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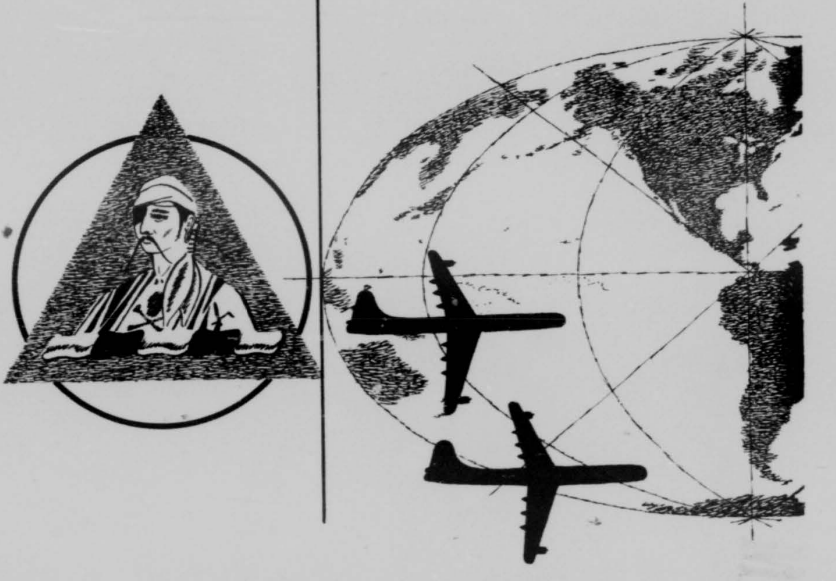
6th BOMBARDMENT WING (H)

MONTHLY WING HISTORY *

MAY 1953



47TH AIR DIVISION - WALKER A. F. B.
ROSWELL - NEW MEXICO

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HISTORY
OF THE
6TH BOMBARDMENT WING, HEAVY, 47TH AIR DIVISION
WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO
1 MAY 1953-31 MAY 1953

RCS 1-AF-D2

(EIGHTH AIR FORCE, STRATEGIC AIR COMMAND)

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UNITS ASSIGNED TO THE 6TH BOMBARDMENT WING, HEAVY
Headquarters 6th Bombardment Wing, Heavy
6th Medical Group
24th Bombardment Squadron, Heavy
39th Bombardment Squadron, Heavy
40th Bombardment Squadron, Heavy
6th Periodic Maintenance Squadron
6th Field Maintenance Squadron
6th Armanment Electronics and Maintenance Squadron

Prepared for the Historical Office
by Captain Virgil L. Burke
Wing Historical Officer

I certify that this is a true and accurate History of this unit for the Month of May 1953.

Burton H Burns

BURTON H. BURNS
COLONEL, USAF
COMMANDER

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MISSION - 6TH BOMBARDMENT WING, HEAVY

The mission of the 6th Bombardment Wing, Heavy as a tactical component of the Eighth Air Force, Strategic Air Command is primarily one of organizing and training a force capable of immediate and sustained long range offensive bombardment operations in any part of the world, utilizing the latest technical knowledge and advance weapons; being prepared to perform those tasks assigned in current emergency plans and related operations orders; participating in the Reserve training program to the maximum extent by training and administering assigned Reserve personnel and units; being prepared to participate in disaster relief and other domestic emergencies; and performing such special missions and assignments as the Commanding General, Eighth Air Force may assign.

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CHAPTER I
GENERAL

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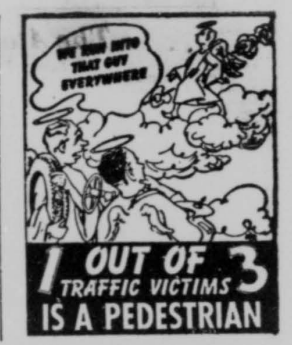
...VE ATOMIC BLAST

Air to Air REFUELING



SEPTEMBER 18, 1953 NUMBER 39

...ins Safe Wheels Trophy; 6th Tops Base Contest

Genera Musgrave Presents Certificate

Brig. Gen. Thomas C. Musgrave, 47th Air Division Commander presents the first place certificate of the WAFB Safe Wheels contest to Col. William K. Martin, commander of the 6th Bomb Wing. Col. Martin receives the certificate on behalf of the officers and airmen, who were represented by their squadron first sergeants.. Col. Martin passed all credit for the success of the Wing's Safety program to the first sergeants, who, in his words, "kept before the members of their organizations the advantages of safety. The success of this indoctrination has been proven by this certificate." With Colonel Martin at the presentation were, left to right: M/Sgt James F. Stuart, 1/Sgt 40th B.S.; M/Sgt Sidney L. Brown, 1/Sgt 24th B.S.; S/Sgt William A. Harris, 1/Sgt 39th B.S.; Colonel Martin; General Musgrave; M/Sgt Leroy Hipsher, 1/Sgt 6th FMS; S/Sgt Barney Agnew, 1/Sgt 6th A&ES; T/Sgt Donal Bunch, 1/Sgt 6th PMS; and M/Sgt Ray B. Bridges, Headquarters Sqdn.

(USAF Photo by A/1C Wong)

6th BW Wins Base Safe Wheels; 509th Av. Sqd. Has Perfect Mark

As the ATOMIC BLAST went to press, announcement was made of the award to Walker Air Force Base of an Eighth AF trophy in the "Safe Wheels" contest.

The award was made in recognition of the greatest improvement within the Eighth Air Force in ground safety over last year.

The trophy will be awarded by Brig. Gen. Thomas C. Musgrave, Jr., 47th Air Division commander sometime late this week.

Labor Day marked the end of the SAC Safe Wheels program and also the WAFB contest. The 6th Bomb Wing achieved the best record at the end of the contest with a score of 89.13%. The 509th Bomb Wing placed second with a score of 85.87%. The scores were attained as follows: Each unit was given 10 points per person as a beginning score of 100%. Points were then deducted on the basis of 500 points per traffic fatality, 200 points per reportable non-fatal traffic accidents, 50 points per non-reportable traffic violations and 25 points per traffic violation.

The 509th Aviation Squadron kept a perfect record throughout the contest, but they were given a close race by the Hq. & Hq. Squadron 6th Bomb Wing with their score of 99.17%. Six other squadrons maintained scores of 90% or better. They are the 509th Field Maintenance, Hq. and Hq. Squadron 509th Bomb Wing, 6th Field Maintenance Squadron, 509th Armament and Electronics Maintenance Squadron, 24th Bomb Squadron, and the 6th Periodic Maintenance Squadron.

Walker Air Force Base will be rated in the SAC contest on the basis of reportable accidents only. The current standings are not yet known, but it is estimated that Walker would probably have been a winner if two-thirds of its squadrons instead of one-third, had maintained records like those mentioned above.

Following are the standings of the bomb wings and the Air Base Group with the positions of squadrons within the group:

First—6th BW (99.13%)—

Hq. & Hq. Sq., 99.17; Field Maintenance Sq., 93.02; 24th Bomb Sq., 92.17; Periodic Maintenance Sq., 90.27; Armament & Electronics Sq., 89.79; 6th Medics Sq., 89.13; 40th Bomb Sq., 87.30; 39th Bomb Sq., 71.00.

Second—509th BW (85.67%)—

Aviation Sq., 100; Field Maintenance Sq., 94.46; Hq. Sq., 93.69; A & &E Maintenance Sq., 92.35; Periodic Maintenance Sq., 88.33; 509th Medics Sq., 86.84; 393rd Bomb Sq., 83.53; 830th Bomb Sq., 83.02; 715th Bomb Sq., 74.64; Air Refueling Sq., 73.88.

Third—812th ABG (77.81%)—

Hq. & Hq. Sq., 85.83; Air Police Sq., 84.27; Food Service Sq., 84.18; Supply Sq., 81.65; Installations Sq., 77.83; Motor Vehicle Sq., 73.57; Operations Sq., 57.50.

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INCLOSURE NO. 5

COURSE NUMBER AND TITLE		MANDATORY QUOTAS	FORMAL APPLICATION
ORGANIZATIONAL SUPPLY SPEC	64151		1
ORGANIZATIONAL SUPPLY SUPV	64173		3
ELECT FUNDAMENTALS	30220		1
MACHINIST	53150		1
E-6 AUTO PILOT	43156-64	1	
		1	6

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8th AF Reg 36-4 dated 17 Nov 52

RESTRICTED

SECURITY INFORMATION
HEADQUARTERS 6TH BOMBARDMENT WING HEAVY
Walker Air Force Base
Roswell, New Mexico

ROSTER OF OFFICERS
30 September 1953

1. Number of Items within Grade
2. Marital Status
3. Name
4. AFSN or ASN
5. Date of Rank in Grade
6. Air Crew Data - Aeronautical Rating

   P-1 - Fighter Pilot, Jet
   P-2 - Fighter Pilot, Single Engine
   P-3 - Pilot, Single Engine (Other)
   P-4 - Fighter Pilot, Twin Engine
   P-5 - Pilot B-29
   P-6 - Pilot B-36
   P-7 - Pilot B-50
   P-8 - Pilot, Four Engine (Other)
   P-9 - Pilot, Twin Engine (Other)
   E - Flight Engineer
   R - Radar Observer
   N - Navigator

6. Aircrew Data - Aeronautical Rating
   B - Bombardier
   NBR - Navigator, Bmbdr, Rad Observer
   ECM - Radar Observer, ECM
   U - Aerial Gunnery Officer
   F - Flight Surgeon
   AOM - Acft Observer, Medical
7. Duty Assignment Title
8. Organization to which assigned
9. Primary AFSC
10. Foreign Service Selection Date
11. Date Assigned Present Station
12. Office Phone
13. Home Address
14. Home Phone
15. Date of Seperation

Incl 1 to Eighth AF Reg 36-4, 17 Nov 52

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[illegible] AND ENDING OF CHANGES TO BE REPORTED TO SQUADRON ORDERLY ROOM

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
COLONELS														
1.	M	Heavy, John T.	A0308440	4Mar51	F	Base Surgeon	6th Med	9356C	0447	20Jun51	351	17 W Wells	7-2287	Indef
2.	M	Martin, William K.	1697A	7Jul44	SP-6	Wg Commander	Hq 6DWg	0066C	0545	5Jul50	409	3 Walker Pl	7-2402	R-AF
3.	M	Davidson, Collier H.	4945A	15Apr53	SP-5	Dir of Materiel	Hq 6DWg	0046C	1243	19Jun52	595	12 W Wells	7-2123	R-AF
4.	M	Womple, Neil W.	4984A	19Jan51	SP-5	Dep Wg Commander	Hq 6DWg	0066C	0146	1Aug53	2225	65 Luebke Pl	7-2120	R-AF
LIEUTENANT COLONELS														
1.	M	Cobeaga, Mitchell A.	A0401371	20Feb51	SP-6	Sq Commander	24thBSq	0066A	0251	25Mar51	2141	28 W Dyrne St	7-2301	Indef
2.	M	Crompton, Roy C.	8791A	1Dec51	SP-6	Dir of Operations	Hq 6DWg	0036C	0949	17Jul52	485	9 Walker Pl	7-3324	R-AF
3.	M	Crowley, William F.	5246A	22Jul50	SP-6	Sq Commander	40thBSq	0066A	0253	12Feb53	2162	6 W Wells	7-5583	R-AF
4.	M	Flinn, Robert P.	A0803026	1Jun53	NDR	Student Officer	Hq 6DWg	1416	1144	16Mar51	DDY Maxwell AFB, Ala 22 wks	1 Dec 53		Indef
5.	M	Jaynes, Jay	8913A	20Feb51	NDR	Ch, Planning Team	Hq 6DWg	1416	0645	6May51	2659	55 W Dyrne St	7-6686	R-AF
6.	M	Sweeney, Daniel J.	A0420809	1Jun52	N	Wg Staff Observer	Hq 6DWg	1416	0853	17Sep53	2177	91 Holloman Pl	7-2124	Indef
7.	M	Miner, William D.	A0793946	10Mar51	SP-9	Chief of Maint	Hq 6DWg	4316	1045	22Mar51	482	44 W Dyrne St	7-2449	Indef
8.	S	Yochem, Frank N. Jr.	A0430013	4Jun51	P-5	Sq Commander	39thBSq	0066A	0645	19Jun51	2142	House #2 Govt Hs	753	Indef
MAJORS														
1.	M	Adleman, Julius J.	6470A	24Nov50	NDR	Wg Staff Observer	Hq 6DWg	1524A	0551	3May51	2202	83 Fitzgerald Pl	7-3306	R-AF
2.	M	Barber, George A.	6925A	14Dec50	SP-9	Chief Specl Wpns	Hq 6DWg	1416	1045	25Mar51	485	2 A Street	7-3359	R-AF
3.	M	Bingham, Frank G.	A02261536	14Aug53	None	Dental Off, Gen Dy	6th Med	9826	1241	14Aug53	456	Med BDQ	620	0855

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MAJORS (Cont'd)												
4. M Booth, Ernest E.	A0412515	1Sep51	SP-6	Sq Ops Officer	39thBSq	1435	0351	1Jul51	2203	6 Zettle Pl	7-6696	Indef
5. S Boyle, Patricia I.	21053W	1Jun52	None	Chief Nurse	6th Med	9716	1152	25Nov52	352	G 911 D	2517	R-AF
6. M Burke, John F.	129974	15Dec51	ECM	Wg Staff ECM Officer	Hq 6BWg	3016	0248	16Mar53	2240	37 W Wells	7-4400	R-AF
7. M Bush, Burton M.	A0747205	19Dec52	P-6	Pilot B-36	24thBSq	1231A	1244	8Feb53	2209	21 W Eyman	7-4498	Indef
8. M Camp, Fred P.	A0564977	1Jun52	NDR	Nav B-36	24thBSq	1524A	0751	25Jul52	2209	25 Alden Way	7-9972	Indef
9. M Carson, Kenneth R.	A0682005	1Sep51	NDR	Student Officer	39thBSq	1416	0447	7Aug48	ADY Maxwell AFB, Ala 22 wks 1 Dec 53			Indef
10. M Cobb, John T.	6870A	24Nov50	P-6	Acft Comdr B-36	39thBSq	1234A	0551	5Jun51	2203	43 W Byrne St	7-2163	R-AF
11. M Davisson, Richard L.	A0789763	1Sep51	NDR	Sq Staff Observer	39thBSq	1524A	0344	26Mar51	2203	Gunison Hsg	2413	Indef
12. M DeWitt, Earl M.	A0733413	1Sep51	N	Nav B-36	40thBSq	1534P	0348	18Jul52	2277	9 Gillespie Pl	7-7662	Indef
13. M Dickert, James R.	10498A	1Jun52	SP-6	Wg Fly Safety Off	Hq 6BWg	1444	0551	25May51	2180	22 W Byrne St	7-5556	R-AF
14. M Eastling, Donald M.	A0728614	11Apr51	SP-6	Acft Comdr B-36	24thBSq	1234A	0751	20Jul51	2209	106 W Byrne St	7-2179	Indef
15. M Edenbo, John W.	7161A	14Dec50	SP-6	Sq Ops Officer	40thBSq	1435	0551	22May51	557	57 Luebke Pl	7-5597	R-AF
16. M Evans, Ivor P.	15353A	15Dec51	NDR	Radar Opr B-36	24thBSq	1524A	0944	1Oct52	2680	706 W BuenaVista	4332-J	R-AF
17. M Gambel, Durrel D.	A0725711	25Feb51	SP-6	Acft Comdr B-36	39thBSq	1234A	1241	17Mar51	2203	94 W Byrne St	7-5514	Indef
18. M Garrett, Henry O.	A0790127	15Feb51	NDR	Nav B-36	24thBSq	1524A	0450	25Jul52	2209	87 W Byrne St	7-2180	Indef
19. M Gordon, Carl F.	A0724163	1Jun52	NDR	Radar Opr B-36	24thBSq	1524A	0843	9Apr49	2136	609 S Missouri	4877	Indef
20. M Graham, James E.	A0674757	1Apr53	NDR	Radar Pred Team	Hq 6BWg	1524A	0351	18Mar51	2738	31 Langley Pl	7-3346	Indef

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MAJORS (Cont'd)														
21.	M	Gross, Willis C.	189528A	5Dec52	None	Prosthodentist	6th Med	9826	0551	3Jun53	456	8 Bailey Pl	7-9975	R-AF
22.	M	Gwinn, Lloyd W. Jr.	A0734899	1Apr53	NBR	Radar Opr B-36	39thBSq	1524A	0645	17Sep51	2180	26 A Street	7-3339	Indef
23.	M	Hanigan, Edward J. Jr.	18222A	15Feb51	SP-6	Acft Comdr B-36	24thBSq	1234A	0849	16Sep49	2209	2 W Byrne St	7-6688	R-AF
24.	M	Harrison, Charles D.	10826A	1Sep51	NBR	Radar Opr B-36	24thBSq	1524A	0751	6Jul51	2209	17 Hunsicker Pl	7-5590	R-AF
25.	M	Highfill, Thompson N.	A0740810	29Jan51	SP-6	Sq Ops Officer	24thBSq	1435	0944	1Jul51	2209	41 W Byrne St	7-6698	Indef
26.	M	Holmes, Robert S.	A0429410	17Jul52	P-9	Pilot B-36	24thBSq	1231A	1241	5May53	2209	31 Alden Pl	7-4472	Indef
27.	S	Jackman, Gordon L.	A0486196	15Dec51	SP-6	Acft Comdr B-36	39thBSq	1234A	0749	5Oct52	2733	5 Off's Circle	2413	Indef
28.	M	Jenkins, Edwin C.	A01703834	1Apr53	NBR	Radar Opr B-36	40thBSq	1524A	0953	18Jul52	2277	40 Byrne St	7-5563	Indef
29.	M	Kilness, Kenneth F.	10255A	6Dec51	NBR	Nav B-36	24thBSq	1524A	1144	1Nov50	2209	317 E Frazier	4269-M	R-AF
30.	M	Kowalski, Konrad J.	A0669066	1Jun52	R	Radar Opr B-36	40thBSq	1554	0351	8Jul51	2277	1 W Eyman St	7-5527	Indef
31.	M	Lawson, Gordon Z.	A0561478	1Apr53	B(NF)	Wg Supply Officer	Hq 6BWg	6416	1249	22Jan51	436	7 Hunsicker Pl	7-2316	Indef
32.	M	Leone, Ralph N.	A0667732	1Jun52	SP-9	Prod Control Off	Hq 6BWg	4355	0645	17May51	482	47 Kelly Pl	7-5574	Indef
33.	M	May, James F. Jr.	A0675716	5Mar53	P-8	Acft Maint Officer	39thBSq	4341	0145	22Apr53	2043	73 Holloman Pl	7-3328	Indef
34.	M	McCutcheon, Claude C.	A0664627	21Dec50	SP-6	Acft Comdr B-36	24thBSq	1234A	0749	1Oct52	2680	71 Holloman Pl	7-2474	Indef
35.	M	McKinney, Russell M.	13622A	5Nov51	NBR	Radar Opr B-36	40thBSq	1524A	1045	3Oct52	693	24 A Street	7-4478	R-AF
36.	M	Mellberg, Carl L.	A0660584	1Apr53	SP-6	Acft Comdr B-36	39thBSq	1234A	1245	26Dec47	2203	39 Langley Pl	7-2488	Indef
37.	M	Meredith, Jim T.	17706A	1Sep51	None	Dir of Intelligence	Hq 6BWg	2016	0251	1Sep51	2213	28 A Street	7-2196	R-AF
38.	M	Miller, William J.	A01999017	1Jun52	SP-6	Acft Comdr B-36	39thBSq	1234A	0251	1Jul52	2203	45 Kelly Pl	7-6664	Indef

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MAJORS (Cont'd)														
39. M	Moore, David L.	A0569454	1Jun52	None	Acft Maint Off	6FMS	4344	1145	19Mar51	2015	31 W Wells	7-2345	Indef	
40. M	Moore, Robert	A0806112	1Jun52	SP-5	Orgn Maint Off	6A&ESq	3234	0651	2Jun51	2330	6 W Byrne St	7-2107	Indef	
41. M	Nadon, Norman C.	A0824704	1Apr53	SP-6	Acft Comdr B-36	24thBSq	1234A	0651	2Jul52	2209	303 E McCune	2407-J	Indef	
42. M	Retherton, Clyde D.	111264	21Sep50	SP-5	Sq Commander	6FMS	4316	0451	1May51	2143	04 Will Pl	7-2466	R-AF	
43. M	Orr, James M.	A02260436	18Apr53	None	Dental Off, Gen Dy	6th Med	9026	1241	18Apr53	456	Med BOQ	620	0455	
44. M	Pearson, James M.	A0796871	1Jun52	SP-6	Acft Comdr B-36	39thBSq	1234A	0351	25May51	2203	27 Langley Pl	7-2220	Indef	
45. M	Pennstrom, John H. Jr.	13751A	12Sep51	N	Nav B-36	40thBSq	1534P	0246	20Nov48	2277	19 W Eyman	7-6665	R-AF	
46. M	Potter, Eliot H.	A0669106	1Sep51	P-6	Acft Comdr B-36	24thBSq	1231A	0251	18Mar51	2209	20 Vaughn Pl	7-2222	Indef	
47. M	Rasmussen, Kenneth C.	A0753304	1Jun52	SP-6	Acft Comdr B-36	24thBSq	1234A	0246	2Jul52	2209	36 Boise Pl	7-2107	Indef	
48. M	Renfro, Robert J.	A01546620	8Sep51	None	Hosp Adm	6th Med	9025	0945	1Jun53	352	7 N Eyman	7-9969	Indef	
49. M	Rothkrug, Edward	A0794053	1Apr52	NDR	Radar Opr B-36	40thBSq	1521F	0745	11Sep53	557	8 W Byrne St	7-2276	0556	
50. M	Runyard, Gerald D.	A0753033	12Sep51	N	Nav B-36	39thBSq	1534P	1145	1Feb47	2203	4 W Byrne St	7-5523	Indef	
51. M	Sanny, Max J.	A0424549	23Mar51	SP-5	Sq Commander	6FMS	4344	0753	25Jul53	2221	35 W Wells	7-5543	Indef	
52. M	Schlupp, John A.	8330A	14Dec50	None	Sq Commander	6A&ESq	3234	1242	14Jun51	2264	4 Thiel Pl	7-2390	R-AF	
53. M	Scott, Robert I. Jr.	129054	15Dec51	NDR	Sq Staff Observer	39thBSq	1416	0147	5May51	2203	81 Holloman Pl	7-2182	R-AF	
54. M	Sheppard, Meyles A.	A0678773	1Jun52	R	Radar Opr B-36	39thBSq	1521A	0551	25May51	2203	5 Langley Pl	7-3393	Indef	
55. M	Smith, Clyde H.	13207A	1Sep51	NDR	Nav B-36	24thBSq	1524A	0551	16Jun51	2209	10 Zettle Pl	7-2188	R-AF	
56. M	Staples, George M.	10737A	15Dec51	N	Nav B-36	39thBSq	1521A	0143	2Jul52	2203	64 Mitchell Pl	7-5515	R-AF	

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MAJORS (Cont'd)														
57.	M	Stein, David F. C.	AO576333	1Jun52	None	Wg Comptroller	Hq 6DWg	0051C	0349	1Feb50	2177	73 Fitzgerald Pl	7-3395	Indef
58.	M	Steiner, Irwin O.	112704	1Sep51	SP-6	Acft Comdr B-36	40thBSq	1234A	0350	18Jul52	2277	63 Eyman St	7-2444	R-AF
59.	M	Sterner, Kenneth Y.	AO669246	11Mar52	NDR	Radar Opr B-36	39thBSq	1524A	0545	10ct52	2733	6 Thiel Pl	7-2119	Indef
60.	M	Stiles, Richard H.	6308A	14Dec50	NDR	Sq Staff Observer	40thBSq	1524A	1148	1Jul52	2277	14 W Eyman St	7-2164	R-AF
61.	M	Taylor, James L.	12403A	1Jun52	NDR	Wg Staff Observer	Hq 6DWg	1524A	0551	25May51	2202	100 W Byrne	7-2316	R-AF
62.	M	Trewitt, Harvey S.	102744	1Sep51	SP-6	Acft Comdr B-36	24thBSq	1234A	0147	11Sep52	2136	34 Wiese Pl	7-2193	R-AF
63.	M	Walker, Lyle H.	AO733752	14Apr53	SP-6	Acft Comdr B-36	40thBSq	1234A	1241	14Mar51	557	46 Andrews Pl	7-2291	Indef
64.	M	Watkins, Ray M.	AO665745	1Sep51	SP-6	Dep Dir of Operations	Hq 6DWg	1416	0251	10Mar51	405	37 Langley Pl	7-3345	Indef
65.	M	Williams, Howard G.	AO312006	18Jan46	None	Wg Adjutant	Hq 6DWg	7024	0753	16Sep53	411	DOQ 916, Apt B	None	Indef
66.	M	Williams, John H.	AO824024	1Jun53	SP-6	Acft Comdr B-36	39thBSq	1234A	0651	18Jun51	2203	1009 W Mathews	3122-J	Indef
67.	M	Young, Robert W.	10403A	5Dec52	NDR	Radar Opr B-36	40thBSq	1524A	0548	16Apr50	557	32 Geiger Pl	7-2190	R-AF
CAPTAINS														
1.	M	Adams, James M. Jr.	AO592052	14Apr53	None	Ass't Wg Intell Off	Hq 6DWg	2054	0853	1Sep53	2213	Wester Motel	None	Indef
2.	M	Archibald, Rennie III.	AO2023999	27Sep50	NDR	Nav B-36	39thBSq	1524A	1145	16Oct51	2177	70 W Byrne	7-3372	Indef
3.	S	Athanassion, Thomas J.	AO752799	20Jan47	NDR	Nav B-36	39thBSq	1524A	0548	2Jul52	2203	House #5	2413	Indef
4.	M	Bannan, Richard J.	AO706779	1Jun52	NDR	Radar Opr B-36	40thBSq	1524A	1144	1May53	557	8 A West	None	Indef
5.	M	Barbour, Jack R.	AO683091	22Oct51	NDR	Nav B-36	24thBSq	1524A	0844	1May53	2209	1202 N Kentucky	2764-J	Indef
6.	M	Basinger, Lt Col Jr.	AO754311	15Feb51	SP-6	Acft Comdr B-36	40thBSq	1234A	0450	1Jul52	557	702 W DuenaVista	4100-W	Indef

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CAPTAINS (Cont'd)														
7.	M	Dell, John N.	A0733516	16Jan51	NDR	Radar Opr B-36	24thBSq	1524A	0450	2Jul52	2209	19 A Street	7-2414	Indef
8.	M	Dernz, Raymond E.	A02062631	1Sep51	NDR	Nav B-36	39thBSq	1524A	1250	1Jul52	2203	11 Hunsicker Pl	7-3364	Indef
9.	M	Dienis, Gordon L.	A0664729	1Jan51	P-6	Pilot B-36	40thBSq	1234A	0747	17Mar51	557	40 Andrews Pl	7-5545	Indef
10.	M	Dordeaux, Lyle D.	A02092627	1Sep51	SP-6	Acft Comdr B-36	24thBSq	1234A	1251	16Dec51	2209	4 W Wells	7-2191	Indef
11.	M	Dozeman, John W. Jr.	A0702692	1Apr53	P-6	Pilot B-36	24thBSq	1234A	0645	17Mar51	2209	56 W Wells	7-9991	Indef
12.	M	Dowman, Harold V.	A0666128	16Apr50	P-6	Pilot B-36	40thBSq	1234A	1045	17Mar51	557	40 Langley Pl	7-2327	Indef
13.	M	Dritton, J. T.	A0727396	22May47	P-9	Sq ECM Officer	24thBSq	3024	1145	11Apr51	2370	30 Langley Pl	7-2228	Indef
14.	M	Dritton, Thomas C.	230354	26Aug50	NDR	Student Officer	Hq 6BWg	1521A	1245	25Jul52	DDY Maxwell AFB, Ala 10 wks 5 Oct 53			R-AF
15.	M	Drown, Alan W.	A0792679	16Jan51	SP-8	Arm Systems Officer	6A&ESq	3234	1049	1Aug51	2330	1 Langley Pl	7-2198	Indef
16.	M	Drumfield, Calvin E.	A02249277	12Sep52	E(NF)	Sq Staff Flt Engineer	40thBSq	4324	0143	12Sep52	557	43 A Street	7-2438	Indef
17.	M	Durke, Virgil L.	A0675034	15Apr52	P-8	Pilot B-36	40thBSq	1231A	0645	8Feb53	557	11 Gillespie Pl	7-4440	Indef
18.	M	Cantrell, Paul B.	A0795355	1Apr52	P-8	Pilot B-36	24thBSq	1231A	0644	5May53	2209	1203 N Lea	4201	Indef
19.	M	Carson, Clarence L.	141274	29Jul50	SP-6	Acft Comdr B-36	40thBSq	1234A	1251	12Dec51	557	83 Holloman Pl	7-5595	R-AF
20.	M	Clemens, Merle C. Jr.	A0689300	30Jul52	P-9	Pilot B-36	39thBSq	1231A	0845	8Feb53	2203	14 Langley Pl	7-6635	Indef
21.	M	Coester, Frederick N.	A0565063	19Dec50	E	Acft Perf Engr B-36	24thBSq	6424	0452	27Apr52	2219	24 W Byrne St	7-2442	Indef
22.	M	Cole, Norman G.	A0702178	15Feb51	SP-6	Acft Comdr B-36	39thBSq	1234A	0942	2Jul52	2203	102 W Byrne St	7-2307	Indef
23.	M	Coleman, Leslie	A0756498	23May49	SP-6	Pilot B-36	24thBSq	1231A	1150	25May50	2209	Base Side Tr Ct	None	Indef

