DATE 11/10/2000 BY 60322 UCBAW/STP/STP

CLASSIFICATION AUTHORITY: 1.5(1) UNCLASSIFIED

DECLASSIFICATION INSTRUCTIONS: NONE

~~RESTRICTED~~

RESTRICTED

~~SECRET~~

PAGE TWO HQ 2954

OPERATIONAL PLAN FOR THE UNIT AND FACILITIES WILL BE REQUIRED
IN ORDER TO OPERATE PROPERLY. THIS IS PARTICULARLY TRUE OF
9 P-30 ADPT. IF THE UNIT IS TO BE OPERATED AS A SINGLE UNIT
ADDITIONAL CONSIDERATIONS MUST BE MADE. THE UNIT MUST BE ABLE TO
ACCOMPLISH ANY MISSION. 10 P-2 MAIN STAFF, 10 P-2 FUELING
UNIT, 2 OIL TENDERS, 1 T-10 VEHICLE, 3 H-10 AIR COMPRESSORS,
3 OXYGEN CENTS, 100,000 GALS GASOLINE (115/145) CC CHEST TANK
(ISSUED), 2,000 GALS OIL, 1 BPT (NO) TANK, 1 OFFICE SPACE FOR OPERATIONS
AND HQ GEAR ROOM, 1 REPAIRING OFFICE (IN STANDARD SPACE FOR TANK,
2 REPAIR (FOR OIL COMPRESSOR) 1 BPT CAN, 2 JERRY (1 FOR
REPAIRS) (1 FOR USE) 1 BPT (NO) TANK, 100-5000 GALS,
9 BPT AND 2 JERRY (1 FOR USE).

WITH THESE WEAPONS, THE UNIT WILL BE ABLE TO OPERATE
IN THE FIELD AND BE ABLE TO ACCOMPLISH ANY MISSION FOR
WHICH IT IS DESIGNED TO OPERATE.

THE UNIT WILL BE ABLE TO OPERATE IN THE FIELD AND BE ABLE
TO ACCOMPLISH ANY MISSION FOR WHICH IT IS DESIGNED TO OPERATE.
ADDITIONAL CONSIDERATIONS MUST BE MADE. THE UNIT MUST BE ABLE
TO ACCOMPLISH ANY MISSION.

Paraphrase not required. This message may be
handled as correspondence of same classification
per para 511 and 60A (4), AR 300-5, 15
August 1945.

~~SECRET~~

~~SECRET~~

CDA 2951

26 Mar 49

FROM: COL CAP BY AIRTEL

TO: COL CAP BY AIRTEL

RE CONVERSATION W/ WYNNEBURY AND COL RICHARD. THIS IS FRAGMENT OF
DETAILS PLAN TO AIRTEL AND IS SUBMITTED IN RESPONSE TO IN2A5158 WHICH
REQUESTED THE ISSUE OF PLAN. ALSO RE YOUR C5598 WHICH CONFIRMS
THAT THIS PLAN IS TO BE USED THIS WIRE WILL NOT COVER E-SO PORTION
OF INITIAL WIRE TO 7:00 PM WILL BE PREPARED BY 10 APRIL TO CONDUCT
ALL NECESSARY OPERATIONS IN THE AREA FOR WHICH THIS IS PLAN
FOR 9 DAY TO BE USED IN THE AREA. ESTIMATED COST FOR PARACHUTE
EQUIPMENT, INCLUDING THE WEIGHT OF EQUIPMENT IS APPROX 10,000
POUNDS WITH EQUIPMENT COST APPROX 25,000 POUNDS. COST ESTIMATED
BASED ON CURRENT PRICES, INCLUDING TAXES, DOWNGRADE MATERIALS. TOTAL
WEIGHT WILL BE APPROX 7,000 POUNDS BY AND CANNOT BEES TOTAL
WEIGHT IS APPROX 10,000 POUNDS. ESTIMATED FLIGHT PLAN TO AIRTEL. RARA. ACTION BY
WIRE TO DATE: REQUESTED WIRE BY AIR PRIORITY FROM ABC BY DIRECT
COMMUNICATION. RE YOUR C5598 WHICH REQUESTED THE AIR DAYTON MADE TO DATE.
CLASSIFICATION OF MESSAGE STILL SECRET. PRELIMINARY REQUIREMENTS
AT DAYTON INCLUDING THE LINE, BUDGET, ETC, FROM TO COL HELICO.
THIS IS NOT TO BE A VOUCHER AND WILL BE USED IN FINAL FORM. REQUEST
YOUR BY FURNISH PLAN AND INFO WITH FINAL APPROVAL: (A) PUBLIC INFO
ARMY AND INFO RELATING MESSAGE. (B) TARGET DATA FOR HELICOPLAND

END ONE OF TWO PAGES

~~SECRET~~

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000-2951

SECRET TO BE PROVIDED. (C) NOTIFICATION THAT AND THE OTHER AGENCIES
OF THE NAVY AND AIR FORCE. (S) THE NAVY, AIR FORCE, AND MARITIME
SECURITY PERSONNEL.

Paraphrase not required. This message may be
handled as correspondence of same classification
per paragraph 511 and (C) (4), AR 300-5, 15
August 1964.

FOR INFO TO FILE

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TO: [Illegible]

FROM: [Illegible] 17 JAN 19

[Illegible text block]

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SECRET

TO: MEMPHIS OFFICE, 1000 W. END, MEMPHIS, TENN. IN 100-10000

RE: MURDER OF MARTIN LUTHER KING, JR., APRIL 4, 1968, MEMPHIS, TENN.
RE: MURDER OF MARTIN LUTHER KING, JR., APRIL 4, 1968, MEMPHIS, TENN.
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RE: MURDER OF MARTIN LUTHER KING, JR., APRIL 4, 1968, MEMPHIS, TENN.

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SECRET
Auth Div, SAC
Ch 11 Nov 49

11 November 1949

Mr. Ervin W. Drashall
Operations Research Office
The Johns Hopkins University
Washington 25, D. C.

Dear Mr. Drashall:

Reference is made to your letter to Mr. Zimmerman, dated 13 October 1949.

The tactical doctrine of Strategic Air Command expressly forbids evasive action by any bomber formation from the I. I. to the target. Prior to the I. I., evasive action may be taken by a bomber formation at the discretion of the formation commanders. It is believed, however, that circumstances requiring evasive action would occur very rarely since the reduced probability of sustaining damage is balanced by the increased time over enemy territory.

The AB/APC-25 bombing radar permits evasive action in azimuth and airspeed and the K-1 bombing system will, in addition, permit evasive action in altitude. Bombardment aircraft are structurally capable of violent maneuvers at all gross weights encountered over enemy territory. So the capability for executing controlled evasive action does and will exist. The decision of whether or not to use evasive action must be based upon the tactical situation at the time and is subject to change. Accordingly, this flexibility will be maintained, even though its use is not now antic...

