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Date: APR 4 1974

HISTORICAL DIVISION
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Vol 1
July - Dec 1954

APPENDIX IV

EIGHTH AIR FORCE HISTORY



1 JULY - 31 DECEMBER 1954

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APPENDIX IV

EIGHTH AIR FORCE

HISTORY

1 JULY - 31 DECEMBER 1954

HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

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Major General John B. Montgomery, Commander, Eighth Air Force,
Carswell Air Force Base, Fort Worth, Texas.

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Major General James C. Selser, Jr., Deputy Commander, Eighth
Air Force, Carswell Air Force Base, Fort Worth, Texas.

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Brigadier General Jack Roberts, Chief of Staff, Eighth Air
Force, Carswell Air Force Base, Fort Worth, Texas.

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Colonel Audrin R. Walker, Commander, 96th Bombardment Wing,
Medium, Altus Air Force Base, Altus, Oklahoma.

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Colonel Robert B. Templeman, Commander, 96th Air Base Group,
Altus Air Force Base, Altus, Oklahoma.

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One of 21 KC-97G refueler type aircraft assigned to the
96th Air Refueling Squadron at Altus Air Force Base coming
into the base for a landing.

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The first KC-97G refueler type aircraft to be assigned to the Eighth Air Force, having been assigned in early February 1954, lining the Altus Air Force Base ramps.

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A KC-97G assigned to the 96th Air Refueling Squadron of the
96th Bombardment Wing hooking up with a B-47 in a maximum
effort mission taking place 16 July 1954.

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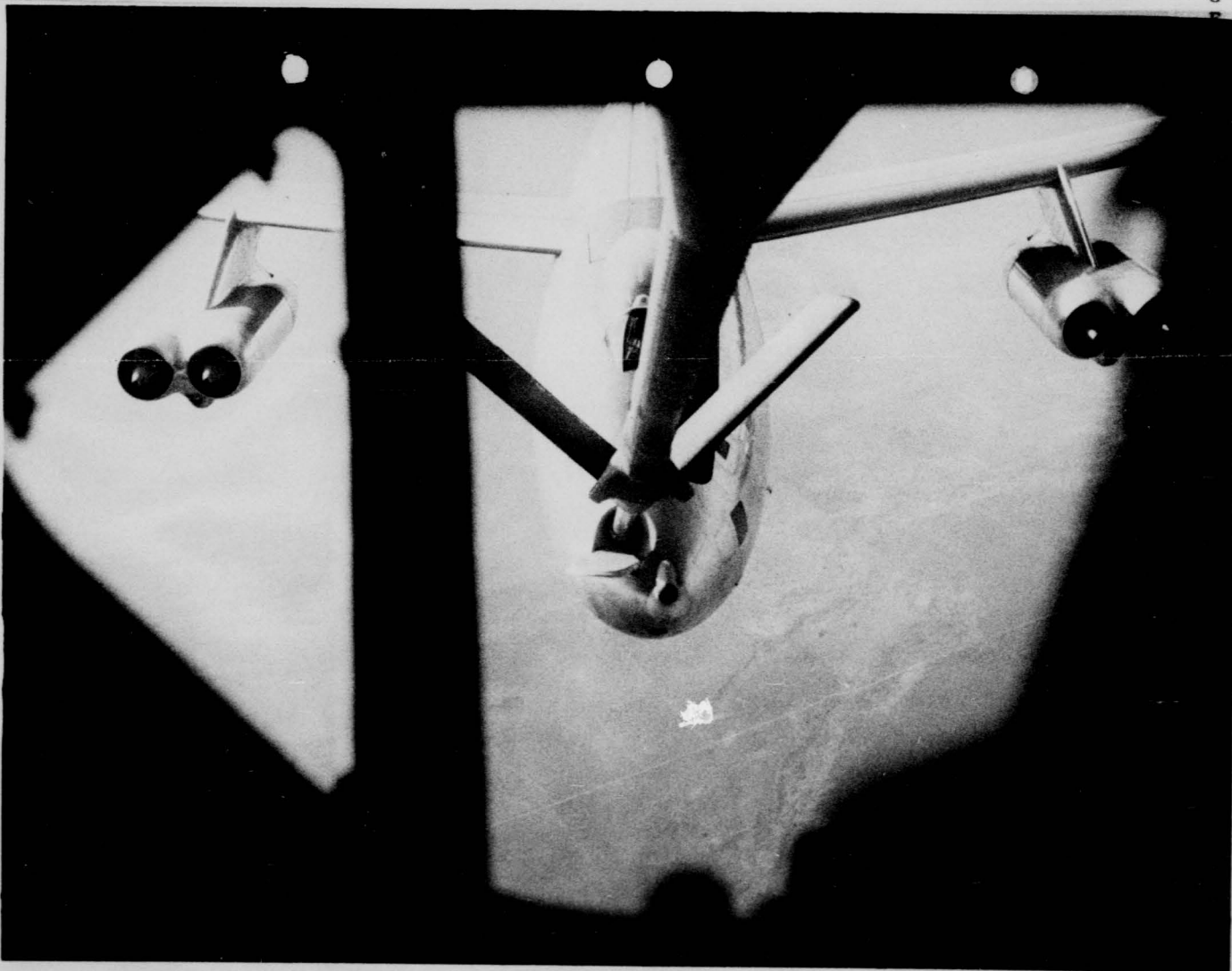
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A KC-97G assigned to the 96th Air Refueling Squadron of the 96th Bombardment Wing at Altus Air Force Base, Oklahoma, the center of attention after completion of its part in the squadron's first overseas mission to the Northeast Air Command.

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Side view of one of 21 KC-97G refueler type aircraft assigned
to the 96th Air Refueling Squadron, 96th Bombardment Wing,
at Altus Air Force Base, Altus, Oklahoma.

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Vacant ramps at Altus Air Force Base, Altus, Oklahoma in the absence of the 96th Air Refueling Squadron of the 96th Bombardment Wing. The refueling squadron started its first overseas temporary duty mission on the 5th of October and ended it on the 22nd of November 1954.

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Maintenance personnel performing maintenance on a KC-97G
engine in November 1954, at Altus Air Force Base, Oklahoma.

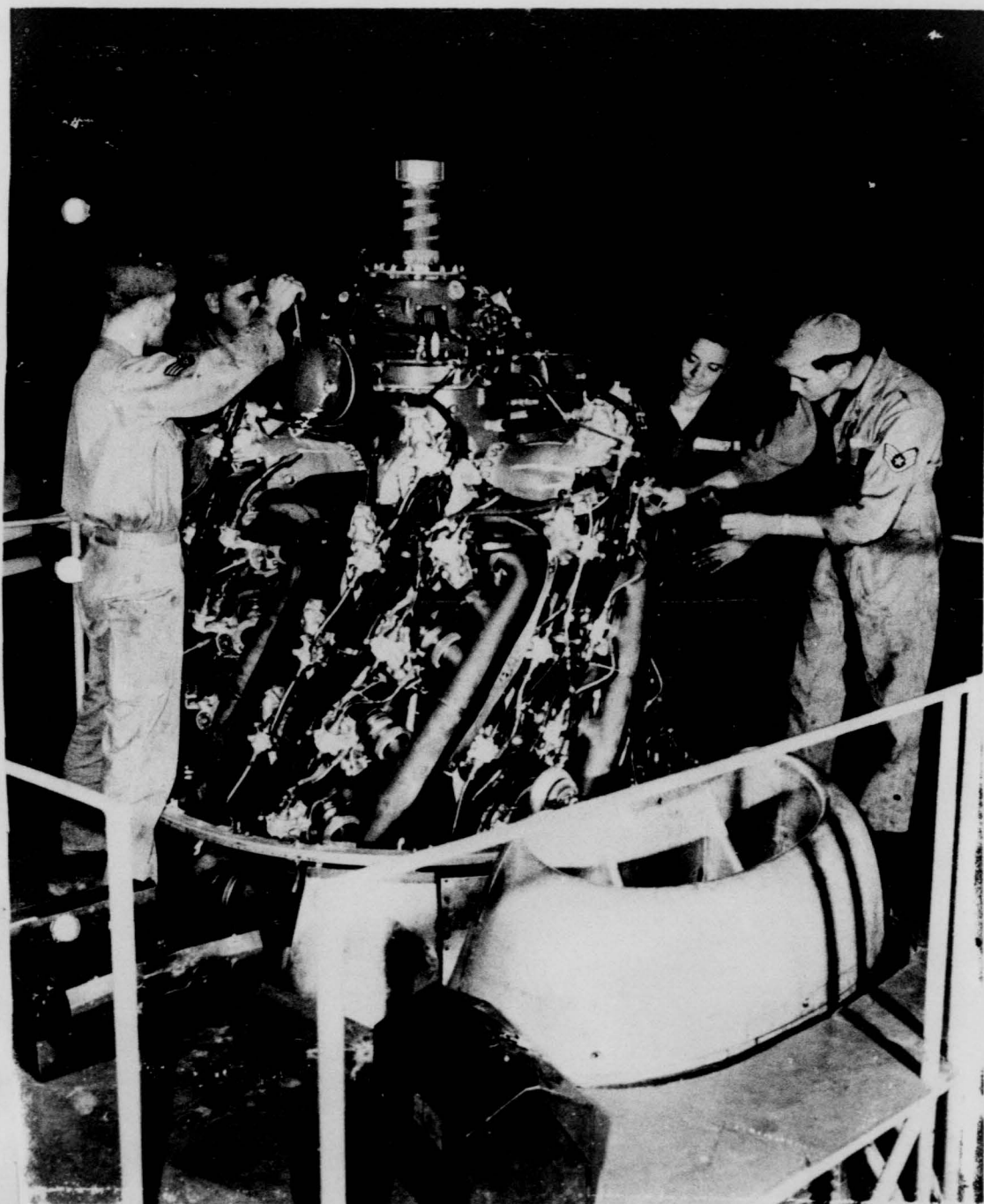
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Maintenance being performed on a KC-97G engine to stop an
oil leak in November 1954, at Altus Air Force Base, Oklahoma.