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CAPTAINS (Cont'd)														
24.	M	Collett, Clifford T.	A0507601	1Jun52	None	Wg Sup & Liaison Off	Hq 6DWg	6424	0353	6Apr53	609	300 E Frazier	3259-J	Indef
25.	M	Dakan, James C.	A0577279	31Oct50	U	Wg Gunnery Officer	Hq 6DWg	3244	0551	20May51	2725	61 Kelly Pl	7-2236	Indef
26.	M	Daniels, Kenneth W.	A01637256	31Oct50	None	Sq Supply Officer	6A&ESq	6424	0251	14Apr51	2170	47 A West St	7-2230	Indef
27.	M	Darrah, Roy R.	A02099667	22Jul50	E	Acft Perf Engr B-36	24thBSq	4324	0648	11Sep52	2209	35 Langley Pl	7-6656	Indef
28.	M	DiFloure, Thomas Jr.	A02002540	14Mar53	P-9	TOC Officer	Hq 6DWg	4341	0546	3Apr53	2203	67 Luebke Pl	None	Indef
29.	M	DiSanto, Alexander J.	A02066100	1Apr53	N	Nav B-36	24thBSq	1521A	0751	20Jul51	2209	23 A West St	7-2382	Indef
30.	M	Dowling, Ernest R.	A0833936	19Dec50	SP-9	Maint Standboard Off	Hq 6DWg	4344	1149	9Jul53	2019	59 A West St	7-2333	Indef
31.	M	Ely, Edmund J.	A0750962	19Feb51	P-6	Pilot B-36	40thBSq	1234A	1045	23Mar51	2162	52 Riverside Dr	3609	Indef
32.	M	Feemster, Frederick O.	A0774903	1Apr53	P-8	Student Officer	40thBSq	1231A	0645	5May53	DDY 11 wks	Francis E Warren AFB, Wyo	1 Dec 53	Indef
33.	M	Flores, Ramon N.	A0750441	1Mar53	P-5	Pilot B-36	24thBSq	1231A	1151	5May53	2209	16 A Street	7-2354	Indef
34.	M	Fowler, William A.	A0804142	19Oct50	SP-6	Pilot B-36	39thBSq	1234A	0346	1Jul52	2203	89 Holloman Pl	7-2357	Indef
35.	M	Fred, Arthur L.	A02064559	16Jan51	NDR	Nav B-36	40thBSq	1524A	0551	25May51	2277	DDQ 915, Apt F	None	Indef
36.	M	Friedman, Sidney M.	A0704628	16Jan51	NDR	Nav B-36	24thBSq	1524A	0151	10ct52	2600	1700 N Pontiac	3406-R	Indef
37.	M	Fulwider, Richard D.	A0937148	21Dec49	N	Nav B-36	39thBSq	1534P	0746	1Feb47	2203	41 W Wells	7-5541	Indef
38.	S	Gannon, Thomas F.	A0811505	19Dec50	NDR	Nav B-36	40thBSq	1524A	0351	3Jul51	2677	DDQ 415, Apt F	None	Indef
39.	M	Garner, Vernon W.	A0828146	1Apr53	SP-6	Wg Planning Team	Hq 6DWg	1435	0152	6Feb52	2659	300 E McCune	4013-KM	Indef
40.	M	Gatchell, Charles C.	A0673140	16Jan51	NDR	Radar Opr B-36	39thBSq	1524A	0251	16Oct51	2203	33 Aldon Pl	7-2458	Indef

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CAPTAINS (Cont'd)														
41. M	Geuder, Malcom E.	A0792701	17Jan53	P-9	Pilot B-36		39thBSq	1231A	0645	8Feb53	2203	17 Off's Circle	2442	Indef
42. M	Goldberger, Arthur E.	A0104900	14Apr53	None	Wg Pers Off, Off's Dr		Hq 6BWg	7324	1252	13Jan53	2709	24 Langley Pl	7-2141	Indef
43. M	Goldsbury, Errol L.	A0200306	14Apr53	NDR	Nav B-36		39thBSq	1524A	0946	16Oct51	2203	6 Bailey Pl	7-4454	Indef
44. M	Grieger, Wallace J.	A0367931	19Dec50	E	Acft Perg Engr B-36		24thBSq	4324	1048	1Oct52	2600	51 W Wells	7-2152	Indef
45. S	Harper, Frank G.	A0760002	19Dec50	NDR	Radar Opr B-36		24thBSq	1524A	0050	2Jul52	2209	DOQ 915 Apt B	2847	Indef
46. M	Hayes, Louis W.	A0740647	3Nov50	N	Nav B-36		24thBSq	1534P	0047	10ct52	2600	30 W Wells	7-4470	Indef
47. M	Hayter, Thomas B. Jr.	A02062662	21Dec49	N	Nav B-36		40thBSq	1534P	1045	2Jan48	2277	39 W Wells	7-2309	Indef
48. M	Hegle, Robert J.	A0760839	11Dec50	P-C(NF)	Sq Acft Maint Off		6FMS	4344	0747	9Mar51	2254	515 S Spruce	3663-W	Indef
49. M	Heider, Kalman L.	A0707403	31Oct50	NDR	Sq Staff Observer		40thBSq	1524A	0251	10Mar51	2677	34 Langley Pl	7-6651	Indef
50. M	Henderson, DeMoyne	A0693556	10Nov50	NDR	Nav B-36		40thBSq	1524A	1244	7Aug52	557	DOQ 915 Apt E	None	Indef
51. M	Henderson, Donovan E.	A0945901	15Dec51	NDR	Student Officer		24thBSq	1524A	0551	25May51	DDY Maxwell AFB, Ala 10 wks	5 Oct 53		Indef
52. S	Henderson, Robert E.	A0724750	11Mar52	SP-6	Pilot B-36		39thBSq	1234A	1145	5Oct52	2733	11 A West St	7-6649	Indef
53. M	Howes, Frederick A.	A02023014	14Apr53	NDR	Nav B-36		40thBSq	1524A	0450	16Feb52	2277	63 A West St	7-6671	Indef
54. M	Insley, Lewis E.	A0662938	28Mar52	P-9	Pilot B-36		39thBSq	1231A	0345	8Feb53	2203	67 W Wells	7-4496	Indef
55. M	James, Harry E.	A0605075	15Feb51	NDR	Radar Opr B-36		40thBSq	1524A	0451	14May51	2677	61 Luebke Pl	7-5529	Indef
56. M	Johnson, Waldo E.	A0721772	14Apr53	P-6	Pilot B-36		24thBSq	1231A	0352	8Jan52	2209	Rt #2 Box 256	3164-R	Indef
57. M	Jones, Robert L.	A0641725	14Apr53	P-9	Spec Wpns Off		Hq 6BWg	7535	1241	8Mar51	635	15 A West St	7-6643	Indef

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CAPTAINS (Cont'd)														
58.	M	Jillson, Edwin T.	A02056002	16Jan51	NDR	Radar Opr B-36	39thBSq	1524A	0542	14May48	2203	716 E Pear St	1715-W	Indef
59.	S	Kochan, Chester T.	A01903100	14Apr53	P-9	Photo Interpreter	Hq 6DWg	1124P	0851	24Sep52	DDALV, Rptg 5 Oct 53			Indef
60.	M	Kohle, Arthur F.	A0794143	20Jul50	N	Nav B-36	24thBSq	1534P	0851	21Oct51	2209	43 W Byrne St	7-2203	Indef
61.	M	Krolinsky, Stephen P.	A0671377	30Jun50	NDR	Radar Opr B-36	39thBSq	1524A	0250	1Jul52	2203	29 A West St	7-3330	Indef
62.	M	Lambert, Henry K.	A0695504	15Feb51	NDR	Nav B-36	40thBSq	1524A	1049	21Oct51	2277	1312 N Kentucky	3500-M	Indef
63.	M	Lang, Edgar E.	A0933702	1Jun52	NDR	Radar Opr B-36	24thBSq	1524A	0448	15Dec51	2209	36 Geiger Pl	7-9903	Indef
64.	M	Lange, Edgar A.	A0205622	14Apr53	P-6	Student Officer	39thBSq	1231A	1152	10Jan53	DDY Maxwell AFB, Ala 10 wks 5 Oct 53			Indef
65.	M	Larson, Jack A.	A0676536	31Oct50	NDR	Radar Opr B-36	39thBSq	1524A	0549	17Sep51	2203	75 Fitzgerald Pl	7-2460	Indef
66.	M	Lefky, Anton F.	A0740696	18Jan53	P-8	Pilot B-36	40thBSq	1231A	1245	8Feb53	557	DDQ 212	None	Indef
67.	M	Ludlow, Harold K.	A0783594	16Jan51	SP-6	Acft Comdr B-36	40thBSq	1234A	0251	30Oct52	2277	300 E Church St	3179-W	Indef
68.	M	Machek, George R.	A0689707	19Dec50	SP-6	Pilot B-36	39thBSq	1231A	0647	30Oct52	2203	79 Holloman Pl	7-5530	Indef
69.	M	Mahoney, James R.	A0805312	7Aug48	NDR	Radar Opr B-36	24thBSq	1524A	0451	2May51	2209	302 E Frazier	4651-J	Indef
70.	M	Mallory, John S. Jr.	17691A	1Jun52	NDR	Radar Opr B-36	24thBSq	1524A	1241	11Sep52	2209	710 W BuenaVista	4332-W	R-AF
71.	M	Mallory, Lue D.	A0888730	9Aug50	SP-6	Acft Comdr B-36	24thBSq	1234A	0451	25Apr51	2209	57 Kelly Pl	7-2250	Indef
72.	M	Markowitz, Israel D.	A01304419	15Feb51	N	Nav B-36	24thBSq	1534P	0651	2Jul52	2209	49 Kelly Pl	7-2165	Indef
73.	M	McCormick, Robert E. Jr.	A0808103	31Oct50	N	Nav B-36	39thBSq	1534P	0551	25May51	2203	1704 S Stanton	2224-M	Indef
74.	M	McGill, Charles L.	A0920710	4Jan51	P-8	Sq Acft Maint Off	24thBSq	4344	0945	17Mar51	407	22 A Street	7-3356	Indef

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CAPTAINS (Cont'd)														
75.	M	Motivier, Joseph R.	A0825672	1Sep51	SP-6	Acft Comdr B-36	40thBSq	1234A	0951	22Oct51	557	1509 S Adams	3055-W	Indef
76.	S	Misuraca, James I.	A0685087	30Jun50	NDR	Radar Opr B-36	40thBSq	1524A	0251	18Mar51	2277	1402 W Tilden	2646-R	Indef
77.	M	Monroe, Duncan A.	A0710392	19Dec50	NDR	Nav B-36	40thBSq	1524A	0150	30Oct52	693	14 D St West	7-2361	Indef
78.	M	Moore, Edwin V.	A0675364	15Feb51	SP-6	Acft Comdr B-36	40thBSq	1234A	0652	9Jul52	557	310 E Church St	4065-W	Indef
79.	M	Morton, Ernest R.	A0683975	17Jul50	NDR	Nav B-36	40thBSq	1524A	0545	1May53	557	13 A West St	None	Indef
80.	M	Muse, Chauncey W.	A0676090	31Oct50	NDR	Radar Opr B-36	24thBSq	1524A	0445	5Nov48	2209	5 W Eyman St	7-2349	Indef
81.	S	Naukam, Curt F.	A0861956	20Apr46	E	Acft Perf Engr B-36	40thBSq	4324	1252	12Feb53	557	DOQ 917	None	Indef
82.	M	O'Dagy, Paul	A0733963	1Jun52	SP-6	Pilot B-36	39thBSq	1234A	1241	22Dec51	2203	77 Fitzgerald Pl	7-0965	Indef
83.	M	O'Brien, William D.	A0764417	15Dec50	E	Acft Perf Engr B-36	40thBSq	4324	1249	16Sep51	405	DOQ 915 Apt F2	None	Indef
84.	M	Olsen, Preston B.	A0773211	15Mar53	P-9	Pilot B-36	40thBSq	1231A	1245	3Apr53	2277	16 A West St	None	Indef
85.	M	O'Neil, Lloyd L.	A01825243	15Feb53	P-6	Acft Comdr B-36	40thBSq	1231A	0849	11Mar53	2277	63 Luebke Pl	7-6604	Indef
86.	M	Oyler, Robert E.	A0699236	5Nov50	N	Nav B-36	40thBSq	1521A	1151	25Jul53	2277	400 S Missouri	4200-J	Indef
87.	M	Parrish, C. T.	A0704047	14Apr53	N	Nav B-36	39thBSq	1534P	0152	20Jan52	2203	16 Langley Pl	7-2126	Indef
88.	M	Pipes, Charles D.	A0730708	1Jun52	P-6	Pilot B-36	24thBSq	1231A	1241	13Aug53	2209	60 W Wells	7-5581	1254
89.	M	Prewdzik, Stanley	A0673625	19Dec50	E(NF)	Aq Supply Officer	39thBSq	6424	0551	19Jul51	395	210 E McGaffey	974-J	Indef
90.	M	Quesenberry, Joseph	A0867768	19Dec50	E	Acft Perf Engr B-36	24thBSq	4324	0349	6Dec52	2370	3 W Byrne St	7-2101	Indef
91.	M	Rademaker, Gerald C.	A02101950	18Sep51	NDR	Radar Opr B-36	39thBSq	1524A	0150	13May48	2203	23 Off'a Circle	2542	Indef

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92.	M	Radzinski, John J.	A02084092	14Apr53	NDR	Nav B-36	39thBSq	1524A	0451	1May51	2203	39 A West St	7-2277	Indef
93.	S	Rau, Margaret L.	24179W	14Apr53	None	Nurse Gen Dy	6th Med	9754	0653	1Jul53	356	Nurses DOQ	None	R-AF
94.	M	Regnier, Guilbert L.	A02093141	14Apr53	NDR	Nav B-36	39thBSq	1524A	0152	4May53	2203	12 A West St	None	Indef
95.	M	Rider, Hulburt H.	A0670325	1Mar51	SP-6	Wg Inspector	Hq 6DWg	1234A	0449	18Mar51	2004	1600 N Delaware	3860-J	Indef
96.	S	Riley, James A.	A0870133	1Sep51	None	Spec Wpns Off	Hq 6DWg	7535	1241	30Sep48	2717	2006 N Missouri	3890-J	Indef
97.	M	Roesch, Donald F. E.	A0744335	15Feb51	NDR	Radar Opr B-36	39thBSq	1524A	0645	16Apr50	2203	500 S Union	2349-W	Indef
98.	M	Rogers, William D.	A0730734	15Feb51	NDR	Student Officer	40thBSq	1524A	0951	25Jul52	DDY Maxwell AFB, Ala 10 wks 20 Dec 53			Indef
99.	M	Rummel, Leonard N.	A0933339	1Sep51	SP-6	Flt Test Maint Off	Hq 6DWg	1234A	0651	16Jun51	509	7 A West St	7-2194	Indef
100.	M	Russell, Roy J. Jr.	A02001601	19Dec50	N	Nav B-36	40thBSq	1534P	1251	18Jul52	2277	46 W Byrne St	7-2476	Indef
101.	M	Scarano, Vincent T.	A02090791	1Sep51	NDR	Radar Opr B-36	40thBSq	1524A	0951	22Oct51	557	10 Langley Pl	7-3396	Indef
102.	M	Scharmen, Merrill E.	A0692092	6Mar51	SP-6	Acft Comdr B-36	24thBSq	1234A	0345	11Sep52	2209	27 A Street	7-2142	Indef
103.	M	Schroeder, George Z.	165704	10Nov46	P-4(MP)	Dir of Personnel	Hq 6DWg	0331C	0651	10Nov51	517	21 Langley Pl	7-2160	R-AF
104.	M	Seeley, Harold A.	A0590061	14Apr53	Navr	Arm Systems Officer	6AdvSq	3034	0251	1Jul52	2330	304 Ryan St	None	Indef
105.	M	Shellenberger, Robert A.	A02230909	22Jun53	Navr	Instrmt Off Gen Dy	6th Med	9754	1449	14Mar52	456	2 Langley Pl	7-2356	0454
106.	M	Shuping, William C.	A02100125	14Apr53	N	Asst Flt Engr B-36	39thBSq	1524A	0749	2May51	2203	1420 W Tilden	2845-M	Indef
107.	M	Skibbe, Harold W.	A02070910	21Apr53	NDR	Sq Stf Off Planning	24thBSq	1234A	0551	1Sep53	2209	112 E Bland	541	Indef
108.	M	Simon, Eugene F.	A0130473	16Jan53	NDR	Nav B-36	24thBSq	1524A	1151	11Sep52	2209	67 W Bowman Pl	7-5573	Indef

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109. M Skordas, Pete J.	A0001732	6Feb51	SP-6	Pilot B-36	40thBSq	1234A	0347	1Jul52	2277	30 Kelly Pl	7-4467	Indef
110. M Sommer, Frederick J.	A0004749	30Jun50	SP-6	Pilot B-36	39thBSq	1234A	0551	5Jun51	2203	15 Hunsicker Pl	7-5520	Indef
111. M Stein, David M.	140674	31Oct50	NDR	Nav B-36	40thBSq	1524A	0645	10Mar52	2100	910 W Deming	3120-M	R-AF
112. M Stewart, John W.	A0602735	4Dec48	NDR	Sq Staff Observer	24thBSq	1524A	1146	16Oct51	2209	Rt #2 Box 256	3164-W	Indef
113. M Taylor, William J. D.	A0753567	14Jan51	SP-6	Acft Comdr B-36	40thBSq	1234A	1046	10Mar51	557	65 W Wells	7-2242	Indef
114. M Thorn, James M.	A0707137	15Feb51	N	Nav B-36	40thBSq	1534P	0951	22Oct51	557	1505 S Adams	3055-J	Indef
115. M Turner, William L.	A0725231	12Mar51	SP-6	Pilot B-36	24thBSq	1231A	1241	15Apr51	2209	134 E Pear St	267-R	Indef
116. M Waldon, Edward L.	A0810889	19Dec50	SP-6	Acft Comdr B-36	39thBSq	1234A	0551	5Jun51	2203	54 Andrews Pl	7-3377	Indef
117. M Walsh, John R.	A0790405	15Feb51	NDR	Radar Opr B-36	24thBSq	1524A	0351	1Apr51	2209	1614 N Ohio	None	Indef
118. M Ward, Harlan A.	A0864004	16Jan51	None	Sq Acft Maint Off	40thBSq	4344	0549	22Jul52	592	BOQ 916 Apt C	500	Indef
119. M Ward, Sidney J. Jr.	A0274273	1Jun52	SP-6	Acft Comdr B-36	39thBSq	1234A	0749	10ct52	2203	1512 W Walnut	4607-M	Indef
120. M Warren, Richard L.	A0834542	1Jun52	P-9(NF)	Sq Acft Maint Off	6FMS	4344	0746	1Jul52	433	37 A West St	7-5523	Indef
121. M Watson, Lowell L.	A0812339	10Jan53	P-9	Student Officer	40thBSq	1231A	1045	8Feb53	EDY Maxwell AFB, Ala 10 wks	5 Oct 53		Indef
122. M Weeks, James H.	A0837237	1Sep51	P-6	Pilot B-36	40thBSq	1234A	0249	16Apr51	2277	312 Church St	2792-J	Indef
123. M Wiegman, Lawrence A.	A0739136	19Dec50	NDR	Nav B-36	24thBSq	1524A	1150	16Oct51	2209	141 E Pear St	2176-R	Indef
124. M White, Gordon C.	A0267415	1Jun52	E	Wg Staff Fit Engr	Hq 6DWg	4324	1042	10Mar51	2725	907 W Hedricks	1063-W	Indef
125. M Winsor, William J. Jr.	A0	11Aug50	SP-6	Acft Comdr B-36	40thBSq	1234A	0451	2May51	557	1104 W Summit	2300-R	Indef

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CAPTAINS (Cont'd)														
126.	M	Wise, Donald	A0752796	19Dec50	NDR	Nav B-36	40thBSq	1524A	0949	30ct52	2277	9 A West St	7-5509	Indef
127.	M	Wise, John Q.	A01909440	14Apr53	P-6	Pilot B-36	40thBSq	1234A	0551	14May51	557	1 A West St	7-9974	Indef
128.	M	Woford, Charles D.	A0720656	1Jun52	P-6	Pilot B-36	39thBSq	1234A	0146	17Mar51	2203	1 A Street	7-9970	Indef
129.	M	Wright, Frederick C.	A0311191	6Aug46	None	Intelligence Officer	Hq 6BWg	2054	1152	12Dec52	2659	13 Langley Pl	7-3366	Indef
130.	M	Zalonka, Charles C.	A0733573	7May50	NDR	Nav B-36	40thBSq	1521A	0645	9Jul53	2277	Goodnight Tr Ct	None	Indef
131.	M	Zuppan, Lawrence L. Jr.	17523A	1Sep52	P-9	Photo Interpreter	Hq 6BWg	2044	0451	22Apr51	2226	106½ Mathews	None	R-AF
FIRST LIEUTENANTS														
1.	S	Astrella, Ralph J.	24609A	5Jun53	NDR	Nav B-36	39thBSq	1524A	1241	7Feb52	2203	BOQ 912 Apt C	2046	R-AF
2.	M	Austin, Cooper J.	A0947473	5Jun53	None	Wpns Officer	6A&ESq	3241	1241	9Aug53	2330	408 S. Holland	None	Indef
3.	M	Daggaley, John H.	A0942[illegible]	30Jul51	P-6	Pilot B-36	24thBSq	1234A	1251	1Jan52	2680	712 W BuenaVista	4372-J	Indef
4.	S	Bateman, Richard M.	A0220690	30Mar53	None	Dental Off Gen Dy	6th Med	9026	1241	30Mar53	456	TDY Limestone AFB, Me 60 days 15 Oct 53		0355
5.	M	Benedict, Robert H.	A0876509	29Feb52	E	Acft Perf Engr B-36	39thBSq	4324	0149	10ct52	2203	1714 S Monroe	2290-NR	Indef
6.	M	Bentley, Max H.	A01909024	19Apr51	P-6	Wg Comm Officer	Hq 6BWg	3011	1241	9Mar53	2240	1709 N Pontiac	1845-NM	Indef
7.	S	Boles, Ismael W.	A0697251	15May52	P-9	Spec Dy, 512th Ops Sq	24thBSq	1231A	0944	5May53	2732	BOQ 918 Apt D	None	Indef
8.	M	Borman, Glenn O.	A02093037	19Apr52	E	Acft Perf Engr B-36	39thBSq	4324	1241	23Jul52	2203	112 S Washington	2270-J	Indef
9.	S	Bouillon, Richard L.	A0[illegible]	27Jan52	P-9	Asst S, Acft Maint O	6PMS	4341	0852	11Oct52	2254	BOQ 918 Apt B	2505	Indef
10.	M	Bowdish, Theodore R.	A0[illegible]	[illegible]	E	Acft Perf Engr B-36	40thBSq	4324	1241	30ct52	557	1411 S Kentucky	2099-NR	Indef

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FIRST LIEUTENANTS (Cont'd)														
11.	S	Bowersox, Barbara	AN2244057	28Jul53	None	Nurse Gen Dy	6th Med	9754	1241	7Jan52	2229	Nurses BoQ Apt D	9178	0154
12.	M	Bradshaw, Robert D.	A02089536	30Jun51	E	Acft Perf Engr B-36	39thBSq	4324	1147	1Aug52	2203	707 S Missouri	None	1054
13.	M	Bridges, Allan C.	A02059961	28Apr49	P-9	Sq Supply Officer	6FMS	1231A	1049	5May53	528	1708 S Monroe	None	Indef
14.	M	Briggs, Wayne D.	A02099837	4Jul51	E	Acft Perf Engr B-36	39thBSq	4321	1241	13Dec52	2203	Box 240 RFD #2	None	0155
15.	M	Brooker, Curtis I.	A0824091	28Oct50	P-6	Pilot B-36	40thBSq	1231A	0745	14Oct51	2743	8 Langley Pl	7-5539	Indef
16.	M	Brown, Glendon W.	A0784852	28Dec50	P-6	Pilot B-36	24thBSq	1234A	0645	14Aug50	2209	32 A West	7-6674	0355
17.	M	Brown, Marvin L.	18676A	27Feb51	NBR	Nav B-36	39thBSq	1524A	0946	7Dec51	2203	204 S Missouri	1124-M	R-AF
18.	M	Bush, Jay S.	A02260702	24Mar53	None	Dental Off Gen Dy	6th Med	9826	1241	24Mar53	456	209 S Ohio	2069-W	0554
19.	M	Butler, William P.	A02221875	22Nov52	NBR	Nav B-36	40thBSq	1524A	1241	20Jul51	557	47 W Wells	7-2202	0554
20.	S	Bynum, Paul H.	A02234690	20Jan53	P-9	Pilot B-36	24thBSq	1224P	1241	25Sep53	2209	BOQ 918 Apt D	None	0356
21.	M	Carroll, Roland C.	A0783707	13Feb53	P-8	Ass't Sq Acft Maint O	6FMS	4341	0442	5May53	2751	205 E Summit	None	Indef
22.	M	Chamness, Benjamin H. Jr.	A02230638	13Feb53	ECM	Sq ECM Officer	39thBSq	3021	1241	19Jul52	2612	1403 W Tilden	4012-W	Indef
23.	M	Chaney, Hugh F.	A02089391	8Sep51	NBR	Nav B-36	39thBSq	1524A	0451	1Oct52	2733	509 S Fir St	4008-J	Indef
24.	S	Christenson, Albin L. Jr.	A02101775	13Mar52	E	Acft Perf Engr B-36	39thBSq	4324	1241	10Jul52	2203	Sunset McGaffey	053J1	0455
25.	M	Christenson, Arnold P.	24610A	5Jun53	NBR	Nav B-36	39thBSq	1524A	1241	7Feb52	2203	306 E Frazier	3259-W	R-AF
26.	M	Collins, Kriebel N.	A02073483	10Mar51	NBR	Nav B-36	24thBSq	1524A	0442	25Jul52	2209	602 W Alameda	3895-M	Indef
27.	S	Collins, [illegible]	[illegible]	[illegible]	[illegible]	Student [illegible]	6th Med	9754	1241	4Sep53	TDY Gunter AFB, Ala 6 wks 23 Oct 53			0955

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FIRST LIEUTENANTS (Cont'd)														
28.	M	Compannl, Theodore C.	A02240791	11Oct52	None	Asst Ch Surg Sv	6th Med	9416C	1241	11Oct52	618	109 E Summit	2283	1054
29.	M	Cowick, Donald E.	A02101220	24Jun50	E	Acft Perf Engr B-36	40thBSq	4324	0247	1Dec52	557	55 Kelly Pl	7-2216	Indef
30.	M	Dean, Robert E.	A02260444	18Apr53	AOM	Av Medical Examiner	6th Med	9326	1241	16Aug53	358	1517 N Ohio	3809-M	0455
31.	M	Diliberti, Charles	A02260808	11Jul53	None	Medical Off Gen Dy	6th Med	9326	1241	11Jul53	358	Med DOQ	620	0755
32.	S	Dokken, James P.	A02221879	12Dec52	NBR	Nav B-36	39thBSq	1524A	1241	20Jul51	2203	DOQ 911 Apt B	None	0454
33.	S	Duborg, George F. Jr.	A02222033	18Feb53	NBR	Nav B-36	40thBSq	1524A	1241	16Oct51	405	DOQ 912 Apt C	None	0754
34.	M	Duffey, Willis A.	A02249350	27Sep52	E	Acft Perf Engr B-36	24thBSq	4321	0345	12Oct46	2209	1703 Stanton	3274-J	Indef
35.	M	Emmons, Curtis G.	A02222775	28Jul53	NBR	Nav B-36	39thBSq	1524A	1241	1Apr52	2203	2003 N Garden	4384-J	0155
36.	M	Ensor, Nelson H.	A02101785	11Apr51	E	Acft Perf Engr B-36	40thBSq	4324	1150	1Nov52	2277	1708 S Nonoe	1934-W	Indef
37.	M	Erickson, Walter E.	A0939447	13Feb53	E	Acft Perf Engr B-36	24thBSq	4324	1241	11Aug52	2209	213 W Summit	1014-R	Indef
38.	M	Estrada, John J.	A0931240	8Apr51	NBR	Nav B-36	24thBSq	1524A	1151	7Aug52	2209	1602 Juniper	2750-M	Indef
39.	M	Eubanks, Ben H. Jr.	A0785489	27Jun48	NBR	Nav B-36	24thBSq	1524A	1151	7Aug52	2141	1614 W Walnut	3040-W	Indef
40.	M	Fisher, Charles H.	A02081812	18Jun52	NBR	Nav B-36	24thBSq	1521A	1241	9Jul53	2209	Goodnight Tr Ct	None	Indef
41.	M	Gardner, Lehov S.	A0946285	12Aug52	P-6	Pilot B-36	24thBSq	1231A	0346	1Oct53	2209	DOQ 904 Apt D	2502	Indef
42.	M	Goldman, Herbert I.	A022[illegible]	8Nov52	None	Pediatrician	6th Med	9366D	1241	8Nov52	607	1205 N Kentucky	320 3	1154
43.	M	Hargrove, [illegible] R.	A02[illegible]	27[illegible]	E	Sq Staff Plt Engr	24thBSq	4324	1246	5Dec52	2136	1521 W 2d St	2768-R	Indef
44.	M	Harrington, [illegible] R.	A02[illegible]	25[illegible]	E	Acft Perf Engr B-36	39thBSq	4324	0351	6Dec52	2203	Box 256 RR #2	None	Indef
45.	M	Haskins, [illegible]	A02[illegible]	30Oct52	E	Acft Perf Engr B-36	24thBSq	4324	1241	1Aug52	2209	1024 Crescent Dr	2321-NJ	Indef