Sincerely,

CURTIS E. LEWIS
Lieutenant General, USAF
Commanding

Originator

Phone

CG

DC

CS has seen

D/PERS

Surg

Int Advise

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ADJ GEN

Miller

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OPERATIONAL MATTERS, AIR COMMAND
OFFICE, AIR FORCE BASE
CASA, BRAZIL

041

MAC 55) (24 Aug 47)

24 August 1947

0410221 Coastal crew training school

TO: Assistant for Programming
United States Air Force
Washington 25, D. C.

1. Inclosed are proposed Tables of Distribution requested by Staff List Increment dated 11 April 1947 to letter, this headquarters, subject: "Coastal crew training school," dated 21 February 1947. The tables indicate by way of comparison of the personnel required for operation of the Coastal crew school at Escilla as compared to the current organization of the 15th Group.

2. The tables of Distribution related to those phases of training required to transition personnel including the command, transition personnel of the command into new types of aircraft, and to train selected personnel of the Strategic Air Command reserve program, are based on the experience of the 15th Group since March 1947 in this type of training.

3. The tables of Distribution related to lead crew training are the best estimate of the Fifteenth Air Force. Recent experience has been gained through operation of a lead crew school at Eglin Air Force Base which indicates that the estimates are reasonably accurate. The objectives of this phase of training are to:

a. Develop and standardize new techniques of radar and visual bombing.

b. Initially standardize and train selected lead crews to the proficiency required by the primary element of the Strategic Air Command.

c. Utilize to provide for the training and refresher training of all crews as atomic crews.

d. Projected deliveries of new aircraft and associated equipment indicate that the objective established to provide a universal capability to deliver the atom bomb is being rapidly achieved. Reestablishment of the school as requested

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SUBJ: Combat Crew Training School

will, in the spirit of this command, assure the production of the number of quality crews required to exploit the capability inherent in the aircraft and equipment to be delivered.

3. It is recommended that positive action be taken toward insuring that adequate authorizations are made to the Strategic Air Command for operation of the Combat Crew Training School at MacDill Air Force Base.

FOR THE COMMANDING GENERAL:

3 Incls

/s/ A. H. HICKEL

1. Crg Chart & T/D
Trans Tr Gp
Brigadier General, USAF
Chief of Staff
2. Crg Chart & T/D
Trans Tr Gp
3. Crg Chart & T/D
Lead Crew Trg Gp

~~SECRET~~

Basic Ltr from Hq SAC, dtd 21 Aug 47, Subj: Combat Crew Training School

AFCCA 1st Ind

Dept of the Air Force, Hq USAF, Washington 25, D. C. 18 NOV 1947

To: Commanding General, Strategic Air Command, Offutt Air Force Base, Omaha, Nebraska

1. The necessary action is being taken by this Hq to authorize the reorganization of the elements of the 306th Bomb Group, *as requested in paragraph 5 of basic communication. Total authorization for the 306th Bomb Group will be 137 officers and 627 enlisted personnel.

2. Grades and 306's contained in authorization referred to above will be in accordance with your proposed Tables of Distribution for Combat Crew Training School.

3. Equipment will be authorized in accordance with approved T/O.

BY ORDER OF THE CHIEF OF STAFF:

1 Incis
w/d

/s/ ROBERT S. BAYBROOK
Colonel, U. S. F.
Acting Deputy Chief, Organization
Division

~~SECRET~~

~~SECRET~~

HEADQUARTERS
31ST BOMBARDMENT AIR GROUP
Colorado Springs, Colorado

COMDT

113

28 SEP 1949

SUBJECT: Electronics Countermeasures Training in the
Lead Crew School

TO: Commanding General
Strategic Air Command
Offutt Air Force Base
Nebraska

1. The primary aim of the Lead Crew School now being established at MacDill Air Force Base is to increase the overall efficiency of all members of the bombardment crew. This school is scheduled to begin training 14 November 1949. A very important function of the bombardment crew is the ability to defend itself against enemy gun-laying radar and other enemy electronic devices. The best means of countering enemy electronic activities is through the intelligent use of electronic countermeasures, to be used on all future combat operations by units of this Command. In view of the tremendous importance of electronic countermeasures in any future operation, this Headquarters urgently recommends that permission be granted to include electronic countermeasures training as a part of the Lead Crew School training program.

2. It is realized that electronic countermeasures training is presently being conducted at all stations this Command, but the fact remains that if all members of the bombardment crew are to receive coordinated crew training in their individual specialties in the Lead Crew School, it behooves this Command to offer this integrated crew training to the bombardment crew radio operator, not only in airborne communications, but also to train him to a higher degree of perfection in his other crew position, that of the airborne ECM operator.

3. It is not considered feasible to begin ECM training with the first class, scheduled for 14 November 1949, inasmuch as the 306th Bombardment Group has no ECM equipment on hand at this time. The Group was directed to withhold the requisitioning of electronic countermeasures equipment due to the transition training program being conducted by this unit. However, ECM equipment is authorized the 306th Bombardment Group (M) by AFMOP-5 (413-64), Hq USAF, 10 May 49, subject: Electronic Countermeasures Equipment (ECM) Authorized for Medium and Heavy Bomb Squadrons. If

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SECRET

Subject: Electronic Countermeasures Training in the Lead Crew School

ECM training is authorized for the Lead Crew School, appropriate action will be taken by this Headquarters to insure that those members of the 30th Group actively engaged in lead crew training will have the authorized equipment on hand by 1 January 1950, the scheduled date for the second class.

4. At the present time only one ECM Observer, SN 7086, is assigned the 30th Bombardment Group (B). It is believed that a minimum of four ECM Observers will be required to conduct the ground and inflight training of the assigned crews to the Lead Crew School. It is recommended that your headquarters take the necessary action to assign three additional ECM Observers to the 30th Group as a PCS status for further assignment to the 30th Group, if this additional training is authorized. It is further recommended that the additional required observers be furnished by the Eighth Air Force and the 11th Air Division, as it would be detrimental to units of this Air Force to furnish required observers for this school, inasmuch as this OE is critically short within all units of this command. Following is the present number of ECM Observers assigned this Air Force by units:

STATION	ASSIGNED
Headquarters 15th Air Force	1
24th Bombardment Wing	1
25th Bombardment Wing	1
26th Bombardment Wing	1
27th Bombardment Wing	1
28th Bombardment Wing	1
29th Bombardment Wing	1
30th Bombardment Wing	1

5. Radar Technician, SN, 404 154, is presently not authorized in [C & a 1-111]. The maintenance of ECM equipment will be performed by Radar Technicians, SN 157, assigned the Lead Crew School squadron.

