

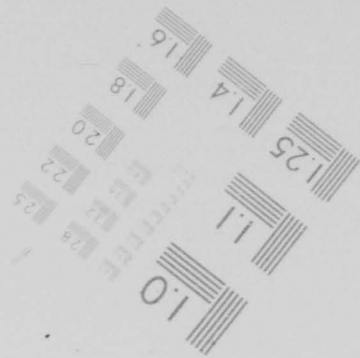
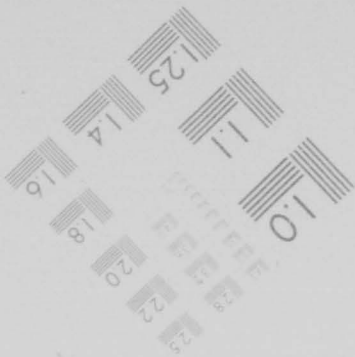
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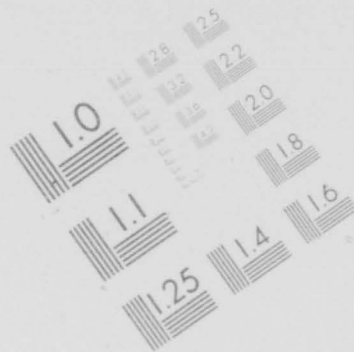
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OPERATOR # C.A.

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APPENDIX NUMBER 6
TO
2D BOMBARDMENT WING HISTORY
JULY 1953



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7430th Air Depot Wing
Center Air Force Base
Waynesboro, Georgia

15 August 1953

SUBJECT: Review of 7430th Air Depot Wing Operations
Plan 40-53

Approved:	400	1. 2	201 1953	K-018-2, ME
Approved:	400	1. 2	201 1953	(Approved) # 6
Approved:	400	1. 2	201 1953	
Approved:	400	1. 2	201 1953	
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Approved:	400	1. 2	201 1953	

Commander
400th Air Force
Waynesboro Air Force Base
Louisiana

1. In accordance with 400th Air Force letter, File 40000 400, dated 3 August 1953 and 400th Air Force message, OAFIN 5718, dated 28 July 1953, the 7430th Air Depot Wing Operations Plans 40-53 and 40-55 have been reviewed and the following comments are furnished for consideration.

2. The 7430th Air Depot Wing Operations Plan 40-53, as presently published, is considered adequate for a TBY deployment, however, the following comments regarding 7430th Air Depot Wing Operations Plan 40-53 also apply to Operations Plan 40-55 in support of TBY. The 7430th Air Depot Wing Operations Plan 40-53 should be required to encompass only TBY commitments and not TBY requirements. Shortfall points will be covered in subsequent paragraphs of this report.

3. Operations: Appendix 1, Annex "B" to 7430th Air Depot Wing Operations Plan 40-53, is considered adequate in meet requirements of TBY deployment with exceptions as follows. These comments would not apply in the event of TBY deployment. Annex "B", Operations Plan 40-53, as presently written, is adequate to support a TBY movement.

a. Communications office should be located closer to Director of Operations Office.

4. Transportation: Appendix 2, Annex "B" to 7430th Air Depot Wing Operations Plan 40-53, is considered adequate to meet requirements of TBY deployment with exceptions as follows. These comments would not apply in the event of TBY deployment. Annex "B", Operations Plan 40-53, as presently written, is adequate to support a TBY movement.

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Subject: Review of 7200th Air Depot Wing Operations Plans 40-6 and 40-53

- a. The state regulator radios should be obtained and installed prior to arrival of the wing.
- b. Plans of operations of the motor pool are not satisfactory. The Motor Pool must be operated on a 24-hour basis.
- c. Cargo being air deployed should enter in conditions to avoid its storage. Only items needed for immediate operation of this wing will be air deployed.
- d. Air police are deployed with the air echelon and are assigned to support organization, therefore, security responsibility should rest with the 7200th Air Depot Wing rather than the deploying wing.
- 5. S.O.I.: Appendix 3, Annex "F" to 7200th Air Depot Wing Operations Plan 40-53, is considered adequate to support E.P. deployment. Annex "G", Operations Plan 40-6, as presently written, is adequate to support a 721 movement using planning figures listed in both publications.
- 6. Maintenance: Appendix 4, Annex "F" to 7200th Air Depot Wing Operations Plan 40-53, and Annex "G" to 7200th Air Depot Operations Plan 40-6 are considered adequate.
- 7. Insights: Appendix 5, Annex "F" to 7200th Air Depot Wing Operations Plan 40-53 and Annex "G" to 7200th Air Depot Operations Plan 40-6 are considered adequate.
- 8. Communications: Appendix 6, Annex "F" to 7200th Air Depot Wing Operations Plan 40-53 and Annex "G" to 7200th Air Depot Wing Operations Plan 40-6 are considered adequate with the following exception.
 - a. Maintenance Control field pieces should be installed prior to arrival of E.P. wing. Installation of this system subsequent to arrival of unit will greatly hamper operation.
- 9. Air Installations: Appendix 7, Annex "F" to 7200th Air Depot Operations Plan 40-53 and Annex "G" to 7200th Air Depot Operations Plan 40-6 are satisfactory with the following exception.
 - a. The construction of a tent city after the E.P. execution is unrealistic and the probable billeting confusion and discomfort of a partly completed tent city upon deployment could seriously affect combat crew fatigue and minor operating efficiency.

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Subj: Review of 7280th Air Depot Wing Operations Plans 40-6 and 40-53

10. Billeting Section: Appendix 8 to Annex "M" to 7280th Air Depot Operations Plan 40-53 and Annex "M" to 7280th Air Depot Operations Plan 40-6 are satisfactory as outlined below.

a. Biliets should be available now and not in the planning phase. The plans should be complete to the extent that assignment of biliets could be made prior to departure from the Zone of Interior.

b. Office space allocated seems adequate, however appears unrealistic as this is now a transition. There seems to be too much work to be done after D-Day, such as walls, desks, phones, etc.

c. The intelligence target study and specialized briefing facilities are grossly inadequate, i.e., lack of sofas, furniture, partitions, etc.

d. The gymnasium is not a satisfactory location for Maintenance Control in support of T-4 or T-2 due to physical location. (Approximately one (1) mile from the flight line.)

11. Food Service: Appendix 9, Annex "N" to 7280th Air Depot Wing Operations Plan 40-53 and Annex "N" to 7280th Air Depot Wing Operations Plan 40-6 is adequate to support T-4 and T-2 deployment with the following exception.

a. Seals should be provided on a 24-hour basis due to erratic hours T-4 personnel will be required to work.

12. Security: Appendix 10, Annex "O" to 7280th Air Depot Wing Operations Plan 40-53 and Annex "O" to 7280th Air Depot Wing Operations Plan 40-6 are considered satisfactory.

13. Medical: Appendix 12, Annex "P" to 7280th Air Depot Wing Operations Plan 40-53 and Annex "P" to 7280th Air Depot Wing Operations Plan 40-6 are considered adequate.

14. Comptroller: Appendix 13, Annex "Q" to 7280th Air Depot Wing Operations Plan 40-53 and Annex "Q" to 7280th Air Depot Wing Operations Plan 40-6 are considered adequate.

15. Processing Plans: Appendix 14, Annex "R" to 7280th Air Depot Wing Operations Plan 40-53 and Annex "R" to 7280th Air Depot Wing Operations Plan 40-6 are considered adequate with the following exceptions. Annex "R" of 40-6 would be satisfactory for T-4.

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1. Review of 720th Air Depot Wing Operations Plans 40-4 and 40-5

a. It is desired that proper allowances could be processed by the 1st wing for a period of at least 7 days for lead plane personnel.

b. Station 2 should be deleted. Personnel should be assigned 48 hours prior to departure from base of interior.

c. Briefing Station 3 should be deleted. Material could be prepared which would contain the necessary information covered in the proposed briefing.

10. Air Freight: Appendix 15, Annex "F" to 720th Air Depot Wing Operations Plan 40-53 and Annex "G" to 720th Air Depot Wing Operations Plan 40-6 are adequate with the following exception.

a. Loading cargo, particularly Phase I, should be given special attention regarding to organizations for immediate use. In the event flat bed trailers are not available, trucks will be required to supplement off-loading and delivery to appropriate organizations.

7. Installations: Appendix 16, Annex "F" to 720th Air Depot Wing Operations Plan 40-53 and Annex "F" to 720th Air Depot Wing Operations Plan 40-6 are adequate.

FOR THE COMMANDER:

MAJOR G. THOMAS
Lt., USAF
Asst. Adjutant

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Appendix # 1)

APPENDIX 18
 TO
 2D BOMB WING HISTORY
 JULY 1953

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HEADQUARTERS 2D BOMBARDMENT WING

OPERATIONS ORDER NUMBER 61-53

8 July 1953

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AUTH: COMDR 2BW
INIT:
DATE: 8 July 1953

HEADQUARTERS 2D BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia
8 July 1953

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OPERATIONS ORDER NO. 61-53

CHART OR MAP REFERENCES: World Aeronautical Charts 310, 357, 409, 410, 466 FC 41, 43, 161, and 182 (in lieu of WAC's) Air Navigation Charts V30-22 VL30-22 (Loran).

TASK ORGANIZATIONS:

20th Bomb Squadron	Lt Col F. H. Haywood
49th Bomb Squadron	Major G. H. McKee
96th Bomb Squadron	Lt Col H. E. Stengele
2d A & B Squadron	Major W. M. Bryson
2d Field Maintenance Squadron	Major R. F. Braddock, Jr.

1. GENERAL SITUATION: A requirement exists for exercising SAC and ADC units through a joint training maneuver.
 - a. Intelligence: See Annex "A".
 - b. Friendly Forces:
 - (1) MATS provides necessary air rescue service.
2. MISSION: On the morning of E / 2, six aircraft of this Wing will attack targets in Boston, Springfield, New York, Baltimore, Washington D.C. and Richmond. In addition, seven (7) aircraft will act as a diversionary force.
3. TASKS FOR SUBORDINATE UNITS:
 - a. 20th Bomb Squadron
 - (1) Provides four (4) primary aircraft and crews and one (1) spare. Aircraft will be utilized as indicated in Annex "B" (Operations).
 - b. 49th Bomb Squadron
 - (1) Provides five (5) primary aircraft and crews and one (1) spare. Aircraft will be utilized as .

OPW ORD 61-53
8 Jul 53
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indicated in Annex "B" (Operations).

c. 96th Bomb Squadron

- (1) Provides four (4) primary aircraft and crews and two (2) spares. Aircraft will be utilized as indicated in Annex "B" (Operations).

d. 2d Armament and Electronics Squadron

- (1) Calibrate and perform necessary maintenance on APN-9A (Loran) and APQ-24 (Radar) equipment.
- (2) Install ECM equipment as indicated in Annex "D".

e. 2d Field Maintenance Squadron

- (1) Paint a red band, three (3) feet wide, just forward of the vertical stabilizer on all primary and spare aircraft scheduled for this mission.
- (2) Calibrate all airspeed indicators prior to E / 1.

x. General Instructions:

- (1) E Day is 9 July 1953; all times will be "Z" times.
 - (a) H Hour is 0800Z.
- (2) Possible 24 hour delay due to weather conditions will be determined between SAC and ADC on E / 1.
- (3) To maintain an element of surprise at EW and GCI sites, dates and altitudes or times that aircraft will penetrate defense areas will not be divulged to SAC, ADC, or RCAP ADC units.
- (4) No airborne spares will be permitted for this mission.
- (5) Provisions of SAC Regulation 55-18 will be waived for strike flights prescribed by this Operations Order.
- (6) PIO: If queried, news media will be referred to PIO, Hq ADC. No release will be made by this Headquarters. All public relations will be handled by PIO, ADC. Preliminary releases and releases made during and after the exercise will be the responsibility of that command.

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1 Jul 53
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(7) Fuel Load: 1000 lbs (1) - 700 gallons; 1000 lbs - 13,000 gal.

(8) Special Instructions:

- (a) To achieve surprise, the original three phase concept of this exercise has been changed to two phases. Only SAC units will be informed of this change and no changes to the original SAC Operations Order 61-53 will be disseminated to ADC, CAA, Military Flight Service or other units participating in this exercise.
- (b) Hq SAC will be responsible for all necessary CAA coordination for participating units of this command.
- (c) The E / 2 AM phase will be conducted during hours of darkness and will be flown in accordance with special provisions made by Hq SAC with CAA and Hq USAF. Flight plans for this strike on the East Coast will not be required by CAA 72 hours in advance. Further instructions will be forthcoming.

4. ADMINISTRATION AND LOGISTICAL MATTERS:

- a. TDY travel and per diem expenses are chargeable to ADC funds. Budget account classification to be cited in orders is 5743400, 479-4001 F458-02 0307, 805603. Furnish two (2) copies of orders to Commander, 4500 Air Base Group, East Air Force Base, Colorado, ATTN: Director of Budget and Accounting.

5. COMMAND AND COMMUNICATIONS:

- a. Command: CP Convoy Control 2d Bombardment Wing M.
- b. Communications: Reference Annex "C" (Communications).

JOHN M. REYNOLDS
Brig. Gen., USAF
Commander

ANNEXES

- "A" - Intelligence
- "B" - Operations
- "C" - Communications
- "D" - BCM

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8 Jul 53
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DISTRIBUTION

COMDR 2AF	Cys 1 & 2
COMDR 38AD	Cys 3 & 4
COMDR 23W	Cy 5
COMDR 20th BS	Cys 6 & 7
COMDR 49th BS	Cys 8 & 9
COMDR 96th BS	Cys 10 & 11
COMDR 2d A & E Sq	Cys 12 & 13
COMDR 2d Fld Maint Sq	Cys 14 & 15
DN 2BW	Cy 16
DC 2BW	Cys 17 & 18
DCI 2BW	Cys 19 & 20
DOP 2BW	Cys 21 thru 26
WADJ (HISTORY)	Cys 28 thru 30

OFFICIAL:

Joseph N. Donovan
JOSEPH N. DONOVAN
Lt Col., USAF
Director of Operations

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OPN ORD 61-53
8 Jul 53
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ANNEX A
TO
OPERATIONS ORDER 61-53
INTELLIGENCE

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ANN "A" TO OPN ORD 61-53
8 Jul 53
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HEADQUARTERS 2D BOMBARDMENT WING H
WALTER AIR FORCE BASE, GEORGIA
7 JULY 1953

ANNEX "A" TO

OPERATIONS ORDER

NO. 61-53

INTELLIGENCE

1. INTELLIGENCE SUMMARY

a. General Situation: Simulated "enemy" territory for each of the forces taking part in this exercise is designated in Annex "B".

b. Entry Order of Battle:

- (1) Reference Intelligence Brief No. 158, Hq SAC, dated 1 April 1953 as amended.
- (2) AAA - During the period of this exercise, the following areas will be actively (radar tracking) defended by AAA.
 - (a) New York City, N. Y.
 - (b) Boston, Mass.
 - (c) Niagara Falls, N. Y.
 - (d) Washington, D. C.
 - (e) Philadelphia, Pa.
 - (f) Baltimore, Md.
 - (g) Pittsburgh, Pa.
 - (h) Norfolk, Va.
 - (i) Chicago, Gary, Ind
 - (j) Detroit, Mich.

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

- (1) What are the strength, location, equipment, subordination, unit markings, and tactics of the ADC fighter interceptor units deployed in the US and Canada?
- (2) Which units scrambled interceptors?
- (3) To what Air Defense commands are GCI stations assigned?
- (4) What fighter units are controlled by each GCI station and what are the areas of responsibility of each station?
- (5) What procedure is used to detect, identify, and pass plots of intruder aircraft to GCI installations? What time lags are found in this system?

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Annex "A", Opn Ord 61-53
July 53

SECURITY INFORMATION

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- (6) Are aircraft forces other than Air Defense Command (ADC) used as interceptors (ADC, USAF, USAF, USAF, USAF, USAF) by ADC GCI controllers? How is this accomplished?
- (7) What are the performance and recognition characteristics of interceptor aircraft employed?
- (8) How aggressive are interceptor aircraft?
- (9) What are the HF and/or VHF radio signs of intercepting aircraft and GCI centers?
- (10) What effect does weather have on effectiveness of intercepting aircraft?
- (11) What effect does the dispensing of chaff have on the effectiveness of intercepting aircraft?
- (12) What is the radar order of battle of the ADC?
- (13) What radar signals are detected in areas where GCI centers are located?
- (14) What evidence of attempted radio or radar jamming is noted? What are the characteristics of this jamming?
- (15) Are any unusual radio or radar signals intercepted?
- (16) What areas are actively defended by AAA? How are interceptors and AAA coordinated?
- (17) Are searchlights employed?
- (18) Are there any indications of the use of air to air or ground to air guided missiles, launching sites, test ranges, or development and production centers?
- (19) What are the airfield locations and size? What type and number of aircraft are parked and what degree of activity is noted?
- (20) What evidence of troop concentration is noted?
- (21) What evidence of shipping activity is noted?
- (22) What are the locations and descriptions of possible atomic, biological, or chemical warfare centers, testing grounds, or development and production centers?

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Form 100, Dpn Ord 61-53
1 Aug 1953

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b. Means of Obtaining Information: The applicable listed LMI will be utilized in the general intelligence briefing for combat crews. Debriefing officers will use subject LMI as a guide in obtaining post-mission data from combat crew members.

3. INTELLIGENCE ACTIVITIES

a. Maps and Target Materials:

- (1) Maps and charts as required for navigational and planning purposes.
- (2) Target material as required. Reference SAC Letter 200-1, dated 16 Feb 53.
- (3) Other aerial and radar target material as available.

<u>COMPLEX</u>	<u>DGZ</u>	<u>GEOM. COORDS</u>	<u>GRID COORDS</u>	<u>M.P. REF</u>	<u>ELIV</u>
New York, N. Y.	A	42-42-00N 73-56-25W	09.05V 12.05H	80310-00015-100 Rev Ed-Nov 52	25'
Richmond, Va.	A	37-32-43N 77-26-34W	09.34V 09.57H	0357-0012-0-25M 1st Ed-Aug 51	100'
Springfield, Mass	A	42-03-24N 72-33-27W	08.36V 03.67H	0310-0063-2-25M 1st Ed-Dec 51	225'
Washington, D. C.	A	38-52-30N 76-59-57W	09.85V 16.62H	0357-0009-4-25M 1st Ed-Dec 49	10'
Baltimore, Md.	A	39-13-07N 76-29-22W		Rev. Dec 51 Washington (T-9) 10'	
Boston, Mass.	A	42-28-30N 71-03-30W		Boston (UV-10) Rev. Dec 52	

c. Escape and Evasion: Omitted

d. Measures for Handling Prisoners, etc.: Omitted

e. Reports and Distribution: Reports will be submitted in accordance with SAC Manual 55-6, dated Oct 1951, and 2AF Supplementary Reporting Instructions, dated 10 June 1953. Use reports format as outlined in Section II, SAC Manual 55-6. All reports will be submitted under Distribution A with the exception of the Special C-8 Report which will be submitted under Distribution B. (Reports are for both Par-Dominant and Diversionary.)

SECURITY INFORMATION

Rev. "A", Opn-Ord 61-53
10-53

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<u>Report</u>	<u>Responsibility</u>	<u>Due Date Center</u>	<u>Remarks</u>
A-1, Mission warning	DOI	16 hours before T/O	See note (1)
A-1, Pre-mission	DOI	24 hours before T/O	
A-2, Take-off	DOI	Take-off	
A-4, Arrival	DOI	Landing	
B-2, Strike	A/C	(Strike force only)	Special Inst in A/C's flimsy.
B-3, Flash	A/C		Special Inst in A/C's flimsy
C-1, Mission and A/C Summary	DOI	24 hours after LTA last acft	
C-2, Weather	Weather Ser DOI	2 hours after LTA last acft	See SAC Man 55-6
C-3, Initial mission summary	DOI	2 hours after LTA last acft	Special format
C-4, Initial Initial Summary	DOI	3 hours after LTA last acft	See Par 5c, annex F, 2AF Ops Ord 61-53
C-5, Final Mission Summary	DOI	10 hours after LTA last acft	
C-6, Non-effect	DOI	Immediately after landing of acft	
C-7, Courier	DOI	Immediately prior to departure of Courier	
C-8, wg Comdr's Ret	DOI		See App #2, 2AF Ops Ord 61-53
C-9	A/C	Immediately after landing at other than scheduled base	Spec Inst A/C's flimsy
F-3, Initial Janning	EM-DOI	4 hours after LTA	See Note (2)
F-4, Final Janning Rpt	EM-DOI	5 days after completion of mission	See note (2)
F-5, Radar Ops Janning Rpt	EM-DOI	See SAC Man 55-6	See note (2)
H-2, Flight Eng	wg Comdr-DOI	36 hours after completion of mission	
H-3, Air Conn Ret	wg Comdr-DOI	16 hours after LTA last acft	

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Annex "H", Gen Ord 61-53
7 July 53

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<u>Report</u>	<u>Responsibility</u>	<u>Due Date Center</u>	<u>Remarks</u>
P-1, Land PI Rpt	DOI	After receipt of materials	Identify by acft No. and Tailwind Raid No. Strike force only.
P-10, Gun Con- ra Intel Rpt	Gunnery-DOI	48 hours after last ETA	

DISC:

(1) Include Commander, 5th Air Force, as an active addressee on all teletype messages submitted in accordance with A-3 Manual 55-6 with the exception of the G-3 reports.

(2) "I" carrier reports will be submitted in accordance with the special teletype message format forwarded to each participating unit as inclosures to letter, this HQ, 25 July 53, subject: "Service Part of I-3: Combat Reports (I-3 only)", dated 3 July 1953.

OFFICER:

RECEIVED
Lieutenant General
Commander

Major General, USAF
Director of Intelligence

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Annex "A", Opn Ord 61-53
7 July 53

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ANNEX B

TO

OPERATIONS ORDER 61-53

OPERATIONS

ANNEX "B" TO OPN ORD 61-53
8 Jul 53
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TO
OPERATIONS ORDER 61-53
OPERATIONS

1. This mission consists of two (2) separate forces; Raid Six (6) which attacks targets in Boston, Springfield, New York, Baltimore, Washington D. C. and Richmond and Raid Thirteen (13) which is a diversionary force whose primary purpose is to "flush" fighters while the main bomber force attacks in.
2. Assignments for this mission are as follows:

Raid	Aircraft Commander	Squadron
6A	Glenn	96th
6B	Berry	49th
6C	Williams	20th
6D	McPaddon	96th
6E	Rapp	49th
6F	J. Morris	20th
13A	Weaver	49th
13B	Stone	96th
13C	Lang	49th
13D	Trammell	20th
13E	Holcomb	96th
13F	Jones	49th
13G	Bain	20th
Spare	Boynton	20th
Spare	Murphy	96th
Spare	Fisher	96th
Spare	Davidson	49th

NOTE: Spare aircraft crews will be standing by in aircraft and will be prepared to fly any route on Raid 6 or Raid 13. Spares will be utilized within a squadron where possible.

REF "a" TO OPN ORD 61-53
3 Jul 53
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- 3. H Hour is 0600Z 11 July 1953.
 - a. Relative H Hour for Raid 6 is H / 00:05
 - b. Relative H Hour for Raid 13 is H / 00:40.
- 4. WICP's
 - a. For Raid 6 - Points "India".
 - b. For Raid 13 - Points "Sierra".
- 5. Take-off times will be established by this Headquarters utilizing latest metro information to allow each aircraft to arrive at WICP at its respective relative H Hour. Contrary to SAC Tactical Doctrine, airspeeds will be adjusted to make assigned control times good. Repeat: Control times will be made good.
- 6. Enroute procedures Raid 6:
 - a. 1st Climb: Aircraft will climb to 1000 feet on course toward Point "Bravo" (3830N 7510W).
 - b. At Point "Bravo", aircraft will alter course for respective turning points as follows:
 - 6A - turning point "Hotel" (3950N 6545W)
 - 6B - turning point "Golf" (3913N 6636W)
 - 6C - turning point "Foxtrot" (3826N 6738W)
 - 6D - turning point "Echo" (3610N 7036W)
 - 6E - turning point "Delta" (3522N 7138W)
 - 6F - turning point "Coco" (3400N 7230W)
 - c. Aircraft proceed from turning points above to Points "India" which is the WICP for each strike aircraft. At Points "India", aircraft enter unfriendly territory. All aircraft will arrive respective Points "India" at 0603Z.
 - d. Aircraft will continue at 1000 feet to Points "Juliett".
 - e. 2nd Climb: At a point $2\frac{1}{2}$ minutes prior to Points "Juliett", a rated power acceleration will be commenced. At Points "Juliett", a maximum rate climb will be made to bombing altitude (10,000 feet).

ANN "B" TO OPN ORD 61-53
 8 Jul 53
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 SECURITY INFORMATION

f. After level off, aircraft will execute radar photo bomb runs on individual targets as specified in Annex "A" (Intelligence).

g. After bombs away and required scope photography is completed, aircraft will make a turn to the left and descend to 1000 feet in accordance with Navigator's Flight Plan.

h. At the first left red check point after the target, aircraft re-enter friendly territory.

i. All aircraft will then proceed to Cape Hatteras (3516N 7532W) thence to Tybee Island to Hunter AFB.

7. Tactics for Raid 15 (Diversionary Force).

a. 1st Climb: All aircraft will climb on course toward Tybee Island to 1000 feet except 13A which climbs to 1500 feet and continues to turning points "Metro" (3500N 6800W).

b. At Point "Metro", aircraft will continue to points "Papa" where a climb to the following altitudes is begun. Aircraft should level off at the following points:

13A - Point "Zulu" 12,000'	13E - Point "Victor" 12,000'
13F - Point "Yankee" 12,500'	13F - Point "Union" 12,500'
13C - Point "Extra" 12,000'	13G - Point "Tango" 12,000'
13D - Point "Whiskey" 12,500'	

c. At points indicated above, aircraft will execute a turn, inbound to the coast.

d. Each aircraft will proceed to respective N-Hour Control Point (Point "Sierra"), and remain on this heading and assigned altitude for 15 minutes beyond HHCP. At Point "Sierra", aircraft will perform a fast descent (2,000 feet per minute) of 9000 feet to points Quebec (level off at 3000 or 3500 feet as required) then turn 130° to the left and withdraw on a reciprocal for 20 miles then climb, and return to original altitude and proceed on reciprocal course to home base.

8. GENERAL INSTRUCTIONS:

a. Aircraft running lights will be on steady during hours of darkness, except Raid 6 aircraft will have lights "off" while at bombing altitude (10000').

REF: " " TO OTH OPS 61-53

July 1953

SECURITY INFORMATION

END

b. All aircraft, upon detection of interceptor aircraft, will flash navigation lights "on and off". In addition, identification procedures contained in current edition of JAMA 150 will be implemented by use of the Aldis Lamp.

c. Normal clearances and landing lists will be prepared and given to 2d Bomb Wing representative at Base Operations. No radio transmission will be made when outbound on mission. NO CAA or ICAO position reports will be made. Aircraft returning to Savannah will contact Savannah Approach Control if instrument flight conditions exist at landing time.

9. AIR-SEA RESCUE.

a. Two Duckbatts, VFP and HF equipped will be located on the following stations during this exercise:

CALL SIGN	CURT AREA	TIME
DURBO 1	3310N - 7400W	H-0205 to H-0125
DURBO 2	3715N - 7200W	H-0115 to H-0015

Air rescue aircraft will be contacted on the following frequencies:
3023.5 KCS - and 1215 MCS

b. AM/UCB-4 will be carried aboard aircraft on the basis of one per crew member. If sufficient equipment is not available, two (2) will be carried in the front, and two (2) on the rear of the aircraft.

10. COMMUNICATIONS: Strict adherence to the above and Annex "C" (Communications) will apply.

11. For Raid 6 aircraft: If instrument conditions exist at point of climb, maintain 1000' and withdraw as indicated in navigator's flight plan. If instrument conditions are encountered during climb above 3000', aircraft will maintain highest altitude possible under Visual Flight Rules and complete the mission.

12. In case an emergency exists on outbound leg of flight, aircraft will climb 1000' and reverse course for return to Hunter AFB. Only in cases of extreme emergency will aircraft abort route and proceed to the nearest coast.

ANN "C" TO OCN ORD 61-53
8 July 1953
ZNN

SECURITY INFORMATION

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APPENDIX 1

TO

ANNEX B

TO

OPERATIONS ORDER 61-53

NAVIGATOR'S FLIGHT PLANS

CONTENTS

Attachment A - Navigator's Flight Plan 6A
Attachment B - Navigator's Flight Plan 6B
Attachment C - Navigator's Flight Plan 6C
Attachment D - Navigator's Flight Plan 6D
Attachment E - Navigator's Flight Plan 6E
Attachment F - Navigator's Flight Plan 6F
Attachment G - Navigator's Flight Plan 13A
Attachment H - Navigator's Flight Plan 13B
Attachment I - Navigator's Flight Plan 13C
Attachment J - Navigator's Flight Plan 13D
Attachment K - Navigator's Flight Plan 13E
Attachment L - Navigator's Flight Plan 13F
Attachment M - Navigator's Flight Plan 13G

SECRET

APP 1 TO ANN "B" TO OPN ORD 61-53
8 Jul 53
2EW

SECURITY INFORMATION

STRIKE FORCE GA. TARGET: BOSTON

ATT "A" TO APP 1 TO ANN "B" TO OPN ORD 61-53
NAVIGATOR'S FLIGHT PLAN

SECRET

From To	COORDINATES	TRUE COURSE	VAR	TEMP	ALTITUDE	EAS		DISTANCE		TIME	
						EAS	TAS(K)	THIS LEG	TOTAL	THIS LEG	TOTAL
Hunter APP	3201N 8107E										
to					GROUND	ROLL					
Point "A" (Abeam Tybee Island)	3203N 8050W	085	0	f29	690	200	180	13	13	00:02	00:02
to											
Point "B"	3230N 7910W	085	f 3	f28	1000	200	180	252	306	00:04	00:06
to											
Point "C" (TF 6F)	3440N 7230W	046	f 7	f28	1000	200	180	166	491	01:38	01:44
to											
Point "D" (TF 6E)	3522N 7138E	046	f 9	f28	1000	200	180	60	551	01:02	02:46
to											
Point "E" (TF 6D)	3810N 7036E	046	f10	f28	1000	200	180	69	620	00:20	03:06
to											
Nav Check Point Abeam (YH) Boat	3650N 6944W	046	f11 $\frac{1}{2}$	f28	1000	200	180	67	677	00:23	03:29
to											
Point "F" (TF 6C)	3826N 6738W	046	f13 $\frac{1}{2}$	f28	1000	200	180	57	734	00:19	03:48
to											
Point "G" (TF 6B)	3913N 6636W	046	f16	f28	1000	200	180	141	875	00:47	04:35
to											
TF Point "H"	3950N 6545W	046	f17	f28	1000	200	180	67	942	00:22 $\frac{1}{2}$	04:57 $\frac{1}{2}$
to											
Point "I" #6 BRCP (f00:05)(Unfriendly pt)	4026N 6700W	302	f17	f28	1000	200	180	51	993	00:18	05:15 $\frac{1}{2}$
to											
Point "J" #5 IP Wallfleet (Tip of Land)	4154N 7005W	302	f18	f28	1000	200	180	66	1059	00:22	05:37 $\frac{1}{2}$
to											
Level Off		303	f15 $\frac{1}{2}$	f18	7000	As Required		165	1170	00:55	06:32 $\frac{1}{2}$
to											
Pt "A" Boston, Mass. Start Desc.	422230N 710330W	303	f15	f10	10000	193	201	25 $\frac{1}{2}$	1195 $\frac{1}{2}$	00:09	06:41 $\frac{1}{2}$
to											
Wallfleet, Mass. Level off (Friendly Pt)	4154N 7005W	123	f15 $\frac{1}{2}$	f19	5500	194	188	27	1222 $\frac{1}{2}$	00:06	06:49 $\frac{1}{2}$
to											
Cape Hatteras	3516N 7532W	212 $\frac{1}{2}$	f11	f28	1000	194	175	52 $\frac{1}{2}$	1275	00:17	07:07 $\frac{1}{2}$
								476	1751	02:43	07:12 $\frac{1}{2}$

ATT "A" TO APP 1 TO ANN "B" TO OPN ORD 61-53
8 Jul 53 21W

SECURITY INFORMATION

STRIKE FORCE 6A (CONT)

SECRET

From To	COORDINATES	TRUE COURSE	VAR	TEMP	ALPITUDE	EAS	TAS(K)	DISTANCE		TIME	
								THIS LEG	TOTAL	THIS LEG	TOTAL
Cape Fear to Tybee Island Start Climb to 1500	3349N 7757W	234	/ 5	/ 28	1000	194	175	149	1900	00:51	10:40 $\frac{1}{2}$
to Hunter AFB	3202N 8050W	234	/ 2	/ 28	1000	194	175	182	2082	01:02 $\frac{1}{2}$	11:43
	3201N 8107W	270	0	/ 27	1500	194	176	14	2096	00:05	11:48

SECRET

ATTN "A" TO APP 1 TO ANN "E" TO OPH OJD 61-58
8 Jul 58
2077

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SECURITY INFORMATION

0262

STRIKE FORCE 68 TARGET: SPRINGFIELD

ATT "B" TO APP 1 TO ANN "B" TO OPN ORD 61-53
NAVIGATOR'S FLIGHT PLAN

From to	COORDINATES	TRUE			ALTITUDE	P.A.S.	TAS(K)	DISTANCE		TIME	
		COURSE	VAR	TEMP				THIS LEG	TOTAL	THIS LEG	TOTAL
Hunter APB	3201N 8107W									00:02	00:02
to					GROUND ROLL						
Point "A" Abeam Tybee Island	3203N 8050W	085	0	/29	660	200	180	13	13	00:04	00:06
to											
Point "B"	3230N 7510W	085	/3	/28	1000	200	180	293	306	01:38	01:44
to											
Point "C" (TP 6F)	3440N 7230W	046	/7	/28	1000	200	180	185	491	01:02	02:46
to											
Point "D" (TP 6E)	3522N 7138W	046	/9	/28	1000	200	180	60	551	00:20	03:06
to											
Point "E" (TP 6D)	3610N 7036W	046	/10	/28	1000	200	180	69	620	00:23	03:29
to											
Nav Check Point Abeam (YH) Boat	3650N 6942W	046	/11 $\frac{1}{2}$	/28	1000	200	180	57	677	00:19	03:48
to											
Point "F" (TP 6C)	3826N 6738W	046	/13 $\frac{1}{2}$	/28	1000	200	180	141	818	00:47	04:35
to											
Point "G" TP	3913N 6636W	046	/16	/28	1000	200	180	67	885	00:22	04:57
to											
Point "I" #5 HHCP (00:05) (Unfriendly pt)	3943N 6733W	305	/16	/28	1000	200	180	53	938	00:18	05:15
to											
Point "J" #5 St Cl Bay (Martha's Vineyard)	4120N 7035W	305	/15	/28	1000	200	180	170	1108	00:56 $\frac{1}{2}$	06:11 $\frac{1}{2}$
to											
Level Off		239	/14 $\frac{1}{2}$	/16	7000	AS REQUIRED		25 $\frac{1}{2}$	1133 $\frac{1}{2}$	00:09	06:20 $\frac{1}{2}$
to											
Springfield Target "A" Start Letdown	430624N 723327W	239	/14	/10	10000	193	201	75 $\frac{1}{2}$	1209	00:22 $\frac{1}{2}$	06:43
to											
Point "J" Level Off (Friendly Pt)	4120N 7035W	134	/14	/19	5500	194	188	101	1310	00:32	07:15
to											
Cape Hatteras	3516N 7532W	212 $\frac{1}{2}$	/10 $\frac{1}{2}$	/28	1000	194	175	436	1746	02:30	09:45
to											
Cape Fear	3345N 7757W	234	/5	/28	1000	194	175	149	1895	00:51	10:36

ATT "B" TO APP 1 TO ANN "B" TO OPN ORD 61-53
8 Jul 53
21W

SECURITY INFORMATION

STRIKE FORCE 98 (CONT)

SECRET

From To	COORDINATES	TRUE COURSE	VAR	TRF	ALTITUDE	EAS	TAS(K)	DISTANCE		TIME		
								THIS LEG	TOTAL	THIS LEG	TOTAL	
Tybee Island	Start Climb to 1500'	3202N 8060W	234	2 28	1000	194	175	162	2077	01:02 $\frac{1}{2}$	11:39 $\frac{1}{2}$	
to Hunter AFB		3201N 8107W	270	0	27	1500	194	176	14	2091	00:05	11:43 $\frac{1}{2}$

SECRET

APP "1" TO APP 1 TO APP "5" TO OFF ORD 61-53
6 Jul 53
201

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SECURITY INFORMATION

0264

STRIKE FORCE 60 TARGET: NEW YORK

ATT "C" TO ATT 1 TO ANN "B" TO OPN ORD 61-53
 NAVIGATOR'S FLIGHT PLAN

From To	COORDINATES	TRUE			ALTITUDE	EAS	TAS(K)	DISTANCE		TIME	
		COURSE	VAR	TEMP				THIS LEG	TOTAL	THIS LEG	TOTAL
Bunker AFB	3201N 8107W										
to					GROUND ROLL					00:02	00:02
Point "A" Abcom Tybee Island	3205N 8050W	085	0	29	660	200	180	13	13	00:04	00:06
to											
Point "B"	3230N 7510W	085	3	28	1000	200	180	293	306	01:38	01:44
to											
Point "C" (TF 6F)	3440N 7230W	046	7	28	1000	200	180	166	491	01:02	02:46
to											
Point "D" (TF 6E)	3522N 7136W	046	9	28	1000	200	180	60	551	00:20	03:06
to											
Point "E" (TF 6D)	3610N 7036W	046	10	28	1000	200	180	69	620	00:23	03:29
to											
Nav Check Point Abcom (YH) Boat	3650N 6944W	046	11½	28	1000	200	180	57	677	00:19	03:48
to											
Point "F" TF	3820N 6738W	046	13½	28	1000	200	180	141	818	00:47	04:35
to											
Point "I" #4 HRCF (400:05)(Unfriendly Pt)	3915N 6856W	309	15	28	1000	200	180	77	895	00:25½	05:00½
to											
Point "J" #4 Montauk Pt Start Climb	4104N 7151W	309	14	28	1000	200	180	173	1068	00:57½	05:58
to											
Level Off		257	13	16	7000	AS REQUIRED		25½	1093½	00:09	06:07
to											
New York Target "A" Start Letdown	4042N 735850W	257	12	10	10000	193	201	73½	1167	00:22	06:29
to											
Point "K" Level Off (Friendly Pt)	4000N 7200W	115	12	19	5500	194	188	100	1267	00:32	07:01
to											
Cape Hatteras	3516N 7535W	210½	9	19	1000	194	175	332	1599	01:53½	08:54½
to											
Cape Fear	3349N 7757W	234	5	19	1000	194	175	149	1748	00:51	09:45½
to											
Tybee Island Start Climb to 1500'	3202N 8050W	234	2	28	1000	194	175	182	1930	01:02½	10:48
to											
Bunker AFB	3201N 8107W	270	0	27	1500	194	175	14	1944	00:05	10:53

ATT "C" TO ATT 1 TO ANN "B" TO OPN ORD 61-53
 8 Jul 53
 2BT

SECURITY INFORMATION

STRIKE FORCE 6D TARGET: BALTIMORE

ATT "D" TO APP 1 TO ANN "B" TO OPN ORD 61-53
NAVIGATOR'S FLIGHT PLAN

SECRET

From To	COORDINATES	TRUE COURSE	VAR	TEMP	ALTITUDE	EAS	TAS(K)	DISTANCE THIS LEG	TOTAL	TIME THIS LEG	TOTAL
Hunter AFB	3201N 8107W									00:02	00:02
to											
Point "A" Above Tybee Island	3203N 8050W	085	0	f29	800	200	180	13	13	00:04	00:06
to											
Point "B"	3230N 7510W	085	f3	f28	1000	200	180	293	306	01:38	01:44
to											
Point "C" (TF 6F)	3440N 7230W	046	f7	f28	1000	200	180	185	491	01:02	02:46
to											
Point "D" (TF 6E)	3522N 7138W	046	f9	f28	1000	200	180	60	551	00:20	03:06
to											
Point "E" TF	3610N 7039W	046	f10	f28	1000	200	180	69	620	00:23	03:29
to											
Point "I" #3 HMC (f00:05)(Unfriendly Pt)	3706N 7218W	308	f10 1/2	f28	1000	200	180	97	717	00:32 1/2	04:01 1/2
to											
Point "J" #3 Start Climb	3840N 7500W	306	f9 1/2	f28	1000	200	180	162	879	00:54	04:55 1/2
to											
Level Off		295 1/2	f3	f18	7000	AS REQUIRED		25 1/2	904 1/2	00:09	05:04 1/2
to											
Baltimore Target "A" Start Letdown	391307N 762922W	295 1/2	f3	f10	10000	193	201	51 1/2	956	00:15 1/2	05:20
to											
Point "J" Level Off (Friendly Pt)	3340N 7500W	115 1/2	f6	f19	5500	195	189	77	1033	00:24 1/2	05:44 1/2
to											
Cape Hatteras	3516N 7532W	137	f7 1/2	f29	1000	194	175	206	1239	01:10 1/2	06:55
to											
Cape Fear	3349N 7757W	234	f5	f28	1000	194	175	149	1388	00:51	07:46
to											
Tybee Island Start Climb to 1500'	3202N 8050W	234	f2	f28	1000	194	175	182	1570	01:02 1/2	08:48 1/2
to											
Hunter AFB	3201N 8107W	270	0	f27	1500	194	176	14	1584	00:05	08:53 1/2

ATT "D" TO APP 1 TO ANN "B" TO OPN ORD 61-53

8 July 53

277

SECRET
SECURITY INFORMATION

STRIKE FORCE 6E TARGET: WASHINGTON D.C. ATT "E" TO AFF 1 TO ANN "B" TO OPEN ORD 61-53
 NAVIGATOR'S FLIGHT PLAN

SECRET

From To	COORDINATES	TRUE			ALTITUDE	EAS	TAS(K)	DISTANCE		TIME	
		COURSE	VAR	TEMP				THIS LEG	TOTAL	THIS LEG	TOTAL
Hunter AFB	3201N 8107W									00:02	00:02
to											
Point "A" Above Tybee Island	3203N 8060W	085	0	29	660	200	180	13	13	00:04	00:06
to											
Point "B"	3230N 7510W	065	+3	28	1000	200	180	293	306	01:30	01:44
to											
Point "C" (TF SF)	3240N 7230W	046	+7	28	1000	200	180	185	491	01:02	02:46
to											
Point "D" TF	3522N 7139W	046	+9	28	1000	200	180	60	551	00:20	03:06
to											
Point "I" #2 HUCI (00:05)	3613N 7253W	310 $\frac{1}{2}$	+9 $\frac{1}{2}$	28	1000	200	180	79	630	00:26 $\frac{1}{2}$	03:32 $\frac{1}{2}$
to											
Point "J" #2 Above Chincoteague NAS Start Climb (Unfriendly Ft)	3800N 7530W	310 $\frac{1}{2}$	+9 $\frac{1}{2}$	28	1000	200	180	165	795	00:55	04:27 $\frac{1}{2}$
to											
Level Off		307	+7 $\frac{1}{2}$	16	7000	AS REQUIRED		25 $\frac{1}{2}$	820 $\frac{1}{2}$	00:09	04:36 $\frac{1}{2}$
to											
Washington Target "A" Start Descent	385230N 765957W	307	+7	10	10000	193	201	62 $\frac{1}{2}$	883	00:18 $\frac{1}{2}$	04:55
to											
Point "J" #2 Level Off (Friendly Ft)	3900N 7530W	127	+7	19	5500	195	189	98	971	00:28	05:23
to											
Cape Hatteras	3516N 7532W	160 $\frac{1}{2}$	+7	28	1000	194	175	165	1136	00:56 $\frac{1}{2}$	06:19 $\frac{1}{2}$
to											
Cape Fear	3349N 7757W	234	+5	23	1000	194	175	149	1285	00:51	07:10 $\frac{1}{2}$
to											
Tybee Island Start Climb to 1500'	3202N 8060W	234	+2	23	1000	194	175	182	1467	01:02 $\frac{1}{2}$	08:13
to											
Hunter AFB	3201N 8107W	270	0	27	1500	194	175	14	1481	00:05	08:18

ATT "E" TO AFF 1 TO ANN "B" TO OPEN ORD 61-53
 8 Jul 53
 28T

SECRET
 SECURITY INFORMATION

STRIKE FORCE OF TARGET: RICHMOND

ATT "F" TO APT 1 TO ANN "B" TO OTH ORD 61-53
NAVIGATOR'S FLIGHT PLAN

SECRET

From To	COORDINATES	TRUE		TEMP	ALTITUDE	EAS	TAS(R)	DISTANCE		TIME	
		COURSE	VAR					THIS LEG	TOTAL	THIS LEG	TOTAL
Hunter AFB	3201N 8107W				GROUND ROLL					00:02	00:02
to Point "A" Abeam Tybee Island	3203N 8050W	085	0	✓29	600	200	180	13	13	00:04	00:06
to Point "B"	3230N 7510W	085	✓3	✓28	1000	200	180	293	306	01:33	01:44
to Point "C" IF	3440N 7230W	046	✓7	✓28	1000	200	180	185	491	01:02	02:46
to Point "I" #1 HRCF (✓00:05)(Unfriendly Pt)	3522N 7339W	307	✓8	✓28	1000	200	180	70	561	00:23½	03:09½
to Point "J" #1 Abeam Norfolk St Climb	3650N 7605W	307	✓7	✓28	1000	200	180	148	709	00:49½	03:59
to Level Off		303½	✓6½	✓16	7000	AS REQUIRED		25½	734½	00:09	04:08
to Richmond Target "A" Start Letdown	375243N 772634W	303½	✓6	✓10	10000	193	201	53	787½	00:16	04:24
to Point "J" #1 Level Off (Friendly Pt)	3650N 7605W	123½	✓6	✓19	5500	196	190	70½	866	00:25	04:49
to Cape Hatteras	3516N 7532W	165	✓8½	✓28	1000	194	175	99	965	00:34	05:23
to Cape Fear	3349N 7757W	234	✓8	✓28	1000	194	175	149	1114	00:51	06:14
to Tybee Island Start Climb to 1500'	3202N 805W	234	✓3	✓28	1000	194	175	162	1296	01:02½	07:16½
to Hunter AFB	3201N 8107W	270	0	✓27	1500	194	176	14	1310	00:05	07:21½

ATT "F" TO APT 1 TO ANN "B" TO OTH ORD 61-53
8 Jul 53
257SECRET
SECURITY INFORMATION

DIVISIONARY FORCE 13A

ATT "G" TO APP 1 TO ANN "B" TO OPN ORD 01-53
NAVIGATOR'S FLIGHT PLAN

SECRET

From To	COORDINATES	TRUE			ALTITUDE	EAS	TAS(K)	DISTANCE		TIME	
		COURSE	VAR	TRF				THIS LEG	TOTAL	THIS LEG	TOTAL
Bunker AFB	3201N 0107W				GROUND ROLL					00:02	00:02
to Tybee Island (Abcom)	3205N 0050W	075	0	20	1000	200	190	14	14	00:04 $\frac{1}{2}$	00:00 $\frac{1}{2}$
to Point "M" IF	3500N 0600W	075	6	27	1500	200	190	668	662	03:43	03:40 $\frac{1}{2}$
to Point "I" #1 Start Climb	3839N 0450W	034	11$\frac{1}{2}$	27	1500	200	190	265	947	01:28	05:17 $\frac{1}{2}$
to Point "Z" TF Level Off 12000'	3816N 0430W	034	17$\frac{1}{2}$	13	8500	175	177	37	984	00:12 $\frac{1}{2}$	05:30
to Point "C" #1 HREF (400:40)	4015N 0715W	297	17	6	12000	190	212	142	1126	00:46 $\frac{1}{2}$	06:16 $\frac{1}{2}$
to Point "B" #1 Start Fast Letdown 2000'/Min	4039N 0915W	297	16$\frac{1}{2}$	6	12000	192	212	52	1178	00:15	06:25 $\frac{1}{2}$
to Level Off (Point "Q" #1) 3000'	4045N 0835W	297	16	15	7500	250	249	20	1198	00:04 $\frac{1}{2}$	06:30
to Point "Q" #1 150° 1.11 needle width turn to left	4045N 0835W		16	24	3000	232	217	0	1206	00:02	06:32
to Point "R" #1 Start Climb	4039N 0915W	117	16$\frac{1}{2}$	24	3000	232	217	20	1226	00:05 $\frac{1}{2}$	06:37 $\frac{1}{2}$
to Level Off 12000'		117	17	12	9000	176	173	21	1247	00:07	06:44 $\frac{1}{2}$
to Point "Z" TF	3816N 0430W	117	17$\frac{1}{2}$	6	12000	190	212	173	1420	00:49	07:33 $\frac{1}{2}$
to Point "L" IF	3500N 0600W	214	15	6	12000	198	212	302	1722	01:25 $\frac{1}{2}$	08:59
to Tybee Island	3205N 0050W	255	6	6	12000	190	212	668	2390	03:09	12:08
to Bunker AFB	3201N 0107W	270	0	6	12000	190	212	14	2404	00:04	12:12

ATT "G" TO APP 1 TO ANN "B" TO OPN ORD 01-53
7 Jul 53
2

SECRET
SECURITY INFORMATION

DIVERSIONARY FORCE 13E

ATTN "H" TO APP 1 TO ANN "P" TO OPN ORD 01-53
NAVIGATOR'S FLIGHT PLAN

SECRET

From To	COORDINATES	TRUE COURSE	VAR	TRK	ALTITUDE	SAS	DAS(K)	DISTANCE		TIME	
								THIS LEG	TOTAL	THIS LEG	TOTAL
										00:02	00:02
Hunter AFB	3201N 81077				GROUND ROLL						
to Lybee Island (Ahead)	3205N 8050W	075	0	A29	500	200	180	14	14	00:04 $\frac{1}{2}$	00:08 $\frac{1}{2}$
to Point "M" TP	3500N 8900W	075	A6	A28	1000	300	180	668	682	03:43	03:49 $\frac{1}{2}$
to Point "P" #2 Start Climb to 12500'	3504N 8445W	034	A15	A28	1000	200	190	294	976	01:39	05:27 $\frac{1}{2}$
to Point "Q" TP Level Off 12500'	3950N 8408W	034	A18	A13	8500	174	177	38	1014	00:12 $\frac{1}{2}$	05:40
to Point "R" #2 HRCF (A00:40)	4040N 8700W	295	A18	A5	12500	196	212	147	1161	00:41 $\frac{1}{2}$	06:21 $\frac{1}{2}$
to Point "S" #2 Start fast letdown 2000'/Min	4103N 8803W	295	A17	A5	12500	196	212	52	1213	00:15	06:36 $\frac{1}{2}$
to Level Off (Point "Q" #2) 3500'	4112N 8825W	295	A16 $\frac{1}{2}$	A14	6000	217	250	20	1233	00:04 $\frac{1}{2}$	06:41
to Point "Q" #2 180° (Roll needle turn to left)	4112N 8825W		A16 $\frac{1}{2}$	A23	3500	231	217	8	1241	00:02	06:43
to Point "R" #2 Start Climb to 12500'	4103N 8903W	115	A17	A23	3500	231	217	20	1261	00:05 $\frac{1}{2}$	06:48 $\frac{1}{2}$
to Level Off		115	A18	A11	9500	171	175	21	1282	00:07	06:55 $\frac{1}{2}$
to Point "Y" TP	3958N 8408W	115	A18	A5	12500	196	212	177	1459	00:50	07:45 $\frac{1}{2}$
to Point "P" TP	3500N 8900W	214	A15 $\frac{1}{2}$	A5	12500	196	212	833	1792	01:34 $\frac{1}{2}$	09:20
to Lybee Island	3204N 8050W	255	A3	A5	12500	196	212	668	2460	03:09	12:29
to Hunter AFB	3201N 81077	270	0	A5	12500	196	212	14	2474	00:04	12:33

ATTN "H" TO APP 1 TO ANN "P" TO OPN ORD 01-53
31 Jul 53
RME

SECRET
SECURITY INFORMATION

DIVERSIONARY FORCE 13C

ATT "I" TO APP 1 TO ANH "B" TO OPN OMD 61-53
 NAVIGATOR'S FLIGHT PLAN

SECRET

From To	COORDINATES	TRUE COURSE	VAR	TEMP	ALTITUDE	EAS	TAS(K)	DISTANCE		TIME		
								THIS LEG	TOTAL	THIS LEG	TOTAL	
Hunter AFB	3201N 8107W									00:02	00:02	
to Tybee Island (Abear)	3205N 8050W	075	0	A29	600	200	180	14	14	00:04 $\frac{1}{2}$	00:06 $\frac{1}{2}$	
to Point "M" TP	3500N 6800W	075	A6	A28	1000	200	180	668	682	03:43	03:49 $\frac{1}{2}$	
to Point "P" #3 Start Climb to 12000'	3921N 6424W	034	A15	A28	1000	200	180	313	995	01:44	05:33 $\frac{1}{2}$	
to Point "X" TP Level Off 12000'	3952N 6356W	034	A18	A14	9330	175	177	37	1032	00:12 $\frac{1}{2}$	05:46	
to Point "S" #3 HRCF (A00:40)	4100N 6650W	298	A18	A6	12000	198	212	149	1181	00:42 $\frac{1}{2}$	06:28 $\frac{1}{2}$	
to Point "R" #3 Start Fast Letdown 2000'/Min	4124N 6752W	298	A17 $\frac{1}{2}$	A6	12000	198	212	52	1233	00:15	06:43 $\frac{1}{2}$	
to Level Off (Point "Q" #3) 3000'	4133N 6815W	298	A17	A15	7500	250	249	20	1253	00:04 $\frac{1}{2}$	06:48	
to Point "Q" #3 180° full needle width	4133N 6815W			A17	A21	3000	232	217	9	1261	00:02	06:50
to Point "R" #3 Start Climb to 12000'	4124N 6752W	118	A17 $\frac{1}{2}$	A24	3000	232	217	20	1281	00:05 $\frac{1}{2}$	06:55 $\frac{1}{2}$	
to Level Off		118	A18	A12	9000	173	176	21	1302	00:07	07:02 $\frac{1}{2}$	
to Point "X" TP	3382N 6350W	110	A18 $\frac{1}{2}$	A6	12000	198	212	160	1462	00:51	07:53 $\frac{1}{2}$	
to Point "R" TP	3500N 6800W	214	A15 $\frac{1}{2}$	A6	12000	198	212	360	1822	01:39	09:32 $\frac{1}{2}$	
to Tybee Island	3204N 8050W	255	A6	A6	12000	198	212	668	2490	03:09	12:41 $\frac{1}{2}$	
to Hunter AFB	3201N 8107W	270	A0	A6	12000	198	212	14	2514	00:01	12:42 $\frac{1}{2}$	

ATT "I" TO APP 1 TO ANH "B" TO OPN OMD 61-53
 8 Jul 53
 2EW

SECRET
 SECURITY INFORMATION

DIVERSIONARY FORCE 13D

ATT "J" TO APP 1 TO ANN "B" TO OPN ORD 61-~~00~~
NAVIGATOR'S FLIGHT PLAN

SECRET

From To	COORDINATES	TRUE COURSE	VAR	TEMP	ALTITUDE	EAS	TAS(K)	DISTANCE		TIME	
								THIS LEG	TOTAL	THIS LFG	TOTAL
Hunter AFB	3201N 8107W				GROUND ROLL					00:02	00:02
to Tybee Island (Abcom)	3205N 8080W	075	0	29	660	200	180	14	14	00:04 $\frac{1}{2}$	00:06 $\frac{1}{2}$
to Point "M" TP	3500N 6800W	075	0	28	1000	200	180	668	682	03:43	03:49 $\frac{1}{2}$
to Point "2" (TP 13A)	3910N 6430W	034	15	28	1000	200	180	302	984	01:40 $\frac{1}{2}$	05:30
to Point "F" #4 Start Climb to 12500'	3932N 6413W	034	18	28	1000	200	180	26	1010	00:08 $\frac{1}{2}$	05:39 $\frac{1}{2}$
to Point "H" TP Level Off 12500'	4005N 6345W	034	18 $\frac{1}{2}$	13	8660	174	177	39	1049	00:12 $\frac{1}{2}$	05:51
to Point "S" #4 HRCP (400:40)	4115N 6645W	297	18	5	12500	196	212	161	1203	00:43 $\frac{1}{2}$	06:34 $\frac{1}{2}$
to Point "R" #4 Start Fast Letdown	4139N 6748W	297	17 $\frac{1}{2}$	5	12500	196	212	52	1255	00:15	06:49 $\frac{1}{2}$
to Level Off (Point "Q" #4) 3500'	4148N 6811W	297	17	14	3000	247	250	20	1275	00:04 $\frac{1}{2}$	06:54
to Point "Q" 180° full needle turn to left	4148N 6811W		17	23	3500	231	217	5	1283	00:02	06:56
to Point "R" #4 Start climb to 12500'	4139N 6748W	117	17 $\frac{1}{2}$	11	9500	231	217	20	1303	00:05 $\frac{1}{2}$	07:01 $\frac{1}{2}$
to Level Off		117	18	5	12500	171	176	21	1324	00:07	07:08 $\frac{1}{2}$
to Point "M" TP	4005N 6345W	117	18 $\frac{1}{2}$	5	12500	196	212	185	1509	00:52 $\frac{1}{2}$	08:01
to Point "M" TP	3500N 6800W	214	15 $\frac{1}{2}$	5	12500	196	212	397	1876	01:14	09:15
to Tybee Island	3204N 8050W	255	0	5	12500	196	212	668	2544	03:09	12:54
to Hunter AFB	3201N 8107W	270	0	5	12500	196	212	14	2558	00:04	12:58

ATT "J" TO APP 1 TO ANN "B" TO OPN ORD 61-03
8 Jul 53
ZXC

SECRET
SECURITY INFORMATION

DIVISIONARY FORCE 13B

ATT "X" TO APT 1 TO ANN "B" TO OVN ORD 61-53
NAVIGATOR'S FLIGHT PLAN

From To	COORDINATES	TRUE		TMP	ALTITUDE	EAS	TAS(X)	DISTANCE		TIME	
		COURSE	VAR					THIS LEG	TOTAL	THIS LEG	TOTAL
Hunter AFB	3201N 8107W									00:02	00:02
to Tybee Island (Abcom)	3205N 8050W	075	0	A29	600	200	180	14	14	00:04 $\frac{1}{2}$	00:06 $\frac{1}{2}$
to Point "M" TP	3500N 6800W	075	A6	A28	1000	200	180	668	682	03:43	03:49 $\frac{1}{2}$
to Point "Z" (IF 13A)	3910N 6430W	034	A15	A28	1000	200	180	302	984	01:40 $\frac{1}{2}$	05:30
to Point "Y" (IF 13B)	3938N 6408W	034	A18	A28	1000	200	180	31	1015	00:10	05:40
to Point "P" #5 (TE "X" 13C) Start Climb	3952N 6356W	034	A17 $\frac{1}{2}$	A28	1000	200	180	17	1032	00:05 $\frac{1}{2}$	05:45 $\frac{1}{2}$
to Point "V" TP Level Off 12000'	4022N 6330W	034	A17	A14	8330	175	177	37	1069	00:12 $\frac{1}{2}$	05:58
to Point "S" #5 HRCF (A00:40)	4130N 6630W	297	A19	A6	12000	198	212	151	1220	00:43	06:41
to Point "R" #5 Start fast letdown	4153N 6734W	297	A17 $\frac{1}{2}$	A6	12000	198	212	52	1272	00:15	06:56
to Level Off (Point "Q" 6)	4202N 6737W	297	A17	A10	7500	250	249	20	1292	00:04 $\frac{1}{2}$	07:00 $\frac{1}{2}$
to Dept Point "Q" #5 180° full needle width turn to left	4202N 6737W		A17	A21	3000	232	217	8	1300	00:02	07:02 $\frac{1}{2}$
to Point "P" #5 Start climb to 12000'	4153N 6734W	117	A18	A24	3000	232	217	20	1320	00:05 $\frac{1}{2}$	07:08
to Level Off 12000'		117	A18	A12	9000	173	176	21	1341	00:07	07:15
to Point "V" TP	4022N 6330W	117	A19	A6	12000	198	212	182	1523	00:51 $\frac{1}{2}$	08:06 $\frac{1}{2}$
to Point "M" TP	3500N 6800W	255	A15 $\frac{1}{2}$	A6	12000	198	212	387	1910	01:30	09:50 $\frac{1}{2}$
to Tybee Island	3204N 8050W	255	A6	A6	12000	198	212	688	2598	03:09	13:05 $\frac{1}{2}$
to Hunter AFB	3201N 8107W	270	0	A6	12000	198	212	14	2592	00:04	13:09 $\frac{1}{2}$

ATT "X" TO APT 1 TO ANN "B" TO OVN ORD 61-53
8 Jul 53
28W

SECRET
SECURITY INFORMATION

DIVERSIONARY FORCE 15F

ATT "L" TO AFF 1 TO ANN "B" TO OPN ORD 61-53
NAVIGATOR'S FLIGHT PLAN

SECRET

From To	COORDINATES	TRUE COURSE	VAR	TEMP	ALTITUDE	EAS	TAS(F)	DISTANCE		TIME	
								THIS LEG	TOTAL	THIS LEG	TOTAL
Hunter AFF to Tybec Island (abeam)	3201N 6107W				GROUND ROLL					00:02	00:02
to Point "U" TP	3206N 6050W	075	0	A29	600	200	180	14	14	00:04½	00:06½
to Point "Z" (TP 13A)	3600N 6000W	075	A6	A28	1000	200	180	668	682	03:43	03:49½
to Point "Y" (TP 13E)	3910N 6430W	034	A15	A29	1000	200	180	302	984	01:40½	05:30
to Point "X" (TP 13C)	3938N 6406W	034	A18	A28	1000	200	180	31	1015	00:10	05:40
to Point "W" (TP 13D)	3952N 6356W	034	A18½	A28	1000	200	180	17	1032	00:05½	05:45½
to Point "V" (TP 13E)	4005N 6345W	034	A19	A28	1000	200	180	17	1049	00:05½	05:51
to Point "P" #6 Start Climb 1000'/Min	4022N 6330W	034	A19½	A28	1000	200	180	20	1069	00:07	05:58
to Point "U" Level Off 12500'	4032N 6321W	034	A19½	A28	1000	200	180	12	1081	00:04	06:02
to Point "S" #6 HRCF (A00:40)	4105N 6253W	034	A19½	A28	6000	174	177	38	1119	00:12½	06:14½
to Point "R" #6 Start Fast Lndown 2000'/Min	4200N 6420W	290	A19	A5	12500	193	212	104	1233	00:43½	07:01
to Level Off (Point "Q" #6)	4218N 6729W	290	A17½	A5	12500	193	212	62	1336	00:15	07:16
to Point "Q" #6 180° full needle turn to left	4226N 6750W	290	A17	A2	8000	247	250	20	1355	00:04½	07:20½
to Point "B" #6 Start Climb	4226N 6750W		A17	A23	3500	231	217	8	1363	00:02	07:22½
	4216N 6729W	110	A17½	A23	3500	231	217	20	1383	00:05½	07:28

ATT "L" TO AFF 1 TO ANN "B" TO OPN ORD 61-53
8 Jul 53
207

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SECURITY INFORMATION

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SECRET

DIVERSIONARY FORCE 13F (CONT)

From To	COORDINATES	TRUE COURSE	VAR	TEMP	ALTITUDE	EAS	TAS(K)	DISTANCE		TIME	
								THIS LEG	TOTAL	THIS LEG	TOTAL
Level Off 12500'		110	/10	/11	9500	171	178	21	1404	00:07	07:35
to Point "U"	4105N 6255W	110	/10 $\frac{1}{2}$	/5	12500	196	212	194	1593	00:55	08:30
to Point "Z"	3910N 6430W	214	/19	/5	12500	196	212	137	1735	00:39	09:09
to Point "M"	3500N 6900W	214	/15	/5	12500	196	212	302	2037	01:25 $\frac{1}{2}$	10:34 $\frac{1}{2}$
to Tybee Island	3204N 8050W	214	/6	/5	12500	196	212	668	2705	03:09	13:43 $\frac{1}{2}$
to Hunter AFB	3201N 8107W	270	/0	/5	12500	196	212	14	2719	00:04	13:47 $\frac{1}{2}$

ATTN "L" TO APP 1 TO AWW "L" TO OPA CID 01-03
3 Jul 53
2PW

SECRET

Page 2

SECURITY INFORMATION

DIVERSIONARY FORCE 134

ATT "M" TO APP 1 TO ANN "B" TO OPN ORD 61-53
 NAVIGATOR'S FLIGHT PLAN

SECRET

From To	COORDINATES	TRUE COURSE	VAR	TEMP	ALTITUDE	EAS	TAS(K)	DISTANCE		TIME	
								THIS LEG	TOTAL	THIS LEG	TOTAL
Hamber AFB	3201N 8107W				GROUND ROLL					00:02	00:02
to Lyhoc Island (Abcam)	3205N 8060W	075	0	<i>A29</i>	660	200	180	14	14	00:04 $\frac{1}{2}$	00:00 $\frac{1}{2}$
to Point "u"	3500N 6807W	075	<i>A 8</i>	<i>A28</i>	1000	200	180	666	682	03:13	03:49 $\frac{1}{2}$
to Point "z" (TP 13A)	3910N 6430W	034	<i>A15</i>	<i>A28</i>	1000	200	180	302	984	01:40 $\frac{1}{2}$	05:30
to Point "y" (TP 13F)	3939N 6408W	034	<i>A15</i>	<i>A28</i>	1000	200	180	31	1015	00:10	05:40
to Point "x" (TP 13C)	3952N 6356W	034	<i>A18$\frac{1}{2}$</i>	<i>A28</i>	1000	200	180	17	1032	00:05 $\frac{1}{2}$	05:45 $\frac{1}{2}$
to Point "w" (TP 13D)	4005N 6345W	034	<i>A19</i>	<i>A28</i>	1000	200	180	17	1049	00:05 $\frac{1}{2}$	05:51
to Point "v" (TP 13E)	4022N 6330W	034	<i>A19$\frac{1}{2}$</i>	<i>A28</i>	1000	200	180	20	1069	00:07	05:58
to Point "F" #7 Start climb	4100N 6237W	034	<i>A20</i>	<i>A28</i>	1000	200	180	45	1114	00:15	06:13
to Point "E" TP Level Off 12000'	4130N 6230W	034	<i>A20$\frac{1}{2}$</i>	<i>A14</i>	8330	175	177	37	1151	00:12 $\frac{1}{2}$	06:25 $\frac{1}{2}$
to Point "D" #7 HICP (<i>A00:30</i>)	4235N 6530W	240 $\frac{1}{2}$	<i>A19$\frac{1}{2}$</i>	<i>A 8</i>	12000	198	212	190	1341	00:53 $\frac{1}{2}$	07:19
to Point "C" #7 Start fast letdown 2000/Min	4253N 6735W	280 $\frac{1}{2}$	<i>A18</i>	<i>A 8</i>	12000	198	212	53	1394	00:16	07:34
to Level Off 3000' (Point "B" #7)	4258N 6800W	250 $\frac{1}{2}$	<i>A17$\frac{1}{2}$</i>	<i>A15</i>	7500	250	249	19	1413	00:04 $\frac{1}{2}$	07:38 $\frac{1}{2}$
to Point "A" #7 Turn 180° (Full needle width Turn left)	4258N 6800W		<i>A17$\frac{1}{2}$</i>	<i>A4</i>	3000	232	217	8	1421	00:02	07:40 $\frac{1}{2}$

ATT "M" TO APP 1 TO ANN "B" TO OPN ORD 61-53

8 Jul 53

207

SECRET
 SECURITY INFORMATION

0276

DIVERSIONARY FORCE 136

ATT "R" TO APP 1 TO ANN "B" TO OPN ORD 61-83
 NAVIGATOR'S FLIGHT PLAN

SECRET

From To	COORDINATES	TRUE COURSE	VAR	TIME	ALTITUDE	EAS	TAS(E)	DISTANCE		TIME	
								THIS LEG	TOTAL	THIS LEG	TOTAL
Point "R" #7 to Level Off 12000'	4232N 6735W	113	<i>/17 1/2</i>	<i>/24</i>	3000	232	217	20	1441	00:05 1/2	07:46
to Point "T"	4120N 6237W	113	<i>/16</i>	<i>/12</i>	9000	173	176	21	1462	00:07	07:53
to Point "2"	3910N 6130W	214	<i>/19</i>	<i>/6</i>	12000	198	212	221	1873	01:02 1/2	08:56 1/2
to Point "M"	3504N 6000W	214	<i>/15</i>	<i>/6</i>	12000	198	212	302	2182	01:25 1/2	11:00 1/2
to Tybee Island	3204N 8050W	255	<i>/6</i>	<i>/6</i>	12000	198	212	668	2820	03:09	14:17 1/2
to Hunter AFB	3201N 8107W	270	0	<i>/8</i>	12000	198	212	14	2834	03:04	14:21 1/2

ATT "R" TO APP 1 TO ANN "B" TO OPN ORD 61-83
 5 Jul 62
 257

SECRET
 SECURITY INFORMATION

SECRET

ANNEX 2

to

ANNEX 3

to

OPERATION'S ORDER 61-53

ENGINEERS' FLIGHT PLANS

CONTENTS

Attachment A - Engineer's Flight Plan 6A
Attachment B - Engineer's Flight Plan 6B
Attachment C - Engineer's Flight Plan 6C
Attachment D - Engineer's Flight Plan 6D
Attachment E - Engineer's Flight Plan 6E
Attachment F - Engineer's Flight Plan 6F
Attachment G - Engineer's Flight Plan 6G 13A
Attachment H - Engineer's Flight Plan 6H 13B
Attachment I - Engineer's Flight Plan 6I 13C
Attachment J - Engineer's Flight Plan 6J 13D
Attachment K - Engineer's Flight Plan 6K 13E
Attachment L - Engineer's Flight Plan 6L 13F
Attachment M - Engineer's Flight Plan 6M 13G

SECRET

ANN 2 to ANN "M" to O.O. 61-53
6 July 1953
ZM

RESTRICTED

Basic Weight..... 66,500
 Oil (320 gal)..... 2400
 Ammo (rds)..... 2500
 Crew (10 @ 250 lbs) 2500
 Misc..... 1000
 Minimum landing wt... 92,400
 Fuel (7000 gals)..... 40,600
 Bombs.....
 Take-off Gross Wt... 133,000

FLIGHT ENGINEERS LONG RANGE PREDICTION FORM 2D BOLT WING M

Fuel Grade..... 115/145
 Type Aircraft..... B-50D
 Fuel Density..... 5.8
 Landing Reserve... 13,200 (lbs)
 2290 (gals)
 Total Distance.... 2095

TAKE OFF STUDY:

1. Unstick Speed..... 127
 2. Dist to clear 50' obst 4550
 3. Ground roll distance.. 3640
 4. Braking dist (2 props
 reversed and brakes... 2100
 5. Total runway req..... 5740

Temp: NACA #15°C

Configuration: 5500# St & Level
 4500# Climb

CONDITION	T.O.	CL-CR	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	As Req	530'/min	CLIMB	CRUISE	CRUISE	CLIMB
D.R.P.		1360	1335	1320	1290	1275	1245	1245	1245	CLIMB	TARGET	DESC	CRUISE	CRUISE	CLIMB
ALTITUDE		1000	1000	1000	1000	1000	1000	1000	1000	2650	1375	800	1175	1120	1150
TIME		1.0392	1.0392	1.0392	1.0392	1.0392	1.0392	1.0392	1.0392	10000	10000	1000	1000	1000	1500
TOTAL TIME	0002	0100	0042	0102	0102	0047	0102	0055	0009	1.14	1.20	1.114	1.0392	1.0392	1.044
FUEL	750	2460	1600	2440	2300	1705	2315	2035	1125	0009	0000	0017	0243	0153	0005
TOTAL FUEL	750	3210	4090	7330	9710	11495	13010	15045	16970	0641	0649	0706	0949	1143	1143
E.A.S.		200	200	200	200	200	200	200	200	330	410	5700	3740	170	
T.A.S (K)		170	180	170	180	180	180	180	180	17300	17710	23410	27150	27320	
DISTANCE		100	126	105	106	101	100	100	100	--	193	194	194	194	194
TOTAL DISTANCE		100	306	491	677	810	1005	1170	1363	25	27	52	476	331	14
GROSS WEIGHT	132250	12700	12110	125670	123200	121500	119100	117100	115000	11950	1222	1275	1751	2002	2006

ATT A to APP 2 to ANN "D" to C.O. 61-53
 8 July 1953
 2BW

SECURITY INFORMATION

RESTRICTED

Basic Weight..... 06,500
 Oil (200 gal)..... 2400
 Arms (200 lbs).....
 Crew (10 @ 250 lbs)..... 2500
 Misc..... 1000
 Minimum landing wt..... 92,400
 Fuel (7000 gals)..... 40,600
 Hooks.....
 Take-off Gross wt..... 133,000

RESTRICTED

FLIGHT ENGINEERS LONG RANGE PREDICTION POINT 2D FORM WING M

Fuel Grade..... 115/145
 Type Aircraft..... B-50B
 Fuel Density..... 5.8
 Landing Reserve..... 15,340 (lbs)
 2300 (gals)
 Total Distance..... 2391

TAKE OFF STUDY:

1. Unstick Speed..... 127
2. Dist to clear 50' obst 4500
3. Ground Roll Dist... 2750
4. Braking dist (2 props reversed & brakes... 2100
5. Total runway req... 5740

Temp - 100° F

Configuration: 50' 30" SL & Level

CONDITION	T.O.	CL-CR	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	TARGET	DESC	CRUISE
F.H.P.		1360	1335	1320	1290	1275	1250	1250	1250	2650	1370	1000	1170
AIRFUEL		1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
TIME		1.0390	1.0392	1.0392	1.0392	1.0392	1.0392	1.0392	1.0392	1.14	1.20	1.114	1.0392
TOTAL TIME	0002	0112	0114	0216	0340	0435	0515	0611	0604	0943	0715	0945	0230
FUEL	750	2460	1650	2450	2370	1775	1455	2110	1125	950	1015	5100	
TOTAL FUEL	750	3210	4290	7330	9710	11495	12960	14100	16275	17155	18170	23350	
F.L.S.		200	200	200	200	200	200	200	200	--	190	194	194
T.L.S. (g)		100	100	100	100	100	100	100	100	--	201	100	175
DISTANCE		100	124	175	175	141	120	170	250	750	100	436	
TOTAL DISTANCE		100	306	491	677	818	937	1107	1150	1209	1310	1746	
GROSS WEIGHT	134,250	127,770	124,110	125,670	123,290	121,555	120,100	117,900	116,775	115,045	114,330	109,650	

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AP 4 to AP 2 to AN " " to O.O. 61-11
 1 July 1953
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SECURITY INFORMATION