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46.	S	Hehmann, James C.	A01911919	22Apr52	P-6	Pilot B-36	39thBSq	1231A	0352	3Apr52	2203	1612 W Tilden	None	1253
47.	M	Hill, Dunne S.	A01056061	12Aug52	P-6	Pilot B-36	39thBSq	1231A	0342	18Feb52	2203	1305 N 7th St	4212-M	0255
48.	M	Hilliard, Joseph C.	A02101078	13Oct52	E	Acft Perf Engr B-36	39thBSq	4324	1241	16Jul52	2203	1612 W Walnut	2677-NW	Indef
49.	M	Jackson, Charles L.	A0779472	5Jan53	E	Acft Perf Engr B-36	39thBSq	4321	1241	18Aug52	DDY Maxwell AFB, Ala 10 wks 5 Oct 53			Indef
50.	M	Kasdorf, Henry H.	A0745409	25Mar52	P-6	Pilot B-36	39thBSq	1231A	1145	11Mar53	2203	21 Off's Circle	2547	Indef
51.	S	Kast, Dorothy M.	AN2242404	5Sep53	None	Student Officer	6th Med	9754	1241	5Sep53	DDY Gunter AFB, Ala 6 wks 23 Oct 53			0955
52.	M	Kessler, Charles W.	184374	27Feb51	NDR	Radar Opr B-36	40thBSq	1524A	1241	20Jul51	2277	1700 N Pontiac	3661-M	R-AF
53.	M	Kendrick, Arthur L.	A02249283	16Sep52	E	Acft Perf Engr B-36	24thBSq	4321	0346	16Sep52	2209	636 E 6th St	1602-W	Indef
54.	M	Knothe, William C.	A0945457	13Feb53	E	Acft Perf Engr B-36	40thBSq	4324	1241	1Dec52	557	Dase Side Tr Ct	7-9900	Indef
55.	M	Kromer, Edward E.	A02249359	27Sep52	E	Acft Perf Engr B-36	39thBSq	4324	0449	27Sep52	2203	1101 S Penn	3002-J	Indef
56.	S	Lane, William C.	A01996051	19Aug51	P-6	Pilot B-36	24thBSq	1231A	0646	24Dec50	2600	36 A West	None	1253
57.	M	Leeper, Donald A.	A02249360	27Sep52	E	Acft Perf Engr B-36	40thBSq	4324	0246	27Sep52	557	706 W 9th St	2275-J	Indef
58.	S	Limpus, Grace E.	AN1[illegible]757	22Dec52	None	Anethestist	6th Med	9740	1241	9Jan52	618	DDQ 917 Apt D	2508	0654
59.	M	Matula, Karl J.	A0945[illegible]	2Mar53	E	Sq Staff Flt Engr	39thBSq	4324	0451	10Aug51	2203	27 Off's Circle	2546	Indef
60.	M	Mays, Forrest D.	A0[illegible]	1[illegible]	P-6	Pilot B-36	39thBSq	1231A	1241	3Apr53	2203	Rt #2 Box 25	4646	Indef
61.	D	McKinney, Joe H.	A0[illegible]	[illegible]	P-6	Pilot B-36	40thBSq	1231A	0542	30Oct52	6[illegible]	DDQ 912 Apt E	2846	Indef
62.	S	Miller, John H.	A01052922	5Jan53	None	Fab & Repair Off	6[illegible]	4[illegible]	0745	1Jul52	357	DDQ 91[illegible]	None	Indef

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63.	M	Miller, John W.	A02222043	23Mar53	NBR	Nav B-36	24thBSq	1524A	0246	16Oct51	2209	637 E Apple St	1852-W	Indef
64.	M	Monroe, Donald F.	A02238005	12Jun51	None	Hospital Registrar	6th Med	9025	1251	14Dec51	359	10 W Wells	7-6625	Indef
65.	M	Mumby, Chester W.	A01849233	15Apr53	None	Sq Comm Officer	39thBSq	3034	0953	24Sep53	DDALV	Reporting 17 Oct 53		Indef
66.	M	Nehring, Charles A. Jr.	A02239066	2Mar53	None	Lab Officer	6th Med	9151	1241	13Aug51	458	507 N Kentucky	2575-W	0854
67.	M	Pearsall, Thomas E.	19898A	23Nov51	NBR	Radar Opr B-36	39thBSq	1524A	0146	7Dec51	2203	19 A West St	7-2432	R-AF
68.	M	Peck, Andros O.	A0771122	20Jun52	P-9	Ass't Flt Test Maint O	Hq 6BWg	4331	1245	3Apr53	482	28 Off's Circle	2564	Indef
69.	M	Pietschner, Paul W.	A02101113	19Dec52	E	Acft Perf Engr B-36	39thBSq	4324	1241	1Aug52	2203	910 W Summit	3748-J	1054
70.	M	Pisciotta, Alex Jr.	A0975151	18Mar52	P-8	Sq Pers Equip Off	40thBSq	1431	0546	1Jun52	693	1712 N Union	3698-M	1054
71.	M	Rigan, Otto W.	A0940207	13Feb53	E	Acft Perf Engr B-36	39thBSq	4324	0244	1Dec52	2203	9 Off's Circle	741	Indef
72.	M	Rogers, Charles O.	A0735927	18Apr51	B	Sq ECM Officer	40thBSq	3024	0745	7Sep52	2214	30 West A St	7-2468	Indef
73.	M	Rosenblatt, Symour	A02240771	3Oct52	None	Psychiatric Sv Off	6th Med	9536D	1241	3Oct52	607	131½ Riverside Dr	2912-NW	1054
74.	M	Russell, Robert B.	A0945514	25Jul50	NBR	Nav B-36	39thBSq	1524A	[illegible]	25Jul52	2203	1709 S Stanton	3274-NR	Indef
75.	M	Rutkovitz, Daniel E.	A01849044	19Mar52	E	Acft Perf Engr B-36	40thBSq	4324	[illegible]	16Sep52	557	25 Langley Pl	7-2243	Indef
76.	M	Ruzic, James V.	A0210[illegible]76	12Dec[illegible]	E	Acft Perf Engr B-36	24thBSq	4324	[illegible]	8Jul52	2209	34 A West	7-5571	Indef
77.	M	Ryan, Harold V. Jr.	A0765324	14Jul51	P-6	Sq Pers Equip Off	39thBSq	1234A	[illegible]	[illegible]	[illegible]	31 Off's Circle	2501	Indef
78.	M	Saunders, Robert W.	[illegible]	14Jan52	E	Acft Perf Engr B-36	40thBSq	4324	[illegible]	17Jul52	[illegible]	[illegible] W Deming	237-W	Indef
79.	S	Scott, [illegible]	AN0214356	4Oct52	None	Nurse Gen Dy	6th Med	9754	0363	13May52	[illegible]	[illegible]	2095	Indef
80.	M	Scruggs, James B. Jr.	A02230695	4APR[illegible]	E	Acft Perf Engr B-36	39thBSq	4324	0246	1Oct52	[illegible]	[illegible]	2454	Indef

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FIRST LIEUTENANTS (Cont'd)														
81. M	Seright, Edward M.	A02230904	24Sep52	None	Med Supply Officer	6th Med	9034	0253	10Apr53	617	BOQ 908 Apt E	2533	0854
82. M	Sifford, Bill B.	A01911001	29May52	P-6	Pilot B-36	24thBSq	1231A	0452	7May52	2209	Box 460 W Country Club Rd	3077-R	Indef
83. M	Sikora, Joseph E.	A0810747	20Jun52	P-9	Pilot B-36	40thBSq	1231A	1245	5May53	557	1712 S Stanton	None	Indef
84. M	Sonnier, James H.	A02091239	21May52	E	Acft Perf Engr B-36	24thBSq	4324	1241	12Dec52	2136	45 A West	7-4493	Indef
85. M	Sorenson, Eugene W.	A02249292	10Sep52	E	Acft Perf Engr B-36	40thBSq	4324	1245	10Sep52	557	610 Jening	3496-J	Indef
86. M	Sparks, Avrit G.	A02249293	10Sep52	E	Acft Perf Engr B-36	24thBSq	4321	0146	10Sep52	2209	423 E 5th St	1566-M	Indef
87. M	Starnes, Charles R.	A02260703	30Mar53	None	Dental Off Gen Dy	6th Med	9026	1241	30Mar53	456	406 S Union	2669-W	0355
88. M	Stelzer, Frank A.	22355A	8Dec52	P-9	Wg Security Officer	Hq 6DWg	1431	1241	7Jan53	485	305 W 3rd St	3029-M	R-AF
89. M	Stephenson, Ralph W. Jr.	203644	10Oct52	P-5	Sq Pers Equip Officer	24thBSq	1431	0952	10Oct52	385	22 Langley Pl	7-9900	R-AF
90. M	Stewart, Lawrence W.	A0668600	1Mar51	E	Acft Perf Engr B-36	24thBSq	4321	0945	8Dec52	2136	14 Off's Circle	None	Indef
91. M	Szappanyos, Bela J.	A02260934	6Jun53	None	Internist	6th Med	9306C	1241	6Jun53	607	20 Byrne St	None	0655
92. M	Tickel, William E. Jr.	A01911519	12Jun52	NDR	Nav B-36	39thBSq	1524A	1241	1May53	2203	Box 256, Rt #2	3163-J	0456
93. M	Tulloh, Clifton C.	A02079532	30May51	N	Nav B-36	24thBSq	1534P	1241	11Sep52	2136	30 A West St	7-3308	Indef
94. M	Tuttle, Donald D.	106694	8Jul52	NDR	Nav B-36	40thBSq	1524A	0745	1Jul52	2277	1710 N Delaware	2093-J	R-AF
95. M	VanClief, Harold O.	A0591273	2Jul51	None	Air Electronics Off	6AAESq	3051	0752	1Aug53	2255	Rt #2, Box 256	None	Indef
96. M	Vandervoort, Walter S.	A02077601	22Jul52	R(NF)	Wg Opns Officer	Hq 6DWg	1431	0952	13Sep52	485	Rt #2, Box 230	7-2297	Indef
97. M	Varisco, Anthony F.	A02081030	20Dec51	E	Acft Perf Engr B-36	40thBSq	4324	1241	30Oct52	2277	1700 Pontiac Dr	3691-W	Indef

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FIRST LIEUTENANTS (Cont'd)														
98. M	Waller, Jack T.	A02001797	1Jan51	NDR	Nav B-36	39thBSq	1521A	1241	16Aug53	2203	DOQ 910 Apt D	None	0756
99. M	Weiler, Bernard S.	A02241523	14Jan52	None	Dental Off Gen Dy	6th Med	9026	1241	14Jan53	456	1035 Crescent Dr	3536-R	0755
100. M	Wilds, Ausbun J. Jr.	A0709206	4Feb50	E	Acft Perf Engr B-36	24thBSq	4324	0342	3Dec52	2209	Base Side Tr Ct	7-9900	Indef
101. M	Williams, Edwin L.	A02240414	9Mar53	None	Dental Off Gen Dy	6th Med	9026	1241	9Mar53	456	1101 W 3rd St	3360-M	0355
102. M	Williams, LeRoy L.	A0946313	5Jun52	E	Acft Perf Engr B-36	40thBSq	4324	0442	7Dec52	557	31 A West St	7-4457	Indef
103. S	Young, David T. Jr.	A01911897	10Dec51	P-6	Pilot B-36	40thBSq	1234A	0352	1Apr52	557	DOQ 918	None	1253
104. M	Young, Raymond D.	A0771206	6Jul51	P-5	Prod Control Off	Hq 6DWg	4344	1252	13Jan53	730	18 Off's Circle	2521	Indef
SECOND LIEUTENANTS														
1. M	Dlinn, Harold O.	A02251166	8Oct52	None	Sq Comm Officer	24thBSq	4341	1241	22Sep53	DDALV	Rptg 5 Oct 53		1054
2. S	Drown, Clarence Z.	A02229594	4Sep52	None	Intell Officer	Hq 6DWg	2051	1241	26Apr53	243	DOQ 911	None	0954
3. S	Christy, Leona I.	AN2241910	15Feb53	None	Nurse Gen Dy	6th Med	9754	1241	15Feb53	352	Nurses DOQ	2500	0255
4. M	Clark, Bob J.	A02230459	9Aug52	None	Sq Supply Officer	24thBSq	6421	1241	12Sep52	2158	1109 E Drown St	None	0854
5. S	Hake, Donald H.	A02230420	10Aug52	ECM	Ass't Sq ECM Officer	39thBSq	3021	0247	2Aug53	2203	DOQ 913 Apt 1	2418	Indef
6. M	Haslem, Samuel P.	A02237207	14Jul52	U	Sq Gunnery Officer	39thBSq	3241	1241	10Jul53	2320	405 W 10th	2184-W	0754
7. S	Hinrichs, John W.	A01856344	14Aug53	None	Sq Supply Officer	6FMS	6421	1241	14Aug53	207	DOQ 912 Apt A	None	0855
8. S	Jacobs, Reed D.	A03009218	23May53	U	Sq Gunnery Officer	24thBSq	3241	1241	10Jul53	2209	[illegible] S Washington	None	0556
9. S	Johnson, Donnel W.	A01864778	24Jul53	None	Sq Adjutant	Hq 6DWg	7321	1241	24Jul53	2[illegible]	[illegible]	2848	0755
10. S	Jones, Billie J.	AN2241912	10Nov52	None	Nurse Gen Dy	6th Med	9754	1241	5Jan53	[illegible]	[illegible]	2477	0155

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1 2 3	4	5	6	7	8	9	10	11	12	13	14	15
SECOND LIEUTENANTS												
11. S Phillips, James L.	A01855854	25Jul53	None	Wg Pers Off, Amn's Br	Hq 6BWg	7321	1241	25Jul53	754	BOQ 916 Apt A	2848	0755
12. S Scalfano, Hazel R.	AN2241821	16Nov52	None	Nurse Gen Dy	6th Med	9754	1241	16Nov52	428	BOQ 918 Apt D	2477	1154
13. S Pawlowski, Raymond	A03009228	13Jun53	U	Sq Gunnery Officer	40thBSq	3241	1241	1Aug53	2214	BOQ 912 Apt A	2321	0656
14. M Smith, Charles E.	A02240551	29May52	None	Base Sant Engr	6th Med	9121	1241	1Sep52	2735	TDY Limestone AFB & DOW AFB Me, 70 days 28 Nov 53		0755
15. S Stan, Betty H.	AN22422087	27Jun53	None	Nurse, Operating Rm	6th Med	9754	1241	27Jun53	618	Nurses BOQ	2477	0655
16. M Stedman, Thomas W.	A02249219	19Aug52	ECM	Ass't Wg ECM Officer	Hq 6BWg	3021	1241	21Jul53	2240	405 W Reed	4624-W	Indef
17. M Taylor, Carl L.	A01850826	21Apr53	E	Acft Perf Engr B-36	24thBSq	4321	0351	1Jun53	2209	Mnt View Tr Ct	325-NJ	Indef
18. M Tonley, Robert E.	A03009241	25Jul53	U	Ass't Sq Gunnery Off	39thBSq	3241	1241	11Sep53	2203	1607 N Delaware	2457-J	0756
19. S Webster, James B.	A03004826	26Mar53	NDR	Nav B-36	24thBSq	[illegible]	1241	25Sep53	2209	BOQ 913 Apt B	None	0356
20. S Wilson, Richard L.	A02222784	14Jan52	NDR	Nav B-36	24thBSq	[illegible]	[illegible]	[illegible]	2209	504 S Aspen	3226-J	0155
CHIEF WARRANT OFFICERS												
1. M Core, William E.	AW2123753	1May51	None	Arm Systems Off	6A&ESq	[illegible]	[illegible]	[illegible]	[illegible]	35 A West St	7-2136	Indef
2. M Jeffries, John C. Jr.	9515[illegible]	6Mar44	None	Acft Maint Off	Hq 6BWg	[illegible]	[illegible]	[illegible]	[illegible]	21 West A St	None	R-AF
WARRANT OFFICERS JUNIOR GRADE												
1. M Stuber, Harold E.	AW2[illegible]	15[illegible]	None	Arm Systems Off	6A&ESq	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] Church St	4864-M	Indef

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Losses

Between Period 1 Sep 53 to 30 Sep 53 (inc)

Colonels							
1.	Burns, Berton H.	4844A	00660	SP-6	Reassigned	1501st Aerial Port Sq, Travis AFB, Calif	Par 33 SO 164, Hq 474Div, 29Jul53, EDCSA: 1 Sep 53
Lieutenant Colonels							
1.	Hauge, Bennett M.	A01643652	3054	None	Separated		Par 13 SO 181, Hq 474Div, 20Aug53, Eff dt: 4 Sep 53
Majors							
1.	Price, Teller S.	A0730958	3234	P-9	Reassigned	44th AEC Squadron, Lake Charles AFB, La	Par 1 SO 174, Hq 474Div, 12Aug53, EDCSA: 1 Sep 53
2.	Reese, Robert T.	19629A	9826	None	Reassigned	509th Medical Gp, Walker AFB, Roswell, N Mex	Par 23 SO 196, Hq 474Div, 10Sep53, EDCSA; 10 Sep 53
Captains							
1.	Gallesich, Emil F.	A0743581	1524A	NBR	Reassigned	95th Bomb Wing (H), Biggs AFB, Texas	Par 26 SO 191, Hq 474Div, 2Sep53, EDCSA: 11 Sep 53
2.	Keefe, Myron D.	A0286088	7024	None	Reassigned	Hq 1090th Spec Rptg Gp, Sandia Base, N Mex	Par 20 SO 165, Hq 474Div, 30Jul53, EDCSA: 1 Sep 53
3.	Miller, Wallace E.	A0737029	1231A	P-9	Reassigned	3605th Nav Tng Wing, Ellington AFB, Texas	Par 25 SO 191, Hq 474Div, 28Sep53, EDCSA: 10 Sep 53
1st Lieutenants							
1.	Adams, Donald L.	A02091392	1524A	NBR	Separated		Par 42 SO 162, Hq 474Div, 21Aug53, Eff dt: 3 Sep 53

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Losses

Between Period 1 Sep 53 to 30 Sep 53 (inc)

1st Lieutenants (Cont'd)

2.	Anthony, Jesse O.	A02068001	6424	B(NF)	Separated		Par 8 SO 192, Hq 47ADiv, 3 Sep53, Eff dt: 14 Sep 53
3.	Edelman, Thomas H.	A02086936	1231A	P-6	Separated		Par 16 SO 181, Hq 47ADiv, 20Aug53, Eff dt: 4 Sep 53
4.	Medley, Connell C.	A0985513	9826	None	Reassigned	509th Medical Gp, WAFB, Roswell, N Mex	Par 8 SO 201, Hq 47ADiv, 16Sep53, EDCSA: 19 Sep 53
5.	Overbey, Landon F.	A01911598	1231A	P-6	Reassigned	3605th Nav Tng Wing, Ellington AFB, Texas	Par 1 SO 193, Hq 47ADiv, 4Sep53, EDCSA: 16 Sep 53
6.	Sheehan, Anna M.	A02244039	9754	None	Separated		Par 8 SO 186, Hq 47ADiv, 26Aug53, Eff dt: 4 Sep 53
7.	Stamper, John P.	A01855696	4324	E	Separated		Par 10 SO 181, Hq 47ADiv, 20Aug53, Eff dt: 1 Sep 53
8.	Tate, Grover	A01850801	1524A	NBR	Separated		Par 39 SO 182, Hq 47ADiv, 21Aug53, Eff dt: 1 Sep 53
9.	Walbert, Gerald D.	A0840542	4324	E	Separated		Par 23 SO 188, Hq 47ADiv, 28Aug53, Eff dt: 3 Sep 53

2nd Lieutenants

	Wilmouth, Robert K.	A02220401	3241	U	Separated		Par 45 SO 182, Hq 47ADiv, 21Aug53, Eff dt: 6 Sep 53

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INCLOSURE NO. 7

CREW STATUS LIST

Select	Lead	Ready	Non-Ready
Wing 1	17	5	7
24th	6	2	2
39th 1	* 5	2	2
40th	**6	1	3

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INCLOSURE NO. 8

STRENGTH REPORT

	Authorized			Assigned 1 Sep 53*		30 Sep 53**	
	Off	Amn	T/O	Off	Amn	Off	Amn
Headquarters Sq 6th Bomb	46	114	1-1175P	44 1 WO	148	46 1 WO	148
24th Bombardment Sq H	109	241	1-1176P	80	246	82	253
39th Bombardment Sq H	109	241	1-1176P	81	263	82	258
40th Bombardment Squadron H	109	241	1-1176P	82	258	76	261
6th Armt & Elects Maint Sq	12	288	1-7166P	9 2 WO	280	7 2 WO	265
6th Periodic Maint Sq	5	238	1-7167P	5	219	4	233
6th Field Maint Sq	7	476	1-7168P	7	457	6	459
6th Medical Group	48	163	1-9022	33	181	32	175
6th Bombardment Wing Total	445	2002		341 3 WO	2052	338 3 WO	2052

* M/R 1 Sep 53

** M/R 30 Sep 53

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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
15 September 1953

~~TOP SECRET~~
AUTH: COMDR 6BW
NAME: JC Wright
DATE: 15 Sep 53

6DO

SUBJECT: Amendment Number One to Sixth Bombardment Wing Operations Order 131-53

TO: See Distribution

1. This amendment becomes effective on receipt. Replacement pages will be inserted in basic document and superseded pages will be removed and destroyed as specified in current security directives.

2. Make the following changes in all copies of the basic document:

Item 1: Annex "D" to Operations Order 131-53: Remove page 4 and 5 and insert replacement pages 4 and 5.

Item 2: Appendix ~~I~~ IV of Annex "B" to Operations Order 131-53: Change all Radar Site Call Words as listed below:

OLD CALL WORD	NEW CALL WORD
Encounter	Sonny Boy
Reject	Picknick
Grady	Roller Skate
Prevail	Agony
Agony	Idaho
Gotee	Shorthorn
Ginger	Utah

Item 3: Make the following changes in altitude wherever applicable:

	1st Altitude VFR	IFR
Snackbar Blue 1	10,000	10,000
Snackbar Blue 2	10,400	10,600

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	1st Altitude VFR	IFR
Snackbar Blue 3	10,800	11,200
Snackbar Blue 4	11,200	11,800

All other altitudes as listed in Pilot's Flimsy will apply.

W K MARTIN
Colonel, USAF
Commander

1 Incl
Anx #1, 6th FWg
Opr O 131-53,
dtd 15 Sep 53

OFFICIAL:

ROY C CROMPTON
Lt Col, USAF
Director of Operations

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(b) From Talahassee to Galveston, Texas normal ICAO procedure will apply.

(c) Galveston, Texas.

(d) Austin, Texas.

(e) San Angelo, Texas.

(f) Roswell, New Mexico

12. Call Signs:

a. Inter-plane and Air-Ground (CAA) will be the same (See Pilot's Flimsy).

13. VHF Communications:

a. Bomber to Bomber: All aircraft standby on "EASY" Channel (133.56) from take-off to start let-down point, except the deputy leader, who will monitor "A" channel (135.00). After start descent, all aircraft will monitor "A" channel. 4220 kc will be used in event of VHF failure.

b. "Shorthorn" Control: 133.20, See Radio Operator's Flimsy for channel assignment of this frequency.

c. SAC Daily Additive for this mission will be 9294.

d. Special emphasis will be placed on security. No true serial number, aircraft type, Bombardment Wing, or equipment used will be given out. No reference to the word "Cell" or cell tactics will be given out over the air.

14. "H" Hour Control Points and Times: See Appendix "II", Annex "B", Observer's Flimsy.

15. Special Weapons Information: See Annex "D", Special Weapons.

16. Procedure for contacting fighters at Bergstrom Air Force Base:

a. Each aircraft will attmpt to contact "Shorthorn" Control when 100 miles from Houston. When contact is made give "Shorthorn" your altitude and ETA for Houston and request this information be transmitted to "UTAH" Control. Contact "Shorthorn" Control again when crossing S.W. leg of Houston Radio Range and give them your exact position. GCI Site should have you in radar contact by this time and will vector the fighters from Bergstrom for interception between Houston and Austin.

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b. If fighter is not sited upon arrival at Taylor, (20 miles N.E. of Austin) aircraft commander may at his own discretion do one 360° turn (8 minutes) to the left in an attempt to pick-up fighter interception.

17. General Information:

a. Gas Load: Fuel Load will be as computed by each individual crew flight engineer.

b. Aircraft Static Gross Weight: 332,000.

c. Bomb Load: None.

d. Chaff, Ammo, etc: Flight Engineer's Flimsy.

e. Cameras: O-15, Y-3, and Vertical Cameras will be installed.

f. Total distance and no wind flight time:

(1) Snackbar Red - 4068 Nautical Air Miles - 20:41.

(2) Snackbar White - 4113 Nautical Air Miles - 20:32.

(3) Snackbar Green - 4250 Nautical Air Miles - 21:50.

(4) Snackbar Blue - 4480 Nautical Air Miles - 22:43.

g. Personal Equipment: As required for high altitude and over water flight. E-1 Kits will be carried.

h. Interrogation: In Wing briefing room immediately after landing.

i. Critique: To be announced later. Both missions, as specified by Air Force for Unit Readiness Test, will be critiqued together.

W K MARTIN
Colonel, USAF
Commander

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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 11 September 1953

OPERATIONS ORDER

SERIAL NO 131-53

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Appendix "I"	Pilot's Flimsy
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Appendix "II"	Flight Engineer's Flimsy
Appendix "IV"	Radio Operator's Flimsy
Appendix "V"	Gunner's Flimsy
Annex "C"	Tactics (TOP SECRET)
Annex "D"	Special Weapons

6th BWg Opr O 131-53
(eff 11 Sep 53)

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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 11 September 1953

SECRET
AUTH: COMDR 6BW
DATE: 11 Sep 53
NAME: [illegible]

OPERATIONS ORDER

SERIAL NO 131-53

Copy Number 51 of 62 Copies

6th BWg Opr O 131-53
(eff 11 Sep 53)

Consists of 5 pages
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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 11 September 1953

OPERATIONS ORDER NO 131-53

CHART OR MAP REFERENCES: As Required

TASK ORGANIZATIONS:

24th Bombardment Squadron, Heavy	Lt Col M. A. Cobeaga
39th Bombardment Squadron, Heavy	Lt Col F. N. Yochem Jr
40th Bombardment Squadron, Heavy	Lt Col W. L. Crowley

1. General Situation: A requirement exists to perform a Unit Simulated Combat Mission that will simulate as closely as possible the present EWP mission assigned the 6th Bombardment Wing, Heavy and meet the requirements established by USAF for the Unit Readiness Test.

a. Enemy Forces: See Annex "A".

b. Friendly Forces: 509th Refueling Squadron.

2. Mission: The 6th Bombardment Wing will, on "E Day" dispatch twenty-two (22) aircraft on a Unit Simulated Combat Mission against designated targets which simulate as closely as possible the targets assigned in the current EWP.

3. Tasks for Subordinate Units:

a. 24th Bombardment Squadron, Heavy:

(1) Dispatch eight (8) combat crews and aircraft.

(2) Maintain one (1) ground spare aircraft.

b. 39th Bombardment Squadron, Heavy:

(1) Dispatch seven (7) combat crews and aircraft.

(2) Maintain two (2) ground spare aircraft.

c. 40th Bombardment Squadron, Heavy:

(1) Dispatch seven (7) combat crews and aircraft.

(2) Maintain two (2) ground spare aircraft.

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x. General Instructions:

(1) E-Day: 19 September 1953.

(2) Force Requirements: Twenty-two (22) combat crews and B-36 type aircraft.

(3) Route and altitudes: Appendix "II" of Annex "B", Observer's Flimsy.

(4) Bombing information: Appendix "II" of Annex "B", Observers Flimsy.

(5) Gas and ammunition load: Appendix "III" of Annex "B", Flight Engineer's Flimsy.

(6) Bomb Load: None.

(7) ECM: Appendix "IV" of Annex "B", Radio Operator's Flimsy.

(8) Cameras: Vertical and radar scope cameras will be installed in all aircraft.

(9) Gunnery: Camera gunnery will be accomplished by all aircraft.

(10) Security:

(a) The aircraft commander will insure that adequate security is maintained on his aircraft and classified material for the duration of this mission.

(b) In the event aircraft land at other than home station, the aircraft commander will be responsible for security of his aircraft. If necessary to service or perform maintenance on aircraft carrying classified material at other than SAC stations, it may be accomplished by personnel not cleared in accordance with SAC requirements, provided they are accompanied by crew personnel or SAC Security Police.

(11) Briefing:

(a) General Briefing: 1300 MST, 17 September 1953, Wing Briefing Room, Building 1036.

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(b) Specialized Briefing: To be announced at General Briefing.

(c) Pre-Take-Off Briefing: Three (3) hours prior to first aircraft take-off time at Wing Briefing Room, Building 1036.

(12) Interrogation: At Wing Briefing Room, Building 1036, immediately after landing.

(13) Critique: To be announced at General Briefing.

4. Administrative and Logistical Matters: Normal procedures will apply.

5. Command and Communications:

a. Command and Command Posts:

(1) Commander, Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas.

(2) Commander, 47th Air Division, Walker Air Force Base, Roswell, New Mexico.

(3) Commander, 6th Bombardment Wing, Walker Air Force Base, Roswell, New Mexico.

b. Communications: Appendix "IV" of Annex "B", Radio Operator's Flimsy.

W K MARTIN
Colonel, USAF
Commander

ANNEX & APPENDIXES:

Annex "A"	Intelligence
Annex "B"	Operations
Appendix "I"	Pilot's Flimsy
Appendix "II"	Observer's Flimsy
Appendix "III"	Flight Engineer's Flimsy
Appendix "IV"	Radio Operator's Flimsy
Appendix "V"	Gunner's Flimsy
Annex "C"	Tactics (TOP SECRET)
Annex "D"	Special Weapons

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DISTRIBUTION:

CCMDR 8AF	(3)	Copy 1 thru 3
CCMDR 47ADIV	(1)	Copy 4
URT Personnel	(10)	Copy 5 thru 14
CCMDR 6BW	(1)	Copy 15
CCMDR 24BS	(2)	Copy 16 & 17
CCMDR 39BS	(2)	Copy 18 & 19
CCMDR 40BS	(2)	Copy 20 & 21
CCMDR 6ABS	(1)	Copy 22
CCMDR 6FMS	(1)	Copy 23
6DO	(35)	Copy 24 thru 58
6DM	(2)	Copy 59 & 60
6DI	(2)	Copy 61 & 62
TOTAL	(62)	

NOTE: Only distribution to be made on Annex "C", Tactics, TOP SECRET portion will be as follows:

CCMDR, 8AF	(3)	Copy 1 thru 3
CCMDR, 47ADIV	(1)	Copy 4
URT Personnel	(10)	Copy 5 thru 14
CCMDR, 6BW	(1)	Copy 15
6DO	(35)	Copy 16 thru 50
TOTAL	(50)	

6DO will make distribution to participating crews.