6. It is anticipated that all groups of this command will be in the modified aircraft program by May 1950. The problem which was present in unmodified B-29 aircraft (the radio operator was positioned in the forward pressure cabin and the ECM equipment was located in the rear pressure cabin) does not exist because the crew radio operator and all communications and ECM equipment are now located in the rear pressure cabin. Headquarters Fifteenth Air Force will direct that all B-29 aircraft assigned to the Lead Crew School for

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SECRET

Subj: Electronic Countermeasures Training in the Lead Crew School

training will be of the modified type. Therefore, it will be advantageous to conduct training in in-flight operation of all authorized items of ECM equipment, since total flight time will not be required for operation of communications equipment. In-flight training in ECM will in no way interfere with the bomb-team training. Detailed in-flight training missions will be prepared by the staff of the 380th Bomb Group. A typical bombardment crew training mission of the type to be performed by student crews while assigned to the Lead Crew School is inclosed. (Incl 22.)

7. Seventy hours of each five week class are available for ground training of the radio operator. It is estimated that of this amount of available time, forty hours will be available for ECM training. The forty hours of ground training will constitute a review of tactical uses of ECM and of authorized equipments and the operation thereof, and will closely parallel the training directed by IS&R 50-11. (See Incl 21 - "Ground Training in the Lead Crew School.") Mockup racks of B-50D and Gen 8-29 ECM installations will be used in the ground school.

8. All aircraft arriving at the Lead Crew School will be equipped with specified items of ECM equipment installed in the aircraft. Action will be taken by this Headquarters to insure that subject aircraft are equipped with ECM equipment, so that the ECM equipment on hand, within the Lead Crew School, may be utilized for spares in event of equipment failure and malfunction.

9. Request that permission be granted this Command to contact personnel at Eglin Air Force Base to schedule operation of radars based at Eglin during those times lead crew aircraft are enroute to the Birmingham Bomb Plot.

10. Request permission be granted to move the TP&I-B Radar set, now in storage at Rapid City Air Force Base, to MacDill Air Force Base in order that airborne ECM operators might employ ECM against this radar set simultaneously with the bomb runs against the Tampa Bomb Plot. It is emphasized again that airborne ECM operations will in no way interfere with the bomb-team training or with the radars located at the various bomb plots.

11. It is urgently recommended that your Headquarters approve the addition of ECM training to the Lead Crew School training program, and that this Headquarters be notified as

~~SECRET~~

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ODDUT

Subj: Electronic Countermeasures Training in the Lead Crew School

soon as possible in order that the necessary action may be taken to insure that ECM training can be offered for the class beginning 4 January 1950.

FOR THE COMMANDING GENERAL:

2 Incls

- 1. ECM Grd Tng (dup)
- 2. Typ Bomb Crew Tng Mission (dup)

E. S. WOOD-EL
Brigadier General, USAF
Chief of Staff

~~SECRET~~

~~SECRET~~

SAC 353 (28 Sep 49) 1st Ind SLID
HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base,
Omaha, Nebraska 24 OCT 49
TO: Commanding General, Fifteenth Air Force, Mt Air Force
Base, Colorado Springs, Colorado.

1. This headquarters approves the addition of ECM training in the Lead Crew School training program.
2. Authority is hereby granted to transfer the AN/TFS-1B from Rapid City Air Force Base to MacMill Air Force Base, in accordance with request outlined in paragraph 10 of basic letter. As this radar set can be transported in a C-47 type aircraft, it is requested that subject transfer be accomplished by means within your command. Personnel required for operation and maintenance of this equipment must be drawn from sources within your command.
3. Permission is granted your command to contact Commanding General, Air Proving Ground, for the purpose of scheduling operation of radar for R&M training.
4. Because of the critical shortage of Radar Observers, ECM, SEN 7888, throughout this command, initial procurement will be limited to two such officers for assignment to the 306th Bomb Group. The Eighth Air Force will be requested to furnish one such officer for immediate assignment to the 306th Bomb Group, and the 311th Air Division will be requested to furnish the second officer no later than 12 December 1949. This delayed target date for assignment of the second officer is necessary due to the present heavy operational commitments of that organization.

BY COMMAND OF LIEUTENANT GENERAL LEWAY:

2 Incls
Dup cys of Incls 1 and 2 w/d
F. H. BRANDEGE
2d Lt, USAF
- Asst Adj Gen

Incls not necessary for file.

Incl #1. Class schedule "ECM ground Training in the Lead Crew School"

Incl #2. Map. - bomb crew training mission.

Dup cy of inclosures in Dist Sec for planning purposes.

Originator
Phone

CG
DC
CS

PERS noted

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not ad

D OPS Wheelless
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ADJ GEN

~~SECRET~~

HEADQUARTERS FIFTEENTH AIR FORCE CDCT
Colorado Springs, Colorado

353

3 AUG 1949

SUBJECT: Additional Plans for Lead Crew School at MacDill
Air Force Base

TO: Commanding General
 Strategic Air Command
 Offutt Air Force Base
 Nebraska

1. Reference 1st Ind, SAC 353 (2) Jun 49, to Strategic Air Command, 6 Jul 49, to Commanding General, Fifteenth Air Force, on OAF 353, this headquarters, 23 Jun 49, subject: Plans for the incorporation of B-50 Type Aircraft in the Transition Training School and Lead Crew School at MacDill Air Force Base, the attached additional plans for the lead crew school are submitted.

2. The attached plan deviates from the previous plan only with respect that student lead crews will bring their own aircraft to the lead crew school at MacDill. The reason for this procedure are shown in the attached plan.

FOR THE COMMANDING GENERAL

1 Incl
Plans for Lead Crew
School (in dup)

JOHN S. ZIEGLER
Lt Col, USAF
Adjutant General

~~SECRET~~

SUBJECT: 1st Bq 15th Air Force, sub: Additional Plans for Lead Crew School at MacMill AFB, dtd 3 Aug 1949.

SAC 333 (3 AUG 49) 1st Inf OMAZ

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Omaha, Nebraska 22 AUG 49

TO: Commanding General, Fifteenth Air Force, Ent AFB, Colorado Springs, Colorado

Originator

Phone

1. This headquarters concurs with the additional plans for the lead crew school at MacMill Air Force Base, but a detailed training directive will be issued prior to 1 September 1949.

CG _____
DC _____
CS _____

2. For your information the T/C for the school submitted by the 300th Group, and as amended by this headquarters and the 300th Group, has been forwarded to Headquarters USAF for approval.

D/PERS _____

noted

Surg _____
Jud Advoc _____
D/INT _____

3. It is desired by this headquarters that the class beginning 14 November 1949 consist of only six crews, in order to palliate the course of instruction, allow the newly assigned instructor personnel to become indoctrinated in the mission of the school and the method of instruction desired. The second class is to begin 4 January 1950 with the full quota of 12 crews.