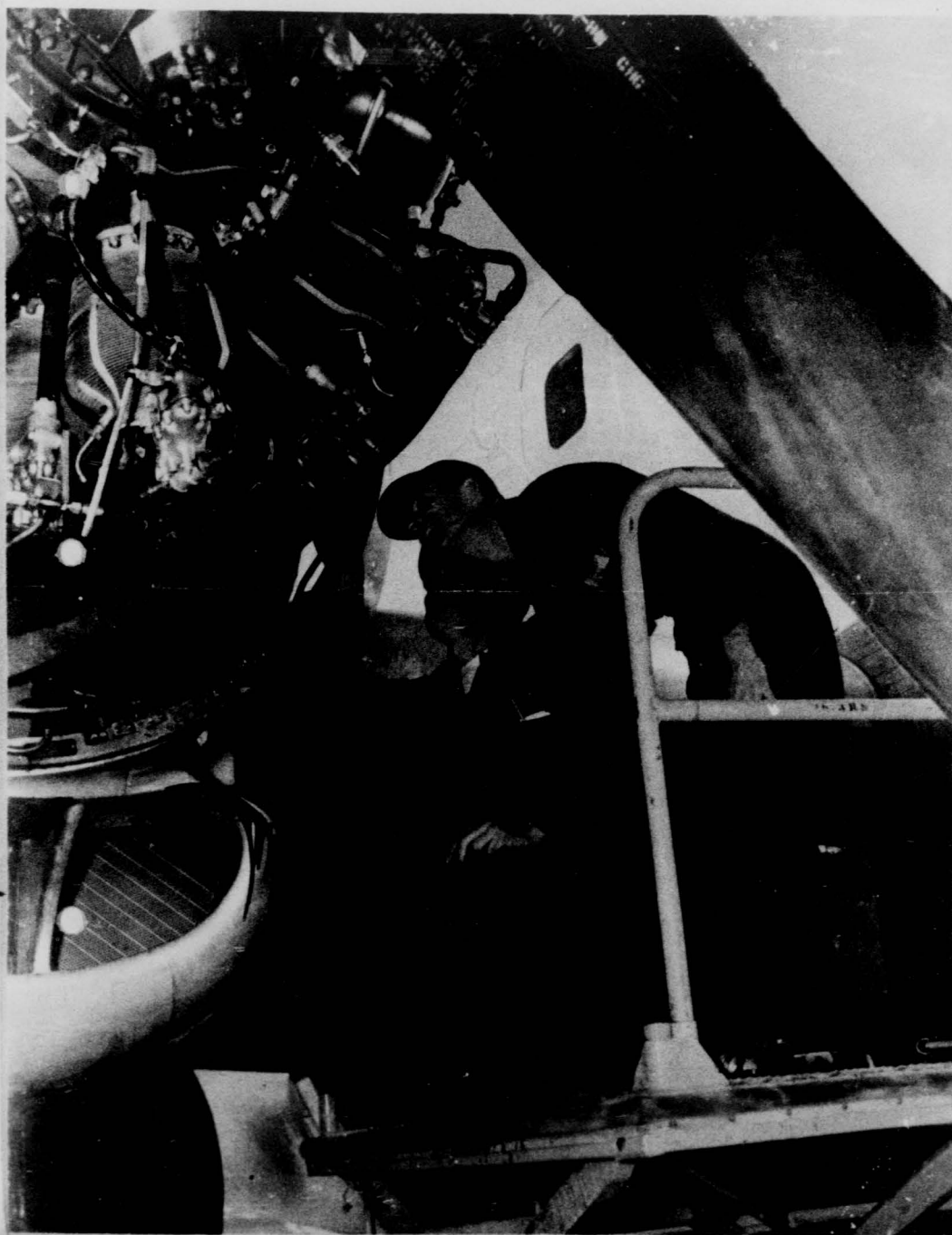
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Personnel at work in the Altus Air Force Base, Oklahoma,
control tower in November 1954.

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A KC-97G engine being loaded aboard a C-124, which had been loaned to the base to help move 96th Air Refueling Squadron equipment to Newfoundland, as part of activity prior to the start of the 96th Air Refueling Squadron's first overseas temporary duty mission.

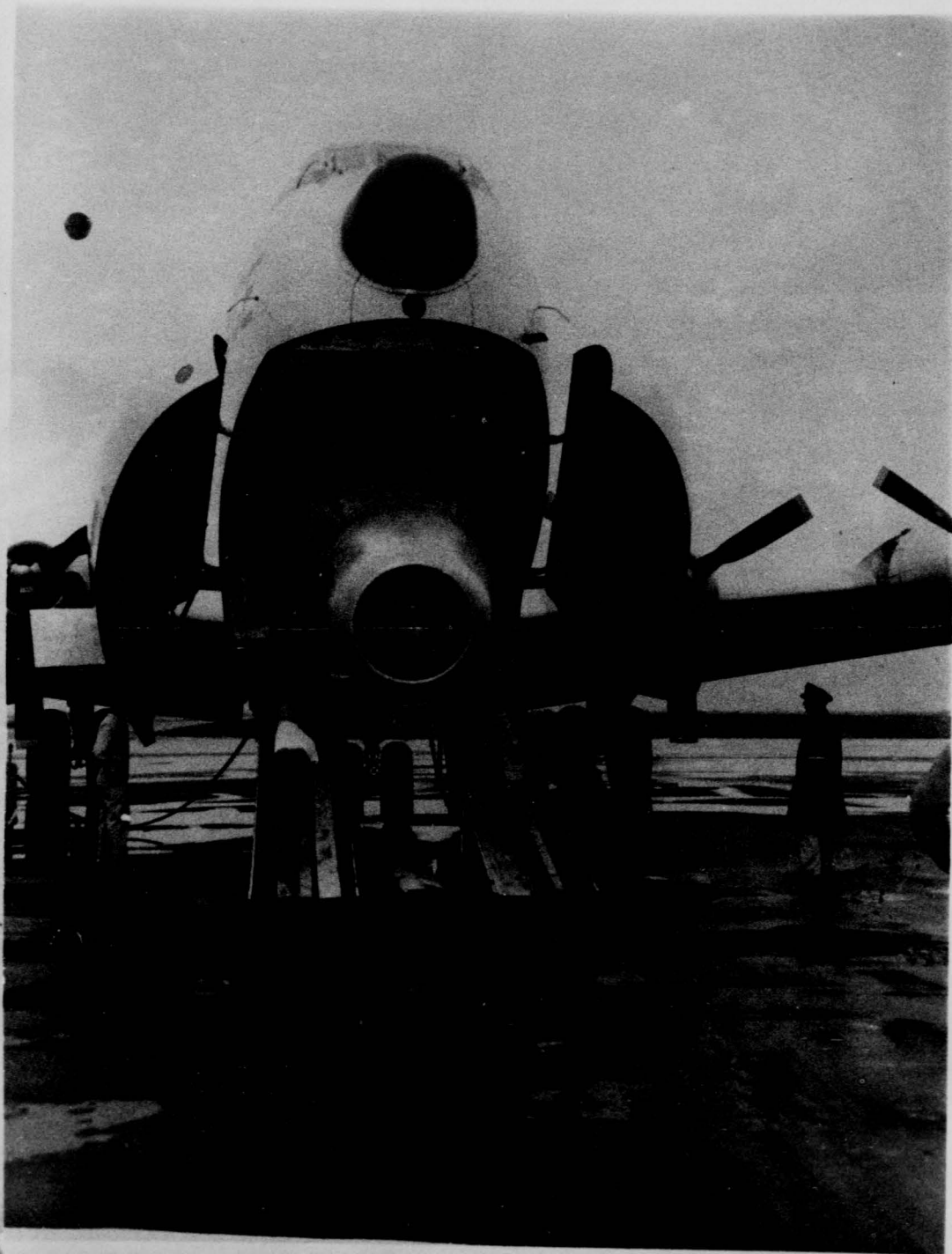
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A typical aircrew for a KC-97. Combat ready and tested through a temporary duty mission to the Northeast Air Command, a mission completed in November 1954, the crew among others was capable of playing an important role in the Eighth Air Force.