OFFICIAL:

ROY C CROMPTON
Lt Col, USAF
Director of Operations

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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 11 September 1953

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO 131-53

INTELLIGENCE

ANNEX "A"
6th BWg Opr O 131-53
(eff 11 Sep 53)

Consists of 4 pages
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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, H
Walker Air Force Base
Roswell, New Mexico
1800Z, 11 September 1953

ANNEX "A"

TO

OPERATIONS ORDER 131-53

INTELLIGENCE

1. Intelligence Summary:

a. General Situation:

(1) Significance of mission is as stated in General Briefing.

(2) Political, Economic and Psychological, (omitted).

b. Enemy Order of Battle:

(1) Enemy territory is the portion of the US east of 95°W to the East Coast, South of 43°N and North of 29°, however all fighter attacks will be considered to occur in enemy territory.

(2) F-84's from the 42nd Air Division, Bergstrom AFB, Texas are expected to make attacks on all aircraft during gunnery phase of this mission.

(3) Disposition of enemy forces are as stated in general briefing, with all ADC forces considered as enemy forces.

(4) AAA defenses for targets on this mission are:

(a)	Memphis, Tennessee	120 guns	120 MM
(b)	Nashville, Tennessee	96 guns	120 MM
(c)	Jackson, Mississippi	96 guns	120 MM
(d)	Montgomery, Alabama	96 guns	120 MM

c. Capabilities of Enemy Forces:

(1) Fighters of ADC are capable of accomplishing attacks on bombers in enemy territory, however fighter attacks most probably will come from F-84 aircraft based at Bergstrom AFB, Texas using GCI sites of Ginger and Goatee.

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(2) The 120 MM guns in target area are capable of effective fire up to 45,000 foot. Analysis of target area defenses are as stated in general briefing.

2. Intelligence Requirements:

a. Essential Elements of Information:

(1) Crews will report the following information at Intelligence Interrogation upon completion of mission:

(a) All shipping observed during overwater flights to include description, location, and action.

(b) Aircraft markings and tail number of all fighter aircraft making passes. Include time for start and end of each location.

(c) Any area actively defended by AAA.

(d) Performance Characteristics of attacking interception aircraft.

(e) Any searchlight's sighted with location.

(f) Any unusual activities on ground, sea, and air.

(g) Any sightings of unidentified aircraft.

(h) Any sighting of unidentified aerial objects.

b. Means of Obtaining Information:

(1) Interrogation immediately after the mission by Intelligence Officers and Operations Staff Specialists in Bldg T-1036.

c. Reports:

(1) Aircraft Commander will submit the following reports:

(a) In accordance with SAC Manual 55-6 and furnished formats:

C-9 - Aircraft Commanders Report (For any enroute unscheduled landing).

B-2 - Strike Report - Immediately after Bombs Away

B-3 - Flash (Hot News) Report (In accordance with furnished format).

B-4 - Aircraft Distress Report (In accordance with furnished format).

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(b) In accordance with SAC Reg 55-11 as amended:

Departure Report (For each enroute unscheduled landing).

3. Intelligence Activities:

a. Maps and Target Materials:

(1) Navigation Maps will be drawn by Crew Navigator.

(2) Target Materials are furnished in Target Folders to the Radar Observers.

b. Resistance Intelligence:

(1) A simulated evasion route briefing and problem will be present to each crew during pre-mission planning. Each crew is required to study this exercise for three to six hours during pre-mission planning.

W. K. MARTIN
Colonel, USAF
Commanding

OFFICIAL:

JIM T. MEREDITH
Major, USAF
Director of Intelligence

ANNEX "A"
5th BWg Opr O 131-53

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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1600Z, 11 September 1953

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO 131-53

OPERATIONS

Annex "D"
6th BWg Opr O 131-53
(eff 11 Sep 53)

Consists of 6 pages
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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 11 September 1953

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO 131-53

OPERATIONS

1. Mission: On "E" Day twenty-two (22) combat crews and aircraft will conduct a unit simulated combat mission against targets designated in Appendix "II", Observer's Flimsy. Mission will be flown as directed in Annex "C", Tactics, to simulate as nearly as possible the 6th Bombardment Wing current EWP and USAF directives for Unit Readiness Test.

2. Take-Off Plan: Pilot's Flimsy.

3. Abort Procedures: Notify leader of intentions and obtain a new flight plan. Contact nearest CAA Control Center on 120.30. If unable to contact control center obtain clearance through nearest CAA radio station.

4. Recommended Emergency Air Fields: Walker Air Force Base, Ellsworth Air Force Base, Offut Air Force Base, Maxwell Field, Hunter Air Force Base, MacDill Air Force Base, Ramey Air Force Base, Kelly Air Force Base, Carswell Air Force Base.

5. Highest Terrain Enroute: Longs Peak, 14,225 feet, 90 NM West of Akron, Colorado.

6. Airspace Restricted Areas: None within 150 miles of planned course.

7. Routes: Observer's Flimsy.

8. Altitudes: Pilot's Flimsy.

9. Navigational Check Points: Annex "C", and Navigators Logs.

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10. Flight Plan:

a. Turn in completed Form 175 and loading lists at Pre-Take-off briefing.

b. Clearance IFR block altitude.

11. CAA Reporting Procedures:

a. Each aircraft report to Snackbar Control after take-off.

b. From take-off at Walker Air Force Base to target, the Navigational Control Aircraft of each cell will make all CAA calls for the aircraft in his cell. From target to Walker Air Force Base each aircraft will make individual CAA reports.

c. All CAA VHF calls will be made using call sign as designated on page 2 and 3, Appendix "I", Annex "B", Pilot's Flimsy. Simplex "A" will be utilized on this mission; therefore, the word "Simplex" must be announced on each initial call to CAA stations. All aircraft will make calls at points designated in paragraph (5) below.

d. Compulsary Reporting Points:

(1) Snackbar Red: Lubbock, Texas; Garden City, Kansas; North Platte, Neb; Pierre, South Dakota; Sioux City, Iowa; Kansas City, Mo; Advance, Mo; Memphis, Tenn; Muscle Shoals, Ala; and Atlanta, Ga.

(2) Snackbar White: Lubbock, Texas; La Junta, Colorado; Sidney, Colorado; Salina, Kansas; Springfield, Mo; Walnut Ridge, Arkansas; Montgomery, Ala; and Albany, Ga.

(3) Snackbar Green (Alfa and Bravo): Lubbock, Texas; Garden City, Kansas; North Platte, Neb, Pierre, South Dakota; Omaha, Nebr; Kansas City, Mo; Little Rock, Ark; Jackson, Mississippi; Birmingham, Ala; and Atlanta, Ga.

(4) Snackbar Blue: Lubbock, Texas; La Junta, Colorado; Sidney, Colorado; Rapid City, South Dakota; Huron, South Dakota; Des Moines, Iowa; St Louis, Mo; Nashville, Tenn; and Atlanta, Ga.

(5) From last reporting point mentioned in (1), (2), (3), and (4) above, all calls will be made to the following facilities:

(a) Talahassee, Florida.

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(b) From Talahassee to Galveston, Texas normal ICAO procedure will apply.

(c) Galveston, Texas.

(d) Austin, Texas.

(e) San Angelo, Texas.

(f) Roswell, New Mexico

12. Call Signs:

a. Inter-plane and Air-Ground (CAA) will be the same (See Pilot's Flimsy).

13. VHF Communications:

a. Bomber to Bomber: All aircraft standby on "EASY" Channel (133.56) from take-off to start let-down point, except the deputy leader, who will monitor "A" channel (135.00). After start descent, all aircraft will monitor "A" channel. 4220 kc will be used in event of VHF failure.

b. "Shorthorn" Control: 133.20, See Radio Operator's Flimsy for channel assignment of this frequency.

c. SAC Daily Additive for this mission will be 9294.

d. Special emphasis will be placed on security. No true serial number, aircraft type, Bombardment Wing, or equipment used will be given out. No reference to the word "Cell" or cell tactics will be given out over the air.

14. "H" Hour Control Points and Times: See Appendix "II", Annex "B", Observer's Flimsy.

15. Special Weapons Information: See Annex "D", Special Weapons.

16. Procedure for contacting fighters at Bergstrom Air Force Base:

a. Each aircraft will attmpt to contact "Shorthorn" Control when 100 miles from Houston. When contact is made give "Shorthorn" your altitude and ETA for Houston and request this information be transmitted to "UTAH" Control. Contact "Shorthorn" Control again when crossing S.W. leg of Houston Radio Range and give them your exact position. GCI Site should have you in radar contact by this time and will vector the fighters from Bergstrom for interception between Houston and Austin.

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b. If fighter is not sited upon arrival at Taylor, (20 miles N.E. of Austin) aircraft commander may at his own discretion do one 360° turn (8 minutes) to the left in an attempt to pick-up fighter interception.

17. General Information:

a. Gas Load: Fuel Load will be as computed by each individual crew flight engineer.

b. Aircraft Static Gross Weight: 332,000.

c. Bomb Load: None.

d. Chaff, Ammo, etc: Flight Engineer's Flimsy.

e. Cameras: O-15, Y-3, and Vertical Cameras will be installed.

f. Total distance and no wind flight time:

(1) Snackbar Red - 4068 Nautical Air Miles - 20:41.

(2) Snackbar White - 4113 Nautical Air Miles - 20:32.

(3) Snackbar Green - 4250 Nautical Air Miles - 21:50.

(4) Snackbar Blue - 4480 Nautical Air Miles - 22:43.

g. Personal Equipment: As required for high altitude and over water flight. E-1 Kits will be carried.

h. Interrogation: In Wing briefing room immediately after landing.

i. Critique: To be announced later. Both missions, as specified by Air Force for Unit Readiness Test, will be critiqued together.

W K MARTIN
Colonel, USAF
Commander

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APPENDIXES:

Appendix "I"	-	Pilot's Flimsy
Appendix "II"	-	Observer's Flimsy
Appendix "III"	-	Flight Engineer's Flimsy
Appendix "IV"	-	Radio Operator's Flimsy
Appendix "V"	-	Gunner's Flimsy

OFFICIAL:

ROY C CROTTON
Lt Col, USAF
Director of Operations

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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 11 September 1953

APPENDIX "I"

OF

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 131-53

PILOTS FLIMSY

App "I" of Annex "B"
6th BWg Opr O 131-53
(eff 11 Sep 53)

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APPENDIX "I" OF ANNEX "D" TO OPERATIONS ORDER 131-53

PILOT'S FLIMSY

_____ X-Hour 19 September 1953 - E-Day

Recall Word - SNOWFLAKE

A/C	INTERPLANE & CAA CALL SIGN	TAIL NO	ADDITIVE CALL	1ST ALTITUDE VFR	1ST ALTITUDE IFR	BENDING ALT VFR	BENDING ALT IFR	RETURN ALT	TAKE-OFF TIME
1st Cell:									
Hannigan *-**	Snackbar Red 1			9,200	9,200	39,200	39,200	18,800	X ≠ 00
Basinger	Snackbar Red 2			9,600	9,800	39,600	39,800	19,400	X ≠ 04
Pearson	Snackbar Red 3			10,000	10,400	40,000	40,400	20,000	X ≠ 08
2nd Cell:									
Jackman *-#	Snackbar White 1			10,600	10,600	37,200	37,200	20,600	X ≠ 49
Ludlow	Snackbar White 2			11,000	11,200	37,600	37,800	21,200	X ≠ 53
Miller	Snackbar White 3			11,400	11,800	38,000	38,400	21,800	X ≠ 57
3rd Cell:									
Winsor *-***	Snackbar Green Alfa 1			8,000	8,000	36,000	36,000	17,000	X ≠ 01:16
Nadon ##	Snackbar Green Alfa 2			8,400	8,600	36,400	36,600	17,600	X ≠ 01:20
Cobb	Snackbar Green Alfa 3			8,800	9,200	36,800	37,200	18,200	X ≠ 01:24
Eastling	Snackbar Green Alfa 4			9,200	9,800	37,200	37,800	18,800	X ≠ 01:28
Metivier	Snackbar Green Alfa 5			9,600	10,400	37,600	38,400	19,400	X ≠ 01:32
Rasmussen	Snackbar Green Alfa 6			10,000	11,000	38,000	39,000	20,000	X ≠ 01:36

* Navigational Control Aircraft
** Strike Force Commander: Col W K MARTIN
*** Deputy Strike Force Commander: Lt/Col CROWLEY
# Division Commander: B/GEN MUSGRAVE
Division Operations Officer: Col S. MARTIN

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App "I" of Annex "D" to 6th BWg Opr O 131-53 (Eff 11 Sep 53)

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SECURITY INFORMATION

_____ X-Hour 19 September 1953 - E-Day

Recall Word - SNOWFLAKE

A/C	INTERPLANE & CAA CALL SIGN	TAIL NO	ADDITIVE CALL	1ST ALTITUDE VFR	1ST ALTITUDE IFR	DUMPING ALT VFR	DUMPING ALT IFR	RETURN ALT	TAKE-OFF TIME
4th Cell:									
McCutcheon *	Snackbar Blue 1			8,000	8,000	35,000	35,000	20,600	X + 02:02
Trewitt	Snackbar Blue 2			8,400	8,600	35,400	35,600	21,200	X + 02:06
Walker	Snackbar Blue 3			8,800	9,200	35,800	36,200	21,800	X + 02:10
Melberg	Snackbar Blue 4			9,200	9,800	36,200	36,800	22,400	X + 02:14
5th Cell:									
Steiner *	Snackbar Green Bravo 1			8,000	8,000	36,000	36,000	17,000	X + 02:48
Waldon	Snackbar Green Bravo 2			8,400	8,600	36,400	36,600	17,600	X + 02:52
Cole	Snackbar Green Bravo 3			8,800	9,200	36,800	37,200	18,200	X + 02:56
Taylor	Snackbar Green Bravo 4			9,200	9,800	37,200	37,800	18,800	X + 03:00
Scharman	Snackbar Green Bravo 5			9,600	10,400	37,600	38,400	19,400	X + 03:04
Bordeaux	Snackbar Green Bravo 6			10,000	11,000	38,000	39,000	20,000	X + 03:08

* Navigational Control Aircraft

App "I" of Annex "B"
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NAVIGATION CHECK POINTS	ETA	ATA
"ALFA"		
"BRAVO"		
"COCA"		
"DELTA" (Snackbar White has no Delta Check Point)		
"ECHO"		
"FOXTROT" (H-Hour)		
"X-RAY" (Start Climb)		
"YANKEE" (Level Off)		
START DESCENT		
LEVEL OFF		

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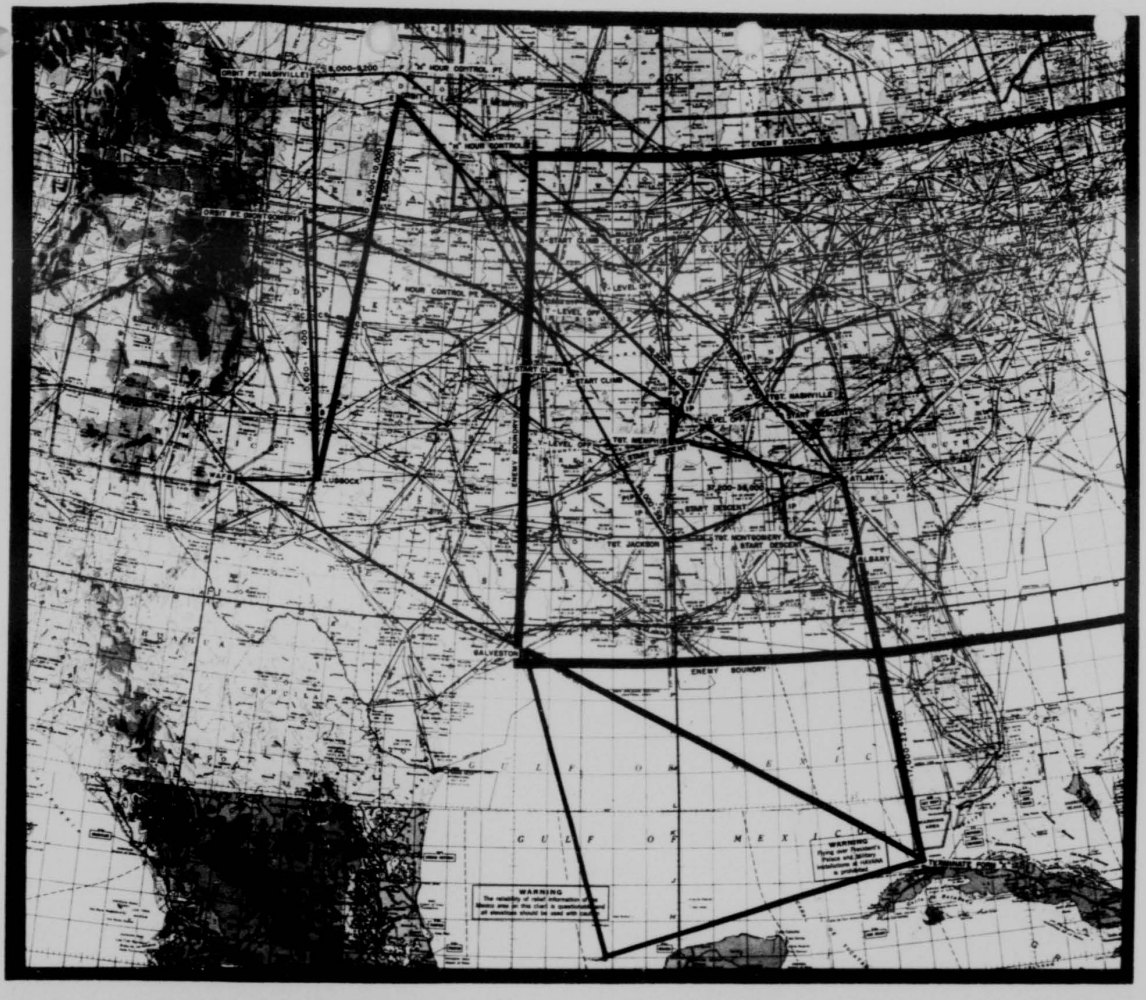

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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 11 September 1953

APPENDIX "II"

OF

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 131-53

OBSERVERS FLIMSY

App "II" of Annex "B"
6th BWg Opr O 131-53
(eff 11 Sep 53)

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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 11 September 1953

APPENDIX "II"

OF

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 131-53

OBSERVERS FLIMSY

This Appendix is divided into two (2) sections; Section I - Radar, Section II - Navigation.

SECTION I - RADAR:

1. For bombing information, see attached target information sheet and individual folders.

2. The lead aircraft in the task force will announce his time of level-off at bombing altitude, check point "YANKEE". All other aircraft, if flying cell tactics will momentarily cease station keeping and prepare to measure altitude and compute their initial ballistics data, (see Annex "C", Tactics, Top Secret).

3. Emergency Radar Techniques:

a. In the event of limited operations of the radar equipment, the priorities for use will be as follows:

(1) First Priority: To insure a successful bombing approach.

(2) Second Priority: As an aid to navigation and/or station keeping.

b. Fuse check lists and emergency bomb run procedures as outlined in SAC Manual 50-13 will be utilized.

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c. In-flight maintenance procedures for "K" equipment will be in accordance with Air Force Manual 101-4 and Sperry Gyroscope Company "K" Stystem Trouble Shooting Manual.

d. The Sharkey System of predetermined check points will be employed by all crews of this command. In the event of radar jamming or radar malfunctions, bomb releases will be effected utilizing the best available Sharkey information consistant with emergency procedures.

e. Recommanded Sharkey Check (Reference points) are as follows:

(1) Memphis Bomb Runs:

Ridgley - 36° 16' N 89° 29' W
Covington - 35° 34' N 89° 39' W

(2) Nashville Bomb Runs:

Graham - 37° 15' N 87° 16' W
Elkton - 36° 48' N 87° 10' W

(3) Jackson Bomb Runs:

Greenville - 33° 25' N 91° 04' W
Yazoo City - 32° 52' N 90° 23' W

(4) Montgomery Bomb Runs:

Talladega - 33° 26' N 86° 06' W
Alexander City - 32° 52' N 85° 58' W

4. The Mark VI bombing tables will be used to compute ballistics for the bomb run.

5. Photography:

a. Radar scope and/or visual (vertical) photography will be taken of each turning point.

b. C-15, Y-3, and Vertical Photography will be taken on bomb run, in accordance with SAC Manual 50-13.

c. The Radar Observer will insure that all existing SOP's on securing this photography is complied with, and further insure that the camera doors are opened before pictures are taken.

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d. The following radar camera (O-15) settings will be adhered to in accordance with SAC Manual 50-13.

(1) Upon observering targets of opportunity on edge of radar scope at maximum range, camera will be set on 1:12 scans, when within 25 NM of target of opportunity camera will be set on 1:4 scans until 25 NM past target. Saw tooth gain technique will be utilized on opportunity photography so as to obtain the maximum usable radar photography.

(2) Camera Settings: "1:12 scans" from Pre IP at maximum range until 25 NM from IP "1:4 scans" from 25 NM before the IP to 25 NM before target. "1:1 scan" from 25 NM before the target to 20 NM past the target. "1:12 scan" until target is at maximum range.

e. The B-7, Vertical Camera Intervolometer will have the proper settings for day and/or night photography.

f. The Radar Observers will ascertain that the Vertical Bomb Spotting Camera is tilted 5 degrees to the rear of aircraft.

g. The following camera equipment will be installed and operating: O-15 camera and 2 magazines, Y-3 and 1 magazine, and Vertical Bomb Spotting Camera with 1 magazine.

h. Camera repair personnel will meet aircraft at completion of mission to pick up all camera magazines and logs. Camera logs will be completed in <u>full</u> before delivery to camera repair representative.

6. <u>Radar Navigation information</u>:

a. All Radar Observers are required to operate their equipment in polar position from take-off to "H" Hour point. At this point the polar attachment will be changed to post polar position. <u>Bombing will be accomplished in post polar position</u>. Upon reaching a point just north west of Havana, Cuba, 23° 15' N 83° 00' W, re-entry into polar position will be made and Grid Navigation will be continued for remainder of flight.

b. Planning, Pre-flight, and operation will be accomplished in accordance with 6th Bombardment Wing Regulation 55-15, Supplement XXXVI and changes there to.

c. A gyrograph will be maintained when set is operated in Polar Position.

d. "K" Grid Navigation will be accomplished on the following charts: XM47-6, XM47-7, XM47-9, XM47-10, supplemented by WAC Charts.

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7. Precaution In-Flight:

a. From take-off to orbit the Radar Observer will keep the Navigator informed at all times of present position.

8. For Tactics: See Annex "C".

9. Use of Radar Beacons:

a. Use extreme caution when operating set in beacon due to possibility of damaging magnetron. For Racon Stations available on this mission see paragraph 16, section II, Navigator's Flimsy.

10. U-2 Release:

a. The Radar Observers will perform a functional inspection of the pneumatic release system in accordance with 6th Bombardment Wing SOP. The U-2 release will be fired at altitude.

b. Any malfunction of U-2 release encountered will be reported in accordance with SAC Letter 136-5, dated December 1951.

11. For routes, altitudes, air speeds, and navigation check points, see Navigator's Flight Plan, profile, and route maps.

12. Record and photograph any radar signals detected in areas designated as defended areas of the U.S.

13. Radar Observer will monitor approach and landing phases of mission in accordance with 6th Bombardment Wing Regulation 55-15, Supplement XXXV, dated 1 Spril 1953.

14. Method of Bombing:

a. Night, individual - primary radar.

15. Method of Scoring: All radar film and logs will be forwarded to Detachment 1, 8RTS, Ellsworth Air Force Base after camera scoring by the 6th Bombardment Wing Target Intelligence Section.

16. Completion of the following forms is imperative:

a. Bombing Flight Record, SAC Form 31.

b. Radar Scope Photo Log, 8th Air Force Form 46.

c. In-Flight Maintenance Forms, 1FM-1 and/or 1FM-2.

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d. Y-3 Camera Log, 6th Bombardment Wing Form 460.

e. Vertical Bomb Spotting Camera Log, 6th Bombardment Wing Form 446.

f. Radar Observers Interrogation Form, 6th Bombardment Wing Form 265.

17. All logs, charts, and forms will be turned in at interrogation except camera logs.

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SECTION II - NAVIGATION:

1. Grid Navigation will be employed the entire flight, with the exception of the legs from "H" Hour Control Point to 10 miles north of the island of Cuba.

2. On entire flight, other than portion prescribed as the celestial leg, the navigator will use any means of fixing to remain on course.

3. The Navigator will coordinate with his Radio Operator and furnish him the following information.

a. Notify Radio Operator 10 minutes prior to "H" Hour.

b. Notify the Radio Operator 1:20 prior to reaching the sites he is scheduled to work.

c. 50 NM prior to target.

d. 10 minutes prior to starting let down from bombing altitude.

5. Navigational chaff will be used as directed in Tactics.

6. Once airborne, the navigation control aircraft will adhere to briefed equivalent airspeeds. No adjustment will be made to make "H" Hour Control Point good.

7. One (1) night celestial mission will be accomplished according to SAC Regulation 51-11. The length of mission will not be less than 500 NM.

8. Total air miles required for full credit on this mission are as follows:

a. Snackbar Red: 331 K Air Miles at Bombing Altitude.
4068 Total K Air Miles.

b. Snackbar White: 285 K Air Miles at Bombing Altitude.
4113 Total K Air Miles.

c. Snackbar Green Alfa: 220 K Air Miles at Bombing Altitude.
4250 Total K Air Miles.

d. Snackbar Blue: 293 K Air Miles at Bombing Altitude.
4480 Total K Air Miles.

e. Snackbar Green Bravo: 220 K Air Miles at Bombing Altitude.
4250 Total K Air Miles.

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Additional time may be flown at destination if necessary to complete required air miles.

9. Navigator will maintain a course within 15 NM of the prescribed route.

10. During over water portion of flight, log in form 21, shipping observed, include location, action and description, also, any abnormal radar or radio activities encountered.

11. Record any radar signals detected in areas designated as defended areas of the U.S.

12. Record all fighter attacks, descriptions, markings, etc.

13. Maps or charts necessary on this mission:

DF Charts 22, 23, 25, and 26.
V-30-21
V-30-22
V-30-34F
VL-30-34
WAC Chart coverage of entire route.

14. Racon Stations available on this flight:

a. North Carolina:

(1) Cherry Point: 34° 54' 16" N
76° 53' 25" W (Code 2-1-2-1)

b. Florida:

(1) Eglin: 30° 31' 26" N
86° 29' 34" W (Code 1-1-2)

(2) Jacksonville: 30° 13' 36" N
81° 40' 06" W (Code 1-1-1)

(3) Key West: 24° 34' 34" N
81° 41' 30" W (Code 2-1-2)

(4) Tyndall Field: 30° 02' 02" N
85° 32' 29" W (Code 1-2-1-1)

(5) St Petersburg: 27° 45' 28" N
82° 37' 47" W (Code 1-2-2)

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c. Kansas:

(1) Topeka: 38° 53' 58" N
95° 42' 58" W (Code 1-1-2-1)

d. Louisana:

(1) New Orleans: 30° 01' 54" N
90° 04' 06" W (Code 2-1)

e. Missouri:

(1) St Louis: 38° 44' 20" N
90° 22' 10" W (Code 1-1-1)

f. New Mexico:

(1) Roswell: 33° 17' 38" N
10° 27' 39" W (Code 1-2-1)

g. Oklohoma:

(1) Tinker Field: 35° 26' 57" N
97° 24' 10" W (Code 2-2-2)

h. Tennessee:

(1) Memphis: 35° 20' 48" N
89° 51' 07" W (Code 2-2)

j. Texas:

(1) Corpus Christi: 27° 41' 47" N
97° 16' 11" W (Code 2-1-2-1)

(2) Houston: 29° 35' 22" N
95° 11' 12" W (Code 1-2-1-1)

(3) San Antonio: 29° 29' 18" N
98° 15' 48" W (Code 2-1-2)

k. Cuba: 19° 53' 11" N
75° 09' 24" W (Code 2-2)

This Beacon is not dependable: For additional Racon Stations Check with Radio Operators for H.O. Publication No. 520.

15. Pomar report will be carried by two (2) aircraft of each task force. This report will be as complete as possible with special emphasis on wind direction, velocity and cloud cover. These reports will be turned into base weather officer at interrogation.

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16. Particular attention will be given to entries in Form 21 of the following listed items.

a. T/O and Landing Base.

b. Beginning and end of each climb.

c. Beginning and end of each descent.

d. Assembly point (orbit) place and time.

e. All turning points.

f. "H" Hour Control Point.

g. Initial Point.

h. Target (time).

i. All deviations from profile of assigned mission will be explained in detail.