D/OPS checkers

Ops Deserts _____
Trng noted _____
Elec noted _____
Ops Anal _____
D/MAT noted _____

BY ORDER OF LIEUTENANT GENERAL DENAY:

Installations

1 Incl
Plans for Lead Crew School (Dupl w/3)

F. B. SHARPE
Lt Col, USAF
Asst Adj Gen

D/PLANS

Reason
noted

D/O

INSP GEN

Provost
COMP

Manp
Fisc
Stat

ADJ GEN

~~SECRET~~
CONFIDENTIAL - SECURITY INFORMATION
AT MACDILL AIR FORCE BASE

I. General

1. It is proposed that the Lead Crew School at MacDill Air Force Base begin training lead crews in November 1949. This date is based on the lead crew school at Tucson closing out in October 1949. The delay is considered necessary in order to move personnel from Tucson to MacDill Air Force Base, grant leaves, and set up the school.

2. One squadron of the 307th Group will be utilized and it is recommended that 42 lead crews be trained each five weeks. It is further recommended that no lead crew training be conducted during the Christmas holiday period and that the second class start 7 January 1949.

3. Each class will consist of six P-29 crews (1-1) Radar) and six P-30-D crews (1-2) Radar). Each crew will bring own aircraft and some maintenance personnel.

4. In order to derive the maximum benefit from the present lead crew school it is recommended that at least 50% of the instructor personnel for the school at MacDill Air Force Base be drawn from the instructors now assigned in the lead crew school at Walker and Tucson Air Force Bases. It is further recommended that the 4th and 15th Air Forces furnish personnel for instructors on a 3-5 basis.

II. Personnel

1. All instructor personnel involved will be assigned FTS to the 307th Group. Instructors will be required as follows:

7 - 1024 Aircraft Commanders

7 - 1034 Navigators

7 - 1035 Bombardiers

16 - 0142 Radar Observers. 10K 1037 may be substituted for any of the observers above. Approximately 50% of the above personnel should be qualified in the P-30-D aircraft and the P-29 Radar.

2. The basic medium bombardment TO for Squadron Headquarters (TO44) 1-111, Peace Station) will be augmented with officers as follows for the lead crew Squadron:

1 - 1034 Navigator

1 - 1035 Bombardier

1 - 0142 Radar Observer

1 - 1037 Aerial Observer, Bombardment

~~SECRET~~

- 1 - 200 Personnel Officer
- 1 - 4001 Airman Officer (qualified on 4-50)
- 1 - 3501 Photo Interpreter

3. Senior Maintenance Personnel: It is recommended that the full 2000 authorization of radar maintenance personnel be assigned to the 300th Group. This will enable the Lead Crew School to maintain all the radar sets of the student crews and will not require student crews to visit radar maintenance personnel with their aircraft. It is further recommended that the 7th and 13th Air Forces furnish on an equal basis the required number of radar maintenance personnel to bring the 300th Group up to the full 2000 authorization.

4. Technical Representatives: It is recommended that two Western Electric Technical Representatives facilities with 4-50 operation and maintenance be made available to the 300th Group as far in advance of the opening of the Lead Crew School as possible. These Tech Reps will be used for training of assigned radar personnel.

III. Facilities

1. Aircraft

a. Training will be conducted concurrently on the six 4-50 and the six 4-50B aircraft during each class. It is recommended that student crews utilize the new aircraft and maintenance personnel for the following reasons:

- (1) The intensive training on 4-50 will require approximately 2 1/2 hours per class.
- (2) The number of aircraft and maintenance personnel required to support 240 crews flying time on a permanently assigned basis would be excessive for the operation.

b. It is recommended that five 4-50's and three 4-50B aircraft be assigned to the Lead Crew School. These assigned aircraft would be utilized for:

- (1) Maintain instructor proficiency and obtain if necessary requirements for observer instructors.
- (2) Check out new technologies and procedures.
- (3) Set up training missions.
- (4) Utilized as spares for the student aircraft going out of commission.

~~SECRET~~

c. All aircraft arriving for use in Lead Crew Training will depart their home bases with at least 95 hours remaining before a 100 hour inspection is required. Aircraft will be accurately calibrated prior to leaving home station.

d. Four maintenance airmen will be furnished with each aircraft and will include one TSO-D crew chief.

2. SUPPLY.

a. Recommend that a stock level of parts for B-50-D aircraft and Q-24 Radar be set up at MacDill. Stock level to be based on B-50-D utilization of from 100 to 400 hours per month. This will be in addition to the one Squadron of the 306th which is converting to B-50-A's.

b. It is recommended that three Q-24 mock ups be obtained for the Lead Crew School as soon as possible. One mock up will be required for each of the following:

- (1) Field maintenance
- (2) Organizational maintenance
- (3) Super sonic trainer

c. Recommend that authority to requisition power units and test equipment for the Q-24 be obtained immediately.

3. Cameras. Cameras will be required for the school as follows:

- a. 15 K 17
- b. 15 K 35 Cameras and modification kits to install cameras on the bomb sights.
- c. Student aircraft will bring scope cameras only.

IV. TRAINING PROGRAM.

1. The training program for the Lead Crew School at MacDill will be that which is presently being utilized by the 8th Air Force in their Lead Crew School at Walker Air Force Base and will incorporate all recommended changes and improvements.

2. Detailed curriculum and syllabus preparation including set up and test flying of 10 missions will be accomplished under squadron staff supervision at MacDill Air Force Base.

3. It is recommended that the 11th Air Division aid in obtaining briefing material and target information for Lead Crew missions.

4. It is highly desirable that a minimum of 3 A&S sites be available within a 600 mile radius of MacDill Air Force Base. Presently only Birmingham and Tampa Bomb Flots are available. Recommend that another Bomb Flot be established within a 600 mile radius of MacDill Air Force Base, either at Mobile, New Orleans or Memphis.

F
I HEADQUARTERS FIFTEENTH AIR FORCE
FORT WORTH, TEXAS

DOT 343

1 JUL 1949

SUBJECT: Letter of Instructions, Second Class of Lead Crew Training School, 9 July through 12 August 1949

TO: Commanding General, 97th Bombardment Wing, Medium, Biggs Air Force Base, Biggs Field, Texas
Commanding Officer, 7th Bombardment Wing, Heavy, Carswell Air Force Base, Fort Worth, Texas
Commanding Officer, 43d Bombardment Wing, Medium, Davis-Monthan Air Force Base, Tucson, Arizona
Commanding Officer, 509th Bombardment Wing, Medium, Walker Air Force Base, Roswell, New Mexico

1. This letter will establish requirements for all wings participating in the second class of lead crew school at Walker Air Force Base, Roswell, New Mexico. It consolidates directives pertaining to class number two in Headquarters, Eighth Air Force letter 353.01, 4 May 1949, and supersedes all directives in Additional Instruction Teletypes numbers 1, 2, 3, and 4, DOT 2-01, 212, 252, and 3102. An additional letter similar to this will be written prior to 1 August giving full instructions for class number three, B-50 phase to be conducted at Davis-Monthan Air Force Base.