RESTRICTED

RESTRICTED

CONDITION	CRUISE	CRUISE	CLIMB
P.M.P.	1120	1120	1150
ALTITUDE	1500	1500	1500
TIME	1,392	1,392	1,244
TRE	351	312	395
TOTAL TIME	1736	1704	1743
FUEL	1600	260	17
TOTAL FUEL	2700	2700	2720
P.A.S.	194	194	194
P.A.S. (2)	175	175	175
DISTANCE	149	102	14
TOTAL DISTANCE	1095	277	271
GROSS WEIGHT	107,970	106,910	105,740

Page 2

SECURITY INFORMATION

ATTN to APT 2 to AMI "M" to O.O. 61-53
1 July 1953
27

RESTRICTED

RESTRICTED

FLIGHT ENGINEERS LONG RANGE PREDICTION FORM 2D COMB. ENG M

Basic Weight..... 26,500
 Oil (320 gal)..... 2400
 Arm (10 3 250 lbs)..... 2500
 Misc..... 1000
 Minimum landing wt..... 28,400
 Fuel (7000 gals)..... 40,600
 Perls.....
 Take-off Gross Wt..... 133,000

Fuel Grade..... 115/145
 Type Aircraft..... B-57D
 Fuel Density..... 5.8
 Landing Reserve..... 14,775 (lbs)
 2500 (gals)
 Total Distance..... 1744

TAKE OFF STUDY:

1. Unstick Speed..... 127
 2. Dist to clear 50' obst..... 4570
 3. Ground roll dist..... 3640
 4. Braking dist (3 props reversed & brakes)..... 3100
 5. Total runway req..... 5740

Temp: NACA 4 15°

Configuration: 5500 # St & Level
 4500 # Climb

CONDITION	T.O.	As Req								2000/min									
		CLIMB	TARGET	DESC	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE						
P.H.T.	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360
ALTITUDE	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300
TIME	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002
TOTAL TIME	0002	01 2	01 4	02 6	03 8	04 5	05 3	05 8	06 7	06 9	07 1	08 5	09 8	10 2	10 5	10 8	11 0	11 3	11 6
FUEL	750	2160	1500	2400	2300	1705	955	2150	1125	915	1015	3965	3480	194					
TOTAL FUEL	750	3210	4500	7350	9710	11495	12450	14600	15725	16640	17655	21620	25450	25825					
E.A.S.	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
T.A.S. (K)	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
DISTANCE	100	126	175	166	141	77	173	252	73	100	332	331	14						
TOTAL DISTANCE	100	306	491	677	818	895	1460	1703	1187	1267	1599	1930	1944						
GROSS WEIGHT	132250	129790	127110	125670	123290	121950	120550	119200	117875	116560	115345	114100	112950	111900	110900	110000	109100	108200	107300

ATT 0 to APT 2 to APT 100 to C.O. 61-53
 1 July 1953
 ZW

SECURITY INFORMATION

RESTRICTED

RESTRICTED

Fuel Weight..... 26,500
 Oil (320 gal)..... 2400
 Arms (100 lbs).....
 Crew (10 @ 250 lbs)..... 2500
 Misc..... 1000
 Minimum landing wt..... 92,400
 Fuel (7000 gals)..... 14,000
 Take-off Gross wt..... 133,900

FLIGHT ENGINEERS LONG RANGE PERFORMANCE FORM 25 (REV) 11/53

Fuel Grade..... 115/145
 Type Aircraft..... F-50D
 Fuel Density..... 6.8
 Landing Reserve..... 19,205 (lbs)
 Total Distance..... 1594

TAKE OFF STUDY:

1. Initial Speed..... 127
 2. Dist to clear 50' obst..... 4550
 3. Ground roll dist..... 340
 4. Braking dist (2 props
 reversed & brakes)..... 2100
 5. Total runway req..... 5740

Temp: NACL /1500

Configuration: 5500# St & Level
 4500# Climb

CONDITION	T.O.	As Req										
		CL-CR	CRUISE	CRUISE	CRUISE	CRUISE	CLIMB	TARGET	DESC	CRUISE	CRUISE	CLIMB
S.F.T.		1360	1335	1320	1290	1260	2450	1415	970	1200	1175	1175
ALTITUDE		1000	1000	1000	1000	1000	10000	10000	1000	1000	1000	1500
TIME	0002	1.0392	1.0392	1.0392	1.0392	1.0392	1.14	1.20	1.114	1.0392	1.0392	1.044
TOTAL TIME	0002	1102	0144	0246	0411	0455	0542	0320	0442	0655	0048	0053
FUEL	750	2450	1600	2440	2735	2735	1125	665	665	2510	3965	175
TOTAL FUEL	750	3210	4790	7330	10225	12760	13375	1450	1745	17255	21220	21395
E.A.S.		200	200	200	200	200	--	193	195	194	194	194
T.A.S. (K)		170	170	170	170	170	--	2.1	177	175	175	176
DISTANCE		100	126	175	226	162	25	51	77	206	331	14
TOTAL DISTANCE		100	306	481	717	879	941	956	1733	1239	1570	1574
GROSS WEIGHT	132250	129750	127110	125670	122775	12760	119615	117950	11295	115745	111700	111605

SECURITY INFORMATION

RESTRICTED

ATTD to APP 2 to APP " " to O.C. 61-53
 7 July 1953
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RESTRICTED

FLIGHT ENGINEERS LONG RANGE PERMISSION FORM 20 FOUR WING M

Basic Weight..... 36,500
 Oil (320 gal)..... 2500
 Area (..... sq ft).....
 Crew (10 @ 250 lbs) 2500
 Misc..... 1000
 Minimum landing wt.. 92,500
 Fuel (7000 gals).... 49,500
 Landing.....
 Take-off Gross Wt... 133,000

Fuel Grade..... 115/165
 Type Aircraft..... T-5 D
 Fuel Density..... 6.8
 Landing Reserve ... 20,405 (lbs)
 Total Distance..... 1462

TAKE OFF STUDY:

1. Unstick Speed..... 127
 2. Dist to clear 50' obst. 4350
 3. Ground roll distance.. 3040
 4. Braking distance (2 props reversed & brakes).... 2100
 5. Total runway req..... 5740

Temp: MACR / 15°C

Configuration: 5500# St & Level
 4500# Climb

COND	T.O.	CL-CR	CRUISE	CRUISE	CRUISE	CRUISE	CLIMB	TARGET	As Req	380'/min	CRUISE	CRUISE	CRUISE
CONDITION													
I.R.S.	1300	1335	1320	1275	1275	1275	2650	1125		1020	1210	1180	1200
ALTITUDE	1000	1000	1000	1000	1000	1000	10000	10000		1000	1000	1000	1500
T.O.	1.0392	1.0392	1.0392	1.0392	1.0392	1.0392	1.14	1.20		1.114	1.0392	1.0392	1.044
T.O.	0.02	0.02	0.02	0.02	0.02	0.02	0.039	0.10		0.02	0.02	0.02	0.02
TOTAL TEG	0.02	0.02	0.02	0.02	0.02	0.02	0.039	0.10		0.02	0.02	0.02	0.02
FUEL	750	2440	1600	0.00	1765	2000	1125	755		0.00	2005	3965	100
TOTAL FUEL	750	3210	4000	7300	9305	11105	12310	13105		13005	15070	19005	20115
I.R.S.	200	200	200	200	200	200	--	190		175	174	174	194
I.R.S. (K)	100	100	100	100	100	100	--	201		177	175	175	175
DISTANCE	100	126	105	139	165	250	250	620		61	165	331	14
TOTAL DISTANCE	100	306	491	430	775	1200	1200	971		971	1136	1167	1411
GROSS WEIGHT	132250	129790	120110	125070	123905	121115	12000	110005		11765	117030	113065	112005

SECURITY INFORMATION

RESTRICTED

ATT 5 to ATT 2 to ANN "M" to O.O. 61-53
 1 July 1953
 200

RESTRICTED

FLIGHT ENGINEERS LONG RANGE PREDICTION FORM 2D COMB WING H

Basic Weight..... 26,500
 Oil (240 gal)..... 2400
 Ammo (100)..... 2500
 Crew (10 @ 250 lbs)..... 2500
 Misc..... 1000
 Minimum landing wt..... 32,400
 Fuel (7000 gals)..... 40,600
 Tanks.....
 Take-off Gross Wt..... 100,600

Fuel Grade..... 115/145
 Type Aircraft..... C-50D
 Fuel Density..... 6.8
 Landing Reserve..... 22,465 (lbs)
 3270 (gals)
 Total Distance..... 1310

TAKE OFF STUDY:

1. Unstick Speed..... 127
2. Dist to clear 50' obst. 4550
3. Ground roll distance.. 3640
4. Braking distance (2 props reversed & brakes).... 2100
5. Total runway required. 5740

Temp: NACA / 15°C

Configuration: 5500 # St & Level
 or
 4500 # Climb

CONDITION	T.O.	As Req									360°/min		
		CL-02	CRUISE	CRUISE	CRUISE	CLIMB	TARGET	DESC	CRUISE	CRUISE	CLIMB		
M.P.		1350	1335	1320	1275	2650	1430	1000	1220	1200	1235		
ALTITUDE		1000	1000	1000	1000	10000	10000	1000	1000	1000	1500		
TIE	0002	1.0392	1.0392	1.0392	1.0392	1.10	1.20	1.114	1.0392	1.0392	1.044		
TOTAL TIE	0002	0102	0144	0216	0359	0400	0424	0449	0523	0714	0721		
FUEL	750	2160	1600	2440	2775	1125	695	725	1235	4.45	175		
TOTAL FUEL	750	3210	4360	7330	10125	11250	11945	12070	13105	17950	18135		
E.A.S.		200	300	200	200	--	190	170	190	170	190		
T.A.S. (K)		190	190	190	190	--	201	190	175	175	175		
DISTANCE		170	126	175	210	250	53	70	90	231	14		
TOTAL DISTANCE		100	5.6	4.1	7.9	734	770	860	945	1296	1310		
GROSS WEIGHT	102250	100790	120110	125670	122075	121750	12135	12030	11935	11550	114065		

APP 1 to APP 2 to APP "H" to O.O. 61-53
 10/1/1953
 ZUN

SECURITY INFORMATION

RESTRICTED

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Basic Weight..... 26,500
 Oil (320 gal)..... 2600
 Ammo (_____ rds).....
 Crew (10 @ 250 lbs)..... 2500
 Misc..... 1000
 Minor landing wt... 22,400
 Fuel (2000 gals)..... 16,400
 Loads.....
 Take-off Gross Weight 138,000

FLIGHT ENGINEERS LONG RANGE PERFORMANCE FOR 2D BGM WING X

Fuel Grade..... 115/145
 Type Aircraft..... T-50B
 Fuel Density..... 5.8
 Landing Reserve..... 13,535 (lbs)
 2335 (gals)
 Total Distance..... 2474

TAKE OFF STUDY:

1. Unstick Speed..... 129
 2. Dist to clear 50' obst... 5000
 3. Ground roll distance.... 4000
 4. Braking distance (2 props reversed & brakes)..... 2175
 5. Total runway required.... 6175

Temp: SACM 415°C

Configuration: 55% St & Level
 45% Climb

Diversionary Force 13A

CONDITION	T.O.	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CLIMB	CRUISE	CRUISE	DESC	CRUISE	CRUISE
M.A.P.	141	1398	1375	1360	1338	1330	2850	1500	1500	As Req	1250	1250
ALTITUDE	1500	1500	1500	1500	1500	1500	12000	12000	12000	3000	3000	3000
TIME	0002	0100	0100	0100	0100	0100	0100	0100	0100	0100	0100	0100
TOTAL TIME	0002	0100	0100	0100	0100	0100	0100	0100	0100	0100	0100	0100
FUEL	750	2500	2500	2500	2500	2500	1500	1500	1500	1500	1500	1500
TOTAL FUEL	750	3530	3530	3510	3475	3425	15200	17140	17225	17925	18005	18215
E.L.S.	100	100	100	100	100	100	175	100	100	250	232	232
E.L.S. (K)	100	100	100	100	100	100	177	222	212	249	217	217
MEASUREMENT	100	100	100	100	100	100	37	142	52	2	2	20
TOTAL DISTANCE	100	340	340	340	340	340	279	74	1126	1170	1206	1226
GROSS WEIGHT	130000	135470	13270	130490	12775	12475	123510	121600	12075	120075	12075	120575

ATTN to ATT 2 to ATT "B" to O.C. 81-53
 July 1953
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Diversionary Force 13A

	125 1/2 m					
CONDITION	CLIMB	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE
S.H.T.	2050	1450	1450	1300	1370	1345
ALTITUDE	12000	12000	12000	12000	12000	12000
TIME	1.170	1.234	1.234	1.234	1.234	1.234
TOTAL TIME	0007	0019	0059	0111	0180	0113
FUEL	0644	0733	0759	0959	1059	1212
TOTAL FUEL	19090	21150	24020	27440	29920	32765
F.A.S.	173	100	100	190	190	190
F.A.S. (K)	173	212	212	212	212	212
DISTANCE	21	173	302	212	212	250
TOTAL DISTANCE	1267	1420	1722	1934	2146	2474
GROSS WEIGHT	117710	117650	113000	111300	10730	105335

RESTRICTED

ATT 6 to ATT 2 to ATT "A" to O.O. 01-03
7 July 1953
ZLN

RESTRICTED

RESTRICTED

FLIGHT ENGINEERS LONG RANGE PREDICTION FORM 25 DC-3 WING M

Basic Weight..... 26,500
 Oil (320 gal)..... 2,000
 Ammo (100 rds).....
 Crew (10 @ 250 lbs)..... 2,500
 Misc..... 1,600
 Minimum landing wt..... 32,400
 Fuel (3000 plus)..... 46,400
 Totals.....
 Take-off Gross Weight.. 138,800

Fuel Grade..... 115/145
 Type Aircraft..... T-500
 Fuel Density..... 5.8
 Landing Reserve..... 12,500 (lbs)
 2170 (gals)
 Total Distance..... 2474

TAKE OFF STUDY:

1. Unstick Speed..... 129
 2. Dist to clear 50' obst. 5300
 3. Ground roll distance.. 4000
 4. Braking distance (2 props
 reversed & brakes..... 2175
 5. Total runway required. 6175

Temp: ISA +15°C

Configuration: 5500# St & level
 4500# Climb

Diversions: Force 130

CONDITION	T.O.	500'/m						2000'/m					
		CL-02	CL-02	CL-02	CL-02	CL-02	CL-02	CL-02	CL-02	CL-02	CL-02	CL-02	
TIME	00:02	01:00	01:10	01:20	01:30	01:40	01:50	02:00	02:10	02:20	02:30	02:40	02:50
TOTAL TIME	00:02	01:02	02:02	03:02	04:02	05:02	06:02	07:02	08:02	09:02	10:02	11:02	12:02
FUEL	750	250	350	450	550	650	750	850	950	1050	1150	1250	1350
TOTAL GALL	750	3300	5030	6760	8490	10220	11950	13680	15410	17140	18870	20600	22330
D.M.S.	200	200	200	200	200	200	200	200	200	200	200	200	200
T.M.S. (°)	170	170	170	170	170	170	170	170	170	170	170	170	170
CLIMB	180	180	180	180	180	180	180	180	180	180	180	180	180
TOTAL DISTANCE	100	300	500	700	900	1100	1300	1500	1700	1900	2100	2300	2500
GROUND HEIGHT	130050	135470	132970	130470	127970	125470	122970	120470	117970	115470	112970	110470	107970

SECURITY INFORMATION

RESTRICTED

ATTN # to AT 2 to IAW # to O.O. 61-53
 5 July 1953
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RESTRICTED

Diversionary Force 13B

	12°51'N					
CONV. TIME	0157	0158	0134	0132	0130	0113
T.M.S.	2050	1460	1460	1410	1360	1335
ARRIVAL	12500	12500	12500	12500	12500	12500
TIME	1.100	1.204	1.204	1.204	1.204	1.204
TOTAL TIME	0655	0755	0920	1020	1120	1233
FUEL	075	225	420	250	268	200
TOTAL FUEL	19475	23500	25070	27450	30000	33710
F.A.S.	171	190	190	196	196	186
T.P.C. (K)	196	212	217	212	212	212
DISTANCE	21	177	327	212	212	250
TOTAL DISTANCE	1252	1059	1770	2004	2216	2470
GRAND TOTAL	119325	117110	112930	110350	107910	104990

SECURITY INFORMATION
Page 2

ATT 1 to ATT 2 to ANN 100 to O.C. 11-53
C. J. 1953
211

RESTRICTED

RESTRICTED

FLIGHT ENGINEERS LONG RANGE PREDICTION FORM 25 (REV. WING 1)

Basic Weight..... 26,500
 Oil (320 gal)..... 2100
 Arms (..... rds).....
 Crew (10 @ 250 lbs)..... 2500
 Misc..... 150
 Minimum landing wt..... 29,150
 Fuel (XXXX plus)..... 15,100
 Tanks.....
 Takeoff Gross Weight..... 44,250

Fuel Grade..... 115/145
 Type aircraft..... B-50
 Fuel Density..... 6.8
 Landing Accur..... 12,215 (180)
 2125 (710)
 Total Distance..... 2514

TAKE OFF STUDY:

1. Unstick Speed..... 127
2. Dist to clear 50' obst..... 5971
3. Ground roll distance..... 4000
4. Braking distance (2 props reversed & brakes)..... 2175
5. Total runway required..... 6175

Temp: NACA 415°C

Configuration: 5500' St. & Level
 4500' Climb

Lift/Drag Force = 150

CONDITION	T.O.	CL-CL	CRUISE	CRUISE	CRUISE	CRUISE	CLIMB	CRUISE	CRUISE	DESC	CRUISE	CRUISE
S.F.L.	1410	1375	1375	1375	1350	1327	2650	1490	1450	As req	1250	1250
AIRTYRE	1000	1000	1000	1000	1000	1000	1200	1200	1200	3000	3000	3070
THR	1.7312	1.6362	1.6362	1.6362	1.6362	1.6362	1.160	1.234	1.234	1.160	1.72	1.072
TOTAL THR	0.002	0.12	0.200	0.2	0.12	0.115	0.18	0.22	0.22	0.12	0.02	0.05
FUEL	750	250	250	240	100	430	150	1925	600	160	0	210
TOTAL FUEL	750	330	500	330	1000	1035	1500	1725	1850	1000	1000	1000
D.A.S.	200	200	200	200	200	200	175	190	190	250	232	232
T.A.S. (F)	170	170	170	170	170	170	177	212	212	240	217	217
DISTANCE	100	100	100	100	100	327	37	140	52	20	0	20
TOTAL DISTANCE	100	360	500	360	1000	995	132	1100	1330	1250	1261	1261
GROSS WEIGHT	10750	13670	13270	13470	12775	13465	13200	12775	12295	12175	12115	11995

SECURITY INFORMATION

REF 1 to REF 2 to REF " " to G.O. 03-53
 1 July 1953
 270

RESTRICTED

RESTRICTED

Directional Force 150

CONDITION	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE
T.H.I.	2650	1450	1750	1970	1370	1350	1325
ALTITUDE	12000	12000	12000	12000	12000	12000	12000
TIME	1,170	1,234	1,234	1,234	1,234	1,234	1,234
TOTAL TIME	0007	0051	0051	0042	0100	0100	0113
FUEL	0702	0753	0753	0522	1324	1132	1245
TOTAL FUEL	275	2245	2400	1705	2470	2420	2005
E.A.S.	1770	2015	2400	2120	2070	3110	3400
T.A.S. (R)	175	190	190	190	190	190	190
DISTANCE	106	212	212	212	212	212	212
TOTAL DISTANCE	21	100	200	100	212	212	250
GROSS WEIGHT	1332	1402	1502	1432	2000	2256	2514
	11730	11705	11605	11201	11000	10700	10475

SECURITY INFORMATION
Page 2

ATT 1 to ATT 2 to ANN "A" to C.G. 61-53
7 July 1953
2W

RESTRICTED

RESTRICTED

Basic Weight..... 26,500
 Oil (320 gal)..... 2400
 Arm (rds).....
 Crew (10 @ 250 lbs)..... 2500
 Misc..... 1000
 Minimum landing wt..... 32,400
 Fuel (2000 gals)..... 46,400
 Tanks.....
 Take-off Gross Wt..... 130,300

FLIGHT ENGINEERS LONG RANGE PREDICTION POINT 20 DGM WIND M

Fuel Grade..... 115/145
 Type Aircraft..... F-500
 Fuel Density..... 5.8
 Landing Reserve..... 11,740 (lbs)
 2025 (mils)
 Total Distance..... 2550

TAKE OFF STUDY:

1. Unstick Speed..... 129
 2. Dist to clear 50' obst 500
 3. Ground roll distance.. 4000
 4. Braking distance (2 props
 reversed & brakes..... 2175
 5. Total runway required.. 6175

Temp: NACA 715°C
 Configuration: 5500# St & Level
 4500# Climb
 Diversionsary Force 13D

CONDITION	T.O.	CR-CR	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	920' / m		2000' / m		
									CLIMB	CRUISE	CRUISE	CRUISE	CRUISE
T.P.T.		1410	1300	1275	1250	1225	1200	1175	2650	1400	1400	As Req	1245
ALTITUDE		1000	1000	1000	1000	1000	1000	1000	12500	12500	12500	3500	3500
TIME		1.3392	1.3392	1.3392	1.3392	1.3392	1.3392	1.3392	1.170	1.334	1.334	1.16	1.30
TOTAL TIME	0.02	0102	0102	0102	0102	0102	0102	0102	0824	0824	0815	0664	0662
FUEL	750	2500	2500	2400	1605	3090	525	1505	1505	1505	675	100	675
TOTAL FUEL	750	3337	3337	331	1005	1305	14520	16005	10005	10005	10715	1015	10005
F.A.S.		200	200	200	200	200	200	200	174	196	196	247	231
T.A.S (M)		100	100	100	100	100	100	100	177	212	212	250	217
DISTANCE		100	100	100	100	300	400	300	300	154	52	20	0
TOTAL DISTANCE		100	360	540	640	970	1010	1049	1049	1203	1255	1275	1213
GROSS WEIGHT	130050	135470	132970	130470	127970	125470	122970	120470	122715	120760	120005	119905	119510

ATTN: to APT 2 to AM "M" to C.O. 61-53
 2 July 1953
 ZW

SECURITY INFORMATION
 RESTRICTED

RESTRICTED

Diversion Force 13 B

	12751/h						
CONDITION	CRUISE	CLIMB	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE
S.H.P.	1445	2450	1470	1420	1300	1360	1335
ALTITUDE	3500	12500	12500	12500	12500	12500	12500
$\frac{1}{2}$	1.00	1.100	1.200	1.200	1.200	1.200	1.200
TIME	0005	0007	0052	0000	0100	0000	0013
TOTAL TIME	0701	0700	001	0045	1045	1145	1250
FUEL	210	075	2345	4470	2400	2460	2920
TOTAL FUEL	19100	18075	28320	26700	29200	31740	34660
S.L.S.	231	171	150	150	156	156	156
T.S.S (P)	217	174	212	212	212	212	212
DISTANCE	20	21	100	307	212	212	250
TOTAL DISTANCE	1903	1324	1509	176	2000	2300	2550
GROSS WEIGHT	11470	11425	1144	11210	10820	10700	10410

ATT 2 to ATT 2 to ANN 20 to G.O. 01-53
 8 Jul 1953
 27

SECURITY INFORMATION

RESTRICTED

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Basic Weight..... 86,500
 Oil (320 gal)..... 2400
 Aero (rda).....
 Crew (10 @ 250 lbs)..... 2500
 Misc..... 1000
 Minimum landing wt..... 92,400
 Fuel (5000 gals)..... 46,400
 Props.....
 Take off Gross Weight..... 138,800

FLIGHT ENGINEERS LONG RANGE PREDICTION FORM 2D BGT WING M

Fuel Grade..... 115/145
 Type Aircraft..... B-50D
 Fuel Density..... 5.8
 Landing Reserve..... 11,325 (lbs)
 1955 (gals)
 Total Distance..... 2572

TAKE OFF STUDY:

1. Unstick Speed..... 129
 2. Dist to clear 50' obst... 5000
 3. Ground roll distance.... 4000
 4. Braking dist (2props
 reversed & brakes..... 2175
 5. Total runway required... 6175

Temp: NACA #1500

Configuration: 5500 # St and Level
 4500 # Climb

Discriminatory Force 138

		200'/m							2000'/h				
CONDITION	T.O.	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CLIMB	CRUISE	CRUISE	DESC	CRUISE	
L.H.T.	1410	1390	1375	1360	1345	1330	1315	2650	1490	1490	As Req	1250	
ALTITUDE	1000	1000	1000	1000	1000	1000	1000	12000	12000	12000	3000	3000	
TIME	1.0352	1.0352	1.0352	1.0352	1.0352	1.0352	1.0352	0.0124	0.43	0.15	0.074	0.002	
TOTAL TIME	0002	0102	0202	0302	0402	0502	0602	0550	0641	0656	0700	0702	
FUEL	750	2900	2500	2400	1695	3790	000	1565	1950	600	100	80	
TOTAL FUEL	750	3330	5030	6310	10005	13795	14795	16360	18310	1890	19090	19170	
S.A.S.	200	200	200	200	200	200	210	175	190	190	250	232	
T.A.S. (K)	100	100	100	100	100	100	100	177	212	212	249	217	
DISTANCE	100	100	100	100	100	302	62	37	151	52	20	0	
TOTAL DISTANCE	100	360	540	660	770	1032	1069	1220	1272	1272	1272	1300	
GROSS WEIGHT	138050	139470	132770	130090	127735	124005	121305	122440	12470	11970	117710	119530	

APP 1 to APP 2 to APP "M" to O.G. 61-53
 8 July 1953
 CTR

SECURITY INFORMATION

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University Park 18E

	1275'/Min							
CONDITION	CRUISE	CLIMB	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE
L.N.S.	1250	2650	1450	1450	1390	1370	1350	1325
ALTITUDE	3000	12000	12300	12000	12000	12000	12000	12000
$\frac{1}{100}$	1.072	1.178	1.234	1.234	1.234	1.234	1.234	1.234
TIME	0005½	0007	0051½	0102½	0147½	0156	0100	0113
TOTAL TIME	0700	0715	0706½	0909	0950½	1056	1156½	1309½
FUEL	210	375	2270	2750	1995	2400	2420	2095
TOTAL FUEL	17300	20255	22525	25275	27270	29750	32170	35065
L.A.S.	232	173	191	190	190	190	190	190
L.A.S. (K)	217	176	212	212	212	212	212	212
DISTANCE	20	21	182	220	167	212	212	250
TOTAL DISTANCE	1320	1341	1823	1743	1710	2122	2334	2592
CROSS HEIGHT	111420	111545	116275	113525	111830	109050	106650	103735

SECURITY INFORMATION

ATT 2 to APP 2 to G.O. 62-53
8 July 1953
JMU

Page 2

RESTRICTED

RESTRICTED

Basic Weight.....	26,500	FLIGHT ENGINEER'S LONG RANGE PREDICTION FOR 25 JULY 1953	
Oil (120 gal).....	2400	Fuel Grade.....	115/165
Zero (0 lbs).....		Type Aircraft.....	P-57D
Crew (11 @ 250 lbs).....	2750	Fuel Density.....	6.8
Misc.....	1500	Leading Memory.....	9660 (lbs)
Minimum landing wt.....	72,500		1615 (gals)
Fuel (3000 gals).....	45,400	Total Distance.....	2719
Debris.....			
Take-off Gross Wt.....	113,000		

TAKE OFF STUDY:

1. Unstick Speed..... 159
2. Dist to clear 50' obst... 5200
3. Ground roll distance... 4500
4. Braking distance (2 props reversed & brakes)..... 2175
5. Total runway required... 6175

Temp: NACA 45°C

Configuration: 5500' St & Level
1500' Climb

Maneuvering Force 1.8P

	T.O.	01-02	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE
CONDENSE		1410	1370	1375	1380	1385	1390	1395	1400	1405	1410	1415	1420
W.E.P.		1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
AIRTIME		1.0372	1.0372	1.0372	1.0372	1.0372	1.0372	1.0372	1.0372	1.0372	1.0372	1.0372	1.0372
T.T.C.	0002	0100	0100	0100	0100	0100	0100	0100	0100	0100	0100	0100	0100
TOTAL TIME	0002	0102	0202	0302	0402	0502	0602	0702	0802	0902	1002	1102	1202
FUEL	750	2500	2500	2400	1800	3700	1700	1500	2000	675	100	75	
TOTAL FUEL	750	3330	5830	6910	10000	13700	15700	17315	19435	20410	20210	20205	
F.F.S.		200	200	200	200	200	200	200	200	200	200	200	200
T.F.S. (H)		100	100	100	100	100	100	100	100	100	100	100	100
DISTANCE		100	100	100	100	100	100	100	100	100	100	100	100
TOTAL DISTANCE		100	340	540	640	740	840	940	1040	1140	1240	1340	1440
GROSS WEIGHT	130750	135470	132970	130470	127970	125470	122970	120470	117970	115470	112970	110470	107970

SECURITY INFORMATION

ATL 6 to AT 2 to AM 50 to G.O. 1-53
5 July 1953
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Dispersary Force - 1W

	10 5 1/2							
CONDITION	C. 1115	C. 1120	C. 1125	C. 1130	C. 1135	C. 1140	C. 1145	C. 1150
U.M.P.	1245	2450	1880	1880	1970	1360	1340	1315
ALTITUDE	3500	12500	12500	12500	12500	12500	12500	12500
TIME	1.00	1.10	1.244	1.244	1.244	1.244	1.244	1.244
TIB	0005	0007	0055	0009	0150	1.0	0100	0113
TOTAL TIME	0720	0735	0730	0720	1.340	1134	1034	1047
FUEL	210	075	235	100	305	240	210	2070
TOTAL FUEL	2005	2135	2275	2345	2900	3250	3370	3670
E.A.S.	231	171	100	100	100	100	100	100
T.S.S. (K)	217	176	212	212	212	212	212	212
DISTANCE	20	21	104	107	302	212	212	250
TOTAL DISTANCE	1303	1664	1590	1735	2037	2240	2061	2710
GROSS WEIGHT	11000	11000	11000	11000	11000	11000	11000	11000

SECURITY INFORMATION

Page 2

APPL 1 to APPL 2 to AMW "M" to C.O. (1-53)
July 13 53

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Basic Weight.....	66,500	FLIGHT ENGINEERS LONG RANGE PREDICTION FORM 2D BOMB WING M	Fuel Grade.....	115/145
Oil (320 gal).....	2400		Type Aircraft.....	B-50D
Arms (..... rds).....	2800		Fuel Density.....	5.8
Crew (10 @ 250 lbs).....	2500		Landing Reserve.....	1100 (1bo)
Misc.....	1000			1400 (oil)
Minimum landing wt.....	92,400		Total Distance	2834
Fuel (8000 gals).....	46,400			
Tarbo.....				
Take-off Gross Wt.....	132,800			

TAKE OFF STUDY:

1. Unstick Speed..... 129
2. Dist to clear 50' obst.... 5000
3. Ground roll distance..... 4000
4. Braking distance (2 props reversed & brakes)..... 2175
5. Total runway required..... 6175

Temp: NACA #15°C

Configuration: 5500' St & level
4500' climb

Missionary Force 120

CONDITION	T.O.	CL-CR	1000'/m						2000'/m			
			CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CLT D	CRUISE	CRUISE	DESC	CRUISE
T.M.F.		1410	1390	1375	1350	1320	1290	2650	1475	1475	As Req	1240
ALTITUDE		1000	1000	1000	1000	1000	1000	12000	12000	12000	3000	3000
TRE	0002	0100	0100	0100	0020	0100	0000	0000	0058	0015	0000	0002
TOTAL TRE	0002	0102	0202	0302	0310	0325	0413	0525	0719	0734	0730	0740
FUEL	750	2500	2500	2400	1695	3990	2315	1565	2490	670	100	75
TOTAL FUEL	750	3330	5030	6310	10005	13995	16310	17775	20365	21335	21135	21210
E.A.S.		200	200	200	200	200	200	175	190	190	250	232
T.A.S. (K)		100	100	100	100	100	100	177	212	212	249	217
DISTANCE		100	100	100	121	302	144	37	190	53	19	0
TOTAL DISTANCE		100	360	540	660	970	1114	1151	1341	1394	1413	1421
GROSS WEIGHT	130050	136470	132970	130490	128795	126875	122490	120925	118435	117765	117665	117590

ATTN: to ATT 2 to AIR " " to O.O. 61-53
2 July 1953
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Diversionary Force 130

	1205 1/2	1205 1/2	1205 1/2	1205 1/2	1205 1/2	1205 1/2	1205 1/2	1205 1/2
CONDITION	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE
S.H.A.	1240	2650	1430	1430	1370	1350	1330	1305
ALTITUDE	3000	12000	12000	12000	12000	12000	12000	12000
TIME	1.072	1.170	1.234	1.234	1.234	1.234	1.234	1.234
TOTAL TIME	00:51	00:27	01:02	01:47	01:25	01:00	01:00	01:13
FUEL	0746	1753	2558	3943	2360	3530	2400	2770
TOTAL FUEL	2075	675	2710	2760	30590	33300	35430	37300
R.A.S.	232	173	190	170	190	190	190	190
T.A.S. (K)	217	176	212	212	212	212	212	212
DISTANCE	20	21	221	167	302	212	212	250
TOTAL DISTANCE	1441	1462	1613	1090	2152	2364	2576	2734
GROSS WEIGHT	11735	116510	113000	111740	10210	10770	103370	100500

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ATT 8 to ATT 2 to AIR 11 to G.O. 61-53
 8 July 1953
 ZW

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ARMY "C"
OPERATIONS ORDER 61-53
COMMUNICATIONS
8 JULY 53

ARMY "C" OPERATIONS ORDER 61-53
8 JULY 1953

SECRET
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0300

ANNEX C
OPERATIONS ORDER 01-03
COMMUNICATIONS
8 JULY 1963

1. CALL SIGNS AND CODE WORDS

a. Voices:

- (1) Daily Additive prefixed by "AIR FORCE".
- (2) Aircraft air/air.
 - (a) WATS Air Rescue Aircraft - WATS 1
WATS 2

NOTE: Frequencies-3023.5 kc and 121.5 mc.

- (3) Recall cod. word - "RADIOTELE" prefixed by "Emergency" on 121.5 mc.
- (4) Authentication code word - "RADIOTELE".

b. Communications Control Stations:

- (1) Primary - Offutt.
- (2) Secondary - Carswell or MacDill.
- (3) Alternate - Any other ALCB Station in SI.

2. COMMUNICATIONS

- a. VHF - in accordance with RCIP-7.
- b. HF - in accordance with RCIP-6.

3. RECOGNITION AND IDENTIFICATION

- a. Visual: JAMP 156 as modified.
- b. IFF: Used in the event of Emergency only.

4. AUTHENTICATOR

- a. Current effective edition of the air/ground code.

5. MISSION PROCEDURES

a. Pilots:

- (1) Monitor 121.5 mc at all times after departing Hunter AFB.
- (2) Aircraft Commanders will insure that listening watches are maintained on appropriate air/ground frequencies during the periods, 00 to 05 and 20 to 25 minutes past the hour.
- (3) Radio silence will be observed.

b. Radio Operators:

- (1) Radio silence will be maintained except for the following purposes.
 - (a) Transmission of B-2 strike report.
 - (b) Emergencies.
 - (c) Reply to calls from the communications control stations.

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- (1) Interplane communications if required due to failure of VHF facilities.
- (2) Individual strike reports will be transmitted addressed to KYAC (Sq SAC), GFTZ (Hq 2AF) and information to LYSP (Monitor).
- (3) Maintain a listening watch on appropriate A/G frequencies during the periods 00 to 03 and 30 to 33 minutes past the hour. Frequencies to be monitored are 6738 kc (Primary) or 11228 kc (Secondary).
- (4) Radio operators will prepare extracts of JAMP 158 for use by gunners.

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ANNEX B

TO

OPERATION'S ORDER 61-53

ECM

ANNEX "D" TO OPM ORD 61-53
8 Jul 53
200

~~SECRET~~

SECURITY INFORMATION

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TO

OPERATIONS ORDER 61-53

ECM

GENERAL INSTRUCTIONS

1. Priority has been placed on tactics most effective against those "enemy" weapons which present the greatest threat to SAC Bombardment and Diversionary Task Forces. This threat consists of:

- a. Radar controlled anti-aircraft weapons.
- b. Day and all-weather fighters controlled by VHF and UHF communications.
- c. EW GCI radars.

2. GENERAL.

a. ECM equipment will be installed in aircraft as follows:

(1) Strike force

- (a) AN/APR-4 w/TN-17 and TN-18.
- (b) AN/APT-1 w/AM-14.
- (c) AN/APT-9.

(2) Diversionary force

- (a) 2 AN/APT-5A's w/TN-19.
- (b) 1 Carton RR-20A/U.

3. OPERATING TECHNIQUES.

a. General:

(1) Strike force:

- (a) AN/APT-1 w/AM-14 will be pre-set on the ground for barrage jamming VHF-GCI communications. The 2d Armament & Electronic Squadron will set the transmitters to cover the frequency band of 120 to 132 MCS. AN/APT-9 transmitters will be utilized to spot jam UHF-GCI communications in the frequency band of 220 to 345 MCS. Both spot and barrage jamming will commence at Point "Juliett" inbound and will continue through the target area back to Point "Juliett". The aircraft that hits

ANN "D" TO OPN ORD 61-53

8 Jul 53

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New York will stop jamming at Point "Kilo".

(2) Electronic forces:

- (a) The A-3 dispenser will be loaded with one (1) carton of EB-20a/U for random dispensing. (No self-protection chaff will be dispensed.)
- (b) Random chaff at time intervals from .5 to 2 minutes will be dispensed starting at Point "Sierra" inbound and continued to Point "Quebec". At Point "Quebec", random chaff will be discontinued until Point "Romeo" outbound. At this time, it will be resumed and continued until 50 miles past Point "Sierra" outbound.
- (c) The AN/APT-24 transmitters will be utilized to spot jam EW/GCI radars in the frequency band of 1200 to 1350 MCS. When more than one (1) radar signal is intercepted by an individual aircraft, each of the two transmitters will be set up to jam a different signal; however, when only one signal is intercepted, both transmitters will be set up to jam that one signal. The points for starting and stopping electronic jamming are the same as those designated for random chaff dispensing.

(3) Known VHF and UHF frequencies utilized by ADC for GCI communications are as follows:

(a) VHF

132.12	139.86	143.82
135.18	140.04	146.32
135.36	140.22	146.50
135.72	140.94	149.94
136.26	141.66	151.38
136.98	142.92	153.20
138.60	143.46	142.02

(b) UHF

225.20	254.20	291.40
225.20	260.20	296.20
227.40	266.20	314.20
228.60	270.20	317.40
229.20	271.80	327.40
234.60	279.80	339.30
239.80	283.40	341.41
240.20	283.80	354.20

REF "D" TO OPR ORD 61-53

6 Jul 53

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SECURITY INFORMATION

- [REDACTED]
- (4) Care will be exercised to avoid alerting enemy defenses due to premature or premature electronic jamming or chaff dispensing. The success of active countermeasures is primarily dependent upon timely execution of ECM at specific points throughout the area of use.
 - (5) The navigator will notify the Radio/ECM operator five (5) minutes prior to and the exact time of arrival at points where ECM activities begin and end. The navigator will also furnish the Radio/ECM operator with the exact coordinates of the beginning and ending of each ECM activity.

[REDACTED] SECRET

REF "D" TO OPN ORD 61-53

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SECURITY INFORMATION

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HISTORY
2ND BOMBARDMENT WING M



1 AUGUST 53
THROUGH
31 AUGUST 53

284/51/H/4413

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0319

SECRET

5 Oct 1953 *Maria*

VISION
of the
20th CENTURY WING
Center Air Force Base
Cavendish, Georgia
1 August through 31 August
1953

Prepared and written by
1st Lt. V. J. Jones

Ronald Maria
RONALD J. MARIA
Major, USAF
Historical Officer

1st Lt. V. Jones
For: COLLEEN W. HINE, OWAN
Colonel, USAF
Commander

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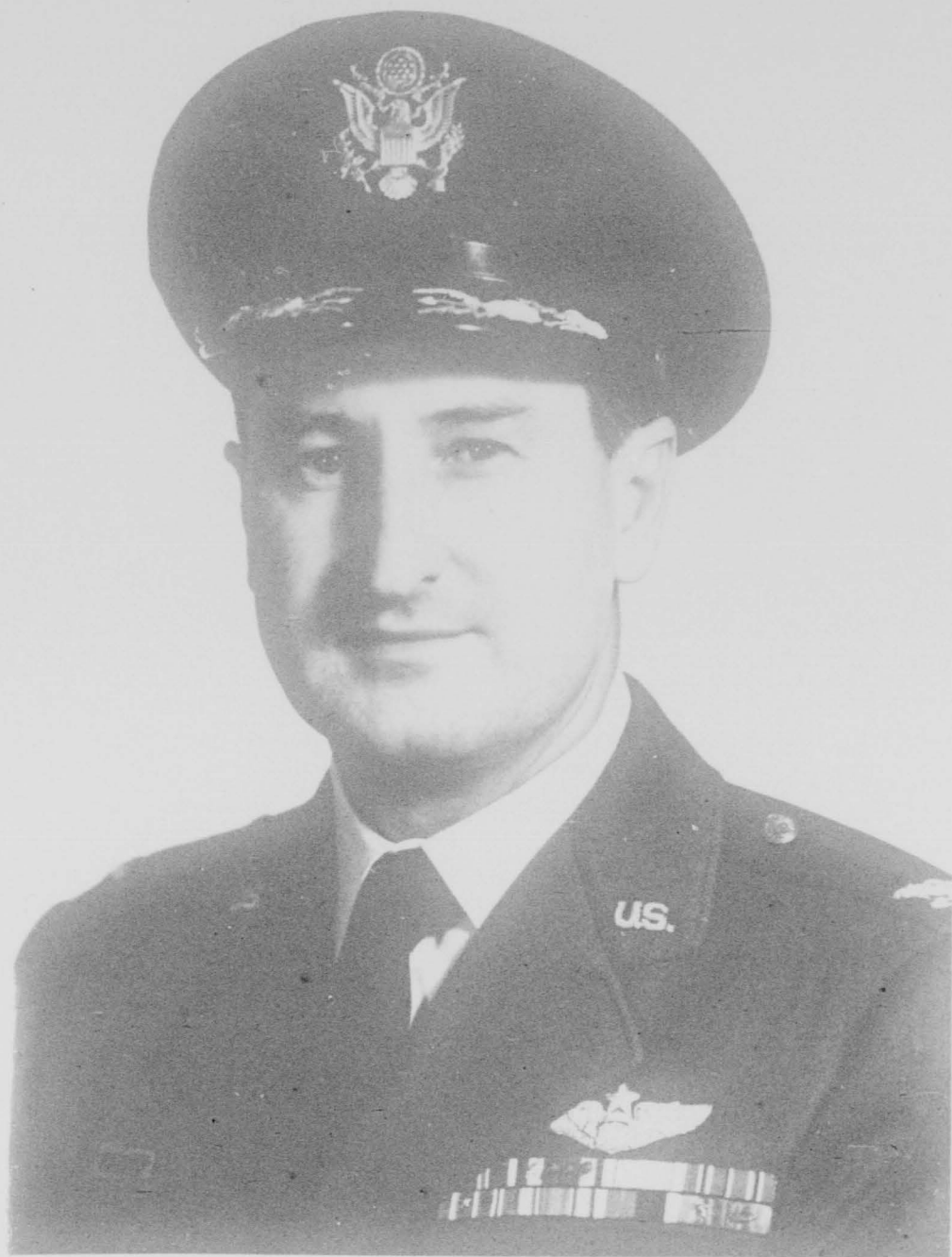
COLONEL ROLLIN M. HUNT
COMMANDER
of the
20th AIRBORNE DIVISION

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SECURITY INFORMATION

0321



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20-BOMBARDMENT WING, MEDIUM

MISSION

AND

RESPONSIBILITIES

(SECOND AIR FORCE REGULATIONS)

20-1

The primary mission of the 20 Bombardment Wing, Medium is the conducting of long range bombardment operations in any part of the world at any time, either independently or in cooperation with land and sea forces.

The 20 Bombardment Wing, Medium, will:

- a. Maintain assigned units in a state of readiness to permit immediate operations, either alone or jointly with other forces, against enemies of the United States.
- b. Organize, train and stage, as directed, appropriate combat, service, and supporting units for theatre or other overseas deployment.
- c. Train bombardment crews, refueling crews, and units for the performance of global bombardment operations.
- d. Support the Air Reserve and National Guard programs in accordance with instructions received from this Headquarters.
- e. Perform such special missions as the Commanding General, Second Air Force may direct.

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REPORT

of the

22 BOMBARDMENT WING

Walter Air Force Base
Savannah, Georgia

1 August through 31 August

1963

CHAPTER I

ADMINISTRATION AND PERSONNEL

1. Organization and Administration
2. Personnel

SECRET

SECURITY INFORMATION

OPERATIONAL AND ADMINISTRATIVE

In new administrative procedures were in force this month. However, August was one of the busiest months, administratively, of the year. The routine work of processing records and correspondence was multiplied many times by the B-47 conversion program and early release of officers and airmen.

Staff responsibility for special weapons material function was clarified as belonging to the Directorate of Material by Second Air Force Staff Memorandum 156-1, 7 August 1953.

Detachment Number Two of the 24 Bomb Wing was organized and designated on 25 August 1953. An advance party arrived in England in preparation for the move of Detachment Number Two to Upper Heyford to replace Detachment Number One. Two important members of this team were Major Brian W. Quinn, Commander, and the Maintenance Officer, Captain James A. Matto.

Detachment One was recognized during its temporary duty (TDY) in England. Besides performing its routine training and support, it participated in the Dutch Air Show and the search mission for the B-36 which went down in the North Atlantic off the Irish Coast. Letters of Commendation were received for both of these and refreshments.

1. This is especially true in the tactical squadrons which have been submitting projected titles of duty assignments to the 24 Bomb Wing. Records were prepared for transfer due to TDY of personnel to B-47 and B-47 training squadrons. See also Wing Staff meeting of 13 Aug 53, Page 3, Appendix 1, Exhibit 1.
2. 24 Bomb Wing General Order Number 26, dated 25 August 1953, Appendix 1, Exhibit 2.
3. Designated as Commander by Special Order 156, 25 Aug 53, Appendix 1, Exhibit 1.
4. Letter of Commendation for Dutch Air Show is last item in Final Mission Report of Detachment Number One. Appendix 1 to Detachment History for August 1953. History and Appendix attached as Appendix 1, Exhibit 1 to this history.

The major administrative effort of the month for the Detachment was expended in preparing the Final IV mission report.

Action was taken to place one officer from each squadron and staff section on orders to George's Administrative Office. This will assure the accomplishment of the records disposition program.

The Commander, Colonel Hittinger, directed publication of a paper which outlines the mission of the Strategic Air Command and the objectives which must be met to carry out this mission. This paper also cites specific examples of management principles as authorized by Strategic Air Command. The paper carries a two-fold purpose. First, it will insure that personnel are aware of general attention to management and will realize how it's done and progress and procedures. Secondly, officers of this Wing, say, through the application of sound management procedures carry out more effectively the mission of the wing in Strategic Air Command.

-
5. Appendix 1 to History of the 3d Bomb Wing Detachment One for August 1953, Appendix 1, Exhibit 4
 6. 3d Bomb Wing Personnel Action Memorandum Number 39, 14 August 1953, Appendix 1, Exhibit 4
 7. Pamphlet, Appendix 1, Exhibit 4

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Inspector General John M. Reynolds left for El Paso, Texas, and a new command on 12 August 1953. He had commanded the 24 Bombardment Wing for approximately a year and a half. His ability as a leader and planner was already responsible for raising the 24 Bomb Wing from a low position in the SAC Rating System to one of the highest. Colonel Rollin M. Wainwright, formerly Deputy Commander, assumed command on the same day. The Director of Material, Colonel Cass V. Jones, was elevated to the position of Deputy Wing Commander while Lieutenant Colonel Eral B. Helzer became the new Director of Material.

For the second time in as many months the Directorate of Personnel had a new boss. Captain William F. Mitchell, selected for assignment to Seventh Air Division in England, was replaced by Major Raymond J. Morris.

1. 24th Air Division, Signal 25, El Paso, Texas
2. See History, 24 Bomb Wing for May 1952, Appendix 7, for Biographical Sketch of Colonel Rollin M. Wainwright
3. 24 Bomb Wing General Order Number 25, 12 August 1953, Appendix 1, Exhibit 7
4. 24 Bomb Wing Personnel Action Memorandum 35, Appendix 1, Exhibit 7A
24 Bomb Wing Personnel Action Memorandum 40, Appendix 1, Exhibit 7
Biographical Sketch of Colonel Cass V. Jones, Appendix 1, Exhibit 2
The Biographical Sketch of Lieutenant Colonel Eral B. Helzer, Appendix 1, Exhibit 10
5. 24 Bomb Wing Personnel Action Memorandum 46, Appendix 1, Exhibit 1
Biographical Sketch of Major Raymond J. Morris, Appendix 1, Exhibit 11

SECRET

0328

Authority was received from Strategic Air Command to extend the temporary duty period of 40 personnel of Detachment One for an additional 30 days. They will be reassigned to Detachment Number Two which is scheduled to depart for England about 3 September 1953.

An "Outstanding Airman" was selected from each squadron of the Wing to receive a scroll and a letter of commendation from Colonel Wroughton. The airmen were judged on their accomplishments, leadership, knowledge, teamwork and esprit-de-corps over a period of six months. These men were outstanding:

<u>Squadron</u>	<u>Rank</u>	<u>Name</u>	<u>Duty Assignment</u>
Wg Wg Squadron	W/Sgt	Edward V. O'Brien	Wing Sergeant Major
20th Bomb Squadron	C/Sgt	William G. Garland, Jr.	Radio Operator
425th Bomb Squadron	W/Sgt	Theodore Brewer	Line Chief
70th Bomb Squadron	W/Sgt	Robert E. Clark	Crew Chief
2d Air Refuel Sq	C/Sgt	George V. Valenti	Operations Supr
2d Arm-Elect Sq	A/TC	Thomas A. Davis	Arm-Elect Control Clerk
2d Td Maint Sq	S/Sgt	Ray J. Burris	Woodwork Shop Chief
2d Aviation Sq	W/Sgt	Holland V. Anderson	Special Weapons
2d Periodic Maint Sq	W/Sgt	Laurance W. Lundberg	Dock Chief
2d Medical Group	S/Sgt	Milton S. Brooks	MOGIC Ground Training

6. SAC War WAAF 20600, dated 19 August 1953 (Originally scheduled as Exhibit 12 not attached). See also Rednotes between 2d Bn Wg Director of Personnel Captain Mitchell and Det One Adjutant, Captain Green, Appendix 1, Exhibits 13 & 14.
7. Special Order 154, Wg 2d Bomb Wg, 26 August 1953, Appendix 1, Exhibit 15.
8. Photos of outstanding airmen. Back Row (left to right): S/Sgt Burris, C/Sgt Valenti, W/Sgt Brewer, W/Sgt O'Brien. Front Row (left to right): W/Sgt Anderson, A/TC Davis, W/Sgt Clark. Appendix 1, Exhibit 16.

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The conversion program really began to roll in August. A directive was received ordering 43 Air Refueling Crews (Nine Navigators and Radio Operators) on temporary duty to the 1707th Student Training Squadron, West Palm Beach, Florida. The first seven crews were to report on 23 August 1953. Meanwhile, information relative to the B-47 program arrived which stated the Aircraft Commander would be the only man to receive the full course for B-47's.

The Wing lost 43 officers and gained 27 during the month of August, making a total net loss of 16 officers. Following is a breakdown of the losses:

Assigned Overseas	6
Assigned within II (Some of Interest)	2
Released Cooperative Duty	11
Assigned to School	5
Reassigned to 308th Bomb Sq and 804th Air Base Group	19
TOTAL	43

9. Ltr, 27 (3d Bomb Wing Directorate of Material) Subj: Tables of Organization for B-47 Wing with an Air Refueling Squadron, dated 17 April 1953, Appendix 1, Exhibit 124
Ltr, Department of the Air Force, Subj: (Unidentified) Reorganization of the 3d Air Refueling Squadron, S, SMC 523 (AFMPC 596a) dated 7 August 1953, Appendix 1, Exhibit 125
10. Directive and 3d Message D-00 14575 as quoted in 3d Bomb Wing Letter, Subj: KC-97 Operational Training (OPER PLAN 103), SMC 43247 359/5, 3 August 1953, Appendix 1, Exhibit 122
11. Infor gathered from daily records maintained in the Directorate of Personnel.

SECURITY INFORMATION

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APPENDIX
CONTENTS

The Soviet Civil Control Section processed 117 crew changes during the month of August. Following is a breakdown by organization of changes processed:

1st Bomb Squadron	14
4th Bomb Squadron	35
54th Bomb Squadron	27
2d Air Refueling Squadron	21
WAC	10

Status of crews during this reporting period:

- Three Soviet crews were upgraded to lead status.
- Two Soviet crews were downgraded to lead status.
- Three lead crews were downgraded to ready status.
- One ready crew was upgraded to lead status.
- One ungraded ready crew became ungraded ready.

All WAC crews of the 2d Air Refueling Squadron were reported on 21 August 1953 and 22 crew WAC crews were carried in view of the impending transition.

- Information obtained from daily records printed in the Directorate of Personnel. Also War Department's Remarks, Section Y of Air Training Report for August 1953, Appendix 2, Exhibit 14 Squadron Commander's Remarks, Section Y of Air Training Report for August 1953, Appendix 2, Exhibit 14
13. 14

In a message to Strategic Air Command and Second Air Force the Combat Crew Control Section of the Directorate of Personnel requested that five crews be removed from select status and more deserving crews be appointed. ¹⁴ These crews are still qualified within minimum requirements for select crews but have been surpassed by the standards of training achieved by other crews in the Wing. These crews were rated in comparison to other wing crews for the last six months and their standings are as follows:

Crew S10	Position 26 in 45
Crew S14	Position 39 in 45
Crew S15	Position 31 in 45
Crew S20	Position 34 in 45
Crew S30	Position 30 in 45
Crew L40 (Lead)	Position 29 in 45 (Lost EWP aiming point)

Twenty-four spot promoted personnel lost their spot grade because of the removal of their crew from select status and changes of aiming points in the emergency war plan (EWP). The loss of an aiming point required the vacating of all spot grades since only Lead and Select crews with aiming points in the current EWP are eligible for spot promotion consideration. ¹⁵

14. 38th Air Div Message ZDPCC 8-0524, dated 12 August 1953, Appendix 1, Exhibit 20
15. Par 5b, SAC Reg 35-23, dated 17 February 1953

The Wing gained 56 and lost 111 airmen during the month of August 1953, making a total net loss of 55 personnel. The losses were as follows:

Reassigned overseas	15
Reassigned within the Zone of Interior	30
Reassigned for compassionate reasons	2
Reassigned to other units on this station (Air Base Group & 308th Bomb Wing)	14
Reassigned Permanent Change of Station to school for training in the following courses:	
Classification Specialist	1
Gunlaying System Mechanic	2
Reassigned temporary duty to school for training in following courses:	
32350A - Turret System Mechanic	6
43152E - Sperry Operator	2
B-47 Fuel Cell Repair	1
B-47 Ejection Seat	3
53-43151-EC-97 MTD Training	23
Discharges:	
Resigned	3
Hardship	13
Expiration of term of Service	6
Bad Conduct (AFR 39-18)	1
Conviction by Civil Court (AFR 39-22)	1

16. Information obtained from daily records maintained in the Directorate of Personnel

Study For the Ministry (AFP 39-14)	1
Air Force Reserve Airman discharged to reenlist in the Regular Air Force	1
Air Force Regulation 39-14 & USAF Message AFPMP-4 ALZICOM 139/53 dated 7 August 1953 (Early Release of Airman)	21

Of the six airmen discharged for expiration of term of service, three reenlisted to fill their own vacancy.

The Classification and assignment Section processed a total of 70 primary Air Force Specialty Code changes for the month of August 1953. Ten Personnel Action Memorandums were published during the month, effecting duty AFSC changes on officers and airmen.

Strategic Air Command Management Control System points were still lost in Officer and Airmen Manning for the quarter ending 31 August 1953. The wing had a quarterly reenlistment rate of 28.2% for this period. The rate for the month of August, only, was better at 37.5%. The base rate was excellent with 80%, but this rate has fluctuated from 34.6% in July while the wing rate has been fairly consistent.

The absent without official leave (AWOL) status remained unchanged this month. The two men AWOL in July were returned to military control but two more went "over the hill" from the same squadrons.

Nineteen men were in the hospital during August for various causes. None of the illness was due to venereal disease. Twenty-one man days were lost due to accidents and altercations which cost the 2d Bomb Wing \$630.00. Non-disabling injuries ran the bill up to \$770.00.

17. Estimate of SAC Management Control System Performance, RCS: ZAF-00-C2; Page 4 of Incl 1, Appendix 1, Exhibit 21
18. Ibid
19. Cumulative Status Report for August 1953, Page 3, Appendix 1, Exhibit 22
20. 2d Field Maintenance Squadron (1 AWOL), 2d Medical Group (1 AWOL)
21. Cumulative Status Report for August 1953, Page 2, Appendix 1, Exhibit 22

The following is the comparative strength figures for the organizations of the 2d Bomb Wing as of 31 July 1953 and 31 August 1953:

	<u>31 JULY 1953</u>		<u>31 AUGUST 1953</u>	
	<u>Off</u>	<u>Arm</u>	<u>Off</u>	<u>Arm</u>
2d Bomb Wing Headquarters Squadron	60	144	45	137
20th Bombardment Squadron	78	239	76	245
49th Bombardment Squadron	78	255	78	254
96th Bombardment Squadron	84	228	80	222
2d Air Refueling Squadron	118	269	105	265
2d Armament Electronics Maintenance Sqdn	10	383	10	361
2d Field Maintenance Squadron	9	457	8	458
2d Periodic Maintenance Squadron	7	154	5	155
2d Aviation Squadron	15	41	15	40
2d Medical Group	47	158	48	156

22. Information Obtained from Morning Reports of each Squadron

SECRET

HISTORY

of the

2D BOMBARDMENT GROUP

Bunker Air Force Base

Douglas, Georgia

1 August through 31 August

1951

CHAPTER II

OPERATIONS AND TRAINING

1. Flying and Ground Training

SECRET

SECURITY INFORMATION

The test aircraft spent the night prior. The exception had a replacement failure of the left main gear. The CRJ for this phase was 245 hours. The CRJ was 415 hours. Other highlights of the evaluation mission required 237 hours and 42 minutes of the flying time. The remainder of the time flown at higher headquarters ordered mission follows:

W 5 Operational Suitability Test	62:24
Strategic Evaluation School	15:00
Flower and State Displays at Iloilo, Panama and Cebu, Philippines for Labor Day	23:00
RAF Base's 21700 2269, 226 20 August 1953	19:30
RAF Base's 21700 2267, 226 4 August 1953 (Includes joint refueling at Limestone AFB, Panama)	12:42

The medical phase of the W 5 Operational Suitability Test was accomplished by three B-36's of the Wing. The 24 Aviation Squadron Salvage and Security Team accompanied the aircraft to Roney Air Force Base, Puerto Rico, as a part of this exercise.

1. Wing Commander's Remarks, Section V of Air Training Report for August 1953, OCS: 1-246-1121, Page 2 of 4, Appendix 1, Exhibit 12
2. RAF Message 21700 2267, dated 4 Aug 53, Appendix 1, Exhibit 14
3. RAF Operations Order 1100-53, dated 5 August 1953
4. History, 24 Aviation Squadron, August 1953, Page 3, Appendix 2, Exhibit 1, (FORWARDED WITH STRIKE GROUPS ONE TO CLASSIFIED AIR) See also Wing Commander's Remarks, Section V of Air Training Report for August 1953, OCS: 1-246-1121, Appendix 1, Exhibit 14
5. History, 24 Aviation Squadron, August 1953, Appendix 2, Exhibit 1

In accordance with Annex "A" of Operations Order 11-53 (Dowling's Plan) visits were made to the several bases by members of the 2d Bomb Wing. All comments and recommendations were noted in a typewritten report to the Wing Commander by personnel conducting the visits.

Second Bomb Wing Operations Order for the deployment of Detachment Two and the return of Detachment One was published 15 August 1953. It was in effect 3 September 1953. Aircraft now in the United Kingdom will depart on a home for good basis as aircraft arrive from the Base of the Interior.

Total flying time for Detachment Two in the United Kingdom was 275 hours. All 51-2 requirements were completed for the training quarter ending August 1953 except the requirement for nine aircraft formations.

The Detachment flew two missions ordered by Seventh Air Division. The first was a search mission for a B-36 which crashed into the Atlantic off the coast of Ireland. The detachment planes did not find any of the crew members. The search accounted for 49 hours and 15 minutes of flying time.

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1. Ltr, 2d Bomb Wing, Subject: Visit to Several Bases (Operations Order 11-53), dated 12 August 1953, as Document A75, Appendix 1, Exhibit 244.
 2. Ltr, 2d Bomb Wing, Subject: Visit to Several Bases (Operations Order 11-53), dated 27 August 1953, as Exhibit A77, Appendix 1, Exhibit 245.
 3. 2d Bomb Wing Operations Order 11-53, dated 15 August 1953; Appendix 1 to Annex "A", dated 25 August 1953; and Amendment 1 dated 28 August 1953, Appendix 1, Exhibit 246.
 4. History, 2d Bomb Wing Detachment One, August 1953, Appendix 1, Exhibit 247.

On 18, 19 and 20 August 1953 the Detachment participated in exercises "Exercise 7". This is the annual Royal Air Force Major Units Training Exercise exercise. Aircraft flew under normal weather and conditions. Special emphasis was placed on electronic countermeasures.

The Detachment was followed by French Air Division staff Detachment and will be covered in the Royal Air Force briefing report of 21 and 22 September 1953. The 21st Bomb Wing staff Detachment will be the only French Staff Air Corps representative. General LeMay, Commander of Strategic Air Command, and Brigadier General Nelson, Commander of French Air Division, are among the high level personnel who have observed the exercises. The staff Detachment will be invited to the exercises. The staff will be directed to make a check of the exercises. From the staff of 12 members, the staff will be invited to make the check. Some of the 21st Bomb Wing have shown themselves capable in appreciation of the staff and it is hoped they will add to their prestige by winning this race.

Staff 12 Detachment, a normal training flight aircraft in diameter, a normally uncontrolled fire in under one engine of aircraft number 44115 caused the emergency bailout of seven crew members of Captain Victor H. Boudreau's crew. An account of the incident was given by the crew as follows:

-
10. History, 21st Bomb Wing Detachment One, August 1953, Page 3, Appendix 1, Exhibit 2
 11. General Air Division Message GND 2113, New Orleans
 12. 1113
 13. French Air Division Message GND 1-5427, 20 August 1953, Appendix 1, Exhibit 2
 14. Extracted Crew History of 21st Bomb Wing Detachment One, August 1953, Pages 1, 2, and 3

At 11:00 hours, on 17th July 1955, aircraft 44103, 1-50, departed this station on a routine training mission. It was piloted by Captain [redacted] and was accompanied by a single engine, light aircraft, the instructor pilot being at that time the flight instructor, Major Wesley E. Hoffman, who was in the left seat.

At 11:05 hours, the aircraft reached 11,000 feet at 1000 meters. At this point, the left engine stopped working and the aircraft began to lose altitude. The pilot immediately recognized the situation and initiated the emergency landing procedure.

At 11:10 hours, the aircraft was at 10,000 feet. The flight instructor advised the pilot to land at the nearest suitable airfield. The aircraft landed at 11:15 hours. The crew was rescued and transported to the hospital at 11:20 hours. The aircraft was damaged beyond repair and was subsequently destroyed. The pilot was seriously injured and was hospitalized for several days.

At 11:15 hours, the aircraft was at 10,000 feet. The flight instructor advised the pilot to land at the nearest suitable airfield. The aircraft landed at 11:20 hours. The crew was rescued and transported to the hospital at 11:25 hours. The aircraft was damaged beyond repair and was subsequently destroyed. The pilot was seriously injured and was hospitalized for several days.

During the bailout, with power reduced, number two engine began torching excessively. In combination with the fire in number one, it could not be determined by Major Hoffman in the left seat whether number two was actually on fire, was merely torching excessively, or whether the fire in number one was increasing intensity. Accordingly, number two was feathered by Major Hoffman as a precautionary measure and as an additional check on the status of number one. The time was approximately 2139 Eastern Standard Time (EST).

While number two was being feathered, the flight engineer was making one last check of his instruments and was preparing to bail out. At this time Major Hoffman noticed that the fire in number one was reducing in intensity. The two pilots and the flight engineer elected to try to save the aircraft. It was now two to three minutes since the order for bailout had been given. When the fire in number one appeared to be definitely going out, an air start of number two was accomplished. Number two had been feathered from two to five minutes. The aircraft was immediately returned to the home station and was landed by Captain Snowden without further incident. Engines were shut down at 2158 EST. Cause of the fire was alternator bearing failure and further failure of an alternator shaft to shear in time to prevent overheating.

August saw much effort expended to meet the minimum training requirements as set forth in SAC Regulation 50-8. Adverse weather conditions prevented completion of visual releases and night celestial

navigation legs for flying training training minimums. ¹⁵ However, it is expected the Wing will retain its Number One position in "Operations" throughout the command. Increased proficiency in visual radar bomb scoring runs and the increased number of combat ready crews offset the deficiencies in training minimums. ¹⁶ It is estimated the Wing Operations will receive 90.1 percent for August. ¹⁷

The 2d Air Refueling Squadron was relieved from SAC Regulation 50-8 requirements effective 1 August 1953 by authority of SAC message DOTAS 18259 dated 10 July 1953. ¹⁸ However, training was accomplished as follows: Refueling support was given to the 31st and 508th SAC Fighter Wings and to the 2d Bomb Wing for 50-8 training minimums. Instrument training was given to all pilots entering KC-97 transition in order to provide them with current AF Forms 8 (white instrument card) and 8A (green instrument card) through the training period. ¹⁹ One hundred sixty one thousand-two hundred gallons of gasoline were transferred during the month. ²⁰ Of this total, 47,500 gallons were transferred to Fighters. Near the end of the month (25 August 1953) all the KB-29 crews were re-gressed and reformed as KC-97 crews. August started with 15 KB-29 combat and nine KB-29 non-combat ready crews. It ended with 20 KC-97 non-combat

15. Wing Commander's Remarks, Section K of Air Training Report for Aug 53, RCS: 1-SAC-T12A, Page 2 of 4, Appendix 1, Exhibit 18
16. Estimate of SAC Management Control System Performance, August 1953 Page 1 of 6, Appendix 1, Exhibit 21
17. Ibid...page 3 of 6
18. Squadron Commander's Remarks, Section H of Air Training Report for August 1953, RCS: 4-SAC-T12, Page 3 of 4, Appendix 1, Exhibit 19
19. Ibid...Pages 2 & 3 or 4. Also History, 2d Air Refueling Squadron, August 1953, Page 7, Appendix 1, Exhibit 26
20. Squadron Commander's Remarks, Section K of Air Training Report for August 1953, RCS: 4-SAC-T12, Pages 2 & 3 of 4, Appendix 1, Exhibit 19

ready crews who were formed from the best qualified personnel from the EB-29 crews. Thirteen KC-97 crews were available for training at Hunter.²¹ The other seven crews reported to West Palm Beach, Florida, for training.

Both the B-47 and KC-97 transition programs are running smoothly. Training as projected is being accomplished except the duration of scheduled combat crew training for B-47's has been reduced and T-33 (jet trainer aircraft) training has been eliminated completely. The staff transition course will last eight weeks instead of ten weeks as²² previously planned.

Special ground training needed to convert to B-47's and KC-97's was scheduled in addition to the "norms" directed by Second Air Force Regulation 50-6.

One phase of this training was devoted to familiarization of maintenance personnel with Bendix Carburetors and Fuel Distributors. Three hundred maintenance people attended classes conducted by Mr. Jack Pickens, Bendix Technical Representative.

Another important indoctrination course, B-47 high altitude, was completed by 12 officers. A navigation course for pilots was also conducted in preparation for the new jet aircraft.

Some extra training was needed to keep 2d Bomb Wing B-50 crew positions filled until the standdown date. To meet this need, an equivalent B-50D Mobile Training Detachment Course was set up and conducted by 2d Bomb Wing personnel. This course was attended by seven

21. Same as footnote 20 except Page 1 of 4 for Air Training Report
22. The course as discussed at the Wing Staff Meeting of 19 August 1953 (See Staff Minutes, Appendix 1, Exhibit 1) was thought to be cut to 4 or 6 weeks. Later verbal information from the Director of Operations, Lt. Col. Joseph M. Donovan, identified the course as eight weeks in length.

newly assigned pilots. They were replacements for co-pilots of the 2d Bomb Wing who were transferred to the 308th Bomb Wing.

The ground training program included physical conditioning, Atomic-Biological-and Chemical (ABC) training.²³ Combative measures of the physical conditioning were stressed for crews. The ABC training was presented to the Wing through a series of movies. More concentrated ABC indoctrination was given to co-pilots and central-fire-control (CFC) gunners in a program consisting of several four hour courses.

The five crews deploying to the United Kingdom (England) in September were trained on the MK 8 weapon in accordance with Second Air Force directive. The 2d Aviation Squadron conducted its monthly special weapons operation on 27 August 1953.²⁴

A survey of Strategic Evaluation Squadron reports reveal several areas needing additional training for better combat crew proficiency. The most general of these was special weapons procedures.²⁵ The Director of Operations, Lieutenant Colonel Joseph M. Donovan, noted the shortcomings of specific crews in correspondence to the squadron commanders. His correspondence also quoted a part of Second Air Force message 2A WTA 1067, 10 August 1953, which states that special weapons deficiencies have been predominant throughout the command. The Wing and Squadron Commanders are aware of the specific areas of training to watch as a result of the

23. Estimate of SAC Management Control System Performance for August 1953, Page 6 of 6, Appendix 1, Exhibit 21

24. History, 2d Aviation Squadron, August 1953, Page 2, Appendix 2, Exhibit 1

25. Routing and Record Form to Commanders, 20th, 49th, & 96th Bomb Squadrons on Survey of Evaluation Squadron Reports, Appendix 1 Exhibit 27

Also Routing and Record Form to Commanders, 20th, 49th, & 96th Bomb Squadrons, Subj: Special Weapons Grades for August 1953, Appendix 1, Exhibit 28

Directorate of Operations survey.

The Atlanta (Georgia) Radar Bomb Scoring Site opened on 24 August 1953. This is a new RBS site and is manned by personnel of Detachment 20, 90th Radar Bomb Scoring Squadron who were at Birmingham, Alabama. The new site will facilitate our flying training somewhat inasmuch as it is closer to Hunter. However, it is not as good a target complex as Birmingham since there are few, if any, outstanding radar returns to use as offset aiming points. In conjunction with this opening the Prediction Team made target plates and prediction transparencies on this target. The Prediction Section is still evaluating the "Gerl" system for target plate manufacture as reported in June's history. 26
The latest series is an evaluation of the Little Rock, Arkansas, target. The report was forwarded to the 92d Bomb Wing, Fairchild Air Force Base, Washington, with information copies to Second Air Force and Strategic Air Command.

Gunnery training was very complete for August. Four composite crews completed gunnery evaluation. Another six crews accomplished OQ (firing at pilotless radio controlled drone aircraft) gunnery training. Individual training saw sixteen gunners complete a five week basic gunnery course while six others took two weeks of refresher training. Seven hundred ninety-seven scoreable attacks were obtained from the 15,465 feet of gun camera film exposed.

26. Ltr, 38th Air Div, Subj: Evaluation of the "Gerl" Process of Target Plate Construction, file: 2D07, dtd 20 Aug 53, Appendix 1, Exhibit 29

Forty eight hours of practice electronics countermeasures were completed in the modified C-47 ECM aircraft. In addition to a full program of miscellaneous and phased training, 45 electronics countermeasures-radio operators successfully completed all ECM training and have been designated as SAC Combat crew ECM-radio operators.

The monthly ME 6 continuous training operation was accomplished by the 2d Aviation Squadron. Some difficulties were encountered in this "usually successful" operation. The squadron also received a Technical Assistance Visit from San Antonio Air Materiel Area representatives. Several items were discussed among which was the Universal Delivery Trainer. The San Antonio Directorate will receive 25 of these trainers in September and distribution will begin shortly afterward on a priority basis.

The month of August ended with five crews lacking 100% of training minimums. As stated before, these shortages were caused by adverse weather conditions. Weather will be a very important factor affecting training the next few months due to the seasonal rain and storms. The wing showed an improvement in radar bomb scoring proficiency and the physical conditioning categories which will offset the training minimum deficiencies. There were forty-four combat ready and one non-combat ready crew for tactical aircraft. The Air Refueling Squadron had 20 non-combat ready due to conversion.

27. Ltr, 38th Air Div, Subj: Radio-ECM Operator Report (RCS: 245-07-114) file, 2DOT, dtd 2 Sep 1953, Appendix 1, Exhibit 30
28. History, 2d Aviation Squadron, August 1953, Page 2 & 3, Appendix 2, Exhibit 1. FORWARDED UNDER SEPARATE COVER DUE TO CLASSIFICATION.
29. Ltr, Hq San Antonio Air Materiel Area, Subj: Technical Assistance Visit, dated 10 August 1953, Appendix 1, Exhibit 31
30. Estimate of SAC Management Control System Performance, Page 6 of 6, Appendix 1, Exhibit 21

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VOLUME I
of the
ED SUBCOMMITTEE REPORT
Bomber Air Force Case
Columbus, Georgia
1 August through 31 August
1957

CHAPTER III

INDEX

1. Maintenance
2. Supply
3. Logistics

SECRET

SECURITY INFORMATION

MAINTENANCE

During the month of August 1953, the following was accomplished as scheduled through the Job Control Section and compiled from daily reports: Fifteen (15) Compass Swings were performed with no backlog. Eleven (11) harmonizations were completed and seven (7) aircraft were processed through the Depot for fuel cell modification.

Integration of Second Air Force Manual 65-1 was continued during August. Recording of consumption data, obtained from Second Air Force Form 52-B has been accomplished for a six (6) week period for all flight line activities. Pre-issue lists for Electric Shop and Engine Build-Up were revised. Quarterly revisions on six (6) bench and shop stocks were effected. Several items, found to have been erroneously deleted during transfer from Service Unit 1 to Service Unit 3 were reinitiated, benefiting our future aircraft out of commission for lack of parts (AOCF) status. Twenty-two (22) officers from Fifteenth Air Force visited the Unit to study the effect Second Air Force Manual 65-1 has on all phases of supply.