17. All logs, charts, celestial computations and forms will be turned in at interrogation.

1 Incl
Target Info

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SECURITY INFORMATION

MEMPHIS, TENNESSEE TARGET INFORMATION

CREW	PRE IP	TC to IP	DIST to IP	IP	TARGET	AXIS OF ATTACK	DIST	BOMB ALT	TGT ELEV	OFFSET INFO	OFFSET VALUES
Hannigan	Tiptonville 36-23 N 89-29 W	200°	30	Bend in Miss River 35-53 N 89-39 W	Memphis "A" NE corner of building 35-04-59 N 90-02-52 W	200°	49	39,200'	300	SE tip of RR Br over Miss River 35-07-37 N 90-04-25 W	16,011 N 7,077 W
Dasinger	Tiptonville 36-23 N 89-29 W	200°	30	Bend in Miss River 35-53 N 89-39 W	Memphis "K" NE corner of building 35-06-48 N 90-04-32 W	200°	49	39,600'	300	SE tip of RR Br over Miss River 35-07-37 N 90-04-25 W	4,965 N 603 E
Pearson	Tiptonville 36-23 N 89-29 W	200°	30	Bend in Miss River 35-53 N 89-39 W	Memphis D-3 NW corner of building 35-05-23 N 90-00-03 W	200°	49	40,000'	300	SE tip of RR Br over Miss River 35-07-37 N 90-04-25 W	13,579 N 21-720 W

Bomb Load (none) -- For bomb run ballistics talbes for MK VI weapons will be used

Inclosure "X"
App "II" of Annex "P"
6th BWg Opr O 131-53
(eff 11 Sep 53)

E 2928

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SECURITY INFORMATION

MONTGOMERY, ALABAMA TARGET INFORMATION

CREW	PRE IP	TC to IP	DIST to IP	IP	TARGET	AXIS OF ATTACK	DIST	BOMB ALT	TGT ELEV	OFFSET INFO	OFFSET VALUES
Jackman	Altoona 34-01 N 86-20 W	176	51	Sylacauga 33-10 N 86-15 W	A-4 Ctr of build up area 32-22-39 N 86-18-42 W	183°	48	37,200	250	NE corner of warehouse Bldg 32-21-06 N 86-21-05 W	9,424 S 13,182 W
Ludlow	Altoona 34-01 N 86-20 W	176	51	Sylacauga 33-10 N 86-15 W	C-1 NW corner of hanger line 32-22-54 N 86-21-17 W	183°	48	37,600	400	NE corner of warehouse bldg 32-21-06 N 86-21-05 W	11,147 S 599 E
Miller	Altoona 34-01 N 86-20 W	176	51	Sylacauga 33-10 N 86-15 W	B-1 SE corner of Hanger line 32-24-16 N 86-14-57 W	183°	48	38,000	250	NE corner of warehouse bldg 32-21-06 N 86-21-05 W	18,848 S 31,920 W

Bomb Load (none) - For bomb run ballistics tables for MK VI weapons will be used

Inclosure "I"
App "II" of Annex "B"
6th BWg Opr O 131-53
(eff 11 Sep 53)

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SECURITY INFORMATION

NASHVILLE, TENNESSEE TARGET INFORMATION

CREW	PRE IP	TC to IP	DIST to IP	IP	TARGET	AXIS OF ATTACK	DIST	DOMT ALT	TGT ELEV	OFFSETT INFO	OFFSET VALUES
McCUTCHEON	Bend in Ohio River 37-48 N 87-54 W	146	35	Madisonville 37-20 N 87-30 W	Nashville "I" NW corner of bldg 36-07-25 N 86-41-39 W	152	78	35,000	625	S tip of a RR Bridge 36-09-46 N 86-43-31 W	14,209 N 9,166 W
Trewitt	Bend in Ohio River 37-48 N 87-54 W	146	35	Madisonville 37-20 N 87-30 W	Nashville Z-1 NW Corner of bldg 36-09-53 N 86-50-51 W	152	78	35,400	625	E tip of RR Bridge 36-10-58 N 86-49-51 W	6,586 N 4,908 E
Walker	Bend in Ohio River 37-48 N 87-54 W	146	35	Madisonville 37-20 N 87-30 W	Nashville A-1 36-09-46 N 86-43-31 W	152	78	35,800	625	NW corner of bldg 36-07-25 N 86-41-39 W	14,239 S 9,166 E
Mellberg	Bend in Ohio River 37-48 N 87-54 W	146	35	Madisonville 37-20 N 87-30 W	Nashville B-3 36-05-28 N 86-45-11 W	152	78	36,200	625	NW corner of bldg 36-07-25 N 86-41-39 W	11,855 N 17,354 E

Bomb Load (none) - For bomb run ballistics tables for MK VI weapons will be used

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Inclosure "I"
App "II" to Annex "B"
6th BWg [illegible] 13-53 (eff 11 Sep 53)

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JACKSON, MISSISSIPPI TARGET INFORMATION

CREW	PRE IP	TC to IP	DIST to IP	IP	TARGET	AXIS OF ATTACK	DIST	BOMB ALT	TGT ELEV	OFFSET INFO	OFFSET VALUES
Winsor Steiner	Arkansas City 33-36 N 91-12 W	147°	32	Hollandale 33-10 N 90-51 W	Jackson K NW corner large bldg 32-18-10 N 90-10-59 W	146°	61	36,000	300	SE tip of shunting yard 32-18-12 N 90-08-32 W	203 N 12,419 E
Madon Waldon	Arkansas City 33-36 N 91-12 W	147°	32	Hollandale 33-10 N 90-51 W	Jackson D-11 NW corner large bldg 32-20-16 N 90-11-57 W	146°	61	36,400	300	NW corner of hangar 32-20-19 N 90-13-44 W	374 N 9,161 W
Cobb Cole	Arkansas City 33-36 N 91-12 W	147°	32	Hollandale 33-10 N 90-51 W	Jackson C-5 E tip of RR Dr 32-19-11 N 90-09-10 W	146°	61	36,300	300	SE tip of Shunting Yard 32-18-12 N 90-08-32 W	5,979 S 3,169 W

Bomb Load None - For bomb run ballistics tables for MK VI weapons will be used

Inclosure "I"
App "II" of Annex "D"
6th TWs Opr O 131-53
(eff 11 Sep 53)

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SECURITY INFORMATION

JACKSON, MISSISSIPPI TARGET INFORMATION SHEET

CREW	PRE IP	TC to IP	DIST to IP	IP	TARGET	AXIS OF ATTACK	DIST	BOMB ALT	TGT ELEV	OFFSET INFO	OFFSET VALUES
Eastling Taylor	Arkansas City 33-36 N 91-12 W	147°	32	Hollandale 33-10 N 90-51 W	Jackson K NW corner hangar 32-20-19 N 90-13-44 W	146°	61	37,200	300	NW corner of large bldg 32-20-16 N 90-11-57 W	304 S 9,161 E
Metivier Scharman	Arkansas City 33-36 N 91-12 W	147°	32	Hollandale 33-10 N 90-51 W	Jackson G-1 Center of built up area 32-22-50 N 90-09-25 W	146°	61	37,600	300	SE tip of Shunting yard	20,171 S 4,536 E
Rasmussen Bordeaux	Arkansas City 33-36 N 91-12 W	147°	32	Hollandale 33-10 N 90-51 W	Jackson K-2 Hwy Drid over RR 32-19-35 N 90-11-14 W	146°	61	30,000	300	NW corner hangar 32-20-19 N 90-13-44 W	4,459 N 12,745 W

Bomb Load (none) - For bomb run ballistics tables for MK VI weapons will be used

Inclosure "I"
App "II" of Annex "P"
6th BW Op O 131-53
(eff 11 Sep '53)

Page 5 of 5 pages
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AF Form 51
Approved 1 June 48

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SECURITY INFORMATION

AIR FORCE NAVIGATOR'S LOG

USCM BC MEMPHIS

PILOT _____ Navigator _____ Crew No. _____ Plane No. _____ Organization 6th B.Wg Type B-36 Date 11 SEPT 53

ENG. START	T. O.	LAND	FLIGHT TIME

SNACKBAR RED
FORMATION POSITION

TOP ALTITUDE # 3

GROSS WT. AT T. O. LB./GAL. ABOARD AT T. O.	
ALTERNATE—	
TIME TO ALTERNATE—	HRS. M
FUEL REQUIRED TO ALT.—	GAL.

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

WATCH _____ FAST / SLOW Rate sec/hr GAIN / LOSE
AT _____ GCT (DATE)

Departure WALKER AFB Destination WALKER AFB

OFFICIAL:		ALT. SETT.
(NAME)	(RANK) (NAVIGATOR)	DEP.
		DEST.

NO WIND FLIGHT PLAN

30—46783-8

FROM— / TO—	TRUE COURSE	DRIFT	WIND USED D / S	TRUE HEADING	VAR	MAG. HEADING	TEMP °C / ALT	TAS (K)	G. S. (K)	DISTANCE THIS LEG / TOTAL	TIME THIS LEG	ELAPSED TIME	FUEL CONSUMED	FUEL REMAINING
WALKER AFB							+8	172		22				
LEVEL OFF	082						6000	183			07	11		
(A) LIFTOFF POINT	082			LEADER ANNOUNCE ATA AT (A)			+10	175		115				
33 35N 101 51W							10000	192		137	36	47		
(B) CUNAHOMIN R	006			LEADER ANNOUNCE ATA AT (B)			+10	175		20				
35 41N 101 36W							10000	192		157	38	125		
(C) ARKANSAS R	006			LEADER ANNOUNCE ATA AT (C)			+10	185		134				
37 52N 101 20W							10000	192		371	42	2 07		
(D) N PLATTE R	006			LEADER ANNOUNCED ATA AT (C) AND ETA TO (D)			+10	185		199				
41 08N 100 52W							10000	192		590	1:02	3 09		
(E) ORBIT POINT	006			ANNOUNCE ATA — USE CHART			+10	185		177				
44 33N 101 33W							10000	192		787	1:02	4 11		
ORBIT 20 MIN	—						+10	185		—				
" "							10000	192			20	4 31		
(F) RAPID CITY	184						+10	185		139				
42 49N 98 05W							10000	192		926	43	5 14		
(G) START CLIMB	133			LEADER ANNOUNCE TIME TO CLIMB 10 MINUTES AHEAD			+10	185		152				
41 44N 95 14W							10000	192		1106	57	6 11		
(H) LEVEL OFF	133			LEADER ABEAM FUEL RUNS TO A/C USE CHART			-33	154		150				
39 00N 92 42W							29300	214		1256	42	6 53		
" "							-55	165		222				
PRE IP - TOPTOWLE	133						40000	290		1478	46	7 39		
" "							-55	165		30				
IP TOPTOWLE	200						40000	290		1508	07	7 46		
" "							-55	165		49				
TARGET - MEMPHIS	200						40000	290		1557	10	7 56		
" "				LEADER ANNOUNCE START #6			-55	165		49				
START DESCENT	106			TERMINATE STATION KEEPING			40000	290		1606	11	8 07		
34 57N 89 01W							-30	154		246				
LEVEL OFF	106			BEGIN NITE "X"			30000	205		1852	1:06	9:13		
ATLANTA, GA.							-8	168		635				
" "							20000	206		2487	3:05	12:18		
TURN POINT	174			TERMINATE NITE "X"										
33 15N 83 00W														
" "														
" "														
" "

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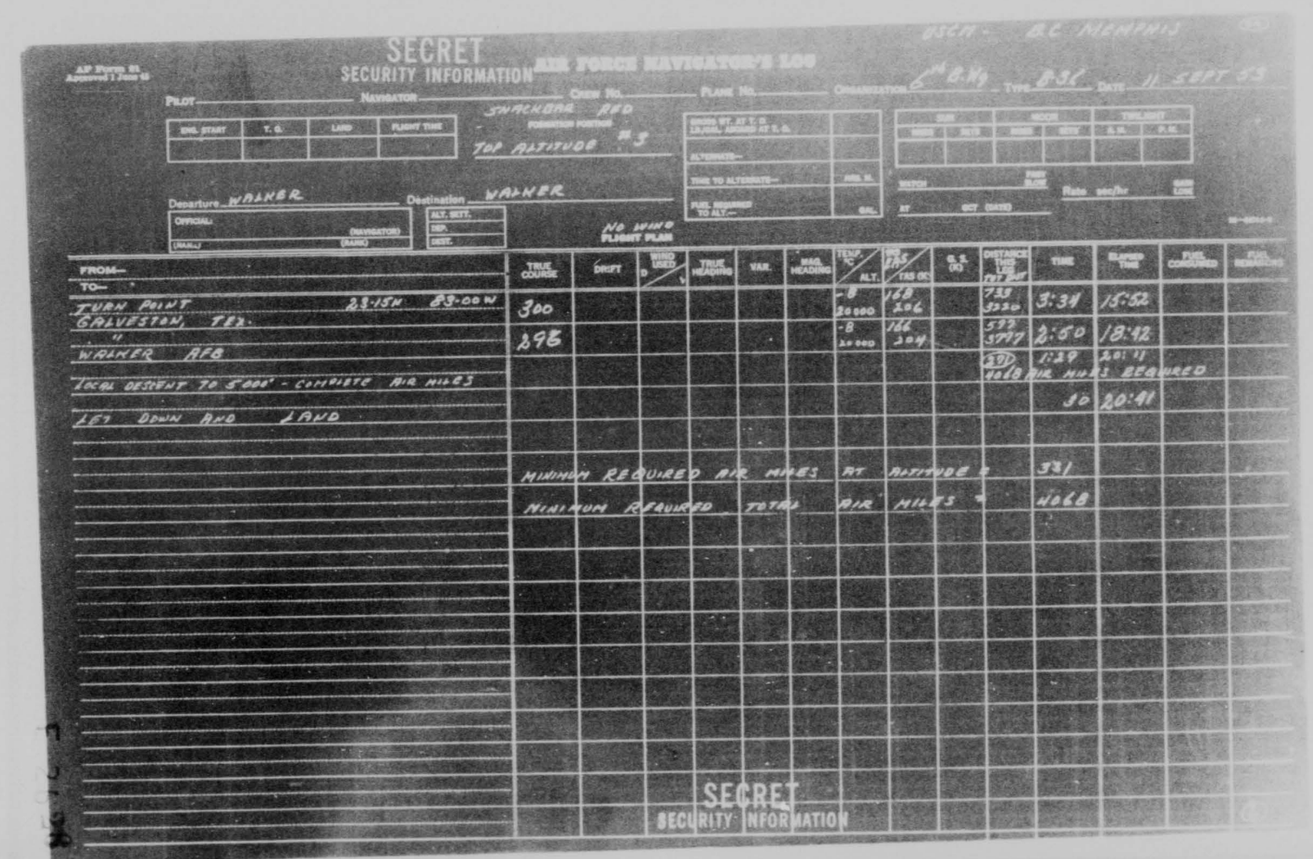

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SECURITY INFORMATION

AIR FORCE NAVIGATOR'S LOG

USCM - B.C. MEMPHIS

AF Form 81
Approved 1 June 48

PILOT _____ NAVIGATOR _____ CREW NO. _____ PLANE NO. _____ ORGANIZATION 6th B.Wg TYPE B-36 DATE 11 SEPT 53

SNACKBAR RED
FORMATION POSITION
TOP ALTITUDE #3

ENG. START	T.O.	LAND	FLIGHT TIME

GROSS WT. AT T.O. LB/GAL. ABOVE AT T.O.
ALTERNATE—
TIME TO ALTERNATE— ARR. W.
FUEL REQUIRED TO ALT.— GAL.

SUN		MOON		TWILIGHT	
RISE	SET	RISE	SET	A.M.	P.M.

MATCH FIRST FLOW
AT OCT (DATE)
Rate sec/hr GAIN LOSS

Departure WALKER Destination WALKER

OFFICIAL: (NAVIGATOR)
(NAME) (RANK)

ALT. SETT.
DEP.
DEST.

NO WIND
FLIGHT PLAN

FROM— / TO—	TRUE COURSE	DRIFT	WIND USED D	WIND USED S	TRUE HEADING	VAR.	MAG. HEADING	TEMP. °C / ALT.	TAS (K)	G.S. (K)	DISTANCE THIS LEG / TOT. DIST.	TIME	ELAPSED TIME	FUEL CONSUMED	FUEL REMAINING
TURN POINT 23-15N 83-00W	300							-8 20 000	168 206		733 3220	3:34	15:52		
GALVESTON, TEX.															
"	298							-8 20 000	166 204		597 3797	2:50	18:42		
WALKER AFB											291 4068	1:29	20:11		
LOCAL DESCENT TO 5000' - COMPLETE AIR MILES											AIR MILES REQUIRED				
LET DOWN AND LAND												30	20:41		

MINIMUM REQUIRED AIR MILES AT ALTITUDE = 331
MINIMUM REQUIRED TOTAL AIR MILES = 4068

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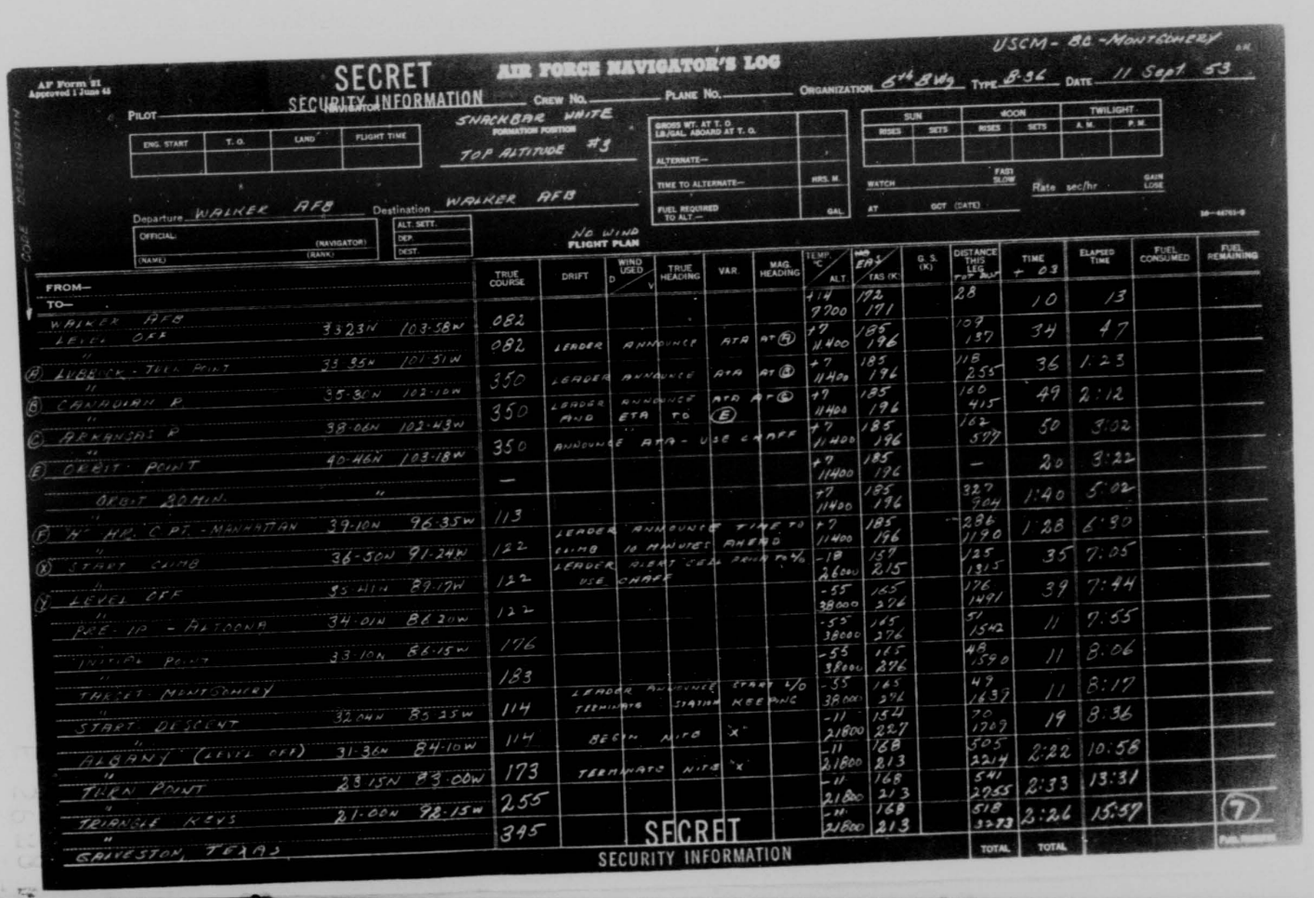

AF Form 21
Approved 1 June 48

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SECURITY INFORMATION

AIR FORCE NAVIGATOR'S LOG

USCM-BC-MONTGOMERY

Pilot _____ Navigator _____ Crew No. _____ Plane No. _____ Organization 6th BWg Type B-36 Date 11 Sept 53

Eng. Start	T. O.	Land	Flight Time

Formation Position: SHACKBAR WHITE
TOP ALTITUDE #3

Gross Wt. at T. O. / Lb./Gal. aboard at T. O.
Alternate —
Time to Alternate — Hrs. M.
Fuel Required to Alt. — Gal.

Sun Rises	Sun Sets	Moon Rises	Moon Sets	Twilight A. M.	Twilight P. M.

Watch _____ Fast / Slow _____ Rate sec/hr _____ Gain / Lose _____
At _____ GCT (Date) _____

Departure WALKER AFB Destination WALKER AFB

Official: _____ (Navigator) (Name) _____ (Rank) _____
Alt. Sett. _____ Dep. _____ Dest. _____

NO WIND
FLIGHT PLAN

From— To—	True Course	Drift	Wind Used D / V	True Heading	Var	Mag. Heading	Temp. °C / Alt.	IAS / TAS (K)	G. S. (K)	Distance This Leg / Tot. Dist.	Time + 03	Elapsed Time	Fuel Consumed	Fuel Remaining
WALKER AFB							+14	172		28	10	13		
LEVEL OFF 33 23N 103 58W	082						7700	171						
"							+7	185		109				
(B) LUBBOCK - TELL POINT 33 35N 101 51W	082	LEADER	ANNOUNCE	ATA	AT (A)		11400	196		137	34	47		
"							+7	185		118				
(C) CANADIAN R 35 30N 102 10W	350	LEADER	ANNOUNCE	ATA	AT (B)		11400	196		255	36	1.23		
"							+7	185		160				
(D) ARKANSAS R 38 00N 102 43W	350	LEADER AND	ANNOUNCE ETA TO	ATA	AT (C)		11400	196		415	49	2:12		
"							+7	185		162				
(E) CREDIT POINT 40 46N 103 18W	350	ANNOUNCE	ATA - USE CHART				11400	196		577	50	3:02		
"	—						+7	185		—	20	3:22		
ORBIT 20 MIN.	"						11400	196						
"							+7	185		827				
(F) "N" HR. C PT. - MANHATTAN 39 10N 96 35W	113						11400	196		704	1:40	5:02		
"							+7	185		286				
(G) START CLIMB 36 50N 91 24W	122	LEADER	ANNOUNCE TIME TO				11400	196		1190	1 28	6:90		
"		CLIMB	10 MINUTES	AHEAD			-18	159		125				
(H) LEVEL OFF 35 41N 89 12W	122	LEADER USE CHART	REPT SEA DATA TO				26000	215		1315	35	7:05		
"							-55	165		176				
PRE IP - ALTOONA 34 01N 86 20W	122						38000	276		1491	39	7:44		
"							-55	165		51				
INITIAL POINT 33 10N 85 15W	176						38000	276		1542	11	7.55		
"							-55	165		48				
TARGET MONTGOMERY	183						38000	276		1590	11	8.06		
"		LEADER TERMINATES	ANNOUNCE STATION	START L/O KEEPING			-55	165		47				
START DESCENT 32 04N 85 25W	114						38000	276		1637	11	8:17		
"							-11	154		70				
ALBANY (LEVEL OFF) 31 36N 84 10W	114	BEGIN	NITE	"X"			21800	227		1707	19	8.36		
"							-11	168		505				
TURN POINT 23 15N 83 00W	173	TERMINATE	NITE	"X"			21800	213		2214	2:22	10:58		
"							-11	168		541				
TRIANGLE KEYS 21 00N 82 15W	255						21800	213		2755	2:33	13:31		
"							-11	168		518				(7)
GALVESTON TEXAS	345						21800	213		3273	2:26	15:57		
										TOTAL	TOTAL			Pilot's Signature

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AF Form 21
Approved 1 June 48

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SECURITY INFORMATION

AIR FORCE NAVIGATOR'S LOG

USCM B.C. Montgomery

PILOT _____ NAVIGATOR _____ CREW NO. _____ PLANE NO. _____ ORGANIZATION 6th BW TYPE B-3L DATE 11 Sept 53

ENG. START	T. O.	LAND	FLIGHT TIME

SNGL BAR WHITE
FORMATION POSITION
TOP ALTITUDE #3

GROSS WT. AT T. O. LB./GAL. ABOARD AT T. O.	
ALTERNATE—	
TIME TO ALTERNATE—	HRS. M.
FUEL REQUIRED TO ALT.—	GAL.

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

WATCH FAST SLOW Rate sec/hr GAIN LOSS
AT GCT (DATE)

Departure WALKER Destination WALKER

OFFICIAL
NAME (NAVIGATOR) RANK

ALT. SETT.
DEP.
DEST.

NO WIND
FLIGHT PLAN

FROM— TO—	TRUE COURSE	DRIFT	WIND USED D / V	TRUE HEADING	VAR.	MAG. HEADING	TEMP. C° ALT	TAS-W	G.S. (K)	DISTANCE THIS LEG / TOTAL	TIME	ELAPSED TIME	FUEL CONSUMED	FUEL REMAINING

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AF Form 21
Approved 1 June 48

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SECURITY INFORMATION

AIR FORCE NAVIGATOR'S LOG

USCM BC JACKSON

PILOT _____ NAVIGATOR _____ CREW No. _____ PLANE No. _____ ORGANIZATION 6th BWg TYPE B-36 DATE 11 SEPT 53

SNACKBAR GREEN
FORMATION POSITION
TOP ALTITUDE #6

ENG. START	T. O.	LAND	FLIGHT TIME

GROSS WT. AT T. O. LB./GAL. ABOARD AT T. O.
ALTERNATE—
TIME TO ALTERNATE— HRS. M.
FUEL REQUIRED TO ALT.— GAL.

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

WATCH _____ FAST SLOW
AT _____ GCT (DATE)
Rate sec/hr _____ GAIN LOSE

Departure _____ Destination _____

OFFICIAL _____ (NAVIGATOR)
(NAME) _____ (RANK)

ALT. SETT.
DEP.
DEST.

NO WIND
FLIGHT PLAN

FROM— / TO—			TRUE COURSE	DRIFT	WIND USED D / V	TRUE HEADING	VAR.	MAG. HEADING	TEMP. °C / ALT.	EAS / TAS (K)	G. S. (K)	DISTANCE THIS LEG / TOT DIST	TIME / T 03	ELAPSED TIME	FUEL CONSUMED	FUEL REMAINING
WALKER AFB LEVEL OFF	33-18N	104-05W	082						+18 6700	172 169		22	08	11		
(A) LUBBOCK - TURN POINT	33-35N	101-51W	082	LEADER ANNOUNCE ATA AT (A)					+10 10000	185 192		115 137	36	47		
(B) CANADIAN R.	35-41N	101-36W	006	LEADER ANNOUNCE ATA AT (B)					+10 10000	185 192		120 257	38	1:25		
(C) ARKANSAS R	37-52N	101-20W	006	LEADER ANNOUNCE ATA AT (C)					+10 10000	185 192		134 391	42	2:07		
(D) N. PLATTE R.	41-08N	100-52W	006	LEADER ANNOUNCE ATA AT (D) AND ETA FOR (E)					+10 10000	185 192		199 590	1:02	3:09		
(E) ORBIT POINT	44-22N	100-22W	006	ANNOUNCE ATA - USE CHAFF					+10 10000	185 192		197 787	1:02	4:11		
ORBIT 20 MIN	"		—				-		+10 10000	185 192		—	20	4:31		
(F) N. HR. CONT PT.	42-49N	98-05W	134				-		+10 10000	185 192		137 924	43	5:14		
(X) START CLIMB	37-05N	93-36W	149	LEADER ANNOUNCE TIME TO START CLIMB 10 MIN. AHEAD					+10 10000	185 192		398 1322	2:05	7:19		
(Y) LEVEL OFF	35-01N	92-08W	149	LEADER ALERT CELL PRIOR TO L/O - USE CHAFF					-19 25000	156 225		142 1464	38	7:57		
PRE IP - ARK. CITY	33-36N	91-42W	149						-55 38000	165 276		97 1561	21	8:18		
INITIAL POINT - HOLLANDALE	33-10N	90-51W	147						-55 38000	165 276		32 1593	07	8:25		
TARGET - JACKSON, MISS			146				-		-55 38000	165 276		61 1654	14	8:39		
START DESCENT	32-44N	88-47W	073	LEADER ANNOUNCE START L/O - TERMINATE CELL					-55 38000	165 276		76 1730	17	8:56		
LEVEL OFF	ATLANTA, GA		073	START NITE "X"					-27 29000	154 222		230 1960	1:02	9:58		
TURN POINT	23-15N	83-00W	174	TERMINATE NITE "X"					-8 20000	168 206		635 2595	3:05	13:03		
												TOTAL	TOTAL			(4) FUEL REMAINING

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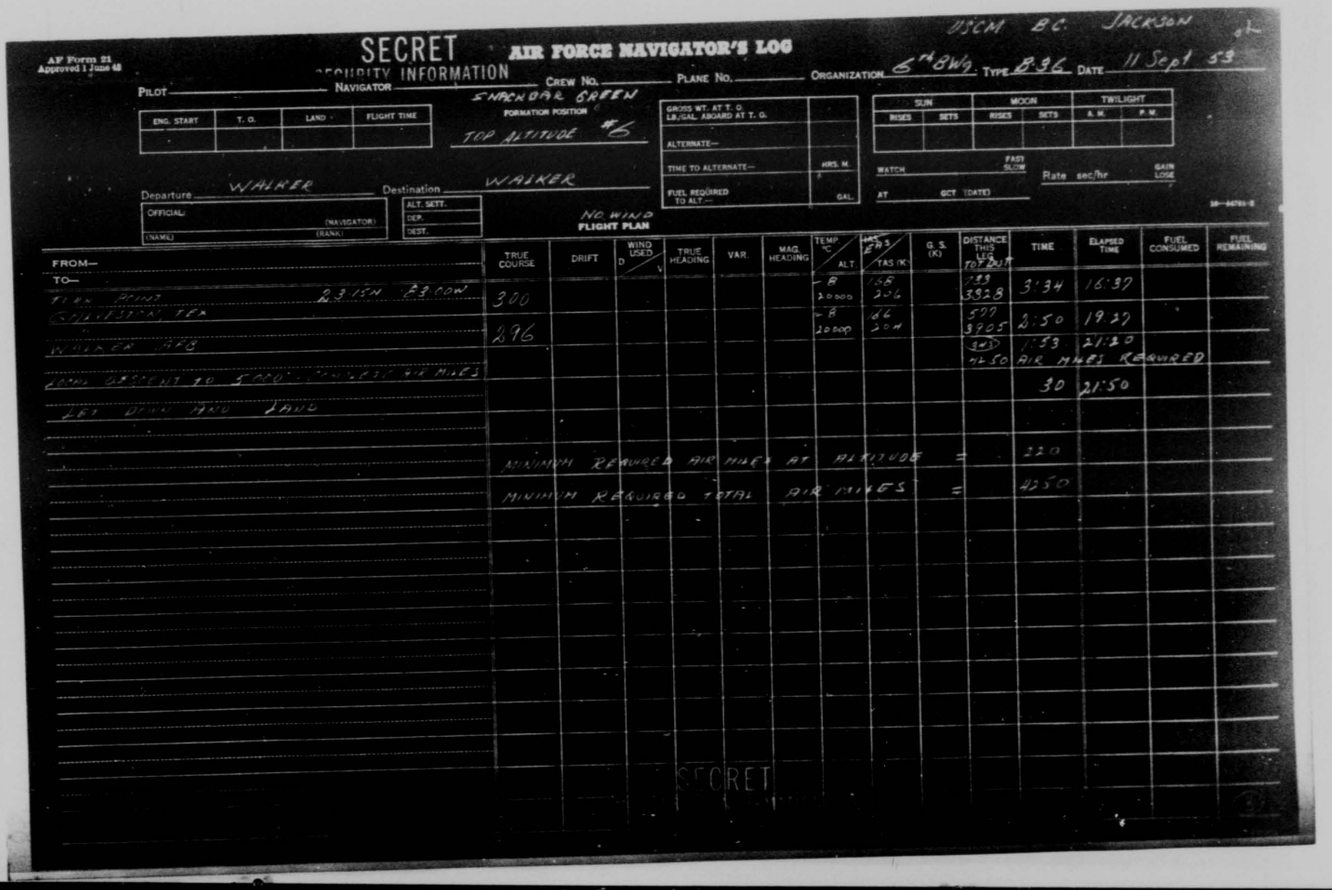

AF Form 21
Approved 1 June 48

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SECURITY INFORMATION

AIR FORCE NAVIGATOR'S LOG

USCM BC JACKSON

PILOT _____ NAVIGATOR _____ CREW NO. _____ PLANE NO. _____ ORGANIZATION 6th BWg TYPE B36 DATE 11 Sept 53

ENG. START	T. O.	LAND	FLIGHT TIME

FORMATION POSITION: SNACKBAR GREEN
TOP ALTITUDE #6

GROSS WT. AT T. O. LB./GAL. ABOARD AT T. O.	
ALTERNATE—	
TIME TO ALTERNATE—	HRS. M.
FUEL REQUIRED TO ALT.—	GAL.