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A KC-97G engine being moved into position for loading on a C-124 loaned to the base for the purpose of transporting part of the 96th Air Refueling Squadron's necessary equipment to Newfoundland, site of the squadron's first temporary duty mission.

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A KC-97G refueler type aircraft assigned to the 96th Air Refueling Squadron of the 96th Bombardment Wing at Altus Air Force Base, Altus, Oklahoma, being readied for its first overseas mission in October 1954.

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Upon the return of the 21 KC-97G refuelers from Newfoundland in the latter part of November, the 96th Air Refueling Squadron aircraft were again parked in their familiar stances at Altus Air Force Base.

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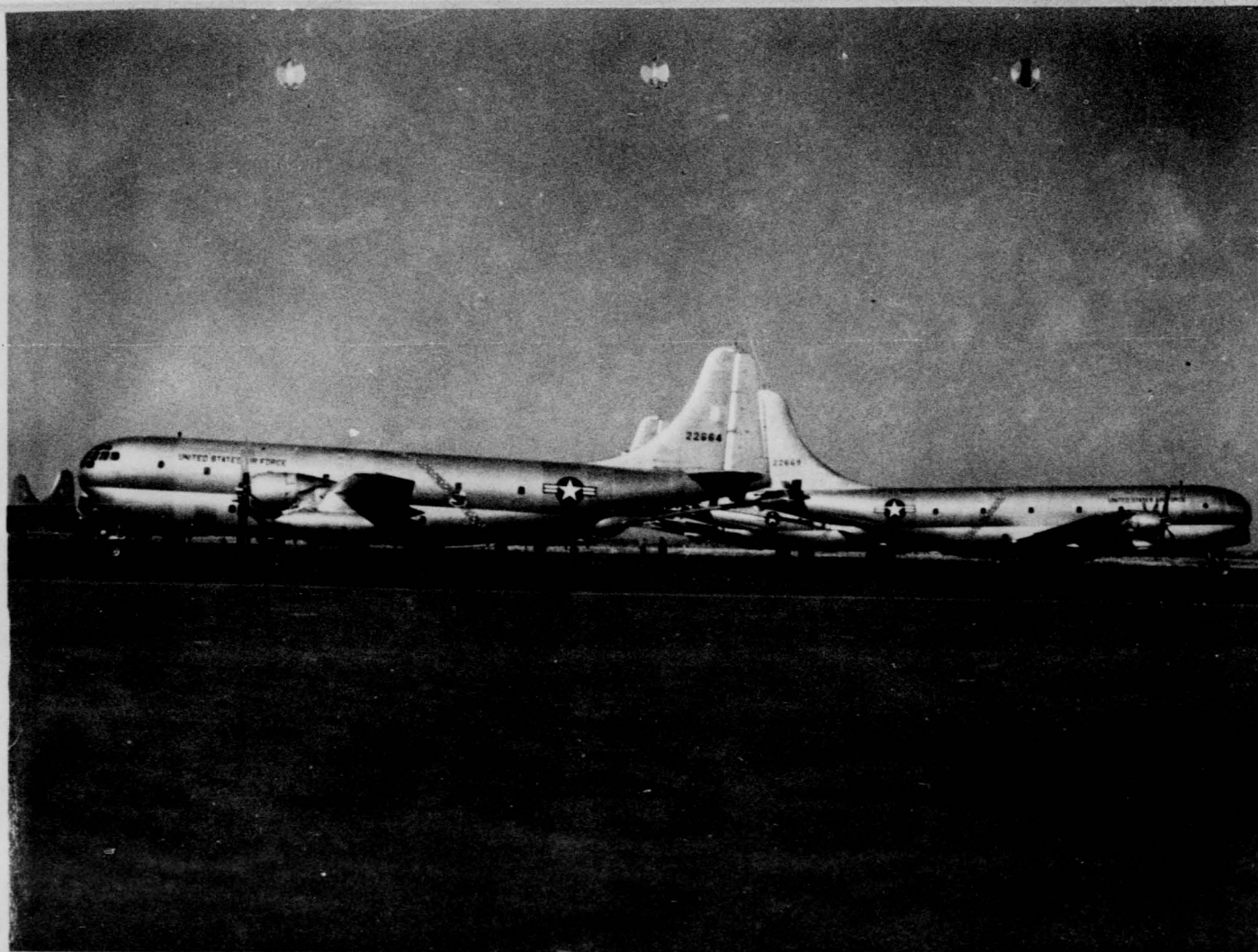
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Front view of a KC-97G assigned to the 96th Air Refueling Squadron of the 96th Bombardment Wing at Altus.

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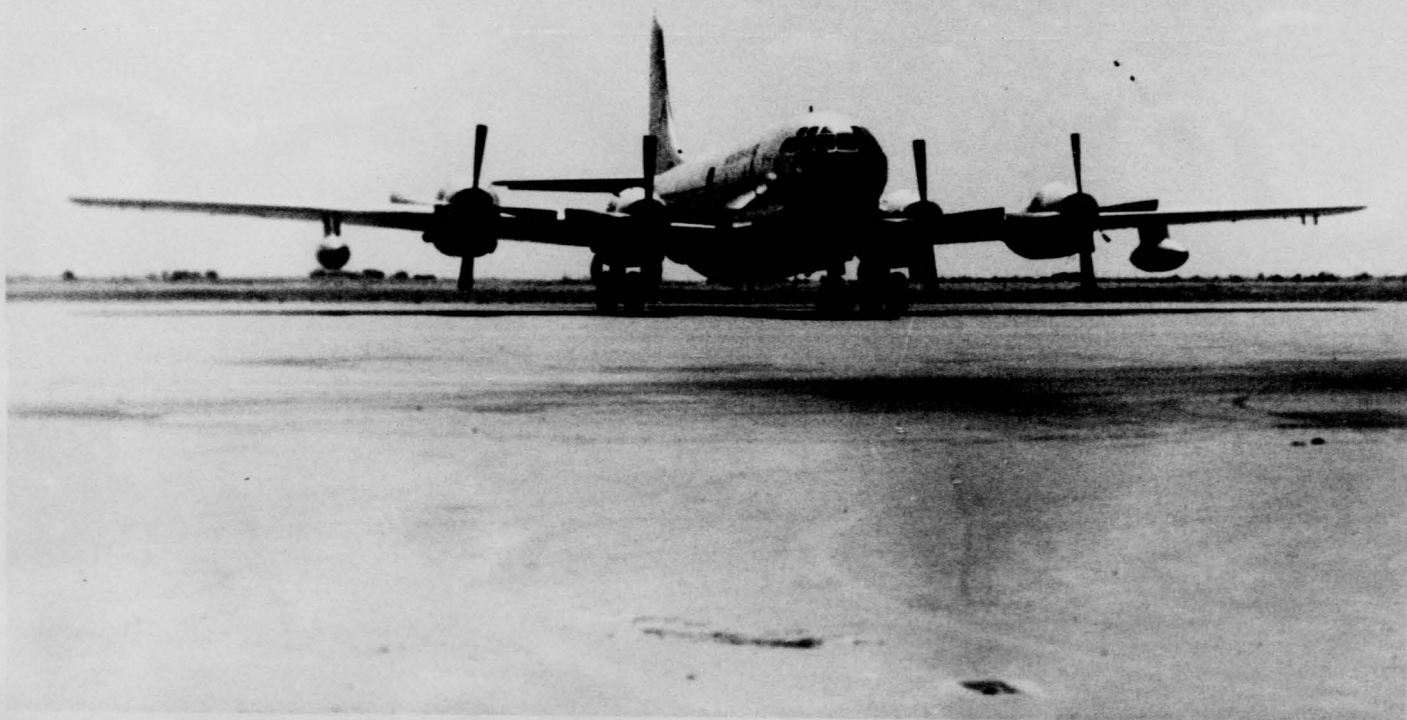
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A new maintenance hangar in its beginning at Altus Air Force Base. At the end of December 1954, the needed facility was 20 per cent complete, its progress being slowed by the lack of structural steel.