2. The reporting and termination of duty dates for class two are 9 July through 12 August. The Fifteenth Air Force will send six (6) crews plus Lieutenant Garcia's crew from the 301st at Smoky Hill Air Force Base. The 97th Bomb Wing will send three (3) crews. The 509th Bomb Wing will furnish nine (9) crews.

3. Instructor and Provisional Squadron personnel at Walker Air Force Base will remain unchanged for class two.

4. Each aircraft dispatched with a student crew will also have a minimum of five (5) maintenance airmen aboard. It is to the Wing Commanders' advantage to send more than the minimum if possible. Additional maintenance men will give more assurance that a crew will not be returned to his home station before completion of the course due to inability of aircraft to meet flying schedule of the school. One of the five (5) maintenance men will be a crew chief (SSN 750) and one will be a radar mechanic (SSN 867). Each radar mechanic will arrive with a complete tool kit plus one (1) LS-109 test meter.

Subject: Letter of Instructions, Second Class of Lead Crew Training School, 9 through 12 August 1949 (Cont'd)

5. It is desired that Commanders take particular care in sending the best available crews. They should be prepared to justify their selection versus the list of Lead Crews previously furnished to Strategic Air Command.

6. All aircraft will depart their home bases with at least ninety five (95) hours remaining before another one hundred (100) hour inspection is due.

7. Aircraft will be accurately calibrated before leaving home stations.

8. Home Stations will be prepared to replace aircraft that cannot be used in air training for a period of two (2) working days.

9. In addition to the five (5) maintenance men per aircraft, the following specialists will be supplied.

a. Fifteenth Air Force

- 1 Electrical Specialist
- 1 Prop Specialist
- 1 Combination Bombight and Auto Pilot Specialist (or 1 Bomb Sight Specialist and 1 Auto Pilot Specialist)
- 1 Instrument Specialist
- 1 Flight Chief capable of supervising maintenance of six (6) aircraft.

b. 609th Bomb Wing

- 1 Electrical Specialist
- 1 Prop Specialist
- 2 Combination Bomb Sight and Auto Pilot Specialist (or 2 Bomb Sight Specialists and 2 Auto Pilot Specialists)
- 2 Instrument Specialists
- 2 Flight Chiefs capable of supervising maintenance of six (6) aircraft

c. 97th Bomb Wing

- 1 Electrical Specialist
- 1 Prop Specialist

10. All specialists will bring GO-10 series kits required to perform line maintenance. Propeller tools and equipment will be in consonance with the type equipment installed in aircraft.

11. Each aircraft will bring two (2) A-1 area chief stands from home station.

Subject: Letter of Instructions, Second Class of Lead Crew Training School, 8 through 12 August 1949 (Cont'd)

12. Each group will furnish one (1) set (OG-30-177) towing bars to accompany group aircraft.

13. Each aircraft will be completely equipped with 263A and B equipment (water jugs, food warmers, etc.) but not with classified special weapons equipment.

14. Each aircraft will arrive with a kit of spare parts to support aircraft for thirty (30) days. Parts will not be part of "flyaway kit" spaces as outlined in 65-1. Six (6) copies of list of all parts carried by each aircraft will be handed to Provisional Engineering Officer on arrival at Walker Air Force Base.

15. Aircraft will be equipped with bomb racks for practice and demolition type bombs.

16. Operational radar scope cameras and K-17 cameras will arrive with each aircraft.

17. All aircraft will arrive with gun cameras installed.

18. Each organization will supply extra radar equipment as follows:

- a. Fifteenth Air Force
 - 1 TS-13 Frequency Meter
 - 1 TS-14 Power Meter
 - 1 TS-12 Echo Box
- b. 309th Bomb Wing
 - 1 TS-35 or 1 TS-35A Oscilloscope
 - 2 TS-11 Frequency Meters
- c. 97th Bomb Wing
 - 1 TS-21 Pressure Pump
 - 1 TS-11 Frequency Meter

BY ORDER OF MAJOR GENERAL RUGBY

Copy furnished to
CG 15th AF

/s/ J. S. Thompson, Lt Col USAF for
W. I. BLANKENBUSH
Colonel, USAF
Director of Operations

DX4A2

SAC 353 (5 Aug 49)

SUBJECT: Departure from Lead Crew Training Directive

TO : Commanding General
Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

Wrtin: 28 July 1949

Major DesPortes/mb
Originator 2117

Phone

CG noted
DC
CS Klesner

1. A directive for interim Lead Crew Training, SAC letter 351, was issued to you on 23 May 1949. This directive contained specific requirements for personnel and equipment to be furnished by your command to the Lead Crew Training Squadron.

D PERS Russell
Sawyer

Chap
D INT

2. The general condition and manner in which aircraft and personnel arrived from Biggs Air Force Base indicates noncompliance with subject directive.

D OPS Sheleas

Tac Ops
Trng
Elec Flight
Ops Anal

3. The following information outlines the discrepancies pertinent to the 97th Bombardment Wing:

D MAT Tibbetts
Neely
Huston
Gould

a. Equipment:

Instr

(1) Aircraft arrived as follows:

D PIANS

Aircraft Number	Time Remaining to Next Inspection Upon Arrival	100-Hour COMP
44-86291	22:45	Mgt Anal
44-27800	69:30	Fin
44-87734	75:50	Fin
44-62280	78:05	Stat
44-27301	53:45	PIG
44-61651	54:05	INSPECTION

It was directed that each aircraft have at least 95 hours remaining before next 100-hour inspection.

Provost
SURT
JUD ADVOC
ADJ GEN

DC442 353
Subj: Departure from Lead Crew Training Directive

5 Aug 49

- (2) For the six aircraft sent to the Lead Crew Training Squadron, only four of six Crew Chief Stands were furnished.

b. Personnel:

- (1) Aircrew Personnel (includes only the four major members of the bombing team: Airplane Commander, Bombardier, Navigator, Radar Operator):

Captain Anglin's Crew - Had flown as a crew for only one and one-half months.

Captain Hinman's Crew - Navigator was newly assigned.

Captain Glick's Crew - Airplane Commander had been with the crew for a period of one month.

Captain Greenwood's Crew - Bombardier was newly assigned.