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

WATCH _____ FAST SLOW
AT _____ GCT (DATED) _____
Rate sec/hr GAIN LOSE

Departure WALKER Destination WALKER

OFFICIAL: _____ (NAVIGATOR)
(NAME) _____ (RANK)

ALT. SETT. _____
DEP. _____
DEST. _____

NO WIND
FLIGHT PLAN

FROM— / TO—	TRUE COURSE	DRIFT	WIND USED D / V	TRUE HEADING	VAR.	MAG. HEADING	TEMP °C / ALT	MACH NO. / TAS (K)	G.S. (K)	DISTANCE THIS LEG / TO GO/T	TIME	ELAPSED TIME	FUEL CONSUMED	FUEL REMAINING
TURN POINT 23.15N 23.00W	300						-8 20,000	.68 206		788 3928	3:34	16:37		
GALVESTON FIX														
WALKER AFB	296						-8 20,000	.66 204		599 3205	2:50	19:27		
LOOK UP/CONT TO 5,000' FOR LET AIR MILES										(GCA) 1725	1:53	21:20		
LET DOWN AND LAND										1450	AIR MILES REQUIRED			
											30	21:50		
	MINIMUM REQUIRED AIR MILES AT ALTITUDE =										220			
	MINIMUM REQUIRED TOTAL AIR MILES =										1450			

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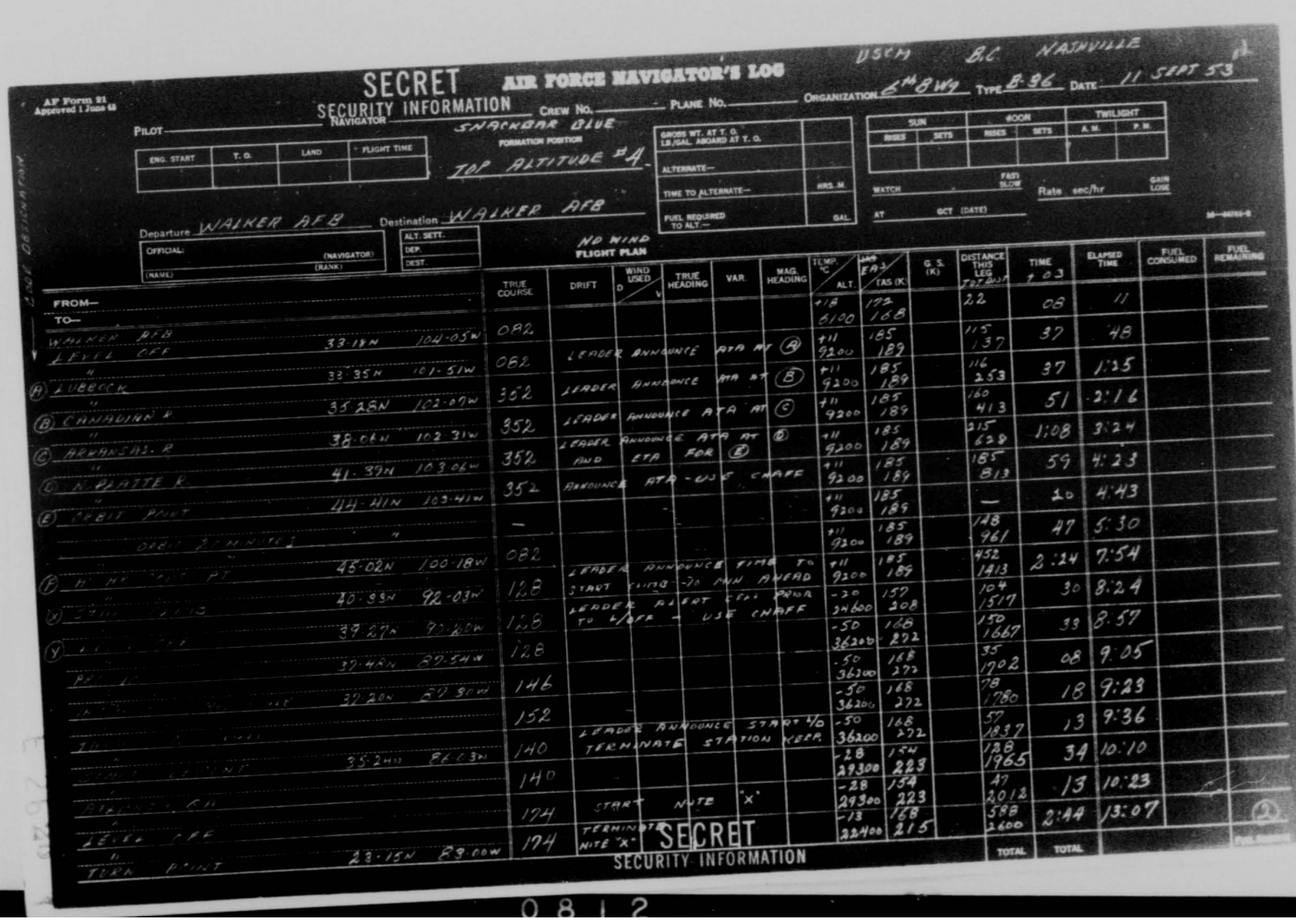

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SECURITY INFORMATION

AIR FORCE NAVIGATOR'S LOG

USCM B.C. NASHVILLE

Pilot _____ Navigator _____ Crew No. _____ Plane No. _____ Organization 6th BWg Type B-36 Date 11 SEPT 53

SNACKBAR BLUE
FORMATION POSITION
TOP ALTITUDE #4

ENG. START	T. O.	LAND	FLIGHT TIME

GROSS WT. AT T. O. LB./GAL. ABOARD AT T. O.
ALTERNATE—
TIME TO ALTERNATE— HRS. M.
FUEL REQUIRED TO ALT.— GAL.

SUN RISES	SUN SETS	MOON RISES	MOON SETS	TWILIGHT A. M.	TWILIGHT P. M.

WATCH FAST SLOW Rate sec/hr GAIN LOSE
AT GCT (DATE)

Departure WALKER AFB Destination WALKER AFB

OFFICIAL: (NAVIGATOR) (NAME) (RANK)
ALT. SETT. DEP. DEST.

NO WIND
FLIGHT PLAN

FROM— TO—			TRUE COURSE	DRIFT	WIND USED D	WIND USED V	TRUE HEADING	VAR.	MAG. HEADING	TEMP. °C / ALT.	TAS / TAS (K)	G. S. (K)	DISTANCE THIS LEG TOT DIST	TIME 1 03	ELAPSED TIME	FUEL CONSUMED	FUEL REMAINING
WALKER AFB			082							+18 6100	172 168		22	08	11		
LEVEL OFF	33-18N	104-05W	082	LEADER ANNOUNCE ATA AT (A)						+11 9200	185 189		115 137	37	48		
(A) LUBBOCK	33-35N	101-51W	352	LEADER ANNOUNCE ATA AT (B)						+11 9200	185 189		116 253	37	1:25		
(B) CANADIAN R.	35-28N	102-07W	352	LEADER ANNOUNCE ATA AT (C)						+11 9200	185 189		160 413	51	2:16		
(C) ARKANSAS R.	38-06N	102-31W	352	LEADER ANNOUNCE ATA AT (D) AND ETA FOR (E)						+11 9200	185 189		215 628	1:08	3:24		
(D) N. PLATTE R.	41-39N	103-06W	352	ANNOUNCE ATA - USE CHAFF						+11 9200	185 189		185 813	59	4:23		
(E) ORBIT POINT	44-41N	103-41W	—							+11 9200	185 189		—	20	4:43		
ORBIT 20 MINUTES	"		082							+11 9200	185 189		148 961	47	5:30		
(F) [illegible]	45-02N	100-18W	128	LEADER ANNOUNCE TIME TO START CLIMB - 10 MIN AHEAD						+11 9200	185 189		452 1413	2:24	7:54		
(X) [illegible]	40-33N	92-03W	128	LEADER ALERT CELL PRIOR TO L/OFF - USE CHAFF						-20 24600	157 208		104 1517	30	8:24		
(Y) [illegible]	39-27N	90-20W	128							-50 36200	168 272		150 1667	33	8:57		
[illegible]	37-48N	87-54W	146							-50 36200	168 272		35 1702	08	9:05		
[illegible]	37-20N	87-30W	152							-50 36200	168 272		78 1780	18	9:23		
[illegible]			140	LEADER ANNOUNCE START L/O TERMINATE STATION KEEP						-50 36200	168 272		57 1837	13	9:36		
[illegible]	35-24N	86-03W	140							-28 29300	154 223		128 1965	34	10:10		
[illegible]			174	START NITE "X"						-28 29300	154 223		47 2012	13	10:23		
LEVEL OFF			174	TERMINATE NITE "X"						-13 22400	168 215		588 2600	2:44	13:07		
TURN POINT	23-15N	89-00W											TOTAL	TOTAL			

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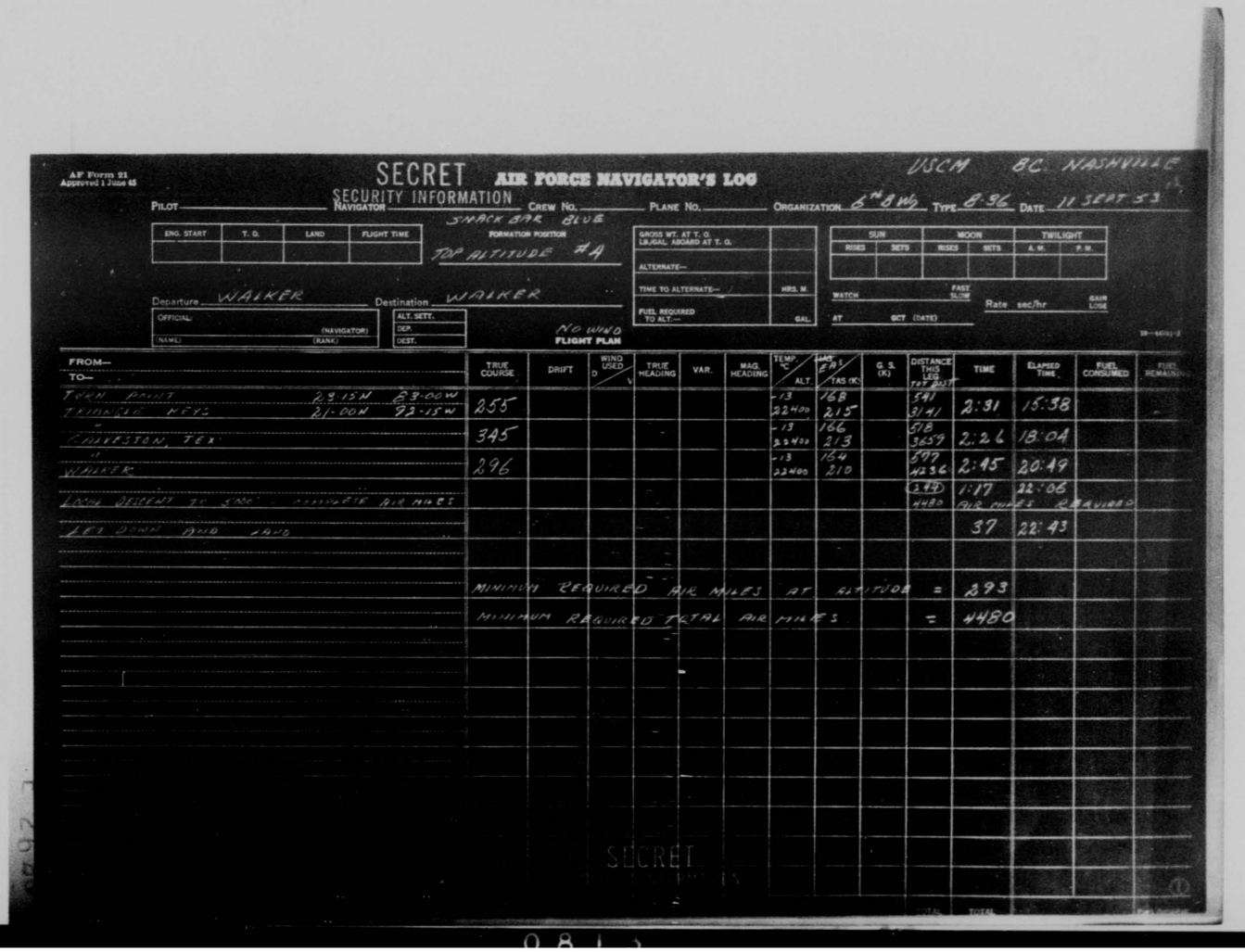

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Approved 1 June 45

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SECURITY INFORMATION

AIR FORCE NAVIGATOR'S LOG

USCM 8C. NASHVILLE

PILOT _____ NAVIGATOR _____ CREW NO. _____ PLANE NO. _____ ORGANIZATION 6TH BW TYPE B-36 DATE 11 SEPT 53

ENG. START	T. O.	LAND	FLIGHT TIME

FORMATION POSITION: SNACK BAR BLUE

TOP ALTITUDE #A

GROSS WT. AT T. O. LBS/GAL ABOARD AT T. O.
ALTERNATE—
TIME TO ALTERNATE— HRS. M.
FUEL REQUIRED TO ALT.— GAL.

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

WATCH FAST SLOW Rate sec/hr GAIN LOSE
AT GCT (DATE)

Departure WALKER Destination WALKER

OFFICIAL: (NAME) (RANK) (NAVIGATOR)

ALT. SETT. DEP. DEST.

NO WIND
FLIGHT PLAN

FROM— / TO—	TRUE COURSE	DRIFT	WIND USED D / V	TRUE HEADING	VAR.	MAG. HEADING	TEMP. °C / ALT.	IAS / TAS (K)	G. S. (K)	DISTANCE THIS LEG / TOT. DIST.	TIME	ELAPSED TIME	FUEL CONSUMED	FUEL REMAINING
TOKN POINT 29.15N 93.00W														
TRAINING AREA 21.00N 93.15W	255						-13 / 22400	168 / 215		541 / 3141	2:31	15:38		
" EMERSON, TEX	345						-13 / 22400	166 / 213		518 / 3659	2:26	18:04		
" WALKER	296						-13 / 22400	164 / 210		577 / 4236	2:45	20:49		
LOCAL DESCENT TO END — MINIMUM AIR MILES										244 / 4480	1:17	22:06		
LET DOWN AND LAND										AIR MILES REQUIRED				
											37	22:43		
MINIMUM REQUIRED AIR MILES AT ALTITUDE = 3893														
MINIMUM REQUIRED TOTAL AIR MILES = 4480														

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TOTAL

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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 11 September 1953

APPENDIX "III"

OF

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 131-53

FLIGHT ENGINEER'S FLIMSY

App "III" of Annex "B"
6th BWg Opr O 131-53
(eff 11 Sep 53)

Consists of 4 pages
Page 1 of 4 pages
6SO-249

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SECURITY INFORMATION

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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 11 September 1953

APPENDIX "III"

OF

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 131-53

FLIGHT ENGINEER'S FLIMSY

1. The aircraft performance engineer will obtain a detailed mission profile from his crew navigator. This mission profile will be used by the flight engineer in preparing a detailed flight plan. No deviations will be permitted from the time, distance and altitude of the navigators profile.

2. The following flight planning factors will be used in preparing detailed flight plan:

a. T.O. hot day temperatures will be used, with the following exception; + 20°C will be used for OAT at time of take-off.

b. 6th Bombardment Wing average fuel flow, dated 28 August 1953, will be used for planning.

c. 103% charted fuel flow will be used for formation and/or cell portion of this mission.

d. No gunnery will be accomplished on this mission.

e. EAS and BHP required will be taken from SAC Tec PAM 60-27 and the available portion of T.O. 01-5EUE-1, Appendix "I".

f. Aircraft Static Gross Weight: 332,000 lbs.

g. Aircraft Basic Weight: 178,000 lbs.

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SECURITY INFORMATION

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h. Oil Loading:

(1) 150 gallons per reciprocating engine: 6750 lbs.

(2) 13 gallons per jet engine - 390 lbs.

i. Crew: (16 men at 300 lbs per man) - 4800 lbs.

j. Chaff: 240 lbs (exception: Navigation Control Aircraft will load 1000 lbs).

k. Bombs: None.

l. Ammo: (9200 rounds) - 5796 lbs. (exception: Nashville Force will only load 50% combat load - 2898 lbs).

m. Miscellaneous: 500 lbs.

n. ECM: 230 lbs.

o. Planning Fuel Load: 23,127 gallons at 5.85 lbs per gallon - 135,294 lbs (exception: Nashville Force will plan for 23,623 gallons - 138,192 lbs).

NOTE: In preparation for the mission each crew AFE will adjust the fuel load for his aircraft to insure a static gross weight of 332,000 lbs.

p. Off-Load at Target:

(1) 100% chaff load.

(2) 2250 lbs, Oil.

q. Minimum fuel reserve upon arrival at Walker Air Force Base will be two (2) hours at last cruise power setting plus :20 of holding.

r. One half change of ($\frac{\Delta}{\Delta}$) smoe will be used to determine the altitude for TAS and jet fuel flow during climbs.

3. This mission will be planned, flown and reported as a SAC Regulation 50-8 long range cruise mission.

4. In-flight operation will be in accordance with latest standardization procedures.

5. Navigation control aircraft will plan and fly EAS as indicated in the approperate inclosed AFE flight plan. All other aircraft will adjust EAS to compress and/or maintain relative positions on the leader.

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6. Take-off Data:

(1) Take-off distance over 50 foot obstacle: 5150 feet.

(2) Take-off ground run distance: 4025 feet.

(3) Stopping distance, brakes only: 4475 feet.

(4) Stopping distance, brakes and 4 props reversed: 3775 feet.

(5) Unstick Speed: 135 IAS-MPH.

(6) Best flaps up speed:

(a) Start flaps up 151 IAS-MPH.

(b) Flaps up to "0" 170 IAS-MPH.

8 Incl
1. AFE Flight Plan - Memphis
2. Mission Profile - Memphis
3. AFE Flight Plan - Jackson
4. Mission Profile - Jackson
5. AFE Flight Plan - Montgomery
6. Mission Profile - Montgomery
7. AFE Flight Plan - Nashville
8. Mission Profile - Nashville

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SECURITY INFORMATION

FLIGHT ENGINEER FLIGHT PLAN

BASIC WEIGHT	172800
OIL (ENG) (150 Gal)	6750
OIL (JET)	1190
CREW (6 x 300)	1800
AMMO (50%)	28978
MISC	500
ECM	2300
MIN LAND WT	193568
FUEL	135294
BOMBS	NONE
CHAFF	2400
AMMO (50%)	28978
TAKE OFF GR WT	332000

TOTAL FUEL LOAD	23,018 Gal. 135,294 #
FUEL RESERVE	1618 Gal. 9,509 #
FUEL REQUIRED	111,727 #
OFF/OR ON LOAD FUEL	N/A
WING	6 BW
SQUADRON	24, 39, 40
ACFT TYPE	B-36 F+H
SER NO	—

DATE - 11 Sept. 53
MISSION - Memphis
F/E - Capt White
F/E -
REMARKS - T.O. Int Temp.
Fuel Den. 5.85 #/Gal.
6 BW Av. Fuel Flow - 1037# Fuel Flow For Cell

COND	MP / OAT	√θ / MP/TP	BMP / RPM	FUEL FLOW	Δ TIME	Δ USED TOT USED	Δ USED REMAIN	GROSS WT	EAS KNOTS	Δ DIST TOT
					TOTAL +355					
RTTO	3660	1.075	3800		:03	+	-	332000 - 3950	—	—
	+20				:03	3950	-	328050	—	—
4 J 96% 1. CL	6700	1.135	2800	3 16800 6 12240 7 26040	:08	+ 3870	-	- 3870	172	22
	+18				:11	7820	-	324180	169	22
2. CR	10000	1.195	2055	5850	:36	+ 3518	-	- 3518	185	115
	+10				:47	11338	-	320662	192	137
3. CR	10000	1.195	2055	5850	1:10	+ 6825	-	- 6825	185	224
	+10				1:57	18163	-	313837	192	361
4. CR	10000	1.195	1970	5484	1:50	+ 10000	-	- 10000	185	352
	+10				3:47	28163	-	303837	192	713
5. CR	10000	1.195	1940	5370	:24	+ 2150	-	- 2150	185	74
	+10				4:11	30313	-	301687	192	787
6 ORBIT	10000	1.195	1940	5370	:20	+ 1790	-	- 1790	185	—
	+10				4:31	32103	-	299897	—	—
7. CR	10000	1.195	1900	5220	:43	+ 3850	-	- 3850	185	137
	+10				5:14	35953	-	296097	192	924
8. CR	10000	1.195	1920	5220	:57	+ 5110	-	- 5110	185	182
	+10				6:11	41063	-	290937	192	1106
4 J 96% 9 CL	27300	1.609	2800	3 8400 6 12240 7 26040	:42	+ 14440	-	- 14440	154	150
	-23				6:53	55503	-	276497	214	1256
4 J 85% 10 CR	40000	2.022	2140	3 4000 6 6276 7 16276	:46	+ 8120	-	- 8120	165	222
	-55				7:39	63623	-	268377	290	1478
4 J 85% 11. CR	40000	2.022	2140	3 4000 6 6276 7 16276	:07	+ 1237	-	- 1237	165	30
	-55				7:46	64860	-	267140	290	1508
4 J 85% 12 CR	40000	2.022	2140	3 4000 6 6276 7 16276	:10	+ 1765	-	- 1765	165	49
	-55				7:56	66625	-	265375	290	1557
13. TGT.	DROP CHAFF @ 2250 # OIL					+	-	- 2490	—	—
								262885	—	—
2 J 85% 14. CR	40000	2.022	2140	3 2000 6 6276 7 8276	:07	+ 995	-	- 995	165	30
	-55				8:03	67620	-	261870	290	1587
2 J 85% 15. CR	40000	2.022	2140	3 2000 6 6276 7 8276	:04	+ 552	-	- 552	165	19
	-55				8:07	68172	-	261338	290	1606
40 % 20M 16. DS	20000	1.685	1/R 67	5760	1:06	+ 4000	-	- 4000	154	246
	-30				9:13	72172	-	257335	225	1852
17 CR	20000	1.415	1730	4662	3:00	+ 9324	-	- 9324	168	412
	-9				12:13	81496	-	248014	206	2264
18. CR	20000	1.415	1655	4446	1:05	+ 4810	-	- 4810	168	223
	-9				13:18	86306	-	243204	206	2487
19 CR	20000	1.415	1655	4446	1:00	+ 4446	-	- 4446	168	206
	-9				14:18	90752	-	238758	206	2693
20 CR	20000	1.415	1655	4446	1:37	+ 7616	-	- 7616	168	412
	-9				15:55	98368	-	231142	206	3105
21 CR	20000	1.415	1655	4446	:12	+ 1345	-	- 1345	167	115
	-9				16:07	99713	-	229797	205	3220
22 CR	20000	1.415	1655	4446	:34	+ 2946	-	- 2946	167	294
	-9				16:41	102659	-	226851	205	3514
23 CR	20000	1.415	1655	4446	:05	+ 483	-	- 483	165	283
	-9				16:46	103142	-	226368	203	3797
24										

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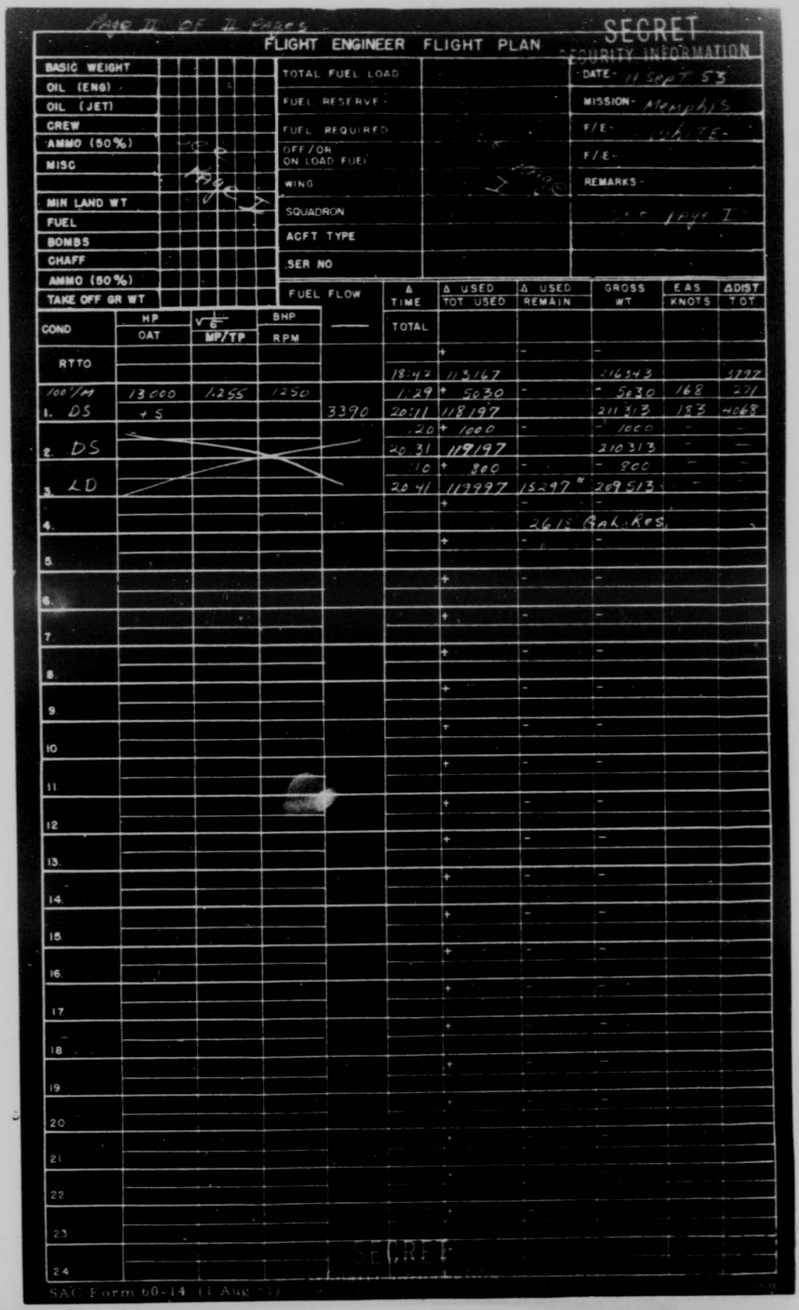

Page II OF II Pages

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SECURITY INFORMATION

FLIGHT ENGINEER FLIGHT PLAN

BASIC WEIGHT		TOTAL FUEL LOAD		DATE- 11 Sept 53	
OIL (ENG)		FUEL RESERVE		MISSION- Memphis	
OIL (JET)		FUEL REQUIRED		F/E- White	
CREW		OFF/OR ON LOAD FUEL		F/E-	
AMMO (50%)	See Page I	WING	See Page I	REMARKS-	
MISC		SQUADRON		See Page I	
MIN LAND WT		ACFT TYPE			
FUEL		SER NO			
BOMBS					
CHAFF					
AMMO (50%)					
TAKE OFF GR WT		FUEL FLOW			