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A new hospital half completed at Altus Air Force Base, Oklahoma,
The new structure will replace a barracks type hospital being
utilized to fill the base needs.

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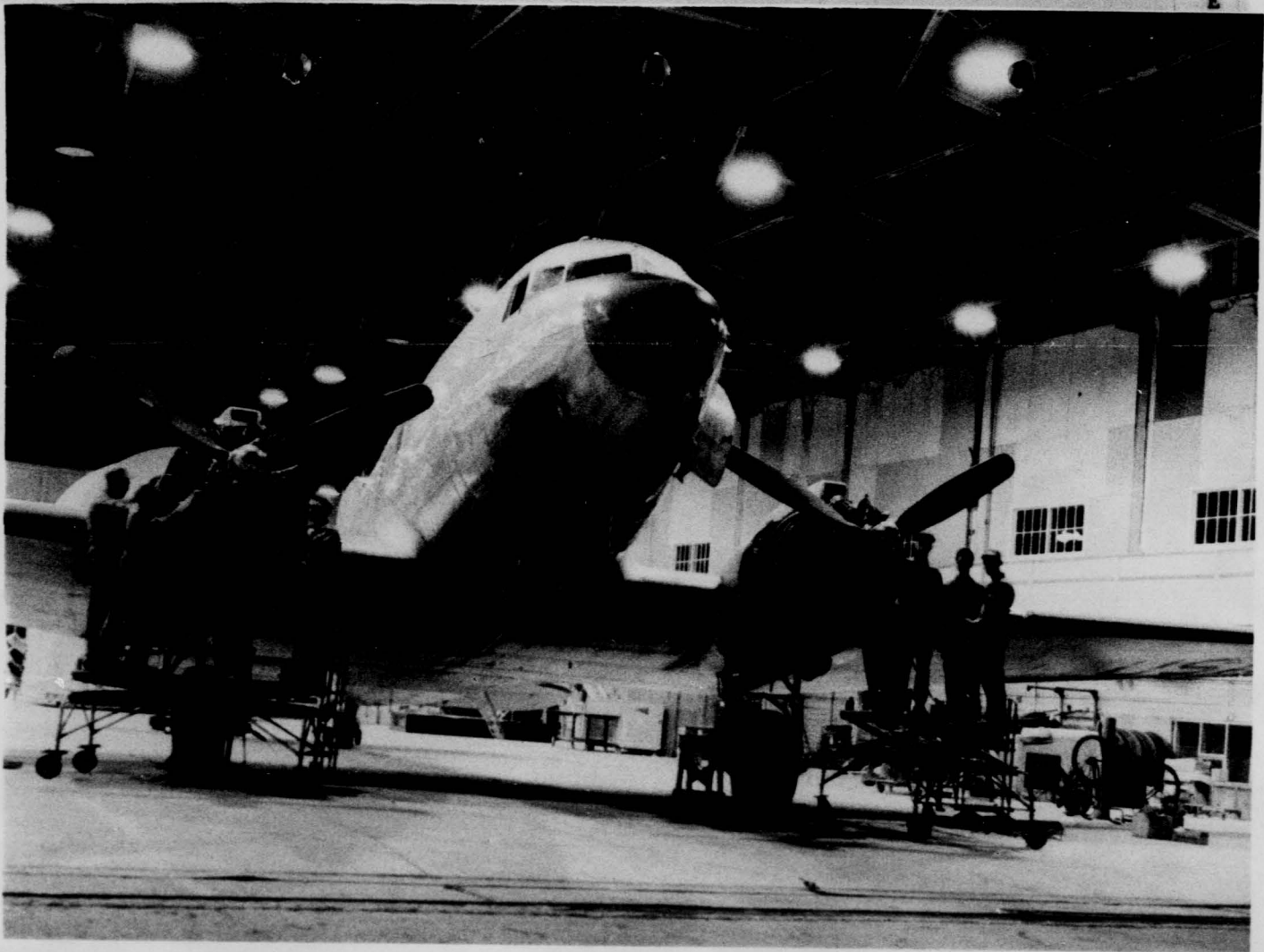
Maintenance being performed on a C-45 at night during November
1954, at Altus Air Force Base, Oklahoma.

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Brigadier General C. T. Edwinson, Commander, 42d Air Division,
Bergstrom Air Force Base, Austin, Texas.

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Colonel Vance E. Murphy, Commander, 808th Air Base Group,
Bergstrom Air Force Base, Austin, Texas.

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Colonel Howard G. Cook, Commander, 12th Strategic Fighter Wing,
Bergstrom Air Force Base, Austin, Texas.

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Colonel Richard N. Ellis, Commander, 27th Strategic Fighter Wing,
Bergstrom Air Force Base, Austin, Texas.

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Major Richard E. Freeman, Commander, 4004th Air Base Squadron,
Matagorda Island Bombing and Gunnery Range, Port O'Connor,
Texas.

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Two F-84F Thunderstreaks ease into position for in-the-air-refueling from a KB-29. This type of refueling makes it possible for fighter-bomber aircraft such as this type to stay in the air as long as the pilot is physically able.

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0804

Two of Bergstrom's F-84F Thunderstreaks scream down the runway to join their squadron in the "wild blue yonder". These planes are with the 524th Strategic Fighter Squadron, a part of the 27th Strategic Fighter Wing at Bergstrom.

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Action shot of four F-84Fs (Thunderstreaks) peeling off
from formation flying.

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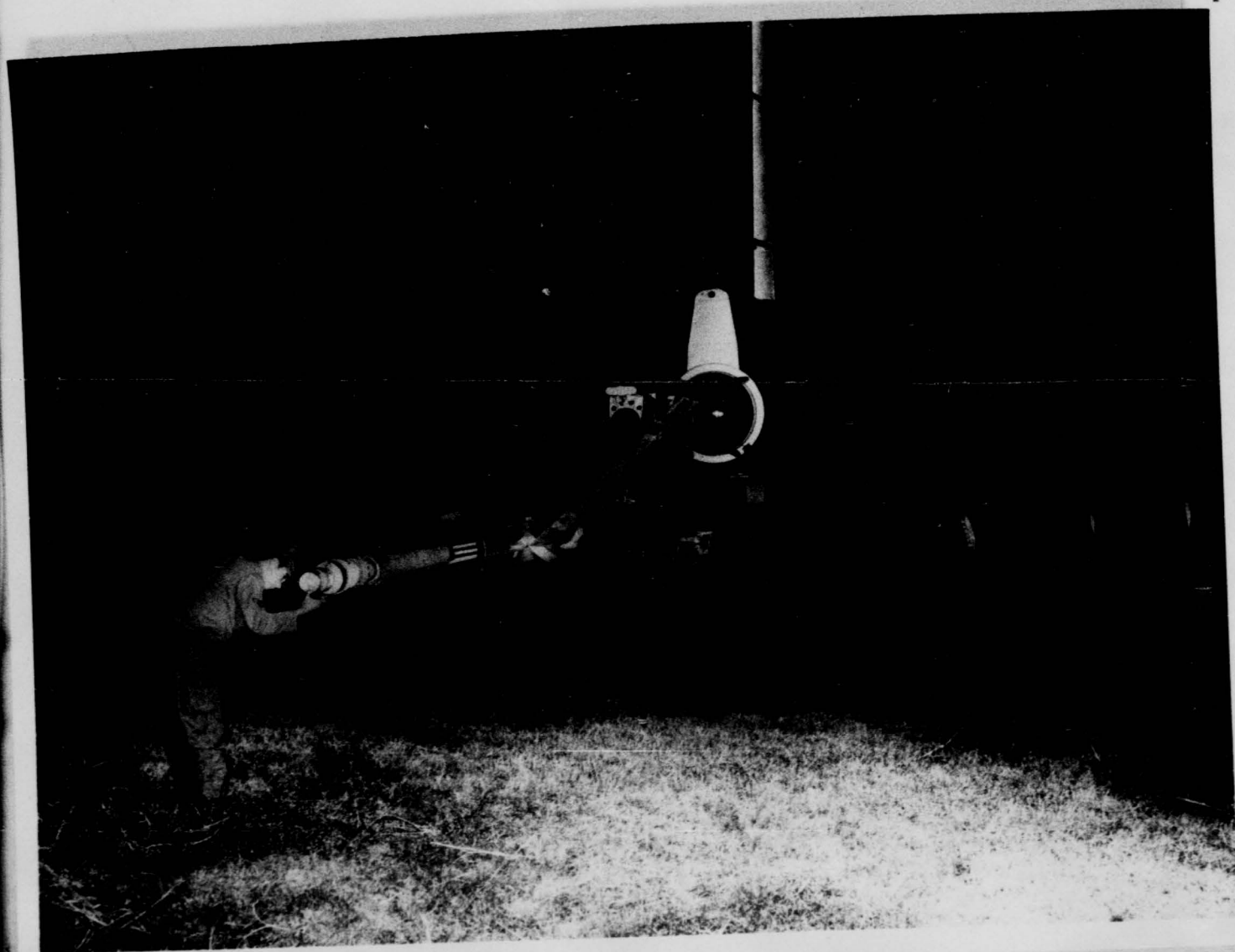
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A/2C James R. Laborde, a KB-29 boom operator of the 27th Air Refueling Squadron, is shown here preflighting the boom and checking the nozzle for freedom of movement.