The Maintenance Standardization Team assisted in the Wing Ground Training Program by providing an instructor to lecture on the B-50D electrical system during the one week course of instruction for pilots in the BOSOD MTD school. Maintenance Team personnel worked with Mr. Pickins, a Bendix Representative, in securing exhibits and monitoring attendance during a one week school on Bendix Carburetors and Fuel Distribution. The Maintenance Team was responsible for the manufacture of a set of tools for use on R-3350 engines. Tools manufactured were:

- (1) Timing Disc for Injection Pumps
- (2) Dial Indicator Adapter for Valve Checks
- (3) Ignition Distributor Electrode Air Cap and Alignment Tool
- (4) Magneto Point Synchronizer and Dwell Tool

Use of the above tools (except #4) is delayed pending receipt of modified magnetos from Air Materiel Command. Two Maintenance Team personnel were instructed in the use of these tools at the R-3350 engine conference at Sacramento Air Materiel Area in June 1953.

A total of 12 Technical Orders were received affecting the B-50D aircraft assigned. One backlogged Technical Order was complied with. A total of nine Technical Orders were received affecting the KB-29P aircraft assigned. One backlogged Technical Order was complied with. Technical Order compliance and shortages have been receiving command attention in the 38th Bomb Wing. On 27 August 1953 the Training Section of the Directorate of Operations sent a 14 page message to the Directorate of Special Weapons at San Antonio Air Materiel Area, Kelly Air Force Base, Texas, listing shortages of the 82 Series of Technical Orders existing within the Wing. The status of Technical Order compliance of possessed aircraft for this period are as follows:

B-50D	22.7
KB-29P	10.2

A resume of operation as compiled from the Daily Aircraft Flying Status Report is as follows:

1. 38th Air Div Confidential Message C2DOT 2177, dated 27 August 1953

	<u>B-50D</u>	<u>KB-29P</u>
Average Number Aircraft Possessed	35.8	18.
Average Number AOCF	2.4	.58
Average Number Available for Flying	33.4	17.42
Hours Flown Per Available Aircraft	47.8	20.7
Total Hours Flown	1595.	359.40
Average Hours Per Possessed Aircraft	44.6	20.
Number Engines Changed	16	4
Average Hours Per Engine Change	311.	349.
Average Hours Per Installed Engine	251.	212.
Average Percent ANPE [*]	89.6	87.
ABORTS:		
General	4.8	5.3
Radar	4.1	0

Aircraft gained or lost as compiled from Air Force Form 110B during this reporting period is as follows:

Five (5) B-50D aircraft lost to Oklahoma City Air Materiel Area

Seven (7) B-50D aircraft gained from OCANA.

One (1) KB-29P aircraft lost to OCANA.

Two (2) KB-29P aircraft gained from OCANA.

No transient aircraft gained or lost during this reporting period.

*ANPE: Aircraft Not Flying For Lack of Equipment

2. Ltr, 2d Bomb Wing, Subj: ECM Abort Report, RCS: 2AF-CE-E3, Appendix 1, Exhibit 32
 Ltr, 2d Bomb Wing, Subj: Radar Abort Report, RCS: SAC-U11, file 2AENS 413.44, dated 3 September 1953, Appendix 1, Exhibit 33

The following work was performed by the Quality Control Section:

Engine Changes	27
Engines in Engine Build-Up	20
Test Flights	49
Lock Inspections	22
Spot Checks	16

90-Day Shop Inspections of the following:

49th Bomb Squadron

2d Air Refueling Squadron

One hundred and thirty-one (131) Unsatisfactory Reports, with
thirty (30) exhibits, were also processed.³

3. Note Emergency Unsatisfactory Report, 38th Air Div TWA 2DNC 8-25-2, dated 7 August 1953, Appendix 1, Exhibit 34

SUPPLY

The principal items causing the 2d Bomb Wing's ACCP rate are listed below. The items were required for five (5) or more days, as indicated on the Daily Aircraft Out of Commission for Lack of Parts Report:

<u>STOCK NUMBER</u>	<u>NOTE</u>	<u>TYPE AIRCRAFT ACCP</u>
0108-9-653-8	Tube	B-50D
0108-9-6653-9	Tube	B-50D
1A9F-L-161541	Panel	B-50D
1A815-20938	Valve	B-50D
1A669-67VC300	Pump	B-50D
1A9F-5-39887-11	Dome	B-50D
3360-074032450	Switch	B-50D
1A204-B015D34	Relay	B-50D
3360-074570140	Switch	B-50D
1A504-AM6247-2	Valve	B-50D
1A9F-297A-1100	Nose	B-50D
1A805-6E1C281	Valve	KB-29P
3360-070507006	Circuit	KB-29P

On 20 August 1953 a meeting was conducted in 2d Bomb Wing Directorate of Materiel conference room on the subject of contract maintenance. All maintenance and supply staff sections were represented at the meeting as well as two contract maintenance technicians from Warner Robins Air Materiel Area. Various contract maintenance problems were discussed and it was agreed that Major Waggoner, 804th Air Base Group Staff Supply Officer, with the help of the contract maintenance

technicians will work up a firm contract maintenance policy for publication as soon as possible.

The 804th Supply Squadron Flyaway Kit Section (2d Bomb Wing Kits) was inspected on 18 August 1953. Percentage of completion of kits, all classes considered, is as follows:

20th Bomb Squadron	99.13%
49th Bomb Squadron	98.95%
96th Bomb Squadron	99.09%
2d Air Refueling Squadron	99.61%
2d Bomb Wing Average	99.13%

All Organization Supply Units were inspected and found to be in satisfactory condition during routine and liaison visits throughout this reporting period. Unit Property Record Equipment Authorization Lists (UPREAL's) have been received for the 20th, 49th, 96th Bomb Squadrons and the 2d Medical Group. A letter from the Department of the Air Force directing reorganization of the 2d Air Refueling Squadron also directed preparation of a squadron UPREAL. These organizations are in the process of inventory and transferring of UPREAL's. The following percentages of UPREAL equipment are now on hand in 2d Bomb Wing Supply:

	<u>B-50D</u>	<u>KG-97</u>
20th Bombardment Squadron	94%	
49th Bombardment Squadron	91%	
96th Bombardment Squadron	91%	
2d Air Refueling Squadron	98%	60%

1. Ltr, Department of the Air Force, Subj: (Unclassified) Reorganization of the 2d Air Refueling Squadron M, file 322 (AFOMD 698h) dated 7 August 1953, Appendix 1, Exhibit 17B

	<u>B-50E</u>	<u>KC-97</u>
2d Periodic Maintenance Squadron	97%	79%
2d Field Maintenance Squadron	85%	65%
2d Armament Electronics Maintenance Squadron	93%	10%
2d Medical Group	96%	
2d Wing Headquarters Squadron	82%	
2d Aviation Squadron	95%	
Wing Average	91%	53%

The last KC-97 equipment was placed on requisition as of 10 August 1953. The wing average of KC-97 equipment now on hand is 53%.

A briefing and list of references were given to the Wing Commander on unit supply activities.

Authority was requested to consume and deplete a stock of thirteen (13) R-3350 engines due to the phaseout of KB-29P aircraft and stand down of the 2d Air Refueling Squadron as of 25 August 1953.⁵

5. 2d Bomb Wing Message G2DM 2163, dated 24 August 1953, Appendix 1, Exhibit 35

LOGISTICS

Change three (3) to 2d Bombardment Wing Mobility Plan was published on 10 August 1953. This revision incorporated only minor changes requested by SAC and primarily deleted several items which are no longer authorized for deployment. Preliminary planning on conversion of 2d Air Refueling Squadron to KC-97 type aircraft was begun and indications are that a considerable saving of Military Air Transport Service (MATC) airlift in support of emergency war plan execution will be effected on conversion to this type aircraft.

Final planning for rotation of five (5) Shoran Aircraft presently in the United Kingdom was completed. Support airlift requirements were finalized at one (1) C-54 type aircraft. This aircraft will transport personnel only; no cargo being deployed requires support airlift.

SECRET

SECRET

of the

20 BOMBERS, 1950-51

Major Air Force Base
Savannah, Georgia

1 August through 31 August

1951

CHAPTER IV

FACILITIES

1. Facilities

SECRET

SECURITY INFORMATION

FACILITIES

The Directorate of Materiel assumed responsibility for Wherry Housing. The program as set up by the 2d Bomb Wing Sergeant Major, Master Sergeant Howard V. O'Brien, has proven so successful that the 308th Bomb Wing Program was revised along similar lines. The Materiel Office does not plan to make any changes. Due to the reduction in force of the Air Force, impending transfers brought about by the conversion to jets, and extended temporary duty training at other bases, officers have been reluctant to move into the Wherry Housing Project. The Division and the Wings are considering renting some of the officer units to enlisted men. There is a long waiting list of airmen who desire Wherry Housing.

The new type barracks (four wing - three story) on the south side of the base were scheduled for completion the first of September. The weather has hindered construction to the point where the completion date may extend to the first of October or even into the month of November. The 804th are scheduled to be housed in these barracks. The 308th and 2d Bomb Wings may consolidate their areas after the 804th Air Base Group moves out of the barracks on the north side of the base.

There was an improvement in training facilities for Q-24 Radar. The Ultrasonic Q-24 Trainer was moved from building 1286 (south side of the base) to the Armament Electronics Maintenance Hangar (north side of the base and close to the Armament Electronics Maintenance Squadron). The power supply is better and maintenance is facilitated. Closer supervision and better security all result from this move. Trainer runs (SAC Reg 96-3) and emergency war plan photography were delayed by this move.

The 49th Bombardment Squadron won a 17 inch screen Motorola
Television Set by contributing \$1.20 per man to the Air Force Aid
Society. The Commander has promised that another TV set will be
bought from Squadron Funds so each of the two barracks may have one.

1. History, 49th Bomb Squadron, August 1953

SECRET

ISTORY

of the

28th AIRBORNE DIVISION

Walter Air Force Base

Swainson, Georgia

1 August through 31 August

1953

CHAPTER 7

MISCELLANEOUS ACTIVITIES

1. Recreation and Morale
2. Transportation

SECRET

SECURITY INFORMATION

RECREATION AND MORALE

The Hunter Fliers continued their winning ways in August. They are one of the top baseball teams in the Savannah River League and are favorites to take the Shaughnessy playoffs if their luck holds.

Plans were made to hold a Hunter Golf Tournament for the link addicts of the base. Tournament play should be sometime in September.

Practically all the squadrons of the wing have entered teams in the base bowling league. This sport has been enthusiastically followed since the 2d Wing arrived at Savannah and is one of the most consistent morale boosters. The personnel of the Wing have compiled some enviable records at local and district tournaments.

The Wing morale continued at a high level. The Air Force Times announcement of early releases for surplus personnel has many Hunter airmen wearing smiles. Morale is always lowered by disgruntled personnel who, because of their overage status, have to fill out their work day at odd jobs. The man who doesn't have a primary, full-time job is a dissatisfied man. The discharge of these personnel should aid morale.

TRANSPORTATION

Limitations of Temporary Duty Travel

The budget for the fiscal year 1954 has limited the funds for travel, especially temporary duty travel. The sum for temporary duty travel has been set at \$150,000.² The 2d Bomb Wing has been utilizing military aircraft when possible to keep within budgetary limits. Major Wesley K. Hoffman, 2d Bomb Wing Controller under the Director of Operations, has been coordinating with Base Flight Section to insure maximum use of military aircraft. At first glance this would seem a simple matter, but when flying and ground training schedules enter the picture the problem at once becomes complex and difficult. To illustrate--flying crews must meet training minimums each month; however, a plane develops malfunctions requiring depot maintenance. The crew ferries the plane to the depot and then may remain three or four days before getting a return ride on military aircraft to the home base. In the meantime, the crew has missed some of the flying and ground training scheduled during their absence. Complete rescheduling is necessary in some instances for the crew to meet their training requirements. Both training and travel requirements have been met so far by careful planning and coordination. Personnel who cannot get a ride on military aircraft are authorized to use commercial facilities. A problem may arise near the end of the year if the funds become exhausted and commercial travel cannot be used for these "stranded" personnel. A possible solution would be the diversion of funds from another program for TDY travel. The 2d Bomb Wing Comptroller is checking this.

1. 2d Bomb Wing Staff Meeting Minutes of 19 August 1953, dated 21 August 1953, Appendix 1, Exhibit 1
2. Ibid

LIST OF KEY PERSONNEL

2D BOMBARDMENT WING M

COLONEL ROLLIN M. WININGHAM
Commander

COLONEL OSCE V. JONES
Deputy Commander

LT COL KAREL B. MELCER
Director of Material

LT COL JOSEPH M. DONOVAN
Director of Operations

MAJOR RAYMOND J. MORRIS
Director of Personnel

LT COL OLIVER D. PILLEY
Chief of Maintenance

MAJOR JOSEPH P. MURRAY
Comptroller

CAPTAIN ELBERT L. HULL
Adjutant

LT COL FLOYD W. HAYWOOD, JR
Commander
20th Bombardment Squadron

MAJOR GEORGE H. MC KEE
Commander
49th Bombardment Squadron

LT COL HARRY E. STENGLE III
Commander
96th Bombardment Squadron

LT COL JERALD B. WILSON
Commander
2d Air Refueling Squadron

(LIST OF NEW PERSONNEL - CONT'D)

MAJOR WILLIAM M. BRYSON
Commander
2d Armt-Electronics Maintenance Squadron

MAJOR REGINALD F. BRADDOCK
Commander
2d Field Maintenance Squadron

LT COL WALTER H. HEATH
Commander
2d Periodic Maintenance Squadron

LT COL EDWIN W. TURNER
Commander
2d Medical Group

MAJOR IRVING A. SHULKIN
Commander
1d Aviation Squadron

MAJOR LUCIUS HELES JR
Commander
Headquarters Squadron

SECRET

TELETYPE

MEMORANDUM ON JO DOCUMENTS WITH COPIES

REFERS TO:

Directorate of Personnel

Directorate of Material

Directorate of Operations

INTERVIEWS

NEW SERIAL AND CLASSIFYING FILES

Correspondence

TK's

Reports

NEW PUBLICATIONS

NEW OPERATIONS FILES

NEWSPAPERS

SECRET

SECURITY INFORMATION

LIST OF APPENDICES

1. APPENDIX "A" WITH 35 EXHIBITS
2. APPENDIX "B" WITH 1 EXHIBIT (FORWARDED UNDER SEPARATE COVER DUE TO CONFIDENTIAL RESTRICTED DATA CLASSIFICATION)

APPENDIX "A"

with

LIST OF 35 EXHIBITS

1. Minutes of Wing Staff Meeting of 19 August 1953
2. 2d Bomb Wing General Order Number 26 dated 25 August 1953
3. 2d Bomb Wing Special Order Number 156 dated 28 August 1953
4. History, 2d Bomb Wing Detachment One, August 1953
5. 2d Bomb Wing Personnel Action Memorandum Number 39, 18 August 1953
6. Pamphlet on Mission and Management
7. 2d Bomb Wing General Order Number 25 dated 12 August 1953
- 7A. 2d Bomb Wing Personnel Action Memorandum Number 38, 12 August 1953
8. 2d Bomb Wing Personnel Action Memorandum Number 46, 25 August 1953
9. Biographical Sketch of Colonel Osce V. Jones
10. Biographical Sketch of Lieutenant Colonel Karel B. Melcer
11. Biographical Sketch of Major Raymond J. Morris
12. NOT USED.
13. Radnote dated 21 August 1953
14. Radnote dated 24 August 1953
15. 2d Bomb Wing Special Order Number 154, dated 26 August 1953
16. Photographs of Outstanding Airmen
- 17A. 2d Bomb Wing Directorate of Materiel Letter, Subj: Tables of Organization for B-47 Wing with an Air Refueling Squadron, dtd 17 August 1953
- 17B. Letter, Department of the Air Force, Subj: (Unclassified) Reorganization of the 2d Air Refueling Squadron, file 322 (AFOMD 690h) dated 7 August 1953
- 17C. Ltr, 2d Bomb Wing, Subj: KC-97 Transition Training (2DPAU PROJ AU 103), file 2DPAU 353/98, 3 August 1953

APPENDIX "A" (CONT'D)

18. Wing Commander's Remarks, Section H of Air Training Report for August 1953
19. Squadron Commander's Remarks, Section K of Air Training Report for August 1953
20. 38th Air Div message ZDFCC 8-0524, dated 12 August 1953
21. Estimate of SAC Management Control System Performance for August 1953
22. Cumulative Status Report for August 1953
23. Ground Safety Report for August 1953
24. Second Air Force message ZAFPC 0287, dated 4 August 1953
- 24A. Ltr, 2d Bomb Wing, Subj: Visit to Dispersal Base (Waldron AFB) dated 12 August 1953
- 24B. Ltr, 2d Bomb Wing, Subj: Visit to Dispersal Base (Robins AFB) 27 August 1953
- 24C. 2d Bomb Wing Operations Order 71-53, dated 25 August 1953, Appendix I to Annex "C" dated 25 August 1953 and Amendment 1 to the Opns Order, dated 28 August 1953
25. 38th Air Div message ZDOPS 8-5427 dated 30 August 1953
26. History, 2d Air Refueling Squadron, August 1953
27. Routing and Record Form to Squadron Commanders, Subj: Survey of Evaluation Squadron Reports.
28. Routing and Record Form to Squadron Commanders, Subj: Special Weapons Grades for August 1953
29. Ltr, 38th Air Div, Subj: Evaluation of the "Gerl" Process of Target Plate Construction, File: ZDOT, dated 20 August 1953
30. Ltr, 38th Air Div, Subj: Radio-ECM Operators Report, file ZLOT, dated 2 Sep 53
31. Ltr, San Antonio Air Materiel Area, Subj: Technical Assistance Visit, dated 10 August 1953

APPENDIX "A" (CONT'D)

32. Ltr, 2d Bomb Wing M, Subj: ECM Abort Report
33. Ltr, 2d Bomb Wing M, Subj: Radar Abort Report, file 2AEMO 113.44,
dated 3 September 1953
34. 38th Air Div message ZEMOC 8-25-1, dated 7 August 1953
35. 2d Bomb Wing message C2DM 2163, dated 24 August 1953

END

RESTRICTED - SECURITY INFORMATION
HEADQUARTERS 2D BOMBARDMENT WING M
Hunter Air Force Base, Georgia

ZWCMDR

21 August 1953

Wing Staff Meeting
(19 August 1953)

The new home telephone number of Col Winingham is 25661.

Two-bedroom and three-bedroom houses are available in the Officers' Wherry Housing. At present we have only five applications.

The CCTS course for B-47 will be cut down. T-33 training will be knocked out for all crews. For the staff course, the A/C will be the only one to get the full course. The co-pilot will get only one ride as A/C and 37 hours in the back seat. The staff course will last from 4 to 6 weeks instead of 10 weeks as originally planned.

Division is writing a memo concerning the base policy following deaths of military personnel. In case of a death in the military, three people will call on the next of kin if they are in the local vicinity--the division commander, the wing commander, and the squadron commander. If the next of kin is not in the local vicinity, the normal procedure of writing letters will be followed.

Any person desiring to make a visit to higher headquarters must first get approval to make the visit from the next echelon of command. When an individual returns, he will brief the division commander and the wing commander on the visit.

The monthly combat readiness report to SAC will be coordinated with Gen Nazare before being sent. Also, make sure this report is consistent with the other combat readiness reports, i.e. V-1, V-2, T-12.

Comptroller has worked up informational data under the same SAC rating system relative to the ratings of the squadrons, so you can see where you stand.

The results of the Air Force Aid Society drive were reported, with 49th Bomb Squadron heading the list of contributions.

\$150,000 has been allotted for mobile TDY funds for this fiscal year. Except under certain circumstances, everybody will travel by military aircraft.

Two base regulations have been published on travel and TDY, these being 75-1 and 170-1.

D/P reminded that ER's are coming in late, and you are urged to get these in on time.

Wing Commander discussed the Wing Management Improvement Program.

RESTRICTED - SECURITY INFORMATION

Exhibit 1

RESTRICTED - SECURITY INFORMATION

28W Staff Meeting (19 Aug 53)

21 August 1953

A tour around the ramp revealed a lot of cans and trash around certain airplanes. If you do not have a plan for daily policing of your area, establish a definite policy and follow-up system to see that the policy is complied with. Action: Sq comdrs and D/M

A trash can is to be in front of each aircraft. Action: Sq comdrs

A copy of 38AD letter "Mandatory Quota Nominations" will be made a wing memo. Action: D/P

While cruising around the base, Gen Nazario has seen a lot of automobiles on blocks. These are to be gotten off the field. Warn your personnel that if these cars are not moved, the Air Police will have them dragged off the field. Action: Sq comdrs

USAF had trouble with Congress funding money for MIT flying because it was not clear how much was MIT and how much was administrative flying. Be sure to put down the purpose of your flight instead of just putting down MIT flying. Action: Sq comdrs and D/O

Now that Congress has adjourned, we might have many visitors looking into the efficiency and economy of handling the Air Force. Division will have a meeting to work up a program for handling these visitors. The decisions arrived at will be published as a division memorandum. Advise your people that such visitors might be in effect here soon. Further instructions are forthcoming. Action: Sq comdrs

Delinquency of NCO Mess dues was discussed, and this condition must be settled. Action: Sq comdrs

An index of subject matter of command letters received will be forwarded to squadrons. Action: Adjutant

D/M requests that you become familiar with AFM 67-1, Part 3, Section 5, paragraphs 33 and 36. Action: Sq comdrs

Re inspection of food in mess halls, instead of sending one officer from each squadron daily to the mess halls, this detail will be assigned to each squadron individually on a weekly basis. Action: Adjutant.

Request was made for the time of the Character Guidance lectures to be changed. Action: D/P

The Combat Crew Promotion Board will meet at SAC on 6 October, and you have until 5 September to get in your lists to D/P. Action: Sq comdrs

RESTRICTED - SECURITY INFORMATION

RESTRICTED - SECURITY INFORMATION

28th Staff Meeting (19 Aug 53)

21 August 1953

This is the latest on the release program:

On the first quota received (asking if officer wanted out right away or wait while) 5 were extended, but will be released at the end of the extension period.

The second quota was from 2.F and S.C, and 10 were lost in that category.

The next was a USLF quota separating those people who had been selected for release from that level, and 9 were lost.

One more list is in at the present time for release of those persons on non-voluntary status who do not desire to sign an indefinite statement. On this list 7 were lost.

This makes a projected loss total of 31 officers to date.


Retention of personnel is not to exceed 60 days, plus travel time to home. Division is writing a memo concerning this.

The following division letters will help to enlighten you on the release program:

DPOB 210.8 file

- 7 Aug 53 Release of Reserve Force Officers from Extended Active Duty
- 8 Aug 53 Release of Reserve Force Officers
- 10 Aug 53 Reduction in Force
- 17 Aug 53 Retirement of Officers Scheduled for Release from Active Duty under Provisions of USLF Message AFMP-4 ALAJJOM 591/53
- 17 Aug 53 Reduction of Strength of Reserve Force Officers

BY ORDER OF THE COMMANDER:


ROBERT L. HULL
Capt, USLF
Adjutant

RESTRICTED - SECURITY INFORMATION

HEADQUARTERS 2D BOMBARDMENT WING M
Hunter Air Force Base, Georgia

GENERAL ORDERS)
NUMBER 26)

25 August 1953

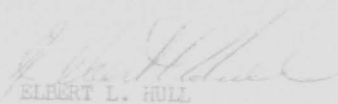
DESIGNATION AND ORGANIZATION OF DETACHMENT 2,
2D BOMBARDMENT WING MEDIUM

1. Under the provisions of paragraph 2c(4), Air Force Regulation 20-38, 17 November 1950, Detachment 2, 2d Bombardment Wing M, is designated and organized at Hunter Air Force Base, Georgia, effective 1 September 1953.
2. Personnel will be furnished, by attachment, from sources under the control of the Commander.
3. Equipment will be furnished from Table of Allowances authorized to units of 2d Bombardment Wing, Medium.
4. Authority: AFR 20-38, 2AF Opns Order 71-53, 15 Aug 53, Ltr Hq 2AF, file 2AFKBA 373.2, subject "Statistical Reporting Requirements for Detachment, 2nd Bombardment Wing, Medium, at TDY Location", dtd 20 May 53, and Movement Order AD AG-2-53, Hq 38 AD, dtd 22 Aug 53.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ELBERT L. HULL
Captain, USAF
Adjutant


ELBERT L. HULL
Captain, USAF
Adjutant

DISTRIBUTION "D"

Exhibit 6

~~RESTRICTED~~
To SECURITY INFORMATION Orgn

HEADQUARTERS 2D BOMBARDMENT WING M, SAC
Hunter Air Force Base
Savannah, Georgia

SPECIAL ORDERS)
NUMBER 156)

23 August 1953

~~RESTRICTED~~

2. Par 1 SO 154, this Rg, cs, as pertains to atoint and TDT of person Detachment #2, 2d Bomb Wg, M, is amend to incl the folg named Officers, orgn indicated.


			<u>CLEARANCE</u>	<u>ORGN</u>
MAJ * 1435	BURN W GUILD	1A861A	TS	Hq Sq 2d Bn W
CAPT 4344	JAMES A WATTS	AC742230	TS	49 Dn Sq, 2d
1ST LT 4524H	CHARLES R HERRICK	AC2072261	TS	do

* Indicates 2d Bomb Wing Det #2 Comdr.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ELBERT L. HILL
Captain, USAF
Adjutant


ELBERT L. HILL
Captain, USAF
Adjutant

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~~RESTRICTED~~
SECURITY INFORMATION

Exhibit 3

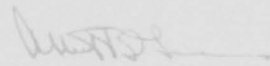
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REPORT
of the
23 BATTALION WING'S MEMORANDUM
AND 1st C/O POSTMASTER
New York, New York

For
1 August through 31 August
1951

Prepared by:
A/1C Miss A. Peck

20W 33/E/105


ALBERT S. GREEN
Captain, USAF
Historical Officer


WILLIAM S. MACDERMID
1st Col, USAF
Commander

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INFORMATION

Exhibit 4

Incl 1'

20W # 145

10-1405

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ADMINISTRATIVE AND ACCIDENTS

The administration of Detachment # 1, 24 Bomb Wing presented only routine problems during the period 1 through 31 August 1953. The biggest administrative requirement was the preparation for the return of this Detachment to Hunter Air Force Base, Georgia early in September and the deployment of Detachment # 2, 24 Bomb Wing to Toper Heyford RAF Station. Schedule # 1 of the turnover is approximately 3 September as authorized by Second Air Force Operations Order 71-53, dated 13 August 1953. In preparation for this move, an advance party arrived at Toper Heyford on 28 August. Included were Major Louis E. Datta, Commander of Detachment # 2, and Captain James A. Watts, Maintenance Officer.

During this period the Detachment received two letters of commendation and appreciation for services rendered in the UK. The first of these was from Brigadier General James G. Collier, Commander of 7th Air Division concerning participation in the Dutch Air Show during August. The second of these, also from 7th Air Division, concerned the participation of the Detachment in the search mission for the B-36 aircraft which went down in the North Atlantic off the Irish Coast.

A second major administrative requirement was the preparation of the final TBI mission report for the Detachment as required by SAC Memorandum 51-11, which will be submitted upon completion of the TBI of the Detachment. As much of the report as possible was completed prior to the deployment of Detachment # 1 to Hunter Air Force Base. Major Howard F. Penzler, Detachment Staff Observer, was the project officer for this Report.

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Support and cooperation from the 301st Air Base Group at Upper Heyford RAF Station was most helpful this period. There was considerable improvement in this respect over last month.

Facilities available to the Detachment were essentially the same as reported in the diary for the month of July.

The morale of personnel assigned to this Detachment continued to be very high during this period. This was proven by the number (42) of personnel who volunteered to remain in the UK for an additional 30 days. This number would have been much larger had some of the over-1000 personnel not allowed to volunteer. Also, several of the sergeants reported who volunteered to remain were not allowed to do so and are not included in the above total.

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The assigned strength of Detachment 7-1, 28 Bomb Wing was 26 officers and 133 airmen plus four airmen alloted from the 34th Bombardment Group, 28th Bomb Wing, Kansas. There was no turnover of personnel during this period.

The W/O of the Detachment proved to be adequate in all cases except for the lack of a full time operations officer. This had been brought to the attention of the 28 Bomb Wing and Detachment 7-3 will have a full time operations officer.

Five airmen assigned to the Detachment were promoted during this period, two to Staff Sergeant and three to airmen first class. These promotions were effected by special orders published at Hester Air Force Base.

The airmen took the AFSC proficiency test for AFSC 2500.

Prior to the deployment of the Detachment to the UK, tentative approval was given by Headquarters 3-5 for the extension of officers and airmen who desire to remain in the UK for 90 additional days. Accordingly, permission was granted to extend 26 airmen and 2 officers. These personnel are broken down by squadron as follows:

Headquarters Squadron	6
2d Anti-Elect Unit Squadron	13
28 Medical Group	2
2d Field Maintenance Squadron	10
3d Periodic Maintenance Squadron	4

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By Sq. 04th Air Base Group 1
Totals 12

The following is a listing of personnel, by squadron, assigned to
the Detachment during the period of this report:

Headquarters Squadron 7
20th Bombardment Squadron 21
28 Art-Elect Maint Squadron 25
21 Medical Group 4
26 Field Maintenance Squadron 24
24 Periodic Maint Squadron 3
By Sq. 04th Air Base Group 12
Totals 124

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Total flying time for the detachment for the month of August was 279 hours. This was accomplished by a total of 40 sorties including 3 test days. All 20-hr training requirements were completed during August except the nine aircraft formation. In addition to the training requirements for the year just completed, the crews of this detachment completed 70 percent of the requirements for the month of September.

There were on a continuing basis a number of cancellations of the operations program, however, an excessive amount of flying time ordered by higher headquarters, including the severe criticism for the loss of 1-30, resulted in the cancellation of the flying program. A total of 4,000 were flown on 12-3-30 several flights.

Weather was exceptionally good for the 12 during this month.

Two B-30's and the B-17 C-47 were scheduled to participate in exercise "Initiation" daily on 15, 16, and 22 August 1953. This exercise was the annual Major United States Air Defense exercise. Aircraft flew predetermined routes and altitude with special emphasis on electronic countermeasures.

During this month, this detachment was informed that Detachment 2 will be entered in the Royal Air Force bombing competition scheduled for 21 and 22 September. According to 7th Air Division message 1-11-53, participation is limited to two crews. Each crew will drop three visual bombs on each of the two nights. From the total of 12 releases, the best of 12 will be scored to determine the winner. There are no weather attached for this competition other than for over five

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State's Aviation Program of 1954. The above message further states:
"General DeJoy is intensely interested in the 2d Bomb Wing's participation and will be and General DeJoy (Commander, 2d Air Division) desire the 2d Bomb Wing to spend every effort to win the competition".
The 2d Bomb Wing is the only USAF representative in the competition.

The following is a list of training accomplishments for war between 1954 and the month of August:

Total Flights	279
Sorties	48
Part Sorts	5
ASG Sorts	36
Search Miss	25
ASG Visual Miss	12
Visual Releases	15
Missile Tests	3
ASG Record	10
ASG Spot Landings	35
High Collections	10
ASG Collections	11
ASG Miss	4
Grid Legs	3
Net Exercises	12
Records of Air to Air January	30,000
Control Attacks	128
ASG Training	0 cross

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INFORMATION

SECRET

Lesson 4	4
Engine Controls (5 supervised)	10
Pilot Proficiency	12 hours

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OPERATIONAL REPORT

The maintenance program of the jet engine was successful during the period of this report in that all maintenance from Detachment operations were set on schedule. During this period, this Detachment initiated the truck and hoist system for bringing aircraft into the hangars for inspections and major maintenance. There is to be held for this system in view of our hours saved and personal comfort to maintenance personnel during winter weather and extended periods of inclement weather.

It was necessary to have the aircraft to Charleston Air Station for winter. There were no contract facilities in operation at lower levels.

The supply section completed preparation for the transfer of property from Detachment # 1 to Detachment # 2. All equipment, except the following, is to be retained in the US:

- All personal equipment
- All communications equipment
- Two service cycles
- 100 kits
- All 250 equipment
- A car production kits

Supply shortages continued to be a problem for the Armament and Electronics section. As of the end of the month there was a total of 12 APT items on back order.

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LIST OF THE PERSONNEL

LT COL JAMES W. McDONALD
Commander

CAPT GEORGE F. WILLIAMS
Operations Officer

MAJOR HOWARD F. BRADY JR.
Staff Observer

CAPT WILLIAM J. SMITH
Quartermaster Officer

CAPT ROBERT L. BROWN
Plans Officer

1ST LT FRANK E. BAKER
Communications Officer

1ST LT LEONARD E. BROWN
Intelligence Officer

PLT ALBERT F. BAKER
Adjutant

CAPT DONALD S. BROWN
Chief of Maintenance

1ST LT SILVANO P. BAKER
Supply Officer

1ST LT JOHN W. BAKER
Aircraft Maintenance Officer

CAPT ROBERT W. ALLEN JR.
Pilot Surgeon

SECRET

SECURITY
INFORMATION

SECRET

APPENDIX I

TO

SECURITY

OF THE

DEPARTMENT WITH A DETACHED

AND 1st, C/O PROSECUTOR

NEW YORK, NEW YORK

August

1953

220/53/E/42/2

SECRET

SECURITY
INFORMATION

Appendix I
to
Exhibit 4

260-157

Incl 1 (appendix 1)

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SECTION VI	INCIDENTS (INCLUDING MEDICAL REPORT AND ADMIRALTY AND CIVILIAN ACTIVITIES)
SECTION VII	RECOMMENDATIONS
SECTION VIII	MAPS AND CHARTS AND VIEWING AIDS

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HEADQUARTERS
2D BOMBARDMENT WING 11 DETACHMENT
APO 194, c/o Postmaster
New York, New York

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6 September 1953

GENERAL NARRATIVE

In accordance with Second Air Force Operations Order 26-53, Detachment 1, 2nd Bomb Wing was deployed to the United Kingdom. Five B-50's departed Hunter AF on schedule and four arrived at Lakenheath, UK at approximately 1200 on 4 June 1953. One aircraft was forced to land at Westover AFB, Mass. for an engine change. The engine change was completed and the delayed aircraft arrived at Lakenheath on 7 June 1953. All support aircraft and personnel arrived on schedule.

Base facilities and cooperation were excellent at all times at Lakenheath with few exceptions. All offices with the exception of engineering and supply were in the same building, which included a snack bar run by the post exchange. The shortcomings of this building were its lack of heating and plumbing. Paraffin heaters were provided but the plumbing situation was not corrected during our stay at Lakenheath.

The deployment from Lakenheath to Upper Heyford during July ran smoothly with no loss of operational capability. One aircrew acted as the advanced party at Upper Heyford for one week. The offices for the unit were in one hangar. The billets for both airmen and officers were excellent. Where transportation at Lakenheath presented some problem because of the distance from the housing area to operations and engineering, there was no such problem at Heyford. Everything at Upper Heyford was so compact that it took no longer than five minutes to walk from the line to the billets.

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Operationally, no major problems were encountered. During the first week of TDY the schedule at Heston bomb plot was unsatisfactory, but after discussing this problem with the bombardment section and the Director of Operations at 7th Air Division it was ironed out to the satisfaction of all concerned.

All G-8 training missions were completed over the aircraft formation. It is certainly a pleasure to fly bombing missions where all facilities are so exact as they are in the United Kingdom.

Arrangements were made with the 306th Air Refueling Squadron at Heston at Hildenham to accomplish refueling missions. In August some difficulty was encountered due to the high condensation of aircraft in the B-36 stream. However, late in August, they were able to complete our training requirements with us.

Initially visual requirements presented their usual problem in Great Britain. In June the bombing ranges in North Africa were utilized over-coming this problem. In August the Detachment was blessed with enough good weather in the United Kingdom to complete the remaining visual requirements.

Rennie capability of the unit improved steadily throughout the TDY period. Due to two off range releases by preceding III units all bombing ranges closed throughout the month of June. For that reason, the 2d Bomb Wing was forced to use Heston bomb plot for Rennie work during that period. Results were satisfactory at Heston. Therefore the unit continued to use Heston exclusively for Rennie requirements for the remainder of the TDY period.

Special missions, directed by higher headquarters, flown by this Detachment were:

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Aircraft Identification Test APS-3 - Operations Order 130-53

Exercise "Big League" - A simulated combat mission, Operations Order
62-53

Operations Order 130-53 - Testing the vulnerability of fourteen air
bases with airborne radar.

Witch Air Show - One B-50B took part in a flyover celebrating the 40th
anniversary of the Dutch Air Force.

Sturgate Radar Beacon - Tested the persistence of radar returns at
different altitudes and ranges of Sturgate Beacon.

"World Series" - A repetition of Big League.

Maneuver - Testing Air Defenses of the United Kingdom.

During this TTY very relatively inexperienced personnel have gained
invaluable experience in staff work which they had not been exposed to in
the past. In most cases they proved themselves very capable.

Morale of all personnel was on a high plane throughout the TTY period.
It is believed that this was due to the comparatively regular hours and a
liberal time off schedule. The high standard of morale was proven by the
number of personnel who volunteered to remain for another three month
period.

The material function of the Detachment was a great source of satisfac-
tion during the entire period of TTY. The maintenance force performed
exceedingly well throughout and the total flying time and aircraft avail-
ability attests to the quality of the maintenance accomplished. The supply
portion of the maneuver was adequate and excellent cooperation was received
from all levels to expedite our problems.

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The fine cooperation offered this Detachment by the 5th Air Division and the excellence of the training facilities available were prime factors in making it possible for the Detachment to complete the 50-4 requirements for the quarter ending in August. In addition, the Detachment has completed 90 percent of the requirements for the quarter ending in September, the exceptions being nine aircraft formation and a few gun camera attacks.

In conclusion, based on the accomplishments of the Detachment, it appears that the mission was highly successful in all respects.

Ernest F. MacDONALD

ERNEST F. MACDONALD
Lt Col, USAF
Commander

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PERSONNEL AND ADMINISTRATION

PART I - PERSONNEL

Second Air Force Operations Order 26-53, dated 12 May 1953, authorized a total of 146 personnel including 5 combat crews for Detachment # 1, 2d Bomb Wing H. A specific Table of Organization listing the number of personnel to be included in the Detachment was prepared by the 2d Bomb Wing personnel section. All operations personnel were to be supplied from the 20th Bomb Squadron with support personnel being supplied from other squadrons as needed. The number of personnel deployed with the Detachment, by squadron is as follows: (all squadrons are 2d Bomb Wing)

Headquarters Squadron	7
20th Bombardment Squadron	87
2d Anti-Elect Maint Squadron	25
2d Medical Group	4
2d Field Maintenance Squadron	22
2d Periodic Maint Squadron	1
Total:	144

In addition to the above total, two personnel from Headquarters 804th Air Base Group were deployed with the Detachment. These personnel are the statistical services specialist and the finance specialist. Also, there are four shoran mechanics from the 5th Shoran Recon Flight, Topoka Air Force Base, Kansas, attached to the Detachment.

The T/O for this Detachment, as set up by the 2d Bomb Wing proved to be satisfactory in all instances except two. It is highly recommended that

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The second Detachment have a full time Operations Officer and Plans Officer.

Since there was no engine build-up section at Lakenheath RAF Station, three maintenance personnel of this Detachment were placed on TDY to Mildenhall RAF Station for the purpose of working in the engine build-up section as all engines for the Detachment were built up at that base. These personnel were returned to the Detachment after movement to Upper Heyford.

During the period of this TDY two officers and one airman were returned to the 21, one of which returned to this station. The other two were replaced from the 2d Bomb Wing H.

Various personnel actions were coordinated with the 3909th and 3918th Air Base Groups. Three airman had their AFSC's upgraded from the 3 to the 5 level and three airman took the AFSC proficiency tests. Cooperation in this respect was excellent from both Air Base Groups.

In the latter part of July, the Detachment compiled a list of personnel desiring to remain in the USA as part of the second Detachment. Personnel from the 20th Bomb Squadron were not eligible to remain. A total of 42 support personnel volunteered to remain for an additional three months. This list was submitted to the 2d Bomb Wing for planning purposes.

PART II - ADMINISTRATION

The administration of the Detachment presented a very routine problem, all of which were settled quietly and with a minimum of difficulty and confusion. Support given the Detachment by the 3909th Air Base Group at Lakenheath RAF Station was excellent in all cases. The 3918th Air Base Group at Upper Heyford RAF Station also gave good support but it was not as good as could be expected immediately following the move to that base. This was

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probably due to the fact that there had not been a TDY unit at Upper Heyford for several months.

The morale of personnel assigned to the Detachment was exceptionally high during the entire period of the TDY. There were a number of reasons for this. The working hours were normal with minimal overtime and a liberal amount of time off. There was also evidence of a very high degree of cooperation between the various sections of the Detachment. Several R & R flights were made to the continent of Europe.

Mail delivery was, on the whole, slow. This applies to official as well as personal mail. Many people in the Detachment found it expedient to use British, rather than APO, mail facilities.

Pay duty station allowances were paid to the officer personnel during the entire period of the TDY and to the enlisted personnel during the month of June. Payments were made on the 22nd day of each month and covered a thirty day period.

One of the principal administrative requirements of the Detachment was the 12 MS reports to be submitted each month. To expedite these reports a T/O position was authorized for a statistical services specialist from the 304th Air Base Group to accompany the Detachment. Of great help in the preparation of these reports was the reporting manual prepared by the 2nd Bomb Wing Controller prior to the deployment of the Detachment. This manual implemented Second Air Force Letter, File AFHQ 375.8, subject: "Statistical Reporting Requirements for Detachment, 2nd Bomb Wing, Medium, at TDY location", dated 20 May 1953. No difficulties arose from the preparation and/or submission of these reports.

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OPERATIONS AND TRAINING

PART I DEPLOYMENT TO LAKE WELM, UNITED KINGDOM

1. Second Air Force Operations Order 26-53, dated 12 May 1953, directed the 2d Bombardment Wing, Medium, to deploy five abson equipped B-50 aircraft with necessary crews and support personnel to United Kingdom for 90 days temporary duty on normal rotation.
2. Tactical aircraft were scheduled to depart Hunter Air Force Base and proceed to the United Kingdom on X-day.
3. Deployment route: Hunter Air Force Base to Pottuckat Island, start in-flight refueling, to Harmon Air Force Base, to station Cooca to Station Juliet to St. Eval, United Kingdom, to Lakenheath, United Kingdom.
4. Total Distance: Hunter Air Force Base to Lakenheath - 3793NM
5. Take-Off Gross Weight and Fuel - 152,130 lbs - 9250 gals with 2500 gals to be received in flight.
6. X-Day for deployment was 3 June 1953. The first aircraft was scheduled to depart 1705Z, 3 June 1953 with succeeding aircraft departing at one minute intervals. All aircraft made take-off times good with one exception which was delayed approximately two hours for maintenance. The flight experienced communications difficulty from Harmon Air Force Base to St. Eval but report schedules were made by relaying through civilian aircraft. One aircraft landed at Westover Air Force Base, Mass. for an engine change. Four aircraft arrived at Lakenheath between 1050 and 1250, 4 June 1953. The fifth aircraft landed at Lakenheath 1410, 7 June 1953.
7. Total flying time for tactical aircraft deploying to the United Kingdom was 89:00.

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2.31 - REDEPLOYMENT TO UPPER HAYFORD

1. Seventh Air Division Operations Order 135-53 dated 7 July 1953 directed the 24 Bomb Wing, Medium, Detachment 1 to deploy all aircraft and personnel from Lakenheath, United Kingdom to Upper Hayford, United Kingdom. The movement of the 8th AFDS at Lakenheath resulted in inadequate support to accomplish the mission of the Detachment.

2. Tactical aircraft were to deploy in accordance with the following schedule:

<u>DAY</u>	<u>LAKENHEATH</u>	<u>UPPER HAYFORD</u>
M-4	1 - B-50	1 - B-50
N	4 - B-50	4 - B-50

Note: Deployment route direct from Lakenheath to Upper Hayford.

3. An advance party of Operations, Supply, and maintenance people departed Lakenheath via B-50 on M-4 to provide adequate housing, messing and operations facilities in order that no loss of operational capability of this unit would occur during the move.

4. M Day was 11 July 1953.

5. Redeployment was on schedule and uneventful. A portion of Seventh Air Division operations order 136-53 was accomplished enroute. (See part V section 3)

PART III - WEATHER IN UNITED KINGDOM

1. Weather presented no serious problems during the TDR period. Only three aircraft were diverted to alternate airfields due to weather.

2. During June, July, and August the airfield was closed for only a few hours and was below VFR minima's less than five percent of the times flying was scheduled.

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PART IV - GROUND TRAINING

1. Upon arrival in the United Kingdom in June 1953, Ground Training facilities were barely adequate. During the TDY period the limited facilities were used to a maximum as they became available.

a. Physical Conditioning. During the 90 day TDY a program of competitive sport was set up to complete 3 hours per week. Up to July 26th the 3 hours were accomplished in one period. After July 26th, upon notification from 2d Bomb Wing, the three hours were accomplished in 3 separate periods per week.

b. First Aid. Lectures on First Aid were accomplished on the 23rd of June completing the training for all personnel.

c. ABC Defense. Training in this phase was accomplished by a series of films and lectures during the month of June by the MCCIC of ABC training at Lakenheath for all the Aircrew personnel of the Detachment.

d. Basic Weapons. 23 men fired the carbine or 45 calibre pistol on 15 June 1953 to finish the annual familiarization requirements for 1953.

e. Security. This phase was completed during August 1953 by a series of films and lectures.

f. Link. The one Link Trainer at Lakenheath would operate only on warm dry days due to the lack of air conditioning in the building. This left the Trainer inoperative most of the time and very erratic at best. However, the Trainers at Upper Heyford were used to fulfill requirements for annual instrument Training and normal pilot proficiency.

g. E-14 Gunnery Trainer. The equipment could not be put in operation until the month of August when the gunners barely accomplished the minimum requirements for the TDY period. Loran, Ultrasonic, and Bomb Trainers

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was not available to this organization in UK.

h. Conventional Arms. The 4 hours semi-annual requirement was usually completed for all personnel concerned during the month of June.

i. Shot. Shot was fired throughout the entire TDY period completing all combat crew members by the latter part of August 1953.

j. ECM Induction. On 23 July 1953 annual training requirements were completed.

k. Altitude Chamber, Code Trainers, Ocean Survival Course, Siding Proficiency Course, Survival Courses, Radar Maintenance Courses, were all phases of Ground Training that were not available in the UK.

PART V - FLYING TRAINING (SIC REGULATION 50-9)

1. During the TDY period a number of special missions were directed by higher headquarters. Total flying time for these missions was 262:40 hours. During the month of June the total time flown by the Detachment was 296:20 hours; July 146:30 hours; and August 278:45 hours.

2. Two radar bomb scoring sites were available to the Detachment for the accomplishment of radar and visual bomb training; Hester RBS, United Kingdom and Marrakech RBS, French Morocco. Visual bombing training in the United Kingdom was greatly retarded by weather and Marrakech RBS was used to alleviate this situation. RBS at Souk visual bombing range in French Morocco was utilized for sixty percent of visual exercises. Hester RBS was also utilized for Sherman training all crews. These sites were available on a regular schedule and additional time was obtained during off-schedule periods.

3. The ECM simulator at Lakenheath moved to Upper Heyford with the

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The element and provided all of the necessary simulator runs required. Royal Navy and Royal Air Force GCI and EW stations provided all other ECM training required through a weekly schedule.

4. Little difficulty was met with in accomplishing day or night calibration, ground, and radar aviation requirements.

5. In-flight refueling requirements were met by utilizing 306th Air Refueling Squadron KC-97 aircraft.

6. Live ammunition firing did not present any problem since air targets could usually be found over the water. Live Bomb Gunnery Range, United Kingdom was used for approximately ninety percent of live ammunition firing.

7. Coordination of fighter-bomber reinforcements for gun camera attacks presented a problem throughout the TTY period. Both Royal Air Force and United States Air Force fighters were used.

8. Time requirements for pilot proficiency, instrument training and GCI practice were met.

9. Flying training during the TTY period was very successful as all crews completed one hundred percent of the Strategic Air Command training requirements in each 50-day training quarter.

PHASE VI - SPECIAL OPERATIONAL MISSIONS

1. Aircraft Identification Test (7th Air Division Operations Order 130-5).

On 19 June 1953, three B-50 aircraft participated in an exercise against FFS-3 Radar, attempting to determine a reliable method of identifying friendly aircraft entering US defense area, along routes probably used by enemy attacking forces. The aircraft flying parallel routes approached

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SECURITY INVESTIGATION

England from West Frisian Islands, at 10,000 feet, made course deviations and dropped bombs at predetermined points along the route. Results of this exercise were good.

2. Exercise 21, Bombs, SAC (ZEM) Operations Plan 52-53

Two sorties were flown against simulated targets in this exercise. In lieu of making shoran attacks against assigned targets, aircraft made simulated radar drops after which they proceeded to Hoston MBS site where actual shoran attacks were made against Hoston T-1 at Bravo. All aircraft made scheduled target times good. A communications relay aircraft was provided by 306th Air Refueling Squadron. This aircraft orbited approximately 150 miles from beneath to relay all strike reports, special instructions, recall messages, and other operational reports between the bomb carrier and the 2d Bomb Wing Detachment Control Room.

This mission was considered highly successful in all respects other than actual shoran bombing against Hoston MBS site, which was due to one shoran station being inoperative during the exercise.

Two aircraft were admitted to targets on 30 June 1953. However, due to inclement weather 7th Air Division cancelled the remainder of the exercise prior to take off.

3. Vulnerability Study of 7.D Bases to Enemy Attacks, 7.D Operations Order 135-53.

Seventh Air Division directed this organization to secure Radar Bomb Run data globally on fourteen USLF bases on 10 July 1953. Radar Bomb Runs were to be made from 25,000 feet, at 60 degree intervals around the compass, and from a minimum of 40 miles range. The airfields were divided into two phases - phase 1 was to be completed by 25 July 1953 and phase 2

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by 20 August 1953. This mission was completed on schedule after several targets were re-ran due to poor processing techniques by the photo lab. Total time flown on this mission was 54:55 hours.

5. Exercise World Series, SAC (ZERRA) Operations Plan 62-52

Six sorties were flown against simulated targets in this exercise for a total of 23:20. All aircraft made aerial and radar drops on assigned targets after which they proceeded to Hoston IFS Site and made shoran attacks against Hoston IFS Target Bravo. All aircraft were scheduled target times good. Two command liaison relay aircraft were provided by the 300th Air Refueling Squadron. Communications relay aircraft orbited at maximum VHF range from Upper Heyford to relay all strike reports, special instructions, recall messages, and other operational reports between the bomb carrier and the 23 Bomb Wing Intercom Control Room. Dates of this exercise was 23 July 1953 0500Z to 25 July 1953 0700Z.

6. Royal Netherlands NATO Air Display at Seestenberg, 7th Air Division Operations Order 124-52.

One B-50 participated in flyover at the Royal Netherlands NATO Air Display at Seestenberg on 18 July 1953 commemorating 40 years of Netherlands military aviation.

7. AFMS Landing Commitments

The following AFMS commitments were landed on this Wing by 7th Air Division during the months indicated:

		<u>June</u>	<u>July</u>	<u>August</u>
1st AFMS	Upper Heyford	1 B-50	0	1 B-50
2nd AFMS	Fairford	1 B-50	1 B-50	1 B-50
4th AFMS	Brize Norton	1 B-50	1 B-50	1 B-50
6th AFMS	Lakenheath	1 B-50	0	1 B-50

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8. Flight Check of Starlite Beacon

The B-50 was provided to flight check of Starlite beacon at 25,000 feet, 10,000 feet, and 5,000 feet also at 100, 50, and 25 nautical miles respectively.

9. Search Mission

Three B-50 aircraft were utilized by Air Reserve to assist in search for survivors of an RF-36 which ditched in the North Atlantic. A total of 49:10 were flown in three sorties.

10. Exercise Hunter, 7th Air Division Operations Order 145-53

Two B-50's and 1 RB-47 were scheduled to participate in Exercise Hunter, daily on 13 August 1953, 19 August 1953, and 23 August 1953. This exercise was the annual R.F. major United Kingdom Air Defense exercise. Aircraft flew predetermined routes and altitudes with special emphasis on Electronic Countermeasures.

PART VII - COMMUNICATIONS AND ELECTRONIC COUNTERMEASURES

1. Communications difficulty was encountered between Farnham AFB and St. Eval during the deployment to the UK but report schedules were made by relaying through civilian aircraft. Three of the five aircraft experienced equipment trouble with broken antennas, however, their reports were made good by one of the two aircraft not experiencing trouble. No difficulty was experienced on arrival in the UK. VHF frequencies were well monitored and all radio operators were briefed before leaving the ZI on proper frequencies to be installed.

2. Insight went to Exeter Newford (7th Operations Order 135-5.)

No difficulty was encountered on this move and communications were good.

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3. Aircraft Identification Test (7th Air Division Operations Order

11-23)

This mission was flown on the 19th of June 1953. Three B-50 aircraft equipped with RA-20/28 chaff participated. Bundles of chaff were dropped at designated points and turns along their designated routes. The purpose of this mission was to determine a reliable method of identifying friendly aircraft entering the UK defense area. Ground controllers at the radar site (FPC-3) directed the aircraft by the use of VHF. Results of this mission were good.

4. Exercise "Big League" (S.C. ERSMA, Over Seas Flight 62-53)

During all exercises under "Big League" a VHF system was set up in the control room of the 2nd Bomb Wing Detachment. This control room proved to be highly successful due to the fact that the Detachment Commander had control of his aircraft at all times. In order to have communications with the B-50's a KC-97 from the 306th Air Refueling Squadron acted as a relay aircraft. This aircraft would orbit at a maximum VHF range from the control to relay strike reports, special instructions, recall messages, and other operational reports. Two KC-97's were available at all times; one being used as a spare. In order to insure that continuous contact was possible at all times, two VHF frequencies were set up as well as a HF frequency. Communications during all exercises under this operations order was considered good. No ECM was involved.

5. Vulnerability Study of 7th Air Division to Enemy Attack (7th Air Division Operations Order 133-53)

Communications were normal during this exercise. No special communications or ECM involved.

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6. Royal Netherlands NATO Air Display at Spangenberg (Z.D. Operations Order 133-53)

Communications were normal with no ECM involved.

7. Search Mission

Communications were good during the search with no difficulty encountered with the exception of one aircraft.

8. Exercise "Thornet" (Z.D. Operations Order 145-53)

Communications silence was maintained during all flights. On the 17th of August 1953, the B-50 and the ECM C-47 participated. Results were good and jamming was accomplished against British and American types of radar which consisted of early warning and ground control intercept. On the 19th of August 1953, the B-50 participated and the ECM C-47 was grounded due to bad weather. Again results were good especially against the ground control intercept radars.

9. Ground Communications

a. Craighen Airways and Rhein/Main both gave excellent service to the 2nd Bomb Wing Detachment.

b. WHP facilities in the UK proved to be excellent also. No serious communications trouble was experienced at any time during the TDY period.

10. Electronic Counter-Measures

a. Training requirements under SAC Regulation 50-8 were met satisfactorily. Cooperation between the RAF and the Royal Navy was good with a minimum amount of problems. Two MTI-4 jamming transmitters were at our disposal and both were in constant use against GCI radar of 209 mcs. The Detachment also used MTI-1's against the same radars. Three ANQ-8's

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were at our disposal and these were used against Royal Navy GCI radars between 80 and 90 nos. However, most of the record and spot accomplishments were against the R.F. A weekly schedule was set up by WID for jarring against R.F. issues. It proved to be very good with a minimum number of problems.

b. An ECM simulator was built and put into operation at Lakenheath. Upon the leaving of the Detachment to Upper Heyford, permission was granted from WID to move the simulator to Upper Heyford. It proved to be a win-win and the simulator is presently set up at Upper Heyford. However, no operator is provided with the simulator and such coordination must provide one.

c. Simulator runs at Maston 8.5 Plot proved to be poor. Several exercises were attempted but scores were inconsistent. It is recommended that an APT-5A simulator be installed in place of APT-4 simulator. Both cover the same frequency range but results and maintenance on the APT-5A are much better and simpler.

d. Coordination of ECM exercises with the R.F. proved to be satisfactory. Airborne communications was poor at times between the aircraft and the radar site but as a whole the situation was satisfactory. Telephone service between the Detachment and the radar sites was also satisfactory, thanks largely to the cooperation of 7th Air Division.

e. Coordination of ECM exercises with Ft. Rarabek of the Royal Navy was excellent. WIF Air/Ground communications was good with a primary and secondary frequency. Again telephone service for coordination was satisfactory.

f. Maintenance of all ECM equipment was excellent. No ECM aborts

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6. An ECM C-47 was assigned to the Air Base Group at Upper Hagerford for ECM training for the Detachment. It was equipped with two ECM positions and racks. The antennas were installed and no equipment. A & B ECM maintenance of the Detachment installed both equipment and antennas and good results were accomplished from the use of the C-47. It proved invaluable to the Detachment in the accomplishment of simulator runs. The Air Base Group cooperated with the Detachment in an excellent manner and provided all the air crew with the exception of the ECM operators, to fly the C-47.

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LOGISTICS

PART I - LOGISTICAL AREA

1. Deployment Planning.

a. Upon receipt of the deployment warning order, preparations were made for the deployment of Detachment # 1, 2nd Bomb Wing II to the United Kingdom. In accordance with 2nd Air Force Operations Order 26-53 dated 12 May, 1953, and 2nd Bomb Wing Operations Order 26-53 dated 25 May 1953, a detachment TO/E was prepared assigning sufficient personnel to support five B-50 aircraft. Certain phases of 2nd Bomb Wing mobility plan were used in determining support requirements for the operation.

b. A survey team was not dispatched from Hunter AFB to RAF Station Lakenheath, our United Kingdom T/W base due to the limited time and the fact that 2nd Air Refueling Squadron, 2nd Bomb Wing II operated from Lakenheath during the period 3 September to 3 December 1953. All pertinent matters were coordinated through teletype.

c. No advance party was dispatched due to reasons outlined in "b" above and because of the relatively small number of personnel and aircraft comprising the detachment.

PART II - MTS SUPPORT

1. The MTS Control Team arrived at Hunter AFB on 29 May for purposes of coordinating support requirements. Due to the size of the support element and the amount of cargo to be airlifted a limited amount of MTS support was required and no major difficulties were encountered.

PART III - DEPLOYMENT OF DETACHMENT AFTER ARRIVAL IN UK

1. After sustained operations at RAF Station Lakenheath from 4 June to

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12 July 1953, the detachment redeployed to RAF Station Upper Heyford in accordance with 7th Air Division Operations Order 135-53.

2. Inasmuch as the above Operations Order stipulated over the road movement, transportation requirements were furnished the Commercial Bureau and the 3rd Motor Transport Squadron from Scotland UK. No difficulties were encountered in the loading and off loading operation since an advance party departed Lakenheath on 7 July to accommodate the Detachment at RAF Station Upper Heyford. The move was completed on 13 July with the Detachment operationally ready on that date.

PART IV - SUPPLY

1. Supply support at RAF Station Lakenheath was furnished by 3909th Air Base Group. The primary difficulty at both stations was the fact that no WAL was available for the Detachment. Special authorization had to be obtained from Hq 7th Air Division to alleviate the situation.

2. Aircraft Supply Support.

a. Lakenheath in general was very efficient inasmuch as they utilized a delivery system similar to that as outlined in 2AF Manual 69-1.

b. At Upper Heyford, some difficulties were encountered at first since this station was implementing 2AF Manual 69-1 in. Due to lack of personnel familiar with the operation of this system. Close coordination of personnel from this Detachment and base supply alleviated this difficulty.

3. Armament and Electronics Supply Support was very good at both stations depending upon the availability of equipment in the U.S.

4. An Enroute Kit was authorized this Detachment in accordance with 2AF Operations Order 26-53. The Kit was stocked with aircraft and A & E spares. For the three months the following number of items were issued from

the unit to prevent AOP's and MPE's. Also number of serviceable items received from UK sources are listed.

	<u>Issued</u>	<u>Serviceable Received</u>
Aircraft Parts (Engineering)	28	25
Avionics & Electronics Parts	11	7

PART V - MAINTENANCE

1. Maintenance was performed for 6 weeks at Lakenheath and 6 weeks at Upper Heyford.

a. Periodic Maintenance. The docks at Lakenheath were situated in close proximity to Base shops, Engineering Office, and maintenance control. Shop facilities were adequate with very good cooperation being provided to our unit. One-in type docks were used with C-2 stands utilized for inspection of engines. This type dock proved adequate for weather conditions prevailing during the winter months.

b. The docks at Upper Heyford were situated in close proximity to all functions, but concrete ramps leading to them were not complete. Predicted completion of the docks was early October. Inspections were performed in Castle stands and hanger #1. This unit initiated the track and dolly system for bringing A/C into the hangars for inspections and major maintenance. Much is to be said in favor of this system in view of man hours saved and personal effort to maintenance personnel during winter months and extended periods of inclement weather. Our tool room, lunch stock and supply room were set up in hanger #1.

c. Three periodic inspections were performed at Lakenheath with no work stoppage due to weather.

d. Four periodic inspections were performed at Upper Heyford with weather holding us back one day, prior to use of hanger #1.

e. At Lakenheath we were able to wash one A/C but poor drainage facilities prevented further use. Thereafter the engines only were washed with solvent on the hard stands.

f. At Upper Heyford there were no wash rack facilities in operation. Two new wash racks were being constructed and the old wash rack was out of commission and awaiting repair of water pumps. Engines only were cleaned with solvent on the hard stands.

g. The maintenance facilities at Lakenheath were inadequate. Maintenance facilities at Upper Heyford were adequate but not filled.

h. The decks were composed of 4 on line crews from periodic maintenance and the remainder of personnel being furnished from Field maintenance and flight line sections.

Field Maintenance

a. Base shops at Lakenheath and Upper Heyford were adequate.

b. The Engine Build-up facilities were non-existent at Lakenheath. The EBU facilities at Millbrook were utilized and our unit provided three (3) man per support in this function. Seven engines were changed during our TDY including one changed enroute to the UK.

c. At Upper Heyford there was an A360 build up line started until the last week in July. Three (3) of our airmen were used in support of this function.

d. Aircraft jacks and nitrogen servicing equipment were not available at Upper Heyford, having been transferred to other bases. After extensive follow-up action jacks were obtained in 3 weeks and nitrogen servicing equipment procured one month after arrival here.

Flight Line Maintenance. a. Ideal parking areas were assigned our S/O at Bokerhenth and Upper Heyford. Our planes being parked near operations, engineering, and base shops, helped to keep our transportation requirements at a minimum.

a. The radio equipped pick-up was inadequate. We experienced constant difficulties with its radio primarily due to non-existence of an auxiliary generator used for the radio alone. No communications between the control unit and service stock with our radio vehicles was experienced for hours at a time, day after day. This necessitated the vehicle returning to the control unit for all special lists needed and for telephoning supply for all parts needed during this time of no contact time.

b. Refueling at Bokerhenth was above average. At Upper Heyford it was substandard due to short list of single point refueling vehicles. One vehicle of this type was used at Upper Heyford and that was removed temporarily from service because they felt that constant use would wear it out.

Maintenance Control.

a. The control room and dispatch boards were excellent at Upper Heyford. Communications to and from all units was excellent with the exception of communication difficulties experienced by radio vehicles.

b. At Bokerhenth we set up the control unit in our detachment engineering office and all communications were carried out by telephone. Temporary dispatch boards and other temporary devices were used here and proved adequate for this small detachment.

SECTION V
Page 1 of 1 Pages

SECRET

CLASS: SECRET
AUTH: 60 D.C. 22M
DATE: 5 Nov 59
INIT:
SECURITY INFORMATION

INTELLIGENCE

1. The Detachment intelligence section consisted of 1 officer and 1 airman. Duties of this section were maintenance of target materials, operation of the classified documents section, and assisting in preparation of reports required by SAC Manual 55-6, combat reporting guide.
2. Excellent cooperation existed between the Detachment section and the Base intelligence sections at both Lakenheath and Upper Heyford.
3. Twenty-five percent of the yearly intelligence training requirements were accomplished during this period.
4. The intelligence summaries received from higher headquarters for the "Big League" and "World Series" exercises were followed closely by the commander and control room staff, and were contributing factors to the success of the mission.

SECRET

SECRET

CLASS: SECRET
AUTH: CC D I 300
DATE: 6 Sep 53
I IT:
SECURITY INFORMATION

Page 1 of 2 Pages

MISCELLANEOUS

PART I - AIRCRAFT AND ELECTRONICS

The A & E section's work load has been approximately the same as in our ZI operation.

Upon arrival at Lakenheath, four airmen from the 5th Base Flight were attached to our organization to install and assist in ground equipment. These technicians had completed installation of the ground equipment in the four aircraft that arrived on the first day four hours after the first aircraft touched down. The installation was completed in the delayed aircraft one hour after its arrival.

The deployment from Lakenheath to Upper Heyford ran smoothly without any difficulties. All necessary arrangements were made prior to the move by the survey team. Power and wiring requirements were accomplished prior to moving the loadings to Upper Heyford. Two hours after the equipment was unloaded at Upper Heyford all loadings were operational.

The cooperation of the base A & E sections at both stations was excellent.

Recommendations: It is recommended that all units bring a complete set of A & E tech orders. The base A & E section's sets at Lakenheath and Upper Heyford were incomplete.

PART II - MEDICAL

The medical support for this operation consisted of 1 officer and three airmen. Whenever possible sick call was held on the line. If this was not possible it was held in the base infirmary, but at all times it was separate from that of the permanent party or other organizations. This was done in an effort to better physician-patient relationships. Excellent cooperation

SECRET

SECTION VI
Page 2 of 2 Pages

SECRET

SECURITY INFORMATION

Medical aid was afforded by all the medical installations called on for assistance.

The health and morale of the troops was good throughout the entire operation. There were only five cases requiring hospitalization and these were only of short duration. As usual, upper respiratory infections comprised the largest group of illnesses. During this operation 29 percent of our cases were U.S.I. There was no venereal disease during the TBY period.

SECRET

0413

RECOMMENDATIONS

1. It is recommended that a Detachment of this type include a full time operations officer and if possible a staff observer. Note: No action required as this recommendation has been satisfied by the new Detachment of the 2nd Bomb Gr.

2. It is recommended that each Detachment bring a complete set of A & E Technical Orders as there is not a sufficient file at either TDY base. Note: No action required by 2nd Bomb Gr. as the Detachment is in possession of a complete set of A & E Technical Orders.

C O P Y

MINISTERIE VAN OORLOG

Schweiningen, August 6th, 1953.

CHIEF
VAN DE LUCHTLECHTSTAF

Brigadier General James G. Selser,
Commanding General 7th Air Division,
Victoria Park Estate,
SOUTH WIMBORNE
Hampshire,
England

My dear General,

Many thanks for your kind letter of the 24th of July and I am glad to know that you enjoyed your visit to our country. I shall be pleased, whenever the opportunity arises, to come to your establishment in the United Kingdom.

On behalf of the Royal Netherlands Air Force I would like to convey to you my sincere appreciation of your contribution to the Air Warley at Susterberg.

You will be pleased to hear that Her Majesty the Queen, His Royal Highness the Prince of the Netherlands, and various members of our Government were most impressed by the efficiency and skill exhibited by your personnel.

I would appreciate it if you could kindly convey my thanks to all concerned.

Yours sincerely,

/s/I. A. Aler
I. A. Aler,
Lieutenant General

HEADQUARTERS 7TH AIR DIVISION
OFFICE OF THE COMMANDING GENERAL
APO 125, c/o Postmaster New York

CGDA

13 August 1953

SUBJECT: Letter of Appreciation

TO: Commander
Detachment
23 Detachment Wing, M
APO 194, US Air Force

1. It is with pleasure that I am forwarding a copy of a letter from Lt General L. A. Alar, Chief of Staff of the Royal Netherlands Air Force.

2. Although participation in fly-byes is necessarily beyond normal operations, I am convinced that the additional effort expended by USAF units at Spaarberg was well worthwhile as an example of international cooperation.

3. Request you convey my appreciation and personal congratulations to all concerned for the outstanding manner in which your unit contributed to the Air Day '53.

1 Incl
cy ltr dtd 6 Aug 53

/s/James C. Salsar, Jr.
JAMES C. SALSAR, JR.
Brigadier General, USAF
Commander

HEADQUARTERS 23 BOMBARDMENT WING M, SAC
Hunter Air Force Base
Savannah, Georgia

PERSONNEL ACTION MEMORANDUM
NUMBER 39

18 August 1955

1. Folg named Officers, orgn indicated 2d Bomb Wg M this sta 2AF (SAC) are appointed add by as Squadron Records Administrative Officer for 49 indicated. AUIH: SAC Reg 181-1 and 2AF Reg 181-1

RANK	PAFSC	NAME	AFSC	STATION
CAPT	(1251C)	HAROLD L. POLITZER	ACF7200	2d Bomb Wg M
1ST LT	(7321)	THOMAS G. WILLARD	ACF7200	2d Bomb Wg M
CAPT	(1534D)	FRANK J. WILSON	ACF7200	2d Bomb Wg M
1ST LT	(7321)	WILLIAM L. WILSON	ACF7200	2d Bomb Wg M
2D LT	(7321)	WILLIAM L. WILSON JR.	ACF7200	2d Bomb Wg M
2D LT	(1251C)	WILLIAM L. WILSON	ACF7200	2d Bomb Wg M
2D LT	(7321)	WILLIAM L. WILSON	ACF7200	2d Bomb Wg M
1ST LT	(1251C)	WILLIAM L. WILSON	ACF7200	2d Bomb Wg M
2D LT	(7321)	WILLIAM L. WILSON JR.	ACF7200	2d Bomb Wg M
MAJOR	(1251C)	WILLIAM L. WILSON	ACF7200	2d Bomb Wg M

2. Folg named Officers, orgn indicated 2d Bomb Wg M this sta 2AF (SAC) are appointed add by as Records Administrative Officer for 49 indicated.

RANK	AFSC	NAME	AFSC	STATION
1ST LT	(7321)	WILLIAM L. WILSON	ACF7200	Director of Personnel
CAPT	(1251C)	WILLIAM L. WILSON	ACF7200	Director of Operations
CAPT	(1251C)	WILLIAM L. WILSON	ACF7200	Director of Material
CAPT	(7321)	WILLIAM L. WILSON	ACF7200	Adjutant Section

3. CAPT (7321) WILSON L. HULL AC65826 2d Bg Sq 2d Bomb Wg M this Sta 2AF (SAC) is appointed add by as Records Administrative Officer for the 2d Bomb Wg M.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Dennis E. Vermer
DENNIS E. VERMER
1st Lt., USAF
Personnel Officer

WILLIAM E. MITCHELL
Captain, US F
Director of Personnel

DISTRIBUTION "A" & "D"

Exhibit 5

RESTRICTED - SECURITY INFORMATION

HEADQUARTERS 2D BOMBARDMENT WING
Hunter Air Force Base, Georgia

2400DR

21 August 1953

MISSION

1. The Air Force has three combat commands, in addition to those performing support functions. The Air Defense Command, equipped with fighter interceptor aircraft, has the responsibility of defending the country against enemy air attacks. The Tactical Air Command, with fighters and light bombers, supports the ground forces in the front line areas.

2. The Strategic Air Command - SAC - is the long-range atomic striking arm of the Air Force. It is a Unified Command under the JCS and operates under guidance of the Chief of Staff, USAF, who is the JCS executive agent. The mission of Commander SAC is assigned by the JCS and expanded by the Chief of Staff, USAF, to include:

- a. Organize, train, equip, administer, and prepare strategic air forces for combat.
- b. Exercise command over all forces allocated by the JCS or other appropriate authority.
- c. With assigned forces and with such other forces as may be made available by the JCS, conduct strategic air operations on a global basis.
- d. Conduct such other air operations as the JCS direct.

3. To perform this mission, the basic objective of SAC is: To achieve and maintain the capability to deliver a decisive atomic attack in the minimum possible time. To accomplish this objective, it is imperative that we meet these requirements:

a. B-Day Readiness Force - This force must be properly manned with the various specialists required; it must be completely supplied and equipped with the best available tools of air warfare; and the personnel must be fully trained in the use of these tools and in the doctrines of strategic air operations.

b. Intercontinental Capability - To most effectively use the B-Day Readiness Force, it should have long-range intercontinental capability which provides flexibility of operations to enable concentration and movement of forces as required to most effectively conduct the strategic air offensive. A long-range air arm is time-saving in that it will permit launching an attack upon an enemy in the shortest possible time. Security of our striking force is maintained by maintenance of launching sites beyond the range of enemy bombers, and by threat of immediate atomic retaliation, the intercontinental force represents security to the country from enemy attack.

Here the Base Commander should "tie in" the missions of the units-- tactical and support--as a part of SAC's mission and progress into requirements to fulfill it. This will naturally progress into unit mobility, readiness, etc

RESTRICTED - SECURITY INFORMATION

Exhibit 6

RESTRICTED - SECURITY INFORMATION
Eq 287 (continued) 21 APR 53

MANAGEMENT PROGRAM

1. The basic objectives of the management program are outlined in the 150 series of Air Force publications and SAC Manual 20-1. SAC organizations are expected to function at a high level of management proficiency through continued adoption of improvement methods. Commanders are permitted and encouraged to operate with complete freedom of action in the selection and development of management methods and systems best suited to local conditions.

2. Essential elements of the SAC Headquarters program are:

a. Every supervisor is to be trained in efficient management. SAC-wide growth in managerial ability is evidenced by the active management training courses at SAC SI bases, the NCO Academy established by the 7th Air Division in England, the management course at George Washington University for senior officers and by special courses, such as the Commanders' Financial Management Course scheduled periodically at SAC Headquarters.

b. SAC emphasis is on action and follow-up for rearrangement of duties, small savings would otherwise result only in free time for the affected individuals and idle equipment.

c. The SAC program is directed squarely at specific bottlenecks. Theory is de-emphasized.

d. The lasting success of any effort to achieve economies, regardless of our determination, rests with the people who are the Strategic Air Command. We have insisted that every SAC commander and supervisor accept his responsibility to encourage these attitudes, and as a result there is ever-increasing participation in the program.

3. Within the above general framework, base commanders should be prepared to discuss specific local savings in manpower and equipment. A few improvement examples follow.

a. Hunter Air Force Base developed and manufactured an exhaust port expanding tool, resulting in a reported saving of 6120 manhours a year and \$39,600 in shipping charges and repair cost. The old method required removal of the cylinder and shipment to a major depot when an exhaust port loosened from a cylinder. The new tool permits repair on the base. Cost of manufacture of tool is \$83.

b. The base statistical officer at Lockbourne Air Force Base has developed a master reports control desk. It has been time and motion studied and service tested for a period of four months. The improved method has increased accuracy and reduced the manhour requirement by 1/3. At Lockbourne, one clerk position will be deleted from this function where three positions were formerly required for a net saving of \$2,500 to \$3,000 a year.

c. The new Air Force local purchase plan exemplifies Air Force efforts to save money and to render maximum benefit to local communities. Local advantages of this plan should be pointed out whenever appropriate.