- (2) Maintenance Personnel:

Only twenty-two maintenance personnel, including one radar mechanic, were furnished. A total of thirty maintenance personnel, including six radar mechanics, was required by the directive.

4. Desire you conduct an immediate investigation of each of the above listed discrepancies, furnishing detailed explanatory report to this headquarters and taking disciplinary action where indicated.

CURTIS S. LEMAY
Lieutenant General, USAF
Commanding

Originator

Phone

CC

DC

CS

D/PERS

Chap

D/INT

D/OPS

Tac Ops

Trng

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Ops Anal

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Instl

D/PIANS

Manp

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Mgt Anal

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INSP GEN

Provost

SURG

JUD ADVOC

ADJ GEN

HEADQUARTERS, EIGHTH AIR FORCE
CANTON, MISSISSIPPI
22 AUGUST 1949

340 353 (4 Aug 49)

4 August 1949

SUBJECT: S.O.P. for Combat Crew Briefing and Critique

To: Commanding General
Eighth Air Force
Crawford Air Force Base
Fort Worth, Texas

It is desired that the Lead Crew School, Walker Air Force Base, prepare a Standard Operating Procedure for Combat Crew briefing and critiquing. Subject S.O.P. will be forwarded to this Headquarters as soon as possible.

BY COMMAND OF (Signature)

(Signature)
22 Aug 1949
Last of 1949

340-20 353 (4 Aug 49)

1st Ind

Headquarters, Eighth Air Force, Fort Worth, Texas, 9 SEP 1949

To: Commanding Officer, 95th Bombardment Sq., Medium, Walker Air Force Base, Crawford, Tex, Mexico

Forwarded for compliance.

BY COMMAND OF (Signature)

e/ J. H. Thompson, Lt Col, USAF
for R. H. BLANCHARD
(Colonel), USAF
Director of Operations

1000 353 (4 Aug 47) 3d Ind
SUBJECT: SOP For Bomb Crew Briefing and Critique

Headquarters 509th Bomb Wing (H), 4473, Roswell, N Mex

To: CO, Lead Crew Training Squadron (Prov), 4473, Roswell, New Mexico

Forwarded for your info.

BY: [illegible]

1000 353 3d Ind 4473/mab

Headquarters Lead Crew Training Squadron (Prov), Davis-Monthan Air Force Base, Tucson, Arizona, 2 September 47

To: Commanding Officer, 509th Bomb Wing (H), Walker Air Force Base, Roswell, New Mexico

1. Inclosed herewith are copies of the recommended briefing and critique procedures requested in basic communication.
2. Procedures forwarded are not purely theoretical, but have been tested and are being used in the operation of the Lead Crew Training Squadron. Considerable thought, with emphasis on the practicality of these procedures for the normal bomb squadron or group, has been devoted to the briefing problem. These procedures have resulted from the consolidation of ideas from several sources:
 - a. Original plan of briefing as drawn up in the formative stage of the squadron.
 - b. Constructive criticism offered by student crews during the training program.
 - c. Constructive criticism offered by observers visiting the squadron.
 - d. Changes dictated by obvious inefficient utilization of time, equipment or personnel as noted by staff members of the squadron.
3. The proper implementation and effectiveness of these procedures is directly dependent upon the effort expended by the operating agency. The following recommendations are intended to aid the individual units in the implementation of these procedures into the training program:
 - a. It is recommended that proper scheduling of aircraft and crews at squadron or group level be emphasized. The trend in this

1000 35) (20 Feb. Contd)

7 September 1949

SUBJECT: 20 For Combat Crew Briefing and Critique

organization has been toward shorter and more compact missions; hence, more efficient utilization of the flying hour in the training program.

b. The preparation of the briefing and of the critique by the staff and instructor personnel is of utmost importance. The preparation should include rehearsal, critique of each other's presentations, and more rehearsal, so that during the actual conduct of the briefing, the presentations will be without flaw. Of course, it is obvious that an adequate critique is impossible without ample time for analysis of the mission.

c. It is recommended that a feasible code be worked out whereby pertinent information can be transmitted from the bomb plots to the home station by means of radio note so that critique can be completed and conducted as soon after the flight as possible. It is again stated that the importance and effectiveness of the critique is inversely proportional to the time-lapse between the mission and the critique. The information needed from the air station in the preparation of the critique includes: speed used, speed ground speed, air wind, virtual impact point (in miles and bearing from the target) and point of release (in miles and bearing from the target). A simplified code could be used for this information to be sent by radio note.

d. A brief period of instruction and rehearsal of operations is sufficient to support the critique. Additional members of operations, training, and maintenance personnel are available to the units for proper conduct of the training program. Since it is most desirable to accomplish best briefing and critique positions, it becomes imperative to arm the units with the specializations needed for the accomplishment of the program. Herein, it is recommended that a study be conducted to determine minimum personnel requirements consistent with desired combat crew training.

4. The final report for training conducted by the Lead Crew Training Squadron within 8th AF will expand on the recommendations listed above and will recommend certain corrective action necessary at levels higher than group, in order to implement the theory of quality in training into the training program.

1 Incl
S.F for Briefing
and Critique

s/s/ EDWARD A. PERCY
Lt Colonel, USAF
Commanding

WFO 353 (1-28-49) 4th Ind OSI/ce
SUBJECT: S.O.P. For Combat Crew Briefing and Critique

Sq 409th Bomb Wing (C), Walker AFB, Roswell, N M, 4 SEP 1949
To: Commanding General, 41st Air Force, Fort Worth, Texas

1. In accordance with instructions contained in basic communication, a draft of a proposed standing operating procedure for combat crew briefing and critique is enclosed herewith.
2. In the use of the proposed SOP for combat crew briefing and critiquing, it is desired to emphasize the necessity for the following:
 - a. The assignment of an adequate number of fully qualified personnel to instructor duty at both group and squadron levels.
 - b. The procurement and issue of adequate quantities of modern briefing equipment, including fluorescent materials.
 - c. Proper scheduling of missions in order to provide adequate time for pre-mission briefing, more efficient training utilization of each 21-30 hour, and, finally, thorough and frank analysis in conjunction with the debriefing teams of the actual results obtained.
 - d. The conduct of after-mission critiques not later than the day following a specific mission. In any event, the critique of the past mission should be consummated prior to the conduct of a second similar mission.

1 Incl
n/c

s/t/ G. A. DAVEN
Colonel, USAF
Commander

WFO-21 353 (1-28-49) 5th Ind

Headquarters 41st Air Force, Fort Worth, Texas, 12 SEP 1949

To: Commanding General, Strategic Air Command, 370th Air Force Base,
Tulsa

1. It is recommended that the enclosed SOP for briefing and critiquing for combat crews, as proposed by the Lead Crew School be adopted for use in the Strategic Air Command.