The compass shown on the back of Airman Laborde's hand is used to check the signal coil for polarity, (checks to see that it goes in the right direction). The signal coil is the electronic connection between the aircraft to be refueled and the refueling aircraft.

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One of the F-84F Thunderstreak pilots at Bergstrom Air Force Base brings his plane in for a landing after participating in practice maneuvers. This is one of the many Thunderstreaks assigned to the 27th and 12th Strategic Fighter Wings at Bergstrom.

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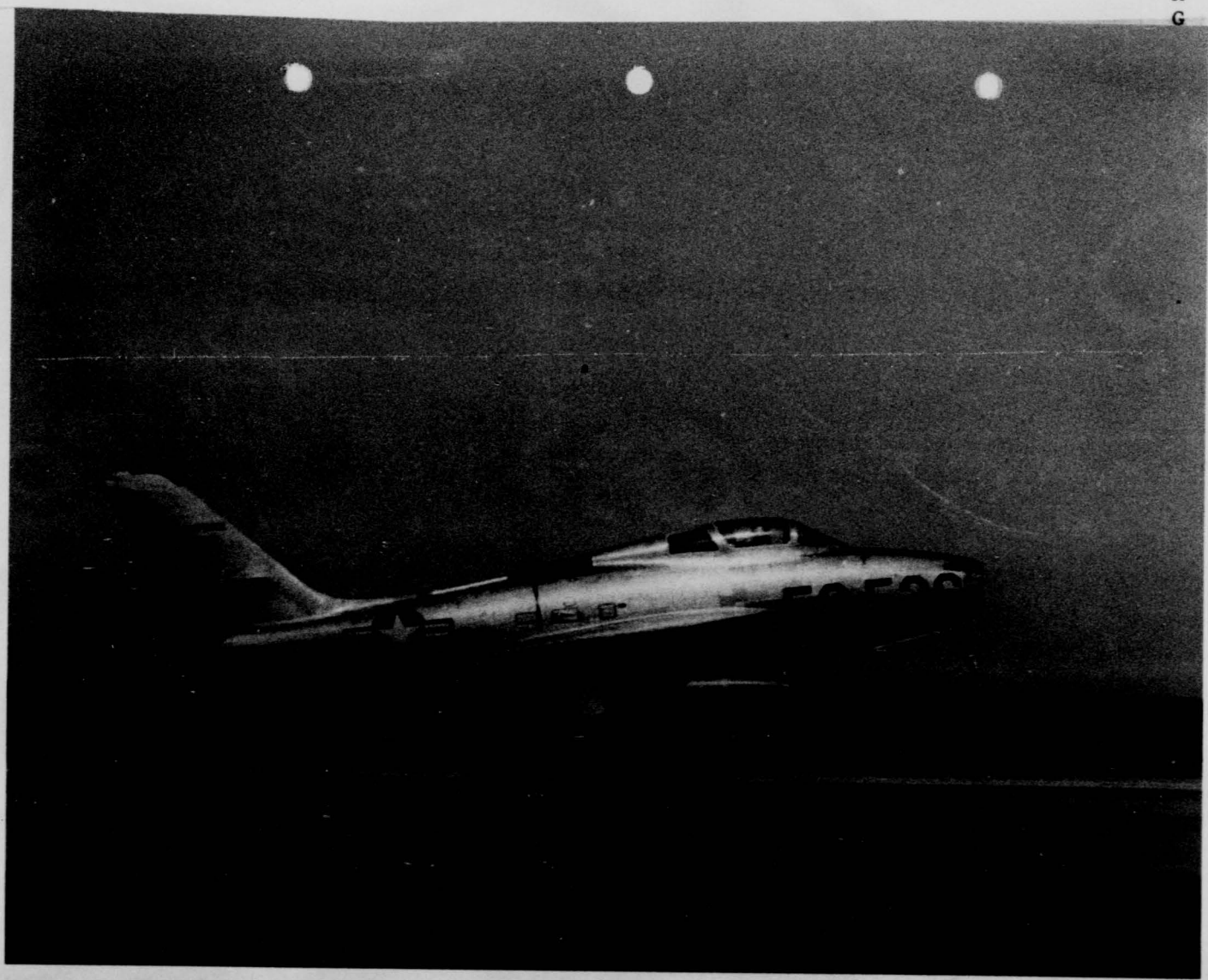
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Warehouse, project N852-000, is part of the fiscal year, 1954, public works program. The contract was awarded to M. Z. Collins Construction Company of Austin, Texas in the amount of \$269,899. Work began on the 28th of June 1954 and was 76 per cent complete as of 31 January 1955.

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Operational Apron, project A156-000, is one of the projects in the fiscal year 1954 public works program being constructed on Bergstrom Air Force Base, Austin, Texas. The contract was awarded to the Harrison Engineering and Construction Corporation of Kansas City, Missouri. Amount was \$542,478.60. The work on the half million project began during July 1954. It was 95.5 per cent complete as of 31 Jan 55.

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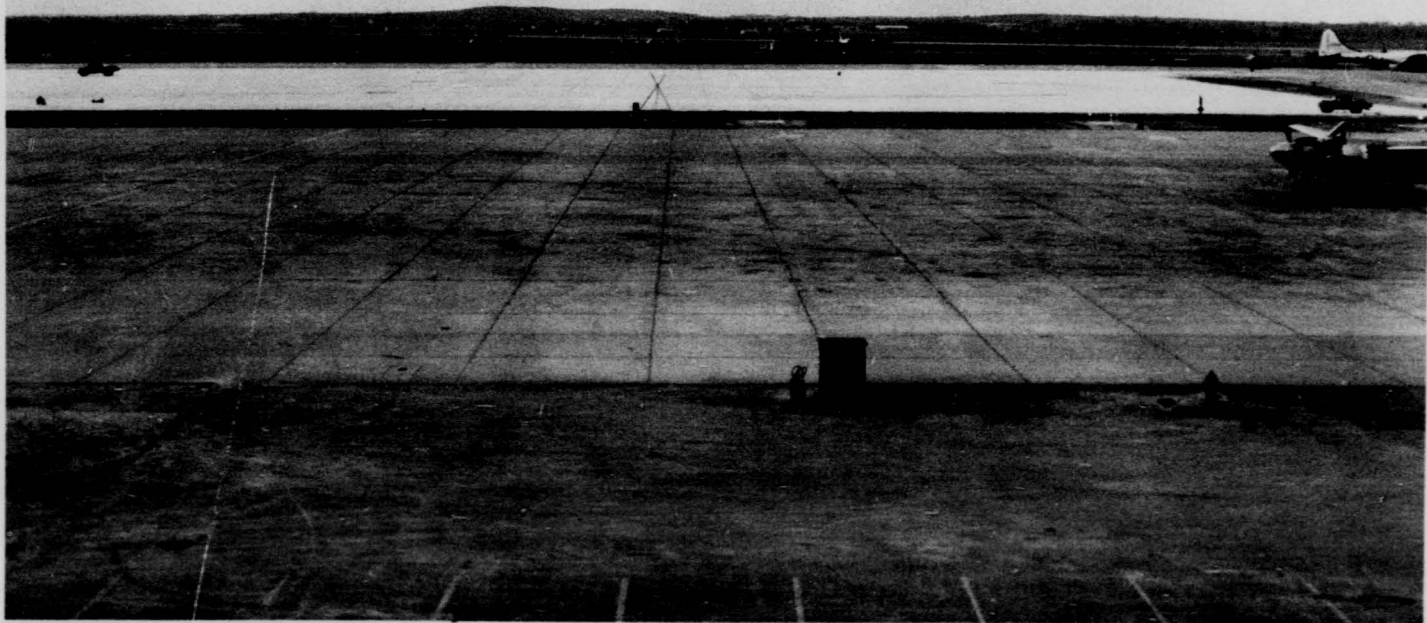