RESTRICTED - SECURITY INFORMATION

RESTRICTED - SECURITY INFORMATION
Hq 23W (continued) 21 Mar 53

The following message from Vice Chief of Staff to all Major Commands is quoted for your information and necessary action:

"Restricted Cite 701/53. I have become increasingly concerned with criticisms of the Air Force from members of Congress resulting from visits they have made to Air Forces. In order that we can minimize the adverse effect of such criticism, I believe that all commanders should be made aware of the importance of creating favorable impressions during these visits. Some of the criticisms which I have received indicate that many of our personnel are not familiar with their assigned missions and are responsible for a great deal of duplication in not utilizing facilities available from other services, and establishing, in some instances, duplicate and unnecessary functions within their own unit. I know that you will want to know that some commanders in correcting complaints of this nature in the past have found that the presentation of a comprehensive briefing to visiting legislators followed by a question and answer period has proven very effective. I bring this to your attention now because with the adjournment of the present session of congress, members of the House and Senate will undoubtedly visit many of our installations and I know you will want to take action prior to their visits to preclude adverse criticism."

In compliance with the above, it is desired that each Base prepare an appropriate briefing of activities to include a plan for a tour of Base facilities. A tour of the Base should be designed to impress congressmen with high level of productive activity at SAC Bases, E.G., periodic maintenance docks, engine build-up line, maintenance control, base supply, etc. It is considered that the briefing should include discussion of at least the following major subjects:

a. Mission of SAC. (See AFM 23-12, dtd 6 September 1951) Purpose of this subject is to provide visitors with general orientation on SAC mission as an introduction to discussion of the Base mission. This Headquarters will furnish material for this subject which will cover basic objective of the Command and also requirement to have a fully trained B-Day readiness force, properly manned, equipped and supplied.

b. Mission of Base. This part of briefing should reflect complete understanding by all personnel of the mission and their duties and responsibilities. To emphasize the Base capability to carry out its specific mission and the part it contributes to the command mission, such items as the Base mobility plan, measures taken to insure readiness of the force, and training requirements as set forth in SAC Reg 50-8 should be discussed. Additional items suggested for discussion are: Typical training mission, crew briefing, combat crew preflight inspection, composition, experience level, ages, marital status, OOC of typical SAC crew.

c. Base Construction. Visitors should be shown by map (followed by tour of base if they desire) the major construction projects recently accomplished on the Base as well as construction still required. Base level budget considerations and an indication of any major deficiencies existing because of budget limitations may be mentioned. Explanation of construction under progress or required should be based upon operational requirements, condition of existing assigned mission. Any request by congressional members to visit SAC Bases should be welcomed by commanders concerned.

RESTRICTED - SECURITY INFORMATION
3

RESTRICTED - SECURITY INFORMATION
Hq 2BW (Continued) 21 Aug 55

A brief report of any visit by members of congress to a SAC Base will be forwarded direct to this Headquarters with information to intermediate Headquarters within 24 hours of the termination of the visit. Additional information as indicated in items a and b will be forwarded in the near future direct to appropriate air division and wing commanders with information to numbered Air Forces.

RESTRICTED - SECURITY INFORMATION

HEADQUARTERS 2D BOMBARDMENT WING
Hunter Air Force Base
Savannah, Georgia

GENERAL ORDERS)
NUMBER 25)

12 August 1953

ASSUMPTION OF COMMAND.-- Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of Headquarters, 2d Bombardment Wing, W, S.G, vice BRIG GEN 0002 JOHN A. RAYNOLDS, 1299A, rel'd, effective this date.

DISTRIBUTION:
A

Rollin M. Wingham
ROLLIN M. WINGHAM
Colonel, USAF
Commander

Exhibit 7
A

HEADQUARTERS 2D BOMBARDMENT WING M, SAC
Hunter Air Force Base
Savannah, Georgia

PERSONNEL ACTION MEMORANDUM
NUMBER 38)

12 August 1953

1. COL (0046C) OSCE V. JONES 4189A Hq Sq 2d Bomb Wg M this sta 2AF (SAC) reld pres prim dy and asgd prim dy as Dep Wing Comdr w/dy AFSC 0066C. VICE COL (0066C) ROLLIN M. WINGHAM 3709A RELD.
2. LT COL (0046C) KAREL B. MELCER 40480273 Hq Sq 2d Bomb Wg M this sta 2AF (SAC) reld pres prim dy and asgd prim dy as Dir of Materiel w/dy in AFSC 0046C. VICE COL (0046C) OSCE V. JONES 4189A RELD.
3. 1ST LT DENNIS E. VERNER 402221906 Hq Sq 2d Bomb Wg M this Sta 2AF (SAC) is appointed Director of Personnel for Hq 2d Bomb Wg M in the temp absence of CAPT WILLIAM E. MITCHELL 40788998.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DENNIS E. VERNER
1st Lt., USAF
Director of Personnel

Dennis E. Verner
DENNIS E. VERNER
1st Lt., USAF
Director of Personnel

DISTRIBUTION "A" & "D"

Exhibit 7A

no. per _____ To _____ of _____

Headquarters 2d Bombardment Wing S.C.
Hunter Air Force Base
Savannah, Georgia

PERSONNEL ACTION MEMORANDUM
OFFICE 45)

25 August 1953

1. MAJ (1554) RAYMOND J. MOENIS AO 732959 Pa Sq 2d Bn 12th AF
(S.C) send by as "Director of Personnel" view CAPT (7324) JILLIAN E. MITCHELL
AO 738798.

2. MAJ (1554) RAYMOND J. MOENIS AO 732959 Pa Sq 2d Bn 12th AF
(S.C) send by as "Asst Wing Adjutant"

BY ORDER OF THE COMMANDER

OFFICIAL:

Raymond J. Moenis
RAYMOND J. MOENIS
Major, USAF
Director of Personnel

RAYMOND J. MOENIS
Major, USAF
Director of Personnel

DISTRIBUTION AND ACTION

Exhibit 8

BIOGRAPHICAL SKETCH

COLONEL OSCE V. JONES

The Deputy Commander's position, vacated during General Reynold's recent transfer and Colonel Winingham's assumption of command, has been ably filled by Colonel Osce V. Jones. The Colonel is well known and liked throughout the Wing, having performed duty as Director of Materiel since February 1952. The excellent performance of the materiel portion of the wing mission during that period is a compliment to his ability.

Colonel Jones was born 6 August 1916 at Camilla, Georgia. He entered high school at nearby Albany, Georgia, in 1933 but transferred to Moultrie High School for his last year. After graduation he worked as manager of the Albany Transfer Company until he decided on a military career. He entered the Army in September of 1940. As a result of a competitive examination he received a direct commission in February 1941. In 1942 he applied for flying training and subsequently transferred to the Air Corps. He traveled to Thunderbird, Arizona, for primary flight school in June 1942 and graduated as a pilot at Roswell, New Mexico, in November of the same year.

38157
He was assigned to the ~~308th~~ Bombardment Group in May 1943 when it received combat orders to England. His duty at that time was as aircraft commander on a B-17. Later, he assumed command of the 535th Squadron. Colonel Jones flew twenty-one missions from the United Kingdom against the Germans. He was shot down on two occasions. The first time he managed to get his B-17 to Sweden where he was interned from July 1943 to December 1943. His luck didn't hold the second time and he was captured by the Germans and remained a prisoner of war from April 1944

Exhibit 9

until 1945. The Colonel's decorations include the Air Medal with three clusters, the Purple Heart and the Commendation Ribbon.

Before coming to Hunter, Colonel Jones was stationed at Turner Air Force Base near his home town of Albany, Georgia. He was Director of Materiel of the 40th Air Division.

Colonel Jones is the son of Mr. and Mrs. B. H. Jones of 220 Scott Street, Camilla, Georgia. His wife is the former Miss Marjorie Wood of Albany, Georgia.

BIOGRAPHICAL SKETCH

LIEUTENANT COLONEL KAREL B. MELCER

Lieutenant Colonel Karel B. Melcer was born in October 1897 at Lincoln, Nebraska. He received his high school education at Wilber High School, Wilber, Nebraska. Upon completion of high school he entered college but interrupted his first semester to enlist in the Army. His enlistment began on 7 November 1917 and ended 4 February 1918. At this time he reenlisted until May 1919. After his second discharge he went to work for General Motors in East Texas and Shreveport, Louisiana. He was self-employed in this business until 1942, at which time he reenlisted in the Air Force and was commissioned a second lieutenant in June 1942. His active duty service continued until August 1946. He accepted a discharge and joined the reserve. He was commissioned a Lieutenant Colonel in the reserve on 14 May 1946 and was recalled to active duty in April 1951. Between 1946 and 1951 Colonel Melcer was in the Farm and Grove Development business in Florida.

His campaign ribbons consist of the Bronze Star, Asiatic Pacific Campaign Medal, American Campaign Medal, World War II Victory Medal, Korean Service Medal, United Nations Service Medal, and the Air Force Reserve Medal. He has been stationed at four overseas bases in France, India, China and Korea. While in China he served as Chief of Supply with duties consisting of formulating plans and programs for transferring excess Air Force supplies to the Chinese Nationalist Army. His tour of duty in Korea was as Director of Materiel.

Exhibit 10

0427

Colonel Melcer has attended three schools during his military service. The first one was Administrative Officers Course in 1942 at Miami, Florida. The second one was Supply Officers Course in 1944 at Warner-Robins Air Force Base, Georgia, and the third was Aircraft Maintenance Administration Course in 1951 at Chanute Air Force Base, Illinois.

He was assigned to Hunter Air Force Base in May 1953 and assumed duty as Director of Materiel in August 1953. He is responsible for planning and organizing materiel programs and advising the Wing Commander on the status of materiel programs. He confers with Commanders and Staff on such activities as Maintenance, Installations, Engineer, Supply, Transportation and procurement to establish implement Materiel programs. Colonel Melcer intends to remain on active duty until retirement.

Colonel Melcer married the former Miss Bernice Batta from Chillicothe, Missouri. They have two children and call Dallas, Texas, their home.



0429

CONFIDENTIAL
CONFIDENTIAL

On 11/11/41, the United States of America is a "democratic
country" in the words of the Supreme Court. It is a "democratic
country" in the words of the Constitution. It is a "democratic
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Exhibit 11

The first assignment after graduation from the United States Military Academy at West Point, New York, was as a Second Lieutenant in the 3888 Central Postal Directory, Army Air Corps, in England. He was assigned to the 3888 Central Postal Directory, Army Air Corps, in England. He was assigned to the 3888 Central Postal Directory, Army Air Corps, in England. He was assigned to the 3888 Central Postal Directory, Army Air Corps, in England.

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COPY

COMR, AIRMOB 15 HUNTER AFB GA
COMR, DET #1, 7/1/ 21 South Va
WHEELING, W. VA.

RESTRICTED / RAD OUT TO PERSONNEL CAPT GREEN FROM PERSONNEL CAPT
MITCHELL PD WITH REQD THIS DATE TO EXTEND TWO OFF AND FORTY ONE AND FORTY
AND NINETY DAYS IN US PD OF THOSE PEOPLE LISTED ON YOUR LTR CMA SUEJ PERS
RECORDED TO REMAIN IN US CMA DED TWO SEVEN JULY FIVE THREE CMA AND HAND
CARRIED TO THIS STA BY COL JONES CMA ALL PERS WILL BE EXTENDED EXCEPT FIRST
LT SALVATOR P BLANKY CMA AND FIRST CLASS JOHN F FOLEY CMA AND ANY TWENTY
SIX SQ PERS PD ALSO A/C SECOND CLASS GEORGE B SUTLES WILL BE EXTENDED NINETY
DAYS. ORDERS WILL BE PUBLISHED ON OR ABOUT TWO FIVE AND FIVE THREE PD CTS
WILL BE PAID YOUR CMA PD YOUR ORDERS WILL BE AMENDED CMA REASSIGNING ALL
EXTENDED PERS TO THE SECOND SQS NO DETACHMENT NUMBER TWO PD IN THE EVENT
THAT ANY PERS WHO WERE ON THE ORIG LET THAT DESIRE TO REMAIN IN US HAVE CHANGED
THEIR MINDS OR ARE ELIGIBLE AND DESIRE TO BE RELEASED CMA PLEASE NOTIFY THIS
SQ AS SOON AS POSSIBLE TO AN FIRST CLASS PAID COMANT, JA WILL NOT BE EXTENDED
BUT WILL RETURN TO US WITH THE THE TERM SQS AS REQ BY HIS SQ COMR. 7/1/ 73
END

ENCL 21 AND 33

C

COPY

13

Exhibit 12

COMM. AIRCRAFT 38 HUNTER AFB, GA

COPY

COMM. DET #1, 2D BOMB WG
HUNTER AFB, TX

R E S T R I C T E D / REPORT TO PERSONNEL, CAPT GIBBY FROM PERSONNEL CAPT
MITCHELL TO REF IN FOOTNOTE TWO FOUR AND FIVE THREE TO REQ FOR SUBSTITUTION
OF PERS TO REMAIN IN UK IS HEREBY GRANTED, HOWEVER, AS OF THIS DATE, ~~AND~~
AND CHANGES WILL NOT BE ACCEPTED TO CROSS AND WFM ROSSER WILL BE FWD'D YOUR
HQ THIS DATE TO DETACHMENT NO TWO WILL BE FORWARDED AND DETACHMENT NO ONE PERS
WILL BE REASSIGNED TO DETACHMENT NO TWO ON SECOND BOMB WING ORDERS CMA CYS
OF WHICH YOU WILL RECEIVE TO REQ YOU RETAIN TYPEWRITERS CMA ADDING MACH
AND SUCH OFF EQUIP IN UK TO FORTY NINTH BOMB SQ WILL LOAN TO TWENTIETH
BOMB SQ HERE AT HUNTER AFB SUCH ITEMS THAT ARE RECD IN UK TO PLEASE
BRING THIS TO ATTN OF YOUR SUPPLY OFF TO END.

23005/24 APR 53

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RESTRICTED

COPY

SECURITY INFORMATION

EXHIBIT

14
B

No Per _____ To _____ Orgn _____

HEADQUARTERS 2D BOMBARDMENT WING B, SAC
Hunter Air Force Base
Savannah, Georgia

SPECIAL ORDER
NUMBER 154

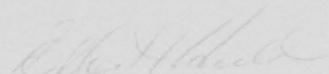
26 August 1953

1. RESTRICTED (Downgrade to unclassified upon completion of travel or after 1 Dec 53.
2. RESTRICTED (Downgrade to unclassified upon completion of travel or after 1 Dec 53.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ERBERT L. HULL
Captain, USF
Adjutant


ERBERT L. HULL
Captain, USF
Adjutant

DISTRIBUTION "C"

Exhibit 15

Re Par _____ To RESTRICTED SECURITY INFORMATION
 _____ _____
 _____ _____

HEADQUARTERS 2D BOMBARDMENT WING M, SAC
 Hunter Air Force Base
 Savannah, Georgia

SPECIAL ORDERS)
 NUMBER 154)

E-X-T-R-A-C-T

26 August 1953

1. Fol-named offs and ann, orgn as indicated, 2d Bomb Wg M WF fr this sta o/a 1 Sep 53 to Upper Heyford RAF Sta, England (APO 194) o/o Postmaster N.Y., N.Y.) for aprx ninety (90) days TDY RUMT CO Det #2, 2d Bomb Wg M Upper Heyford RAF Sta, England for the purpose of "Participating in SAC Rotational Program" (DOPF 305 Bomb Wg M); and upon compl thereof offs and ann w/rtrn to proper orgn and sta. TBWA & dird when avail otherwise tvl by common carr, RR, coml acct a/o bus auth IAW AFR 75-38. TEGIA. TFA. TCS. TDN. CIPAF Fiscal year 1954, 5743400 467-7000 P458 (.6)02-03-07 S08-602. SAC Funding No. RC-602-53. AFR 35-48 w/b complied with and all inn dird therein w/b accomplished immed. Trans of opns and temp stor a/o shpmt of hhd goods is not auth in connection w/this TDY. rnt of per diem w/b IAW JTR and cys of vou and orders issued citing above accts w/b fwd Budget & Acctg Off, MacDill AFB, Fla. Offs and Ann auth to carry civ clothing not to exceed 25 lbs. Auth: AFR 35-59, SAC Reg 36-5, 2AFR 35-8, 2AF Ops Order 71-53, dtd 15 Aug 53 and Kw Order ADAG-2-53, Hq 36AD, dtd 22 Aug 53.

GRADE	P/AFSC	NAME	AFSN	ORGN	CLEARANCE
CAPT #	(2054)	JOHN BURGER	AO583082	Hq sq 2d Bm Wg	TS
T/SGT #	(73270)	LESTER E. WARD	AF14161392	do	S
A/IC	(70250)	DOUGLID F. WOOD	AF21953540	do	S
T/SGT	(20470)	LAMAR ROGERS	AF14080884	49th BS 2d Bm Wg	TS
MJCR	(12310)	WINFRED H. REIBOHN	130834	do	TS
CAPT	(12340)	DANIEL L. BERRY	AO662527	do	TS
CAPT	(12340)	FLOYD A. FEEDE	22840A	do	TS
1/LT	(12340)	JAMES L. RENTZ JR	AO1911873	do	ITS
CAPT	(12340)	WAYNE M. PYLES	AO705796	do	ITS
CAPT	(12340)	WALTER J. RAPP	AO2071360	do	TS
CAPT	(12340)	JENE L. BAILE	AO206997	do	S
2/LT	(12310)	WILLIAM H. KING	AO2530770	do	S
2/LT	(12310)	WOODRUFF W. GOBLE	AO327133	do	TS
2/LT	(1224P)	ROBERT E. GARDEN III	AO2235134	do	S
2/LT	(1224P)	EARL M. FREEMAN JR	AO2232642	do	S
CAPT #	(1524D)	DAVID S. HUME	AO2078386	do	TS
CAPT #	(1524D)	ROGER L. HOWLINS	AO2009471	do	TS
CAPT #	(1524D)	EUGENE D. ANDERSON	AO771876	do	TS
MJCR #	(1524D)	JOHN B. VICKERY	AO661681	do	TS
CAPT #	(1524D)	ROBERT T. VEERS	AO2071499	do	TS
CAPT	(1524D)	MILTON L. SMITH	AO734607	do	TS
1ST LT	(1524D)	WILLIAM K. BAYNES	AO788784	do	TS
CAPT	(1524D)	ROBERT W. EMMINGER	AO2076169	do	S
1ST LT	(1524D)	VIRGIL M. HUDDLESTON	18971A	do	ITS
CAPT	(1524D)	MARTIN E. KOSKIE	AO2081098	do	S
T/SGT	(29370)	EARL H. COX	AF17277846	do	S
S/SGT	(29353A)	CHARLES G. MARLIN	AF14295206	do	TS
S/SGT	(29353A)	FRANK A. SYLVANOVICH	AF13128245	do	S
A/IC	(29353A)	ROBERT L. GENGANOUS	AF25012471	do	S
A/2C	(29353A)	WUGH G. HOLLENBACK	AF13394413	do	S
T/SGT	(43271B)	KIRBY C. DONOHO JR	AF17032392	do	S
T/SGT	(43271B)	BILLY JOHNSON	AF84814447	do	S

RESTRICTED
 SECURITY INFORMATION

Cont'd

SO 164
 Par 1 Continued

RESTRICTED
 SECURITY INFORMATION

GRADE	P/AFSC	NAME	AFSN	ORGN	CLEAR
T/SGT	(43271B)	GEORGE T. HERRING	AF17269376	43 Bm Sq 2d Bm Wg	TS
M/SGT	(43271B)	GORDON N. PATTERSON	AF6252848	do	S
T/SGT	(43271D)	RALPH J. ASHTON	AF14239173	do	TS
S/SGT	(32372F)	LOUIS J. IANCOLI	AF12343528	do	TS
S/SGT	(32351F)	CARLETON J. RUSSELL	AF17287357	do	S
S/SGT	(32372F)	JAMES R. GREEN	AF14149560	do	S
S/SGT	(32351F)	EDWARD LICHORAT	AF12559406	do	TS
S/SGT	(32372F)	MORRIS T. GOLDWIN	AF13112850	do	S
A/1C	(32351F)	HARLEY E. ANGUS	AF13373101	do	S
S/SGT	(32351F)	JOHN G. KOLTE JR	AF18390858	do	TS
A/1C	(32351F)	EDWARD N. FROST JR	AF14344031	do	TS
S/SGT	(32351F)	LOUIE V. HUBBARD	AF14334382	do	S
S/SGT	(32351F)	EDWIN P. ALEXANDER	AF19376991	do	S
S/SGT	(32351F)	ROBERT DAVIS	AF13312142	do	TS
A/1C	(32351F)	WALTER S. KEECH JR	AF19285501	do	S
A/1C	(32351F)	MICHAEL ORBAN	AF13391289	do	S
A/1C	(32351F)	CLYDE H. BROWN JR	AF14369409	do	S
S/SGT	(32351F)	HERMAN L. REVINE	AF14374625	do	S
S/SGT	(32351F)	ARTHUR G. TALLENT	AF14089380	do	S
S/SGT	(32351F)	SAMUEL W. SUTTON	AF13318580	do	S
A/1C	(32351F)	JOHN V. SCHOLTES	AF12380809	do	S
A/1C	(32351F)	DENNIS O. STOREBECK	AF17323107	do	S
A/1C	(32351F)	EDWARD G. BLANTON	AF15436619	do	S
A/1C	(70260)	RALPH J. MATTISON	AF14437232	do	S
A/1C	(64161)	JERRY D. BURNS	AF57401205	do	S
M/SGT	(43171B)	NORMAN P. PETRUCCI	AF13027221	do	TS
S/SGT	(43171B)	JACK W. GRINER	AF14334511	do	TS
S/SGT	(43171B)	HILLIARD P. MORROW	AF14239600	do	S
S/SGT	(43152A)	ROBERT P. BALLENGER	AF13375113	do	S
T/SGT	(43171B)	JOHN H. CORNELIUS	AF13124434	do	S
A/1C	(43152A)	NORMAN L. FOSTER	AF15418332	do	S
A/1C	(43152A)	JOHN W. VAN LARE	AF16336767	do	TS
A/2C	(43152A)	JOHN O. DAVIS	AF17319878	do	S
A/1C	(43151B)	GLENY A. BRADBURY	AF15435802	do	S
A/2C	(43132A)	GEORGE E. ROBERTS	AF15463031	do	S
M/SGT	(43171B)	JOSEPH W. TRAUTMAN	AF19178978	do	S
S/SGT	(43152A)	SAFFO GROVER	AF14146549	do	S
A/2C	(43131B)	STEPHEN B. WAITE	AF17359596	do	S
A/2C	(43131B)	GLENN R. RINDELE	AF15462986	do	S
A/3C	(43132A)	RAY LEWIS	AF14460895	do	TS
A/1C	(43151B)	ALBERT E. HIGHSMITH	AF38722664	do	S
A/2C	(43131B)	ROBERT L. NELSON	AF17380795	do	S
A/3C	(43131B)	ARLEY W. HAYNES	AF15482820	do	S
A/3C	(43131B)	JAMES P. VICKERS	AF14460451	do	S
A/3C	(43010)	JOHN F. SUTTLE	AF14349341	do	S
A/2C	(43132A)	PAUL E. CURS	AF15463033	do	S
A/1C	(43152A)	DALLAS E. PARKER	AF44074518	do	S
CSFT	(1231C)	REX S. DOWNEY	AF2099610	do	TS
T/SGT	(64161)	HAROLD K. ARMSTRONG	AF6854448	do	TS
CSFT	(3024)	JAMES H. MC GUIRE	A0629249	do	TS
S/SGT	(30151)	DONALD W. CAMPBELL	AF17337556	2d AFMS 2d Bm Wg	S
A/1C	(30150)	TROY A. BRUMMITT	AF13372237	do	S
A/1C	(30150)	DUANE NICHOLS	AF12569052	do	S
S/SGT	(40453)	ANDREW M. TRYKA	AF33175261	do	S

31 154
Par 1 continued

~~RESTRICTED~~
SECURITY INFORMATION

GRADE	P/AFSC	LAST	STP	UNIT	CLASS
A/1C	(323008)	JAMES G. JOSEPH	AF13377897	2d Lt 2d Bn 7g	3
A/1C	(46250)	FRED D. MELTON	AF16357818	do	13
A/1C	(46188)	GEORGE L. PAVICK	AF13381745	2d Lt 2d Bn 7g	3
A/1C	(31721)	JOSPH L. BRADY	AF16372090	do	3
A/1C	(42380)	JOE D. KESNER	AF19384133	do	13
A/1C	(431515)	WILLIAM L. PORTER	AF16388328	do	3
A/2C	(42430)	GEORGE H. CRAGG	AF14221879	do	13
A/2C	(42530)	FRANK FICCHI	AF13379119	do	3
A/3C	(42530)	MARY Z. VIK	AF13380935	do	3
E/3GT	(53250)	ANTHONY S. SCIESKI	AF12138331	do	3
A/1C	(53150)	HENRY T. PALYUSHI	AF13380525	do	3
E/3GT	(58170)	WILLIAM R. ALWOOD	AF13086190	do	3
A/1C	(48150)	CL A. BROWN JR	AF13381775	do	3
A/1C	(90651)	DIMMY C. HICES	AF38002016	3d Lt 2d Bn 7g	3
A/1C	(90250)	HERBERT C. HOWARD	AF13388704	do	3
A/1C	(90150)	EDWARD L. COOPER	AF17319080	do	3

Denotes Off dsgl "CFL Courier" during this pd of IDU. Prev of AFR 205-75
w/b complied with prior to dept fr this sta.

* Indicates Military Pay Records Officer

@ Indicates P/Sgt of Det #2, 2d Bn 7g

BY ORDER OF THE COMMANDER:

OFFICIAL:

ALBERT L. HULL
Captain, USAF
Adjutant

Albert L. Hull
ALBERT L. HULL
Captain, USAF
Adjutant

DISTRIBUTION "D"

~~RESTRICTED~~
SECURITY INFORMATION

0437

R E S T R I C T E D S E C U R I T Y I N F O R M A T I O N

Re Par _____ To _____ Orgn _____

HEADQUARTERS 2D BOMBARDMENT WING M, SAC
Hunter Air Force Base
Savannah, Georgia

SPECIAL ORDERS)
NUMBER 154)

26 August 1953

E-X-T-R-A-C-T

2. Fol named offs & amn, orgn indi, 2d Bomb Wg M pres TDY at Upper Heyford RAF Sta, Eng, are reld fr atchmt to Det #1, 2d Bomb Wg M & are further atchd to Det #2, 2d Bomb Wg M, eff 1 Sept 53. WF fr what sta o/n 1 Sept 53 for aprx ninety (90) days TDY RUMT Cdr Det #2, 2d Bomb Wg, M, Upper Heyford RAF Sta, Eng for the purpose of "Participating in SAC Rotational Program" (DOFF 305 Bomb Wg M); & upon compl thereof offs & amn w/rtra to proper orgn, this sta. TBMA & Dirid when avail otherwise twl by common carr, RR, coml acft a/o bus auth IAW AFR 75-36. TBGAA. TR TCS TDM GIP&P 5743400 467-7000 P458 (.6)02-03-07 S08-60 SAC Funding No. RG-602-53. Trans of dpns and temp stor a/o shpmt of hhdld goods is not auth in connection w/this TDY. Pat of per diem w/b LtW JTR and cys of vou & orders issued citing above accts w/b fudd Budget & Acctg Off. MacDill AFB, Fla. Offs & Amn auth to carry civ clo not to exceed 25 lbs. Auth: 35-59, SAC Reg 36-5, 2AFR 35-8, 2AF Opns 0 71-53, dtd 15 Aug 53 Mv C ADAQ-2-53 Hq 38AD dtd 22 Aug 53 & msg SAC DPMAP 20600 dtd 19 Aug 53.

GRADE	F/AFSC	NAME	AFSN	ORGN	CLEARANCE
CAPT	(70267) #	ALBERT B. GREEN	AF0571837	Hq Sq 2 Bm Wg	ITS
A/1C	(70250)	IDUS A. WELBY JR	AF14417418	do	ITS
T/SGT	(64173)	JAMES A. YARBROUGH	AF14245617	do	TS
M/SGT	(43170)	PHILLIP P. THOMAS	AF6376978	do	TS
M/SGT	(43170)	ROBERT J. DUBE	AF20140401	do	S
A/1C	(90250)	JOSEPH D. GODFREY	AF18394618	2 Med Op 2 Bm Wg	IS
A/2C	(90631)	RUSTIN R. DERRISO	AF14427162	do	S
S/SGT	(43182A)	WILBUR M. FAUCETTE	AF14389664	2 PLS 2d Bm Wg	S
A/1C	(43182A)	JAMES H. PARKS	AF14387594	do	S
A/1C	(43182A)	JAMES WEAVER	AF24193971	do	S
S/SGT	(64161)	BEN CRAFT JR	AF14346691	do	S
1/LT	(3231)	JOHN W. WALSEY	AF01852462	2 AFMS 2 Bm Wg	TS
A/1C	(32150F)	EDWARD J. WALLER	AF16368825	do	S
A/1C	(30161)	RONALD K. EDGAR	AF12368657	do	TS
A/1C	(30161)	RONALD C. FOWELAN	AF13339866	do	S
A/2C	(30161)	LAWRENCE M. SCANLON	AF12761313	do	S
A/2C	(30161)	WILLIAM H. BAFFL	AF11231436	do	S
T/SGT	(32171F)	WARREN G. HINDS	AF6916569	do	TS
S/SGT	(32171F)	JOHN L. TANKERSLY	AF44062123	do	TS
A/1C	(32150F)	ROBERT L. SHOCKLEY	AF17276268	do	S
A/1C	(32150A)	JOHN T. DUDDY	AF12336870	do	S
A/1C	(32150A)	JOHNNIE J. BLFORE	AF16337938	do	S
S/SGT	(32350F)	SAMUEL E. CAINES	AF14314033	do	S
A/1C	(32350F)	PILLY H. MONTGOMERY	AF14376015	do	S
A/1C	(32350B)	DON H. DeSEA	AF14370154	do	S
M/SGT	(46270)	RAY A. MERCER	AF69971823	do	TS
M/SGT	(32150A)	LOUIS A. BRADSHAW	AF6947250	do	S
A/2C	(40350)	GEORGE L. JEWELL	AF14409727	do	S
A/1C	(30260)	THOMAS E. FRANKLIN	AF14139946	do	S
A/1C	(30260)	HENRY McATWNEY	AF14377692	do	S

R E S T R I C T E D

S E C U R I T Y I N F O R M A T I O N

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St 154
Par 2 Continued

R E S T R I C T E D
SECURITY INFORMATION

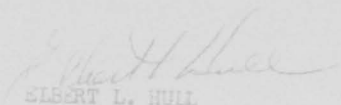
GRADE	P/AFSC	NAME	AFSCN	CRGN	CLEARANCE
T/SGT	(43171B)	VANN E. FLEAVER	AF14287786	2 FMS 2 Sm Vg	S
A/1C	(43162A)	LOVICK R. HARRIS	AF14367674	do	S
A/2C	(43132A)	WILLIAM E. EMMONS	AF15463708	do	S
A/1C	(42350)	CHARLES H. BOLT	AF14391766	do	S
A/1C	(43151)	DON R. COX	AF26924303	do	ITS
A/1C	(42630)	FREDDIE C. KLING	AF17288988	do	S
S/SGT	(43166)	DON W. O'DONNELL	AF143-4026	do	S
S/SGT	(43156)	VITO J. FOSTORIA	AF32277517	do	S
T/SGT	(63470)	J. D. SMITH	AF16161875	do	TS
A/1C	(63460)	ROBERT W. LOUGHOFFER	AF17288793	do	S

Denotes Off dsgrd "Off Courier" during this pt of TDY. Prov of AFR 205-75 w/b complied with prior to dept fr this sta.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ALBERT L. HULL
Captain, USAF
Adjutant


ALBERT L. HULL
Captain, USAF
Adjutant

DISTRIBUTION "D"

R E S T R I C T E D
SECURITY INFORMATION

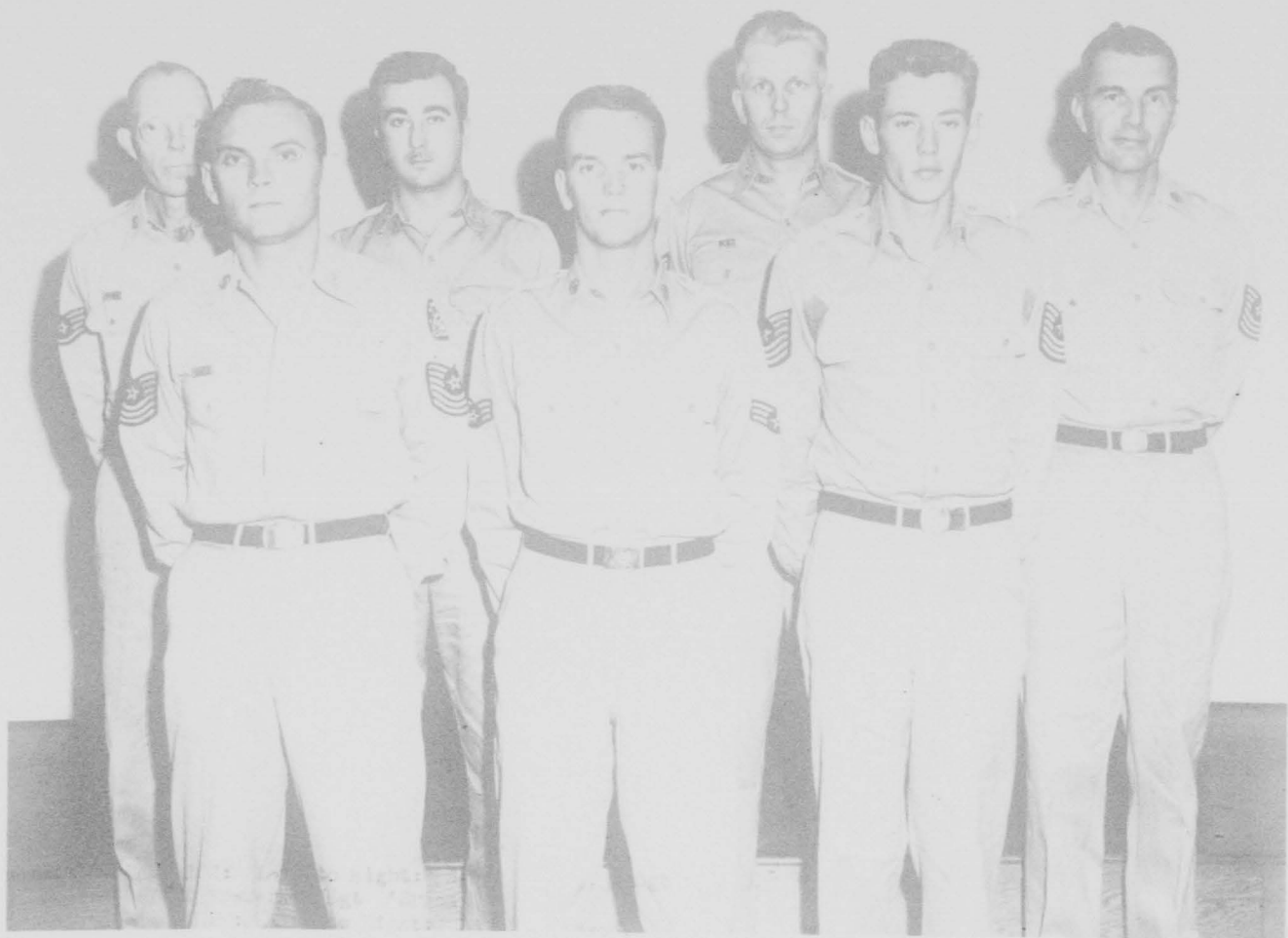


EXHIBIT 11

OFFICE OF THE DIRECTOR OF MATERIEL
2D BOMBARDMENT WING (H)
Hunter Air Force Base
Savannah, Georgia

2DM

17 August 1953

SUBJECT: Tables of Organization for B-47 Wing with Air Refueling Squadron

TO: Sec Distribution

1. Tables of Organization for a tactical wing with forty five (45) B-47 and twenty (20) KC-97 aircraft are reproduced for your information. All supervisory personnel are encouraged to make maximum utilization of these tables in the preparation of plans for re-organization and conversion.

2. From time to time additions and deletions to TO's are made by USAF, however, it is not contemplated that these reproduced TO's will be changed by this office.

7 Incls
TO's for Tac
B-47 Wg (1 cy)

Karel R. Melcer
KAREL R. MELCER
Lt. Col., USAF
Director of Materiel

DISTRIBUTION:

30th BS - 2 C's
49th BS - 2 C's
96th BS - 2 C's
2ARS - 1 C's
2AENS - 1 C's
2EIS - 1 C's
2FMS - 3 C's
2MEDS - 2 C's
2AVS - -
Wg Hqs - 5 C's
Hq Sq - 1 C's
DM Office - 6 C's

NOTE: Squadron Commanders of the 2d Bombardment Wing (H), will insure distribution of one (1) copy to Engineering, Supply, Operations, and Mobility Officers, where applicable.

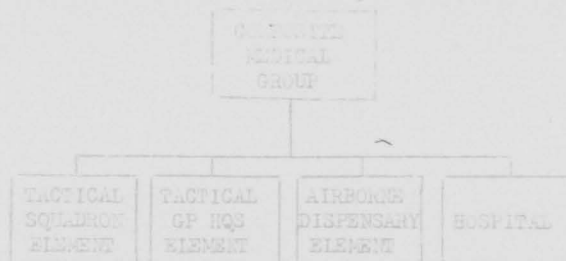
EXHIBIT A

COMPOSITE MEDICAL GROUP

This table will not become effective except upon specific authorization by the Department of the Air Force.

PART I - GENERAL

1. Function--To provide and maintain Medical services, including organic medical supply, for certain Air Force wings.
2. Assignment--One per wing as determined by the strength and mission of the wing.
3. Capabilities--a. Hospitalization, except for those cases requiring prolonged definitive care and treatment or highly specialized diagnostic or therapeutic procedures. When organized as a group dispensary, only short term in-patient medical care will be provided.
 - b. Aero-medical and care of flyer programs.
 - c. Medical support for tactical operations.
 - d. Out-patient and dispensary service.
 - e. Dental service.
 - f. Preventive medical activities, including inspection of subsistence and environmental sanitation.
 - g. Medical evacuation.
 - h. Receipt, storage, issue, and accountability of medical supplies and equipment.
 - i. Training of medical personnel.
 - j. Food Services for assigned and patient personnel.
 - k. Medical service for other than assigned or attached military personnel.
 - l. Organizational or operator maintenance of assigned equipment, including vehicles.
4. Composition--The composite medical group normally is organized as follows:
 - 1 Tactical Group Headquarters Element.
 - 3 Tactical Squadron Elements, 1 per tactical squadron organic to the wing.
 - 1 Hospital 50 beds, 100 bed, or 150 bed.
 - 1 Airborne Dispensary.
5. Designation--As authorized by Department of the Air Force Letter.



T/O 1-9022

COMPOSITE MEDICAL GROUP
OPTIMIZATION

T/O 1-9022

SECTION		B		C		D													
CODE	LINE NO	TITLE	AFSC	TOTL	GEN	COL	LT	MAJ	CPT	LT	W/O	MSG	TSG	S/S	PLC	2C	3C	A/B	
		PART II - A 50 BED HOSPITAL QUALIFICATION SECTION																	
H3409	1	50 BED HOSPITAL																	
	2	Med Sup Off	9034	1						1									
	3	Internist	9386	1				1											
	4	Nurse, Admin	9716	1					1										
	5	Nurse, Operating Rm	9734	1					1										
	6	Nurse, General	9754	4						4									
	7	Dental Off, General	9826	1				1											
	8	Veterinary Off, Gen	9926	1				1											
	9	Motor Trans Helper	60310	2														2	
	10	Apr Veh Opr	60330	1												1			
	11	Veh Opr	60350	1											1				
	12	Food Svs Atndt	62010	3														3	
	13	Cook	62250	1											1				
	14	Sr Cook	62250	1										1					
	15	Food Svs Supv	62270	1								1							
	16	Sr Meat Cutter	62350	1										1					
	17	Sr Orgn Sup Specl	61151	1										1					
	18	Apr Clerk	70230	3												3			
	19	Clerk	70250	2															
	20	Sr Steno	70251	1										1					
	21	Career Guidance Specl	73150	1											1				
	22	Sr Personnel Specl	73250	1										1					
	23	Medical Helper	90010	5														5	
	24	Medical Svs Apr	90230	8												8			
	25	Medical Svs Specl	90250	5											5				
	26	Sr Medical Svs Specl	90250	1										1					
	27	Sr Radiology Specl	90350	1										1					
	28	Medical Lab Specl	90450	1											1				

T/O 1-9022

COMPOSITE MEDICAL GROUP
ORGANIZATION

T/O 1-9022

SECTION		C		D														
CODE LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT	COL	M/W	CPT	LT	M/O	MSG	TSG	SSG	A/C	2C	3C	A/B
50 BED HOSP (CONTD)																		
H3409																		
29	Medical Material Apr	90630	1													1		
30	Med Mat Specl	90650	1												1			
31	Vet Specl	90850	1													1		
32	Dental Apr	90930	1												1			
33	Dental Specl	90950	1															
R9050	1	RECAPITULATION																
	2	Officers	10					3	2	5								
	3	Airmen	46										1	7	14	14	10	
	4	Aggregate	56															
PART II JB																		
100 BED HOSPITAL																		
QUALIFICATION SECTION																		
H3417	1	100 BED HOSPITAL																
	2	Registrar	9025	1														
	3	Med Sup Off	9034	1														
	4	Sn & Industrial Hygiene Emer	9124	1														
	5	ColPS	9352	1			1											
	6	Internist	9386	1				1										
	7	Otolaryngologist	9446	1					1									
	8	Nurse, Admin	9716	1					1									
	9	Nurse, Operating Rm	9734	1					1									
	10	Nurse, Anesthetist	9744	1							1							
	11	Nurse, General	9754	7							7							
	12	Dental Off, Gen	9826	2					1	1								
	13	Vet Off, Gen	9926	1					1									
	14	Motor Trans Helper	60310	2												2		2
	15	Apr Veh Opr	60330	2														

T/O 1-9022

COMPOSITE MEDICAL GROUP
ORGANIZATION

T/O 1-9022

A		B		C		D												
SECTION	TITLE	FSC	TOTL	GEN	COL	LT	LT	LT	LT	LT	LT	LT	LT	LT	LT	LT	LT	LT
CODE	LINE NO																	
H3417																		
	100 BED POSP (CONTD)																	
16	Vch Opr	60350	1												1			
17	Food Svs Adnt	62010	4															4
18	Baker	62150	1												1			
19	Apr Cook	62230	1													1		
20	Cook	62250	2												2			
21	Sr Cook	62250	4											4				
22	Food Svs Supv	62270	1									1						
23	Sr Meat Cutter	62350	1											1				
24	Sr Orgn Sup Specl	64151	1												1			
25	Apr Clerk	70230	4													4		
26	Clerk	70250	2												2			
27	Senior Steno	70251	1												1			
28	Career Guidance Specl	73150	1												1			
29	Sr Personnel Specl	73250	1												1			
30	Med Helper	90010	8														8	
31	Med Svs Apr	90230	10													10		
32	Med Svs Specl	90250	8												8			
33	Sr Med Svs Specl	90250	1											1				
34	Med Svs Supv	90270	1									1						
35	Radiology Apr	90330	1													1		
36	Sr Radiology Specl	90350	1												1			
37	Med Lab Specl	90450	1												1			
38	Sr Med Lab Specl	90450	1												1			
39	Med Material Apr	90630	1													1		
40	Med Material Specl	90650	1													1		
41	Vet Specl	90850	1												1			
42	Dental Apr	90930	1													1		
43	Dental Specl	90950	2												2			
44	Sr Dental Specl	90905	1												1			

T/O 1-9022

COMPOSITE MEDICAL GROUP
ORGANIZATION

SECTION		B		C		D														
CODE	LINE NO	TITLE	PSC	TOTAL	GEN	COL	LT	COL	M.J.	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B	
R9050	1	REC. PITULATION																		
	2	Officers		19			1		3	4	11									
	3	Airmen		68										2	12	20	20	14		
	4	Aggregate		87																
		PART II AC 150 BED HOSPITAL QUALIFICATION SECTION																		
H3425	1	150 BED HOSPITAL																		
	2	Registrar	9025	1							1									
	3	Med Sup Off	9034	1						1										
	4	Sn & Industrial Hygiene Engr	9134	1						1										
	5	CoFPS	9356	1			*1													
	6	Internist	9386	1			1													
	7	Otolaryngologist	9446	1					1											
	8	Radiologist	9636	1					1											
	9	Nurse, Admin	9716	1						1										
	10	Nurse, Operating Rm	9734	1						1										
	11	Nurse, Anesthetist	9744	1							1									
	12	Nurse, General	9754	12						1	11									
	13	Dental Off, Gen	9826	3			1		1	1										
	14	Oral Surgeon	9836	1					1											
	15	Prosthodontist	9856	1					1											
	16	Vet Off, Gen	9926	1					1											
	17	Med Equip Repair	40550	1												1				
	18	Motor Trans Helper	60310	2																2
	19	Apr Veh Opr	60330	2																2
	20	Veh Opr	60350	2																2
	21	Food Svs Atndt	62010	6																6
	22	Baker	62150	1																1
	23	Apr Cook	62230	2																2

T/O 1-9022

COMPOSITE MEDICAL GROUP
ORGANIZATION

T/O 1-9022

SECTION		TITLE		AFSC		TOTAL		GEN		COL		LT		MAJ		CPT		LT		N/O		P/3E		T/3E		SSC		A/C		S/C		A/B	
COD& LINE NO																																	
H3425		150 RED HOSP (CONTD)																															
24	Cook	62250	3																														
25	Sr Cook	62250	5																														
26	Food Svs Supv	62270	1																														
27	Sr Meat Cutter	62350	1																														
28	Sr Orgn Sup Specl	64151	1																														
29	Clerk Helper	70010	2																														
30	Apr Clerk	70230	4																														
31	Clerk	70250	2																														
32	Sr Steno	70251	1																														
33	Sr Career Gdence Specl	73150	1																														
34	Personnel Specl	73250	1																														
35	Med Helper	90010	14																														
36	Med Svs Apr	90230	23																														
37	Med Svs Specl	90250	14																														
38	Sr Med Svs Specl	90250	3																														
39	Med Svs Supv	90270	1																														
40	Radiology Apr	90330	1																														
41	Sr Radiology Specl	90350	1																														
42	Med Lab Specl	90450	2																														
43	Sr Med Lab Specl	90450	1																														
44	Med Material Apr	90630	1																														
45	Med Mat Specl	90650	1																														
46	Sr Med Admin Specl	90651	1																														
47	Preventive Med Specl	90750	1																														
48	Vet Specl	90850	1																														
49	Dental Apr	90930	2																														
50	Dental Specl	90950	3																														
51	Sr Dental Specl	90950	2																														

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COMPOSITE MEDICAL GROUP
ORGANIZATION

T/O 1-9022

SECTION		C		D																
CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT	COL	MAJ	CPT	LT	N/O	MSG	MSG	SEC	1C	2C	3C	4E	
R9050	1	RECAPITULATION																		
	2	Officers		28			3	6	6	13										
	3	Airmen		110										2	17	32	35	24		
	4	Aggregate		138																
		PART II AD TACTICAL SQUADRON ELEMENT QUALIFICATION SECTION																		
H1103	1	TACTICAL SQUADRON ELEMENT																		
	2	Flight Surgeon	9356	1						1										
	3	Sr Aero Med Spec1	90150	1											1					
	4	Sr Med Lab Spec1	90450	1											1					
	5	Sr Med Admin Spec1	90651	1											1					
R9050	1	RECAPITULATION																		
	2	Officers		1						1										
	3	Airmen		3											3					
	4	Aggregate		4																
		PART II AE TACTICAL GROUP HQS ELEMENT QUALIFICATION SECTION																		
H1099	1	TACTICAL GP HQS ELEMENT																		
	2	Commanding Officer	9316	1		*=1														
	3	Sr Aero Med Spec1	90150	1											1					
	4	Sr Med Lab Spec1	90450	1											1					
	5	Med Admin Supv	90670	1										1						

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COMPOSITE MEDICAL GROUP
ORGANIZATION

7/0 1-9022

SECTION		C		D															
CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT	COL	MAJ	CIT	LT	W/S	MSG	MSG	MSG	2C	3C	4/S	
R9050	1	RECAPITULATION																	
	2	Officers		1		1													
	3	Airman		3										1	2				
	4	Aggregate		4															
		PART II AF AIRBORNE DISPENSARY QUALIFICATION SECTION																	
R3437	1	AIRBORNE DISPENSARY																	
	2	Adjutant	9025	1					1										
	3	General Surgeon	9416	1			1												
	4	Dental Off, Gen	9826	1						1									
	5	Sr Elect	56150	1												1			
	6	Apr Cook	62230	1													1		
	7	Cook	62250	1													1		
	8	Sr Cook	62250	1															
	9	Clerk	70250	1														1	
	10	Sr Med Svs Specl	90250	2											2				
	11	Radiology Specl	90350	1														1	
	12	Sr Med Lab Specl	90450	1															
	13	Sr Pharmacy Specl	90550	1															
	14	Med Admin Supv	90670	2									1	1					
	15	Preventive Med Apr	90730	1															1
	16	Dental Specl	90950	1															1
	17	Sr Dental Lab Specl	90951	1															1
R9050	1	RECAPITULATION																	
	2	Officers		3				1		2									
	3	Airman		15									1	1	6	5	2		
	4	Aggregate		18															

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COMPOSITE MEDICAL GROUP
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A		B		C		D												
SECTION CODE LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT	COL	MAJ	CPT	LT	SGT	MSG	TSG	SSC	AC	A2C	A3C	A/E
<p>REMARKS: * Chief or professional and care of flyer services. ** Additionally qualified as Flight Surgeon, AFSC 9356 and additional duty as Wing Surgeon. *** Additional duty as Detachment Commander.</p> <p>BY ORDER OF THE SECRETARY OF THE AIR FORCE:</p> <p>OFFICIAL: HOYT S. VANDENBERG CHIEF OF STAFF, UNITED STATES AIR FORCE</p> <p>K. E. THIERBAUD COLONEL, USAF AIR ADJUTANT GENERAL</p> <p>DISTRIBUTION:</p> <p>AIR FORCE - ZONE OF INTERIOR AND OVERSEAS: HQ USAF (200), MAJ AIR COMDS (20), SUBOR AIR COMD (20), AIR DIV (10), W (7), MED GP (4), MED SQ (2), B.SS (2)</p> <p>ARMY: AS REQUESTED ON DA AGO FORM 12</p>																		

RESTRICTED

DEPARTMENT OF THE AIR FORCE
WASHINGTON 25, D. C.

322 (AFM) (92b)

7 August 1953

SUBJECT: (Unclassified) Reorganization of the 2d Air Refueling Squadron,
Medium

TO: Commander, Strategic Air Command

1. The 2d Air Refueling Squadron, Medium will be reorganized on or about 8 September 1953, in accordance with S/O 1-11795, 1 March 1953, 1 x Parts II and III, with an authorized strength of eighty-five (85) officers and two hundred and twenty-nine (229) airmen.

2. Personnel will be furnished from sources under control of the Commander, Strategic Air Command.

3. The above unit, while in the SI, is authorized Unit Essential Equipment as listed in its Unit Property Record Equipment Authorization List. The UPRREL will be prepared based upon column 3A of the UPRAL and the above S/O composition. This unit, while in the SI, is authorized additional equipment as indicated in its approved UAL. The EOL which will apply in computing the UPRREL for this unit is as follows: Sec II, 20-00-94 (20 KC-97 aircraft). UPRREL's for the following units will be amended to reflect authorization for EOL equipment required to support the aircraft authorized the 2d Air Refueling Squadron, Medium:

<u>UPRREL's</u>	<u>EOL</u>
2d Arm & Elect Maint Sq	20-00-20 (30 B-50 & 20 KC-97 (Aft))
2d Fld Maint Sq	20-00-50 (30 B-50 & 20 KC-97 (Aft))
2d Periodic Maint Sq	20-00-48 (4 B-50 Decks & 2 KC-97 Decks)

4. When the action directed herein has been accomplished, report will be made to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-01) in compliance with current instructions.

RESTRICTED

EXHIBIT 173

SECURITY INFORMATION

0452

RESTRICTED

DAF 322 (AFM 600), and: (Uncl) Serge of 3d Air Refl Sq, 2d Bomb Wg, 11,
SAC

DAF 322 (7 Aug 53)

1st Ind

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Omaha, Nebraska
26/19 Aug 53

TO: Commander, Second Air Force,arksdale Air Force Base, Louisiana

1. Basic Department of the Air Force letter is furnished to provide
advance personnel and equipment authorization.

2. Confirming Strategic Air Command General Orders will be issued with
6 September 1953 as the effective reorganization date.

3. Report required by paragraph 4, basic letter, will be submitted by
this headquarters.

BY ORDER OF THE COMMANDER:

st/S. T. McCONNELL
Major General USAF
Director of Base

RESTRICTED

SECRET

Exhibit 17B

HEADQUARTERS OF BOMBARDMENT WING 4
Hunter Air Force Base
Savannah, Georgia

FORM 352/98

3 August 1953

SUBJECT: KC-97 Transition Training (ZEPHUS PROG AF 103)

TO: Commander
2d Air Refueling Squadron
2d Bombardment Wing 4
Hunter Air Force Base
Savannah, Georgia

1. The following SAC Message dated 1 August 1953 is quoted for your information and necessary action:

/R E S T R I C T E D/ DFPCC 16573. Subject: KC-97 Transition Training. Request necessary action be taken to place 20 crews from the 2d Air Refueling Sq on approximately two months TTY to 1707 Student Sq, WAFB WPM, DFLA, West Palm Beach, Florida, for transition training in C-97 Aircraft. Crews will report as follows: Seven (7) crews reporting not earlier than 1200 hours, 23 August 1953 and not later than 0730 hours, 24 August 1953 for entry into class 97-48; thirteen (13) crews reporting not earlier than 1200 hours, 7 September 1953 and not later than 0730 hours, 8 September 1953, for entry into class 97-49. Request crews report to building T-118 upon arrival and Aircraft Commander of each crew will have at least ten (10) copies of Special Orders in his possession. Commander 1707 Student Squadron will be furnished names of crew members at least one (1) week in advance of class starting date. Crews will be composed of the following personnel: AC/ Pilot/ FE/ KC/ and two co-crews (Inflight Refueling Specialist). FE must have a minimum 150 hours panel time. SAC Funding serial number AC-6 is applicable for this TTY. ADCCA NLT 15 Aug for crews entering class 97-48 and NLT 1 Sept for crews entering class 97-49. END

2. Request for special orders will be submitted so as to arrive this headquarters not later than 8 August 1953 for class 97-48 and not later than 20 August 1953 for class 97-49.

3. This headquarters will comply with last sentence in paragraph 1, above.

BY ORDER OF THE COMMANDER:

/s/ Dennis E. Verner
DENNIS E. VERNER
1st Lt, USAF
Asst Personnel Officer

Exhibit *etc*

SECRET

HEADQUARTERS 2D BOLBARLETT WING M

WING COMMANDER'S REMARKS

SECRET

By Authority of
Commander

2d Bomb Wing M

3 Sep 53

(Date) (Initials)

Section K of

Air Training Report for Month of August

RCS: 1-JAC-T12A

A. A total of four hundred and twenty nine hours and eighteen minutes (429:18) were flown on missions ordered by higher headquarters during this period. The breakdown is as follows:

1. Second Air Force Operations Order 74-53	297:32
2. LRS Operational Suitability Test	62:36
3. Strategic Evaluation School	15:30
4. Flyover and Static Displays, Macmill, Turner and Macendale AFB's	23:00
5. ZAF Message ZAFDD 8809, dtd 10 Aug 53	19:30
6. ZAF Message ZAFDD 0287, dtd 4 Aug 53	11:42
Total Hours	429:18

B. Weather was the primary reason for failure to accomplish one (1) visual RBS run and twelve (12) visual releases required for one hundred percent (100%) completion of training minimums in this category.

C. No restrictions were imposed by A/C or other headquarters during this period.

D. Thirty one (31) primary crew member changes were made during the period. These changes were made to strengthen Lead and Select crews.

E. No new crew was formed during this period.

F. The following changes in crew status occurred during this period:

1. Crew 51000 to 11000. Crew redesignated effective 10 August 1953.
2. Crew 11100 to 11100. Crew redesignated effective 5 August 1953.

SECRET

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SECURITY INFORMATION

Incl #4

EXHIBIT 18

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3. Crew S1400 to R1400. Crew redesignated effective 18 August 1953.

4. Crew S1500 to L1500. Crew redesignated effective 18 August 1953.

5. Crew S2000 to L2000. Crew redesignated effective 18 August 1953.

6. Crew L2400 to R2400. Crew redesignated effective 4 August 1953.

7. Crew R2500 to L2500. Crew redesignated effective 4 August 1953.

8. Crew S3000 to R3000. Crew redesignated effective 1 August 1953.

9. Crew L4300 to R4300. Crew redesignated effective 3 August 1953.

G. The Standardization Board Crews are as follows:

1. S1900, A/C Johns, 2d Bombardment Wing H
2. S0700, A/C Boynton, 20th Bombardment Squadron H
3. L1000, A/C Davidson, 49th Bombardment Squadron H
4. S0500, A/C Hojnacki, 96th Bombardment Squadron H

H. Matters pertaining to material and personnel did not adversely affect training during this period.

I. The principal reasons for failure to complete 50 minimum training requirements, as proscribed in SAC regulation 50-8, for the training quarter ending in August were:

1. Adverse weather conditions prevented completion of visual releases and night celestial navigation missions.

J. Remarks pertaining to, "Special Training", months are not applicable.

K. Field Training Operations:

1. Tests of facilities - None.
2. Maneuvers - None.

SECRET

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SECURITY INFORMATION

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SECRET

3. Exercises: On 25 August 1953, three (3) 2d Bombardment wing crews and a salvage team from 2d Aviation Squadron were dispatched to Ramey AFB to participate in the tropical phase of the Mk5 Operational Suitability Test being conducted by Second Air Force. The 2d Bombardment wing portion of the OST was completed on 29 August 1953.

4. General Training:

- a. In addition to the normal combat crew proficiency training indicated on SAC Form 50-23-1B, five (5) crews were trained on the Mk8 weapon and four (4) crews on the Mk5 weapon.
- b. 2d A & E Squadron personnel, who are assigned to post-loading check teams, completed the following special weapons training:
 - Mk5 indoctrination course - 2 officers and 1 airman.
 - Mk6 Refresher course - 1 officer and 4 airman.
 - Mk8 indoctrination course - 1 officer and 4 airman.
- c. The 804th Supply Squadron loading crews performed six (6) special bomb loadings during August.
- d. Three (3) pilots completed the delivery course for Bomb Commanders during August and six (6) pilots are presently attending the course.

L. A total of two (2) non-combat ready crews were assigned this wing as of 1 August 1953. Of these two (2) crews, one (1) crew was upgraded to combat ready status effective 31 August 1953. The remaining non-combat ready crew is sufficiently qualified to deploy unit tactical aircraft in an emergency so dictated (reference Second Air Force message 2AFOTA 3742, dated 30 June 1953).

M. In accordance with Second Air Force Message 2AFOTA 2792, dated 3 August 1953, the following information is submitted on non-combat ready crews:

1. Crew N360 flew a total of five (5) sorties for fifty-two (52) hours during this period. This crew was declared combat ready effective 31 August 1953.
2. Crew N3300 no sortie time during this period as a crew; however, this crew did receive individual air training as reflected in the statistical section of this report. Aircraft Commander has been D.N.I.F. due to injuries received while attending S.E. Advanced Survival School during month of July and is presently TDY attending Bomb Commanders

SECRET

Course. The Bombardier-Navigator was TDY the entire period attending Squadron Officers Course at Maxwell Air Force Base, Alabama.

N. As instructed in paragraph 1b, Supplement I to SAC Regulation 50-23, dated 16 June 1952, the Air Training Report for five (5) crews presently deployed in the United Kingdom will be submitted direct to SAC Headquarters from the United Kingdom, hence their accomplishments are not included in this report.

Rollin M. Winingham Col USAF
for ROLLIN M. WINNINGHAM
Colonel, USAF
Commander

CONFIDENTIAL

2D AIR REFUELING SQUADRON

Squadron Commander's Remarks

Section H of

Air Training Report for Month of August

RCS: 4-3AC-T12

SECTION H: Squadron Commander's Remarks:

- a. Seventy-seven (77) hours were flown on missions ordered by higher headquarters for inflight refueling with fighter aircraft.
- b. Weather was not a factor affecting training during this period.
- c. No restrictions were imposed by AMC.
- d. Crew changes were excessive due to reorganization of crews in preparation for KC-97 conversion and subsequent TDY of seven newly formed KC-97 crews to West Palm Beach, Fla., 25 Aug, for eight (8) weeks training. All KB-29 crews were regressed and reformed as KC-97 crews. The period was begun with fifteen (15) combat ready crews and nine (9) non-combat ready crews. These crews were regressed effective 25 August 1953 due to KC-97 conversion and reorganized as twenty (20) non combat ready crews. The period ends with twenty (20) KC-97 non combat ready crews.

e. List of new crews formed after 0001 hours 1 August 1953.

MO1AO, formed 25 Aug 53, Capt. McKinney, Aircraft Commander.
MO2AO, formed 25 Aug 53, Capt. Seale, Aircraft Commander.
MO3AO, formed 25 Aug 53, Capt. Payne, Aircraft Commander.
MO4AO, formed 25 Aug 53, Capt. Sheppard, Aircraft Commander.
MO5AO, formed 25 Aug 53, 1/Lt. Holcomb, Aircraft Commander.
MO6AO, formed 25 Aug 53, Capt. Hopkins, Aircraft Commander.
MO7AO, formed 25 Aug 53, Capt. Landon, Aircraft Commander.
MO8AO, formed 25 Aug 53, Capt. Neill, Aircraft Commander.
MO9AO, formed 25 Aug 53, 1/Lt. Watson, Aircraft Commander.
M10AO, formed 25 Aug 53, 1/Lt. Huey, Aircraft Commander.
M11AO, formed 25 Aug 53, Capt. Craig, Aircraft Commander.
M12AO, formed 25 Aug 53, Capt. Boys, Aircraft Commander.
M13AO, formed 25 Aug 53, 1/Lt. Groben, Aircraft Commander.
M14AO, formed 25 Aug 53, 1/Lt. Barry, Aircraft Commander.
M15AO, formed 25 Aug 53, 2/Lt. Shuford, Aircraft Commander.
M16AO, formed 25 Aug 53, Capt. Green, Aircraft Commander.
M17AO, formed 25 Aug 53, 1/Lt. Williams, Aircraft Commander.
M18AO, formed 25 Aug 53, 1/Lt. Bennett, Aircraft Commander.
M19AO, formed 25 Aug 53, Capt. Dunn, Aircraft Commander.
M20AO, formed 25 Aug 53, Capt. Ackenroth, Aircraft Commander.

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Exhibit 19

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f. Crew numbers that changed are as follows:

The following crews, B-29 crews, were regressed effective 25 August 1953 due to KC-97 conversion.

T0310, Capt. Green, Aircraft Commander.
T0810, 1/Lt. Craig, Aircraft Commander.
T2010, 1/Lt. Bennett, Aircraft Commander.
T2110, Capt. Neill, Aircraft Commander.
T3600, 1/Lt. Williams, Aircraft Commander.
M4400, Capt. Landon, Aircraft Commander.
T4500, Capt. Wilson, Aircraft Commander.
T4600, Capt. Hopkins, Aircraft Commander.
T4800, 1/Lt. Watson, Aircraft Commander.
M4900, 2/Lt. Shuford, Aircraft Commander.
T5000, Capt. Payne, Aircraft Commander.
M7100, Capt. Jones, Aircraft Commander.
M7200, 1/Lt. Shack, Aircraft Commander.
M7300, Capt. Drake, Aircraft Commander.
M7400, Major Dallas, Aircraft Commander.
T5100, Capt. McKinney, Aircraft Commander.
T5200, Capt. Seale, Aircraft Commander.
T5300, Capt. McCord, Aircraft Commander.
T5600, Capt. Eckenroth, Aircraft Commander.
T5700, Capt. Sheppard, Aircraft Commander.
M6000, Capt. Boys, Aircraft Commander.
M6200, 1/Lt. Shack, Aircraft Commander.
M6300, 1/Lt. Dills, Aircraft Commander.
M6400, Capt. Jones, Aircraft Commander.
M6500, 1/Lt. Loveless, Aircraft Commander.
M6600, Capt. Drake, Aircraft Commander.
M6700, Major Dallas, Aircraft Commander.
M6800, Capt. Dunn, Aircraft Commander.
M6900, 1/Lt. Gutshall, Aircraft Commander.
M7000, Major Fenton, Aircraft Commander.

g. Standboard crew T0810, 1/Lt. Craig, regressed 25 August 1953. No new standboard crew formed. M2000, Capt. Eckenroth, Aircraft Commander will be new standboard crew for KC-97 type aircraft upon completion of check out.

h. The flying training accomplished this month fell into three categories

- (1) Refueling support of 31st and 508th SAC Fighter Wing with UNF equipped aircraft.
- (2) Refueling support for 2d Bombardment Wing 50-8 training minimum

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(3) Instrument training to provide all pilots entering KC-97 transition current AF Forms 8 and 8a through training period.

i. SAC Message DOWB 18259, dated 10 July 1953, relieve this organization from SAC Regulation 50-8 Minimum Training Requirements effective 1 August 1953.

j. One hundred sixty-one thousand-two hundred (161,200) gallons of gasoline were transferred during this period. Forty-seven thousand-five hundred (47,500) gallons of this total was transferred to fighters.

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The following information is submitted in accordance with S.O. Memo. DOTS
15934, dated 29 July 1953.

CREW NUMBER	1	2	3	4	5	6	7	8	9	10	11	12
MO1AO	-	-	-	-	-	-	-	-	-	-	-	-
MO2AO	-	-	-	-	-	-	-	-	-	-	-	-
MO3AO	-	-	-	-	-	-	-	-	-	-	-	-
MO4AO	-	-	-	-	-	-	-	-	-	-	-	-
MO5AO	-	-	-	-	-	-	-	-	-	-	-	-
MO6AO	-	-	-	-	-	-	-	-	-	-	-	-
MO7AO	-	-	-	-	-	-	-	-	-	-	-	-
MO8AO	-	-	-	-	-	-	-	-	-	-	-	-
MO9AO	-	-	-	-	-	-	-	-	-	-	-	-
MO10AO	-	-	-	-	-	-	-	-	-	-	-	-
MO11AO	-	-	-	-	-	-	-	-	-	-	-	-
MO12AO	-	-	-	-	-	-	-	-	-	-	-	-
MO13AO	-	-	-	-	-	-	-	-	-	-	-	-
MO14AO	-	-	-	-	-	-	-	-	-	-	-	-
MO15AO	-	-	-	-	-	-	-	-	-	-	-	-
MO16AO	-	-	-	-	-	-	-	-	-	-	-	-
MO17AO	-	-	-	-	-	-	-	-	-	-	-	-
MO18AO	-	-	-	-	-	-	-	-	-	-	-	-
MO19AO	-	-	-	-	-	-	-	-	-	-	-	-
MO20AO	-	-	-	-	-	-	-	-	-	-	-	-

JERALD B. WILSON
Lt. Colonel, USAF
Commander

CONFIDENTIAL Page 4 of 4 Pages
SECURITY INFORMATION

0402

COPY

GROUP AFB 35 HUNTER AFB GA
 GROUP, SAC, COMBAT AFB, WING
 GROUP, AF 3, WAREHOUSE AFB LA
 / R E S T R I C T E D / ZDFPC 8-524. ~~///~~ WHO IN 1ST PART PD PART I TO IN
 COMPLIANCE WITH PAR 8 C SAC REG 25-20 IT IS REQUESTED THAT THE FOLLOWING LISTED
 CREW BE REMOVED FROM SELECT STATUS CIV (A) SAC CREW RATED OVER THE LAST SIX
 MONTH PERIOD IN COMPARISON TO ALL OTHER CREWS IN THE WING CREW STANDS IN
 POSITION 24 TO (B) ALL CREW RATED OVER THE LAST SIX MONTH PERIOD IN
 COMPARISON TO ALL OTHER CREWS IN THE WING CREW THIS CREW STANDS IN POSITION
 30 TO (C) SAC CREW RATED OVER THE LAST SIX MONTH PERIOD IN COMPARISON TO
 ALL OTHER CREWS IN THE WING CREW THIS CREW STANDS IN POSITION 31 TO (D)
 SAC CREW RATED OVER THE LAST SIX MONTH PERIOD IN COMPARISON TO ALL OTHER
 CREWS IN THE WING CREW THIS CREW STANDS IN POSITION 34 TO (E) SAC CREW RATED
 OVER THE LAST SIX MONTH PERIOD IN COMPARISON TO ALL OTHER CREWS IN THE WING
 CREW THIS CREW STANDS IN POSITION 30 TO PART II PD ALTHOUGH THE ~~///~~ ABOVE
 CREWS REMAIN QUALIFIED WITH MINIMUM REQUIREMENTS FOR SELECT CREWS CREW
 THEY HAVE BEEN SURPASSED BY OTHER CREWS IN THE WING. PD THEIR APTITUDE POINTS
 HAVE BEEN GIVEN TO CREWS WHICH HAVE BEEN PERFORMING AT A HIGHER GRADE ~~///~~
 THAN THESE SELECT CREWS PD INDIVIDUAL TEAM MEMBERS OF THESE CREWS WHOSE
 PERFORMANCE ~~///~~ WOULD PD HAS BEEN BEING SURPASSED HAVE BEEN MOVED TO OTHER
 SELECT CREWS ~~///~~ WHERE THEIR QUALIFICATIONS WILL SURPASS THE CREW PD ALL
 CREWS CONCERNED THIS ~~///~~ ASPECT OF THE RATING SYSTEM AND THAT IF THEIR PERFORM-
 ANCE WAS OUT OF THE FRONT 25 OVER THE RATING PERIOD THEY WOULD BE RECONSIDERED
 FOR REMOVAL FROM SELECT STATUS. PD ALSO THE CREWS IN NON SELECT STATUS
 WHOSE APTITUDE POINTS ~~///~~ WOULD BE IMPROVED PERFORMANCE WOULD GIVE THEM
 A CHANCE FOR SELECT STATUS PD PART III PD REQUEST TO BE ISSUED IN FOLLOWING
 FIELDMAIL VACATING THEIR SPOT GRADE PD

<u>RANK</u>	<u>GRADE</u>	<u>NAME</u>	<u>AFSC</u>	<u>PERM/TEMP CR</u>	<u>OTIC</u>	<u>DATE OF RANK</u>
MAJ		DAVINGO, WILLIAM C	AC091029	CAPT	AFUS	31 OCT 50
MAJ		GAY, DILLARD JR	A0668924	CAPT	AFUS	31 OCT 50
MSG		BRON, WILLIAM F	AF3321792	S3G	PERM	6 NOV 47
MSG		HERRON, CHARLES L	AF14070296	S3G	PERM	28 SEP 48
MAJ		KELLY, FRANK A	11695A	CAPT	USAF	7 JUL 49
MAJ		KUHN, DONALD Y	A0712846	CAPT	AFUS	31 OCT 50
TSG		SHULTZ, DONALD E	AF16283691	S3G	TEMP	18 FEB 51
TSG		MITCHELL, ELMER W	AF17224556	S3G	PERM	1 SEP 49
MSG		TRAUBENBERG, BERNHARD	AF16274637	T3G	TEMP	8 FEB 51
LT COL		HAMILTON, OWEN C JR	A0832253	MAJ	AFUS	31 Mar 51
LT COL		COOPER, JOHN E	A0752656	MAJ	AFUS	15 FEB 51
MAJ		ROSS, JESSE L	A2056830	CAPT	AFUS	31 OCT 50
MAJ		RANDALL, LEROY D JR	A0761248	CAPT	AFUS	31 OCT 50
T SGT		CANTER, LEONARD J	AF20506837	S3G	PERM	15 DEC 48
V SGT		MOORE, ABELBERT D JR	AF36942747	S3G	PERM	17 NOV 48
MSG		CLON, HARVEY G	AF17154634	S3G	PERM	1 OCT 47
MSG		GOWMAN, MORRIS T	AF19112830	S3G	PERM	24 MAR 46
MSG		SIMS, CHARLES E	AF20463261	S3G	PERM	27 NOV 46

12 AUG 53 ZDFPC

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AUTH: COMD 2.1
DATE: 11 SEPTEMBER 1953
DST: J. P. Murray

HEADQUARTERS 2ND BOMBARDMENT WING

COMMENTS

ESTIMATE OF SAC MANAGEMENT CONTROL SYSTEM PERFORMANCE

QUARTER ENDING 31 AUGUST 1953

RCS: 2AF-CO-C2

1. General

It is estimated that the 2nd Bomb Wing will receive approximately eighty four percent (84%) of the available points for the quarter ending 31 August 1953.

2. Personnel

Officer Manning, Airman Manning, and Readiness Rate continue to be the major reasons for the lost points in the personnel section.

3. Material

The increased dollar cost in Reports of Survey was the reason for the loss of points in this category. In the month of August the total amount registered was \$4330.77.

4. Unit Simulated Combat Mission

The results of the USQ mission flown in June are included in this quarter.

5. Flying Safety

There were no accidents in the month of August however the one KB-29P accident in July still affects the operational quarter.

6. Operations

Although the Wing did not complete 100% of the training minimums it is expected that the 2nd Bomb Wing will maintain the number one position in Operations throughout the command. Improvement in RGS Visual and the number of combat ready crews has offset the deficiencies in training minimums.

Joseph P. Murray
JOSEPH P. MURRAY
Major, USAF
Wing Comptroller

Exhibit 21

SECURITY INFORMATION

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PAGE 1 OF 6 PAGES

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2ND BOMB WING A
ESTIMATED WING PERFORMANCE
BAC MANAGEMENT CONTROL SYSTEMS
QUARTER ENDING 31 AUGUST 1953

TYPE	MAXIMUM SCORES	PERCENT ESTIMATED	SCORE ESTIMATED	LOST POINTS	
				NUMBER	PERCENT
PERSONNEL	185	72.2	133.5	51.5	27.8
MATERIAL	140	82.9	116.0	24.0	17.1
WAC & FIGHTING SAFETY	120	76.4	91.7	28.3	23.6
OPERATIONS	<u>465</u>	<u>90.1</u>	<u>415.2</u>	<u>49.1</u>	<u>9.9</u>
TOTAL	<u>910</u>	<u>83.7</u>	<u>756.4</u>	<u>152.9</u>	<u>16.3</u>

SECURITY INFORMATION

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2ND BOMB WING
ESTIMATED WING PERFORMANCE
SAC MANAGEMENT CONTROL SYSTEM
QUARTER ENDING 31 AUGUST 1951

<u>ITEM</u>	<u>NO. OF</u>	<u>PERCENT</u>	<u>SCORE</u>
	<u>SCORES</u>	<u>ESTIMATED</u>	<u>ESTIMATED</u>
<u>PERSONNEL</u>			
Officers Landing	25	60.0	15.0
Airman Landing	45	70.0	31.5
AOL Rate	30	100.0	30.0
Formation of Crews	20	100.0	20.0
Ground Safety	25	100.0	25.0
Readiness Rate	40	30.0	12.0
TOTAL	185	72.2	133.5
<u>MATERIAL</u>			
Sorties Delivered as % of Required	60	100.0	60.0
Reports of Survey	40	40.0	16.0
Flyway Kits	40	100.0	40.0
TOTAL	140	82.9	116.0
<u>USG. AND FLYING SAFETY</u>			
USG. Effectiveness	80	69.6	55.7
Flying Safety	40	52.0	20.8
TOTAL	120	76.4	91.7
<u>OPERATIONS</u>			
* Training Withdrawals			
Bombardment	250	89.3	178.6
RBS Radar Bombing Accuracy	50	100.0	50.0
VS Visual Bombing Accuracy	35	88.0	30.8
* Night Celestial Navigation Proficiency	25	100.0	25.0
* EG. Proficiency	45	90.0	40.5
* Cruise Control Proficiency	20	100.0	20.0
Camera Gunnery (Not Rated)			
* Scored Crews			
Bombardment	50	100.0	50.0
Combat Ready Crews			
Bombardment	50	90.0	45.0
Physical Conditioning	20	30.0	6.0
TOTAL	495	90.1	445.9
WING PERFORMANCE	240	82.7	287.1

*NOTE:
Crews in United Kingdom not included in computations of
Operations Section. Air Training Report (T-12) from United
Kingdom not received as of this date.