2. It is requested that special consideration be given the recommendation as set forth in paragraph 3e of the 3d Indorsement. The

SAC 353

Subject, S.O.S., For Combat Crew Briefing and Critique

Importance of such a system cannot be over emphasized, in view of the fact that very little crew interest can be obtained on critiques held several days after the mission is flown, as is now the case.

1. With the limited number of IIR targets presently available to a crew group, it will be impossible to maintain the desired interest in briefing over a period of time, due to necessary repetition. It is therefore recommended that every effort be made to find a satisfactory photo method of scoring which can be used as a supplement to the IIR system. This would permit radar bomb runs on targets not presently covered by IIR, which could be used for part of minimum monthly bombing requirements.

W. J. [unclear] [unclear]

1 Incl
u/c

s/l/ [unclear]
Colonel, P. W.
Director of Operations

WJ

HEADQUARTERS, FIFTEENTH AIR FORCE
COMBAT AIR FORCE
COLORADO SPRINGS

3110

SAC 353 (5 Aug 49)

5 August 1949

SUBJECT: Departure from Lead Crew Training Directive

TO: Commanding General
Fifteenth Air Force
Ft Air Force Base
Colorado Springs, Colorado

1. A directive for Interim Lead Crew Training, SAC Letter 353, was issued to you on 23 May 1949. The directive placed the responsibility for conducting the training on the Commanding General, Fifteenth Air Force. This directive further contained specific requirements for personnel and equipment to be furnished by your command to the Lead Crew Training Squadron. The original directive was supplemented as follows: additional instruction, number one, listed additional maintenance personnel to be furnished (SAC OF T-100-1 2301); additional instruction, number two, listed additional maintenance personnel and radar instructors (SAC OF T-100T 2102); additional instruction, number three, listed the reporting date for changes (SAC OF T-100T 2302); additional instruction, number four, listed additional radar test equipment to be supplied to each organization (SAC OF T-100T 1102).

2. The general location and number in each aircraft and personnel arrived from various stations indicate compliance with subject directive.

3. The following information outlines the discrepancies pertinent to units of your command:

a. The Fifteenth Air Force was required to furnish the following Radar Test Equipment:

- (1) 1 each T-33 Frequency Meters
- (2) 1 each T-36 Power Meter
- (3) 1 each T-52 Echo Box

W 442 753

7 Aug 49

Subj: departure from lead crew training directive

None of this equipment arrived with aircraft from the fifteenth Air Force.

b. Just one wing:

- (1) Equipment - - one aircraft had only 76.5 hours remaining before the next 100-hour inspection. Of the twelve crew chief stands directed, only four were sent on the aircraft.

- (2) Aircrew Personnel (includes only the four major members of the bombing team: Airplane Commander, Bombardier, Navigator and Radar Observer):

Captain Dicalvo's crew - Airplane Commander had been assigned the crew for two days prior to move to Walker Air Force Base. The remainder of the crew had been together for two months.

Captain Chino's crew - Bombardier had been assigned seven days prior to assignment to the lead crew squadron.

Captain Archer's crew - Bombardier and Radar Observer had been assigned to the crew for one week; Airplane Commander and Navigator had been assigned for four months.

Captain Lockett's crew - had been flying as a crew for a period of one month.

Captain Lockett's crew - Airplane Commander had been assigned for a period of three weeks.

- (3) Maintenance personnel - only twenty (10) maintenance personnel for six aircraft were provided. This number is ten short of the total personnel required by the directive.

c. 753 lead group:

- (1) Equipment - one aircraft was short crew chief stands.

- (2) Aircrew Personnel:

1. Lockett's crew - Bombardier had been assigned...

MEMO 303
Subject: Separation of two crew members
Date: 10/1/47

11. Wheeler's crew - A newly organized crew, having flown together as a crew for only five days prior to reporting to school.

- (2) Maintenance personnel - Only one radar mechanic and eight maintenance personnel were provided for the two aircraft. A total of ten maintenance personnel, including two radar mechanics, was required.

4. 307th Bomb Group:

- (1) Equipment - One aircraft had only 50:30 hours remaining prior to a 100-hour inspection with a 50-hour inspection due upon arrival. All aircraft were short one Crew Chief Stand.

(2) Aircrew Personnel:

Captain Lester's crew - Navigator joined the crew seven days before coming to Walker Air Force Base.

Captain Smiley's crew - Navigator was newly assigned.

4. Desires you conduct an immediate investigation of each of the above listed discrepancies, furnishing detailed explanatory report to this headquarters and taking disciplinary action where indicated.

s/t/ SMITH, L. L. RY
Lieutenant General, USAF
Commanding

HEADQUARTERS FIFTEENTH AIR FORCE, 1st Air Force Base, Colorado Springs, Colorado, on 20 Jun 49

To: Commanding General, Strategic Air Command, 11th Air Force Base, Colorado

1. This Headquarters is starting every effort to comply with the letter and spirit of all lead crew school directives. However, lack of information and changing requirements now at times make us appear delinquent. Also, in some cases, discrepancies as listed by 1st Air Force Base have not agreed with our records.

2. The discrepancies listed in the basis were received by this Headquarters during June in SAC 351 (18 Jun 49), Headquarters, Strategic Air Command, subject: Directive for Interim Lead Crew Training, and 2d Ind, S-T-1 351 (8 Jun 49), Headquarters Eighth Air Force, 27 Jun 49, to Commanding General, Fifteenth Air Force. This Headquarters took immediate corrective action in all cases.

3. Following is an explanation of discrepancies as listed in basis:

a. Reference paragraph 1a(1), (2), (3).

(1) The statement that none of the equipment was furnished is in error.

(2) Of the five items of radio equipment required, two were furnished. The Command has no excuse for not having furnished the other three items. However, these items were furnished as soon as the discrepancy was brought to the attention of this Headquarters (June).

b. Reference paragraph 1b(1).

(1) The statement that one aircraft from the 31st arrived with 2041 remaining before next inspection is correct.

(2) However, the 31st was required to furnish six aircraft. Of the six, five had the proper amount of time. The sixth aircraft was the best available and was only 21/100 hours over the allowable time.

Subject: Departure from Lead Crew Training Directive

- (3) The statement that only four crew chief stands were sent on the aircraft is not correct. Eight crew chief stands were sent on the aircraft and four additional were sent down as soon as this Headquarters was advised of the deficiency.

c. Reference paragraph 3b(3).

- (1) The statement that only twenty maintenance personnel accompanied the 301st aircraft is incorrect. Twenty-nine maintenance personnel were furnished on time. Two additional maintenance men were furnished as soon as the shortage of one maintenance man was brought to the attention of this Headquarters.

d. Reference paragraph 3c(1), and (2).