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T/Sgt Camino, A/2C Wollen, A/2C Grubbs, and A/3C Shaw
shown with target plane utilized in Gunnery Training at
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S/Sgt Vanvulpen shown at switchboard located in Base
Communications.

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A/3C Cotaggio operating Ground Radio Equipment at Base
Communications on Matagorda Island.

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T/Sgt Bostick, NCOIC, Base Dispensary at Matagorda Island.

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T/Sgt McGriffin, A/2C ConCannon, A/1C Egbert, and A/2C Smith
standing by one of the turret guns used for Training purposes
at Matagorda Island.

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Brigadier General John M. Reynolds, Commander, 810th Air
Division, Biggs Air Force Base, Texas.

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Colonel L. M. Thomas, Commander, 810th Air Base Group,
Biggs Air Force Base, Texas.

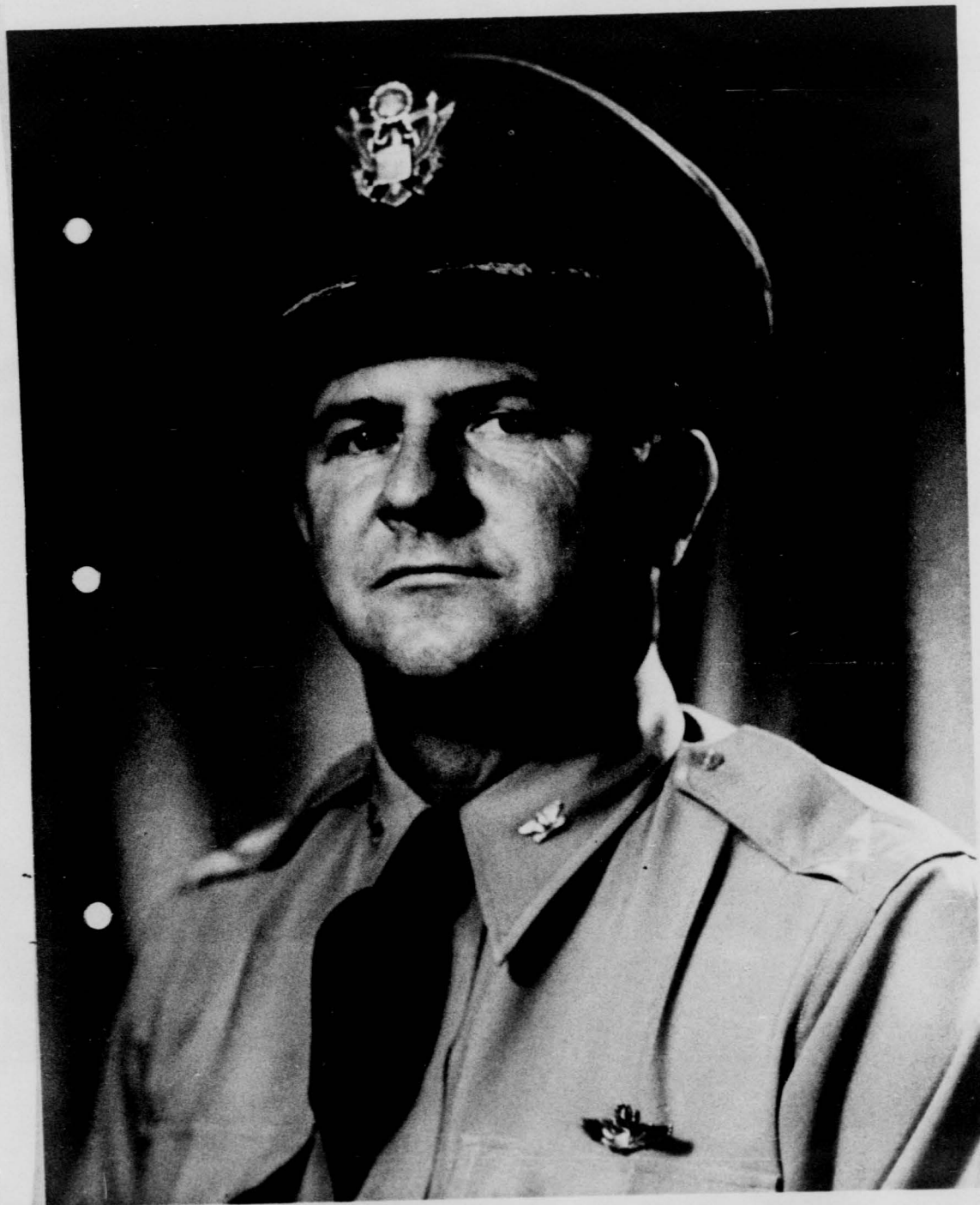
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Colonel Edward W. Scott, Commander, 95th Bombardment Wing, H,
Biggs Air Force Base, Texas.

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Colonel Willard W. Smith, Commander, 97th Bombardment Wing, M,
Biggs Air Force Base, Texas.

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Lieutenant Colonel John B. Howard, Commander, 1st Strategic
Support Squadron, Biggs Air Force Base, Texas.

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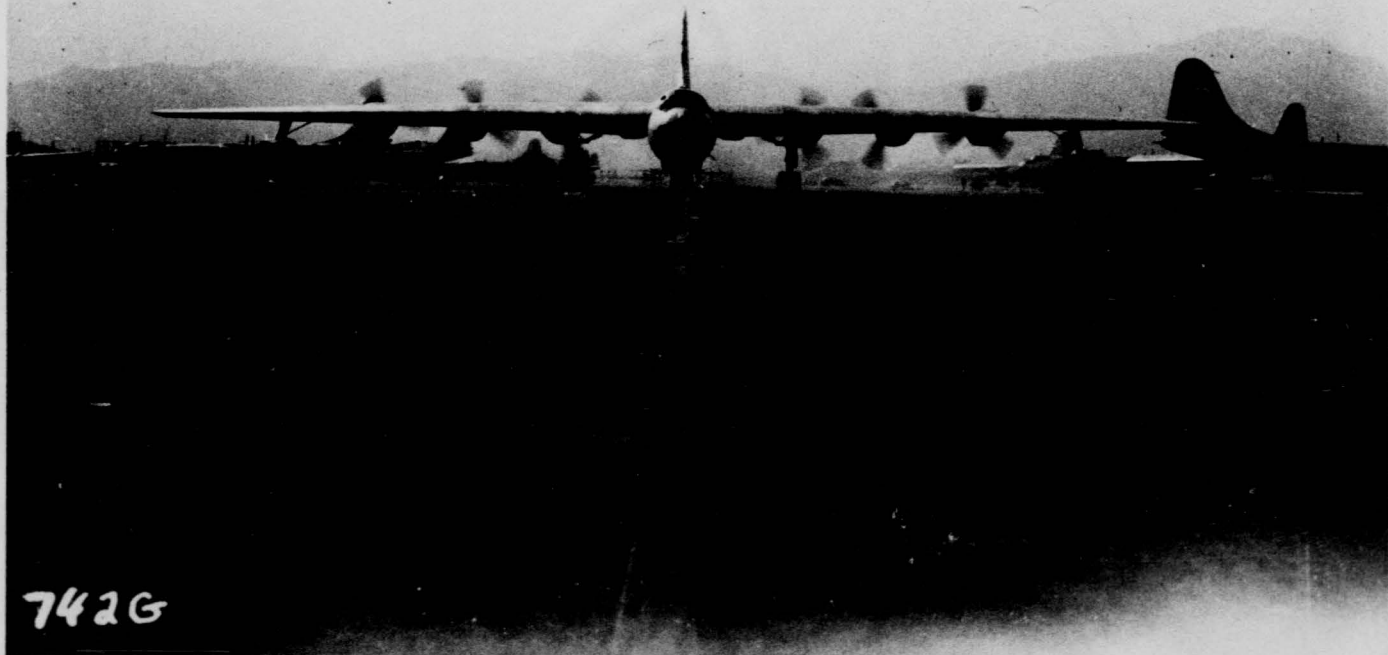
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HOME FROM A LONG MISSION a B-36 Intercontinental heavy bomber of the 95th Bombardment Wing taxis to it's parking place on the ramp. This gigantic bomber is equipped with four J-47 jet engines in addition to six 3,800 horsepower pusher-type reciprocating engines. This B-36, based at Biggs, is one of the Strategic Air Command's aircraft . . . a part of the global striking force prepared to conduct long-range operations in any part of the world at any time.