SECURITY INFORMATION
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ANALYSIS OF POINTS LOST

PERSONNEL

<u>ITEM</u>	<u>POINTS LOST</u>	<u>REASON</u>
Officer Manning	10.0	Principal shortages exist in Aircraft Observers 15240, Medical Officers Aviation Medicine 9356, Armament Systems Officers 3234, Intelligence Officers 2054, and Air Operations Officers 1435.
Airman Manning	13.5	Aircraft Mechanics and Turret System Technician Gunners (seven skill level) continue to be the main shortages in Airman Manning.
Recruitment Rate	28.0	For the quarter ending 31 August 1953, there were 39 regular discharges and 11 recruitments giving the 2nd Bomb Wing a recruitment rate of 28.2%.
TOTAL	51.5	

SECURITY INFORMATION

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REASONS OF POINTS LOST

REASON

TYPE

POINTS
LOST

REASON

Reports of Surveys

24,0

The increased dollar cost of surveys in August was the main reason for loss of points. The number of surveys registered for August was 13 which represents a decrease from 27 reported for July.

FLYING SAFETY

Flying Safety

4,0

The one EC-29F major accident in July affected the running calendar quarter ending 31 August.

SECURITY INFORMATION

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ANALYSIS OF POINTS LOST

OPERATIONS

<u>ISS</u>	<u>POINTS LOST</u>	<u>REASON</u>												
Training Missions - Desbarbant	21.4	The following crews lacked 100% completion of training missions: <table><thead><tr><th><u>CREW</u></th><th><u>REASON</u></th></tr></thead><tbody><tr><td>302</td><td>5 - Scared Releases; Bombing 1 - Night Celestial 2 hrs Formation Flying (Altitude)</td></tr><tr><td>305</td><td>1 - Malfunction Gun</td></tr><tr><td>131</td><td>2 - Scared Visual Releases</td></tr><tr><td>325</td><td>Evasive Action Runs, Linear Runs, 2 Simulated Radar Runs, and EG. IN/APT 4.</td></tr><tr><td>358</td><td>Proficiency Flying and Grid Navigation Legs.</td></tr></tbody></table>	<u>CREW</u>	<u>REASON</u>	302	5 - Scared Releases; Bombing 1 - Night Celestial 2 hrs Formation Flying (Altitude)	305	1 - Malfunction Gun	131	2 - Scared Visual Releases	325	Evasive Action Runs, Linear Runs, 2 Simulated Radar Runs, and EG. IN/APT 4.	358	Proficiency Flying and Grid Navigation Legs.
<u>CREW</u>	<u>REASON</u>													
302	5 - Scared Releases; Bombing 1 - Night Celestial 2 hrs Formation Flying (Altitude)													
305	1 - Malfunction Gun													
131	2 - Scared Visual Releases													
325	Evasive Action Runs, Linear Runs, 2 Simulated Radar Runs, and EG. IN/APT 4.													
358	Proficiency Flying and Grid Navigation Legs.													
RIS Visual Bombing Accuracy	4.2	The Wing Proficiency for RIS Visual was 54.3 which gives the Wing 86% of the points. This is an improvement over the June operational quarter.												
EG Proficiency	4.5	EG Proficiency was 67.3 which gives the Wing 90% of the Available points.												
Combat Ready Crews - Desbarbant	5.0	Crew 533 is the only crew not combat ready. The airplane commander and Radar Observer are not checked out. Crew R36 was declared combat ready on 31 August 1953.												
Physical Conditioning	14.0	Improvement is shown in this category over the operational quarter in June. The overall percentage of workouts in August was 67.8% which gives the Wing 30% of the available points.												

SECRET

TRENDS
Compared to
prior month.
Increase.
Decrease.

2ND BOMBARDMENT WING M
CUMULATIVE STATUS FOR 1953
WEEK ENDING 31 AUG 1953

all

STRENGTH	PERSONNEL		PERCENT	Percent of Total	
	AVOC				Rate
Authorized	2382	2nd Post Wing	2	0.7	0.8
Average Assigned	2758	308 Post Wing	3	10.0	1.9
Average Present for Duty	2414	Hunter AF Base	30	100.0	4.1
REENLISTMENT RATE	37.5	Prisoners in Confined	23	28.4	
GROUND SAFETY					
Disabling Injuries	4	Personnel in Hospital	19	57.6	
Non Disabling Injuries	20				
Man Days Lost	21				
Total Cost	\$770.00				

MATERIEL

Average Number of Aircraft Possessed	B-50D 35.7	B7-29F 21.6
Flying Time	1595:20	359:40
In Commission Rate	75.9	78.9
A O C P Rate	6.9	2.9
A O C M Rate	17.0	1.7
A N F E Rate	89.6	89.6
T O C Rate	22.7	1.00
Number of Engines Changed	20	4
Number of Engines Changed per 1000 Flying Hrs	12.5	12.1
Sorties Delivered as percent of Required	100.0	100.0

OPERATIONS

<u>SCORTIES</u>		
Scheduled	125	65
Flown	125	65
AIRCTS	15	10
AVERAGE HOURS PER COMPLETE CREW	39:52	17:59

<u>CREW STATUS</u>	20th	49th	90th	TAC	ARS
Select Crews	7	3	7	17	
Lead Crews	4	5	3	12	
Ready Crews	4	6	5	15	
Total Combat Ready	15	14	15	44	0
Total Non Combat Ready	0	1	0	1	20
DELATED TAKEOFFS	6	12	6	24	21
ABCRTS	3	3	9	15	10

Exhibit 22

2ND BOMB WING COMPTROLLER

2ND AIR REF SQ
 2ND MEDICAL GROUP
 MONTH OF AUGUST 1953

<u>DATE</u>	<u>ORGANIZATION</u>	<u>NAME</u>	<u>GRADE</u>	<u>TYPE OF ACCIDENT</u>	<u>MANDAYS LOST</u>	<u>COST</u>
31 Jul 53	2nd Air Ref Sq.	Quinn, J.A.	A/SGT	Airman became involved in a brawl while visiting a brothel house on Madison Street and was shot by the brothel operator.	5	\$150.00
17 Aug	2nd Fld Maint Sq.	Allbright, C.	A/SGT	Airman was hitchhiking; auto ran into a train at Manchester, Ga.	10	300.00
22 Aug	2nd Medical Group	Luna, Ernesto	A/1C	Airman was riding in auto with another airman. Driver failed to negotiate a curve and ran into a drainage canal.	3	90.00
26 Aug	2nd Medical Group	Crane, Talmage	S/SGT	Airman became involved in an altercation with another airman in Savannah, Ga.	3	90.00
TOTAL DISCIPLINE					21	\$630.00
NON DISCIPLINE						<u>140.00</u>
TOTAL COST						<u><u>\$770.00</u></u>

2ND FCGW WING M
REENLISTMENT AND DISCHARGES
MONTH OF AUGUST 1953

AS OF 31 AUGUST 1953

ORGANIZATION	REENLISTMENTS		DISCHARGES		1953 MONTH	REENLISTMENTS		DISCHARGES		RATE
	REGULAR	RESERVE	REGULAR	RESERVE		REGULAR	RESERVE	REGULAR	RESERVE	
HEADQUARTERS SQUADRON					JAN	14	-	36	-	37.5
20TH FCGT SQUADRON	1				FEB	13	1	41	1	33.3
49TH FCGT SQUADRON			1		MAR	8	1	31	-	29.0
96TH FCGT SQUADRON			2		APR	7	1	24	-	29.2
2ND AIR REFUELING SQ.					MAY	3	-	22	1	13.0
2ND FCGT MAINT SQ.	1		1		JUN	7	-	17	1	38.9
2ND FLD MAINT SQ.	1		1		JUL	3	-	14	-	21.4
2ND ARM & ELECT SQ.			3		AUG	3	-	8	-	37.5
2ND MEDICAL GROUP					SEP					
2ND AVIATION SQ.					OCT					
2ND FCGW WING	NUMBER	3		8	NOV					
	RATE	37.5				DEC				
HUNTER AIR FORCE BASE	NUMBER	11	1	15						
	RATE	80.0								

2ND FCGE 1700 X
ANGL STATION

MONTH OF AUGUST 1953

1953

UNIT	1-12	12-16	17-24	25-31	TOTAL	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
400 CG 28 TCG WING										3							
40TH BOMB SQ.																	
40TH TCG SQ.						1					1						
40TH BOMB SQ.							1		1								
6ND AIR REF SQ.						1	1	2		1	1						
2ND A & E SQ.							1	2									
2ND FLD MAINT SQ.			1		1	1	3	2	3	1	2	1	1				
2ND PER MAINT SQ.						1			1	2							
2ND AVIATION SQ.																	
2ND MEDICAL GROUP			1		1		2	2		2		1	1				
2ND BOMB WING	0	0	2	2	2	4	8	8	5	9	4	2	2				
RATE	0	0	0.8	0.8	0.8	1.6	3.4	3.1	1.9	3.4	1.6	0.8	0.8				
308 BOMB WING	1	2	3	3	3	10	8	9	5	0	6	1	3				
RATE	0.4	0.8	1.9	1.9	1.9	5.7	5.8	6.5	3.8	0	4.0	0.7	1.9				
HUNTER AF BASE	22	25	26	30	30	58	52	42	50	41	44	48	30				
RATE	2.9	3.4	3.8	4.1	4.1	7.7	7.3	6.7	7.2	5.5	5.9	6.5	4.1				

GROUND SAFETY BRIEF

Work Safely
Play Safely



A MONTHLY NEWS LETTER PUBLISHED BY THE BASE GROUND SAFETY OFFICE

VOLUME NO. 6

AUGUST 1953

NUMBER 1

ACCIDENT SCENARIO FOR AUGUST 1953

ORGANIZATION		NON-DISABLING INJURIES	DISABLING INJURIES	MAN-DAYS LOST	TOTAL COST
804th Food Serv. Sq.	ON	6	0	0	\$ 42.00
	OFF	1	0	0	7.00
804th Air Police Sq.	ON	1	0	0	7.00
	OFF	0	0	0	0.00
804th Mtr Veh. Sq.	ON	5	0	0	35.00
	OFF	0	1	60	1,800.00
804th Operations Sq.	ON	2	0	0	14.00
	OFF	0	0	0	0.00
804th Air Installations	ON	6	0	0	42.00
	OFF	0	0	0	0.00
804th Supply Sq.	ON	2	0	0	14.00
	OFF	1	1	90	2,707.00
Hq Sq 804th AB Grp	ON	0	0	0	0.00
	OFF	1	1	Fatal	31,507.00
2d Field Maint. Sq.	ON	10	0	0	70.00
	OFF	0	1	10	300.00
Hq Sq 2d Bomb Wing	ON	1	0	0	7.00
	OFF	1	0	0	7.00
2d Air Refueling Sq.	ON	2	0	0	14.00
	OFF	0	1	5	150.00
2d A & E Sq.	ON	1	0	0	7.00
	OFF	0	0	0	0.00
49th Bomb Sq.	ON	2	0	0	14.00
	OFF	1	0	0	7.00
96th Bomb Sq.	ON	1	0	0	7.00
	OFF	0	0	0	0.00
2d Periodic Maint. Sq.	ON	2	0	0	14.00
	OFF	0	0	0	0.00
2d Medical Sq.	ON	0	0	0	0.00
	OFF	0	2	6	180.00
308th Field Maint. Sq.	ON	3	0	0	21.00
	OFF	0	0	0	0.00

"OVER"

Exhibit 23

ACCIDENT SCOREBOARD FOR AUGUST 1953, CONTINUED

ORGANIZATION	NON-DISABLING INJURIES		DISABLING INJURIES	WORK-DAYS LOST	TOTAL COST
	ON	OFF			
373rd Bomb Sq.	ON	1	0	0	7.00
	OFF	0	0	0	0.00
375th Bomb Sq.	ON	2	0	0	14.00
	OFF	0	1	3	90.00
308th Per. Maint. Sq.	ON	1	0	0	7.00
	OFF	0	0	0	0.00
308th Medical Sq.	ON	0	0	0	0.00
	OFF	0	1	3	90.00
TOTALS		53	9	177	\$37,181.00

VEHICLE ACCIDENTS FOR AUGUST WERE AS FOLLOWS:

2d Bomb Wing	2
304th Air Base Group	2
308th Bomb Wing	1
Total	5

"Safe Wheels" was started on 1 May 1953 and ended on 7 September 1953. This Base had a total of 13 injuries from private owned motor vehicle accidents, no fatalities. The cost for these injuries was \$10,620.00. Too much stress cannot be placed on traffic safety.

Congratulations to the 308th Bombardment Wing who went thru the campaign with only two (2) private owned vehicle injuries and winner of the Hunter Air Force Base Trophy for THE MONTH OF AUGUST.

C
O
P
Y

FM COMIR AF 2 BARESDALE AFB LA
TO COMRADIV 38 HUNTER AFB GA

/R E S T R I C T E D/ 2AF00 0287. CONFIR TP CONV BETWEEN
LT COL JONES THIS HQ AND 38 AD CONTROL ROOM REQ YOU COMPLY
WITH THE FOLG SAC MSG. QUOTE DP OP 16932. COR PS OF ENGRS
CONDUCTING ACCEPTANCE TEST OF HYDRANT REFUELING SYSTEM
LIMESTONE AFB. PRIOR TO FINAL ACCEPTANCE OF THIS SYSTEM
IT IS DESIRABLE TO TEST SYSTEM'S CAPABILITY WITH RESPECT TO
SINGLE POINT REFUELING OF ACFT. IT IS REQD THAT A B-50
ACFT EQUIPPED FOR SINGLE POINT REFUELING BE MADE AVAIL AT
LIMESTONE AFB ON 4 AUG 53 FOR APPROX 2 DAYS TO TEST SINGLE
POINT REFUELING CAPABILITY OF ABOVE SYSTEM. ACFT TO ARR
LIMESTONE AFB PRIOR TO 1200 EDT (1600Z 4 AUG 53) UNQUOTE.

04/2104Z AUG JESBA

Exhibit 24

SECRET COPY

HEADQUARTERS 25 BOSTONWAY WING
Hunter Air Force Base
Savannah, Georgia

377 333

SUBJECT: Visit to Biscanoni Base (Operation Order 10-12)

TO: Commander
8th Air Division
Hunter Air Force Base
Savannah, Georgia
ATTN: ASBC

Forwarded herewith are three copies of a report of visit to Biscanoni
Air Force Base, Greenville, South Carolina by Captain Carl W. Conig of the
24 Air Refueling Squadron.

FOR THE COMMANDER:

1 Incl
Visit to Biscanoni Base
(3 cpy)

WALTER L. HILL
Capt., USAF
Adjutant

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SECRET

EXHIBIT - A

~~SECRET~~ COPY

23 AIR SUPPORT SQUADRON
Hunter Air Force Base
Savannah, Georgia

12 August 1953

SUBJECT: Visit to Dispersal Base (Operations Order 10-53)

TO: Commander
23 Bombardment Wing M
Hunter Air Force Base
Savannah, Georgia

1. In accordance with Paragraph 4, Annex A of 23 Bomb Wing Operations Order 10-53, dated 21 March 1953, Donaldson Air Force Base, Greenville, South Carolina was visited 7 August 1953 by Captain Earl M. Craig vice Major B. J. Waste who was not available.

2. 23 Bomb Wing Operations Order 10-53 was discussed with the Director of Operations of the 44th Troop Carrier Wing.

3. The following matters were discussed.

a. Parking of aircraft. The aircraft from the 23 Bomb Wing and the 390th Strategic Evaluation Squadron will be parked on runway 17-35. Dispersal of aircraft will be practically negligible due to their aircraft being dispersed and lack of dispersal space.

b. Maintenance facilities. Minor maintenance can be accomplished by flight crews. No aid can be expected from Donaldson AFB due to no H-29 parts.

c. Radio aids and instrument landing facilities: As prescribed in the Pilot's Handbook and Radio Facility Charts.

d. I.O.L. storage. At the present time their capacity of 115/145 fuel is 50,000 gallons. However, in the second quarter of the fiscal year 1954, their new own system should be in operation and at that time they will have sufficient fuel. They have a storage capacity of 36,000 gallons of 100 oil. The operations order calls for 1120, however, 1120 is an alternate and can be used. Lubricants are available.

e. Messing facilities. No emergency rations are available. With two or three hours notice the mess halls can accommodate the 23 Bomb Wing crews to include in-flight lunches.

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Subj: Visit to Dispersal Base (Operations Order 10-53)

1. Transient barracks. Sleeping quarters will be available, however, the crew will have to furnish their own blankets.

2. Security. Donaldson AFB will furnish four guards and six vehicles for evening patrol.

3. Communications. Communications facilities as required in Operations Order 10-53 can be furnished.

4. Recommendations and comments.

a. That necessary action be taken, through channels, to provide the personnel concerned in the 34th Troop Carrier Wing with a copy of Operations Order 10-53.

b. On 21 April 1953, the 64th Troop Carrier Wing advised 1st Air Force who in turn notified Headquarters, SAC of the gasoline shortage stated in paragraph 4 c.

/s/ Earl W. Craig
EARL W. CRAIG
Captain, USAF
Visiting Officer

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HEADQUARTERS 2D BOMBARDMENT WING W
Hunter Air Force Base
Savannah, Georgia

ZDGF

SUBJECT: Visit to Dispersal Base (Operations Order 10-53)

TO: Commander
38th Air Division
Hunter Air Force Base
Savannah, Georgia
ATTN: ADDC

Forwarded herewith are three copies of a report of visit to Robins
Air Force Base, Warner Robins, Georgia by Major William E. Tate of this
headquarters.

FOR THE COMMANDER:

1 Incl
Visit to Dispersal Base
(3 cys)

ELBERT L. FULL
Capt, USAF
Adjutant

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Exhibit A-D

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Report on Dispersal Base

Dispersal Base Control 27 Aug 1953
Officer

2DC

I. Introduction.

1. In accordance with instructions contained in 2d Bomb Wing Operations Order 10-53, dated 24 March 1953, Robins AFB quarterly visit was accomplished by the undersigned, 21 August 1953.

2. Major Ewin N. Guinn, who has departed for TDI in the U.K., has been replaced as Controller for Robins AFB by Major William H. Page. 2d Bomb Wing Operations Order 10-53 is being amended to reflect this change.

II. Summary of the Situation.

1. After reporting in to Base Executive Officer, I was referred to Mr. S. B. Bend, assistant for programming at WRAMA. This is a new section recently created during reorganization of WRAMA.

a. Teams mentioned in previous report have been slightly changed, due to reorganization.

(1) Teams are as follows:

Flight Operations	Maj McAfee
Supply	Col Johnson
Maintenance	Col Haskins
Housing	
Messing	Col Hudson (Base Commander)
Security	

b. Upon arrival of 2d Bomb Wing Controller at Robins, he will contact Mr. Bend at the Programming Office in WRAMA Headquarters, who will introduce him to the above mentioned personnel.

Page 1 of 3 Pages

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c. Four (4) 25,000 gallon storage tanks have recently been completed to bring the storage capacity of 115/145 grade fuel to 180,000 gallons. On first visit, capacity was 80,000 gallons. All aircraft could be refueled within a six hour period. If the KB-29's were diverted into Robins AFB, additional time would be required to haul fuel from contractors storage.

d. Messing.

(1) Preparations have been made to prepare, when called upon, five hundred (500) fresh lunches for departing crews. This should be sufficient as under present deployment schedule, 480 lunches would be required to furnish two lunches per man.

(2) There is a hot lunch stand in the rear of Base Operations, which has a seating capacity of 50 persons. The civilian cafeteria, which has a capacity of 2,000 would be at our disposal. An airmans mess which could accommodate 500 men would be operational within six hours, if required.

e. Housing will be no problem, as facilities are available for 1500 men. These facilities are normally used for ROTC training during summer months, and could be ready for our use within three hours.

f. All supplies on hand at Robins AFB will be at our disposal. Only those items which are "not in stock" will be obtained from our fly away kits. (Since Robins (WRAMA) is a B-50 depot only those supplies which are short Air Force Wide will be "not in stock".)

g. All Maintenance personnel and facilities at Robins AFB including WRAMA Personnel and facilities will be at our disposal. Space is available for fifteen (15) Aircraft in and around the maintenance hangers for engine changes or any other major repairs.

h. The Provost Marshal agreed to honor SAC Passes (new type) in the Restricted Area. Civilian guards will be furnished as perimeter guards for aircraft, until 804th Air Police arrive to take over the duty of guarding our aircraft.

i. A BC-610 is available in 14th Air Force Headquarters and can be used, if necessary, by this wing. A GCA is not available at Robins, but ILS for Maccon is operative. Space has been provided for controller, BC-610 and allied equipment in Base Operations at Robins AFB.

Page 2 of 3 Pages

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j. A parking area has been designated for 2d Bomb Wing aircraft, and is on file at 2d Bomb Wing Director of Operations. Dispersal areas have been assigned for use as required.

k. Hospital:

- (1) A fifty (50) bed hospital is now in operation at Robins AFB. Negotiations are under way to procure off-base buildings, such as a school house or a suitable substitute for emergency hospital.

III. Discussion:

1. Discrepancy in AMC Operations Order stating that we would arrive with bombs on-board has been corrected.
2. It is suggested that 2d Bomb Wgin Surgeon visit Robins AFB to discuss any personnel and equipment necessary for augmentation of existing facilities.
3. Having read the Robins AFB Operations plan 3-53, "Defence Plan Coca" which covers our dispersal at that base, it is believed that every conceivable emergency has been considered and that the plan is excellent for providing for the 2d Bomb Wing when it arrives.
4. As on previous visit, everyone was very cooperative at Robins AFB.

WILLIAM H. PATE
Major, USAF
Dispersal Base Control Officer

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HEADQUARTERS 2D BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia
28 August 1953

ZDGF

SUBJECT: Amendment No. 1 to 2d Bomb Wing Operations Order 71-53,
Dated 25 August 1953

TO: See Distribution

- Item 1 - Ref Am "C" Par 6a(3)(c). Change so much as reads "Freq 113.1 kcs" to read "Freq 113.1 mcs" and so much as reads "Freq 112.5 kcs" to read "Freq 112.5 mcs".
- Item 2 - Ref Am "B" Par 4a. Change so much as reads "ten (10) minute intervals" to read "five (5) minute intervals".

ROBERT M. WINNINGHAM
Colonel, USAF
Commander

DISTRIBUTION:

CDR 2AF	Cy 1
CDR 28AD	Cy 2
CDR 7AD	Cy 3
CDR 25W	Cy 4
SM 2HL	Cys 5 & 6
DOI 28W	Cys 7 & 8
DOF 28W	Cys 9 thru 13
CDR 49th BS	Cys 14 & 15
CDR Hq Sq 28W	Cy 16
CDR 2d Flt Maint Sq	Cy 17
CDR 2d A & B Sq	Cy 18
CDR 2d Medical Gp	Cy 19
CDR 2d Par Maint Sq	Cy 20
MLDJ (HISTORY)	Cys 21 thru 25

OFFICIAL:

Exhibit 24C

for SAC Hq, 2d M
JOSEPH N. DONOVAN
Lt Col., USAF
Director of Operations

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28w/53/c/0196

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HEADQUARTERS 20 BOMBARDMENT WING H

OPERATIONS ORDER NO. 71-53

25 August 1953

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CLASS: CONFIDENTIAL
DATE: 25 August 1953

HEADQUARTERS 2D BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia
25 August 1953

CONFIDENTIAL

OPERATIONS ORDER NO 71-53

MAP OR CHART REFERENCES: World Aeronautical Charts: 222, 223, 260, 261, 262, 310, 311, 357, 409, 410, 150, 171, 172, 229, 230 Air Navigation Charts: V30-12, V30-13, V30-14, V30-22, NS 104 Loren Charts: VL 30-22, VL 30-12, VL 30-13, VL 30-14 and LS 104.

TASK ORGANIZATION:

- 49th Bomb Squadron Major G. H. McKee
- Hq Sq, 2d Bomb Wing M Major Lucius Beebe Jr
- 2d Field Maintenance Squadron Major R. F. Braddock Jr
- 2d Armament & Electronics Squadron Major W. B. Bryson
- 2d Medical Group Lt Col. E. W. Turner
- 2d Periodic Maintenance Squadron Lt Col. W. H. Heath Jr

1. GENERAL SITUATION: A requirement exists for this wing to deploy a detachment consisting of five (5) specially equipped B-50D aircraft with necessary crews and support personnel to the United Kingdom for ninety (90) days TDY. This detachment is to be utilized to augment the 305th Bomb Wing on normal rotation to the United Kingdom and will replace a detachment of this wing presently on TDY.

- a. Enemy Forces: Omitted.
- b. Friendly Forces:
 - (1) 7th Air Division:
 - (a) Deploys 2d Bomb Wing aircraft presently in the United Kingdom to the UK.
 - (b) Assumes operational control of 2d Bomb Wing personnel during TDY period.

OPN ORD 71-53
25 Aug 53

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(2) MATS:

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- (a) Provides necessary search and rescue facilities.
- (b) Provides air-lift support as outlined in Par 4 this order.
- (c) Provide communications support and other AACS facilities as indicated in paragraph 5(b).

(3) EFAC: Provides necessary base facilities at Ernest-Harmon AFB.

2. MISSION: Deploy a detachment of 2d Bomb Wing to the United Kingdom for ninety (90) days TDY to augment the 305th Bomb Wing.

3. BASES FOR SUBORDINATE UNITS:

a. 40th Bomb Squadron will:

- (1) Furnish five (5) specially equipped aircraft for deployment.
- (2) Furnish personnel as indicated in the Task Force TO&E, Appendix 1 to Annex "A".

b. All other subordinate units will provide personnel for deployment with the 2d Bomb Wing detachment as indicated in the TASK FORCE TO&E, App 1 Ann "D".

x. General Instructions:

- (1) X-Day is 3 September 1953.
- (2) Departure date for the 2d Bomb Wing aircraft from the ZI is X-Day. Aircraft now in U.S. will depart on a "one for one" basis as aircraft arrive from ZI.
- (3) Limestone AFB, Hunter AFB, and MacDill AFB are designated foreign clearance stations for this mission.
- (4) All participating pilots will be thoroughly briefed on letdown procedures at enroute bases, destination, and alternates, and will accomplish practice letdowns in the link trainer prior to departure from Hunter Air Force Base or U.S.
- (5) Routes for aircraft deploying from the ZI are in accordance with App 1 to Ann "B" (Navigator's Flight Plans).
- (6) Routes for returning B-50's are as directed by 7th Air Division.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

Will be in accordance with Annex "C".

5. COMPLEX AND COMMUNICATIONS MATTERS:

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a. Command:

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- (1) CDR 2AF
- (2) CDR 38th Air Division
- (3) CDR 2d Bomb Wing B

b. Communications: According to Annex "C".

HOLLIS M. WINNINGHAM
Colonel, USAF
Commander

ANNEXES:

- "a" - Administration
- "b" - Operations
- "c" - Communications

DISTRIBUTION:

CDR 2AF	Cy 1
CDR 38AD	Cy 2
CDR 7AD	Cy 3
CDR 2BW	Cy 4
DM 2BW	Cys 5 & 6
DOY 2BW	Cys 7 & 8
DOP 2BW	Cys 9 thru 13
CDR 49th BS	Cys 14 & 15
CDR Hq Sq 2BW	Cy 16
CDR 2d Flt Maint Sq	Cy 17
CDR 2d ASE Sq	Cy 18
CDR 2d Medical Gp	Cy 19
CDR 2d Per Maint Sq	Cy 20
W.D.J. (HISTORY)	Cys 21 thru 25

OFFICIAL:

JOSEPH E. DONOVAN
Lt Col, USAF
Director of Operations

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FORM 71-53

3

SECURITY INFORMATION

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ANNEX A

TO

OPERATIONS ORDER 71-53

ANNEX A TO OPI ORD 71-53
75 Aug 53

SECURITY INFORMATION

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OPERATIONS ORDER 71-53

1. SUPPLY:

a. Class I:

- (1) Flight Lunches will consist of the food packet, individual combat in-flight or pre-cooked frozen meal individual as specified. Flight lunches will be provided by the base at TBY station in sufficient quantities to provision personnel moving in military aircraft to final destination. When Commercial airlift is provided and subsistence is contractor furnished, Detachment Commander will ascertain that such subsistence is in sufficient and nutritional quantities for troop movement. When subsistence is not contractor furnished, Detachment Commander will insure that subsistence will be provided as indicated above.
- (2) Daily rations at TBY station to be provided by 7th Air Division.

b. Class II and IIA:

- (1) To be initially furnished from the resources of 2d Bomb Wing, thereafter replacement to be furnished by 7th Air Division.

c. Class III and IIIA:

- (1) To be provided by 7th Air Division.

d. Class IV and IVA:

- (1) To be provided by 7th Air Division.

e. Class V and VA:

- (1) To be provided by 7th Air Division.

f. Flyaway Kits and Enroute Kits:

- (1) Flyaway Kits will not be deployed.
- (2) Enroute Kit presently in UK being used by Detachment #1 will be transferred intact.

g. Unit Essential Equipment:

- (1) To be as prescribed in proposed equipment lists furnished 4th Bomb Squadron. Equipment presently is being used by Detachment #1. Transfer will be accomplished prior to return of Detachment #1 to 2I.

h. Station Kit:

- (1) 7th Air Division will provide that portion of the Station Kit necessary for efficient operation.

i. Housekeeping Kit:

- (1) Same as h (1), above.

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2. MAINTENANCE:

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- a. Aircraft selected for deployment in accordance with this operations order will be prepared for overseas movement as prescribed by current regulations.
- b. The maintenance activity at the forward base will be organized and operated as prescribed in SAC Regulation 66-12.
- c. Maintenance support required which is beyond the combined capability of SAC and local forces will be reported to Commanding General, 38th Air Division, ATTENTION: 2DM, in accordance with SAC Regulation 65-15.
- d. Nine (9) Engine Build-Up personnel from the resources of 2d Bomb Wing will be included in Detachment. These personnel will accomplish necessary engine build-up to support 2d Bombardment Wing Detachment at RAF Station Upper Heyford.
- e. Inspection of aircraft, in accordance with Second Air Force Regulation 65-11, will be accomplished on return from TDY.

3. TRANSPORTATION:

- a. Commanding Officer, 18th Bomb Squadron, will appoint Project Officers required in Second Air Force Regulation 76-1. Reports required will be forwarded as prescribed therein. In addition, the Commanding General, 38th Air Division, ATTENTION: 2DM, will be advised.
- b. Personnel, equipment and supplies will be prepared for shipment as prescribed in current 2d Bombardment Wing Mobility Plan.
- c. Total cargo to be deployed in Support Aircraft - None.
- d. Personnel transported in unit aircraft will be limited by SAC Regulation 60-10, as amended.
- e. Loading sites are designated as follows:
 - (1) Tactical Aircraft:
 - (a) On ramp in present parking area. Exact locations will be established by Unit Commander.
 - (2) Support Aircraft:
 - (a) In the area immediately adjacent to the southeast corner of the 96th Bomb Squadron Engineering Deck #12.
- f. Passengers plus baggage, weapon and specialist kit must not exceed 300 pounds. All personnel and equipment will be weighed prior to loading the aircraft.
- g. Unit Aircraft Commanders of Tactical aircraft and Troop Commanders of MATS aircraft are responsible to see that weapons will not repeat will not be exposed or exhibited in the Azores.

4. SERVICES:

a. Finance:

- (1) Transfer of Military Pay Records will be in accordance with AF Manual 173-20 and SAC Manual 173-1. The officer designated to carry Military Pay Records will retain custody until delivery to the Disbursing Officer at UK Base.

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b. Currency:

- (1) Currency restrictions will be in accordance with AF Manual 173-10.

5. PERSONNEL:

a. Total personnel to deploy - 105.

- (1) Total personnel who will deploy in Tactical Aircraft - 75 persons.
- (2) Advanced party of 2 officers will depart approximately 25 Aug 53.
- (3) Total personnel who will deploy in Support Aircraft - 28 persons.

b. Replacements will be furnished on a one for one basis by parent organization for each airman or officer returned for any reason, contingent upon availability of airlift and upon request of Detachment Commander.

c. The Detachment Adjutant will furnish the 2d Bomb Wing Director of Personnel by T-4 not later than the 15th day of each month the name, rank, serial number, AFSC, USPOC, and organization of each non-crew member that is wished to place on flying status. The total number of non-crew members on flying status will not exceed number as outlined in paragraph 2, SAC Regulation 39-9, which gives the maximum number as seven (7).

d. The 2d Bomb Wing Detachment Adjutant will contact the Air Base Director of Personnel and arrange that all 2d Bomb Wing airman personnel are allowed the opportunity to take any proficiency test for which they are eligible. The scores obtained will be sent by airmail to 2d Bomb Wing Director of Personnel for further distribution to parent organization. The Detachment Adjutant will maintain file copies in each airman's 201 file in case airmail letter is lost in transit.

e. Airman may be reclassified to 5 level without regard to TOWB vacancies through utilization of Air Base Group Classification Board. Three (3) copies of PAM will be airmailed to 2d Bomb Wing Director of Personnel and one copy will be placed in airman's 201 file. All requests for reclassification to 7 level will be airmailed to 2d Bomb Wing Director of Personnel for screening against TOWB vacancies in parent organization and subsequent action by the 804th Air Base Group Classification Board.

f. The Detachment Adjutant will submit by T-4 a daily Morning Report to 2d Bomb Wing Director of Personnel for distribution to parent organizations.

g. While considerable planning has been spent on this Detachment Table of Organization, it is realized that errors may have been made. Any overages found will be returned to the parent organization at Hunter AFB, contingent upon available MTS transportation. Immediately, requisitions will be submitted to the 2d Bomb Wing Director of Personnel for any shortages.

h. Uniforms:

- (1) Personnel will conform to the uniform regulations as prescribed by Commanding General 7th Air Division.
- (2) Detachment Commander may authorize the wearing of suit wearing when the performance of tasks enroute "for which Class 'A' uniform is not suitable," is necessary.
- (3) Civilian Clothing (not in excess of 25 lbs.) may be carried for off-duty wear. Wearing of civilian clothing when leaving the station and traveling to civilian communities should be encouraged.

i. Personal Affairs (Omitted).

j. Law and Order:

- (1) Enroute security of tactical aircraft will be provided by aircraft commander utilizing aircrew and passengers as necessary.
- (2) Access to tactical aircraft will be on a strict need-to-know basis.
- (3) Aircraft security procedures including anti-sabotage and inspection of aircraft prior to flight will be in accordance with SAC Regulation 205-8, as amended.
- (4) A consolidated report of personnel security clearances applicable to deploying personnel will accompany Detachment Commanding Officer or his representative.
- (5) Prior to deployment of Detachment on TDY, necessary action will be taken to designate an officer courier in accordance with AF Regulation 205-75 and necessary administrative details will be accomplished as prescribed therein.
- (6) Two (2) unit personnel will accompany each support aircraft to act as cargo guards. These individuals will be briefed by Detachment Commander or his representative on priority of equipment aboard in the event of off-loading enroute.
- (7) SAC Restricted Area badges will be utilized by personnel of this command participating in this TDY maneuver. Commanding General of 7th and 5th Air Divisions will honor SAC Restricted Area badges of TDY unit in accordance with paragraph 13a (2) (g), SAC Regulation 205-4, dated 13 Jun. 52.

6. MEDICAL:

- a. Personnel involved in the movement will be immunized in accordance with the provisions of AF Regulation 160-101 and 160-120, and SAC Regulation 160-1.
- b. Hospitalization and evacuation will be in accordance with procedures prevailing at enroute station and at destination. In an emergency, if determined necessary by the Station Surgeon, evacuation utilizing available aircraft may be effected if a qualified attendant is furnished to accompany the patient(s).
- c. The activities of Tactical Medical personnel will be coordinated with the Air Surgeon, Second Air Force. Information copies of each report submitted, in accordance with SAC Regulation 160-3, will be furnished Commanding General, Second Air Force, ATTENTION: Air Surgeon and Commanding General 38th Air Division, ATTENTION: Air Surgeon, 2d Bombardment Wing.

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SECURITY INFORMATION

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7. MISCELLANEOUS:

a. Funding

- (1) Cite MacMill Air Force Base station funding numbers 5743400 447-7000 PMSB (61-02-03-07 508-602, and Strategic Air Command Funding Serial Number 10-26 for travel and transportation costs necessary and incident to this Temporary Duty. Headquarters 2d Bombardment Wing Station is authorized to issue Special Orders requiring expenditure of travel funds and other expenditures incident to this Temporary Duty. Five copies of orders so issued by the unit will be forwarded to Commanding Officer, Hunter Air Force Base, Savannah, Georgia.
- b. Reports required will be as prescribed by Comptroller, 2d Bomb Wing.
- c. Small arms will be carried.
- d. Individuals will carry one basic load for each weapon included in the complement. Basic loads for weapons is prescribed in SAC Regulation 134.9.
- e. Necessary radiological detection and monitoring equipment up to and including types and quantities listed in and authorized by ECL 20-99-4, and necessary maintenance equipment will be carried.
- f. All personnel will carry mess kits and canteens.
- g. Insect control - Aircraft will carry a minimum of two (2) aerosol bombs. Aircraft will be completely sprayed thirty (30) minutes prior to landing at the first stop subsequent to crossing the United States boundary.
- h. Survival and personal equipment items requiring replacement due to use will be exchanged prior to departure to TDY station.
- i. Upon completion of TDY, withdrawal from the overseas base will be accomplished in accordance with Second Air Force Regulation 400-1.
- j. All M-8 equipment for Phase IV "On Top" modified aircraft will be carried.
- k. Following Test and Handling Equipment will be retained in UK by 2d Armament and Electronics Maintenance Squadron personnel:
 - (1) 1 each K-2 Slings per aircraft.
 - (2) 1 each Glove Assembly.
 - (3) 1 each T-23.
 - (4) 1 each T-33 and Volt-meter.
 - (5) 1 each T-21.
 - (6) 1 each T-32.
 - (7) Necessary wiring ring-out and PIC Check Sheets.

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ANNEX B

TO

OPERATIONS ORDER 71-53

CERTIFICATIONS

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ANNEX B TO OPM ORD 71-53
23 Aug 53

SECURITY INFORMATION

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ANNEX B

TO

OPERATIONS ORDER 71-53

OPERATIONS

1. CHART OR MAP REFERENCES: Reference Basic Operations Order.
2. FLIGHT COMMANDER: Major Manfred H. Leibohm
3. FLIGHT CODE WORD: Convoy.

4. ENROUTE PROCEDURES:

a. Take-off time will be established utilizing the latest metro information so as to arrive at destination at 1100Z. Take-off time will be at ten (10) minute intervals.

b. Enroute altitudes to St. Eval are as follows:

Convoy 1 11000'

Convoy 2 12000'

Convoy 3 9000'

Convoy 4 10500'

Convoy 5 9500'

c. Upon arrival at St. Eval, aircraft will climb to the following altitudes:

Convoy 1 13500'

Convoy 2 12500'

Convoy 3 11500'

Convoy 4 13000'

Convoy 5 12000'

This altitude will avoid United Kingdom airways traffic control. Under IFR conditions, this altitude will be maintained until destination.

d. VFR letdown: After contacting Bristol Radio (Gloucester Control), all aircraft will start a long range descent so as to arrive over destination at 2000'.

5. ICAO and COMMUNICATIONS PROCEDURES: See Annex "C".
6. ALTERNATE AIRFIELDS: See Appendix 3 to Annex "B".

"B" TO OPN ORD 71-53
of 53

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RESTRICTED

APPENDIX 1

TO

ANNEX B

TO

OPERATIONS ORDER 71-53

NAVIGATOR'S FLIGHT PLAN

RESTRICTED

APP 1 TO ANN "B" TO OPN ORD 71-53
05 Aug 53

SECURITY INFORMATION

49th Bomb Squadron Hunter AFB to UK

RESTRICTED

FROM TO	COORDINATES	TRUE COURSE	VAR	TEMP C°	ALTITUDE	EAS	TAS(K)	DISTANCE		NO WIND TIME		WIND TIME	
								THIS LEG	TOTAL	THIS LEG	TOTAL	THIS LEG	TOTAL
Hunter AFB	3201N 8105W							GROUND ROLL		00:02	00:02	00:02	00:02
To Level Off		041	0	/9	6650	190	185	48	48	00:15½	00:17½	00:15½	00:17½
To Charleston S.C. (Abeam)	3253N 8011W	041	/1	/2	10000	210	216	29	77	00:08	00:25½	00:07	00:24½
To Goldsboro N.C. (Abeam)	3514N 7746W	042	/3	/2	10000	210	216	182	259	00:50½	01:16	00:48½	01:13
To Cape Henry Virginia (Abeam)	3650N 7556W	043	/5	/2	10000	210	216	130	389	00:36	01:52	00:34½	01:47½
To Atlantic City N.J. (Abeam)	3842N 7334W	044	/8	/2	10000	210	216	159	548	00:44	02:36	00:42½	02:30
To Nantucket Island, Mass	4115N 7007W	046	/12½	/2	10000	210	216	220	768	01:01	03:37	00:59	03:29
To Yarmouth N.S.	4359N 6816W	046	/16	/2	10000	210	216	233	1001	01:05	04:42	01:02	04:31
To Charlottetown P.E.I.	4657N 6251W	049½	/22	/2	10000	210	216	193	1194	00:55½	05:35½	00:51½	05:22½
To Harmon AFB St Single Heading Flight	4832N 5833W	050	/27	/2	10000	210	216	223	1417	01:02	06:37½	00:59	06:21½
To Buchans	4847N 5643W	079	/29	-2	10000	205	209	71	1488	00:20½	06:58	00:19	06:40½
To Gander AFB	4856N 5127W	083	/29½	-2	10000	205	209	93	1581	00:26½	07:24½	00:25	07:05½
To Shark Intersections	4937N 5130W	072	/30	-2	10000	205	209	124	1705	00:35½	08:00	00:33½	07:39
To Zone 11	4955N 5000W	073	/30	-2	10000	205	209	61	1766	00:17½	08:17½	00:18½	07:55½
To Zone 10	5051N 4500W	074	/30	-2	10000	205	209	198	1964	00:57	09:14½	00:53½	08:49
To Zone 9	5133N 4000W	077	/29½	-2	10000	205	209	192	2156	00:55	10:09½	00:51½	09:40½

APP 1 TO ANN "B" TO OPN ORD 71-53
25 Aug 53 21WRESTRICTED
SECURITY INFORMATION

Hunter AFB to UK

RESTRICTED

FROM	COORDINATES	TRUE COURSE	VAR	TEMP C°	ALTITUDE	R/S	TAS(K)	DISTANCE		NO WIND TIME		WIND TIME	
								THIS LEG	TOTAL	THIS LEG	TOTAL	THIS LEG	TOTAL
To Zone 8	5154N 3500W	083	/29	-1	10000	200	204	187	2343	00:55	11:04½	00:52	10:32
To Zone 7	5205N 3000W	086	/27	-1	10000	200	204	185	2528	00:54½	11:59	00:51½	11:23½
To Zone 6	5205N 2500W	090	/24	-1	10000	200	204	184	2712	00:54	12:53	00:51	12:14½
To Zone 5	5157N 2000W	093	/21	-1	10000	200	204	186	2898	00:55	13:48	00:51½	13:06
To Zone 4	5141N 1500W	096	/18	-1	10000	200	204	187	3085	00:55	14:43	00:52	13:58
To Zone 3	5110N 1000W	099	/15½	-1	10000	200	204	190	3275	00:56	15:39	00:53	14:51
To St Clim (6 Mi East of St Eval)	5031N 0503W	102	/13	-1	10000	200	204	190	3465	00:56	16:35	00:53	15:44
To Level Off St Eval	5336N 0302W	102	/12	-4	11650	172	180	6	3171	00:02	16:37	00:02	15:46
To Bristol Radio Range (St VFR L/D)	5133N 0239W	052½	/11	-6	12500	193	208	106	3577	00:30½	17:07½	00:29	16:16
To Upper Hayford (L.O. 2000')	5166N 0415W	063	/11	/5	7250	200	196	56	3633	00:17	17:24½	00:16	16:31

RESTRICTED

APP 1 TO ANN "B" TO OPR ORD 71-53
25 Aug 53
2EW

2

SECURITY INFORMATION

0499

RESTRICTED

APPENDIX 2

TO

ANNEX B

TO

OPERATIONS ORDER 71-53

ENGINEERS FLIGHT PLAN

RESTRICTED

APP 2 TO ANN "B" TO OPN ORD 71-53
25 AUG 53
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SECURITY INFORMATION

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FLIGHT ENGINEERS LONG RANGE PREDICTION FORM 2D POW 5113 N

Basic Weight..... 86500
 Oil (360 Gal)..... 8700
 Ammo (rds)..... 3400
 Crew (15 @ 200 lbs).. 3000
 Misc..... 2000
 Minimum landing wt.... 86950
 Fuel (10750 gals).... 82500
 Bombs.....
 Take-Off Gross Wt..... 158450

Fuel Grade..... 116/145
 Type Aircraft... B-50D
 Fuel Density.... 5.8
 Landing Reserve... 3045 (lbs)
 2040 (gals)
 Total Distapgs.. 3653 NM

TAKE OFF STUDY:

1. Unstick Speed..... 140
 2. Dist to clear 50' Obst. 6880
 3. Ground roll distance... 5860
 4. Braking distance (2 props
 reversed & brakes..... 2450
 5. Total runway required.. 8010

Temp: Hunter to Harmon MACA #7
 Harmon to 40° W MACA #8
 40° W to Destination MACA #4

CONDITION	T.O.	CLIMB	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	Harmon AFB							
										CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE
I.N.F.		2600	1820	1420	1270	1170	1120	1080	1050	1030	1010	1000	1000	1000	1000	1000	1000
ALTITUDE		10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000
TIME	00:02	00:10	00:20	00:30	00:40	00:50	01:00	01:10	01:20	01:30	01:40	01:50	02:00	02:10	02:20	02:30	02:40
TOTAL TIME	00:02	00:10	00:20	00:30	00:40	00:50	01:00	01:10	01:20	01:30	01:40	01:50	02:00	02:10	02:20	02:30	02:40
WIND	1000	1000	450	250	150	100	700	2710	3100	2310	24130	25775	27000	27845	30430		
TOTAL FUEL	1000	2110	4135	6155	8175	10195	12215	14235	16255	18275	20295	22315	24335	26355	28375	30395	32415
S.A.S.		130	210	290	370	450	530	610	690	770	850	930	1010	1090	1170	1250	1330
T.A.S. (KNOTS)		185	216	247	278	309	340	371	402	433	464	495	526	557	588	619	650
DISTANCE		48	29	100	180	260	340	420	500	580	660	740	820	900	980	1060	1140
TOTAL DISTANCE		48	77	209	389	568	748	927	1107	1287	1467	1647	1827	2007	2187	2367	2547
GROSS WEIGHT	157450	158110	158865	159620	160375	161130	161885	162640	163395	164150	164905	165660	166415	167170	167925	168680	169435

APP 2 TO AIR "B" TO OPN ORD 71-53
 25 Aug 53
 ZBW

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 SECURITY INFORMATION

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Hunter AFN to UK (Cont'd)

									1250'/min	620'/min	
CONDITION	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CRUISE	CLIMB	CRUISE	DRSC
R.H.P.	1490	1465	1405	1375	1375	1300	1300	1310		1310	Ls Req
ALTITUDE	10000	10000	10000	10000	10000	10000	10000	10000	12500	12500	2000
$\sqrt{+}$	1.17	1.174	1.174	1.174	1.174	1.174	1.174	1.174	1.205	1.238	1.120
TIME	00:55	00:55	00:55	00:54	00:53	00:55	00:56	00:56	00:02	00:30	00:19
TOTAL TIME	19:02	18:51	18:59	18:53	18:48	18:43	18:39	18:35	16:37	17:07	17:21
FUEL	2490	2370	2215	2140	2145	2200	2240	2205	260	1190	410
TOTAL FUEL	32920	34290	31655	30775	30700	44360	28000	48805	49055	50215	50655
E.A.S.	205	200	200	200	200	200	200	200	172	193	200
T.A.S. (KNOTS)	209	204	204	204	204	204	204	204	180	208	196
DISTANCE	192	187	165	164	153	187	183	190	6	105	65
TOTAL DISTANCE	2156	2243	2526	2512	2398	3055	3775	3465	3471	3577	3623
GROSS WEIGHT	125530	123160	120815	118575	116290	114030	111850	109645	106205	104395	107795

APP 2 TO AMT "P" TO CFB CND 71-53
25 Aug 53
26W

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APPENDIX 3

TO

ANNEX B

TO

OPERATIONS ORDER 71-53

ALTERNATE AIRFIELDS

APP 3 TO ANNEX "B" TO OPN ORD 71-53
25 Aug 53
GEN

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SECURITY INFORMATION

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APPENDIX 3

TO

ANNEX B

TO

OPERATIONS ORDER 71-53

AIRFIELD AIRFIELDS

LARNEY AFB

Elevation: 10 feet
Radio Range: 221 KC L.F.I.
Longest Runway: 8,000 feet
G.C.A.: "C" - "H"
Tower: "B" - "D" 3961 3105R

ST. EVAL, U.K.

Elevation: 333 feet
Radio Beacon: 376 KC "S.Z."
Longest Runway: 5,900 feet
G.C.A.: 117.9 - 116.1 - 121.5
Tower: 117.9 - 121.5

WESTOVER AFB

Elevation: 244 feet
Radio Range: 273 KC "G.E.E."
Longest Runway: 7,500 feet
G.C.A.: "G" - "H"
Tower: "B" - "D" 3957 3023.5R

LAKEWORTH, U.K.

Elevation: 29 feet
Radio Beacon: 322 KC "L.K."
Longest Runway: 9,000 feet
G.C.A.: 136.8 - 140.58 - 121.5
Tower: 117.9 - 118.8 - 6440

HARRIS AFB

Elevation: 86 feet
Radio Range: 390 KC "J.T."
Longest Runway: 6,200 feet
G.C.A.: "G" - "H"
Tower: "B" 3023.5

PRESTWICK, SCOTLAND

Elevation: 35 feet
Radio Range: 374 KC "G.J.R."
Longest Runway: 7,000 feet
G.C.A.: 118.1 - 119.1 - 121.5
Tower: 118.1 - 121.5 - 3235

Lajes Field, AZORES

Elevation: 179 feet
Radio Range: 341 KC "G.F."
Longest Runway: 10,500 feet
G.C.A.: "G" - "H"
Tower: "B" 3270

MINSTON, ENGLAND

Elevation: 180 feet
Radio Beacon: 397 KC "M.Z.N."
Longest Runway: 9,000 feet
G.C.A.: 118.1 - 117.9 - 121.5
Tower: 117.9 - 121.5

SHANON, IRELAND

Elevation: 15 feet
Radio Range: 352 KC "S.A."
Longest Runway: 7,000 feet
G.C.A.: 120.7 - 119.9 - 119.7 - 121.5
Tower: 118.7 - 121.9

UPPER HEYFORD, ENGLAND

Elevation: 453 feet
Radio Beacon: 376 KC "U.H."
Longest Runway: 9,600 feet
G.C.A.: 144.54 - 135.9 - 6440
Tower: 137.88 - 117.9

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AIF 3 TO ANN "B" TO OPN ORD 71-53
25 Aug 53

SECURITY INFORMATION

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ANNEX "C"

OPERATIONS ORDER 71-53

COMMUNICATIONS

25 AUG 53

ANN "C" OPNS ORD 71-53
25 Aug 1953
2BW

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AIR FORCE

OPERATIONS ORDER 71-53

COMMUNICATIONS

25 AUG 1953

1. CALL SIGNS:

a. Aircraft:

- (1) Daily flights prefixed by "AIR FORCE".
- (2) Air/Air - "CONVOY" expanded as required.

b. Communications Control Stations:

- (1) EI/Air/1: - 90 degrees W Longitude to 40 degrees W Longitude:

Primary - Andrews Airways (CF - AFA3)

Secondary - Barnes Airways (CF - AOX2)

- (2) Atlantic - 40 degrees W Longitude and north of 43 degrees N

Latitude to Europe:

Primary - Canadian Airways (CF - AJ08)

Secondary - Barnes Airways (CF - AKX2)

- (3) 40 degrees W Longitude and south of 43 degrees N Latitude to 18 degrees W Longitude:

Primary - LAJES Airways (CF - CUN2)

Secondary - SIDI Airways (CF - AJM2)

c. ICAO - As prescribed in North Atlantic Facility Chart.

d. Voice will be the primary means of communications, CV will be used only when contact cannot be established.

2. FREQUENCIES:

a. VHF

- (1) Within the EI - In accordance with ROIP-7.
- (2) From EI to 55 degrees W Longitude:

<u>CHANNEL</u>	<u>FREQUENCY</u>	<u>USE</u>
A	R 136.00	CAN Airways
	T 136.90	
B	126.18	USAF Control Towers
C	137.88	Military Flight Service
D	121.50	International Emergency
E	133.65	Interplane

AIR FORCE OPS ORD 71-53
25 AUG 1953
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<u>CHANNEL</u>	<u>FREQUENCY</u>	<u>USE</u>
F	113.10	ICAO Towers and Weather Ships
G	136.80	GCA Search Control
H	174.10	GCA Final Approach Control.

(3) From 36 degrees W Longitude to United Kingdom;

<u>CHANNEL</u>	<u>FREQUENCY</u>	<u>USE</u>
A	120.02	Flight Information Service
B	124.10	USAF Control Towers
C	117.90	RIF Towers
D	112.80	International Emergency
E	133.56	Interplane
F	116.1	ICAO Towers and Weather Ships
G	136.80	GCA Search and VHF/DF (UK)
H	140.58	GCA Final Search

(4) Upon arrival in the Upper Hayford area (area under Brize Norton Control), the following frequencies will be inserted:

<u>CHANNEL</u>	<u>FREQUENCY</u>	<u>USE</u>
A	135.0	Brize Norton Approach Control
B	137.88	Local Airframe Control
F	138.42	SAC Aircraft Common, UK Tower
G	144.54	Primary Search
H	135.9	Primary Final

(5) In addition to the above listed frequencies each aircraft will carry additional crystals for use as required:

114.10 mcs	119.70 mcs
116.30 mcs	120.10 mcs
118.50 mcs	120.30 mcs
116.10 mcs	122.10 mcs
119.30 mcs	

b. HF

(1) ART-13 Channelization

<u>CHANNEL</u>	<u>FREQUENCY</u>	<u>USE</u>
1	8280	International Emergency
2	2862	AACS Airways

REF: 361 OPS ORD 71-53
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2.2

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<u>CHANNEL</u>	<u>FREQUENCY</u>	<u>USE</u>
3	4724.5	AACS Airways
4	6738	AACS Airways
5	11228	AACS Airways
6	6475	AACS Airways
7	4220	Interplane
8	4397.5	Globecom, SAC Primary A/G
9	9320	Globecom, SAC Primary A/G
10	6696	ICAO
L.F.	6626	ICAO
Manual	3033.5	Control Towers; Scene of Air Sea Rescue.

NOTE: When frequencies other than those listed above are required, the MANUAL CHANNEL will be used. Upon reaching Upper Heyford area channelize 6440 kcs in the "L.F." channel.

3. AUTHENTICATION AND RECOGNITION

a. Authentication

- (1) EI/North Atlantic - AFSAL 9104 as amended
- (2) UK/Europe area - USAFE COI 82 Series

b. Recognition

- (1) JAMP 158 as amended
- (2) IFF - See appendix I

4. ENERGENCY

a. JAMP 107 and ACP 130

b. Radio Facility Chart

5. CRYSTALS - Crystals as listed in 2AF Letter 100-1 as amended, dated 10 October 1952 will be carried by unit aircraft to the UK.

6. MISSION PROCEDURE

a. Pilots

- (1) Normal CAA position reports at compulsory reporting points while under domestic control. When CAA clears aircraft to New York OAC, the radio operator will make the required ICAO position reports.

AFSAL 71-53

100-1

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- (2) Flight Leader radio operator will submit all ICAO position reports. Deputy Flight Leader radio operator will submit all tactical position reports (See paragraph b. below).
- (3) 15 minutes prior to entering an ADIZ, a position report to the appropriate communication facility will be submitted.
- (4) Flight Leader will maintain continual watch on 121.5 mc upon departing the II. All other aircraft will monitor 133.56 mc. VHF interplane frequency.
- (5) Each aircraft will contact Flight Leader every hour on the hour, to verify his position in the formation. The following procedure will be used:
 - (a) Flight Leader will discontinue watch on 121.5 mc on the hour and change to 133.56 mc. Upon completion of verifying position of all aircraft, the Flight Leader will resume watch on 121.5 mc.
 - (b) In the event it is necessary for other aircraft in the formation to contact the flight leader, an initial call will be made on 121.5 mc and after establishing contact, further communications will be conducted on 133.56 mc. Upon completion of the transmissions, the Flight Leader will resume watch on 121.5 mc.
 - (c) If an aircraft has VHF failure, aircraft will contact Flight Leader on HF voice, 4220 kcs. (Notify radio operator to monitor this frequency if any aircraft in flight has not made the scheduled VHF contact). HF contact will be made ten minutes after the scheduled VHF contact.
 - (d) In the event the Flight Leader has VHF failure, the Deputy Leader will assume his responsibilities.
- (6) In the event of loss of inter-aircraft contact, the uncontacted aircraft immediately becomes responsible for its own reporting.
- (7) In cases of emergency, all aircraft will clear the frequency in use by the affected aircraft, to allow transmission of position and need for assistance.

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(3) VEF procedures and Navigational Aids - UK

- (a) Contact Brize Norton Approach Control on Channel A (125.0 mcs) prior to entering 25 NM radius. (Brize Norton Control Area)
- (b) In the event of VEF or HF failure, aircraft will monitor Brize Norton MF Beacon (freq. 397 kcs) utilizing radio compass for approach instructions transmitted in the blind. Approach will be started in accordance with standard instrument procedures in case of radio failure.
- (c) VOR operational as follows: (not listed in Facility Chart)
 - LIAMING Airport VOR - Freq. 113.1 kcs, Ident. MZC.
 - LONDON Airport VOR - Freq. 112.5 kcs, Ident. LMA.

b. Radio Operators:

- (1) Hourly ICAO - Tactical reports will be made by the Flight Leader radio operator to AACB airways stations. Upon reaching Prestwick/Shannon OAC and as becomes necessary to work an ICAO station, Flight Leader will make the hourly ICAO reports and the Deputy Leader will make the hourly tactical reports.
- (2) Combination ICAO-tactical position reports will be addressed to the ICAO area in which the aircraft is flying, Hq. SAC, Hq. 2AF, E1. 7AD (collective call sign "HOUSE BOY"), and LYSP.

EXAMPLE: Call - This is Air Force one two three four

Address - Relay to GANDER OAC, HOUSE BOY

- LYSP

Text - Ste.....

Ending - Over

- (3) Composition of ICAO-Tactical position will be as follows:

Date-time-group

Appropriate addresses

Altitude

Position (Latitude and Longitude)

ETA to next check point, fixed reporting point or destination as appropriate (NOTE: Destination will not be given in the clear)

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- CONFIDENTIAL*
- (4) If the above position report cannot be passed to AACS air/ground station within thirty (30) minutes, the radio operator will leave the AACS station and attempt to contact the appropriate ICAO Station.
 - (5) When in the Prestwick/Shannon area the following procedure will apply:
 - (a) Flight Leader will submit normal ICAO position reports to the GATOC concerned.
 - (b) Deputy Leader will submit to an AACS airways station a normal CTRP type position report to the military addresses enumerated in paragraph b.(2) above.
 - (6) Aircraft entering the UK will submit a land-fall report to Grouse-ton and addressed to DCUSE BOX, IYEF and Gloucester FIR., prior to reaching the 10 mile limit. This report will include altitude, ETA and point of landfall.
 - (7) In the event of HF failure of either the Flight Leader or Deputy Leader, the radio operator in the third aircraft will assume reporting responsibilities of the aircraft concerned.
 - (8) All ICAO-tactical position reports will be transmitted 15 minutes past the hour.
 - (9) Upon entering the Prestwick/Shannon GAC, ICAO reports will be transmitted 15 minutes past the hour and the tactical position report will be transmitted 30 minutes past the hour.
 - (10) Upon reaching St Eval, the pilot should be able to maintain contact via VHF with the FIR stations. If this is possible the Flight Leader radio operator may close station with ICAO control. If VHF contact is not possible, the radio operator will continue working ICAO until reaching destination. Deputy Leader will continue submission of tactical reports until destination is reached.

12-1-53

APPENDIX 1

TO

ANNEX C

TO

OPERATION CONUS 71-51

STATEMENT OF IFF

(To Be Distributed Under Separate Cover)

12-1-53

APP 1 TO ANN "C" TO OPN ORD 71-53

25 Aug 53

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SECURITY INFORMATION

SECRET

CLASS: SECRET
AUTH: CDR 287
EXT: 711
DATE: 25 AUG 53

ANNEX I

TO

ANNEX "C"

OPERATIONS UNDER 71-13

25 AUGUST 1953

STATEMENT OF INFO

4410/3/53/nc

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ANNEX I TO ANN "C"
OPERATIONS UNDER 71-13
25 AUGUST 1953

SECRET

SECURITY INFORMATION

0513

APPENDIX I

TO

ANNEX "C"

OPERATIONS ORDER 71-53

25 AUGUST 1953

REPLACEMENT OF IFF

1. EI
 - a. IFF will be in accordance with SAC regulation 56-23 dated 11 December 1951.
2. SBAC (Newfoundland)
 - a. Within a 200 mile radius of Newfoundland, the formation leader will operate IFF in MODE III position. The Flight Leader will notify all other aircraft in the formation to switch IFF to "STANDBY" position. In the event an aircraft is separated from the formation, MODE I position will be utilized.
 - b. Upon passing through SBAC control, all IFF equipment will be turned off.

ANNEX "C"
OPERATIONS ORDER 71-53
25 AUGUST 1953

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0514

HOLLIS M. WININGHAM
Colonel, USAF
Commander

DISTRIBUTION:

CDR 2AF	Cy 1
CDR 38AD	Cy 2
CDR 7AD	Cy 3
CDR 28W	Cy 4
DI 28W	Cys 5 & 6
DCI 28W	Cys 7 & 8
DCI 28W	Cys 9 thru 13
CDR 49th BS	Cys 14 & 15
CDR 1st Sq 28W	Cy 16
CDR 2d Flt Paint Sq	Cy 17
CDR 2d A & C Sq	Cy 18
CDR 2d Par Paint Sq	Cy 19
WDJ (History)	Cys 20 thru 24

OFFICIAL:

Joseph N. Donnan
JOSEPH N. DONNAN
Lt Col., USAF
Director of Operations

SECRET

REF 1 TO MIN "C" TO GEN ORD 71-53 2
25 APR 53

SECURITY INFORMATION

COPY

JDSHN 07
OO JEDMH JLSBA 222
DE JLSHN 01
O 300600Z ZNY
FM COMR EDIV 38 HUNTER AFB GA
TO JLSBA /COMR AF 2 BARKSDALE AFB LA
INFO JEDMH/COMR SAC OFFUTT AFB NEBR
/R S T R I C T - D/2DOFS 8-5427. SUBJ IS EMERGENCY BAILOUT FROM
28W ACFT B-50, NUMBER 48165. T/O AND INITIAL CLIMB WERE UNCONVENTIONAL TO
20,000 FT. FIRE WAS REPORTED IN NUMBER 1 ENGINE AT APPROX 2135 NEAR
BRUNSWICK, GA. AFTER EMERGENCY FIRE PROCEDURE WAS EXECUTED WITHOUT
APPARENT SUCCESS, AT 14,000 FT 7 CREW MEMBERS EXECUTED SUCCESSFUL
BAILOUT IN JASSUP, GA AREA. ALL 7 CREW MEMBERS HAVE BEEN LOCATED AND
ARE UNINJURED. AFTER BAILOUT OF 7TH PERSON FIRE WAS OBSERVED TO BE
GOING OUT. A/C SNOWDEN, PILOT, AND FLT ENG LANDED AIRCRAFT AT HOME
STATION WITHOUT FURTHER INCIDENT AT 2158. AT THIS TIME CAUSE OF FIRE
UNKNOWN. PERSONS WHO MADE EMERGENCY JUMP WILL BE GIVEN PHYSICAL
EXAMINATION UPON RETURN TO BASE. PARAGRAPH 6A AFR 62-14 NOT APPLICABLE
AS NO INJURIES OCCURRED. SAC FORM 5 FOLLOWS IN ACCORDANCE WITH SAC RAG
62-9.
30/0644Z AUG JLSHN

COPY

EXHIBIT 25

SECRET
HISTORY
OF

CLASS: _____
AUTH: _____
INIT: _____
DATE: _____

2D AIR REFUELING SQUADRON

2D BOMB WING (M)

HUNTER LTD FORCE BASE

SAVANNAH, GEORGIA

SECRET

SECRET

SECRET

SECRET

PERIOD COVERED

AUGUST 1953

SECURITY INFORMATION *Exhibit 26*

2D AF BARKSDALE AFB, LA, JULY 52 (4349)

0517

SECRET

UNIT HISTORY - ^{August} ~~September~~ 1953

SECOND AIR REFUELING SQUADRON (M)
Second Bombardment Wing M
Hunter Air Force Base
Savannah, Georgia

Richard C. Bund
RICHARD C. BUND
1st Lt, USAF
Historian

Edmund A. Rafalko
EDMUND A. RAFALKO
Major, USAF
Commander

SECRET

SECRET

C-O-N-T-E-N-T-S

<u>TITLE</u>	<u>CHAPTER</u>	<u>PAGE</u>
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Unit Supply	III	6
Flight Operations	IV	7-9
Flight Line Maintenance	V	10-11
Roster of Key Personnel		12
Bibliography		13
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SECRET

SECRET

C-H-R-O-N-O-L-O-G-Y

<u>DATE</u>	<u>EVENT</u>
10	2AF suspends training requirements under SAC Reg. 50-8.
21	First crew members arrive at KC-97 school at West Palm Beach, Florida

SECRET

SECRET

G-L-O-S-S-A-R-Y

A1C, A2C, A3C	Airmen First Class, etc.
2AF	Second Air Force
AFSC	Air Force Specialty Code
2ARS	Second Air Refueling Squadron
CPT	Captain
FEAF	Far Eastern Air Force
GCA	Ground Controlled Approach
1LT, 2LT	First Lieutenant, etc.
MSG	Master Sergeant
Nav	Navigation
NOOIC	Non-Commissioned Officer In Charge
S3C	Staff Sergeant
T3C	Technical Sergeant

SECRET

SECRET

CHAPTER I

Administration

During August, in addition to routine administrative duties and directly affecting the administrative work load were two important and complex problems which required the attendance of key personnel at numerous squadron, wing, and division conferences. The first problem was implementation of directives which would convert the Second Air Refueling Squadron (2ARS) from KB-29F type aircraft to KC-97G type aircraft; and the second, which was partly because of conversion and partly because of compliance with directives from higher headquarters, concerned retention of personnel, utilization of presently assigned personnel, and Table of Organization. Plans were made, implemented, and executed expeditiously. It is noteworthy that Flight Operations maintained a full flying schedule and met its refueling commitments--an indication of the extent of experience, leadership, and ability of key and supervisory personnel of the 2ARS.

Since all pilots, flight engineers, boom operators, scanners, and many mechanics, crew chiefs, and flight line maintenance supervisors who are to be retained by the squadron are to be sent to KC-97 training squadrons at other bases, records of these personnel had to be prepared for transfer.

SECRET

SECRET

Administration (Cont'd)

Twenty-one enlisted personnel have already departed for a 60 day temporary duty assignment with the 1707th Student Squadron (Military Air Transport Service) at West Palm Beach, Florida¹.

Conversion has made certain specialities surplus, such as, radar observers, some scanners, and possibly the radio operators. Records of these personnel had to be screened for their possible utilization in other AFSC occupations where they are qualified or where they could become qualified by changing career fields as many airmen elected to do.

Under new USAF personnel policies, certain officer personnel were released at the Convenience of the Government in order to carry out the USAF Reduction In Forces. Certain other officers and airmen whose AFSC occupations were in surplus supply became eligible for early release from active duty. Records of these personnel had to be screened and decisions made.

A recently assigned officer has taken over the post of Adjutant. He is Captain Carl F. Arantz, 18318A. Captain Arantz, who is a pilot, has just returned from the Far Eastern Air Force (FEAF) where he had been assigned to the 98th Bombardment Wing (Medium). June 1948, Captain Arantz was graduated from the U.S. Military Academy. He resides with his wife, and daughter in Savannah, Georgia, near Hunter Air Force Base.

1. See Appendix, Exhibit No. One--Personnel departed for KC-97 Training.

SECRET

CHAPTER II

Personnel

On 1 August, the assigned strength of the 2ARS was 110 officers and 270 airmen; 31 August it was 105 officers and 265 airmen. The turnover in personnel was moderately heavy, throwing a processing load on Orderly Room personnel at a busy time². Five of the officers reassigned were released from Extended Active Duty to their Reserve Components. Six officers were gained³. There was one promotion--a pilot (1231G), from Second Lieutenant to First Lieutenant. Five navigators and one pilot were administratively separated and recalled, under Public Law 381 (80th Congress), to Extended Active Duty for indefinite tours of duty. Twelve airmen were reassigned, two received hardship discharges, and nine were gained⁴. Nine airmen were promoted and one demoted⁵. There were a total of 25 AFSC changes⁶.

Most of the flying personnel will be temporarily assigned to the KC-97 transition course at West Palm Beach for the next two months. During this period all personnel holding AFSC's which are in surplus supply should be reassigned.

2. See Chapter I, Administration.

3. See Appendix, "Table of Gains", Exhibit No. Two.

4. See Appendix, "Table of Gains", Exhibit No. Two.

5. See Appendix, "Table of Promotions", Exhibit No. Three.

6. See Appendix, "Table of AFSC Changes", Exhibit No. Four.

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CHAPTER III

Unit Supply

During August, Unit Supply has worked continuously on requisitioning, receiving, and storing KC-97 aircraft supplies for Flight Line Maintenance. The new Unit Property Record Equipment Authorization List has not yet been received from the Air Materiel Command.

The Director of Materiel has approved the Unit Authorization List (UAL) which was submitted in June. All excess UAL property has been turned in to Base Supply.

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CHAPTER IV

Flight Operations

In spite of difficulties encountered during August when conversion from KB-29P type aircraft to KC-97D type aircraft was begun, Flight Operations met SAC Reg. 50-8 requirements on schedule until relieved of this obligation by Second Air Force on 10 August. Flight Operations fulfilled its fighter refueling commitments between 3-20 August, supported the B-50 Bombers of the Second Bombardment Wing on their SAC Reg. 50-8 refueling requirements, and provided all pilots entering the KC-97 training course with instrument cards which would be valid throughout their assignment. A full ground training schedule was maintained. During August, the combat crews flew a total of 359:40 hours on 89 sorties, and delivered 161,200 gallons of fuel⁷.

Maintaining the schedule became more difficult toward the end of the month because of the changes in crew availability. On 1 August, there were 15 complete combat ready crews assigned and available, with nine complete non-ready crews assigned and available for training; by 31 August, there were no complete combat ready crews, with 20 complete non-combat ready crews assigned, 20 available, but only 13 available for training⁸.

7. See Appendix, "Table of 50-8 Accomplishments", Exhibit No. Five.

8. SAC VI Report 1 August 2ARS, and SAC VI Report 31 August 2ARS.

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Flight Operations (Cont'd)

The change to KC-97G type aircraft has made airborne radio operators surplus; however, 20 will be retained until it is known how many of the KC-97G aircraft have the new type communications equipment installed. After all planes are equipped with the new communications equipment, some of the radio operators will change their career field, probably to that of boom operator. The 2ARS communications are 90 percent complete on radio operators 2AF Reg. 50-6 proficiency examinations.

The Navigation Section put its main effort in the preparation of KC-97 transition ground school for navigators. The ground school will begin 1 September. During August, one navigator completed both the ground and air phase checks under SAC Reg. 51-19 and 4 completed the ground phase checks.

The Radar section maintained training schedules in accordance with 2AF Reg. 50-6. All radar observers except for those who are also rated navigators will be reassigned during the next two months. Meantime they will attend the navigation classes starting 1 September.

Physical training consisting of physical training, competitive sports, and controlled sports has been suspended owing to the numerous crew changes. In accordance with SAC Reg. 50-2, a crew must maintain its integrity in order to complete the course of training. It will be about three months until the program is recommended.

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Flight Operations (Cont'd)

Members of the 2ARS contributed \$830.50 to the Air Force Aid Society.

The 2ARS Baseball Team which lost only one game all season are winners in their league in both halves of the split season. In a post season play-off between the winners in each of the three leagues, the 2ARS team has won two games. If they win the last game, which will be played the first week of next month, they will hold the base championship. During the season squadron personnel attended regularly, and there is no doubt that the baseball team contributed toward the high morale of the members of the 2ARS.

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CHAPTER V

Flight Line Maintenance

In addition to routine duties, Flight Line Maintenance has been occupied with problems relating to the conversion from KB-29P type aircraft to the KC-97G. Maintenance men and supervisors must be trained for the KC-97's. The presently assigned aircraft must be prepared for transfer.

In carrying out the training program, crew and flight chiefs have attended a 12 hour course conducted by a technical representative dealing with the Bendix Airborne Ignition Analyzer lowtension system used in the KC-97's. A similar course which lasted 40 hours was attended by flight engineers, crew and flight chiefs. Maintenance men, crew chiefs and supervisors will attend courses in the KC-97 at West Palm Beach and at Tampa. Several are already at West Palm Beach.