COND	HP / OAT	$\sqrt{\frac{1}{\sigma}}$ / MP/TP	BHP / RPM	—	Δ TIME / TOTAL	Δ USED / TOT USED	Δ USED / REMAIN	GROSS WT	EAS / KNOTS	ΔDIST / TOT
RTTO						+	-	-		
					18:42	113167		216343		3797
100'/M	13000	1.255	1250		1:29	+ 5030	-	- 5030	168	271
1. DS	+5			3390	20:11	118197		211313	183	4068
					:20	+ 1000	-	- 1000	-	-
2. DS					20:31	119197		210313	-	-
					:10	+ 800	-	- 800	-	-
3. LD					20:41	119997	15297#	209513	-	-
						+	-	-		
4.							2618 Gal. Res.			
5.						+	-	-		
6.						+	-	-		
7.						+	-	-		
8.						+	-	-		
9.						+	-	-		
10						+	-	-		
11.						+	-	-		
12						+	-	-		
13.						+	-	-		
14.						+	-	-		
15.						+	-	-		
16.						+	-	-		
17						+	-	-		
18						+	-	-		
19						+	-	-		
20						+	-	-		
21						+	-	-		
22						+	-	-		
23						+	-	-		
24						+	-	-		

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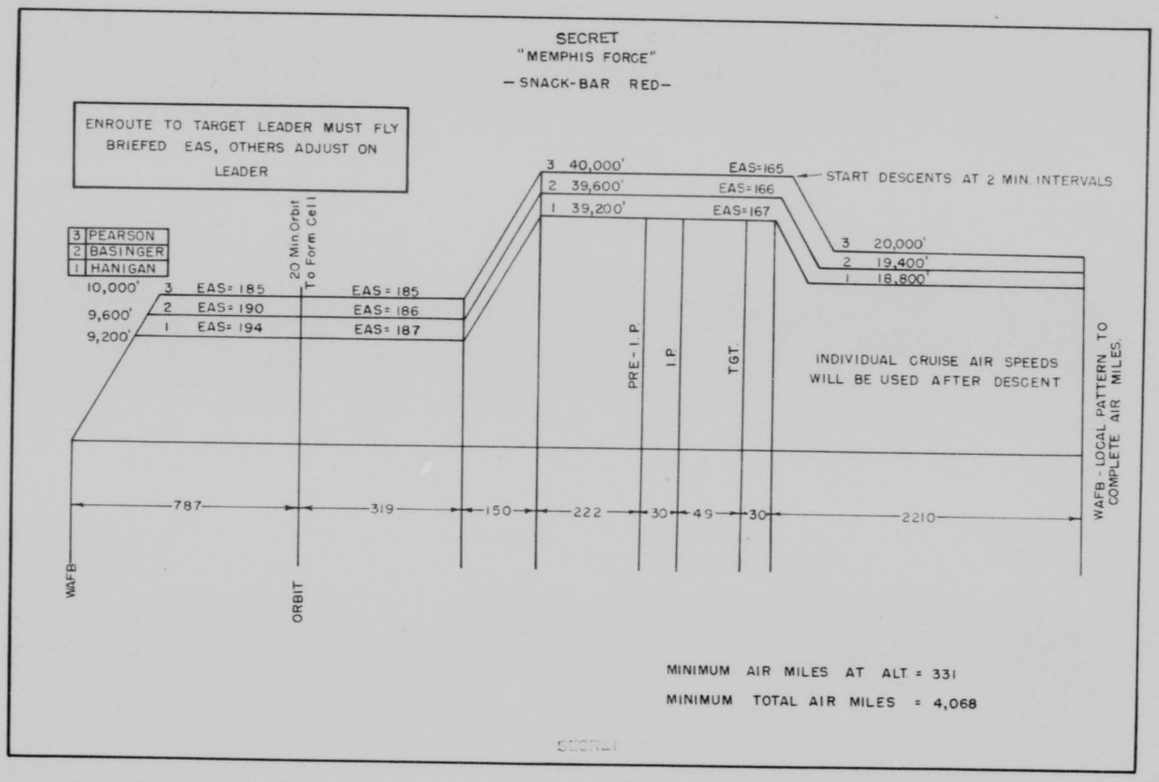

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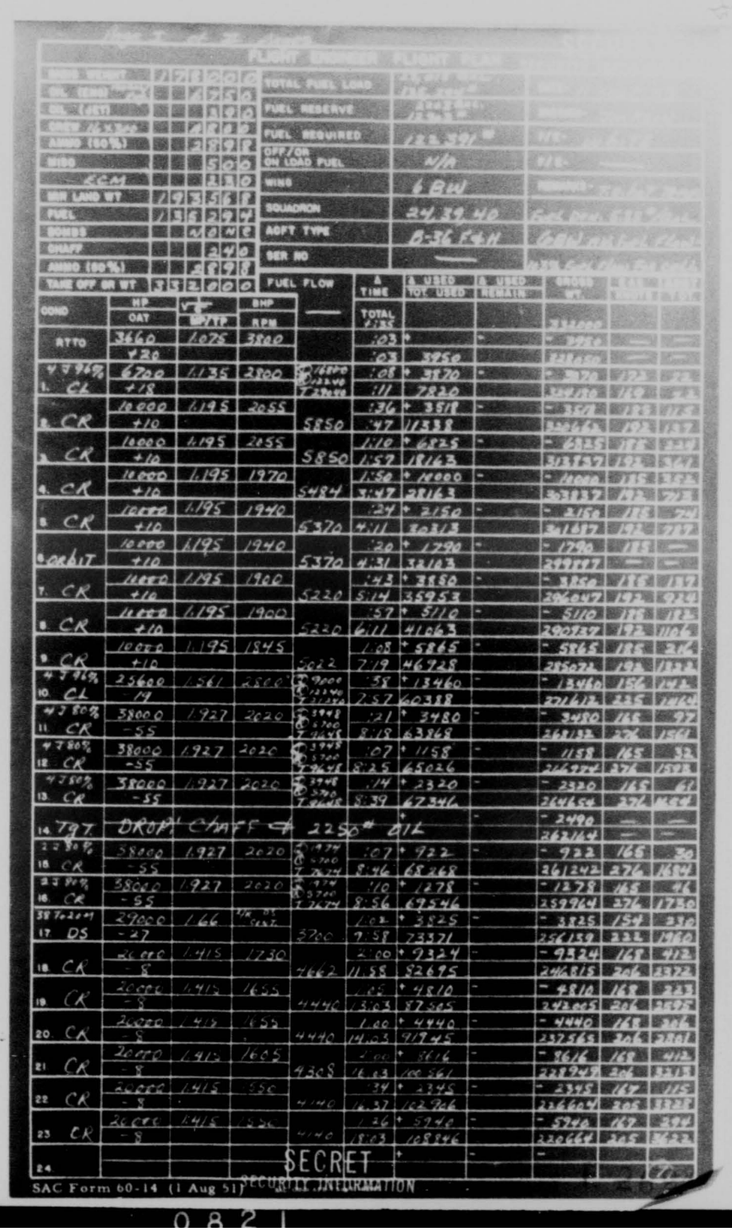

FLIGHT ENGINEER FLIGHT PLAN

TOTAL FUEL LOAD
FUEL RESERVE
FUEL REQUIRED 122,391#
OFF/ON LOAD FUEL N/A
WING 6 BW
SQUADRON 24,39,40
AC/FT TYPE B-36 F&H
SER NO

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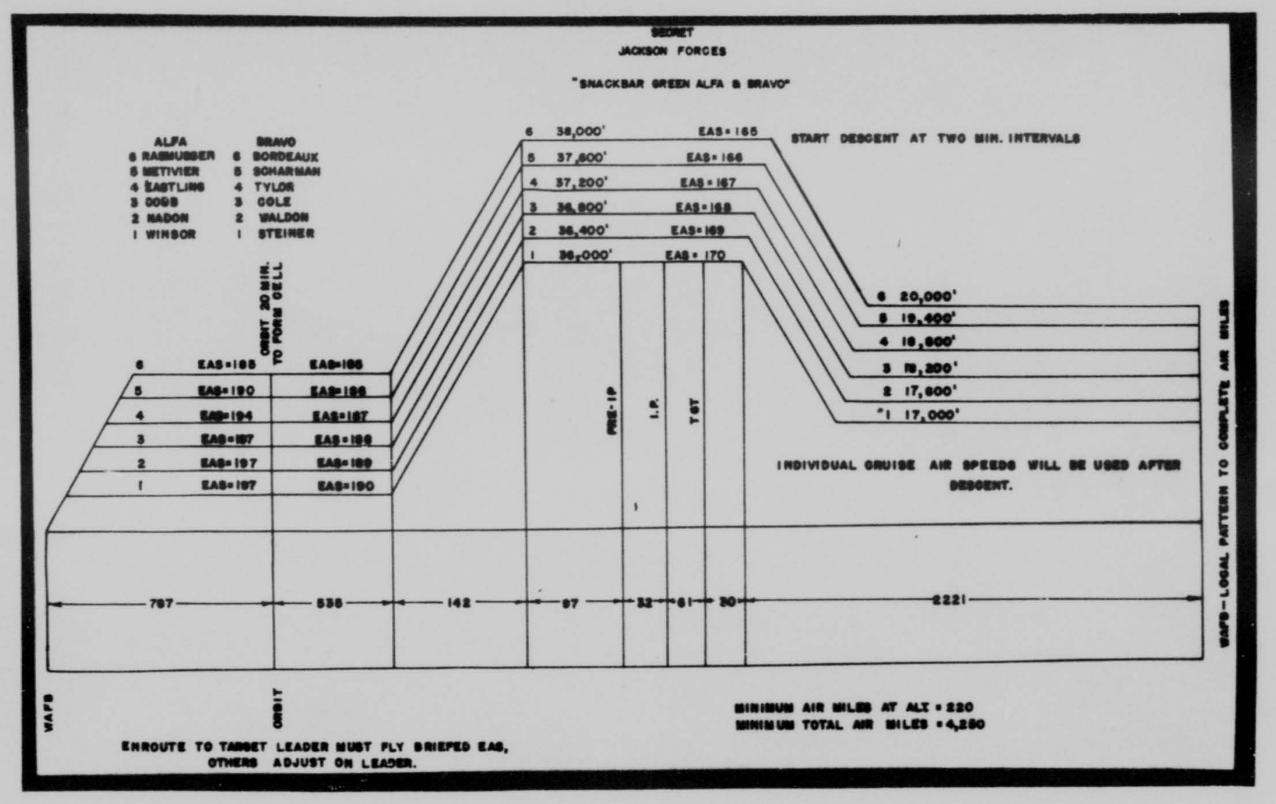

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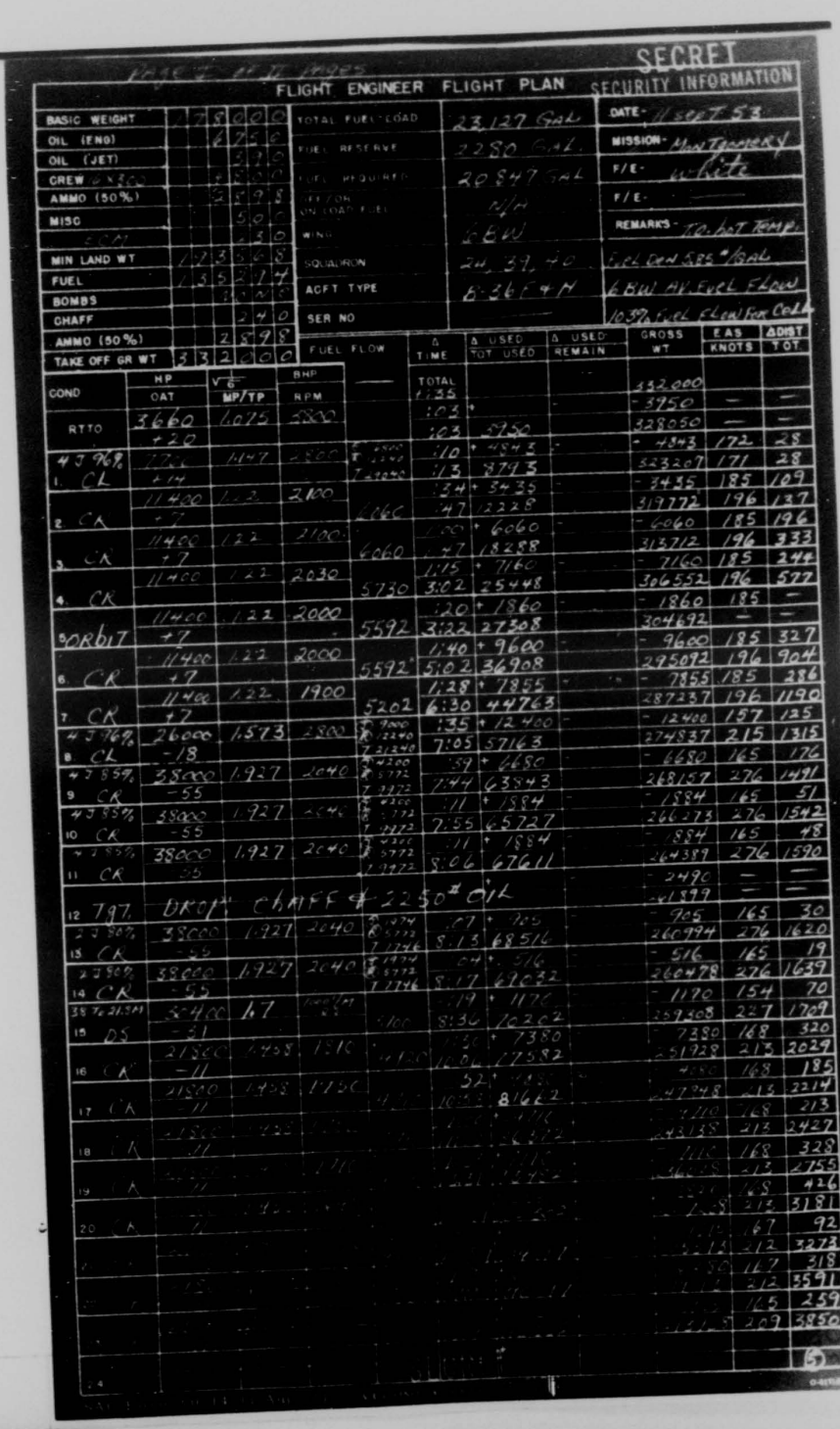

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SECURITY INFORMATION

FLIGHT ENGINEER FLIGHT PLAN

BASIC WEIGHT	178000	TOTAL FUEL LOAD	23,127 GAL
OIL (ENG)	2745	FUEL RESERVE	2280 GAL
OIL (JET)	330	FUEL REQUIRED	20847 GAL
CREW	2430	TAKE OFF ON LOAD FUEL	N/A
AMMO (50%)	2898	WIND	280
MISC	300	SQUADRON	2H 39 40
ECM	310	ACFT TYPE	B-26F+M
MIN LAND WT	178498	SER NO	
FUEL	135217		
BOMBS	000		
CHAFF	240		
AMMO (50%)	2898		
TAKE OFF GR WT	332000		

DATE- 11 SEPT 53

MISSION- Max Trackers / White

F/E-

F/E-

REMARKS- TO hot Temp. Cyl Chn 585° / GAL 6 BW AV Fuel Flow 1037 # Fuel Flow for Cell

COND	HP OAT	√θ MP/TP	BHP RPM	FUEL FLOW	Δ TIME	Δ USED TOT USED	Δ USED REMAIN	GROSS WT	EAS KNOTS	ΔDIST TOT
					TOTAL 1:35			332,000		
					:03	+	-	- 3750	—	—
RTTO	3660	1.075	2800		:03	3750		328050	—	—
	+20									
4J 96%	1700	1.147	2800	T 2500	:10	+ 4843	-	- 4843	172	28
1 CL	+14			T 2240	1:13	8793		323207	171	28
	11400	1.22	2100		:34	+ 3435	-	- 3435	185	109
2 CR	+7			1660	1:47	12228		319772	196	137
	11400	1.22	2100		:50	+ 6060	-	- 6060	185	196
3 CR	+7			6060	2:37	18288		313712	196	333
	11400	1.22	2030		1:15	+ 7160	-	- 7160	185	244
4 CR	+7			5730	3:02	25448		306552	196	577
	11400	1.22	2000		:20	+ 1860	-	- 1860	185	—
5 ORBIT	+7			5592	3:22	27308		304692	—	—
	11400	1.22	2000		1:40	+ 9600	-	- 9600	185	327
6 CR	+7			5592	5:02	36908		295092	196	904
	11400	1.22	1900		1:28	+ 7855	-	- 7855	185	286
7 CR	+7			5202	6:30	44763		287237	196	1190
4J 96%	26000	1.573	2580	T 2000 T 2240	:35	+ 12400	-	- 12400	157	125
8 CL	-18			T 2240	7:05	57163		274837	215	1315
4J 85%	38000	1.927	2040	T 4200 T 5772 T 2272	:59	+ 6680	-	- 6680	165	176
9 CR	-55				7:44	63843		268157	276	1491
4J 85%	38000	1.927	2040	T 4200 T 5772 T 2272	:11	+ 1884	-	- 1884	165	51
10 CR	-55				7:55	65727		266273	276	1542
4J 85%	38000	1.927	2040	T 4200 T 5772 T 2272	:11	+ 1884	-	- 1884	165	48
11 CR	-55				8:06	67611		264389	276	1590
								- 2490	—	—
12 797	DROP CHAFF # 2250 # OIL							261899	—	—
2J 80%	38000	1.927	2040	T 4200 T 5772 T 2246	:07	+ 905	-	- 905	165	30
13 CR	-55				8:13	68516		260794	276	1620
2J 80%	38000	1.927	2040	T 4200 T 5772 T 2246	:04	+ 516	-	- 516	165	19
14 CR	-55				8:17	69032		260478	276	1639
35% 21.5M	34400	1.7	1800	2100	:14	+ 1170	-	- 1170	154	70
15 DS	-51				8:36	70202		259308	227	1709
	21500	1.498	1910	T 4200	:32	+ 7380	-	- 7380	168	320
16 CA	-11				1:08	77582		251928	213	2029
	21500	1.498	1750		:52	+ 4800	-	- 4800	168	185
17 CA	-11				10:00	86622		247128	213	2214
								- 7110	168	213
18 CR								240018	213	2427
								- 7110	168	328
19 CA								232908	213	2755
								- 7110	168	426
20 A								225798	213	3181
								- 2490	67	92
								223308	213	3273
								- 5850	117	318
								217458	213	3591
								- 2490	165	259
								214968	209	3850
										69

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FLIGHT ENGINEER FLIGHT PLAN

BASIC WEIGHT		TOTAL FUEL LOAD		DATE-	11 SEPT 52
OIL (ENG)		FUEL RESERVE		MISSION-	Montgomery
OIL (JET)		FUEL REQUIRED		F/E-	White
CREW		OFF/OR ON LOAD FUEL	See	F/E-	
AMMO (50%)		WING	Page	REMARKS-	
MISC	Page I	SQUADRON	I	See Page	
MIN LAND WT		ACFT TYPE		I	
FUEL		SER NO			
BOMBS					
CHAFF					
AMMO (50%)					
TAKE OFF GR WT					

COND	HP / OAT	$\sqrt{\frac{1}{\theta}}$ / MP/TP	BHP / RPM	FUEL FLOW	Δ TIME / TOTAL	Δ USED / TOT. USED	Δ USED / REMAIN	GROSS WT.	EAS / KNOTS	ΔDIST / TOT.
RTTO						+	-	-		
					18:42	115552		213758		3850
100 V/M	17500	1355	1300		1:20	+ 4560	-	- 4560	168	263
1. DS	-4			3420	20:02	120112		209398	197	4113
2. DS					:20	+ 1000	-	- 1000	—	—
					20:22	121112		208398	—	—
3. LD					:10	+ 800	-	- 800	—	—
					20:32	121912	13382#	207598	—	—
4.						+	-	-		
							2280 Gal. Res.			
5.						+	-	-		
6.						+	-	-		
7.						+	-	-		
8.						+	-	-		
9.						+	-	-		
10.						+	-	-		
11.						+	-	-		
12.						+	-	-		
13.						+	-	-		
14.						+	-	-		
15.						+	-	-		
16.						+	-	-		
17.						+	-	-		
18.						+	-	-		
19.						+	-	-		
20.						+	-	-		
21.						+	-	-		
22.						+	-	-		
23.						+	-	-		
24.							-	-		

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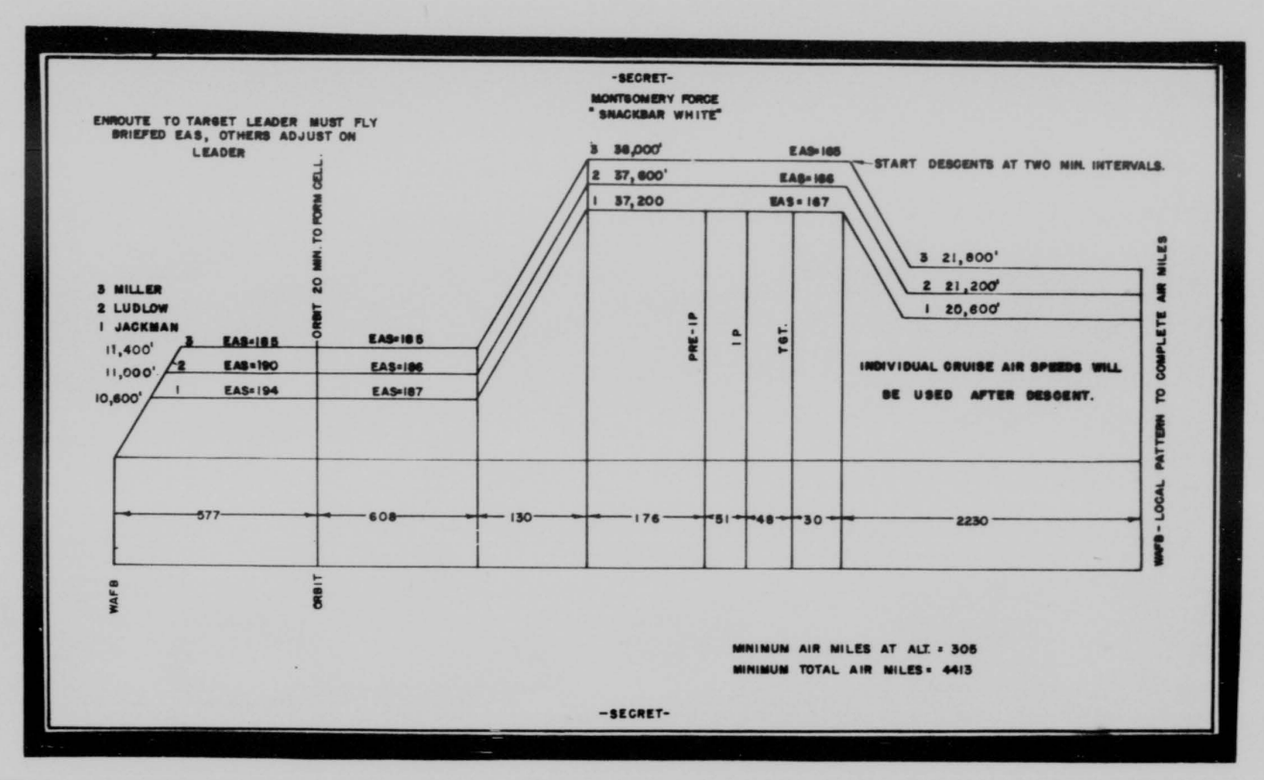

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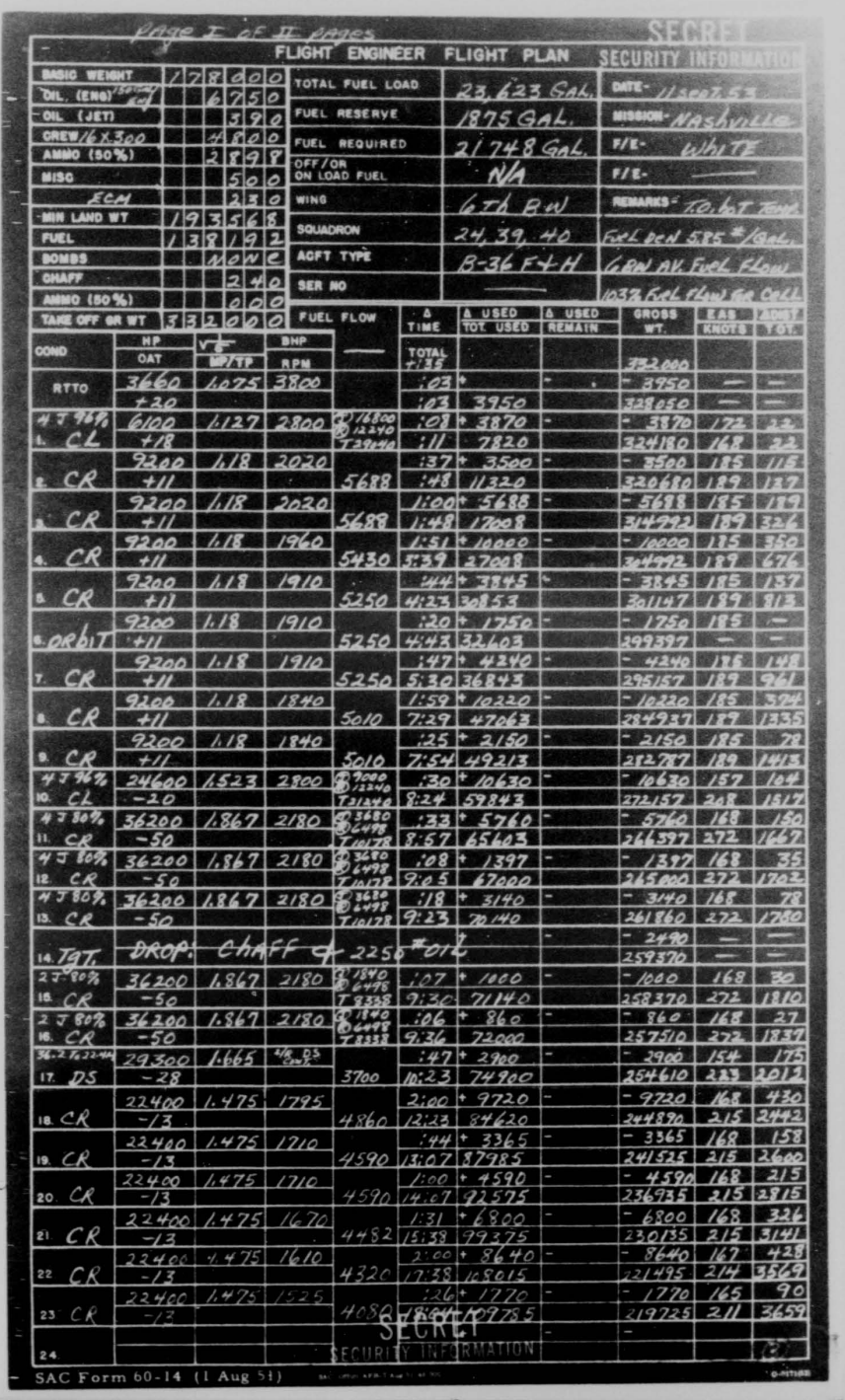

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FLIGHT ENGINEER FLIGHT PLAN

SECURITY INFORMATION

BASIC WEIGHT	178600
OIL (ENG)	6750
OIL (JET)	590
CREW/16 X 300	4800
AMMO (50%)	2898
MISC	500
ECM	230
MIN LAND WT	193568
FUEL	138192
BOMBS	None
CHAFF	240
AMMO (50%)	000
TAKE OFF GR WT	332000

TOTAL FUEL LOAD	23,623 GAL.
FUEL RESERVE	1875 GAL.
FUEL REQUIRED	21748 GAL.
OFF/OR ON LOAD FUEL	N/A
WING	6th BW
SQUADRON	24, 39, 40
ACFT TYPE	B-36 F+H
SER NO	———

DATE- 11 Dec 57 53

MISSION- Nashville

P/E- White

P/E- ———

REMARKS: T.O. b.t. Tons

Fuel den 5.85 #/Gal.