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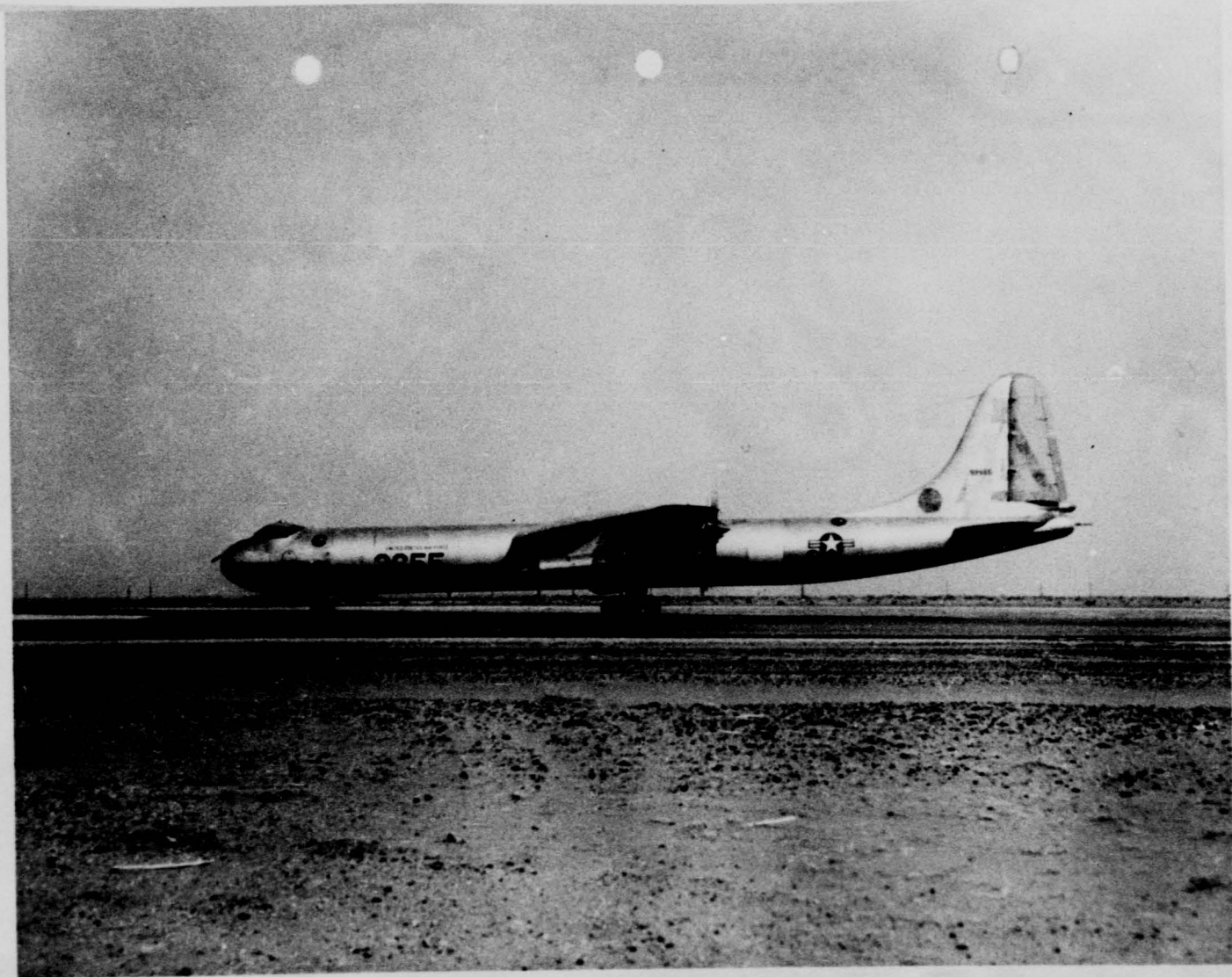
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READY TO ROLL a B-36 heavy bomber of the 95th
Bombardment Wing at Biggs lines up on the runway ready to
work. The six pusher-type engines with the four J-47 jet
engines develop as much horsepower as nine locomotives and
it's wing tanks hold enough fuel to drive an automobile
around the world 16 times. More than 30 miles of wiring are
required in the B-36's electrical system.

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READY TO GO WHEN NEEDED. a B-50 bomber of the 97th
Bombardment Wing at Biggs, a Strategic Air Command base,
sits on the flight line.

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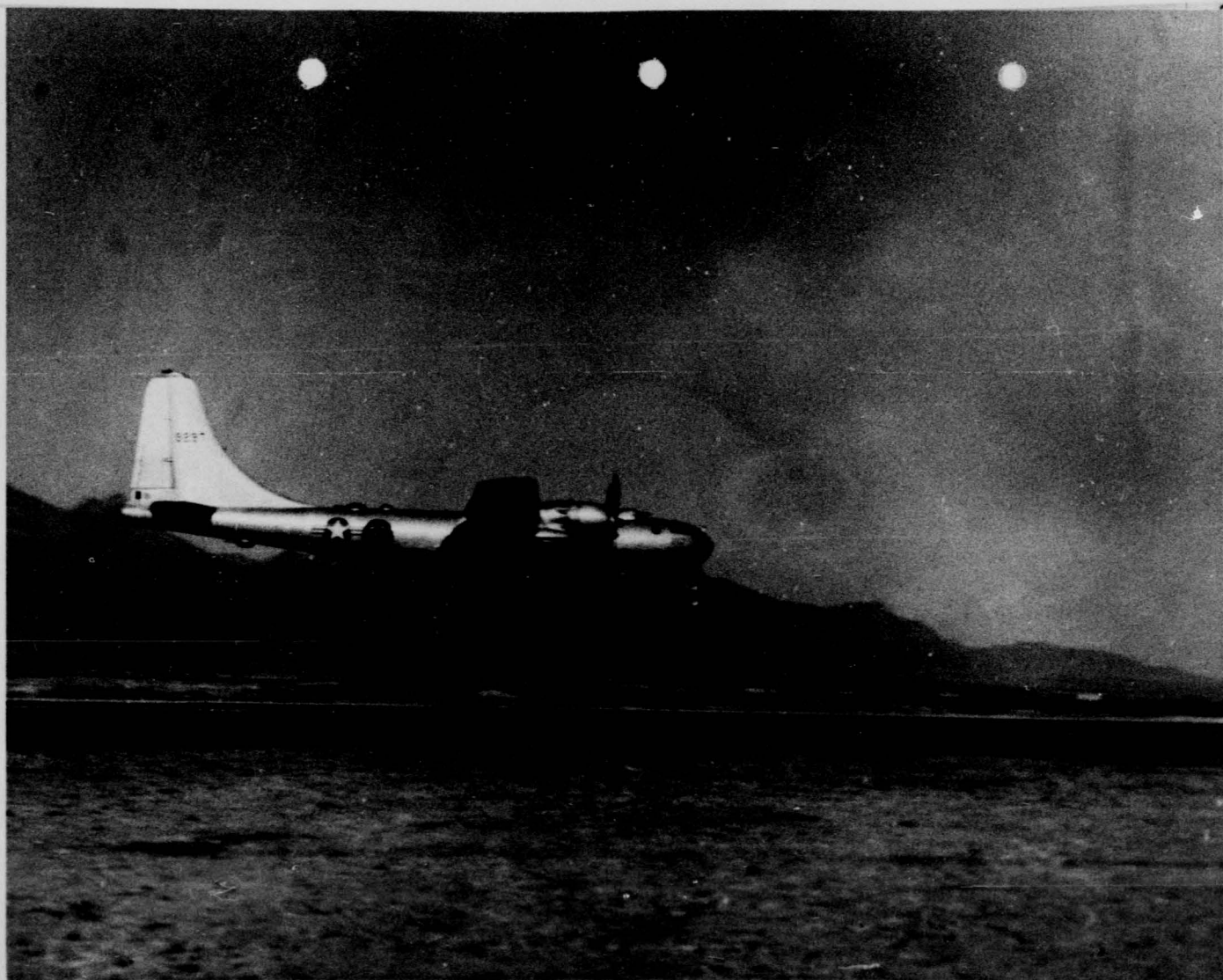
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FLAPS AND GEAR DOWN a B-50 of the 97th Bombardment
Wing at Biggs, a Strategic Air Command base, sets down on
a runway at it's home base.