By the end of the month, all but four of the aircraft had the Bendix Airborne Ignition Analyzer installed. The new UHF radio was installed in three of the aircraft, making a total of 10 completed installations. Work on these projects will be discontinued in order that the aircraft can be prepared for transfer. This is a big project since all Technical Order write-ups must be cleared, and the working force is reduced by the training program.

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Flight Line Maintenance (Cont'd)

During August, the assigned and available aircraft were flown a total of 359:40 hours, or an average of 20.1 hours per aircraft⁹.

Two projects aimed at reducing the number of nose wheel doors malfunctions, which were begun in April, have proven effective in the opinion of engineering supervisors¹⁰. The new nose wheel door guides were installed in all the planes and none have failed. Also the "rolling pin" gauge¹¹ which was designed by the Engineering Officer has saved man hours because it has cut down on the number of ground retractions necessary to adjust the locking pawls. Usually one retraction is sufficient when the gauge is used.

Flight line maintenance has been taken over by Captain James B. McCord, A0729046. Captain McCord has been a member of the 2ARS since April 1951. Since June 1952 he has been an aircraft commander. He resides with his family in Savannah.

9. See Appendix, Exhibit No. Six, "Table of Engineering Accomplishments".

10. See "Engineering" Unit History 2ARS May 1953.

11. For pictures, see Appendix, Unit History, 2ARS May 1953.

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ROSTER OF KEY PERSONNEL

Lieutenant Colonel JERALD B. WILSONCommander
Captain CARL F. ARANTZ JR.....Adjutant
Major EDMUND A. RAFALNO.....Operations Officer
Major ROBERT R. CLIFFORD.....Staff Observer
Captain JAMES B. McCORD.....Engineering Officer

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B-I-B-L-I-O-G-R-A-P-H-Y

Files

2ARS	Correspondence File--August 1953
2ARS	Crew Availability Files--August 1953
2ARS	Morning Reports--August 1953
2ARS	Officers Qualification Records
2BW	Personnel Action Memorandans (PAM's)
2ARS	Unit History--May 1953

Charts

2ARS	SAC Reg. 50-E Accomplishment Chart
------	------------------------------------

Interviews

Adjutant and First Sergeant
Communications Officer
Engineering Officer and Engineering NCOIC
Ground Training Officer
Operations Officer
Staff Navigator
Staff Radar Observer
Supply Officer and Supply NCOIC

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A-P-P-E-N-D-I-X-E-S

Exhibit No. One..... Personnel Departed for KC-97 Training
Exhibit No. Two.....Table of Gains
Exhibit No. Three.....Table of Promotions (Enlisted)
Exhibit No. Four.....Table of AFSC Changes
Exhibit No. Five.....Table of 50-8 Accomplishments
Exhibit No. Six.....Table of Engineering Accomplishments

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EXHIBIT NO. ONE

Personnel Departed for KC-97 Training During August

<u>Number</u>	<u>Rank</u>	<u>AFSC</u>	<u>Occupation</u>
1	MSG	43179P	Boom Operator
4	SSG	43179P	Boom Operator
3	A1C	43159P	Boom Operator
3	A2C	43139P	Boom Operator
1	A3C	43139P	Boom Operator
4	MSG	43271D	Flight Engineer
2	TSG	43271D	Flight Engineer
1	SSG	43271D	Flight Engineer
1	A1C	32351F	Scanner
1	A2C	32351F	Scanner

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EXHIBIT NO. TWO

Table of Gains

<u>Number</u>	<u>Rank</u>	<u>AFSC</u>	<u>Former Organization</u>
1	Major	1234C	APO 239
1	Cpt	1234C	APO 239
1	Cpt	4324	2BW, Hunter AFB
2	1Lt	1231C	APO 239
1	2Lt	1231C	APO 239
1	MSG	43271D	APO 239
1	TSG	43271D	APO 239
1	SSG	73250	804 ABG, Hunter AFB
1	A1C	43271D	APO 239
1	A1C	70250	2BW, Hunter AFB
1	A1C	43152A	2BW, Hunter AFB
3	A2C	29353	APO 239

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EXHIBIT NO. THREE

Table of Promotions (Enlisted)

<u>Number</u>	<u>Old Rank</u>	<u>New Rank</u>	<u>AFSC</u>
1	SSG	TSG	99970
1	A1C	SSG	43152B
1	A2C	A1C	43151B
2	A2C	A1C	43152B
2	A2C	A1C	43159
1	A2C	A1C	29353
1	A3C	A2C	43139F
2	A3C	A2C	43132B
1	A2C	A3C	29353 (demotion)

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EXHIBIT NO. FOUR

Table of AFSC Changes

<u>Number</u>	<u>Rank</u>	<u>Old AFSC</u>	<u>New ASC</u>	<u>Reason</u>
1	Cpt	1231C	1234	Upgrade
1	1Lt	8571	1554	Change
1	1Lt	1541	1554	Upgrade
1	1Lt	1534B	1534	Change
1	1Lt	1224P	1231	Change
1	2Lt	1224P	1231	Change
1	2Lt	7321	2051	Change
1	SG	43151B	4317B	Upgrade
1	SSG	43152B	4317B	Upgrade
1	SSG	43151B	4327D	Upgrade
1	A1C	43151B	4327D	Upgrade
2	SSG	43159P	4317P	Upgrade
6	A2C	43132B	4315B	Upgrade
1	SSG	43139P	4319P	Upgrade
2	A2C	43139P	4319P	Upgrade
1	SSG	43151B	4315	Change
1	SSG	73230	7325	Change
1	A2C	29333	2935	Upgrade

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EXHIBIT NO. FIVE

*Table of 50-8 Accomplishments

Wet Hook-ups.....	214
Dry Hook-ups.....	255
Hours Depressurized Flying.....	5
Day Celestial Legs.....	6
Night Celestial Legs.....	10
Grid Nav. Legs.....	3
Radar Nav. Legs.....	3
Pilot Proficiency Flights.....	5
Landings.....	39
GCA's.....	15
Rendezvous.....	22
Standardization Board Checks.....	9
Supervised Cruise Control.....	6
Un-supervised Cruise Control.....	3
HOURS.....	351:55
SORTIES.....	89
Fuel Transferred, gallons.....	161,200

* 2AF suspended SAC Reg. 50-8 requirements 10 August 1953.

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EXHIBIT NO. SIX

Table of Engineering Accomplishments

Number of Engine Changes.....	6
Number of Cylinder Changes.....	1
Number of Periodic Inspection	6
Number of Post Flight Inspections.....	25
Missions Scheduled.....	75
Missions Flown.....	76
Average hours per aircraft.....	20.1
TOTAL FLYING TIME.....	359:40

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3rd Report

Copy 20th Tech Sq'n W
Copy 40th Tech Sq'n W
Copy 50th Tech Sq'n W

200 (002)

17 August 1953
Wallops Station, 465

1. Transmitted herewith are 200 reports of crews from this Wing that were recently evaluated.

2. A review of these and other evaluated reports indicates that several general areas of weakness exist which require corrective action to prevent a recurrence of these discrepancies when crews undergo evaluation in the future.

3. Specific weakness procedures continue to be a predominant weakness as evidenced by the 200 Reports that were reviewed and the Second Air Force message quoted below. Other areas of weakness noted are as follows: Aircraft Observers; proficiency computations and collection; flight procedures; E2C/Helic operators A7T-4, A7T-4 and A7T-5 operations; gunners proficiency and preflight examination.

4. Second Air Force message AFPM11067, dated 10 August 1953, related to clear language in and of its part 3100:

"Roster select and lead crew evaluations, three major deficiencies have been noted. (1) Crew special was was procedures, (2) Secondary 7-10 operators unable to properly perform their primary functions, (3) Pilot instrument flight. All deficiencies have been noted in heavy crews; however, items 1 and 3 have been noted with equal concern in regular crews. Your attention is invited to the fact that practically all crews processed through 20000 500 have various deficiencies noted in final report. Although the severity of these deficiencies are not serious enough to cause crew to fail evaluation, it is the Wing Commander's responsibility to analyze final reports and assign these 2 deficiencies for special study to the crew concerned. It is requested the Wing Commanders take up action to assure crews assigned are properly trained in items 1 through 3 shown. Request the requirements of letter 24700 352, dated 15 December 1952, Subject: Discrepancies in Reporting of Flying // The and Methods of Performing Instrument Checks, be re-emphasized to all units of your command."

5. It is requested that the squadron review these 200 Reports and take necessary action to give crews scheduled for evaluation additional training in the weak areas to prevent a recurrence of these deficiencies.

20th - 3 Incls

- 1. Eval Rpt of S. Morris - Eval Dept, 7 Col
- 2. Eval Rpt of T. Morrison - Eval Dept, 7 Col
- 3. Eval Rpt of Williams - Lt. Colonel, USAF

40th - 3 Incls

- 1. Eval Rpt of Boston
- 2. Eval Rpt of Osterlain

49th (Gen'l) 3 Eval Rpt
of Hallinger

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Exhibit 57

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Special Source Grades for August

Crew, 2045 East Side St. 2045 (100) 21 August 1953
 Crew, 4928 East Side St. 4928 (100) 21 August 1953
 Crew, 2045 East Side St. 2045 (100) 21 August 1953
 Crew, 4928 East Side St. 4928 (100) 21 August 1953

1. Following are Special Source Grades for crewed crews and 21
 4 & 5 Squadron 113 teams for the month of August:

a. 21 4 & 5 Squadron 113 crews:

14 Source		15 Source		17 Source	
Berlin	Incomplete	Decker	97	Mason	97
Baker	91.5	Fleming	91.5	Walters	97
Carver	77	Collins	91.5	Tam	97
Jaffar	77			Decker	Incomplete
Decker	77			Mason	97
Tam	91.5				

b. 14 Source for crewed crews:

2045 East Side St.	2045	4928	2045
Stoner	72	77	94.5
4928 East Side St.			
Baker, 2045	72	77	94.5
Moore	65	77	91.5
Harsh	65	77	91.5
Decker	65	77	91.5
Walters	71	77	91.5
Decker	61	77	77
Decker	Incomplete		
Carver	Incomplete		
2045 East Side St.			
Decker	65	77	91.5
Decker	65	77	91.5
Decker	65	77	91.5

c. 15 source for bonded crews:

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Exhibit 28

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Special Agent in Charge for August (Cont.)

1944 Book 3, p. 11
 Evans 345
 Tillinger 345
 Hopkins 345
 Kolvas 345

1942 Book 3, p. 11
 Lutz 345
 Martin 345
 Ward 345

1941 Book 3, p. 11
 McCallister 345
 May 345
 Perry 345
 Schermer 345
 Tracy 345
 Travis 345
 Webb 345
 Hamilton, W 345

1. 1941 source for contact group:

1941 Book 3, p. 11
 Rose 345
 Sells 345
 Bradner 345
 Hayes 345
 Yarns 345
 King 345
 Powell 345
 Smith, H 345
 Bullock 345
 Barry 345
 Lewis 345
 Hale 345
 Tinkery 345
 Radline 345
 Anderson 345
 Childs Incomplete

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Special Weapons Center (SWS) (Cont'd)

2. Those personnel listed above who failed to complete the course #1 or #2 with a grade of less than 80% should be rescheduled for the course at the earliest possible date.

3. The following personnel are not considered fully proficient in IPI and should be rescheduled for additional IPI practice at the earliest possible date.

<u>20th Dist S/W</u>	<u>1st Dist S/W</u>	<u>26th Dist S/W</u>
Swart	Swiberkahn	Blaw
Wardell	Walt	Risher
Wardlaw	Walt	
Wardlaw, J.	Wardlaw	
	Wardlaw	

JOHN J. MOHR
Lt. Colonel, USAF
Director of Operations

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HEADQUARTERS
1ST AIR DIVISION
Hunter Air Force Base
Savannah, Georgia

1007

27 August 1953

SUBJECT: Evaluation of the "Gerl" Process of Target Plate Construction

TO: Commander
57th Air Division
ATTN: 92d Bombardment Wing Radar Prediction Officer
Fairchild Air Force Base
Washington

1. In accordance with letter, Headquarters Second Air Force, 2AFSC 060, dated 27 March 1953, subject as above; the 2d Bombardment Wing conducted evaluations of the prediction and target simulation plate of Little Rock, Arkansas both of which were constructed utilizing the "Gerl" process.

2. Results and/or comments pertaining to the evaluations are submitted herewith:

a. Comments of Prediction Team:

- (1) The acid-cutting portion of the "Gerl" method of plate construction is believed to be superior to the hand-cutting method. It is less difficult and the resulting plate is more precise. However, three disadvantages pertaining to the acid-cut method have been noted. One, the acid-cutting method requires more copper than the hand-cutting method. This is of particular concern to the 2d Bombardment Wing in as much as copper has always been a critical item. Two, the cost of acid-cut plates is higher than that of hand-cut plates due to the cost of the extra copper and chemicals, in addition to the initial cost of the acid-cutting equipment. Three, the acid cutting apparatus does not lend itself, readily, to deployment. It requires a much larger weight and cargo allotment than the normal prediction kit.

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Exhibit 29

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2907

SUBJECT: Evaluation of the "Gerl" Process of Target Plate Construction.

b. Comments of Radar Observers:

- (1) All operators were favorably impressed with the appearance of the terrain features such as mountains, lakes, and rivers. They were of the opinion that the "Gerl" plate portrayed these features more realistically than any other plate yet used.
- (2) All operators stated that the appearance of the target area on the ultrasonic trainer was very misleading. Sections of the city which do not show at all under actual flight conditions, were predicted as number four (IV) returns under the "Gerl" system and showed as medium-bright returns on the trainer. This was particularly true of the western and south-western sections of the city. In effect, this caused the target city to appear much larger on the trainer than it actually lies in the air. Receiver gain and/or video gain are not factors.
- (3) In general, all operators agreed that they could not definitely establish more than three levels of intensity when using the ultrasonic trainer. That is: bright, medium-bright, and ground clutter.

c. Validation of prediction in accordance with paragraph 9 of SAC Regulation 96-2, dated 29 April 1952:

<u>FACTORS</u>	<u>VALUE</u>
(1) General pattern of returns and negative return areas.	15
(2) Relative intensities of returns.	10
(3) Number of returns within each intensity category.	5
(4) Size and shape of individual returns or groups of returns.	10

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SUBJECT: Evaluation of the "Gerl" Process of Target Plate Construction

<u>CRITERIA</u>	<u>VALUE</u>
(5) Accuracy with which a given target can be located on an actual radar photo, using a pointer system from the prediction.	20
Reliability Factor	60

3. Based on the above, the conclusions and/or recommendations of the 2d Bombardment Wing are:

a. The roll-out portion of the "Gerl" system is believed to be superior to the hand-draw method and it is recommended that it be used by all units if the disadvantages noted, can be avoided.

b. The "Gerl" method of obtaining ground return patterns including terrain features, is excellent and it is recommended that this method be adopted by all units.

c. The "Gerl" intensity tables do not seem to be adequate for the city of Little Rock, Arkansas because they cause the target area to appear larger than it should, both in the prediction and on the plate.

d. The five levels of intensity are not apparent on the ultrasonic trainer and there seems to be no need for the buildup of carbonization on copper under the various patterns.

FOR THE COMMANDER:

ERNEST G BANNER
2d Lt., USAF
Asst. Adjutant

cc: Comdr, IAF; Attn: DC
Comdr, 15AF; Attn: DC
Comdr, SAC; Attn: NED

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HEADQUARTERS
307 AIR GROUP
Dwight Air Force Base
Columbus, Georgia

INFO:

2 Sep 1953

SUBJECT: Radio-RT Operator Training Report (RTR: 2AP-O 3-TM)

TO: Commander
Second Air Force
Buckhead Air Force Base
Louisiana

1. In accordance with Second Air Force Regulation 21-10, dated 10 September 1953, the following RT Operator Training Report is submitted for the period 1 August to 31 August 1953.

a. Five (5) radio operators completed RT training in accordance with SAC Regulation 21-25 during the month of August.

b. Forty-five (45) RT-Radio operators have successfully completed all phases of RT training and have been designated SAC Combat Crew RT-Radio Operators.

(1) Three (3) qualified RT-Radio operators were discharged from the service and two (2) qualified RT-Radio operators were transferred during the month of August.

c. A total of forty-five (45) RT-Radio operators received the prescribed continuation training as outlined in paragraph 6, SAC Regulation 21-25 for a total of one hundred forty-seven (147) hours and forty-five (45) minutes during the month of August.

d. Forty-eight (48) hours and fifty-five (55) minutes of air training were accomplished in the C-47 modified aircraft.

END OF REPORT:

WALTER G. TAYLOR
1st Lt., USAF
Asst. Adjutant

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EMIRIT 30

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HEADQUARTERS
SAN ANTONIO AIR MATERIEL AREA
Kelly Air Force Base, Texas

20 August 1953

SUBJECT: Technical Assistance Visit

FROM: Commander
2d Bomb Wing
Hunter Air Force Base
Savannah, Georgia

TO: Commander
2nd Aviation Squadron
Hunter Air Force Base
Savannah, Georgia

1. Destination: The 2nd Aviation Squadron, Hunter Air Force Base, Savannah, Georgia, 26-27 July 1953.

2. Purpose: This visit was made by Mr. Charles E. McElroy, Area activities Officer, to perform technical assistance and maintenance liaison for the Directorate, Special Weapons, Kelly Air Force Base, Texas.

3. Authority: Conducted in accordance with AWC Regulation 21-320.

4. Personnel Contacted:

Major I. A. Shulkin, Commander
Major W. S. Swan, Executive Officer
Captain Bob Hoffman, Operations Officer
Captain C. F. Williams, Electrical Supervisor
Captain W. J. Caldwell, Technical Support Officer
Lt William Mettcher, Asst Electrical Supervisor
WOJG Anderson, Mechanical Supervisor
WOJG Fox, Unit Supply Officer

5. General Observations:

a. The 2nd Aviation Squadron had received a T1 model (prototype) MK-5 fuse. It was believed that, due to limited facilities, it would be impossible to accomplish modernization and the recommendation was made that it be returned for replacement.

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Exhibit 31

SASMA, SASMA, Subject: Technical Assistance Visit

b. The Universal Delivery Trainer was discussed and its purpose was explained. Query was made as to when they would become available. According to information available at this time, distribution will begin in September of this year when the initial shipment of twenty-five is scheduled to arrive at this Directorate. An additional twenty-five will be distributed each month thereafter on a priority basis until all organizations are supplied.

c. The method of adjusting individual elements in the IE-10 barometric switch was discussed and a diagram giving specifications for the manufacture of an adjustment jig was given to the Electrical officer.

d. The Supply problems presented during the visit were referred to Area Activities Office, Supply and Services Division, and will be answered by them.

6. Recommendations:

a. That close coordination be continued between the Directorate, Special Weapons and the 2nd Aviation Squadron.

b. As trouble develops that affect the Squadron's capability, the Directorate of Special Weapons should be notified immediately.

7. Comments:

a. The efficient manner in which discussion was conducted and problems were presented expedited the visit considerably.

b. This Directorate is appreciative of the courtesies extended SASMA representative while visiting the 2nd Aviation Squadron.

8. Disposition: Request that this report be processed in accordance with paragraph 9a, Technical Order 00-25-107.

FOR THE COMMANDER:

s/Charles W. Stark
CHARLES W STARK
Colonel, USAF
Director, Special Weapons

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SECURITY

RESTRICTED

1. SACR, File 242A. Subject: Technical Assistance Visit, 16 Aug 53
2427 (16 Aug 53) 1st Ind

28 AVIATION SWIFT BOMBARDMENT SQUADRON, 28 Bombardment Wing Station,
Hunter Air Force Base, Savannah, Georgia, 17 August 1953

TO: COMMANDER, 28 Bombardment Wing Station, Hunter Air Force Base,
Savannah, Georgia

Contents noted.

FOR THE COMMANDER:

William C. Swain
WILLIAM C. SWAIN
Major, USAF
Executive

2427 (16 Aug 53) 2nd Ind

HEADQUARTERS 28 BOMBARDMENT WING S, Hunter Air Force Base, Savannah, Georgia
22 Aug 1953

TO: Commander, 38th Air Division, Hunter Air Force Base, Savannah, Georgia

Contents noted.

FOR THE COMMANDER:

Libert L. Hall
Capt, USAF
Adjutant

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SECURITY INFORMATION

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HEADQUARTERS 29 BOMBARDMENT WING
Hunter Air Force Base
Columbus, Georgia

TO:

FROM: 29 Bomb Report (OO: 29-45-23)

Commander
30th Air Division
Hunter Air Force Base
Columbus, Georgia

1. In accordance with the provisions of paragraph 12, Second Air Force Regulation 1-1-2, dated 15 September 1952, the following report for the 29 Bombardment Wing is submitted for the month of August 1953.

- a. Total number of missions utilizing W: 29
- b. Total number of aborts: 1
- c. Total number of malfunctions: 1

2. Wing Commander's appraisal of the abort and malfunction rates: The abort and malfunction rate is satisfactory. Through preflight and maintenance procedures continue to keep the abort and malfunction rate low.

WILLIE H. WHEATON
Colonel, USAF
Commander

29 Techs:

1. 29 Bomb Report (in file)
- 2-49. 29 Bomb Reports (1 of 49)

COPY

EXHIBIT 36

COPY

TRANSMITTED
TO COMANDANT
Walter Air Force Base
Savannah, Georgia

WCS 413.44

13 Sep 1953

SUBJECT: Radar Abort Report (ROR: SAC-711)

FROM: Commander
30th Air Division
Walter Air Force Base
Savannah, Georgia

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. Transmitted herewith are Radar Abort Reports covering the flights declared aborts for the 24 Bombardment Wing M. For the reporting period 1 through 31 August 1953, inclusive, in accordance with SAC Regulation 137-1.

2. During the reporting period, missions were flown in numbers and with results as follows:

a. Total radar missions flown	215
(1) B-50B (AS/APQ-24)	122
(2) EB-29F (AS/APQ-13)	93
b. Total radar aborts:	5
(1) B-50B (AS/APQ-24)	5
(2) EB-29F (AS/APQ-13)	0
c. Aborts from other causes:	12
d. Radar Abort rate:	2.32%
(1) B-50B (AS/APQ-24)	4.10%
(2) EB-29F (AS/APQ-13)	0%

COPY

Exhibit 55

COPY

No. 201 20, Number 27, Vol. 2, 2000. Subject: Radar Abort Reports (RAR)
300-100)

3. Overall abort rate increased from previous month due to decrease
in number of Radar missions flown:

3 Tables
Not included

ROBERT M. HENNINGER
Colonel, USAF
Commander

COPY

2

CONFIDENTIAL

SECRET

Exhibit 33

0553

COPY

Lt. GEN, Hunter AFB, Ga., Subj: Radar Alert Reports, (OO: SAC-711)

AWW (3 Sep 53) 1st Ind

MEMPHIS, 39TH AIR DIVISION, Hunter Air Force Base, Savannah, Georgia

TO: Commander, Second Air Force, Barksdale Air Force Base, Louisiana

Info.

5 Encls.
n/c

HENRY J. LEE
Colonel, USAF
Commander

COPY

CONFIDENTIAL

Exhibit 33

COPY

COVER AIRCRAFT 38 HUNTER AFB GA
COVER COAST GUARD AFB MEA

DESIGNER: TECH 1 SP AND FLYING SAFETY BOON HUNTER AFB CALIF
OWNER AND WEIGHT PATTERNS AFB OHIO

ATTN: NEST
COVER WAGO WEIGHT PATTERNS AFB OHIO

ATTN: 7 NOV 53
COVER WAGO ROUTING AFB GA
COVER SAC OFFICE AFB MEA
COVER 2 BARTON AFB LA

A B S T R I C T E D / 2000 8-21-2, FOR UNCLASSIFIED 284-53-650. SUBJECT: BOLT-
AIRCRAFT, CLASS 04-A, P/N 56 0500-032150. ACFT: C-47 43-48485. TIME IN USE:
174:25. QTY ON HAND: 452 QTY DEFECTIVE: 13. MFG: DOUGLAS. DES OF DEF: INSP
OF WING BOLTS REVEALED 13 BOLTS TO BE STRETCHED. TRUE CAUSE: UNKNOWN.
COVER ACTION: BOLTS RELEASED. REF: 1/1/74 WOL, END

EMIC/OUT/7 Aug 53

COPY

SECURITY INFORMATION

Exhibit 54

~~CONFIDENTIAL~~

SECRET

CONFIDENTIAL BY [REDACTED] ON [REDACTED]
DATE [REDACTED] BY [REDACTED]
CLASS [REDACTED] BY [REDACTED] ON [REDACTED] AND [REDACTED] BY [REDACTED]
EXEMPT FROM [REDACTED] BY [REDACTED] ON [REDACTED] AT [REDACTED]
AUTHORITY [REDACTED] BY [REDACTED] ON [REDACTED] AND [REDACTED] BY [REDACTED]
ALSO [REDACTED] BY [REDACTED] ON [REDACTED] AT [REDACTED] BY [REDACTED] ON [REDACTED]
1915/22 [REDACTED]

SECRET

SECURITY INFORMATION

EXHIBIT 55

FORWARDED UNDER SEPARATE COVER DUE TO CONFIDENTIAL RESTRICTED DATA CLASSIFICATION.

APPENDIX "B"

with

LIST OF 1 EXHIBIT

1. History, 2d Aviation Squadron, August 1953. FORWARDED UNDER SEPARATE COVER DUE TO RESTRICTED DATA (CONFIDENTIAL) CLASSIFICATION.

SECRET

HISTORY
2ND BOMBARDMENT WING M



THIS DOCUMENT CONSISTS OF 202 PAGES

COPY NO. 1 OF 4 COPIES

1 SEPTEMBER 1953
THROUGH
30 SEPTEMBER 1953

0-011 SECRET

0580

A. NOV 1953

Stammell

HISTORY

of the

2D BOMBARDMENT WING M

Hunter Air Force Base

Savannah, Georgia

1 September through 30 September

1953

Prepared and written by:

1/31st S. J. Evely

James C. Stammell
RICHARD S. WELLS
Major, USAF
Historical Officer

Leah J. Jones
L. J. RUSSELL
Colonel, USAF
Commander

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03341

COLONEL ROLLIN M. WINGHAM

COMMANDER

of the

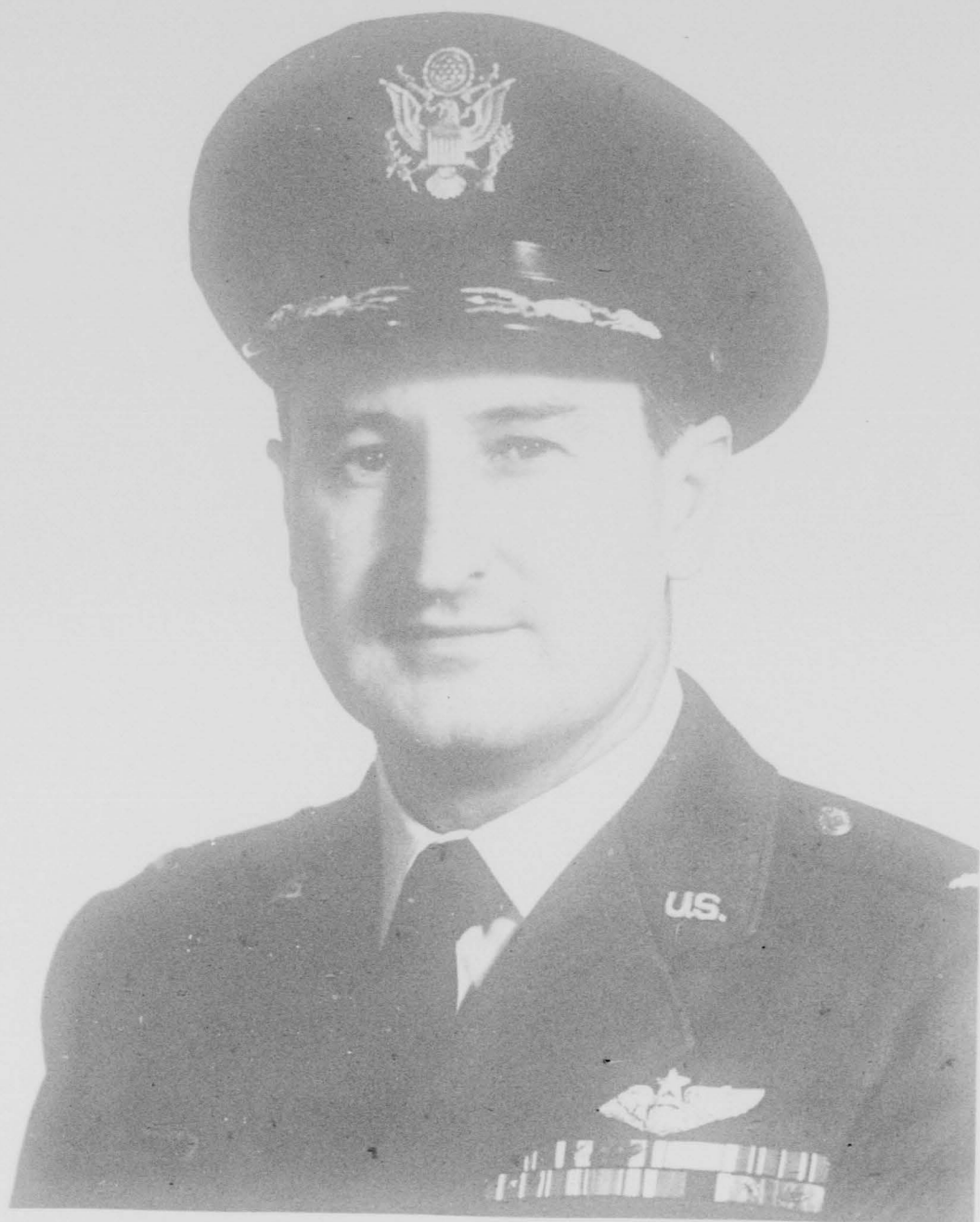
23 BATTALION AIRBORNE

During

1 September through 30 September

1953

Frontispiece



0583

SECRET

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UNCLASSIFIED CASE CLASSIFICATION)

SECURITY INFORMATION
SECRET

21 BOMBARDMENT WING, MEDIUM

MISSION

and

RESPONSIBILITIES

(SECOND AIR FORCE REGULATION)

24-2

The primary mission of the 21 Bombardment Wing, Medium is the conducting of long range bombardment operations in any part of the world at any time, either independently or in cooperation with land and sea forces.

The 21 Bombardment Wing, Medium, will:

- a. Maintain assigned units in a state of readiness to permit immediate operations, either alone or jointly with other forces, against enemies of the United States.
- b. Organize, train and stage, as directed, appropriate combat, service, and supporting units for theatre or other overseas deployment.
- c. Train bombardment crews, refueling crews, and units for the performance of global bombardment operations.
- d. Support the Air Reserve and National Guard programs in accordance with instructions received from this Headquarters.
- e. Perform such special missions as the Commanding General, Second Air Force may direct.

CHRONOLOGY

Five crews of the 49th
Bombardment Squadron
depart for the
United Kingdom.....4 September 1953

HISTORY
of the
20 BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia
1 September through 30 September
1953

- CHAPTER I
ADMINISTRATION AND PERSONNEL
1. Organization and Administration
 2. Personnel

SECRET

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5

1

ORGANIZATION AND ADMINISTRATION

Detachment Number Two received its movement orders near the end of August and Detachment Number One was deactivated shortly thereafter.

Security was again discussed at the weekly staff meeting. It was explained to the squadron commanders that they or their adjutants must debrief personnel who have handled classified material. In connection with policies and procedures for handling classified documents, a new wing memorandum is to be published soon. Phase one of the Security Indoctrination Program continued to be monitored by Colonel Jones.

1. 38th Air Div Ltr to 2 Bn Wg, Subj: movement Orders - Detachment 2, 2d Bomb Wing W, File, ADADN-2 300.4/52, dtd 22 Aug 53, Appendix 1, Exhibit 1
2. 2d Bn Wg General Order, 3 Sep 53, Appendix 1, Exhibit 2
3. Minutes of Wing Staff Meeting held on 2 Sep 53, Appendix 1, Exhibit 3

PERSONNEL

For the third consecutive month the Directorate of Personnel was taken over by a new officer. These rapid changes started with the departure of Major Thomas I Cary for Air Command and Staff School. The Assistant Director of Personnel at that time, Captain William A. Mitchell, took charge. The following month he was replaced by Major Raymond J. Morris. This month Major Morris was replaced by Major William J. Parramore. ¹ Major Morris was assigned duty as Wing Adjutant replacing Captain Albert L. Hill who was assigned permanent change of station to the United Kingdom. Colonel George L. Weston, a former member of the Wing, was reassigned to the 2d Bomb Wing as Director of Material after a tour of duty with the 9th Air Division at Rabat, French Morocco. Lieutenant Colonel Karel C. Klear who had been acting as Director of Material assumed the job of Supply and Mobility Officer.

The conversion program continued to cause an unusually heavy workload in the Directorate of Personnel. However, officer levies for overseas shipments shared the stage as one of the major problems of the month. The rotation problem was particularly critical in the 2d Aviation Squadron. In a memorandum to the Wing Commander, Major Irving A. Shulkin, Commander of the squadron called attention to this fact.

1. Biographical Sketch, Major William J. Parramore, Appendix A, Exhibit 4
2. See Biographical Sketch on Major Morris, 2d Bomb Wing History for August 1953, Appendix A, Exhibit 11, to that history.
3. Biographical Sketch, Colonel George L. Weston, Appendix A, Exhibit 5

Since June that squadron has lost 12 officers for an 80 percent officer turnover. The staffing of a Special Weapons School is a secondary responsibility of Aviation Squadrons and is not considered a factor for personnel retention by Headquarters United States Air Force or Strategic Air Command. In three months the Aviation Squadron has lost three (75 percent) of its school staff--and the officer remaining is the most eligible for overseas shipment. Not all officer personnel are suitable as instructors. From past data the 43 Aviation Squadron sets the time necessary to train an effective instructor between three and six months. Therefore the retention schedule for the coming year will prevent any Aviation Squadron officer from attaining instructor proficiency. According to the Director of Operations, Lt. Col. Joseph V. Donovan, the Wing is well aware of the serious shortage of instructor personnel and realizes the danger of a collapse of our Special Weapons Training Program caused by personnel shortage. The Wing has been attempting to secure additional qualified special weapons officers for the past two years, but until recently the attempts were unsuccessful. The Strategic Air Command has now given tentative approval to these recent recommendations. Colonel Donovan further recommends that the matter be discussed at the next Commander's Conference to effect a swift solution.

A forecast of officer personnel levies for the 5th and 7th Air Divisions was received from Second Air Force. The 24 Bomb Wing may lose two officers--an aircraft maintenance and a supply officer.

4. Disposition Form fr Comdr 2d Avn Sq to Comdr 2d Wg thru 2d Wg Dir of Ops, Subj: Special Wps Trg, dtd 14 Sep 53, Appendix A, exhibit 6
5. 2AF Ltr to Comdr 38ADiv, Subj: Forecast of Off Personnel Levies for SAC Foreign Service, File: RASFLM 220.3, dtd 24 Aug 53, Appendix A, exhibit 7

In order to expedite the numerous assignments the Wing published Wing Memorandum Number 10-1 on 17 September 1953.

The 21 aircraft Electronics Maintenance Squadron received an assignment to their table of organization and equipment. This augmentation was necessary due to the increase of electronics equipment in the later model aircraft.

Second Bomb Wing Detachment Two is functioning smoothly in the United Kingdom with no outstanding problems other than one of meeting operational commitments due to adverse weather conditions. As usual, the Detachment is well off. The original intent was for personnel of Detachment Two to be replaced in a one-for-one basis by Air Force Specialty Code (AFSC). In some instances this was not done and the result was several shortages and overages. The shortages were for two personnel with AFSC's 431348 (Senior Aircraft Electrician) and 4450 (Senior Support Mechanic). These people were deployed to the United Kingdom near the end of the month. Five more were assigned where a need for only two existed. The extra people are being used in other sections. There was one important change to the Table of Organization and Equipment. The new table furnished authorization for a full time Operations Officer. This was one of the main personnel problems of Detachment One.

A projected outline of the B-47 training schedule for the 21 Bomb Wing was received. The portion of the report stated that 143 command and staff personnel will attend a three-week familiarization

6. 2d Bomb Wg Memo 10-1, "Continuation" dtd 17 Sep 53, Appendix 1, Exhibit 8
7. 38th AFIV Ltr to Comdr 2d Bn Wg, Subj: Augmentation of Aircraft Elect Maint by TOWS, dtd 18 Sep 53, File 457, Appendix 1, Exhibit 9
8. History, 2d Bn Wg Det 2, Sep 53, Appendix 1, Exhibit 10
9. Discussed in Det One's History - Sur, Vol. 2, 4 Aug 1953
10. Ltr, Subj: Time Table for B-47 Conversion, A/P 1, Exhibit 11

course at McDill. They will return to the parent wing (Sector - 21 Bomb Wing) approximately one week before the equipping date.

With reference to the B-47 Training Package, Major Patterson, Director of Personnel, indicates the wing would be able to meet several commitments to Maxwell and Chanute Air Force Bases. One quote for an aircraft hydraulic course could not be filled because of temporary duty at other stations of eligible airmen.

The Officers Section gained 10 and lost 44 officers during the month of September giving a net loss of 26 officers. Of the 44 officers lost, 14 were released from active duty, six were resigned overseas, 14 were reassigned within the zone of the Interior and ten were reassigned to various schools.

The Combat Crew Control Section processed a total of 119 crew changes during the month of September. Following is a breakdown by organization of changes processed:

20th Bombardment Squadron	28
49th Bombardment Squadron	37
76th Bombardment Squadron	46
21st Air Refueling Squadron	8
TOTAL	119

During the reporting period one crew was upgraded from non-combat ready to combat ready.

11. Disposition Form FC 201 to 240MB, Subj: B-47 Aircraft Training Package for 21st BW, 30 Sep 53, Appendix 1, Exhibit 1a
12. 21st BW 49 BCS Report 315-VI For September

One spot promoted airman was reassigned to the 3508th Strategic Evaluation Squadron, authority for reassignment and retention of spot grade was 73X, Headquarters Strategic Air Command, File 3508C 2000, dated 21 September 1953.

Three spot promoted airmen were demoted during the month of September of which two volunteered for duty on KI-17 crews. The third airman was demoted due to his separation from service.

The airman's unit gained 171 and lost 243 personnel (airmen) during the month of September 1953, making a total net loss of 24 personnel. Following is a breakdown of the losses:

Reassigned overseas:	11
Reassigned within the II:	2
Reassigned within II for suspension to command:	1
Reassigned to other units on this station (Air Base Group, a 300th Bomb Wing):	43
Reassigned PCS to school for training in the following courses:	
4365A - Aircraft Mechanic 3-yr:	9
27100 - Air Operations Specialist:	1
40400 - Instrument Afloat Repairman:	1
42600 - Aircraft Afloat Accessory Repairman:	2
Discharged the following airmen for reasons indicated:	
Early Release UP AFR 39-14, USAF Message AFFM-4 ALLISON 100/53:	123
AFR 39-13, Hardship:	7

10. Information obtained from informal graph posted daily from Special Orders by Airman's Section of 22P. No official report contains this detailed information.

AFS 39-16, (Transferability):	1
AFS 39-18, Resignation:	6
AFI 39-12, Release from Active Duty:	1
AFS 39-14, Discharged from AF Reserve for immediate reenlistment in the Regular Air Force:	1
AFS 39-14, Discharged for the convenience of the Government:	1
Placed following AFSS 707 in courses indicated:	
23-2-2 - Public Information:	1
4371 - Aircraft Maintenance Technician:	1
301718 - Airborne Elect. Maint:	4
30170 - Electronic Technician:	1
Engine Analysis (Sperry) Maintenance:	1
30271 - SI - AW/APT-9:	1
53-43151-20-97 AFD Training:	17
97-41-24 Maint Supervisor:	1
97-44-31 Engine Mechanic:	2
97-44-35 Aircraft Mechanic:	3

The classification and assignment section processed a total of 120 primary Air Force Specialty Code (AFSC's) changes for the reporting month. There were 157 duty changes published by this Directorate. Ninety-three airmen were administered proficiency tests in the 43 (maintenance), 64 (supply), and 70 (administrative) career fields.

The Wing lost 46 points under the SIB Management and Control System for September. 34 points were lost under the categories of officer and aircrew manning and recruitment rates. Major officer manning, principal shortages exist in Aircraft Observers (1514), Intelligence Officers (1094), Aircraft System Officers (2034), Air Operations Officers (1408) and medical Officer Aviation Medicine (2276). Aircraft mechanics and Aircraft System Officer at the lower SIB level are again the shortages in aircrew manning.

The personnel picture will stabilize with conversion. However, it may take some time to attain the excellence of past performance due to the new policies and procedures which will be necessary before the Wing can achieve the desired combat readiness.

The Wing Manpower of 21 personnel not recruited only one. The recruitment rate for this month was 3.7 percent. The base recruitment rate was 11.4 percent.

The 24 Aviation Squadron is the only squadron which has not reported an absence without official leave during 1953. The 10th Bombardment Squadron reported an absence without official leave (AWOL) for the first time this year. The other AWOL for the month was reported by the 24 Pacific Maintenance Squadron. The 24 West Wing rate was 1.9 percent as compared to the base rate of 4.9 percent.

14. Controller's Estimate of SIB Management Control System Performance for September 1953, Appendix 2, Exhibit 11

15. Composite Status Report for September, page 3, Appendix 1, Exhibit 11

16. 1953, 1954

The following is a summary of the work done during the month of August 1955. The work was done in the laboratory of the Department of Chemistry, University of California, San Diego. The work was done under the supervision of Dr. R. M. Waymouth.

The following is a summary of the work done during the month of August 1955. The work was done in the laboratory of the Department of Chemistry, University of California, San Diego. The work was done under the supervision of Dr. R. M. Waymouth.

	8/1	8/2	8/3	8/4
at 100°C. for 1 hour	100	100	100	100
at 100°C. for 2 hours	100	100	100	100
at 100°C. for 3 hours	100	100	100	100
at 100°C. for 4 hours	100	100	100	100
at 100°C. for 5 hours	100	100	100	100
at 100°C. for 6 hours	100	100	100	100
at 100°C. for 7 hours	100	100	100	100
at 100°C. for 8 hours	100	100	100	100
at 100°C. for 9 hours	100	100	100	100
at 100°C. for 10 hours	100	100	100	100

1. Information obtained from the following reports of the Department of Chemistry, University of California, San Diego.

REPORT
of the
20 BOMBARDIER B-57
Hunter Air Force Base
Savannah, Georgia
1 September through 30 September
1963

CHAPTER II
OPERATIONS AND TRAINING
1. Flying and Ground Training

SECRET

... assigned to ...
... flight ...
... navigation ...

... wing ...
... officers ...
... aircraft ...
... equipment ...

REQUIREMENTS

- 30 aircraft
- 2 officers or 1 officer and 1 Tech Representative

EQUIPMENT

- 1 - Fuel per aircraft (Auxiliary Power Unit)
- 1 - Teacher per wing
- 2 - maintenance stands per aircraft
- 1 - Enroute kit per wing

Test equipment for flight line armament and electronic maintenance

- 3. XAF msg to Comdr JAGMIV, AIRPT 2107, 17 Sep 53, App. , Exhibit
- 4. XAF msg to Comdr JAGMIV, AIRPT 2108, 24 Sep 53, App. , Exhibit
- 5. XAF msg to Comdr JAGMIV, AIRPT 2110, 25 Sep 53, App. , Exhibit

A separate team detachment two towers in England advised
 the wing that the detachment lost the signal by three (3) hours, leading
 competition for to insufficient fuel reserves. A more detailed
 report from events air operations showed the wing's fuel tank had an
 initial circular error (CE) of 100 feet converted to 400 feet.
 The 2nd Bomb Wing Detachment had an initial CE of 400, converted to 400
 feet and a radius which was the best both of the competition.
 The original rules stated the best eight teams of 12 personnel would
 determine the winner. The number of participating units was forced
 the 2nd Bomb Wing to participate after the second round and to
 judge the results based on the CE of the best team. The 2nd Bomb
 Wing Detachment was forced from trapping one of two teams. The
 2nd Bomb Wing Detachment was denied four hours of this direct cover. The
 cloud cover plus an engine and fuel tank malfunctions were obstacles
 preventing the detachment from qualifying. The four releases effected
 by the detachment were insufficient under the revised rules.

The 2-20 aircraft of the 2nd Bomb Wing flew a total of 1141 hours while
 the 2-20's flew 110 hours. The time flown by 2-20's represents

1. 2-20's flew 1141 hours, 20 of 20, Appendix , Exhibit
2. 2-20's flew 110 hours, 20th & 20th, 20th & 20th, Appendix , Exhibit
3. 2-20's flew 110 hours, 20th & 20th, 20th & 20th, Appendix , Exhibit
4. 2-20's flew 110 hours, 20th & 20th, 20th & 20th, Appendix , Exhibit
5. 2-20's flew 110 hours, 20th & 20th, 20th & 20th, Appendix , Exhibit
6. 2-20's flew 110 hours, 20th & 20th, 20th & 20th, Appendix , Exhibit

SECRET

SECRET

and training, test hops, and other flight activities by higher headquarters. The 2d Air Refueling Sq. was advised of the requirements for flying training equipment and required the time necessary for ferry flights, test hops, pilot proficiency flights and the test search mission.

There were 15 test hops and forty-eight aircraft were flown on missions ordered by higher headquarters during this month as shown below:

1. 2d Air Refueling Sq. Test Hop (Circled Area). This mission started over August into September. The mission flown on 24 and 27 August was covered in the history for August. On 2 September the test hop aircraft and 15 test numbers were scheduled for this mission. The aircraft did not complete the visual test run because the propeller stuck in the feathered position. It returned to the base of aircraft after taxying airframe. Another test number on this same mission developed a trim malfunction which resulted in a circular error (CE) of 200 feet. The aircraft flew the final mission as briefed on 3 September 1953. The wing circular error actual (CAE) for the entire mission was 271 feet and the circular error probable (CEP) was 300 feet. Twenty-four visual color bomb search runs were made on this mission.

2. 2d Air Refueling Sq. Test Hop, 24 August 1953, Appendix 1, Exhibit 1. Also 2d Air Refueling Sq., History for Sep 53, page 4, Appendix 1, Exhibit 1.
3. 2d Air Refueling Sq. Test Hop, 27 August 1953, Appendix 1, Exhibit 1.
4. 2d Air Refueling Sq. Test Hop, 3 September 1953, Appendix 1, Exhibit 1.
5. 2d Air Refueling Sq. Test Hop, 3 September 1953, Appendix 1, Exhibit 1.
6. 2d Air Refueling Sq. Test Hop, 3 September 1953, Appendix 1, Exhibit 1.
7. 2d Air Refueling Sq. Test Hop, 3 September 1953, Appendix 1, Exhibit 1.
8. 2d Air Refueling Sq. Test Hop, 3 September 1953, Appendix 1, Exhibit 1.
9. 2d Air Refueling Sq. Test Hop, 3 September 1953, Appendix 1, Exhibit 1.
10. 2d Air Refueling Sq. Test Hop, 3 September 1953, Appendix 1, Exhibit 1.
11. 2d Air Refueling Sq. Test Hop, 3 September 1953, Appendix 1, Exhibit 1.
12. 2d Air Refueling Sq. Test Hop, 3 September 1953, Appendix 1, Exhibit 1.
13. 2d Air Refueling Sq. Test Hop, 3 September 1953, Appendix 1, Exhibit 1.
14. 2d Air Refueling Sq. Test Hop, 3 September 1953, Appendix 1, Exhibit 1.
15. 2d Air Refueling Sq. Test Hop, 3 September 1953, Appendix 1, Exhibit 1.

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0601

Training personnel that the target was not to be identified, but rather, to produce a good quality photo rather than a copy illustration of the target. The reason for this fact is that copy illustrations tend to lose significant detail in reproduction.

An aircrew release mission was flown on 12-10 September in cooperation with the 1st, 2nd, 3rd, 4th and 5th Air Force Groups. The aircraft was for the purpose of a flight (another ship - 12-10-17), making an 8 flight time center to the target. Twelve copies of a photo of the target were flown on that day.

On the 13th of September there was a flight to the target area. This flight was for the purpose of the 1st, 2nd, 3rd, 4th and 5th Air Force Groups. This mission occurred for a duration of 12 minutes of flight time.

The flight higher headquarters mission was an isolation target (A.B.S.) special landing at Livingston Air Force Base which took 13 hours and 12 minutes of flying.

Additional flying training was reported by the Wing Standardization crew which flew five standardization checks and one training flight during the month of September.

A final report on the results of the Special Weapons exercises held at Campbell Air Force Base, Kentucky, on 21-27 July 1955 was sent to

1. Mr. W. G. Lee to Camp John, Subj: Narrative Report on Air ops, Filed 12-10, 1955, Appendix 1, Exhibit 20
2. Mr. W. G. Lee to Camp John, Subj: Narrative Report on Air ops, Filed 12-10, 1955, Appendix 1, Exhibit 20
3. 12-10-17
4. 12-10-17
5. 12-10-17
6. 12-10-17
7. 12-10-17
8. 12-10-17
9. 12-10-17
10. 12-10-17
11. 12-10-17
12. 12-10-17
13. 12-10-17
14. 12-10-17
15. 12-10-17
16. 12-10-17
17. 12-10-17
18. 12-10-17
19. 12-10-17
20. 12-10-17

the first Special Weapons Group, 21st Bomb Wing, 21st Bomb Wing, was noted during this exercise. In previous years, the Director of Operations emphasized that any Special Weapons Group in our Air Reserve Component is available. 20 All Special Weapons were brought to the attention of the crews concerned. 21 of Joint Wing Detachment 2 flew 253 hours and 21 minutes during September. This total includes the deployment from Hunter to England. The Special Weapons were flown. The special weapons were the AIR Training Competition and exercise "Left Field" under SAC (AFMA) operations order 21-104. Exercise "Left Field" results were satisfactory as far as the Detachment was concerned.

Following the AIR Training Competition all efforts were bent towards the acquisition of 30-8 training requirements. The loss of two weeks engaged in the SAC exercises and training competition plus a sustained period of bad weather prevented the completion of required gulf legs, night egress and visual bombs. Crew standings at the end of the month indicated three crews with training 75 percent complete and two crews 50 percent complete.

The Controller estimated the wing will receive approximately 74 percent of the available points under the operations section of the Strategic Air Command (SAC) Management Control System. 23 The two major

20. 21 Sep 53, 1st Wing, Form to Comdair 20th, 20th 2 06th Wn Ops, Subj: Results of Special Weapons exercises 27-29 July 53, 23 Sep 53, Appendix B, Exhibit 1. STANDARD OPERATIONAL PLAN FOR TO CHARACTERIZATION.
21. 24 Sep 53, 1st Wing, Sep 1953, Page 3, Appendix A, sub 10
22. Id., Pages 1 & 2
23. Controller's Estimate of SAC Management Control System Performance for quarter ending 30 Sep 53, DCS: SAC-CC-2, Appendix 1, Exhibit 13

SECRET

Factors precluding completion of training missions were adverse weather conditions and the loss of 43 aircraft observers until September 15 when air force squad for temporary duty. 24 These were flying time for pilot proficiency exercises and 14 gun down attacks were estimated lost the last two days of the month due to weather conditions. 25 The loss of observers precluded completion of training which required their presence and in addition several crews to have partial crews and therefore ineligible for credit although individual training was accomplished with the above exceptions. 26 Due to this fact the state of crew training is better than is indicated by figures shown under the Management Control System. Training minima deficiencies of specific crews were shown on the Wing Comptroller's estimate of the SAC Management Control System Performance Report for the quarter ending 30 September 1953. 27 The main training items which were deficient were bombing, night celestial, navigation and pilot proficiency. 28 Despite training shortages during this conversion period, bombing accuracy continues to improve. Visual color bomb score (180) proficiency has steadily improved during the last two training quarters.

The SAC analysis of the 21 Bomb Wing for the quarter ending August indicated an apparent lack of training in aerial wiring, combat load

24. SAC Comdr's Remarks, Part IV of the Log kept for Sep 53, Exhibit 1
25. 25
26. 26
27. Wing Comptroller's estimate of SAC Management Control System Performance for the quarter ending 30 Sep 53, Incl 1, Page 7 of 7, Exhibit 2
28. 28, Page 6 of 7

SECRET

0604

primary activities, pilot proficiency flying and night - II testing
which should be completed in February, 1954. The analysis
does not give a complete picture of our state of training since
all work done and higher headquarters interpretations of monthly
requirements for a training quarter differ. A complete list of
work done and work to be done for the quarter given the following discussion
and recommendations:

It appears from the analysis that within at least one half
of the training activities, the workload was completed for the
quarter and the analysis will reflect a high level of training
activity. This activity is necessary to provide training and
operational testing. An objective has been to complete
the training activities by the end of each training quarter. The
percentage of total requirements completed each month in the training
quarter. Variable factors such as seasonal weather, availability
of crew and aircraft, and higher head, which caused delays
and delays in the completion of certain items during certain
quarters. This prevents and makes unworkable the concept
of completing a training quarter by the end of each training
quarter. The flight analysis indicates training
which was done during each day and night accomplishments but
does not indicate the whole picture of the training quarter. For
the training quarter ending August, four night - II testings and
which had primary activities were completed 100 percent by the 31
of August 1954.

Four crews completed primary evaluation and six crews and a
 number of personnel completed secondary training.

Electronics Structures (ES) was curtailed slightly in
 October. Forty-five radio operators received instruction and
 25 weeks of training. A recent conference between SAC
 Strategic Evaluation Squadron and Strategic Air Command personnel,
 the evaluation representative pointed out several factors which they
 believe are causing the high rate of failure of radio-DM operators
 undergoing evaluation. In a letter to Second Air Force, SAC pointed
 out these factors and gave instructions for corrective measures. The
 SAC including Director of Operations forwarded a copy of the SAC
 letter to each squadron and gave further specific instructions refer-
 ring to required action.

The following is a breakdown of the crews assigned to the 41
 each wing X and their status of training:

	<u>B-36 Crews</u>	<u>B-52 Crews</u>
Ready to fly	44	0
Not ready to fly	1	0

(All B-36 crews are in training (lines & check out). 20 B-52
 crews are in training at West Palm Beach, Florida.)

The wing retains its Operations Readiness Capability Index of
 nine. The highest state of operational readiness is indicated by the
 index number ten.

24. 04 - General fire at a radio control drone aircraft
25. 21 St Ag Air to SAC, Subj: Radio-DM Operator Eng Dept, SAC, SAC-
 21-114, 6 Oct 53, Appendix 1, Exhibit 29
26. Miss Para from 21 St Ag Air of type to Comdr 40th, 40th & 36th
 in Ops, Subj: DM Eng, 3 Oct 53, Appendix 1, Exhibit 30
27. History, 21 St Ag Air, 3 Oct 53, Page 6, App. 1, Exhib. 34
28. 21 St Ag Air to SAC of Ops, SAC, Subj: Opal Readiness Dept, File
 4007, 1 Dec 53, Exhibit 1, Exhibit 31
29. Radio Code of 21 St Ag Air, Opal Readiness Dept Form, App. 1, Exhib. 32

SECRET

Although the computer program will be developed and
operated at the Wing level to handle all data relating to
operational aspects of the Wing's mission activities, to help at a high
level of effectiveness as required by the SAC analysis system.

SECRET INFORMATION

SECRET

0610

HISTORY
OF THE
1st ROYAL AIR FORCE WING
British Air Force Base
Savannah, Georgia
1 September through 30 September
1953

CHAPTER III

MATERIAL

1. Maintenance
2. Supply
3. Logistics

MEMORANDUM

Reports of survey sent the King 26 points under the 117 Management Analysis Control System. The dollar cost for reports of survey for September was \$10,574.77. In order to find where reports for controlling these surveys should be placed, an analysis was made of the reports submitted in August. This analysis shows that the 41st Base is responsible for 75 percent of the reports of survey for the Base. It further reveals that the 41st Base is the main contributor for the King with 67 percent. The total dollar cost of the reports of survey for the Medical Group was for about the cost of the units.

As a result of the 28-29 accident which occurred after the plane took off from Hester, the Inspector General's Office requested that several items of the 411B-3300 engine be checked immediately as they are serious accident potentials. The maintenance personnel of Detachment 2 also reported an accident potential. The elevator surface of some planes were found to have the consistency of tissue paper. This damage is thought to be the result of the TMLC (cleaning) process. In addition, the Millin's test which is performed to reveal any damage after the process did not reveal the discrepancy.

1. Estimate of 410 Management Control System performance for Sep 59, 411B-3300-02, page 5 of 7 of serial, 41 units, exhibit 22
2. 410 Com. trailer Ltr to Comdr 410, Subj: Analysis of Reports of Survey for Month of August, 1 Sep 59, Appendix 2, Exhibit 22
3. 411B
4. 411B
5. See Chapter II, "Operations" of this History, pages 14 & 15
6. Reg Co ORE of the Insp. Gen., Station 410, Ltr to Comdr Detachment 2, 18 Oct 59, 410-43, 30 - 40, Appendix 2
7. 410 Det 2 Reg Co, Comdr Detachment 2, 410-43, 30 - 40, Appendix 2

~~SECRET~~

The technical representatives of the SAC...
...equipment supplied by their company. There were no difficulties reported.

During the month of September 1953, a member of the SAC...
...Master Sergeant...
...qualified as a temporary...
...instructions.

The...
...job of...
...The...
...instructions will be...
...procedures will be...

They should...
...equivalent facilities on each base...
...in the...
...type of aircraft...
...through...

Technical Report (Army), 1, 1953, 27
Technical Report (Army), 1, 1953, 27
Technical Report (Army), 1, 1953, 27

SECRET

The following report is a summary of the results of the inspection of the aircraft engine and propeller of the aircraft of the type mentioned above. The inspection was conducted on the 15th day of the month mentioned above. The aircraft was found to be in good condition and the engine and propeller were found to be in good condition. The following work was performed by the Quality Control Section of the Air Force:

- 1. Inspection of the engine and propeller.
- 2. Inspection of the aircraft.
- 3. Inspection of the aircraft.
- 4. Inspection of the aircraft.
- 5. Inspection of the aircraft.
- 6. Inspection of the aircraft.
- 7. Inspection of the aircraft.
- 8. Inspection of the aircraft.
- 9. Inspection of the aircraft.
- 10. Inspection of the aircraft.

The results of the inspection are as follows: The aircraft was found to be in good condition and the engine and propeller were found to be in good condition. The following work was performed by the Quality Control Section of the Air Force:

- 1. Emergency work, Dept. of the Air Force, 1000 1st St., Washington, D.C. 20330
- 2. Emergency work, Dept. of the Air Force, 1000 1st St., Washington, D.C. 20330
- 3. Emergency work, Dept. of the Air Force, 1000 1st St., Washington, D.C. 20330
- 4. Emergency work, Dept. of the Air Force, 1000 1st St., Washington, D.C. 20330

SECRET

SECRET

0614

SECRET

The following items are being furnished to the Department of Defense for its use in the development of a flight manual for the F-105. The items are being furnished to the Department of Defense for its use in the development of a flight manual for the F-105.

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>DATE OF ISSUE</u>
100-100000	Flight Manual	1-50
100-100001	Flight Manual	1-50
100-100002	Flight Manual	1-50
100-100003	Flight Manual	1-50
100-100004	Flight Manual	1-50
100-100005	Flight Manual	1-50
100-100006	Flight Manual	1-50
100-100007	Flight Manual	1-50
100-100008	Flight Manual	1-50
100-100009	Flight Manual	1-50
100-100010	Flight Manual	1-50
100-100011	Flight Manual	1-50
100-100012	Flight Manual	1-50
100-100013	Flight Manual	1-50
100-100014	Flight Manual	1-50
100-100015	Flight Manual	1-50
100-100016	Flight Manual	1-50
100-100017	Flight Manual	1-50
100-100018	Flight Manual	1-50
100-100019	Flight Manual	1-50
100-100020	Flight Manual	1-50

The following items are being furnished to the Department of Defense for its use in the development of a flight manual for the F-105. The items are being furnished to the Department of Defense for its use in the development of a flight manual for the F-105.

100-100021	Flight Manual	1-50
100-100022	Flight Manual	1-50
100-100023	Flight Manual	1-50
100-100024	Flight Manual	1-50
100-100025	Flight Manual	1-50
100-100026	Flight Manual	1-50
100-100027	Flight Manual	1-50
100-100028	Flight Manual	1-50
100-100029	Flight Manual	1-50
100-100030	Flight Manual	1-50

SECRET

SECRET

0615

100th Bombardment Squadron 100th Bombardment
 41st Refueling Squadron 41st Refueling
41st Refueling Squadron 41st Refueling

On 17 September 1953 a meeting was conducted in Room 3000 at
 headquarters of the staff on the subject of the 41st Refueling Squadron
 aircraft list (A-1) procedures. All 41st Refueling Squadron units were
 represented along with Major Battle of the 41st Air Force. Many as-
 pects of the A-1 procedures were discussed and it is believed that
 all concerned view the subject in a more unified manner.

The 41st Refueling Squadron is being reorganized and the
 units are being reclassified. A list of the equipment
 currently being listed is attached for all 41st Refueling Squadron
 units. This organization has completed inventory and trans-
 ferring of the units. The following is a listing of special equipment
 now on hand to 41st Refueling Squadron:

	<u>1953</u>	<u>1954</u>
100th Bombardment Squadron	17	17
41st Refueling Squadron	11	11
41st Refueling Squadron	11	11
41st Refueling Squadron	17	17
41st Refueling Squadron	17	17
41st Refueling Squadron	17	17
41st Refueling Squadron	17	17
41st Refueling Squadron	17	17
41st Refueling Squadron	17	17
41st Refueling Squadron	17	17

SECRET

21. The following information is being furnished to you for your information:

22. The following information is being furnished to you for your information:

23. The following information is being furnished to you for your information:

During the month of September, personnel from the 21st Air Wing Headquarters of the 1st Air Force performed regular monthly staff visits to all flight line squadrons within the wing. These headquarters were noted within the organization, but the general condition of the units was satisfactory. A copy of the inspection check list and formal report prepared by the wing supply line officers, followed by an inspection report for the month of September will be submitted during the staff visit for October.

SECRET

Planning with the 300th Bomb Wing was accomplished in conversion to B-47 and KC-97 type aircraft. Only limited logistical information is available and pending return of 300th Bomb Wing to the base of Detriker, only tentative planning is to be completed. The 300th and 300th Bomb Wings were two of the first wings converted to B-47's, and were the first jet bomber wings to perform a temporary duty assignment within the base of Detriker. The 300th Bomb Wing (Heavy) will be used as a logistic and administrative unit with the exception of logistical information furnished by the 300th Wing.

Logistical requirements for various forms of the 300th Wing of a Bomb Wing Detachment under a base being provided by 7th Air Division. This headquarters has requested various forms of the Air Force to turn in to type of fuel station, supply officer, the strategic air command controlled aircraft systems which are presently a part of the Detachment's current list. These systems consist of four engines (H-200), completely built-up on power pack and roll-over stand, one supercharger, one G-115 regulator, one compressor and four cylinder assemblies.

DISSEMINATION

SECRET

REPORT
OF THE
COMMISSIONERS OF
THE STATE OF GEORGIA
FOR THE YEAR
1903

CHAPTER IV
SOURCES OF
REVENUE

The Director of the 21st Aviation Squadron has requested that a project be submitted to the Plans Staff 1955 which shall provide for the construction of a special weapons classroom building. Classroom and working rooms are extremely critical and the integration of the 20th Bomb Wing into the special weapons program has aggravated the situation.

At the present time classroom space available is 1,000 sq ft. This space is being used for 16 students. A portion of the supply warehouse is being utilized for the month's instruction, practice cycle. At this time, 1,500 sq ft of classroom construction work is being planned for extended training only. Present facilities in 20th Bomb Wing are inadequate and unless appropriate action is taken special weapons proficiency of the bomb wing crews will suffer.

The new barracks on the southwest side of the base are scheduled for completion sometime between 1 and 15 October, pending minor difficulties. The only hitch in the schedule at the present time is that that building for the central heating plant has not arrived. If this is the only hold-up of the project, the Bomb Wing bomb bays to be constructed at the barracks can be completed in time.

- 1. 2 working in a simulated seminar
- 2. Disp. Form for Draft 21st Av. Sq. Camp 21 Av. Sq. Camp: Construction of Special Weapons Classroom Bldg, 25 Aug 55, approved _____
- 3. _____
- 4. _____
- 5. _____
- 6. _____
- 7. _____
- 8. _____
- 9. _____
- 10. _____

SECRET

Don

HISTORY
of the
27th BOMBARDING WING
Heavy Air Force Base
Dwight, Georgia
1 September through 30 September
1953

CHAPTER V
REVISION AND MERGE

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LIST OF KEY PERSONNEL

AS FURNISHED ON 11/15/53

COLONEL ROBERT W. WINTHAM
Commander

COLONEL OWEN V. JONES
Deputy Commander

LT COL KARL E. MILLER
Director of Materiel (12 August 1953 - 16 Sep 1953)

COLONEL HAROLD L. WENTON
Director of Materiel (16 Sep 1953 -)

LT COL JOSEPH W. POWERS
Director of Operations

MAJOR WILLIAM W. HARRIS
Director of Personnel (12 Sep 1953 -)

MAJOR RAYMOND J. MORRIS
Director of Personnel (- 12 Sep 1953)

LT COL OLIVER B. FILLIS
Chief of Maintenance

MAJOR JOSEPH P. MERRILL
Comptroller

CAPTAIN HERBERT L. HILL
Adjutant (- 12 Sep 1953)

MAJOR RAYMOND J. MORRIS
Adjutant (12 Sep 1953 -)

LT COL FLOYD H. DIXON, JR.
Commander
28th Bombardment Squadron

MAJOR LOUIS H. W. LEE
Commander
49th Bombardment Squadron

LT COL WALTER S. STEWART III
Commander
96th Bombardment Squadron

(LIST OF ALL PERSONNEL - CONT'D)

MAJOR WILLIAM A. BRYAN
Commander
21 Armament Electronics Maintenance Squadron

LT COL FRANK W. MILON
Commander
21 Air Refueling Squadron

MAJOR ROBERT S. BRADOCK
Commander
21 Field Maintenance Squadron

MAJOR WILLIAM B. WHEELER
Commander
21 Periodic Maintenance Squadron

LT COL STEVE W. TUNDA
Commander
21 Medical Group

MAJOR IRVING A. GELBERG
Commander
21 Aviation Squadron

CAPTAIN EDWARD MERRIS
Commander
21 Helicopters Squadron

BRIEFING

HISTORIES OF 49 BOMBARDMENT WING SQUADRONS

REPORTS FROM:

Directorate of Personnel

Directorate of Materiel

Directorate of Operations

INTERVIEWS

WING CONTROL AND CLASSIFIED FILES

Correspondence

Talk's

Reports

WING PUBLICATIONS

WING OPERATIONS ORDER

CLASH PAPERS

SECRET

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 06/27/01 BY 60322/UC/STP/STP

SECRET

SECRET

0627

1

1. 20th Air Div, 20th Transport Group - 2nd Air Force - 2nd Air Force - 20th Air Div, 20 August 1953
2. 20th Air Div, General Order 47, 2 Aug 1953
3. Minutes of 20th Air Div Staff Meeting for September 1953
4. Biographical Sketch of Major William A. Parsons - War Office of Personnel
5. Biographical Sketch of Colonel George B. Wilson, Jr. - War Office of Personnel
6. Biographical Sketch of Colonel George B. Wilson, Jr. - War Office of Personnel
7. 20th Air Div, 20th Transport Group - 2nd Air Force - 20th Air Div, 20 August 1953
8. 20th Air Div, 20th Transport Group - 2nd Air Force - 20th Air Div, 20 August 1953
9. 20th Air Div, 20th Transport Group - 2nd Air Force - 20th Air Div, 20 August 1953
10. 20th Air Div, 20th Transport Group - 2nd Air Force - 20th Air Div, 20 August 1953
11. 20th Air Div, 20th Transport Group - 2nd Air Force - 20th Air Div, 20 August 1953
12. 20th Air Div, 20th Transport Group - 2nd Air Force - 20th Air Div, 20 August 1953
13. 20th Air Div, 20th Transport Group - 2nd Air Force - 20th Air Div, 20 August 1953
14. 20th Air Div, 20th Transport Group - 2nd Air Force - 20th Air Div, 20 August 1953
15. 20th Air Div, 20th Transport Group - 2nd Air Force - 20th Air Div, 20 August 1953
16. 20th Air Div, 20th Transport Group - 2nd Air Force - 20th Air Div, 20 August 1953
17. 20th Air Div, 20th Transport Group - 2nd Air Force - 20th Air Div, 20 August 1953
18. 20th Air Div, 20th Transport Group - 2nd Air Force - 20th Air Div, 20 August 1953

SECRET



UNITED STATES AIR FORCE

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SECRET

36. Tech Rep Report for Pratt & Whitney, Langley, 24 Aug 53
37. Tech Rep Report for Sperry Gyroscope Corp, 1 Oct 53
38. Tech Rep Report for Miles Corp, 1 Oct 53
39. Tech Rep Report for Western Electric, 24 Aug 53
40. 27th Air DMO, Langley, 1st Status, 1948-1953
41. 28th Air DMO Langley, 1953-1955, 16 Aug 55
42. 29th Air DMO Langley, 1955-1957, 24 Aug 55
43. 30th Air DMO Langley, 1957-1959, 24 Aug 55
44. 31st Air DMO Langley, 1959-1961, 24 Aug 55
45. 32nd Air DMO Langley, 1961-1963, 24 Aug 55
46. History, 48th Fighter Wing, 1st Fighter Group, 1st Fighter Squadron, 1948-1953
47. History, 48th Fighter Wing, 1st Fighter Group, 1st Fighter Squadron, 1953-1955
48. History, 48th Fighter Wing, 1st Fighter Group, 1st Fighter Squadron, 1955-1957
49. History, 48th Fighter Wing, 1st Fighter Group, 1st Fighter Squadron, 1957-1959
50. History, 48th Fighter Wing, 1st Fighter Group, 1st Fighter Squadron, 1959-1961
51. History, 48th Fighter Wing, 1st Fighter Group, 1st Fighter Squadron, 1961-1963

COPY

HEADQUARTERS
30TH AIR DIVISION
Hunter Air Force Base
Savannah, Georgia

ADADG-2 30044/52

22 August 1953

SUBJECT: Movement Orders - Detachment 2 2nd Bombardment Wing Medium

TO: Commander
2d Bombardment Wing Medium
Hunter Air Force Base
Savannah, Georgia

1. It is directed that you take necessary action to move Detachment 2 from Hunter Air Force Base, Savannah, Georgia, to location indicated for approximately one-hundred days temporary duty effective on or about date indicated. Movement will be in compliance with Second Air Force Operations Order 71-53 dated 15 August 1953.

Unit - Detachment 2 2d Bombardment Wing Medium

Strength See Second Air Force Operations Order 71-53 dated 15 August 1953.
Duty Station See Second Air Force Operations Order 71-53 dated 15 August 1953.
Date of Departure See Second Air Force Operations Order 71-53 dated 15 August 1953.

2. Movement will be made in accordance with Second Air Force Operations Order 71-53 dated 15 August 1953.

3. Cite MacDill Air Force Base station funding numbers 5743400 46-7000 P458 (.6)-02-02-07 308-62, and Strategic Air Command Funding Serial Number 80-26 for travel and transportation costs necessary and incident to this Temporary Duty. Headquarters 2d Bombardment Wing Medium is authorized to issue Special Orders requiring expenditure of travel funds and other expenditures incident to this Temporary Duty. Five copies of orders so issued by the unit will be forwarded to Commanding Officer, Hunter Air Force Base, Savannah, Georgia.

4. Authority: Second Air Force Operations Order 71-53 dated 15 August 1953.

BY ORDER OF THE COMMANDER:

DISTRIBUTION
Comdr 2d Bomb Wing (25)
M: 2AF (10)
M: 7AD (10)
M: 35AD (10)
M: 6AD MacDill AFB, Fla (10)

/s/ KENNETH W. ARNOLD
Captair, USAF
Adjutant

SECURITY INFORMATION

COPY
Exhibit 1

CORRECTED COPY DESTROY ALL OTHERS

HEADQUARTERS 20 BOMBARDMENT WING M
Hunter Air Force Base, Georgia

GENERAL ORDERS)
NUMBER 27)

3 September 1953

DEACTIVATION OF DETACHMENT I, 20 BOMBARDMENT WING MEDICAL

Detachment I, 20 Bombardment Wing, Medical, designated and organized at Hunter Air Force Base, Georgia effective 1 June 1953 by General Order 20, this Detachment, is hereby deactivated as authorized by par 2c (4) Air Force Reg 20-38 dtd 17 May 50.

BY ORDER OF THE COMMANDER:

OFFICIAL:

RAYMOND J MORRIS
Major, USAF
Adjutant

Raymond J Morris
RAYMOND J MORRIS
Major, USAF
Adjutant

DISTRIBUTION "D"

Exhibit 2

HEADQUARTERS 2D BOMBARDMENT WING M
Hunter Air Force Base, Georgia

Z:Kadr

3 September 1953

Wing Staff Meeting

2 September 1953

Look over your personnel who have a low number of flying hours for the possibility of utilizing them in staff jobs.

Have a means to get in contact with your key people and crews during the holiday in case of emergency. Caution them about traffic accidents.

Several have committed themselves for Merry housing, then refused it. A better program of organization is needed. To 1 November, 26 3-bedroom houses and 22 2-bedroom houses will be available. One-half of each will be available 1 October, and the rest on 15 October. On 1 November we should be given an additional allotment. To process your application for housing, contact Capt Harcor at 2BW D/W, and fill out 38AD Form 193. Wing Memo 30-1 dated 22 May 53 establishes priority for various personnel of 2BW. Airmen's houses are filled; however, in November we might get two additional ones which are now being used for storage.

For TDY periods over 35 days, TPA will be authorized. Any orders issued since the change of policy will be annulled. Personnel will monitor this.

We will have a review to present medals which have been accumulating during past months. All squadron commanders send in the names of personnel who have medals to be presented. Action: Sq Cdr's

Operation SAFIRHELLS has only about 10 more days to go. Caution your people to be especially careful during the holiday.

Call attention of your personnel to 38AD Personnel Policy #1.

The use of smudge pots to illuminate repair spots is a serious hazard. Would like to have your ideas on equipment for illumination. Action: D/W

Wing Commander noted from the Consolidated Welfare Fund Report from April thru August that some squadrons are using poor judgment in the spending of this money. Study this and think of the results.

Unit fire marshals have not been attending the once a month meeting in the fire marshal's office. This meeting is held the first Monday of each month, and unit fire marshals will attend. (Since the first Monday of this month is a holiday, meeting has been moved up to 14 September).

Exhibit 3

28th Staff Meeting (2 Sep 53)

3 Sep 53

2AF Regulation 205-4 requires a debriefing of all personnel who have had anything to do with classified material, upon discharge from the service. The individual being discharged must certify that he has been debriefed, and the individual debriefing him must likewise certify to that fact. This will be strictly complied with. If the squadron commander cannot do this, then the squadron adjutant or security officer should do it. Action: Sq Cndrs

Concerning Phase I, Security Indoctrination, your attention is called to the letter from Col Jones requesting a roster of personnel who have completed Phase I and a roster of those presently undergoing this indoctrination.