- (1) The statement that one aircraft and eight crew chief stands is correct. The crew chief stands were furnished as soon as the discrepancy was brought to the attention of the Group concerned.

e. Reference paragraph 3c(3).

- (1) The statement that only one radar mechanic and eight maintenance personnel were provided is only partially correct. The concerned Group was short one radar maintenance man who was subsequently furnished. However, the Group initially furnished a total of twelve maintenance men.

f. Reference paragraph 3d(1).

- (1) The statement that one aircraft from the 807th Wash. Group arrived with only fifty hours and forty minutes remaining to 100-hour inspection is incorrect. The aircraft actually departed Wash. after just completing a 100-hour inspection. However, due to administrative error, the fact had not been recorded on aircraft forms.

g. Reference recent assignment of personnel to lead Crews prior to attendance at Lead Crew School:

351

1st Ind

Subject: Departure from Lead Area Training "Event"

- (1) The statements are correct. However, no requirement as to amount of time a crew had flown together was indicated in your requirements. Wing Commanders were directed to send out qualified crews to the school. The performance of the crews at the school indicates that they were suitable material.

s/t/ ROBERT W. BROWN, JR.
Major General, USAF
Commanding

HEADQUARTERS, STRATEGIC AIR COMMAND
OFFICE AIR FORCE BASE
SCHRANNA

COM 357

18 AUG 1949

SUBJECT: Departure from Lead Crew Training Directive

TO: Commanding General
Strategic Air Command
Office Air Force Base
Schranna

1. Reference is made to the Strategic Air Command letter of 5 August 1949 with subject as above.

2. The following reasons for deviation from the directive and the resultant corrective action are forwarded for your information:

(1) Reference paragraph 1, a(1): The 97th Bomb Wing was considered an operational readiness unit and (a) was prior to its sending the aircraft to the Lead Crew School and was made ready hurriedly with an exception in compliance with all aircraft. Further, the Operational readiness unit had departed some distance of the vicinity described in paragraph 1 of the original directive until after the test had been completed. In view of this situation the 97th Bomb Wing directed the aircraft to the Lead Crew School without the prescribed inspection but with instructions to each Airplane Commander that the 97th Bomb Wing was to be notified when each aircraft was due for inspection and the "be for the action" airplane would be replaced. This action was considered to be a logical solution to the problem.

(2) Reference paragraph 1, a(2): At the time the 97th Bomb Wing dispatched the airplanes to the Lead Crew School there were a total of only thirty (30) such stands in possession by the 97th Bomb Group. Four (4) of these stands accompanied the airplanes and four (4) more were sent to Roswell on 23 June 1949. This shortage of stands resulted when the 97th Bomb Wing was ordered to leave its maintenance stands,

14 AUG 1949

Subject: Operations from Lead Tree Training Directive (cont'd)

along with other equipment, for the 97th Bomb Group which was to be its replacement for the missing engine gear of date. The replacement status from the 97th Bomb Group had not been made available at the time the aircraft were sent to the lead tree school. This condition should be satisfactorily resolved by the action being taken as a result of a recent conference between the interested parties.

- (3) Reference paragraph 1, (11): The short time that these people had flown together and complete crews is an admitted shortcoming, however, in considering their individual experience the wing commanding officer certainly does to have been his best. The wing commander's selection seems to have been justified since, within a class of fourteen (14) crews, Captain Anglin's was graded first, Captain Woodward's was graded fifth and Captain Miller's was graded sixth.
- (4) Reference paragraph 1, (12): The 97th Bomb Group has been short of airplane maintenance specialists and at the time the aircraft were dispatched to the lead tree school there were available to them only nine (9) radar mechanics and forty-five (45) personnel of the authorized electrical and propeller specialists. Because the 97th Group had been delayed in its accomplishment of KC-8 missions and required considerable maintenance for this purpose at the base station it was decided that the specialists could be flown into Roswell, New Mexico, as they were required. This was feasible because of the short distance involved. General Hutchinson discussed this procedure with Walter Air Force Base personnel and a mutual agreement was thought to have been reached. The 97th Bomb Group did, however, send ten (10) additional radar mechanics, one (1) electrical specialist and one (1) propeller specialist to Roswell, New Mexico, on 23 June 1949.
- (5) The 97th Bomb Group wing commander visited the lead tree school on 21 and 22 June 1949, and at that time instructed the senior airplane commander

15 JUN 1959
Subject: Report on Lead Crew Training Director (Cont'd)

to keep the 97th Bomb Group informed of any assistance that the Lead Crew Trainer might require in order to perform their mission.

3. This headquarters had noted the discrepancies listed in the referenced letter and had, on 15 June, investigated them and had instructed the 97th Bomb Wing to take the necessary remedial actions. This headquarters determined from the 15 June investigation that the 97th Bomb Wing did not intentionally evade the provisions of the Strategic Air Command letter on Lead Crew Training but rather that the 97th Bomb Wing tried to adopt the most practical solution to counter a situation not entirely of its own making. These points have been, and will continue to be, a subject for special supervision by this headquarters.

s/ Cecil A. Coakley
for
Major General, USAF
Commanding

HEADQUARTERS FIFTEENTH AIR FORCE
107 AIR FORCE BASE
MEMPHIS, TENNESSEE

100

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11 Oct 49

SUBJECT: Personnel for Combat Crew Standardization School

To: Commanding General
Strategic Air Command
Offutt Air Force Base
Nebraska

1. Reference is made to paragraph 2, SAC 100 (1 Oct 49), subject: Directive for the establishment of Combat Crew Standardization School, and to paragraph 2, 1st Ind, SAC 119 (12 Aug 49) on COMOP, 1 Ind 49, this HQ, subject: Additional Plans for the Combat Crew School.

2. Although it is realized that the Table of Distribution concerned has been forwarded for approval to SAC 119, it is not believed that such action can take place under normal conditions in time to procure certain critical personnel. Of specific concern to this Headquarters in this connection is the authorization for three (3) officers, O-3 #901, but only is this a critical OT throughout the Air Force but the officers concerned must be radar scope interpreters and not purely conventional photo interpreters. It has been the experience of the Eighth Air Force as investigated by personnel of this Headquarters while the Interia School has been located at both Roswell, N.M. and Tucson, Arizona that the pre-mission target study and post-mission critique depend on qualified radar scope interpreters for their great value in School effectiveness. Any attempt to open the School at MacBarrill Air Force Base on 14 November 1949 without O-3's will result in personnel attending not receiving the desired training. And no action can be taken to procure these critical officers until authorization in some form is forthcoming.

3. In view of the above situation, it is requested that the approval of the Table of Distribution be expedited as appropriate or that this Headquarters be given temporary authority to assign the positions concerned as overages.

FOR THE COMMANDING GENERAL:

11 Oct 49
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