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A LIFELINE FOR SUSTAINED FLIGHT is symbolized in this KC-97, of the 97th Air Refueling Squadron, stationed at Biggs Air Force Base. These gigantic tankers are capable of carrying more than 15,000 gallons of gasoline and have a maximum range of 4300 miles.

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ON THE FLIGHT LINE at Biggs, the C-124's of the 1st Strategic Support Squadron stand ready to take-off for any point where they may be needed, this aircraft is capable of carrying extremely large amounts of men, food and supplies. The rear underside of the aircraft is equipped with an elevator that can be employed to load heavy equipment and small vehicles aboard the aircraft.

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A MAINTENANCE DREAM for the 95th Bombardment Wing
at Biggs Air Force Base covers more than three acres.
Construction on this giant B-36 hanger began in February 1955.
The hanger is suspended on four towers, each tower with elevator
service and will house the various maintenance shops of the
95th. The hanger can accomodate four B-36 aircraft at one
time and construction costs are expected to exceed three million
dollars.

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20 TONS OF STEEL is swung into place by a giant crane as the finishing touches are applied to the exterior of the B-36 Hangar. The hangar, when completed, will be capable of housing four B-36's and all of the Maintenance Shops of the 95th Bombardment Wing, Heavy at Biggs Air Force Base.

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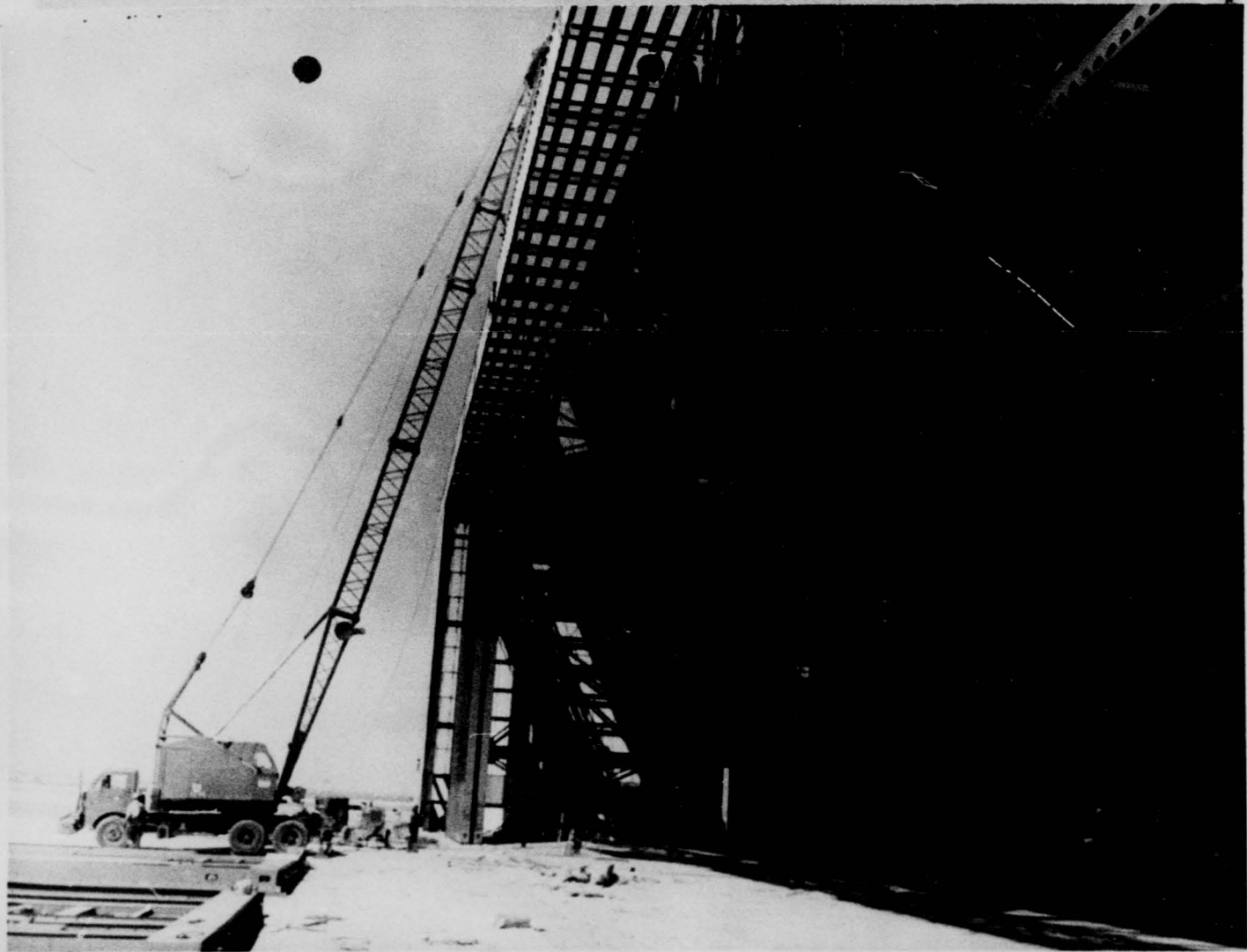
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CARSWELL

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Brigadier General John D. Ryan, Commander, 19th Air Division,
Carswell Air Force Base, Fort Worth, Texas.

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Colonel William G. Booth, Commander, 824th Air Base Group,
Carswell Air Force Base, Fort Worth, Texas.

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Colonel C. A. Neely, Commander, 7th Bombardment Wing, Heavy,
Carswell Air Force Base, Fort Worth, Texas.

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Colonel Howard W. Moore, Commander, 11th Bombardment Wing,
Heavy, Carswell Air Force Base, Fort Worth, Texas.

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Gray AFB, Texas. Colonel William F. Crowley, Gray AFB
Commander, is shown as he prepares to sign a Memorandum on Military
Courtesy. He was in the 2d Army Command's position in Vietnam
the week the first U.S. troops left the nation. Colonel Crowley
has been Commander of Gray since 7 November 1973.

Parked on the flight-line is one of the B-36 aircraft assigned to Carswell.

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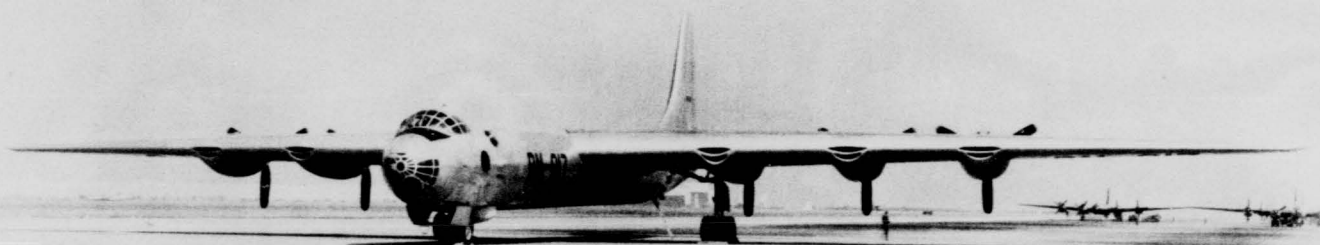
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A B-36 aircraft in-flight.

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Maintenance being accomplished on a new B-36 hanger at
Carswell.

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