Monitor the scheduling of airmen who have an early release date. Delays are being encountered in the processing line due to personnel arriving late.


Check on the distance a man can travel on a 3 day pass. Action: DMC

Division has called attention to discrepancies in OCA and T-21 reports. Personnel and the orderly rooms make up the list, and if you would check with the combat crew list, most of these discrepancies could be eliminated. Action: Sq Cndrs

Col Jenkins invited us to go through a KB-97, and it would be well to take advantage of this. Check with personnel responsible for viewing this aircraft.

DRIVE CAREFULLY OVER THE HOLIDAY...AND EVERY DAY!

BY ORDER OF THE COMMANDER:


ALBERT L. HULL
Captain, USAF
Adjutant

DISTRIBUTION
2 ea all sq cndrs and staff directors

HEADQUARTERS 2D BOMBARDMENT WING
Hunter Air Force Base, Georgia

2WCdr

10 September 1953

Wing Staff Meeting
9 September 1953

The following subjects continue to have command emphasis placed upon them:

Reports of survey. These are counted both by dollar value and by number submitted.

Cost Consciousness

Aircraft security

Drunken and disorderly conduct in public places

Col Jones, who is personal conference officer for the wing, reminded us that his doors are open for personal conference with any one at any time. Wing Memorandum 11-6, dated 14 July 1952, covers this, and a copy of it will be placed on bulletin boards. Action: Sq Cdr's and Directors

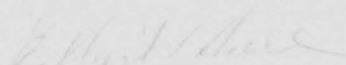
Squadrons have received new UPREAL's. If help is needed with their completion, D/M will be glad to assist in bringing them up to date.

The schedule for senior duty officer and airdrome officer is being reworked.

SOP is forthcoming on the purpose and use of the ladder streamer.
Action: Chief of Maintenance

The information forwarded to organizations by Comptroller concerning 2d Bomb Wing's place in SAC Rating System will be placed on bulletin boards.
Action: Sq Cdr's and Directors

BY ORDER OF THE COMMANDER:


ELBERT L. HULL
Capt, USAF
Adjutant

DISTRIBUTION
2 on sq cdr's and staff directors

RESTRICTED - SECURITY INFORMATION

HEADQUARTERS 28th BOMBARDMENT TFW
Hunter Air Force Base, Georgia

EXCER

17 September 1953

Wing Staff Meeting

15 September 1953

Each organization will submit to the WCO dues by the 25th of the month the names of all first times graders, and the WCO list will note by each man's name the amount of money he owes, if any, and return his list to the organization. Each squadron commander will appoint an individual to have a table separate from the pay table, to collect these dues and give a receipt to the WCO. However, the individual WCO, if he desires, can visit and pay his dues at the WCO desk, but dues must be paid by the 10th of the month. The individual at the dues table can get cash for change from the WCO desk, where he can also pick up bond receipts. Action: See Order

Only the designated classified documents officer, or his designated alternate, may sign for top secret documents. Squadron officer may hand carry the document around, but he has to sign only a carrier's receipt; the designated classified documents officer is responsible for the document, and his signature must be in the view. Squadron officer can clear the base, he will clear his classified documents account. A wing memorandum is being written to set up this procedure. In the meantime, we will implement this by sending out letters of procedure, and then consolidate these letters into a wing memorandum.

Notify Col Jones of any hazards on the runway, especially cave-ins.

Most items brought up at character guidance meetings have been those of morals and welfare. The General has asked us to monitor items presented to character guidance meetings and resolve administrative items within our own command.

Statistics on violations and offenses were presented by Major Murray. Detailed information concerning these may be obtained from Stat Control.

We will have to continue nominating people to fill quotas with people who are qualified. Nominations will come from each squadron, which transaction will be done by telephone in order to save administration.

The Community Chest Drive will be conducted soon. Following are the names of the wing project officers:

Wing George J. Ott
Wing William S. Semin

Each squadron will also have a project officer.

Every effort will be made to keep squadron commanders and directors current on the conversion status.

RESTRICTED - SECURITY INFORMATION

RESTRICTED - SECURITY INFORMATION
Sgt Staff Meeting (19 Oct 53)

Barracks are filled, we know. By 5 October, 120 mechanics will be arriving and 135 will be leaving, which makes a 45 wingload. One building, which can be used for about 25 people, will be held as a central point. If you cannot house your troops coming in, bring D/H and they will help you house them. For future planning, furnish D/H with a list using the criteria of 37 men per barracks, basing it on authorized strength and figuring the percentage of off base personnel, and on that basis will I/W how many barracks you are going to need. 300th is to vacate an area by 15 October, and we must get our requirements in. They are occupying 7 barracks type buildings and 3 supply type buildings, so specify your needs on each type building. Any exchanges you would like to see in buildings, let I/W know about that, also.

A request will go to Division to permit commanders and other key personnel to drive private automobiles on the ramp. Each squadron commander will give Col Jones a list of such personnel, but keep the list to a minimum.
Action: Sq Orders

Tentatively, we will have a review on 26 October to present outstanding decorations and awards. Command of troops will be Col Jones. Each squadron commander will lead his own squadron. SOP will be published in the next few days and forwarded to commanders.

Insure that crews receive standard checks and staff checks. These are very hot command items.

Suggest that all squadron commanders read the first article in September issue of "Combat Crew". D/O make sure that you are marked up the SOP's mentioned, and check to see that the base has those SOP's. Flying Safety Officer is to report to Col Wainwright on this. Action: Sq Orders, D/O, and Flying Safety Officer.

SAC Regulation 65-11, dated 20 August 1953, goes away with the two systems on abort boards and consolidates them into one report and gives exact procedure on how to do it. Aborts must be reported in this manner for the month of September. Orders for the abort board are on their way to the squadrons.

BY ORDER OF THE COMMANDER:

RAYMOND J. MORRIS
Major, USAF
Adjutant

DISTRIBUTION
2 on sq orders and directors

RESTRICTED - SECURITY INFORMATION

RESTRICTED - SECURITY INFORMATION
HEADQUARTERS 2D BOMBARDMENT WING M
Columbus, Ohio, 43091

ZWJER

Wing Staff Meeting

24 September 1953

The following subjects need continuing command emphasis:
Proper dress and personal neatness.
Supervisory role of NCO's.

Advise your personnel not to discuss conversion with the outside public.

The review, which had been tentatively scheduled for 24 September, will be held 3 October instead.

DI and DO keep in close contact with AIO concerning the training and parking areas during the construction period.

Squadron commanders are directed to have a coordinated and well planned effort in the squadron in behalf of the United Community Appeal, which is a once-a-year drive and worthy of our backing. Squadron project officers will meet Friday (25 Sep) at 1600 in the Officers Mess to work out a schedule. Each squadron will have its own pledge cards, which will be delivered Friday. The appeal begins this pay day and will continue for two months.

Advise your personnel again of the personal conference period and that Col Jones will be glad to see any one at any time. Also, check your bulletin boards to see that information regarding personal conference is posted.

The number of reports of survey is decreasing. Squadron commanders should continue command monitoring.

Submit to EP your recommendations for improvement of the NCO mess, being sure to include recommendations from your NCO's. EP will consolidate these recommendations into a letter to Division.

Be sure to get your building requirements to EM. Differentiate in type building needed; i.e., barracks type or supply type.

Your attention is called to ABiv Letter 100, dated 21 Sep 53, Subject: Implementation of the Local Repair and Contract Maintenance Program.

Your attention is called to letter ZAFRA 210.3, dated 15 Sep 53, Subject: Selection of Squadron Commanders.

We are in receipt of a wire from SAC clarifying status of pilots and co-pilots flight instruments. Flight instruments of both the pilots and copilots panel will be fully operational. In the future any flight instrument not operational will be a grounding condition. All flight instruments will be ordered on an AGCP priority. Distribution of this information will be made to squadrons immediately.

BY ORDER OF THE COMMANDER:

Raymond J. Morris
RAYMOND J. MORRIS
Major, USAF
Adjutant

DISTRIBUTION

2 on sq emdra and directors

RESTRICTED - SECURITY INFORMATION

BIOGRAPHICAL SKETCH

Major William J. Ferraro

Major William J. Ferraro is the new Wing Director of Personnel. Although born in Albany, Georgia, 2 May 1900, he calls Dexter, South Carolina, home.

He graduated from High School in Dexter in 1917 and after attending Presbyterian College took a position with the Dexter Insurance Agency until 1941. Major Ferraro finished his education at Presbyterian College this year under the operation of ROTC.

He enlisted in the Air Corps at Fort Jackson, South Carolina, January 19, 1942. He applied for cadets and finished flying training on 23 May 1943. In December of the same year he was ordered overseas to the 501 Bombardment Group, stationed in England. He served eleven months in the European Theater of Operations. During this time he flew 21 missions as pilot and aircraft commander of a B-17. The targets of these missions were in Germany and France.

Major Ferraro returned to the Zone of the Interior in 1944. His last assignment before coming to Dexter was at Rockdale AFB, Ga.

His promotions were as follows:

1st Lt. : May 1943
2nd Lt. : Mar 1944
Capt. : Mar 1946
Major : Sep 1951

His decorations and awards include the Air Medal with three Oak Leaf Clusters, Victory Medal and several campaign medals.

The Major is married to the former Eugenia F. Fabel of Dexter, South Carolina.

EXHIBIT 4

Col. George L. Newton, Jr. was born 4 August 1918 at Pewhatan, Virginia and spent his childhood there.

He attended both grade and high schools in his home town and after graduation attended Virginia Military Institute and Presbyterian College to round out his civilian education.

In 1940 he enlisted in the United States Army Air Corps as a Flying Cadet, and on 29 May 1941 received his pilot wings and a commission as a Second Lieutenant in the Air Corps Reserve.

After graduating he was assigned to the 38th Reconnaissance Squadron, 19th Bombardment Group in the Southwest Pacific, he returned with the group in December 1942 to Photo, Texas where he was assigned duties as a Flight Instructor. During this time he instructed combat crews in the methods and procedures of strategic bombing. He remained in this capacity until February 1943, when he joined the 2d Photo Group, Colorado Springs, Colorado where he assumed the duty of Group Executive Officer. Col. Newton continued in this assignment until November 1943 at which time he was selected to attend Command and General Staff School at Fort Leavenworth, Kansas. Within the year following his graduation, he was Squadron Commander of the 11th Combat Mapping Squadron, WRF, Oklahoma, Assistant Chief Flying Training Division of the 348th AAFBU WRF, Oklahoma and Assistant Director of Operations and Training of the same group.

On 28 December 1944, Col. Newton was chosen for an assignment with the 90th Photo Wing in Italy and served with this organization in the capacity of Assistant Chief of Staff, A-3, until 1 June 1945. Upon his return to the United States he was assigned to Grenier Field, New Hampshire, where he assumed command of a Weather Reconnaissance Squadron.

EXHIBIT 5

After leaving Air Weather Service, he was assigned to the Strategic Air Command in 1947. He was one of the first officers assigned to the 2d Bombardment Group, then in its formative stages at Davis-Monthan Air Force Base at Tucson, Arizona. He served successively as Group S-3 Officer and as a tactical Squadron Commander while at this station. He accompanied the Group on its move to Chatham Air Force Base, Georgia and later made the move with the Group to Hunter Air Force Base, Georgia. During this time, he served in various positions in the Group including Group S-3 Officer, Deputy Group Commander and later as Wing Operations Officer. While assigned to the 2d Bomb Wing, Col. Newton accompanied the organization on three TDY rotations to the UK, and on another occasion he was Task Force Commander for the cold weather maneuver at Goose Bay, Labrador.

In September of 1951, he was assigned the task of forming the 308th Bombardment Wing at Topeka, Kansas. He was Wing Commander of this organization during its six-month training phase at Forbes AFB, and later returned the Wing to Hunter in May 1952. Col. Newton left the 308th Wing in July 1952 for assignment as Director of Operations, 5th Air Division, French Morecco. After completion of this tour of duty, he was reassigned to the 38th Air Division, Hunter Air Force Base.

Col. Newton has attended the following military schools during his career: Army Air Force Flight School, Command General Staff, Army Air Force Staff School, Personnel Management, Air Force Special Weapons Course, Sandia Base, New Mexico, Staff Observer School, Mather Air Force Base, California and Staff Electronics School, Keesler Air Force Base, Mississippi.

During World War II, he flew 56 combat missions in various types aircraft, accumulating 530 hours of combat time. He was presented

the following awards, decorations, citations and campaign ribbons:
European African Middle Eastern, Asiatic Pacific Theater, Distinguished
Unit Badge (DUC), Distinguished Flying Cross, Silver Star, American Theater,
Victory WW II, American Defense Service Medal, Philippine Defense Ribbon,
Philippine Republic Presidential Unit Citation, Central Pacific, Papua
(BS), Guadalcanal (BS), East Indies (BS), Northern Appenines (BS), Pe
Valley (BS).

Col. Newton was promoted to 1st Lt. 22 Apr 1941 and since that time
has received the following promotions on the date indicated:

Captain	AUS	6 Feb 43
Major	AUS	27 Sep 43
Lt Col	AUS	6 Oct 45
Col	AFUS	15 Aug 51

He is a Regular Air Force Officer and holds the permanent grade of
Major with date of rank 12 July 1951.

Col. Newton was married 26 Dec 1942 and, at the present time, he
and his family, reside on Wilmington Island, Savannah, Georgia



0643

SECRET

Special Weapons Training

2WCMR

2DO (DOT)

16 September 53
Lt Col Godley, Phone 474

1. This office is well aware of the serious situation created by the lack of sufficient qualified instructor personnel in the wing to carry out an adequate special weapons training program. Numerous attempts have been made in the past two years to secure authority for additional qualified special weapons officers to conduct proficiency training. It is only within the last two months that these attempts have met with any degree of success. Latest unofficial information indicates that SAC, as a result of our latest recommendation dated 11 August 1953 and numerous similar recommendations from other wings, has tentatively approved our request for a T/O change to include three additional special weapons officers per wing. Since this T/O change has not as yet been approved by USAF, we cannot expect any tangible results anytime in the near future.
2. Since our personnel losses have reduced the number of qualified special weapons instructors to a level believed to be inadequate to maintain the wing's proficiency in special weapons, it is recommended that this matter be discussed at the next Commanders Conference.

s/ Joseph N. Donovan
JOSEPH N DONOVAN
Lt Col, USAF
Director of Operations

EXHIBIT 6

SECRET

Special Weapons Training
2AVNS 14 Sep 53

ZWCMER
Attn: ZDO (DOT)
Info: 2DM

1. Attrition in the form of personnel losses, within 2d Aviation Squadron, poses the problem of reduced capability, to the possible point of extinction, of the Special Weapons School for Combat Crews.

2. These are the facts:

a. SAC Aviation Squadrons are the source of trained personnel for rotation replacements of SAC Aviation Field Depot Squadrons.

b. The Aviation Squadrons of Second Air Force (4 Squadrons), provide the replacement pool for six (6) Aviation Field Depot Squadrons overseas. In actual figures this means that one-hundred twenty-eight (128) ZI officers and airmen are marked for replacement of four-hundred forty-four (444) overseas officers and airmen. This figure, (128), represents the T/O line position totals; it does not reflect those personnel who are ineligible for overseas assignments.

c. The 2d Aviation Squadron has lost twelve (12) officers between 1 June 1953 and this date. With a total authorization of fifteen (15) officers, percentage-wise, the squadron has had an 80% officer turnover.

d. Officer losses for the School, run by the squadron, totals three (3). This represents a 75% loss of school personnel in three (3) months. Actually only one officer capable of maintaining the school remains. He is the officer most eligible for overseas rotation.

e. All of the officers of the squadron (with the exception of one Warrant Officer) are vulnerable for overseas assignment.

f. The staffing of a Special Weapons School is a secondary responsibility of Aviation Squadrons, and in the implementation of Headquarters USAF and SAC rotation planning, it is not considered as a factor in personnel retention.

g. Not all officer personnel are suitable for duty as instructors, nor are the personnel assigned to Aviation Squadrons from Headquarters USAF resources schooled in Special Weapons Combat Crew Training. In practice this means that the training of an Aviation Squadron Nuclear Officer as a Combat Crew Instructor may or may not result in an effective instructor. From experience we set the time necessary to train an effective instructor between three (3) and six (6) months. Rotation forecasts for next year will, as they have in the past, prevent any Aviation Squadron Officer from attaining instructor proficiency.

h. The Aviation Squadron is authorized T/O line positions for ten (10) Assembly Officers. As of this date the 2d Aviation Squadron is three (3) Assembly Officers short.

3. From the above facts it is obvious that school continuity, under the present conditions, is critical. From a Wing standpoint this is a serious

Special Weapons Training (Cont'd)

situation. Recommend that the Wing make strenuous efforts to obtain trained personnel for Special Weapons Instructors.

I. A. SHULKIN
Major, USAF
Commander

HEADQUARTERS
SECOND AIR FORCE
Barksdale Air Force Base, La

2AFPEA 220.3

24 Aug 1953

SUBJECT: Forecast of Officer Personnel Levies for SAC Foreign Service
Units

TO: Commander
38th Air Division
Hunter Air Force Base
Georgia

1. Attached is a list of anticipated officer rotation requirements to be placed upon your command for assignment to the 5th and 7th Air Divisions. The "month" column represents the month officers may depart your station for assignment to the Personnel Processing Squadron.
2. It is pointed out that these levies are minimum rotational requirements which have been established by the 5th and 7th Air Divisions and are subject to change.
3. First consideration concerning assignment of returnees personnel possessing like AFSCs will be dependent upon the military requirement existing within your command.

BY ORDER OF THE COMMANDER:

/s/R. E. Stauffer
R. E. STAUFFER
CWO, USAF
Asst Adjutant

2 Incls
1. 5th AD Forecast
2. 7th AD Forecast

EXHIBIT 7

7TH AIR DIVISION

FORECAST OF OFFICER PERSONNEL LEVIES FOR OVERSEAS ASSIGNMENTS

Hq 2AF COMMAND: 38th AD

DATE OF FORECAST: 21 Aug 53

MONTH OF FORECAST

AFSC	GRADE	Sep	Oct	Nov	Dec	Jan	Feb	TOTAL
4344 (ASFT Maint Off)	Co Gr		1					1
6424 (Supply Off)	Co Gr				1			1
7724 (Air Police Off)	Major					1		1
GRAND TOTAL								3

HEADQUARTERS 2D BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

WING MEMORANDUM
NUMBER 30-1)

17 September 1963

Nominations

1. PURPOSE: To outline the policy of the 2d Bombardment Wing in selecting officers and airmen for nomination to higher headquarters for assignment, or to fill quotas levied upon the Wing by higher headquarters.

2. SCOPE: The provisions of this memorandum are applicable to Directors, Squadron Commanders, and other personnel of the Wing whose duties include recommendation of personnel to fill quotas.

3. POLICY:

a. The most fully qualified individual will be selected for nomination regardless of availability or O/CSE position held within the organization.

b. When the most fully qualified person is not considered available, complete justification for such non-availability will be furnished, and in addition to the principal nominee, the name of the next most qualified individual who is available will be furnished.

c. In the selection of personnel to fill quotas where nominations are not required, utmost care will be exercised to insure that personnel selected possess the required qualifications as outlined in the correspondence levying the quota.

d. Selection of personnel for overseas assignment will be in accordance with Air Force Regulation 35-39, Strategic Air Command Regulation 35-4, and 2d Air Force Regulation 30-1.

4. PROCEDURE:

a. Squadron commanders will be required to submit nominations to this headquarters following the policy contained in this memorandum.

b. The Director of Personnel will effect selection of personnel in accordance with paragraph 3 above and will insure complete coordination with affected Staff Agencies.

EXHIBIT 8

22W Memo 30-1

1 Sep 53

Hq 2d Bm Wg (M), Hunter AFB, Savannah, Ga.

c. The Director of Personnel will notify the Commander of the person selected who in turn will advise the individual concerned that he is under consideration for reassignment. The individual may not be considered for school or other assignments until released from consideration by the headquarters of selection, and official notification has been received by his unit of assignment.

d. Personnel nominated to Headquarters 2d Bombardment Wing and not selected will be immediately released, and the Director of Personnel will notify the squadron concerned.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Raymond J. Morris

RAYMOND J. MORRIS
Major, USAF
Adjutant

RAYMOND J. MORRIS
Major, USAF
Adjutant

DISTRIBUTION:

WJW

HEADQUARTERS
38TH AIR DIVISION
Hunter Air Force Base
Savannah, Georgia

ZDF

28 Sep 53

SUBJECT: Augmentation of Armament & Electronics Maintenance Squadrons
TO&E

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. Informal information, this station, indicates that the TO&E for Armament & Electronics Maintenance Squadrons under the B-47 authorization will be augmented to authorize one (1) officer and thirty (30) airmen to maintain KC-97 Aircraft.

2. Request any available information pertinent to this subject. This information is needed for planning purposes.

FOR THE COMMANDER:

ERNEST G TANNER
2d Lt., USAF
Asst. Adjutant

EXHIBIT 4

SECRET

HISTORY
of the
2D BOMBARDMENT WING M DETACHMENT
APO 194, C/O POSTMASTER
New York, New York

for
1 September through 30 September
1953

James L. Pente Jr
JAMES L. PENTE JR
1st Lt, USAF
Historical Officer

Edwin H. Quinn
EDWIN H. QUINN
Major, USAF
Commander

200/30/4/4562

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PROPERTY

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CF# 10F 6 42

EXHIBIT 10

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ORGANIZATION AND ADMINISTRATION

Detachment # 2, 2d Bomb Wing was organized and designated by Headquarters, 2d Bomb Wing to replace Detachment # 1, 2d Bomb Wing for approximately 90 days TDY in the United Kingdom. Organization of this Detachment was effected by 2d Bomb Wing General Order number 26, dated 25 August 1953. Authority for the organization was Second Air Force Operations Order 71-53, dated 15 August 1953. The effective date of organization of the Detachment was 1 September 1953.

Detachment # 2, 2d Bomb Wing was required to deploy five Shoran equipped B-50D aircraft on approximately 3 September to the United Kingdom for 90 days TDY as authorized by 38th Air Division Movement Order ADA3-2, dated 22 August 1953. The mission of this Detachment is to provide Shoran equipped B-50D aircraft in support of the 305th Bomb Wing presently TDY in the United Kingdom.

Four aircraft of Detachment # 2 departed Hunter Air Force Base on 3 September and arrived at the TDY location, Upper Hayford RAF Station, England, on 4 September. The fifth aircraft arrived in the United Kingdom on 5 September. The tactical aircraft of Detachment # 1, 2d Bomb Wing departed the United Kingdom on 4 and 5 September. Effective 4 September, Detachment # 1 returned to the ZI and Detachment # 2 was operational at TDY location.

The Commander of Detachment # 2 is Major Eulin N. Guinn, formerly 2d Bomb Wing Plans and Briefing Officer. Other key personnel of the Detachment include Major Winfred H. Meibohn, operations officer, Captain James A Watts, Chief of Maintenance, and Captain Albert B Green,

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adjutant and administrative officer.

Facilities available to the Detachment were substantially the same as those reported available to Detachment # 1 in previous histories. The Orderly Room, Operations Section (including Communications, Intelligence, Observers' Section and Briefing Room), Supply, and Personal Equipment were located in Hangar # 1, inside the flight line at Upper Heyford RAF Station. Facilities in all instances were adequate.

This Detachment is dependent on the 3918th Air Base Group at Upper Heyford for administrative and logistical support. During the month of September, cooperation between the Detachment and the Air Base Group was good with all problems being solved to the satisfaction of all concerned. The Detachment is attached to 7th Air Division for operational control.

Morale of personnel assigned to this Detachment was high during the month of September. There are several reasons for this. First and foremost, working hours have been normal, with a minimum of overtime. Also there has been a liberal amount of time off for all personnel. A genuine effort is being made by the Detachment Commander and Staff Officers to make this TDY period as pleasant as possible.

The administration of the Detachment ran smoothly during this month with no outstanding problems encountered.

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PERSONNEL

The total personnel authorization for Detachment # 2 was the same as that of Detachment # 1. This included 28 officers and 118 airmen. The original strength assigned to the Detachment included 29 officers and 118 airmen. The original intention was for personnel of Detachment # 1 to be replaced on a one for one basis by AFSC. However, this was not done in several instances and it resulted in an additional two personnel (one AFSC 43154B and one AFSC 46250) being deployed during the latter part of the month to meet the needs of the Detachment.

Due to the changes in the number of personnel assigned by AFSC, there were several overages in the Detachment. There are five medics assigned to the Detachment and a need exists for only two. These extra medics are presently being utilized in other sections of the Detachment. Also there is an overage of one airman, AFSC 30150H. As a result of these overages, air priority has been requested from 7th Air Division to return these airmen to the ZI.

During the latter part of September, 1st Lt Burder S Athey, 96th Bomb Squadron, arrived to replace Captain James H McGuire as Detachment Communications Officer. Captain McGuire is to be returned to the ZI as soon as air priority is available for separation from the service under current reduction in forces policy.

The principle change in the Table of Organization of Detachment # 2 was the authorization of a full time operations officer for the Detachment. Previously this duty had been performed by one of the aircraft commanders. Another change involved the dropping of a

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flight surgeon from the T/O. This was done due to the shortage of medical officers at Hunter Air Force Base.

In addition to the personnel assigned to the Detachment from Hunter Air Force Base, there are four Shoran mechanics attached from the 5th Shoran Beacon Flight, Forbes Air Force Base, Topeka, Kansas.

The following is a listing of personnel of this Detachment by Squadrons. All squadrons, except Headquarters 804th Air Base Group, are 2d Bomb Wing M.

Headquarters Squadron	9
49th Bombardment Squadron	81
96th Bombardment Squadron	1
2d Armt-Elect Maint Squadron	26
2d Medical Group	5
2d Field Maintenance Squadron	22
2d Periodic Maint Squadron	4
Headquarters 804th AB Group	<u>2</u>
Total:	150

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OPERATIONS

During the month of September, Detachment # 2, 2d Bomb Wing flew a total of 253:25 hours. This total included the deployment from Hunter Air Force Base to the United Kingdom. With the exception of two special missions, this time was expended in the accomplishment of 50-8 training requirements. These special missions were the RAF bombing competition and exercise "Left Field" under SAC (ZEBRA) Operations Order 65-53A. The results of Exercise "Left Field", which took place during the middle of the month, were very satisfactory as far as this Detachment was concerned.

During the period 21 through 24 September, this Detachment represented the United States Air Force in the British RAF bombing competition. This competition, originally scheduled for 21 and 22 September, was prolonged due to bad weather. The crews entered by this Detachment were those of 1st Lt James L. Fents Jr and Captain Wayne M. Pyles with the crew of Captain Floyd A. Peede as spare. Bad weather, rack malfunctions, and engine trouble resulted in insufficient bombs being dropped for the Detachment to qualify under the RAF rules. However, the Detachment did drop the one best release of the entire competition and had the best circular error converted to 30,000 feet of all participating units.

Following the RAF Bombing Competition an all out effort was made to complete 50-8 training requirements. However, the total loss of two weeks engaged in the SAC exercise and bombing competition plus a sustained period of bad weather prevented the completion of required

grid legs, night celestial, and visual bombs. Final crew standing resulted in three crews at 75 percent complete and two crews at 50 percent complete.

There were several other difficulties encountered during the month in the accomplishment of the training mission. The Rommie stations were scheduled but only one station was found to be on the air most of the time. No communications were possible with these stations by air. A second difficulty was the four engine changes plus numerous jug changes. Seventy percent of all gun camera film exposed was lost due to poor film pack loading, ~~at Hunter Air Force Base prior to departure for the UK.~~ Also, there was a lack of instruments resulting ⁱⁿ borrowing from one plane to another. This was finally made an AOCF item.

All crews completed the required SAC 50-2 physical training requirements by participating in volley ball, football, tennis, and basketball. Also, all crews fired at least one round of skeet per man.

Three special weapons loadings were completed. The First Aviation Field Depot Squadron at Upper Heyford provided excellent support both on the SAC special mission and for all special loadings.

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MAINTENANCE

On the 4th of September 1953, four aircraft from Detachment # 2 of the 2d Bomb Wing landed at Upper Heyford. Aircraft 49-309 was delayed in the EI with a leaking bomb bay tank and arrived at this station on the 5th of September.

The first commitment for this Detachment was scheduled for 8 September with two aircraft and 1 spare committed. The two primary aircraft flew as scheduled and the spare was not needed.

All aircraft arrived at this station due post-flight inspections but otherwise in good condition engineering-wise. This necessitated some week-end work for the ground crews of scheduled aircraft.

The EMT mission got off to a poor start with the first aircraft off returning after 40 minutes as a result of # 2 engine fire. The spare aircraft was soon airborne to replace it. In spite of the weather and maintenance problems the maintenance section was able to fulfill all commitments for the entire mission.

The initial periodic inspection was performed on aircraft 48-115, 21 September through 25 September. This included harmonization and compare swing in conjunction with the 1600 hour inspection. The inspection was performed inside hanger # 1 utilizing the hanger tracks.

As of the 30th of September, we have changed four engines and 15 cylinders, 1 turbo, and 1 elevator; however, this has not hampered our flying schedule and the maintenance section has continued to provide all necessary aircraft to fulfill all commitments from the operations section.

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Two aircraft aborts were experienced during the month of September. One was an air abort and the other was a ground abort due to tear in fabric which brought to light the fact that the whole surface was in unsatisfactory condition.

Total flying time for the month of September was 253:25 hours.

This is broken down by aircraft as follows:

48-071	56:25
48-115	44:35
48-121	60:45
49-309	40:20
49-339	51:20

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SUPPLY

Since the supply officer for Detachment # 2 was not scheduled to arrive until after the departure of the supply officer for Detachment # 1, Captain James A. Watts, Detachment Maintenance Officer, signed for the supply account which was turned over to the regular supply officer, Captain Rex S. Downey, upon his arrival in the UK. This necessitated two complete inventories of all supply accounts.

The Detachment Supply Section has been coordinating with Service Unit # 1 of Base Supply very closely in anticipation of future requirements in order to have such items on hand at this station when required. As of the end of this month, this system has been very profitable with the few exceptions being items over which Detachment Supply or Base Supply has no control.

The Supply Section computed the airlift requirements for the return of this Detachment to Hunter Air Force Base in December. The following is a breakdown of these requirements:

	<u>Total</u>	<u>Tactical Acft</u>	<u>Support Acft</u>
Personnel	150	75	75
Cargo	69,559 lbs.	10,835 lbs.	54,724 lbs.

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ROSTER OF KEY PERSONNEL

MAJOR EWIN N GUINN
Commander

MAJOR WILFRED H MEIBOHM
Operations Officer

MAJOR JOHN B VICKERY
Staff Observer

1ST LT VIRGIL R WUDDESTON
Gunnery Officer

1ST LT BURDEN S ATHEY
Communications Officer

2D LT DANIEL F McSHLIEN JR
Intelligence Officer

CAPT ALBERT B GREEN
Adjutant

CAPT JAMES A WATTS
Chief of Maintenance

CAPT REX S DOWNEY
Supply Officer

1ST LT JOHN W HALSEY
Arm-Elct Maintenance Officer

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TIME TABLE FOR B-47 CONVERSION

The following is a Projected outline of the training schedule for the 2d BW

1. CREW TRAINING:

a. 2d Bomb Wing Observers.

82 Observers are on orders for school at Mather AFB.

16 Observers will get quotas later to be requested for class in January.

b. Pilots: (OCTS quotas consisting of Phase I (6 wks B-47 M TD) and Phase II (4 wks B-47 transition) at Pinecastle or Wichita)

Two (2) staff crews reporting 1 Oct 53 to Wichita.

There will be 54 more quotas allotted to 2d Bomb Wing but the exact dates are unknown. However, the last class is to begin 16 Dec 53 (2AF Msg 2AFFA 3173, 25 Sep 53). For information the 308th Schedule is shown as 2d Bomb Wing quotas will approximate the 308th quotas.

(308th Bomb Wing Schedule) The standdown date of 308th BW was 1 Sep 53.

3 Staff Crews	16 Aug	Divided between Pinecastle and Wichita
1 Staff Crew	1 Sep	" " " " "
2 Combat Crews	1 Sep	" " " " "
29 Combat Crews	16 Sep	" " " " "
19 Combat Crews	1 Oct	" " " " "
3 Staff Crews	16 Nov	(Includes one (1) Air Div Cr)

38th Air Division will get six (6) IPs and must give up six (6) Co-Flt type.

2. MAINTENANCE PACKAGE: Eight (8) wks duration -- Location: Amarillo

<u>2BW QUOTA</u>	<u>CLASS STARTING DATE</u>	<u>GRADUATION DATE</u>
20	4 November 1953	12 January 1954
20	11 November 1953	19 January 1954
40*	18 November 1953	26 January 1954
40***	25 November 1953	2 February 1954
40**	2 December 1953	9 February 1954
40	9 December 1953	16 February 1954

* 6 Hydraulic Mechanics (Quotas w/o asterisk are for airmen in AFSC's 43170/71/51/31/, Acft Maint Tech, Supervisors, and Mechanics)

** 9 Electricians

*** 10 Electricians

b. Seven (7) to Chanute AFB for Engine Course: DURATION: 5 wks REPORTING: 11 November 1953.

Exhibit 11

RESTRICTED

3. A & E PACKAGE: K-Systems Series: DURATION: 1 Wks LOCATION: Lowry AFB

a. A "K" Series Systems course has been set up to train 93 mechanics of the 2d Armt Elect Maint Sq, the quotas are as follows:

<u>2BW QUOTA</u>	<u>CLASS STARTING DATE</u>	<u>GRADUATING DATE</u>
24	4 November 1953	2 February 1954
30	2 December 1953	2 March 1954
14	6 January 1954	23 March 1954
15	3 February 1954	20 April 1954
10	3 March 1954	18 May 1954

4. Two (2) officers have been selected to attend K-Systems Course for officers at Lowry AFB, Colo., Class starting 26 Oct 53, Graduating 1 Dec 53. The two officers are: 1st Lt John B. Robertson, 2d AEMS and WOJG Francis E. Bogard, 2AEMS.

5. FAMILIARIZATION AND INDOCTRINATION COURSE:

a. A 3-week familiarization and indoctrination course (OTU/type) will be conducted at MacDill for L&S personnel of the wing.

b. The purpose of this course will be to indoctrinate the staff and command personnel on the problems and procedures of operating a B-47 wing.

c. Upon completion of the course they will proceed to their parent wing and begin unit training, arriving approximately one week prior to equipping date.

<u>MAINTENANCE PERSONNEL</u>	<u>NUMBER</u>
Wing, Director of Materiel	1
Maintenance Control Officer	1
Control Unit Officer	2
Quality Control Personnel	18
OIC, Standardization Team	1
OIC, Records and TOC Unit	1
Supply Liaison Officer	1
UR Officer	1
CO, Org Maint Sq	1
Dock Officer	2
Dock Chiefs	7
OIC, Field Maint Sq	1
OIC, Field Maint Branches	5
NCO's Field Maint Shops	12
Sq Ing Officers	3
Line and Fld Chiefs	12
Post Fit Insp Team Chiefs	9
Crew Chiefs	45
TOTAL:	123

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OPERATIONS PERSONNEL

NUMBER

Wg CO	1
Dp Wg CO	1
Wg A-3	1
Wg Trng Off	1
Chf Clerk Ops	1
Staff Obs	2
Wg Com Off	1
Wg Intell	1
Base Ops Off (ABGO)	3
Sq SO's	3
Sq Ops Offs	3
Sq Obs	2
TOTAL:	<u>25</u>
Grand total:	148

RESTRICTED

ABDP
INFO: 2WCOM IR
2DM
2WDC

B-47 Aircraft Training Package for 2d Bomb Wing
2DF 30 Sep 53

1. Reference is made to letter, Headquarters Second Air Force, file 2AFPG 352, subject: B-47 Aircraft Training Package for 2d Bomb Wing, dated 21 Sep 53. The 2d Bomb Wing will be able to fill the 43170/71/51/31 quotas for Amarillo Air Force Base and the seven (7) jet engine quotas for Chamute Air Force Base within the requirements of cited letter.

2. The minimum requirement for AFSC 43154B is ten (10) and 2d Bomb Wing has only nine (9) air-men, AFSC 43154B, available for the course. There are sixteen (16) air-men, AFSC 43154B, assigned but seven (7) are not available for the following reasons:

- a. Four (4) do not possess the required service retainability.
- b. One (1) TDY UK.
- c. Two (2) attending KC-97 MTD.
- d. The quota will be filled as follows:
 - (1) Ten (10) air-men, AFSC 43134B.
 - (2) Nine (9) air-men, AFSC 43154B.

3. The 2d Bomb Wing cannot fill the minimum quotas required in Aircraft Hydraulic Supv/Tec/Sr level, AFSC 42570/71/50. Status of air-men are as follows:

<u>AFSC</u>	<u>ASSIGNED</u>	<u>REMARKS</u>	<u>AVAILABLE</u>
42550	3	1-B-47 School; 1-KC-97 MTD	1
42570	1	1-B-47 School	
42571	2	1-B-47 School	1

a. Results will be one (1) airman, AFSC 42570/71 and three (3) air-men, AFSC 42550, not available for this training.

WILLIAM W PARRAMORE
Major, USAF
Director of Personnel

Exhibit 12

FORM 10
10-10-53
10-10-53
10-10-53

MEMORANDUM FOR THE RECORD

DATE

OFFICE OF THE ASSISTANT CHIEF OF STAFF FOR PERSONNEL

MEMORANDUM FOR THE RECORD

NO. 1000002

1. Subject

It is requested that the following points be considered approximately equally, the total of 100% of the available points for the quarter ending 30 September 1953.

2. Personnel

Officer Manning, Grade 10, and Sergeant 1st Class are the only personnel in the 1st category. Personnel Second will be reported in the 2nd category. (Ref General Order, Personnel, 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th).

3. Cost

In the month of October, there were eleven Reports of Survey prepared for a total dollar cost of \$10,000.00. The major portion of this dollar cost can be attributed to an administrative level.

4. Unit Standardization

The results of the Unit Standardization are included in this report.

5. Training

No students have been reported for the 1st Base wing for the month of October.

6. Operations

The major factor which affected the completion of training missions was the 43rd of forty four (43) aircraft observers on 17 September to 18th 1953 for high level navigation training. Because this aircraft is assigned to the 1st Base wing will require approximately a day for repair (75% of the available points in the Operations section).

Joseph P. Piperay
Major Captain

200/53/0/472

NOTE: THIS INFORMATION CAN BE REPRODUCED IN WHOLE OR PART BY THE OFFICER, HEADQUARTERS SECOND AIR WING. NO ORIGINAL REPRODUCTION OF THIS DOCUMENT IN WHOLE OR PART IS PERMITTED WITHOUT THE PERMISSION OF THE OFFICE OF ORIGIN.

EXHIBIT 13

35.1469

FEDERAL BUREAU OF INVESTIGATION
 DEPARTMENT OF JUSTICE
 WASHINGTON, D. C. 20535
 1961

CLASSIFICATION	EXPIRES	EXPIRES		EXPIRES	
		DATE	TIME	DATE	TIME
SECRET	195	6.3	19.0	25.7	45.0
CONFIDENTIAL	100	8.4	124.8	13.6	24.8
TOP SECRET & CONFIDENTIAL		10.1	87.7	11.9	30.3
CONFIDENTIAL	100	73.6	100.5	26.0	100.5
SECRET	100	71.1	63.2	26.0	70.6

SECRET

CONFIDENTIAL INFORMATION

2ND BOMB WING W
ESTIMATED WING PERFORMANCE
ACC MANAGEMENT CONTROL SYSTEM
MONTHLY REPORT SEPTEMBER 1952

ITEM	NUMBER	PERCENT	POINTS
	OF TOTAL	OF TOTAL	OF TOTAL
FLIGHT			
Officers Landing	35	77.0	27.5
Airman Landing	55	98.0	22.5
AMEL Tests	30	100.0	30.0
Formation of Crews	10	100.0	20.0
Ground Safety	15	100.0	25.0
Standardized Tests	15	100.0	4.0
TOTAL	150	84.7	159.0
MISSION			
Sorties Delivered as of 30/9/52	60	100.0	60.0
Reports of Survey	14	100.0	14.0
Flying Mile	100	100.0	10.0
TOTAL	174	100.0	114.0
WING ACTIVITIES & DATA			
100% Effectiveness	40	100.0	37.7
Flying Safety	10	100.0	37.0
TOTAL	150	100.0	74.7
TRAINING			
* Training Aircrew - Government	100	100.0	103.0
ACC Aircrew Recalling Accuracy	50	100.0	50.0
ACC Visual Scoring Accuracy	35	100.0	31.5
* Night Operational Proficiency Test	25	100.0	25.0
* ACC Proficiency	45	100.0	45.0
* Ground Control Proficiency	20	100.0	20.0
* Forward Crews - Government	20	100.0	45.0
Ground Ready Crews - Government	50	100.0	45.0
Physical Conditioning	20	100.0	2.0
TOTAL	465	100.0	375.5
WING PERFORMANCE	150	77.1	152.2

* NOTES:

Crews in United States not included in computations of Operations Center - Air Traffic Report (T-1) from United Kingdom not received as of this date.

SECRET

MEMORANDUM FOR THE RECORD

SUBJECT

ITEM	PERSONNEL	STATUS
Officers Detail	7.5	Principal shortage exists in Aircraft Officers 15300, Intelligence Officers 2030, Instrument System Officers 2034, Air Operations Officers 2035, and Medical Officer Aviation Section 2036.
Airman Manning	24.5	Aircraft Mechanics and Target System Gunners (lowest skill level) continue to be the principal shortage in Airman ranks. The main APO's affected are 2452, 41518, 41519, 41520, and 41521.
Recruitment Status	16.0	See Appendix A for details of recruitment status for the quarter ending 30 September 1950.
TOTAL	48.0	

SECRET

6661

REPORT OF THE BOARD

1950

Reports of Navy

25.0

In the month of September the dollar cost of Reports of Navy registers was \$15,000.00. The increased dollar costs in September were due to the extra costs for the loss of points on this item.

Flight Safety

5.0

The amount of money received in July effected the transfer of the amount to the 30 September 1950.

6662

9

ANALYSIS OF RESULTS

ENGINE

TYPE	PERCENTAGE	REMARKS										
Training Pilots - 3 sub-panels	47.0	The main issue which occurred on the Wing crew activities, 10% of the ratings were below, 80% of the total percentage (100 - 90).										
ASB Wing 3 Panel, 1st sub-panels	3.9	The Wing profile was 7.5, 100 Visual was 55.4 which gives the Wing 100% of the total percentage. Improvement has been indicated in this area for the last two operational quarters.										
General Crews - 2 sub-panels	1.0	The following items presented certain crews from scoring: <table border="1"> <thead> <tr> <th>TYPE</th> <th>% OF CREWS</th> </tr> </thead> <tbody> <tr> <td>Low 100 Visual Efficiency</td> <td>5</td> </tr> <tr> <td>Low 100 Visual Proficiency</td> <td>3</td> </tr> <tr> <td>Low 100 Visual Accuracy</td> <td>1</td> </tr> <tr> <td>Crews not on test (20 crews not considered)</td> <td>3</td> </tr> </tbody> </table>	TYPE	% OF CREWS	Low 100 Visual Efficiency	5	Low 100 Visual Proficiency	3	Low 100 Visual Accuracy	1	Crews not on test (20 crews not considered)	3
TYPE	% OF CREWS											
Low 100 Visual Efficiency	5											
Low 100 Visual Proficiency	3											
Low 100 Visual Accuracy	1											
Crews not on test (20 crews not considered)	3											
Crew 100 Visual Crews	5.0	Crew 100 is the only crew not scored ready. The airplane engine and Radar Converter are not scored ready.										
Physical Condition	15.0	One of the restricting factors in complying with the Physical Conditioning Program was the end of the wing's conversion to new type aircraft. Crew members had been released to schools for training during this transition period.										

ELKEL
 W.F. [unclear]

2ND DEB WITH N
 CREW LIST OF T-119S MEMBERS
 30 OCTOBER 1953

<u>NO.</u>	<u>PERCENT OF LICENSE</u>	<u>CLASS</u>
301	75	Pilot - Basic
302	0	Pilot in Helicopter Flying
305	0	Co-pilot
306	0	Night Celestial Navigation
308	75	Co-pilot
309	50	Pilot in Helicopter Flying
312	50	Night Celestial Navigation
313	75	Co-pilot
315	50	Co-pilot
317	75	Night Celestial Navigation
318	50	T-28 Aircraft
341	50	Co-pilot - Helicopter
310	0	Pilot in Helicopter Flying
343	75	Co-pilot - Helicopter
324	0	Co-pilot
325	0	Pilot in Helicopter Flying
342	75	Co-pilot - Helicopter
346	0	Co-pilot - Helicopter
328	50	Co-pilot - Helicopter
329	0	Co-pilot - Helicopter
327	0	Pilot in Helicopter Flying
330	50	Co-pilot - Helicopter
344	50	Co-pilot - Helicopter
348	25	Night Celestial Navigation
349	0	Night Celestial Navigation
330	75	Co-pilot - Helicopter
338	25	Night Celestial Navigation

TRENDS
 Compared to
 prior month,
 → Favorable
 ← Unfavorable

2ND BOMBARDMENT WING M
 CUMULATIVE STATUS FOR SEPTEMBER 1953
 WEEK ENDING 30 SEPTEMBER 1953

<u>STRENGTH</u>	<u>PERSONNEL</u>		<u>Percent</u>	
	<u>AVCL</u>	<u>Number</u>	<u>of Total R</u>	
Authorized	2399	2ND BOMB WING	2	6.1 0
Average Assigned	2685	308 BOMB WING	3	9.1 2
Average Present for Duty	2065	Hunter AFB	33	100.0 4
<u>REEMPLISMENT RATE</u>	3.7%	Veneral Disease		
<u>GROUND SAFETY</u>		2 Bomb Wing	4	15.4
Number of Disabling Injuries	3	308 Bomb Wg	2	7.7
No. of Non Disabling Injuries	15	Hunter AFB	26	100.0
Man Days Lost	36			
Total Cost	31185.00			

	<u>MATERIEL</u>	<u>R-50D</u>
Average Number of Aircraft Possessed		35.5
Flying Time		1144:55
In Commission Rate		70.1
A O C P Rate		9.9
A O C M Rate		20.0
T O C Rate		26.0
Number of Engines Changed		11
Number of Engines Changed per 1000 Flying Hours		9.6
Sorties Delivered as percent of Required		100.0

<u>SCORTIES</u>	<u>OPERATIONS</u>
Scheduled	113
Flown	113
APORTS	14
AVERAGE HOURS PER COMPLETE CREW	28:37

<u>CREW STATUS</u>	<u>20th</u>	<u>49th</u>	<u>96th</u>	<u>TAC</u>	<u>ARS</u>
Select Crews	7	3	7	17	
Lead Crews	4	5	3	12	
Ready Crews	4	6	5	15	
Total Combat Ready	15	14	15	44	
Total Non Combat Ready	-	1	-	1	20
DELAYED TAKEOFFS	8	5			
APORTS	5	3	6	14	--

Exhibit 14

2ND BOMB WING CONTROLLER

2ND BOMB WING M
GROUND SAFETY
MONTH OF SEPTEMBER 1953

<u>DATE</u>	<u>ORGANIZATION</u>	<u>NAME</u>	<u>GRADE</u>	<u>TYPE OF ACCIDENT</u>	<u>MAN-DAYS LOST</u>	<u>COST</u>
12 Sep	49th Bomb Sq.	Crawford, A. E.	S/SGT	Airman become involved in a fight at Georges Lounge in Garden City. Injury - End of his nose was bitten off.	30	\$900.00
15 Sep	2nd Flt Maint Sq.	Nichl, W. A.	A/2C	Airman was removing paint from under aircraft and dropped paint remover in right eye.	2	60.00
25 Sep	2nd Per Maint Sq.	Pearce, T. W.	A/2C	A truck proceeding east on 56th Street, failed to stop for sign and continued on to Abercorn St. Airman Pearce, who was riding a scooter north on Abercorn, struck the side of the truck.	4	120.00
				15 NON DISABLING INJURIES	—	105.00
				TOTAL	36	\$1185.00

2ND FCGE WING W
REENLISTMENTS AND DISCHARGES
MONTH OF SEPTEMBER 1953

ORGANIZATION	REENLISTMENTS			DISCHARGES		RATE
	NUMBER	PERCENT	PERCENT	NUMBER	PERCENT	
HEV DOWNWINDERS SQUADRON						
20TH FCGE SQUADRON						
45TH BOM BATTALION				18		
96TH FCGE SQUADRON						
2ND AIR REFUELING SQ.			1	1	1	
2ND PER MAINT SQ.				1		
2ND FLD MAINT SQ.				1		
2ND ARM & ELECT SQ.				2		
2ND MEDICAL GROUP				1		
2ND AVIATION SQ.				2		
2ND FCGE WING	NUMBER		1	26	1	
	RATE		3.7			
BOMBER AIR FORCE BASE	NUMBER	3	1	32	3	
	RATE		11.4			

1953	REENLISTMENTS			DISCHARGES		RATE
	NUMBER	PERCENT	PERCENT	NUMBER	PERCENT	
JAN	14	-		36	-	37.8
FEB	13	1		41	1	33.3
MAR	8	1		31	-	29.0
APR	7	1		24	-	29.2
MAY	3	-		22	1	13.0
JUN	7	-		17	1	30.9
JUL	3	-		14	-	21.4
AUG	3	-		8	-	37.5
SEP	-	1		26	1	3.7
OCT						
NOV						
DEC						

2ND FGT WING M
AOL STATUS

MONTH OF SEPTEMBER 1953

UNIT	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
HQ SQ 2ND FGT WING					3							
20TH FGT SQ.									1			
49TH FGT SQ.	1					1						
96TH FGT SQ.		1		1								
2ND AIR REF SQ.	1	1	2		1	1						
2ND ARM & ELECT SQ.		1	2									
2ND FLD MAINT SQ.	1	3	2	3	1	2	1	1				
2ND PER MAINT SQ.	1			1	2				1			
2ND AVIATION SQ.												
2ND MEDIC L GROUP		2	2		2		1	1				
2ND FGT WING M	4	8	8	5	9	4	2	2	2			
RATE	1.6	3.4	3.1	1.9	3.4	1.6	0.8	0.8	0.9			
308TH FGT WING	10	8	9	5	0	6	1	3	3			
RATE	5.7	5.8	6.5	3.8	0	4.0	0.7	1.9	2.0			
HUNTER AF BSBF	50	52	42	50	41	44	48	30	33			
RATE	7.7	7.3	6.7	7.2	5.5	5.9	6.5	4.1	4.9			

COPY
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METRO

FM COMDRAP 2 BARKSDALE AFB LA
TO COMDRADIV 38 HUNTER AFB GA
(MULTIPLY ADDRESS)

/R E S T R I C T E D/2APOTA 3348. SUBJ IS BING AND NAVIGATION
COMPETITION. WALKER BOMBING RANGE HAS BEEN SELECTED AS RANGE
TO BE USED IN THE COMPETITION. COPIES OF BAF REG 340-6 DATED
19 FEB 53 COVERING THE USE OF WALKER BOMBING RANGE HAVE BEEN
AIRMAILED TO YOUR HQ. BAF HAS WAIVED LIMITATION TO 100 LB
BOMBS AS CONTAINED IN REFERENCED REGULATION 500 POUND SAND
FILLED BOMBS ARE AUTHORIZED BOTH PRIOR TO AND DURING COMPETITION.
FURTHER INFO ON COMMUNICATION FACILITIES AND SCHEDULES WILL BE
FWDD YOUR HQ AFTER CONFERENCE TO BE HELD ON 29 SEP 53 AT CARS-
WELL AFB.

28/2033Z ~~get~~ JESBA
JEP

COPY

0679

Exhibit 15

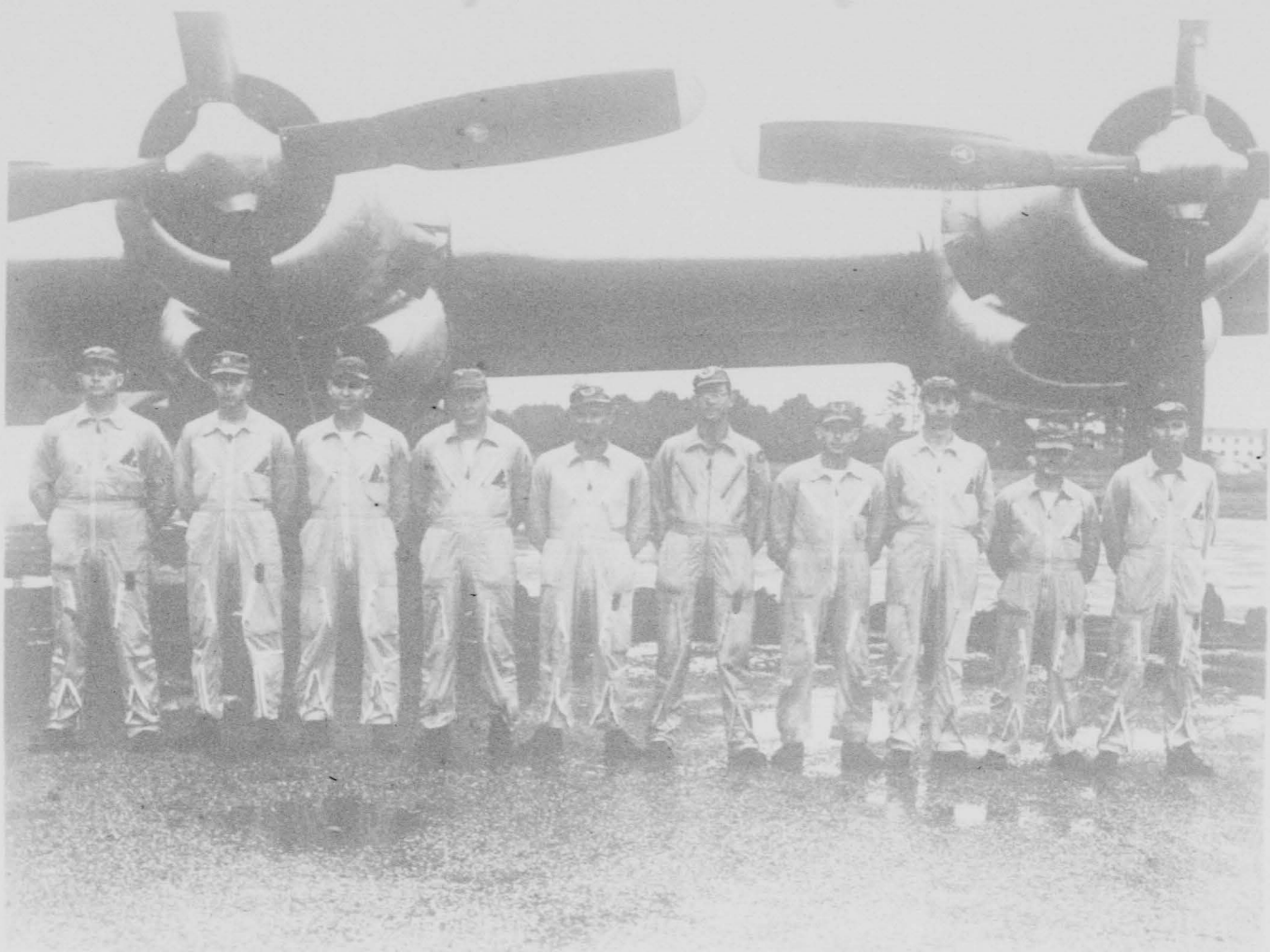
1. Lt Col Joseph V. ...
 total of 27,145 hours including 27,145 hours as a pilot
 in the aircraft.

<u>Serial No.</u>	<u>Name</u>	<u>Date</u>	<u>Position</u>
1	Col Joseph V. ...	1 Jan 47	...
2	Capt Walter M. Keller	17 Jun 51	...
3	Capt Cole E. ...	1 Jan 49	...
4	Capt Russell S. ...	15 Mar 49	...
5	Capt
6	Capt John A. ...	1 Jul 49	...
7	Capt Neil W. ...	1 Jul 51	...
8	Capt ...	11 Sep 51	...
9	Capt Richard W. ...	25 Sep 51	...

2. Major John A. Murphy, aircraft commander of crew 177, has logged a
 total of 27,145 hours including 27,145 hours as a pilot
 in the aircraft. The following is a list of his crew and their
 positions:

<u>Serial No.</u>	<u>Name</u>	<u>Date</u>	<u>Position</u>
1	Major John A. Murphy	1 Jan 47	...
2	Capt Russell S. ...	17 Jun 51	...
3	Capt ...	1 Jan 49	...
4	Capt ...	1 Sep 51	...
5	Capt ...	25 May 51	...

180 1 1891 - Boyd L. Williams - 17 May 52 - 24 July 52
181 1 1891 - Alfred G. Brown - 21 April 52 - 1 June 52
182 1 1891 - Charles H. Bates - 1 July 52 - 24 July 52
183 1 1891 - Harry W. Bennett - 27 May 52 - 11 July 52
184 1 1891 - Archie D. Bennett - 27 May 52 - 11 July 52



0682

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METRO

FM COMDRAF 2 BARKSDALE AFB LA
TO COMDRADIV 38 HUNTER AFB GA
/R E S T R I C T E D/2AFOTA 2127. REQ 2D BW FURNISH ONE B-50D
AIRCRAFT TO 3908TH SES FOR PURPOSE OF TEST FLYING THE BOMBING
AND NAVIGATION COMPETITION MISSION. LT COL SEITH WILL BE AIR-
CRAFT COMMANDER. COL PERRY COMDR 3908TH WILL CONTACT YOUR HQ
WITH INFO AS TO WHEN AIRCRAFT ~~W~~ WILL BE REQUIRED. INDICATIONS
ARE THAT IT WILL BE DURING THE WEEK ENDING 26 SEP.
17/2216Z SEP JESBA

COPY

Exhibit 16

0683

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COPY

METRO

FM COMDRAP 2 BARKSDALE AFB IA
TO COMDRADIV 38 HUNTER AFB GA
/R E S T R I C T E D/2AFOTA 2958. SUBJECT IS BOMBING AND NAV-
IGATION COMPETITION. REQUEST YOUR ABILITY TO FURNISH TWO FIELD
GRADE OFFICERS, AFSC 1524, WITH B-50D CREW EXPERIENCE TO SERVE AS
UMPIRES IN THE BOMBING AND NAVIGATION COMPETITION 23 OCTOBER 53
THRU 1 NOV 53. REQUEST REPLY ASAP TO THIS HQ, ATTN: DIRECTOR
OF OPERATIONS.
24/2049Z SEP JESBA

RESTRICTED
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Exhibit 19

0684

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METRO

FM COMDRAP 2 BARKSDALE AFB LA
TO COMDRADIV 38 HUNTER AFB GA
(MULTIPLY ADDRESS)

2AFMMP 3410. FOR: D/MAT OF 8TH AND 15TH AF'S SUBJ: SUPPORT
AUTH'S FOR ORGNS PARTICIPATING IN SAC BOMBING COMPETITION 26
TO 31 OCT 53. POLG PERS WILL BE SENT WITH ACFT PARTICIPATING
IN BOMB COMPETITION: B-29/B-50's AT WALKER AFB - 16 AIRMEN, 2
OFFS OR 1 OFF AND 1 TECH REP B-47, DAVIS-MONTHAN AFB - 24
AIRMEN, 2 OFFS OR 1 OFF AND 1 TECH REP THE POLG EQUIP WILL BE
MINIMUM REQUIREMENT NEC TO SUPPORT ACFT DURING COMPETITION;
B-29/50 WG - 1 C-21 PER ACFT; 1 TOW BAR PER WG; 2 MAINT STANDS
PER ACFT; 1 ENROUTE KIT PER WG; TEST EQUIP FOR FLT LINE A&E
MAINT. B-47 WG - 1 C-26 PER WG; 2 MAINT STANDS PER ACFT; 1 50-
TON AXLE JACK PER WG; TEST EQUIP FOR FLT LINE A&E MAINT; 1
ENROUTE KIT PER WG; 1 3000 LB AIR COMPRESSOR PER WG. IT IS
REQ THAT ENROUTE KITS BE AS COMPL AS POSSIBLE. SUPPLY SUPPORT
AT COMPETITION LOCATIONS IS MARGINAL. A&E MOCKUPS WILL BE
AVAIL FOR USE BY COMPETING WGS. CURRENT INFO INDICATES THAT
ENGINES REQUIRED TO SUPPORT UNITS OF THIS COMD WILL BE AVAIL
AT BOMBING COMPETITION STAS. FOR 6TH ADIV: REF 305TH MSG
305WA4 4061, 22 SEP. SUBJ LOGISTICAL SUPPORT OF 305TH B-47
DURING BOMBING COMPETITION. REQ UR COMMENTS IMMED.
28/2317Z SEP JESBA

COPY

EXHIBIT 20

0685

COPY RESTRICTED

DE JPLGO 2210
R 261100Z
FM COMDR DET 25W UPPER HEYFORD ENG
TO COMDR 38AD HUNTER APB GA
/R E S T R I C T E D/RADNOTE TO COL JONES FR MAJ GUINN. REF
RAF VISUAL BOMBING COMPETITION 25W DET HAD BEST SINGLE BOMB
AND BEST CIRCULAR ERROR OF COMPETITION BUT WAS NOT JUDGED
BECAUSE OF TOTAL RELEASES. NO OPPORTUNITY GIVEN TO MAKE UP
RELEASES LOST DUE TO VERIFIED CLOUD COVER.
26/1102Z SEP JPLGO

COPY

Exhibit 21

0686

DISPOSITION FORM

COPY

SECURITY CLASSIFICATION (U/REF)

CONFIDENTIAL

FILE NO.

SUBJECT

RAF Visual Bombing Competition

TO

Comdr 20th Bomb Sqdn M
Comdr 10th Bomb Sqdn M
Comdr 96th Bomb Sqdn M

FROM

2DO (DGT)

DATE

1 Oct 59

COMMENT NO. 1

Lt Col Godley, 472

The following message from 7th Air Division is quoted for your information:

"Confidential/DC 4834. RAF Visual Bombing Competition terminated with RAF unit first place actual CE 210 feet converted CE 258 feet. Although 2d Bomb Wing detachment had best actual CE 138 feet converted CE 210 feet and best bomb of competition (shack), 2d Bomb Wing disqualified from competition standing due insufficient bombs. Original competition rules provided best 8 bombs of 12 releases would determine winner. Due adverse weather and other forthcoming rules to determine winner on basis of best 6 bombs. Many squadrons denied one or more bombs due to cloud cover. 2d Bomb Wing denied 4 bombs in this manner. 3 additional bombs were not dropped when aircraft aborted (engine malfunction) and 1 bomb due rack malfunction. In compliance with SAC msg DOPS 27923 aircraft with engine malfunction returned to base before arriving pre-IF. Total of 4 releases effected by 2d Bomb Wing insufficient to qualify under revised rules of competition standing."

/t/s/ JOSEPH M. DONOVAN
Lt. Colonel, USAF
Director of Operations

COPY

SECURITY CLASSIFICATION

CONFIDENTIAL

EXHIBIT 22

DD FORM 96

1 FEB 50

REPLACES DD FORM 96, 1 OCT 48, WHICH MAY BE USED.

16-50000-2 U. S. GOVERNMENT PRINTING OFFICE

0687

SECRET

SECRET

HEADQUARTERS 2D BOMBARDMENT WING M

2d Bomb Wing M

WING COMMANDER'S REMARKS

(Date) (Initial)

PART IV OF

Air Training Report for Month of September

REF: 1-SAC-TLRa

A. A total of three hundred fifteen hours and forty-eight minutes (315:48) were flown on missions ordered by higher headquarters during this period. The breakdown is as follows:

1. Second Air Force Operations Order 74-53	183:00
2. Sea Search	88:12
3. Flyover affiliation with Ground Observer Corps	30:54
4. A.D.S. special landing at Lincoln AFB.	13:42
Total Hours	315:48

B. Adverse weather conditions during the last two days of the month precluded completion of pilot proficiency missions as scheduled. Approximately forty five (45) hours of this type of training were lost. The same weather conditions also caused cancellation of several camera gunnery missions as scheduled.

C. No restrictions were imposed by AFB or other headquarters during this period.

D. There were no authorized substitutions of training during this period.

E. Combat crew member gains and losses during period.

1. Crew members gained.

- a. 2 pilots.
- b. 3 gunners.

2. Crew members lost.

- a. 4 A/C's; 3 transferred to Air Refueling Squadron, 1 transferred to Wing Staff.
- b. 5 Pilots; 2 reassigned to AOB School, 3 reassigned to 308th Bomb Wing.
- c. 1 Radar Operator reassigned to 308th Bomb Wing.

Incl #4

SECRET SECURITY INFORMATION

EXHIBIT 23

Page 1 of 4 Pages

0688

- d. 4 Flight Engineers, 3 transferred to Air Refueling Squadron, 1 reassigned to B-36 program.
- e. 7 Radio Operators, 5 separated from the service, 1 reassigned to 3908th SES, 1 reassigned to 9th Crash Rescue Flight.
- f. 28 Gunners, 25 separated from the service, 2 transferred to Air Refueling Squadron, 1 reassigned to cadet training.

F. Crew Member Changes during Period.

1. 5 Aircraft Commanders.
2. 11 Pilots.
3. 3 Radar Operators.
4. 1 Navigator- bombardier.
5. 7 Radio Operators.
6. 12 Flight Engineers.
7. 62 Gunners.

G. Crew L60AO was formed effective 1 September 1953.

H. The following change in crew status occurred during this period.

1. Crew L19EO disbanded 1 September due to three (3) primary crew member changes during month of August 1953.
2. Crew L60AO formed effective 1 September.

I. The standardization Board Crews are as follows:

1. S19EO, A/C Johns, 2d Bombardment Squadron M.
2. S07EO, A/C Boynton, 20th Bombardment Squadron M.
3. L11EO, A/C Davidson, 49th Bombardment Squadron M.
4. S09EO, A/C Hojnacki, 96th Bombardment Squadron M.

J. Matters pertaining to material did not adversely affect training during this period. However, the loss of forty-three (43) aircraft observers on 18 September, TDY to Mather AFB, and the further loss of an additional thirty-nine aircraft observers on or about 1 October 1953 has severely affected training. The loss of these people has not only precluded completion of training which required observers presence, but has caused crews to become partial or five "X" crews, and therefore ineligible for credit although individual training was accomplished.

2

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K. Failure to accomplish all the SAC minimum training requirements was due to the reasons indicated in paragraph J above except:

1. Forty-five (45) hours pilot proficiency as listed in paragraph I.
2. Ninety-four (94) gun camera attacks as listed in paragraph B.
3. Loss of six (6) RBG G.P.I. malfunction type runs which were recorded as G.P.I. practice runs on the SAC Form 47 by the RBG sites.

L. Remarks pertaining to "Special Training" month are not applicable.

M. Field Training Operations:

1. Test of facilities: None.
2. Exercises: None.
3. Maneuvers: None.
4. General Training:

a. In addition to the normal combat area proficiency training indicated on SAC Form 403b, the following additional training was accomplished:

- (1) Four (4) 28 A & L Squadron personnel, who are assigned to the Post-loading Test team, completed a 4 1/2 day refresher course on the M-6.
- (2) The six (6) 804th Supply Squadron loading team performed one (1) special loading week during the month.
- (3) Six (6) pilots completed the Bomb Commanders Course at Sandia Base during September and six (6) more are presently attending.

b. Two (2) Special Weapons instructors from 28 Aviation Squadron attended the DI retrainer course at Sandia Base during September.

N. One (1) non combat ready crew is assigned this wing and this crew is sufficiently qualified to deploy unit tactical aircraft if an emergency so dictate.

O. Crew N3390 flew no sortie time during this period as a crew; however, this crew did receive individual air training as reflected in the statistical section of this report. Aircraft Commander returned from TBY at Bomb Commanders Course on 15 September 1953. The Bombardier-Navigator was TBY the entire period attending Squadron Officers course at Maxwell Air Force Base, Alabama. Radar Operator departed for TBY at Mather Air Force Base, California, on 19 September 1953.

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SECURITY INFORMATION

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1. Bombardment crews were relieved of air Refueling requirements by Second Air Force Message 2AFOLA 748, dated 8 September 1953.

2. In accordance with 2AF Operations Order 26-53, five (5) shoran trained crews and aircraft were deployed to the United Kingdom. Aircraft departed on 3 and 4 September 1953. As instructed in paragraph 3b, Supplement 1 to SAC Regulation 50-23, dated 10 September 1953, the Air Training Report for the above mentioned crews will be submitted direct to SAC Headquarters from the United Kingdom.

W. V. Jones

OSCa V. JONES
Colonel, USAF
Commander

SECRET

4

SECURITY INFORMATION

Page 4 of 4 Pages

0891

23 AIR REFUELING SQUADRON

Squadron Commander's Remarks

Section H of

Air Training Report for Month of September

RCS: A-540-TLR

SECTION H: Squadron Commander's Remarks:

a. Twenty (20) non-combat ready crews assigned this squadron are presently under going KC-97 conversion training at West Palm Beach, Fla. This has precluded accomplishing any formal crew training during this period.

b. Training accomplished, as reflected in the statistical section of this report, was flown by partial or SA crews primarily for AFE 60-2 training.

LEONARD B. WILSON
Lt. Colonel, USAF
Commander

CONFIDENTIAL

Page 1 of 1 Pages

SECURITY INFORMATION

COPY

FM COMDRAP 2 BARKSDALE AFB LA
TO COMDRADIV 38 HUNTER AFB GA
/R E S T R I C T E D/2AFOTA 0748. ATTN: 2D BOMB WING FOLLOWING
SAC MSG QUOTED FOR YOUR INFO: "DOTRS 24282. 2D WILL BE RATED
AS A NON-AIR REFUELING BOMBARDMENT WING UNTIL FURTHER NOTICE."
THIS INCLUDES AUGUST AND SEPTEMBER.
08/2032Z SEP JESBA

COPY

Exhibit 24

0893

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CLASS: SECRET
AUTH: _____
INIT: _____
DATE: September 1953

HISTORY
OF

2D AIR REFUELING SQUADRON

2D BOMB WING (M)

SECRET

PERIOD COVERED

1 September to 30 September 1953

EX 24A SECURITY INFORMATION *Exhibit 24A*

2D AF BARKSDALE AFB, LA, JULY 52 (4349)

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TOP SECRET - SECURITY INFO

Special Agent in Charge
Federal Bureau of Investigation
Washington, D.C.

Frank J. Bonilla
Special Agent in Charge
New York Office

Edward A. Rafallo
Special Agent in Charge
New York Office

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Exhibit 24A

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13 items arrive at 22-77 school
West Point, Pa., 2/15/50, listing
total of 21 items.

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100	Army Air Corps
101	Second Air Support Squadron
102	United States Air Force
103	Air Force Specialty Code
104	Air Force Base
105	Mobile Training Detachment
106	Headquarters, Office of the Chief of Staff
107	Staff
108	Headquarters
109	Major
110	Master Sergeant
111	Technical Sergeant
112	Staff Sergeant
113	Strategic Air Command
114	Three Year Program (Title)
115	Delivery Day

)

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CHAPTER 11

Personnel

On 1 September, the assigned strength of the PALS was 22 officers and 236 airmen; on 3 September it was 20 officers and 231 airmen. There were no vacancies in September but 2 AFM changes occurred. July 1 - Chief and Airframe were newly assigned to the PALS, with 10 AFM assigned to them were assigned by Headquarters. These officers and 3 airmen received "Certificates of Appreciation" for their services received - valuable assistance. All authorized flying personnel are fully trained to the PALS training course at West Palm Beach, Florida, except navigators. Personnel records processing described the major part of the processing of these items.

1. The Morning Report, OAS, dated 1 September.
2. The Morning Report, OAS, dated 3 September.
3. The Appendix, "List of AFM Changes", Serial No. 10.
4. The Appendix, "List of AFM Changes", Serial No. 10.
5. Administrative

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The radio set is first used to identify the aircraft and then to determine its position. This is done by measuring the time delay between the transmission and reception of a signal. The time delay is measured by using a radio set which has a known frequency and a known distance between the transmitter and receiver. The time delay is measured by using a radio set which has a known frequency and a known distance between the transmitter and receiver. The time delay is measured by using a radio set which has a known frequency and a known distance between the transmitter and receiver.

The radio set is used to determine the position of the aircraft. This is done by measuring the time delay between the transmission and reception of a signal. The time delay is measured by using a radio set which has a known frequency and a known distance between the transmitter and receiver. The time delay is measured by using a radio set which has a known frequency and a known distance between the transmitter and receiver. The time delay is measured by using a radio set which has a known frequency and a known distance between the transmitter and receiver.

See Radio Set Maintenance
1. See Radio Set Maintenance, Chapter 1 (37th Air Division, Form 87)
2. See Radio Set Maintenance, Chapter 2 (37th Air Division, Form 87)

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Reference is made to the report of the Committee on the activities of the Department of Defense, dated 10/10/50, and the report of the Committee on the activities of the Department of Defense, dated 10/10/50, and the report of the Committee on the activities of the Department of Defense, dated 10/10/50.

The Committee on the activities of the Department of Defense, dated 10/10/50, and the report of the Committee on the activities of the Department of Defense, dated 10/10/50, and the report of the Committee on the activities of the Department of Defense, dated 10/10/50.

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DATE	TIME	LOCATION	PERSONS	REMARKS
10/10/54	10:00	Room 100	John Doe	Initial meeting
10/11/54	11:00	Room 100	John Doe, Jane Smith	Discussion of plans
10/12/54	12:00	Room 100	John Doe, Jane Smith	Review of documents
10/13/54	13:00	Room 100	John Doe, Jane Smith	Final preparations
10/14/54	14:00	Room 100	John Doe, Jane Smith	Execution of plan
10/15/54	15:00	Room 100	John Doe, Jane Smith	Post-mortem analysis

* This document is classified SECRET because it contains information the disclosure of which would be injurious to the national defense.

* This document is classified CONFIDENTIAL because it contains information the disclosure of which would be of limited value to the national defense.

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HEADQUARTERS 2d BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

TO:

SUBJECT: Narrative Report on Second Air Force Operations Plan 74-53

TO: Commander
38th Air Division
Hunter Air Force Base
Savannah, Georgia

1. In accordance with Second Air Force Operations Plan 74-53, dated 7 August 1953, the following narrative report is submitted.
2. Mission as Planned:
 - a. Second Bomb Wing was to schedule all available lead and select crews for daylight simulated visual bombing evaluation missions against the Great Lakes Pipe Line Co. Tank Farm, Omaha, Nebraska, on specified dates during the period 24 August through 2 October 1953.
 - b. The objectives of this exercise were to evaluate the current capability of crews to bomb under optimum conditions, and to evaluate the Series 50 Target Complex Chart as a target material.
 - c. All crews were to conduct camera scored visual familiarization attacks prior to making their record run.
 - d. Routes, initial points, and bomb runs were to be in accordance with the instructions contained in 2AF Operations Plan 74-53.
 - e. All crews were to make a visual RBS run on Kansas City enroute to the target in order to insure that equipment was functioning properly. Maximum training, in furtherance of 50-8 requirements, was scheduled enroute.
3. Mission as Executed:
 - a. In preparation for this mission all observers were given two periods of supervised target study by members of the Wing Staff. This study was completed prior to practice runs over the target.

2001

Subject: Narrative Report on Second Air Force Operations Plan 24-53

minimum of nine hours target study was accomplished by each observer. In addition to target materials furnished for this mission, vertical photos and forward obliques from the initial points to the target were utilized during the study period. For the benefit of the radar operators, an ultrasonic plate and radar prediction were made. Upon completion of the target study each observer was given an examination to insure his complete familiarity with the target and approaches. Each observer, who participated in the mission, was given a familiarization flight over the target prior to his record run.

b. Daylight simulated visual bombing missions were conducted against the designated target at Gwaha by the 2d Bomb Wing on 24, 27 August and 1 September 1953. A total of 33 bombing evaluation sorties were flown with 23 completing successful visual bombing runs.

a. On 24 September one weather aircraft and 10 B-29s were dispatched. The weather aircraft took off at 0600Z with the remaining B-29s following at 27 minute intervals. Due to 3/8 cloud cover over the target at Gwaha, 5 of the 10 scheduled aircraft were unable to make a visual bomb run. Two aircraft found a hole over the target and completed a successful visual run in approximately 7/8 cloud cover. All other aircraft, with two exceptions, made radar runs. Two aircraft were unable to make radar runs due to radar equipment malfunctions. The CIA and CEP for the visual runs was 300 feet.

d. On 27 August one weather aircraft and 9 B-29s reported the mission, following the same pre-target procedure as scheduled on 24 August. All B-29s, with one exception, completed the visual bomb run as briefed. One aircraft had a retraction failure of the left main gear and returned to base. The weather over the target was clear. The CIA for this mission was 515 feet, and the CEP 415 feet.

a. On 1 September one weather aircraft and 13 B-29s were scheduled. All B-29s, with one exception, completed the visual bomb run. One aircraft returned to base after 27 minutes due to prop stuck in feathered position. One aircraft reported poor results due to tone malfunction. The CIA for this mission was 157, and the CEP 340 feet.

f. On 8 September one aircraft completed the mission as briefed. The CIA and CEP for this mission was 210 feet.

h. Comments and Recommendations:

a. Out of the 21 lead and select crews assigned, 23 were available, and scheduled for the mission. Two of these crews were unable to make a successful visual run on 24 August due to cloud cover over the target. They were not rescheduled due to conflict with their departure

2001

Subject: Narrative Report on Second Air Force Operations Plan 74-03

for temporary duty in England and to survival school. Four crews were not available for the mission. Two of these crews were on temporary duty in England, and the other two crews had members on leave. These crews were tentatively scheduled to fly the mission on 13 September. However, as a result of confirmation of the reporting date at latter AFB for observers class, this mission was cancelled.

b. The results of the visual bombing evaluation, as indicated by the RSC scores, are considered excellent. The excessive CE of 2240 feet made by one crew on 4 September was due to tone malfunction. Automatic time control in this aircraft became inoperative prior to preliminary run on Kansas City, and a successful run was made on Kansas City using manual tone release for a score of 395 feet. A decision was made to make the evaluation run on Omaha using manual tone release. Approximately 5 seconds prior to bombs away, tone transmission ceased with tone button still depressed. Verbal bombs away was given approximately 5 seconds later with information that tone malfunction had occurred. The airplane commander requested that 5 seconds be added to tone release time. Message 2010 2030, dated 5 September, stated the circumstances involved and requested the run be classified as an air abort due to tone malfunction. A complete check of radio equipment in this aircraft failed to reproduce the tone malfunction that was reported in flight. A broken connector plug did produce a continuous tone signal on channel "echo", but did not produce an unscheduled break in the tone on other channels. Although no further evidence of equipment malfunction could be proven, additional interviews with the crew confirm that the tone malfunction did exist with the tone button depressed. This information is contained in message 2010 2207. Notwithstanding this score, the Wing CE for the entire mission was 471 feet and the CEP was 300 feet.

c. Observers comments on the mission indicate that the target was an easy target to identify and bomb. It could be seen and readily identified, in clear weather, from as far out as 50 miles. Cities it could be recognized were easily that the city of Omaha. The time allotted for preparation and target study was considered adequate.

d. Questionnaires on the 50 Series Target Complex Chart were completed by all observers who participated in the mission and by all Photo Interpreters. The general consensus indicated that this chart has merit as a target material, and might be used in lieu of the 100 series, 50 series, or 25 series mosaic. However, it cannot replace all of them. It is considered essential that some type of mosaic or vertical photo be available for use in conjunction with this target complex chart.

201

Subject: Narrative Report on Second Air Force Operations Plan 74-53

e. Scope illustrations furnished for the mission were considered to be of little value. It is the general consensus of opinion among radar operators of this Wing, that actual vertical photos are preferable to Scope illustrations. The Scope illustrations consistently lose significant detail in reproduction.

FOR THE COMMANDER:

/s/ RAYMOND J. MORRIS
Major, USAF
Adjutant

HEADQUARTERS
38TH AIR DIVISION
Hunter Air Force Base
Savannah, Georgia

2D03

SUBJECT: Standardization Crew Activities Report (RCS: 2AF-OT-T16)

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. In compliance with Second Air Force Regulation 51-7, dated 30 January 1953, the following report of the 2d Bombardment Wing (M) is submitted for the month of September 1953.

a. Activities of 2d Bombardment Wing Standardization Crew.

(1) Flew five (5) Standardization Checks.

(2) Flew one (1) mission for training and proficiency.

(3) Major Yates, Major Verty had a five (5) day leave and M/Sgt Hoph had a ten (10) day leave during the month.

2. The 2d Air Refueling Squadron is in the process of converting aircraft and no activities report is included.

4 Incls:

(in dup)

1. 2AF Form 59 - 20th BS
2. 2AF Form 59 - 49th BS
3. 2AF Form 59 - 96th BS
4. Reduced Climb power settings for B-50D Acft

EXHIBIT 26

COPY

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COMR ADIV 38 HUNTER AFB GA

CONFIDENTIAL

COMR AF 2 BARKSDALE AFB LA

METRO

C2DO 2359. SAC ANALYSIS OF BOMBARDMENT TRNG FOR QTR ENDING AUG, DTD 25 SEP 53, STATES 2BW HAD LACK OF TRNG VOL IN AERIAL MINING, COMBAT LOAD GUNNERY MISSIONS, PILOT PROFICIENCY FLYING AND NIGHT CELL TACTICS. THIS APPARENT LACK OF TRNG IS CONSIDERED THE PROBABL CAUSE FOR 2BW BEING PLACED IN "CATEGORY TWO". IT APPEARS FROM THE ANALYSIS THAT UNLESS AT LEAST ONE THIRD OF 50-8 TRNG MINIMUMS ARE OBTAINED EACH MO OF THE TRNG QTR THAT THE ANALYSIS WILL REFLECT A LACK OF TRNG VOL. THIS CONCEPT IS CONTRARY TO PREVIOUS PLANNING & SCHEDULING IN THIS WING. OUR OBJECTIVES HAVE BEEN TO ACCOMPLISH 50-8 TRNG MINIMUMS BY THE END OF EACH TRNG QTR RATHER THAN ONE THIRD OF TOTAL REQUIREMENTS EACH MONTH IN THE TRNG QTR. VARIABLE FACTORS SUCH AS SEASONAL WEATHER, AVAILABILITY OF CREWS AND ACFT, AND HIGHER HQRS ORDERED MISSIONS NECESSITATE HEAVIER SCHEDULING OF CERTAIN ITEMS DURING ADVANTAGEOUS MONTHS. THIS PREVENTS AND MADE UNREALISTIC THE CONCEPT OF ACCOMPLISHING A MINIMUM OF ONE THIRD OF ALL REQUIREMENTS EACH TRNG QTR MONTH. THE AUG ANALYSIS INDICATES TRNG VOL WEAKNESS BASED UPON JUNE AND AUG ACCOMPLISHMENTS BUT DOES NOT CONSIDER MAY WHICH WAS PART OF THE TRNG QTR. FOR THE TRNG QTR ENDING AUG BOTH NIGHT CELL TACTICS AND COMBAT LOAD GUNNERY

SECURITY INFORMATION

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EXHIBIT 27

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MISSIONS WERE COMPLETED 100% BY OUR 39 C/R CREWS. 38 OF THE 39 C/R CREWS COMPLETED AERIAL MINING RUNS FOR 97% COMPLETION AND 38 CREWS COMPLETED THEIR REQUIRED PILOT PROFICIENCY FLYING FOR 97% COMPLETION. THE JULY SPECIAL TRNG WAS CONSIDERED EXCEPTIONALLY SUCCESSFUL DUE PRIMARILY TO THE EXECUTION OF THE U.S.M.A. CADET INDOCTRINATION PROGRAM. THIS PROGRAM ALONE CONSUMED 450 B-50 FLYING HRS ON 112 SORTIES IN A PERIOD OF 3 DAYS. IN ADDITION THE ENTIRE JULY PROPOSED PROGRAM WAS EXCEEDED BUT IT IS NOT REFLECTED IN THE ANALYSIS. IN ORDER TO MORE ACCURATELY REFLECT TRNG ACCOMPLISHMENTS IT IS RECOMMENDED THAT: 1. FUTURE ANALYSIS REFLECT TRNG QTR PERIODS ONLY. 2. THAT A SEPARATE ANALYSIS BE MADE FOR EACH SPECIAL TRNG MONTH. END.

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HEADQUARTERS
38TH AIR DIVISION
Hunter Air Force Base
Savannah, Georgia

2DGF

SUBJECT: 2d Bombardment Wing M Flying Safety Officer's Activities Report
for the month of September 1953

Flying Safety Division
Headquarters, Strategic Air Command
Offutt Air Force Base
Omaha, Nebraska

1. In compliance with paragraph 17, SAC Safe Aircraft Campaign for '53, and 2AF message 2AFOPS 2679, dated 21 August 1953, the following 2d Bombardment Wing report is submitted for September 1953.

a. Airfield facilities were inspected daily by the Wing Flying Safety Officer. Due to extensive construction underway in areas adjacent to taxi and parking lanes, emphasis was placed on keeping these sections open and free from hazards. All discrepancies were immediately brought to the attention of the Base Operations Officer, AIO, and the squadron commanders concerned.

(1) Particular stress was placed on the importance of crew chiefs keeping aircraft and their respective ramp areas well policed. Emphasis was also placed on securing all loose cowling and equipment when high winds are forecast. Crew chiefs were also reminded of the necessity for frequent inspection of red streamers and for immediate replacement when needed.

b. A complete review of the base crash procedures revealed that units that would be involved in the event of a crash are familiar with their duties as outlined by base regulation.

c. A nomination for SAC "Heads Up Flying" club was forwarded separately midway in September.

d. The inadequate number of flying safety publications received prevented full distribution to the squadrons. Only the Aircraft Accident and Maintenance Review arrived here in sufficient copies to be well distributed.

COPY

Exhibit 28

COPY

SUBJECT: 2d Bombardment Wing M Flying Safety Officer's Activities Report
for the month of September 1953

e. One poster pertaining to the subject of Winter Flying was
prepared by A/2C Ryan of the Wing Flying Safety Office.

(1) The following Burma Shave jingles were used during September:

Ice on the rudder, ice on the wings
New with the angels the pilot sings.

Winter flying can mean trouble
So check the weather on the double.

f. A lecture and a detailed demonstration of the use of the one
man life raft was given the squadrons by personnel from this office.

1 Incl
Poster

Info Cy
Hq, 2AF

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HEADQUARTERS
38TH AIR DIVISION
Hunter Air Force Base
Savannah, Georgia

ZSST

6 October 1953

SUBJECT: Radio-ECM Operator Training Report (ACS : ZAF-OT-TLA)

TO: Commander
Second Air Force
Huntsville Air Force Base
Louisiana

1. In compliance with Second Air Force Regulation 50-20, dated 10 September 1952, the following 2d Bombardment Wing M report is submitted for the period 1 September to 30 September 1953.

a. No Radio Operators completed ECM training in accordance with SAC Regulation 50-25 during the month of September.

b. Forty-five (45) ECM-Radio Operators have successfully completed all phases of ECM training and have been designated SAC Combat Crew ECM-Radio Operators.

(1) Four (4) qualified ECM-Radio Operators were discharged from the service and seven (7) qualified ECM-Radio Operators were transferred during the month of September.

c. A total of forty-five (45) ECM-Radio Operators received the prescribed continuation training as outlined in paragraph 6, SAC Regulation 50-25 for a total of one hundred forty-six (146) hours and fifty-five (55) minutes during the month of September.

d. Nine (9) hours of air training were accomplished in the C-47 modified aircraft.

FOR THE COMMANDER:

ERNEST S. TAYLOR
2d Lt., USAF
Asst. Adjutant

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SECURITY INFORMATION

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EXHIBIT 29

COPY		SECURITY CLASSIFICATION (if any)	
DISPOSITION FORM		CONFIDENTIAL	
FILE NO.	SUBJECT ECM Training		
TO Comdr 20th BS Comdr 49th BS Comdr 56th BS	FROM 2DO (DOT)	DATE 8 Sep 53	COMMENT NO. 1 Major Nowilliams/478
<p>1. The attached letter is forwarded for your information and necessary action.</p> <p>2. Reference paragraph 3c through d(3). Squadron Commanders will instruct their ECM officers to personally check all operators who are utilized as instructors. These operators will in turn check Radio-ECM operators on each ECM C-47 training flight.</p> <p>3. Reference paragraph 3e and f. Since mock-up supervision is not normally provided for training accomplished in the A & B ECM shop, it is recommended that all operators accomplish mock-up training in the Wing ECM Section; however, if mock-up time must be acquired in the A & B ECM shop, the squadron ECM officer or instructor designated in accordance with Second Air Force Regulation 51-3 will supervise the training.</p> <p>4. Reference paragraph 3j. Post mission critique will be conducted for all ECM training missions.</p>			
<p>1 Incl: SAC Ltr, dtd 10 Aug 53 Subj: ECM Training</p>		<p>/s/ JOSEPH W. DONOVAN Lt. Colonel, USAF Director of Operations</p>	
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CONFIDENTIAL		EXHIBIT 30	

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

DCCST 393

10 August 1953

SUBJECT: (U) ECM Training

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. A conference was held recently with representatives of the 3908th Strategic Evaluation Squadron regarding the evaluation program being conducted by that organization. The 3908th Strategic Evaluation Squadron representatives pointed out several factors which they believe are causing the high rate of failure of radio ECM operators undergoing evaluation.
2. Observation of operators during in-flight spot jamming evaluation and mock-up checks revealed several weaknesses in tuning procedures. In order to obtain additional background information, operators were required to fill out questionnaires after being evaluated.
3. Listed below are some of the conclusions reached by the 3908th Strategic Evaluation Squadron after a survey of the questionnaires and observation tuning protocol used by the operators. Notes have been added by this headquarters.
 - a. Many operators were using poor I/AFT-5A tuning procedure - tuning the AFT-5A by peaking the receiver "S" meter. This procedure normally results in the transmitter being tuned for considerably reduced power output and/or an incorrect frequency - "S" meter peaked on image signal or spurious response. (Note: Peaking the transmitter by the "S" meter can be satisfactory only if the true signal is definitely identified and if the AFT-5A is initially tuned properly very close to the desired frequency so that only a very small shift in transmitter frequency is required to peak the "S" meter.)
 - b. Approximately one-half of the operators evaluated, in one or more cases, tuned the transmitter to the wrong frequency - image or spurious response - without realizing their error. This type of error is caused by the operator:
 - (1) Failing to determine that the transmitter signal noted on the panoramic adaptor or receiver is the true signal and not an image or spurious response.

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DOT 353

Subject: (U) ECM Training

- (2) Failing to reduce receiver gain during tune-up to the point where only the true signal and image are visible on the panoramic adapter.
- (3) Failing to check transmitter control setting against calibration charts after tune-up to check frequency.
- (4) Failure to check the image signal after tune-up as a double check on the frequency of the true transmitter signal.

(Note: Since turning transmitters to an image results in no jamming, it is imperative that operator training particularly stress the importance of performing image checks to the point where it is done automatically by the operator.)

d. Approximately 50% of the operators experience difficulty in tuning 10-15, 10-15 and 10-15 amplifiers, normally ignoring the almost infallible method of setting the amplifier grid tuning control by watching for a firing of the transmitter output indicator bulb. Consequently, during in-flight jamming runs, the operator either runs out of time or completes tuning with a poorly peaked amplifier.

e. Approximately 20% of the operators evaluated have made the following errors such as:

- (1) Turning on RF amplifier plate switches before allowing an adequate filament warm-up period.

(Note: Most of error made by some operators when the amplifier is turned off for a short interval is in turning the amplifier filament switch off and leaving the plate switch on. This is not only bad on tubes but may result in a blown tube.)

- (2) Failing to adjust the "output" level control to the proper point.
- (3) Re-adjusting the transmitter frequency without readjusting the other controls.

e. Apparently warm-up periods conducted by the bases do not always include timing of the operators as required by SAC Regulation 30-25.

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Subject: (U) LCM Training

5. Apparently all bases have periodic proficiency checks as required under AEC Regulation 50-45, but there is on a general basis a laxness in administering the checks. Most operators have been unable to differentiate between the proficiency checks and outline training.

6. Several bases do not have adequately supervised working periods. (Note: Supervision of check-out training by a competent instructor must be maintained and errors in procedures corrected.)

7. Operators from all bases except Castle Air Force Base indicated that they thought an effort should be made to improve their base LCM simulator and/or the proficiency of the simulator operators. (Note: Development of a commercial type radar simulator, the AN/GP-11, is progressing steadily and the first model will be delivered in May or June 1954. Improvement of the present simulators does not appear to be feasible, therefore care should be exercised to maintain them in the best possible condition to insure maximum power output. Also, radio-LCM operators can not attain and/or maintain proficiency in spot jamming if scored by incompetent simulator personnel. Therefore competent and well trained personnel are a mandatory requirement for proper operation of the simulator facilities.)

8. There are indications that the LCM modified C-47 aircraft provided for wing LCM training have been used primarily for base freight runs to the detriment of LCM operator training.

9. All bases concerned should conduct critiques following LCM-C-47 training flights. Experience at both detachments of the 3900th Strategic Aviation Squadron shows that the operators benefit immeasurably from the LCM post-mission critiques.

4. Request the above information be furnished all organizations of your command. After a review of the above factors, bases concerned will take the necessary action to correct the deficiencies indicated.

BY ORDER OF THE COMMANDER:

/s/ WILLIAM M. BLANCHARD
Brigadier General, USAF
Deputy Director of Operations

For: ARTHUR J. GILL, JR.
Major General, USAF
Director of Operations

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HEADQUARTERS 2D BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

SECRET
AUTH: COMDR 25W
DATE: 1 Oct 53
INT: Winingham

2WCCP

1 October 1953

SUBJECT: Operational Readiness Report

TO: Director of Operations
Strategic Air Com and
ATTN: Major General Old
Offutt Air Force Base, Nebraska

1. In compliance with your letter dated 10 August 1953 concerning Operational Readiness of Units, the following commander's overall estimates of Operational Readiness for September, October, November, and December are submitted:

a. Tactical Squadrons

(1) 30 September 1953: Index of Nine (for B-50D)

The 2d Bomb Wing has continued to retain its operational readiness index of nine (9). The current manning documents for the 2d Bomb Wing authorized a 1.25 crew to aircraft ratio increasing the number of crews authorized to 54. Of the 54 authorized crews, 44 or 82% were operational ready status. Since the 320th Air Refueling Squadron is filling the air refueling commitment, no tactical regression is indicated based on the 2d Air Refueling Index of Zero (0).

(2) 31 October 1953: Index of Nine (for B-50D)

No major factors are anticipated which would cause the 2d Bomb Wing to regress from an index of nine as reported in September.

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EXHIBIT 31

0726

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Hq 2d Bomb Wing File: 2WCCP Subject: Operational Readiness

- (3) 30 November, 31 December 1953: Index of Zero (for B950D)

The wing is presently scheduled to convert to new type aircraft and should be relieved of the unit mission as of 1 November 1953.

b. Air Refueling Squadron

- (1) 30 September 1953: Index of Zero (for KC-97)

As of 30 September, the 2d Air Refueling Squadron has received no KC-97 aircraft, and the 20 assigned crews are non-combat ready.

- (2) 31 October, 30 November 1953: Index of Zero (for KC-97)

Although the 2d Air Refueling Squadron will receive KC-97 aircraft during this period, all assigned crews will be non-combat ready.

- (3) 31 December 1953: Index of Two (for KC-97)

In December, it is estimated that 5 of the authorized 25 crews will be combat ready. This represents 20% of the crews, giving the 2d Air Refueling Squadron an index of two (2).

c. No official communication has been received on the receipt of KC-97 aircraft; however, it is assumed that ten (10) aircraft will be assigned to the 2d Air Refueling Squadron in October 1953. The B-47 type aircraft has been scheduled for assignment in the early part of 1954.

cc Comdr 2AF
Comdr 38AD

ROLLIN M. WININGHAM
Colonel, USAF
Commander

(When filled in)

UNIT DESIGNATION AND LOCATION

(ACS: 1-3-72)

as of 2400 Hours

A. Unit Designation

Location

Commanding Officer's Signature

Unit Commander's Overall Index of Operational Readiness	Personnel (Other Than Crews) Assigned - With-out Regard to FSC	Personnel (Other Than Crews) Operationally Ready	T/O Equipment (Other Than Aircraft) Assigned	T/O Equipment (Other Than Aircraft) Operationally Ready	Type/Model of Aircraft Assigned	Aircraft Assigned During Last Month	Operationally Ready Aircraft Assigned During Last Month	Tactical Air Crews Assigned	Operationally Ready Tactical Air Crews Available	Forecast			Index Code
										Month of	Month of	Month of	
										100 - 95	10		
										95 - 85	9		
										85 - 75	8		
										75 - 65	7		
										65 - 55	6		
										55 - 45	5		
										45 - 35	4		
										35 - 25	3		
										25 - 15	2		
										15 - 10	1		
										0	0		
Based on Weakest Link Principle Index Code	Asgd Strength	Asgd Duty AFSC	Items On Hand			Mrs on Hand	Mrs on Hand C/R	Asgd Crews	O/A Crews	In- dex Code	In- dex Code	In- dex Code	Current Primary Mission of Unit
	auth	auth	auth			auth	auth	auth	auth				(Items C, D, E, - all remarks will include current fields affected, number of personnel lost, reasons for loss, and skill levels involved, as applicable. The three indices of the "Forecast" will be supported by appropriate remarks justifying the increase or decrease predicted. All remarks will comply with AF Reg 55-6, 10 March 1953.)
	%	%	%			No of auth	No of auth	%	%				
	Index Code	Index Code	Index Code	Index Code				Index Code	Index Code				
						Index Code	Index Code						

B. Remarks

EXHIBIT 32

HEADQUARTERS 2ND BOMBARDMENT WING M
 OFFICE OF THE WING COMPTROLLER
 Hunter Air Force Base
 Savannah, Georgia

2WCCF

9 September 1953

SUBJECT: Analysis of Reports of Survey for Month of August 1953

TO: Commander
 2nd Bombardment Wing M
 Hunter Air Force Base
 Savannah, Georgia

1. The following analysis is submitted for the month of August 1953 on Reports of Survey initially registered.

	Number of Surveys	Total Cost	% of HAFB Cost
2nd Bomb Wing	13	\$4330.77	75.4
308th Bomb Wing	4	1351.53	23.5
804th Air Base Group	2	62.58	1.1
TOTAL For Hunter AFB	<u>19</u>	<u>\$5744.88</u>	<u>100.0</u>

ORGANIZATION	NO. OF SURVEYS	REPORTS OF SURVEY BY SQUADRON		TYPE OF LOSSES & COST			
		% OF WING TOTALS	TOTAL COST	ADMIN	THEFT	MANEUVER MOVEMENT	OTHER
Hq 2d BW							
20th							
49th	5	3.0	127.81	57.04	70.77		
96th							
2ARS	3	4.4	189.85	172.16	17.69		
2AEMS							
2PMS	4	4.9	212.48	138.63	43.39		
2PMS							
2 Med Gp	1	87.7	3800.63	3800.63			
24th Sq							

Exhibit 30

Subj: ANALYSIS OF REPORTS OF SURVEY FOR MONTH OF AUGUST 1953 continued -

TOTALS	13	100.0	4330.77	3996.30	286.32	17.69	30.46
--------	----	-------	---------	---------	--------	-------	-------

/s/Joseph P Murray
JOSEPH P MURRAY
Major, USAF
Wing Comptroller

DISTRIBUTION:

All Organizations
2nd Bomb Wing M

COPY

ROUTINE
FM OFFICE OF TIG NORTON AFB CALIF
TO COMDR MOAMA BROOKLEY AFB ALA
INFO COMDR HUNTER AFB GA
COMDR AMC WRIGHT-PATTERSON AFB OHIO
COMDR COFS USAF WASH D C
COMDR OCAMA TINKER AFB OKLA
COMDR 53D SRS MED WEA KINDLEY AFB BERMUDA
COMDR AMC-WADC LN OFF TING USAF WRIGHT-PATTERSON AFB OHIO
CITE: AFMPS-2C-10-C-668. REP MAJ ACPT ACFT, WB-29,
SN 44-82277, 19 SEP 53. SUSPECTED FAILURE NBR 3 ENG
PROP RDN GEARS AND HIST NOSE SEC FAILURES. KINDLEY AFB
INDICATES FAILURE RDN DRIVE GEAR NUT LOCK CONT AS EXTREMELY
SERIOUS ACCIDENT POT. PREVIOUS HIST FAILURE OF RDN DRIVE
GEAR NUT LOCK P/N 67969, 170691, 170692 INDICATES COMPL
REPL NEC. PREVIOUS ACTION TO REPL DEFECTIVE RDN DRIVE
GEAR NUT LOCKS WITH P/N 171935 INCCMPL SINCE ALL IN SV
ENG WERE NOT MOD. RECM IMMED ACTION BE TAKEN TO REQUIRE
INSF AND INSTL OF SATISFACTORY RDN DRIVE GEAR NUT LOCK
IN ALL R-3350 ENG IN STOCK AND SERVICE.
08/0058Z OCT JWPM

01

EXHIBIT 04

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R 301430Z
FM COMDR 2BW DET UPPER HEYFORD ENG
TO JESHN/COMDR ADIV 38 HUNTER APP GA
INFO JPLGS/COMDR ADIV 7 SONRUISEIP ENG
/R E S T R I C T E D/2BW RES-43. ATTN COL FILLEY 2DMMG. TWO
ELEVATOR SURFACES FOUND DEFECTIVE ALTHOUGH RECENT MULLINS
TESTS PERFORMED IN STATES PROVED SATISFACTORY. FABRIC WAS
ACTUALLY THE SAME CONSISTENCY AS TISSUE PAPER. SUGGEST YOU
RECHECK ALL CONTROL SURFACES FOR DAMAGE DUE TO TURCO PROCESS.
WE ARE RECHECKING ALL OF OURS IMMED. ALSO SUGGEST RECHECK AND
CALIBRATION OF MULLINS TESTER.
30/1435Z SEPT JPLGO

COPY

EXHIBIT 20

30 September 1953

Contractor: Pratt & Whitney Aircraft, East Hartford, Connecticut

SUBJECT: Monthly Technical Report, RCS: 3-AME-J19, for month ending 30 September 1953.

TO: Commander
2nd Bomb Wing
Hunter Air Force Base
Savannah, Ga.

1. Following is Technical Report for month ending 30 September 1953. submitted in accordance with AFR 66-18 and SAC Reg. 66-4.

1. SUBMITTED BY: Allen J. Hernborg
Norman H. Bell

11. EQUIPMENT: Pratt & Whitney Aircraft Engines
R-4360-35, 35B

III. TRAINING ACTIVITIES:

1. During the past report period, formal instructions were given to Air Force personnel in the removal and repair of engine torque system, magneto timing, engine trouble shooting and all phases of line maintenance on subject Air Force equipment.

2. During the past month at this activity a large portion of the above representatives time was spent on OJT which involved daily supervision, discussions and instruction on all phases of Pratt & Whitney Engine operation and maintenance.

IV. UTILIZATION:

1. Assigned duties of the above are to provide technical assistance on Pratt & Whitney Aircraft Engines which involves such duties as consultant, advisor, instructor on the operation and maintenance of above mentioned product. In addition, direct liaison between Pratt & Whitney and SAC at this activity is provided.

2. It is estimated that the services of A.J. Hernborg and N.H. Bell, should continue for on/or about unknown.

V. EQUIPMENT MALFUNCTIONS:

1. During the past month this activity has experienced considerable difficulty with the pressure settings on Pesco G-10 series engine driven fuel pumps as installed on R-4360 engines in B-50 aircraft. This malfunction is believed to be caused by the installation of improper spring by overhaul depot. As a result of information received from the manufacture (Pesco) concerning the proper spring configuration used in Pesco G-10 series, 2P-248-EB model pumps, inspection of malfunctioning fuel pumps has definitely placed the source of trouble in the pressure relief

Exhibit 36

Monthly Technical Report, RCS: 3-AMC-U19, for month ending 30 Sept. 1953.

valve spring. Two springs have been found that were at least $\frac{1}{8}$ " shorter than Pesco free length dimension and one has been found that was $\frac{1}{4}$ " longer. The following is the dimensional data on Pesco P/N 248-41E spring used in Pesco Model 2P-248-EB pump as supplied by Pesco Service Department:

Wire Dia. used in spring fabrication: .072" stainless steel spring wire

Spring I.D.: .250" plus, .005" minus .000"

Spring O.D.: .425" Max.

Spring free length: $2\frac{27}{32}$ " plus or minus $\frac{1}{32}$ "

Load required to compress spring to $1\frac{7}{8}$ " is $46\frac{1}{2}$ lbs., plus or minus 2 lbs.

As a result of UR's submitted by this activity concerning the incorrect springs installed in Pesco 2P248-EB pumps, OCAMA dispatched a message form acknowledging the recent discovery of an error in Class 03-1 stock list. This stock list had the 2P-2 8-EC pump listed as interchangeable with the 2P-248-28 pump. This is in error since the 2P-248-EC has a 2 to 20 psi pressure regulation range and is inadequate for the P-50 system which is a 25 plus or minus 1 (one) lb. fuel system. T.O. 03-10-176, dated 12 Aug. (according to pressure regulation range) for the B-50 as well as the B-29 aircraft. The foregoing clears up the proper pump/aircraft situation but it does not relieve the problem created by the installation of improper springs in 2P-248-EB pumps at overhaul.

2. During the past month this activity has experienced a number of failures of engine driven Westinghouse Type B-1 Alternators, P/N 25076. In two cases of these failures, it was revealed that the front bearing (blast tube end) had failed. In all cases it was revealed that ball bearings were missing from their race and the armature was touching the field windings. The symptoms of this type failure was erratic fluctuation of ammeter output. This activity has alerted all squadrons to this condition and inspection of alternators is being made at the slightest indication of malfunction.

VI. Maintenance-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE-ENGINEERING:

1. None

Monthly Technical Report, RCS: 3-AMC-U19, for month ending 30 Sept. 1953

IX. SPECIAL DEVELOPMENTS:

1. The 308th Air Refueling Squadron, a newly-formed squadron at this activity, is currently receiving KC-97 aircraft powered by two models of Pratt and Whitney engines: The R-4360-35A, -35C and the R-4360-59B. The representatives assigned to Hunter AFB are assisting this newly-formed squadron with the normal operational and maintenance problems associated with the operation of new type equipment by a newly formed squadron.

X. GENERAL REMARKS:

1. During the past month Mr. A.J. Hernberg attended a two day conference held at WRAMA as a P&W representative from Hunter AFB.

s/Allen J. Hernberg
Allen J. Hernberg
United Aircraft Corporation

s/Norman H. Bell
Norman H. Bell
United Aircraft Corporation

1 October 1953

CONTRACTOR: Sperry Gyroscope Company
Division of Sperry Corporation
Great Neck, L.I., N.Y.

SUBJECT: Monthly Technical Report, RCS: 3-AME-U19
For Month Ending 30 September 1953

TO: Commander
2nd Bomb Wing
Hunter Air Force Base
Savannah, Georgia

1. Following is Technical Report for Month ending 30 September 1953 submitted in accordance with AFR 66-18 and SAC Reg. 66-4.

- I. SUBMITTED BY: John G. Pope
Calvin O. Spear
- II. EQUIPMENT: Sperry Engine Analyzer (Airborne)
Present Status;
44 B-50 Aircraft equipped with
Ignition Analysis.
- III. TRAINING ACTIVITIES:
Supervision and O.J.T. for Crew-Chiefs and
Conditioning crews on Trouble-Shooting engine
malfunctions with the Analyzer.
- IV. UTILIZATION:
 1. To furnish engineering assistance in the performance of installation, maintenance and instructional duties associated with the Sperry Engine Analyzer.
 2. It is not possible to estimate a date when the services of the above named Engineers will no longer be required.
- V. EQUIPMENT MALFUNCTIONS:
 - One Indicator P/N 597660-108 was removed because of weak Cathode Ray Tube.
 - One Cycle Switch P/N 664843 removed because of intermittent open phase.
 - One Power Supply Amplifier P/N 664687 removed because of sticking sweep selector relay.

Subj: Monthly Technical Report, RCS: 3-AMC-J19, for month ending 30
September 1953.

- VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:
None
- VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:
None
- VIII. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE ENGINEERING
PERFORMANCE:
None
- IX. SPECIAL DEVELOPMENTS:
The 2 Aircraft used for the Vibration Analysis evaluation program,
are being adapted to standardize all B-50 type aircraft at
this base. The vibration equipment has been sent to OCAMA to
be installed on C-97 aircraft.
- X. GENERAL REMARKS:
Mr. Calvin Spear departed this base Sept 24 for an approximate
2 week assignment to Eglin AFB

s/John G. Pepe
John G. Pepe
Field Engineer

2D ARMAMENT-ELECTRONICS MAINTENANCE SQUADRON
2d Bombardment Wing M
Hunter Air Force Base
Savannah, Georgia

2AEMS

1 October 1953

SUBJECT: Monthly Technical Report, RCS 3 AMC-119, Philco Corporation

TO: Commander
2d Bombardment Wing Medium
Hunter Air Force Base
Savannah, Georgia

1. Following is Technical Report for month ending 30 September 1953; submitted in accordance with AFR-66-18 and SAC Regulation 66-4.

- a. Equipment: ECM and Communications including ECM Simulator.
- b. Training activities: An interphone class was prepared and presented to personnel of the 2d A-E radio flight line section. The course was conducted one hour per day for five days. A description of operational characteristics of AN/ARN-14 omnirange set and AN/ARC-27 UHF transceiver was given the communications officer of the 49th Bomb Squadron
- c. Utilizations: Assigned duties are to instruct, assist or advise in any manner desired by the Air Force on any matter pertaining to the operation or maintenance of airborne ECM or communications systems.
- d. Equipment Malfunctions: Routine
- e. Maintenance - Engineering Difficulties encountered: Routine
- f. Operational difficulties encountered: Routine
- g. Supply Problems precluding effective maintenance engineering performance: Routine.
- h. Special Developments: An AN/ARC-27 mechanic's training course is being prepared for presentation to 2d A-E radio field maintenance personnel. The course is expected to begin 5 October 1953, and last for approximately 20 class hours.
- i. The information presented in the interphone class mentioned in part "b" of this report was extracted from information pertaining specifically to the B-50-D interphone system. Persons attending the class expressed interest in information of this type and mentioned that formal classes specifically for flight line mechanics are seldom held. Some of the information collected and considered to be of special value to flight line

EXHIBIT 08

2AEM S Subj: Monthly Technical Report, RCS 3 AMG-U19, Philco Corp

mechanics was: 2nd Bomb Wing B50-D interphone characteristics, e.g., there are two different wiring configurations for 2nd Bomb Wing B50D aircraft; patterns to the wiring numbers, e.g., RE wires are always interphone wires and number 1400 is always ground; and the physical location of any central wiring points in the aircraft where the system may be checked to localize troubles, normal interphone audio is connected to most positions from the pilot's radio panel terminal strip. Data of the type mentioned is considered of prime importance to personnel performing flight line maintenance on the aircraft and would appear to be of greater immediate value than understanding detailed circuit theory.

Francis D Wagner Jr.
FRANCIS D WAGNER, JR
Philco Technical Representative

Contractor: Western Electric Company Inc,
Field Engineering Force
Chatham Road
Winston Salem, N. C.

30 September 1953

Subject: Monthly Technical Report, RCS 3-AMC-UI9 for Month Ending 30
September, 1953. Submitted in accordance with AFR 66-18 and
SAC Reg 66-4.

TO: Commanding Officer
2d Bomb Wing (H)
Hunter Air Force Base
Savannah, Georgia

1. Submitted By: J. A. Peeler
W. E. Johnson
C. C. Miller
2. Equipment: AN/APQ-24 Radar Bombing System
3. Training Activities:
 - a. Classroom
 1. 18 Instructor hours were spent on lectures to Operators on AN/APQ-24 Information Channels and their malfunctions.
 2. 40 Instructor hours was devoted to the AN/APQ-24 Refresher School, Teaching radar information channels, being conducted for Flight Line, Periodic Inspection Shops, and field Maintenance Shops Mechanics.
 - b. OJT
 1. All maintenance assistance is converted to on the job training. The mechanics are given technical assistance in the office or shops and then they return to the aircraft to locate the trouble. Field Engineers render assistance in the aircraft only after the mechanic fails to find the trouble. This policy is in accordance with the desires of the Wing and has resulted in greater self reliance on the part of the mechanic.
4. Utilization:
 - a. Assigned Duties
 1. To instruct, assist or advise in any manner desired by the Air Force in all matters pertaining to the operation and maintenance of the AN/APQ-24 Radar System.
 2. It is estimated that the services of all three engineers will be required for an indefinite period.
5. Equipment Malfunction:
 - a. Most malfunctions have been of a routine nature.
6. Maintenance Engineering Difficulties Encountered: Routine nature.
7. Operational Difficulties Encountered: Routine nature.
8. Supply Difficulties: Covered through normal channels.
9. Special Developments: None.
10. General Remarks: None.

EXHIBIT 39
C C Miller /for/ J. A. PEELER, GROUP CHIEF

HEADQUARTERS 2ND BOMBARDMENT WING (M)
 Hunter Air Force Base
 Savannah, Georgia

2DMMG

SUBJECT: TOC Status, RCS: SAC-D10

TO: Commander
 Second Air Force
 Barksdale Air Force Base
 Louisiana

1. Following is TOC Status as of 15 September 1953.:

Organization	Acft Possessed		No TOs		Avg No TOs Per Acft	Avg No TOs Per Unit	Est MH Required
	No	Type	Type	HCW			
2 BW	44	B-50D	1106/528		25.1	12.0	16315
2 ARS	21	KB-29P	181/73		8.6	3.5	2147

(Note: This Orgn Rec'd 20 TOs Effecting the B-50D & K B-29P Acft. Kits are not available)

2. TOs not complied with on B-50D Aircraft which have been in effect for more than 180 days.

a. T.O. 01-20-78, 13 Jan 53, not complied with on 43 Aircraft. Reference SAC message DM/CS31B 22266, dated 26 Aug 53. This organization is now awaiting answer to our message 2DMMG 9-2505 dated 30 Sep 53. Request Depot to C/W T.O. in view of man hours involved.

b. T.O. 01-20EJ-269A, not complied with on 21 Aircraft. Kit received 29 Jul 53. Facilities not available at this station to C/W T.O. need a spot welding machine.

c. T.O. 01-20ELA-186, 12 Feb 53, not complied with on 5 Aircraft. Kits received 8 Sep 53. Reference our message 2DMMG 9-2505 dtd 10 Sep 53. Request Depot to C/W T.O. on 4 Aircraft, 1 Aircraft TDY UK.

d. T.O. 01-20ELA-200, 30 Mar 53, not complied with on 26 Aircraft. Kits received 31 Jul 53. Will be C/W A/R 3 Aircraft per week.

e. T.O. 03-20BN-29 not complied with on 23 B-50D and 9 KB-29P Aircraft. 228 Brake Facings received for compliance 18 Aug 53. Aircraft are being C/W when Aircraft become AOCF and at the next periodic inspection.

Exhibit A-C

Subject: TOC Status, RGS: SAC-U10

3. Supply Difficulties Experienced.

a. T.O. 01-20EJAB-68 29 May 53. OCAMA message OCSCB-4-01-F7-25E dated 8 Jul 53. "As of this date no material received from contractor. Material requested being placed on Back Order."

b. Reference letter, Hq 28 AD, Subject: Technical Order Compliance Program, dated 11 June 1953, for the following TOs:

T.O. 01-20EL-122, 5 Jan 53
T.O. 01-20EL-124, 1 Dec 52
T.O. 01-20EL-141, 9 Jul 53
T.O. 01-20ELA-213, 11 Dec 52
T.O. 01-20ELA-225, 29 Apr 53

c. T.O. 01-20ELA-155, 24 Mar 53, OCSCB-4-01F-6-46-E dated 22 Jun 53 stated that 9 kits was being sent and that remainder of kits were to be procured from local stocks.

FOR THE COMMANDER:

RAYMOND J MORRIS
Major, USAF
Asst Adjutant

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GENERAL DIVISION 33 FANT-3 AFB GA

YAWKEL R04-C

COMER MOAMA BROOKLYN AFB LA

X

INFO
DAVIDSON-3 NORTON AFB CAL
COMER AND WRIGHT PATT-ROON AFB OHIO
ATTN: MGMT
COMER WADC WRIGHT PATT-ROON AFB OHIO
ATTN: WCOSS
COMER WAMA ROBERTS AFB GA
CO GRAF 2 BARREDALE AFB LA

/R - S T R I C T - D/2200C 9-2955. W/P UNCAT R-PT 28053-953. SUBJ: 40
SERV COM L-1. CLASS CR-1. P/V 0200-8-1050-07AM. ACFT: A-1H. TIME IN
TR: 499:00. QTY ON HAND: 40. 1 S-F-RTV. RFR: WRIGHT. S-S OF DIFF: DURING
FLIGHT #4-00 RAN AWAY. R/W AND A.P. UNR. #4 PROJ PLATE-R-0. PROB CAUSE: UNK,
THE STATIONARY GEAR IN NOS- SECTION WAS CR-4-0 UP AND SOME T-4TH MISSING. GIVE
ACTION: 400 R-PL WIT. IIR- 3-RVIL-ASL- IT-R. R-CA: THAT THIS DIFFICULTY B-
BROUGHT TO THE ATTN OF AWA COM-ROON. NOTE: NO S-F IN T.O. 00-10-1. CONF
IN FILE. 40.

SECURITY INFORMATION

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OLIVER D. PHILLY, JR., LT. COL., USAF
2D22C/ODF/AFB 160020 Sep 53 486

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Exhibit d

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COMBAT DIV 38 HWE-2 AFB GA

TRANS- RC-4

COMB MOAPA BROCKLYN AFB LA

INFO:
D-TRAIN: G-4N WORTON AFB CAL
CO 1R AND WRIGHT PATT-ERSON AFB OHIO
ATTN: MONT
COMB WACO WRIGHT PATT-ERSON AFB OHIO
ATTN: WOODS
COMB W-4 ROSINS AFB CA
CO 1RAF 2 BARSDAL- AFB LA

/R - S T R I C T - D / ADMM 9-22-54. - R-1 UNLAT R-PT 28W53-954. SUBJ: WAC ASSY
NO-1-54. CLASS: O-1. P/N 8200-R-3350-57AP. ACFT: 44-62277. TIME IN USE:
933:00. QTY ON HAND: 40. 1 D-SECTION AND 1 PR-VIOUS FAILURE. MFG: WRIGHT.
BAS OF DIFF: ACCORD TO KOCAL-104 CADUCE FM SURVIVING CR-4 #30-418, #3 PROP RAN
ARMY WAC-DING 1,000 RPM. THE PROP TOR- LOW, STUCK #4 - 1/2, CAUSING FAILURE
OF #4 WAC AND FIRE ON #3 AND 4 WACS. ACFT SUBSEQUENTLY CRASHED AT 8-4. PROP
CAUSE: WAC FAILURE OF # 3 AND/OR PROP GOVERNOR. REF UR 28W53-953, DTD 29
SEP 53. R-1CM: THAT THIS DIFFICULTY BE BROUGHT TO THE ATTN OF ARA COM-1-1.
DISP: CRASHED AT 8-4. R-MARKS: THIS DIFFICULTY CAUSED THE LOSS OF LIFE.
REF: NO R-1 IN T.O. 00-10-1. CONF UR FOLS. -ND.

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1 1

CLYDE D. FILLIY JR., LT. COL., USAF
28W53/002/erb 0830-30 Sep 53. 486

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Exhibit 12

0744

COMDRADIV 38 HUNTER AFB GA

30/1810Z CONFIDENTIAL

METRO METRO

COMDROCAMA OKLAHOMA CITY OKLAHOMA

X

INFO:
DEPUTY INSPECTOR GENERAL
TECH INSP & PL SAF, HORTON AFB CALIF

COMDRAMC WRIGHT PATTERSON AFB, OHIO
ATTN: MCMF

COMDWADC WRIGHT PATTERSON AFB, OHIO

COMDR GENTILE AFSD WILMINGTON FIELD DAYTON OHIO

COMDR AF 2 BARKSDALE AFB LA

COMDRSAC OFFUTT AFB NEBR

//CONFIDENTIAL// C2AEMS 2330 . EMERGENCY UR STA SER NO
2EW-53-951, SUBJECT T.O. 01-20EL-77. DIF ENCOUNTERED IN SUBST OF
C-637, ST NO 1660-211944760, FOR C-775, ST NO 1660-211945085, AS
DIRECTED BY OCAMA AND GENTILE AFSD. SUBST CONTROL BOX WILL NOT
ALLOW CLEARANCE FOR SIGHT PEDESTAL WHEN GUN CAMERA AND CAMERA RE-
FLECTOR ASSY IS INSTLD. PROB CAUSE: C-637 IS APPRX 2 IN HIGHER
THAN C-775, THUS PROTRUDING FROM MT AS DSGD FOR B-50D. CORRECTIVE
ACTION TAKEN: NEW MT FOR C-637 FABRICATED LOCALLY. NEW LOCATION
AT LEFT OF SIGHT PEDESTAL IN TAIL GUNNERS POS. RECOMS: EITHER
PROCUREMENT OF C-775 AS DESIGN SPEC OR DESIGN NEW MOUNT AND RE-
LOCATE C-637. T.O. 00-10-1 HAS NO APPL REF. PICS FOL WITH REG
UR. END.

Exhibit 9-3

SECURITY INFORMATION

CONFIDENTIAL 1 1

WILLIAM M. BRYSON, MAJOR, USAF

ERNEST G. TANNER
2d Lt, USAF, Asst., Adjutant

0745

Office of The Director of Materiel
2d Bombardment Wing (M)
Hunter Air Force Base
Savannah, Georgia

2DM

28 September 1953

SUBJECT: Minutes of the Flyaway Kit Review Board

TO: Commander
2d Bombardment Wing (M)
Hunter Air Force Base
Savannah, Georgia

1. Under the provisions of Second Air Force Regulation 65-1 dated 3 March 1953, a Flyaway Kit Review Board meeting was held on 25 September 1953.

2. The following persons were present for the meeting:

Lt. Col. K. B. Melcer, Deputy Director of Materiel
1/Lt. William E. Thomas, Wing Supply Liaison Officer
M/Sgt. E. B. Ford, Wing Logistics Section
1/Lt. R. D. Davis, Flyaway Kit Officer
T/Sgt. Lanford, 2d Air Refueling Squadron
Major L. B. Russell, Jr., Base Accountable Supply Officer
M/Sgt. L. H. Morgan, 2d D/M Supply Section
T/Sgt. James Tinsley, Assistant NCOIC Flyaway Kit Section

3. Percentage of completion of Flyaway Kits as of 25 September 1953 was presented by Lt. Davis, Flyaway Kit Officer, for each Tactical Squadron as follows:

a. All property classes considered

2ARS	99.71%
2CBS	99.28%
49BS	99.61%
9CBS	99.48%
Wing Average	99.52%

Exhibit 44

2DM

Subj: Minutes of the Flyaway Kit Review Board

b. Six (6) major classes considered

2ARS	99.30%
2CBS	98.75%
49BS	98.49%
96BS	98.66%
Wing Average	98.80%

4. The TOC program is progressing satisfactorily. Approximately 500 pieces required TOC inspection. To date, 240 pieces have been completed and 52 pieces are in maintenance shops for inspection as required. 2d Air Refueling Squadron has been completed.

5. Where possible, depending on availability, items approaching TOC time are being exchanged with Base Supply on a one for one basis.

6. Procedures for handling items located in Flyaway Kits that require modification, as a result of Technical Order Compliance publications, were discussed and agreement as to future handling of such instances was resolved between Lt. Thomas, Supply Liaison Officer and Lt. Davis, Flyaway Kit Officer.

7. Security is considered adequate. All windows have been properly secured by Air Installations. Five (5) personnel assigned to Flyaway Kit Section maintain quarters in one building adjacent to all buildings housing 2d Bomb Wing's FAK insuring personnel being available at all times to meet any emergency.

Karel B Melcer Lt. Col. USAF
For GEORGE L NEWTON, JR.
Colonel, USAF
Director of Materiel

ADCMR

ABCMR

Barracks Completion Schedule

3 Sept 53

1. While checking on the barracks under construction yesterday, I learned from the Corps of Engineers representative (Mr. Cribbs) that unit No. 2 (the center unit) is now scheduled to be completed and ready for occupancy no later than 15 October. There is a possibility however, that the barracks might be ready some time prior to then but definitely not before 1 October.
2. The second barracks to be completed should be ready for occupancy (according to the engineers) thirty days after they complete the first unit. The third unit will not be ready for sixty days after the second one is completed.
3. One hitch in the completion schedule is the fact that boilers for the central heating plant have not arrived. If everything else is ready, we will loan boilers to the contractor so that the barracks scheduled to be completed 15 October can be occupied. Although the boilers are scheduled to arrive during the middle of this month, I am sure that our experience with this construction requires us to take this projected schedule with a grain of salt.

info copy
3WCMR
2WCMR
ADDM
ADBM

HENRY J AMEN
Colonel, USAF
Commander

Exhibit 45

SQUADRON HISTORY

19TH BOMBARDMENT SQUADRON (MEDIUM)
28 BOMBARDMENT WING (MEDIUM)

"LIBERATUM DE PERVOIMYS"

1 September to 30 September 1957

Written and Prepared by:

Capt. Charles E. Beardsley

Charles E. Beardsley
CHARLES E. BEARDSLEY
Captain, USAF
Historian

Clifton K. Ballinger
CLIFTON K. BALLINGER
Major, USAF
Commander

Exhibit 46

CHRONOLOGY

SEPTEMBER

- 4 Five Crews Depart for England
(Chapter II)
- 7 Television Set Delivered
(Chapter IV)
- 18 First Jet Mechanics Arrive
(Chapter I)
- 19 First Observers Depart for Mather
(Chapter II)
- 20 Squadron Participates in Sea Search
(Chapter II)
- 21 Capt-Lang Appointed Project Officer for Community
Chest Drive
(Chapter I)
- 25 Last Observers Depart for Mather
(Chapter II)
- 28 Commander Departs for F-47 Training
(Chapter I)
- 29 Major Ballance Assumes Command
(Chapter I)

CHAPTER I

PERSONNEL AND ADMINISTRATION

SQUADRON COMMANDER DEPARTS FOR B-47
CREW TRAINING; 1ST PILOT SELECTED

Major George H. McKee, Commander of the 49th Bomb Squadron, became the first pilot in the squadron, and one of the first in the 2d Bomb Wing, to depart for B-47 crew training. Major McKee and his co-pilot, Captain William C. Davidson, left 28 September for Wichita Air Force Base, Kansas. They were expected to perform temporary duty there and at the Boeing Factory for about eighty (80) days.

Major McKee, one of several officers who are veterans of the Wolfhead Squadron with over six years service in the unit, became Commander in June of this year. Captain Davidson, another veteran pilot and long-time member of the squadron, went with Major McKee as a co-pilot rather than as an aircraft commander preparatory to accepting a new assignment as "Quality Control" Officer under the Director of Maintenance, 2d Bomb Wing.

CAPTAIN DAVIDSON, VETERAN WOLFHEAD PILOT,
ACCEPTS "QUALITY CONTROL" ASSIGNMENT

Captain William C. Davidson, a veteran pilot of the 49th Bomb Squadron with over six years continuous service in this unit, was reassigned to Headquarters Squadron, 2d Bomb Wing, for duty as "Quality Control" Officer effective 30 September 1953.

- 1 - Par 15, SO 222, Hq 38th ADiv, dtd 24 Sep 53
- 2 - Reference Officer's WD AGC Form 85
- 3 - Par 1, SO 174, Hq 2d Bomb Wg, dtd 26 Sep 53

Captain Davidson, long-time Aircraft Commander and head of the Squadron (S-000) Standardization Board, was assigned to the Wolfhead Squadron 25 September 1947, when the unit was at Davis-Wenthan Air Force Base. An interesting note is that the last seventeen (17) entries on Captain Davidson's "Chronological Record of Military Service", WD AGO Form 56, have been made while he flew with the 49th Bomb Squadron. In that period of six years, he has been the subject of thirteen (13) Officer Effectiveness Reports. He has performed temporary duty in England and Europe four times, and was in the European Theatre for eighteen (18) months in 1946-47, with the old Air Transport Command.

MAJOR CHESTER E. BALLENGEE ASSUMES COMMAND
IN ABSENCE OF MAJOR GEORGE E. McKEE

Major Chester E. Ballengee, the Squadron Operations Officer, assumed command of the squadron 28 September during the temporary absence of Major George E. McKee. Major Ballengee, who has served as Operations Officer since June 1953, has been assigned to the 49th Bomb Squadron since January 1948, and commanded a Select Crew for several years.

A pilot with eleven years service, Major Ballengee served in the ETO during World War II where he was awarded the Distinguished Flying Cross, the Air Medal with three Oak Leaf Clusters, the Presidential Unit Citation, the ETO Ribbon, the WW II Victory Medal and the American Theater Ribbon. He has over 5000 flying hours, practically all of which is in four engine aircraft.

TWENTY FIVE AIRMEN RELEASED

Twenty five airmen were released in the "Early Release" program during September. Most were aerial gunners and most were members of the first three grades. As the predominant number were crew members of crews now about to be disbanded, their loss will be easier to accept than it would have been several months ago.

- 4 - op site. Form 56
- 5 - Par 1, SO 155, Hq 49th Bomb Sq, dtd 28 Sep 53
- 6 - Officer's WD AGO Form 56
- 7 - Appendix IV, Airmen Losses for month of September

ADMINISTRATIVE INSPECTION HELD

An administrative inspection of the Squadron Personnel and Administration Section, performed by an audit team from Headquarters, 38th Air Division, revealed a number of discrepancies in each section.

Chief failure of the administrative personnel has been their neglect in using the Morning Report as the true basic document, and accordingly a poor cross check of records exists. Too many officers and airmen have failed to sign in and out properly, or even at all in many cases, so that the Morning Report itself is not substantiated.

The attitude of the Squadron Adjutant concerning the inspection was one of pleasure that the inspection occurred shortly after his assignment to that position in the squadron; this enables him to readily see the state of administration and will serve as a quick diagnosis of past operation of his section.

SEVEN OFFICERS ASSIGNED

Seven officers, six pilots and one radar observer, joined the Wolfhead squadron in September. All are Captains except the radar observer, 1st Lt Charles F. Hedrich. Lt. Hedrich was sent to England to perform temporary duty there with the detachment at Upper Heyford.

The six pilots, all but one recent graduates of the Pilot Aerial Observer Bombardment School, are expected to remain with the squadron after the conversion to B-47's.

6 - Interview with Squadron Adjutant

7 - Officer Gains for the month of September, Appendix II

JET MECHANICS POVE IN

On 18 September the first of thirty-five jet mechanics arrived in the squadron,¹⁰ and conversion to B-47's seemed nearer.

Of the men who arrived in September, all were young airmen Third Class, except two, with an average of about eight (8) months service.¹¹

CAPTAIN LANG HEADS RED FEATHER DRIVE

Capt Thomas P. Lang, an aircraft commander, was appointed Project Officer for the United Appeal Community Chest Drive which was slated to begin in October. It is expected that with the squadron about to lose half its personnel, due to the impending transfer of so many airmen, and with only a third of the officers present for duty, that this drive will probably net about half of the \$600.00 gained for the Air Force Aid Drive of August.¹²

10 - Airmen Gains for the month of September, Appendix III
11 - Interview with Squadron Adjutant

CHAPTER II

OPERATIONS

FIVE CREWS DEPART FOR ENGLAND

On the 4th of September five crews departed for ninety (90) days TOY¹² to the United Kingdom. All aircraft took off as scheduled but one aircraft had to return due to a gas leak in the rear bomb-bay tank. It was repaired and the next day that crew, commanded by Capt Daniel E. Perry, departed. All the other planes arrived at Upper Heyford, England, the TOY base, without incident.

MORALE OF TROOPS LIFTED BY LABOR DAY HOLIDAY

The morale of the flying crews was greatly lifted by the three day holiday they received over the Labor Day weekend. All men were orientated on the dangers of driving during the holidays.

"STANDBOARD" CHECKS CONFUSE EVERYBODY

This month was expected to be an easy one from the scheduling standpoint due to the fact that it would be the last month this squadron would be under the SAC Regulation 50-8 scoring system. However, on the 11th of September a message, from SAC headquarters, was received requiring a Standardization Board check. Due to the recent early release of over thirty gunners who where assigned to combat crews each crew had at least one crew change and required a check. To this date all but four crews have received the check and those four have not received the check due to the fact that the message stated that nine members of the crew had to be present and due to TOY nine members have not been together. During this period, everyone was a bit confused, as even the Standboard crews were changed around and checked each other.¹³

12 - Par 1, SO 154, Hq 24 Bomb Sq, dtd 26 Aug 53

13 - Interview with Squadron Operations Officer

OBSERVERS RECEIVE "K" BOMBING SYSTEM TRAINING

Up until the 19th of the month the flying training schedule assumed normal patterns but on that date eleven observers departed for eight weeks TDY to Mather AFB, California for instruction in the "K" bombing system. The remainder of the observers departed on the 25th. This restricted the flying to the local area and reduced the total time on each flight to a few hours, much to the delight of the gunners.¹⁴

SQUADRON PARTICIPATES IN SEARCH MISSION

On the 20th and 21st the squadron was committed to furnish two aircraft to assist in the search of a weather reconnaissance aircraft which was down in the ocean about 250 miles east of Savannah. On the 20th the aircraft were commanded by Major George A. Hesse and Captain Thomas P. Lang, and on the 21st by Captain William C. Davidson and 1st Lt. Floyd B. Standare. Captain Lang's crew sighted an SA-16 search aircraft on the water, and several empty life rafts within a thirty mile radius of the aircraft, but saw no signs of life. The SA-16 turned out to be one that had landed to pick up survivors, but was damaged by the heavy seas and abandoned.¹⁵

"FLORENCE" PUTS CREWS ON STANDBY

Hurricane "Florence" caused the squadron to be on a standby status on the 28th.¹⁶ All crews stood by at Operations until approximately 0100, then the alert regressed to a two hour standby. The hurricane blew itself out in the wilds of south Georgia and the crews were not required to fly the aircraft out to the dispersal base. See photograph, Appendix

14 - ibid

15 - ibid

16 - ibid

LACK OF AIRCRAFT AND OBSERVERS OUTFITS SCHEDULE

The total flying hours for the squadron for the month was 234:15 which does not include the flying time of the five aircraft in England. The squadron had an average of three aircraft gone during the month to Oklahoma City for modification; the deck inspections of our aircraft averaged over eight working days and the AOPF rate has been high this month. All of the above listed factors greatly restricted the number of aircraft we could schedule to fly this month. The loss of our observers almost completely eliminated our possibilities of matching the SAC Regulation 50-8 system of scoring.¹⁷

CHAPTER III

MATERIAL

During the month eight aircraft went to Oklahoma City for modification or weight and balance check. Five aircraft departed for the United Kingdom and the only abort was on aircraft 49-309 due to a leak in the rear bomb-bay tank. A tank was taken from aircraft 49-331 and was installed in aircraft 49-309. Supply continues to hold up maintenance due to the shortage of AOCIP items. This keeps the aircraft in the periodic docks for an extended period of time which causes the other aircraft to fly additional missions. During the month five aircraft went through the periodical docks. Twenty-nine new airmen were assigned to maintenance during the month of September. Twenty-six of these men are 43131's, the others are 43132's. All aircraft were in commission 75% of the time in September.¹⁸

MSGT Bunnell of the 2d Bomb Wing Director of Material section inspected the Supply section on the 19th of September. He inspected the tools, expendables and the supply records. The report on the inspection showed that the supply section is being run in accordance with all regulations. A new Unit Property Record Equipment Authorization List was received by this section and has been set up for operation. The status of TGE (Combat Readiness) for Supply is 98.37% effective.¹⁹

18 - Interview with Maintenance Officer
19 - Interview with Supply Officer

CHAPTER IV

MORALE, RECREATION, AND FACILITIES

MOTOROLA TELEVISION SET RECEIVED

The Motorola television set won in August as first prize in the Air Force Aid Drive was delivered to the squadron 7 September. A 17 inch table model, the set was returned to the dealer, Ray Distributing Company, and for an additional fifteen dollars (\$15.00) a twenty-one inch model was obtained.

Within a week, the new set was installed in the Television Lounge, Barracks T-321. While new lounge furniture is being procured a number of wooden chairs were temporarily installed in the lounge and interest of the men was high.

With two antennas, one for Charleston WJSC, Channel 5, and one for Jacksonville WMEB, Channel 4, the set worked very well. All the airmen were pleased that the set was operating in time to see all the football games, and the forthcoming World Series.

CAPTAIN DURHAM HEADS PROJECT TO PURCHASE LOUNGE FURNITURE

Captain Charles R. Durham, Squadron Communications Officer, was asked by the Commander to work with the Airmens' Council and the Adjutant in selecting new furniture for the Television Lounge. Captain Durham set an October 15 deadline, by which time he hoped to have installed a number of lounge chairs and appropriate necessary furniture for seating at least twenty people.

An added project was the idea of using the open bay in Barracks T-307 as another Day Room designed primarily for reading and writing, which with the pool room adjacent to the Squadron Headquarters and the TV Lounge would give the organization adequate facilities for recreation.

TABLE OF ORGANIZATION
AND NAMES OF KEY PERSONNEL

COMMAND

COMMANDER - MAJ. GEORGE H. MOFFEE

FIRST SERGEANT - W/SGT. WILLIAM J. MAFFET

PERSONNEL AND ADMINISTRATION

ADJUTANT - CAPT. CHARLES E. BEARDLEY

SUPPLY

SUPPLY OFFICER - CAPT. THOMAS E. SMITH

OPERATIONS

OPERATIONS OFFICER - MAJ. CHESTER E. BALLSBOEE

MAINTENANCE

MAINTENANCE OFFICER - 1ST LT JOSEPH V. KELLEN

BIBLIOGRAPHY

Worain Report Files
Special Orders, 2d Bombardment Wing
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Officers' SOI Files and Qualification Forms
Airmens' SOI Files and Qualification Records
T/O 1 - 1178P (Tentative), DAF 1 March 1963
T/O 1 - 1178P, DAF 1 March 1963

INTERVIEWS

Squadron Commander
Squadron Adjutant
Squadron Operations Officer
Squadron Supply Officer
Squadron Maintenance Officer

APPENDIX

APPENDIX I

TABLE OF GAINS AND LOSSES

31 August 1953

	Present for Duty	Absent	Total
Officers	58	20	78
Airmen	215	39	254

30 September 1953

Officers	55	25	80
Airmen	215	37	252

APPENDIX II

OFFICER GAINS FOR MONTH OF SEPTEMBER

<u>RANK</u>	<u>NAME</u>	<u>SQUADRON DUTY ASSIGNMENT</u>	<u>FROM</u>
1st Lt	Charles F. Hedrick	Radar Observer	322d Em Sq
Captain	Robert C. Davis	Pilot	374th Em Sq
Captain	Cerill T. Harris	Pilot	375th Em Sq
Captain	Curtis E. Hopkins	Pilot	3553 Obe Tng Wg
Captain	Arnold L. Holmes	Pilot	Hq Sq 2d Em Wg
Captain	Ronald A. Jameson	Pilot	Hq Sq 2d Em Wg
Captain	Robert F. DeLong	Pilot	Hq Sq 2d Em Wg

OFFICER LOSSES FOR MONTH OF SEPTEMBER

<u>RANK</u>	<u>NAME</u>	<u>SQUADRON DUTY ASSIGNMENT</u>	<u>TO</u>
2d Lt	Charles H. Dugby	Pilot	Sep fr service
1st Lt	Vaughn H. Sellaacher	Pilot	Hq Sq 2d Em Wg
1st Lt	Raymond Smith	Supply	Sep fr service
Major	Wesley K. Hoffman	Pilot	36th Em Sq
2d Lt	Chester H. Speagle	Pilot	3415 Tech Tng Wg

APPENDIX III

AIRMEN GAINS FOR MONTH OF SEPTEMBER

<u>RANK</u>	<u>NAME</u>	<u>SQUADRON DUTY ASSIGNMENT</u>	<u>FROM</u>
A3c	Albert C. Williams	Mechanic	3320 Tech Tng Wg
A3c	William A. Poston	Mechanic	3320 Tech Tng Wg
A3c	Robert M. Tully	Mechanic	3320 Tech Tng Wg
A3c	Joseph R. Theroux Jr.	Mechanic	3320 Tech Tng Wg
A2c	James A. Poston	Mechanic	3320 Tech Tng Wg
A3c	Bert H. Arlington	Mechanic	3320 Tech Tng Wg
A3c	John D. Elmstedt	Mechanic	3320 Tech Tng Wg
A3c	Edwin W. Hochstettler	Mechanic	3320 Tech Tng Wg
A3c	John J. Pacyna Jr.	Mechanic	3320 Tech Tng Wg
A3c	Bellard C. Edwards	Mechanic	3320 Tech Tng Wg
SSG	Claude M. Gilbert	Mechanic	804 Air Base Gp
A3c	Carlos A. Davila	Mechanic	3320 Tech Tng Wg
A3c	Larry P. Coggin	Mechanic	3320 Tech Tng Wg
A3c	Lowell B. Lowder	Mechanic	3320 Tech Tn Wg
A3c	Jack A. Grimm	Mechanic	3320 Tech Tng Wg
A3c	Charles E. Ribble	Mechanic	3320 Tech Tng Wg
A3c	Bernie E. Hubbard	Mechanic	3320 Tech Tng Wg
A3c	William M. Tate	Mechanic	3320 Tech Tng Wg
A3c	Joseph S. Ross	Mechanic	3320 Tech Tng Wg
A3c	Frederick J. Ferraro	Mechanic	3320 Tech Tng Wg
A3c	Roland W. Brotlin	Mechanic	3320 Tech Tng Wg
A3c	William A. Richardson	Mechanic	3320 Tech Tng Wg
A3c	James J. Feehley	Mechanic	3320 Tech Tng Wg
A3c	Theodore J. Sherman	Mechanic	3320 Tech Tng Wg
A3c	Melton Belousy	Mechanic	3320 Tech Tng Wg
A3c	Charles R. Strange	Mechanic	3320 Tech Tng Wg
A3c	Gerald M. Gossett	Mechanic	3320 Tech Tng Wg
A3c	Donald P. Klovensky	Mechanic	3320 Tech Tng Wg
A3c	Donald Brockowieski	Mechanic	3320 Tech Tng Wg
A3c	Daniel Muryat	Mechanic	3320 Tech Tng Wg
A3c	Robert G. Klipple	Mechanic	3320 Tech Tng Wg
A3c	Jerry B. Gregory	Mechanic	3320 Tech Tng Wg
A3c	Paul A. Shuster	Mechanic	3330 Tech Tng Wg
MSG	Chester W. Lorrey	Mechanic	Hq Sq 308 Bn Wg
A3c	Malcolm B. Wade	Mechanic	Hq Sq 804 AB Gp

APPENDIX IV

AIRMAN LOGS FOR MONTH OF OCTOBER

<u>RANK</u>	<u>NAME</u>	<u>SQUADRON DUTY ASSIGNMENT</u>	<u>NO.</u>
SSG	James P. McDevitt Jr.	Radio Operator	Sep fr service
Alc	Edward S. Gregory	Radio Operator	Sep fr service
Alc	Max W. Nelson	Clerk	84 Sq 28 Bn Wg
Alc	Degray Marion	Gunner	Sep fr service
MSG	Emitt E. Carthage	Mechanic	367th Bn Wg
MSG	Odle C. Martin	Mechanic	367th Bn Wg
MSG	James H. McQuinn	Mechanic	354th Bn Wg
MSG	Leonard G. Woods	Mechanic	354th Bn Wg
Alc	Earle E. Brewer	Mechanic	354th Bn Wg
Alc	Edward Shelton	Mechanic	354th Bn Wg
Alc	Leroy G. Brown	Mechanic	354th Bn Wg
SSG	Henry S. Brown	Gunner	2100 Tech Prot Sq
SSG	Donald E. Artz	Gunner	Sep fr service
SSG	Phillip Venturiglia	Gunner	Sep fr service
SSG	Eugene S. Williams	Gunner	Sep fr service
SSG	Brown G. Mathys	Gunner	Sep fr service
SSG	Martin J. Mahony	Gunner	Sep fr service
SSG	Leroy S. Flemons	Gunner	Sep fr service
Alc	Billy W. Jones	Gunner	Sep fr service
Alc	Thomas E. Blackburn	Gunner	Sep fr service
SSG	Ernest E. Price	Gunner	Sep fr service
SSG	Daniel B. Dixon	Gunner	Sep fr service
SSG	Joe M. Robinson	Gunner	Sep fr service
SSG	John C. McFadden	Radio Operator	Sep fr service
SSG	Carl E. McFarland	Gunner	304 Ops Sq
SSG	Leonard E. Hener	Gunner	Sep fr service
Alc	Helen G. Williams	Gunner	Sep fr service
Alc	Vincent L. Henke	Gunner	Sep fr service
Alc	John H. Hickler	Gunner	Sep fr service
SSG	Wyle Cowart	Gunner	Sep fr service
SSG	Richard D. Davis	Gunner	Sep fr service
Alc	Albert L. Bennis	Gunner	Sep fr service
SSG	John R. Aldred	Gunner	Sep fr service
SSG	James J. Johnson	Gunner	Sep fr service
MSG	Bill R. Story	Flight Engineer	Sep fr service
MSG	James W. Avery	Mechanic	28 Strat Recon Wg
MSG	Walter J. Penz	Mechanic	375th Bn Sq
			375th Bn Sq





0768



Major (left), inspect officer for the 1st Air Force, and Smith, by the Commander, Major Leslie W. Wolfe. The captain led by Colonel Smith carried 1000, 10 each for the 1st Air Force, and was the first unit, a General's television set, for the unit.



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GENERAL INVESTIGATION
OF
THE
MURDER OF
JAMES EARL RAY
BY
THE
FEDERAL BUREAU OF INVESTIGATION
OF THE
DEPARTMENT OF JUSTICE
WASHINGTON, D. C. 20535


J. Edgar Hoover
Director
Federal Bureau of Investigation
Washington, D. C. 20535

Exhibit 47

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HISTORY OF
2D MEDICAL GROUP
HUNTER AIR FORCE BASE
SAVANNAH, GEORGIA

1 TO 30 SEPTEMBER 1953

1. MISSION

a. Primary. The primary mission of the 2d Medical Group is to provide and operate such medical facilities as may be required to maintain the greatest effective manpower potential of the 2d Bombardment Wing assigned strength in order to insure the accomplishment of the assigned mission.

b. Secondary. The secondary mission of the 2d Medical Group is to provide base level medical service for military personnel and dependents, Flight Surgeon's services for flying personnel, organic medical supply, inspection services, and to conduct training classes in First Aid and Hygiene.

2. ORGANIZATION

a. The 2d Medical Group is organized under Table of Organization No. 1-9022, Department of the Air Force, dated 1 January, 1952, with personnel strength of one times Part II AB, four times Part II AD, one times Part II AE and one times Part II AF for total strength of 27 officers and 98 airmen. Officer strength is broken down as follows:

Medical Corps - Nine
Dental Corps - Three
Medical Service Corps - Four
AF Nurse Corps - Ten
Veterinary Corps - One

b. The Medical Group is a composite organization designed to

provide tactical medical support for the Wing or Squadrons at any time such units are operating, as well as medical support at home bases for combat units, support units and related personnel.

- (1) The controlling unit of the Tactical Medical Support Element is the Wing Surgeon's Unit of the Tactical Medical Support Headquarters. This unit consists of the Wing Surgeon and three medical airmen and will accompany the Wing Headquarters to provide staff assistance and medical support to the Wing echelon.
- (2) The basic medical support unit capable of providing primary medical service to a deployed squadron or equivalent unit is the Tactical Medical Support Element. The normal composition of this unit is one Flight Surgeon and three medical airmen. This element will accompany the squadron or equivalent unit to provide:
 - (a) Preventive Medicine directed toward curtailing unit personnel losses;
 - (b) Aviation Medicine directed toward the enhancement of operational efficiency of both personnel and equipment;
 - (c) Clinical medicine directed toward the primary treatment and disposition of casualties, including the prompt screening and evacuation of incapacitated personnel.

(3) The Tactical Support Hospital consists of three officers, fifteen airmen and equipment for the "Infirmary, Medical (36 bed) Air Transportable". The personnel are the minimum required for operation of the facilities provided in all phases of wing tactical medical support operations. Whenever the workload of this unit is beyond the capacities of this minimum requirement, immediate personnel of the Squadron Tactical Medical Support Elements or, if necessary, by deployment of required personnel from the 100 bed hospital element at the medical group's home base. Personnel and equipment of the Tactical Support Hospital must never be considered as a complete complement of a Wing definitive support unit. The personnel complement is composed of the key medical personnel of a 100 bed hospital and as such, when deployed, is the advanced echelon of the hospital facility. When the Tactical Support Hospital Element is supporting a Wing movement consisting of Wing Headquarters and three Tactical Squadrons, the combined medical facility will total:

(a) Officers:

- 1 - Commander (Wing Surgeon)
- 1 --Adjutant
- 3 - Flight Surgeons

(1) [Faint text, possibly a name and title]

(2) [Faint text, possibly a name and title]

(3) [Faint text, possibly a name and title]

(4) [Faint text, possibly a name and title]

(5) [Faint text, possibly a name and title]

(6) [Faint text, possibly a name and title]

(7) [Faint text, possibly a name and title]

(8) [Faint text, possibly a name and title]

(9) [Faint text, possibly a name and title]

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3			2				
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7			2			SECRET	
8		Sep/53	1				
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