Gran Av. Fuel Flow

103% Fuel Flow for Cell

COND	HP / OAT	V / MP/TP	BNP / RPM	FUEL FLOW	Δ TIME	Δ USED TOT. USED	Δ USED REMAIN	GROSS WT.	EAS KNOTS	AGMT TOT.
					TOTAL +1:35			332000		
RTTO	3660	1.075	3800		:03	+	-	- 3950	—	—
	+20				:03	3950		328050	—	—
1. 4 J 96% CL	6100	1.127	2800	#16800 #12240 T29040	:08	+ 3870	-	- 3870	172	22
	+18				:11	7820		324180	168	22
2. CR	9200	1.18	2020	5688	:37	+ 3500	-	- 3500	185	118
	+11				:48	11320		320680	189	137
3. CR	9200	1.18	2020	5688	1:00	+ 5688	-	- 5688	185	189
	+11				1:48	17008		314992	189	324
4. CR	9200	1.18	1960	5430	1:51	+ 10000	-	- 10000	175	350
	+11				3:39	27008		304992	189	674
5. CR	9200	1.18	1910	5250	:44	+ 3845	-	- 3845	185	137
	+11				4:23	30853		301147	189	813
6. ORBIT	9200	1.18	1910	5250	:20	+ 1750	-	- 1750	185	—
	+11				4:43	32,603		299397	—	—
7. CR	9200	1.18	1910	5250	:47	+ 4240	-	- 4240	186	148
	+11				5:30	36843		295157	189	961
8. CR	9200	1.18	1840	5010	1:59	+ 10220	-	- 10220	185	394
	+11				7:29	47063		284937	189	1335
9. CR	9200	1.18	1840	5010	:25	+ 2150	-	- 2150	185	78
	+11				7:54	49213		282787	189	1413
10. 4 J 96% CL	24600	1.523	2800	#9000 #12240 T21240	:30	+ 10630	-	- 10630	157	104
	-20				8:24	59843		272157	248	1817
11. 4 J 80% CR	36200	1.867	2180	#3680 #6498 T10178	:33	+ 5760	-	- 5760	168	150
	-50				8:57	65603		266397	272	1667
12. 4 J 80% CR	36200	1.867	2180	#3680 #6498 T10178	:08	+ 1397	-	- 1397	168	35
	-50				9:05	67000		265000	272	1702
13. 4 J 80% CR	36200	1.867	2180	#3680 #6498 T10178	:18	+ 3140	-	- 3140	168	78
	-50				9:23	70140		261860	272	1780
14. TGT.	DROP: Chaff + 2250 #ord						-	- 2490	—	—
								259370	—	—
15. 2 J 80% CR	36200	1.867	2180	#1840 #6498 T8338	:07	+ 1000	-	- 1000	168	30
	-50				9:30	71140		258370	272	1810
16. 2 J 80% CR	36200	1.867	2180	#1840 #6498 T8338	:06	+ 860	-	- 860	168	27
	-50				9:36	72000		257510	272	1837
17. DS	29300	1.665	48 MP 2700	3700	:47	+ 2900	-	- 2900	154	175
	-28				10:23	74900		254610	223	2012
18. CR	22400	1.475	1795	4860	2:00	+ 9720	-	- 9720	168	430
	-13				12:23	84620		244890	215	2442
19. CR	22400	1.475	1710	4590	:44	+ 3365	-	- 3365	168	158
	-13				13:07	87985		241525	215	2600
20. CR	22400	1.475	1710	4590	1:00	+ 4590	-	- 4590	168	215
	-13				14:07	92575		236935	215	2815
21. CR	22400	1.475	1670	4482	1:31	+ 6800	-	- 6800	168	324
	-13				15:38	99275		230135	215	3141
22. CR	22400	1.475	1610	4320	2:00	+ 8640	-	- 8640	167	428
	-13				17:38	108015		221495	214	3569
23. CR	22400	1.475	1525	4080	:26	+ 1770	-	- 1770	165	90
	-13				18:04	109785		219725	211	3659
24.							-	-		

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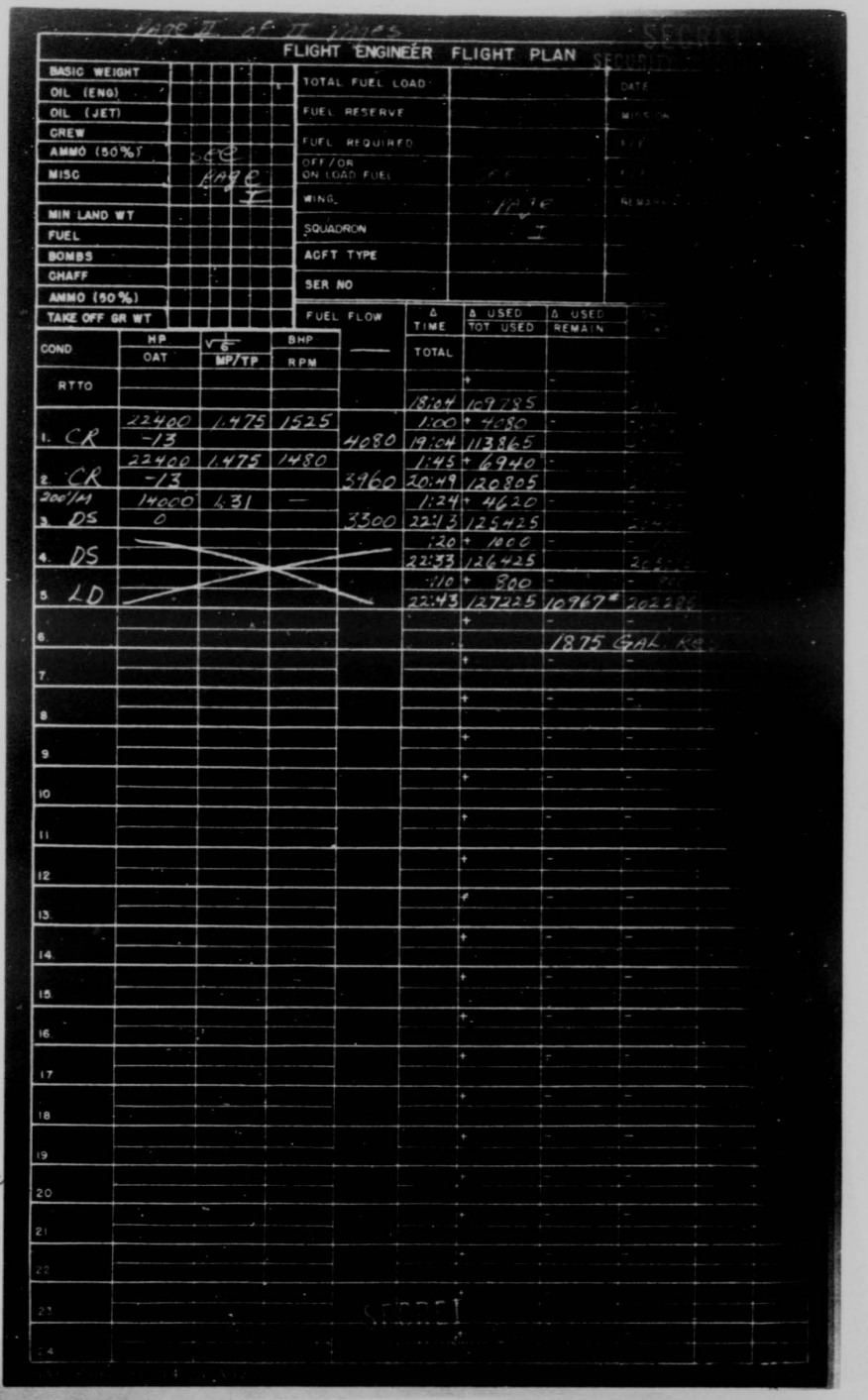

FLIGHT ENGINEER FLIGHT PLAN

BASIC WEIGHT		TOTAL FUEL LOAD	
OIL (ENG)		FUEL RESERVE	
OIL (JET)		FUEL REQUIRED	
CREW		OFF/OR ON LOAD FUEL	
AMMO (50%)		WING	
MISC		SQUADRON	
MIN LAND WT		ACFT TYPE	
FUEL		SER NO	
BOMBS			
CHAFF			
AMMO (50%)			
TAKE OFF GR WT			

DATE

COND	HP / OAT	$\sqrt{\theta}$ / MP/TP	BHP / RPM	FUEL FLOW	Δ TIME	TOTAL	Δ USED TOT USED	Δ USED REMAIN
RTTO						18:04	109785	
1. CR	22400 / -13	1.475	1525	4080	1:00	19:04	+ 4080 / 113865	
2. CR	22400 / -13	1.475	1480	3960	1:45	20:49	+ 6940 / 120805	
3. DS	200/41 14000 / 0	1.431	—	3300	1:24	22:13	+ 4620 / 125425	
4. DS					:20	22:33	+ 1000 / 126425	
5. LD					:10	22:43	+ 800 / 127225	10967#
6.								1875 GAL KS
7.								
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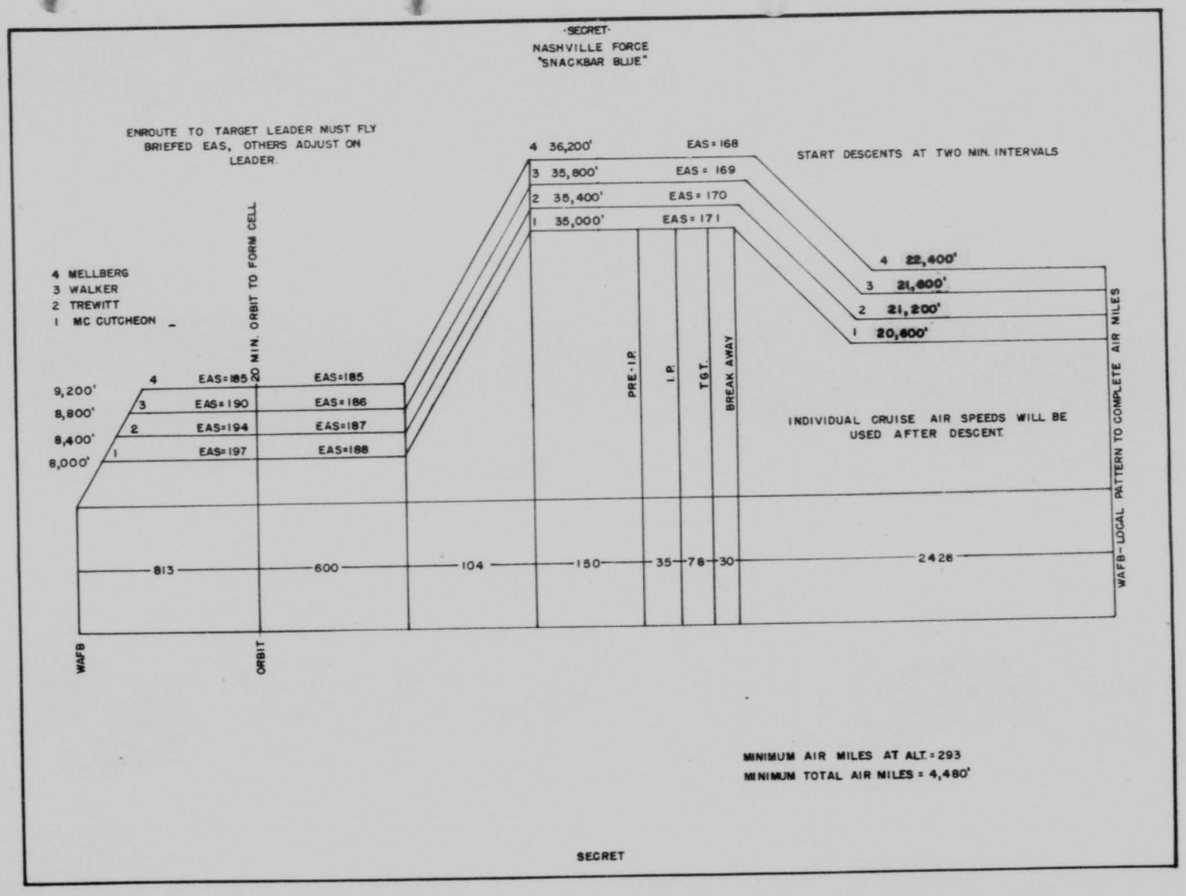

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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 11 September 1953

APPENDIX "IV"

OF

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 131-53

RADIO OPERATOR'S FLIMSY

App "IV" of Annex "B"
6th BWg Opr O 131-53
(eff 11 Sep 53)

Consists of 15 pages
Page 1 of 15 pages
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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 11 September 1953

APPENDIX "IV"

OF

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 131-53

RADIO OPERATOR'S FLIMSY

This Appendix is divided into two (2) sections; Section I covers Communications, Section II covers ECM.

SECTION I - COMMUNICATIONS:

1. VHF Communications:

a. Frequencies and Procedures:

(1) ARC-3 VHF sets will be crystallized normally with the following exceptions: Channel "A" will have simplex operation on 135.90 mcs (receiver crystal 8260 kc, transmitter crystal 7550 kc). Each aircraft will carry crystals for frequency of 133.20 mcs (receiver crystal 8080 kc, transmitter crystal 7400 kc) to be installed in "F" channel for contacting GCI Sites. VHF equipped aircraft will have to relay their messages to fighters through the ground GCI station on frequency of 133.20 mc. At least one (1) hour prior to reaching Houston, the Radio Operator will install 133.20 mc in "F" channel. At least one-hundred (100) miles prior to reaching Houston, the aircraft will call GCI (call sign "~~GCTBE~~ SHORTHORN") on 133.20 mc giving the ETA for Houston and Austin. Crystals for 120.30 mc (receiver crystal 8330.77 kc and transmitter crystal 6683.33 kc) will be installed in "H" channel after departing the Walker Air Force Base local area. This frequency of 120.30 mc will be for

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the pilot's use in contacting CAA centers. Upon return to the local area, 134.10 mc will be installed in "H" channel for use in GCA.

(2) Normal CAA and ADIZ reporting procedures are in effect and any additional CAA information will be given at the general briefing.

(3) Call sign for air to air communications will be the aircraft cell designator plus the cell position number. Example: "Snackbar blue 1, this is Snackbar blue 3, over".

2. HF Communications:

a. Frequencies and Procedures:

(1) The ART-13 transmitter will be tuned in accordance with CI #10 for take-off. The new emergency frequency of 8364 kc will be tuned in place of 8200 kc. Additional frequencies can be set up as needed in flight.

(2) The lead aircraft in each cell will be responsible for all HF tactical position reports for the aircraft in his cell as long as visual or radio contact is maintained between the aircraft in the cell. If an aircraft loses visual and radio contact with the cell he must begin individual reporting procedures. Aircraft will use individual reporting procedures from target to Walker Air Force Base. HF tactical position reports will be sent in accordance with 6th Bombardment Wing CI #25.

(3) Each aircraft will send its own B-2 Strike Report. XYAC and XZVT will be action addressees.

(4) Primary Control Station: Carswell Airways. Secondary Station: Offutt Airways - use following frequencies to contact Offutt: 2862 kc, 4724.5 kc, 6738 kc, 11228 kc, and 15016 kc. Alternates are any other AACS stations.

(5) ICAO reports will be made by each aircraft to appropriate OATC station when in their area in accordance with latest ICAO reporting procedures. A special ICAO reports flimsy will be distributed to the Radio Operator's to aid in reports to OATC.

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(6) When in cell formation, the #3 aircraft in each cell will monitor 4220 kc, HF interplane contact in case of VHF failure.

(7) If an aircraft aborts, the next aircraft in order in the cell will assume his duties.

(8) HF air to ground call sign will be the current SACDAL call sign.

b. IFF: On in normal position.

c. Emergency procedures are in ACP 140 and 135 and JANAP 300.

d. Recognition and identification will be in accordance with current JANAP 158 ( ). Recognition signal code of the day, etc, will be flashed to any fighter intercepting the bomber.

e. Communications security will be observed and except for: HF tactical position reports, B-2 Strike Reports and ICAO reports. All other messages will be encrypted and authenticated in accordance with the current air to ground code.

3. Equipment:

a. The First Radio Operator on each crew will have the following equipment aboard his aircraft on this mission.

(1) Spare tube kit and crystals necessary for mission.

(2) Current facility charts for the United States, Caribbean, and South America area.

(3) Pilot's Handbooks for East and West United States and Caribbean area.

(4) Supplementary flight information books.

4. Radio Operators Interrogation Sheets will be completed prior to landing.

SECTION II - ECM:

1. Mission:

a. To accomplish five (5) spot jamming runs on the 1280 to 1310 mc radar band "~~Encounter~~ Sound Boy" located at Walker Air Force Base. (CTS-5)

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b. To accomplish three (3) spot or record jamming against the 1280 to 1290 mc band radar site "~~Reject~~" PICKNICK located at Clathe, Kansas. (FPS-3)

c. To accomplish one (1) spot jamming run on the 1280 to 1350 mc band radar site "~~Grady~~" ROLLER SKATE located at Rapid City, South Dakota. (CPS-5)

d. To accomplish one (1) spot or record jamming run on the 1285 to 1295 mc band radar "~~Agony~~" IDAHO located at Omaha, Nebraska. (FPS-3)

e. To accomplish one (1) spot jamming run on the 1215 to 1365 mc band radar "~~Prevail~~" AGONY located at Belleville, Ill. (FPS-3)

f. To accomplish four (4) SAC Simulator runs using the ARQ-8 against the gunea pig tower at Walker Air Force Base.

g. To accomplish four (4) SAC Simulator runs using the ART-1 against the Gunea Pig Tower of Walker Air Force Base.

h. To accomplish three (3) SAC Simulator Runs using the ART-9 against the Gunea Pig Tower at Walker Air Force Base.

i. One (1) aircraft in each task force will be loaded with 17 cartons of RR-20 A/U chaff for automatic dispensing from A-6 dispensers, three (3) minutes prior to radar sites and continue until bins are empty.

j. All aircraft except those loaded for automatic dispensing will dispense random RR-20 A/U chaff with the A-7A dispenser. Dispensing will commence upon departing "H" Hour and continue until 50 NM prior to target.

2. Active Procedure:

a. All ECM operators will request their navigators notify them of the following information:

(1) Ten (10) minutes before departing "H" Hour.

(2) One (1) hour plus twenty (20) minutes (1hr 20 min) prior to reaching radar site. (See Intelligence data for radar site).

(3) Fifty (50) NM prior to target (for those aircraft that apply, see Intelligence data).

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b. Electronic Jamming:

(1) Turn on ECM Jamming equipment to "Standby" (1 hr 20 min) prior to reaching radar ground site.

(2) Search will began fifty (50) minutes prior to radar ground site.

(3) Begin jamming twenty (20) minutes prior to radar site for the type run indicated in Intelligence data.

c. Chaff Dispensing:

(1) The lead aircraft for each task force will begin three (3) minutes prior to designated radar site. Drop rate will be set at 80 lineal feet per minute and will be in ten (10) second burst with a five (5) second delay. Continue using both A-6 dispensers simultaneously until chaff is exhausted.

(2) All aircraft except those using A-6 dispensers, as indicated in (1) above, will dispense random RR-20 A/U chaff utilizing the A-7A dispenser beginning at the departure of "H" Hour and continuing until 50 NM from the target. Each drop of RR 20 A/U chaff will consist of two (2) bundles and each drop will be randomly spaced at from three (3) to seven (7) minutes intervals in accordance with the random chaff schedule.

d. Look Through:

(1) Look through should not exceed one (1) sweep of the ground radar and should be performed at odd intervals not to exceed five (5) minutes between look through.

e. Reconnaissance:

(1) Aircraft that are not scheduled to jam will monitor when other aircraft in the same task force are jamming. They will also search through the full frequency range of the equipment two (2) hours prior to target and one (1) hour after passing target.

f. Logs: Logs will be maintained by all ECM operators in accordance with SAC Regulation 100-1. ECM debriefing forms will be filled in completely prior to landing. Chaff malfunctions will also be indicated and an estimate of the amount of chaff dispensed before the malfunction occured should be entered.

g. Random Chaff Schedule: Random chaff schedules will be filled in while dropping chaff. ECM debriefing forms and random chaff schedules will be distributed at specialized briefing.

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3. Intelligence Data:

a. Green Task Forces, Alpha and Bravo -- Target Jackson, Mississippi

AL HA CREW NO	BRAVO CREW NO	ELECTRONIC							CHAFF				
		RADAR	LOCATION	FREQ MC	TRF	S/R SEC	TYPE RUN	COMMUN-ICATIONS	LOCATION OF DROP	DISTANCE	START	STOP	TYPE DROP
L-23	~~L-24~~	~~Encounter~~ SUNNY BOY	Walker AFB	1280 1310	E 600	9.5	Spot	133.20	~~Reject~~ PICKNICK	A-6	3 min prior to Rad	When Pins empty	80'/min. 10 sec burst 5 sec delay
L-16	R-15	~~Reject~~ PICKNICK	Clathe Kan	1280 1290	E 600	10	Spot or Record	133.20	Jackson Target	A-7A	Depart "H" Hr	50' prior tgt	Random 2 ea drop @ 3 to 7' intervals
L-03	R-31	Alfa	Walker AFB	80 85	Mod CW	0	SAC Simulator	143.10	Jackson Tgt	A-7A	Deprt "H" Hr	50' prior tgt	Random 2 bund ea drop @ 3 to 7' interval
L-02	R-12	Bravo	Walker AFB	150 180	Mod CW	0	SAC Simulator	143.10	Jackman Tgt	A-7A	Deprt "H" Hr	50 mi prior Tgt	Random 2 ea drop @ 3 to 7' intervals
L-26	R-28	Coca	Walker AFB	300 600	Mod CW	0	SAC Simulator	143.10	Jackson Tgt	A-7A	Deprt "H" Hr	50 mi prior tgt	Random 2 ea drop @ 3 to 7' intervals
L-01	N-07	Alfa	Walker AFB	80 85	Mod CW	0	SAC Simulator	143.10	Jackson Tgt	A-7A	Deprt "H" Hr	50 mi prior tgt	Random 2 ea drop @ 3 to 7' intervals

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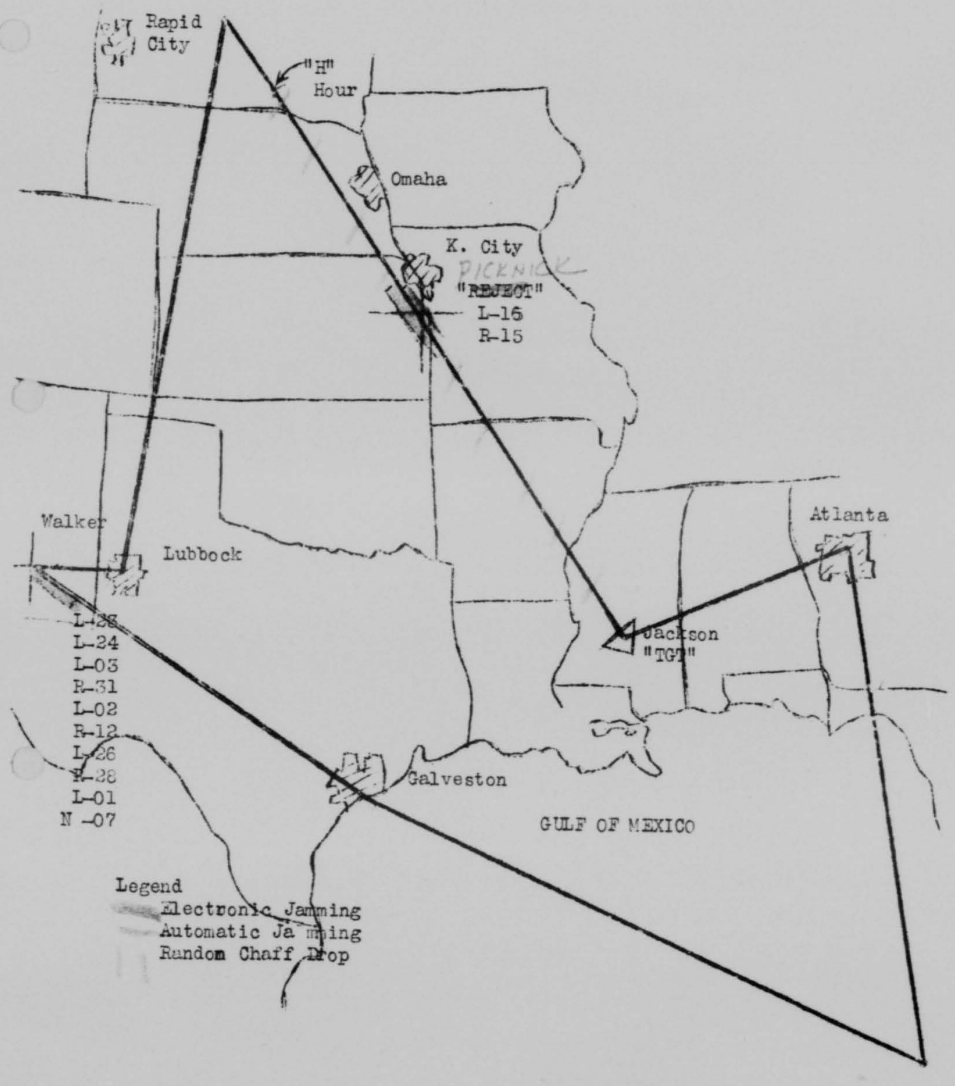
GREEN TASK FORCES
ALPHA & BRAVO



App "IV" of annex "B"
6th Bwg Opr 131-53
(eff 11 Sep 53)

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b. Blue Task Force - Target Nashville, Tenn

CREW NO	ELECTRONIC							CHAFF				
	RADAR	LOCATION	FREQ MC	PFR	S/R SEC	TYPE RUN	COMMUNI CATIONS	LOCATION OF DROP	DISPENSER	START	STOP	TYPE DROP
L-29	~~Grady~~ FOLLER SCATE	Rapid City S. Dak	1280 1350	200 600	Aprox 10	Spot	133.20	Nashville Tgt	A-7A	Depart "H" Hr	50' prior tgt	Random 2 ea drop @ 3 to 7 min intervals
L-37	~~Encounter~~ SONNY BOY	Walker AFB	1280 1310	600	9.5	Spot	133.20	~~Grady~~ FOLLER SCATE	A-6	3' prior to rad	When bin is empty	80'/min 10 sec burst, 5 sec delay
L-13	Alfa	Walker AFB	80 85	Mod CW	0	SAC Sim	143.10	Nashville Tgt	A-7A	Depart "H" Hr	50' prior to Tgt	Random 2 ea drop @ 3 to 7' interval
L-21	Bravo	Walker AFB	150 180	MOD CW	0	SAC SIM	143.10	Nashville Tgt	A-7A	Depart "H" Hr	50' prior to tgt	Random 2 ea drop @ 3 to 7' interval
L-21	~~Prevail~~ ASCOT	Bellville Ill	1215 1365	200 400	Aprox 10	Spot	133.20					

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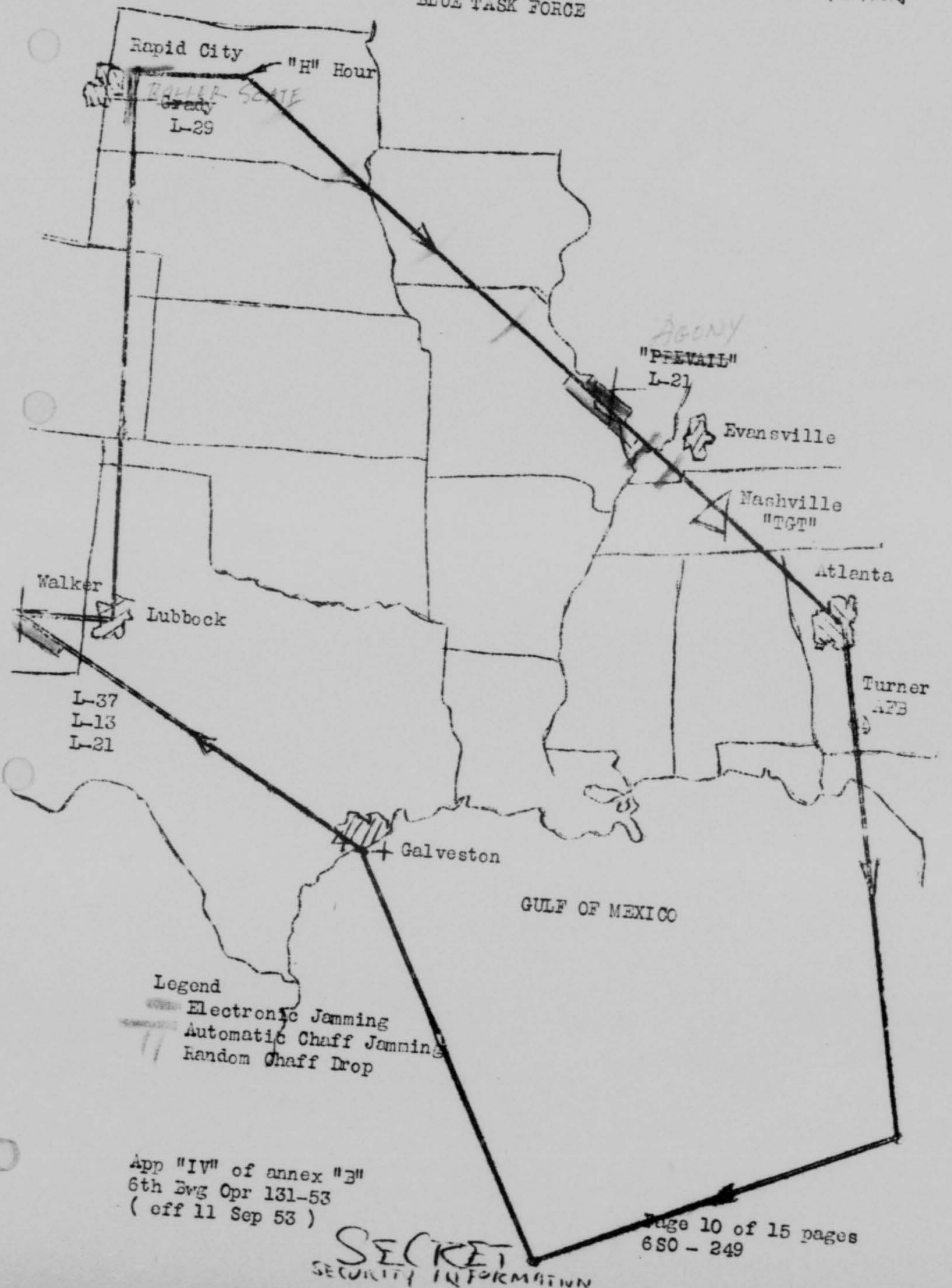
BLUE TASK FORCE



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c. White Task Force -- Target Montgomery, Ala

CREW NO	ELECTRONIC RADAR	LOCATION	FREQ MC	IFR	S/R SEC	TYPE RUN	COMMUNICATIONS	CHAFF LOCATION OF DROP	DISPENSER	START	STOP	TYPE DROP
S-20	~~Reject~~ PICKWICK	Olathe, Kan	1280 1290	E 600	10	Spot	133.20	Michael	A-6	3' pr to Michael	When bins empty	80'/min 10 sec burst 5 sec delay
L-09	Michael	Fordland, Md	1270 1295	400	15	Spot	133.20	Montgomery Tgt	A-7A	Depart "H" Hr	50' pr to tgt	Random 2 bund ea drop 3 to 7' delay
L-11	~~Encounter~~ SONNY BOY	Walker AFB	1280 1310	600	9.5	Spot	133.20	Montgomery Tgt	A-7A	Depart "H" Hr	50' pr to tgt	Random 2 bund ea drop 3 to 7' delay

d. Red Task Force -- Target Memphis, Tenn

L-04	~~Encounter~~ SONNY BOY	Walker AFB	1280 1310	600	9.5	Spot	133.20	~~Agony~~ IDAHO	A-6	3' pr to Agony	When bins empty	80'/min 10 sec burst 5 sec delay
L-22	~~Agony~~ IDAHO	Omaha, Nebr	1285 1295	E 300	9	Spot	133.20	Memphis Tgt	A-7A	Depart "H" Hr	50' pr to tgt	Random 2 bund ea drop 3 to 7' intervals
L-22	Dravo	Walker AFB	150 180	Mod CW	0	SAC Sim	143.10					
L-14	Coca	Walker AFB	300 600	Mod CW	0	SAC Sim	143.10	Memphis Tgt	A-7A	Depart "H" Hr	50' pr to tgt	Random 2 bund ea drop 3 to 7' intervals

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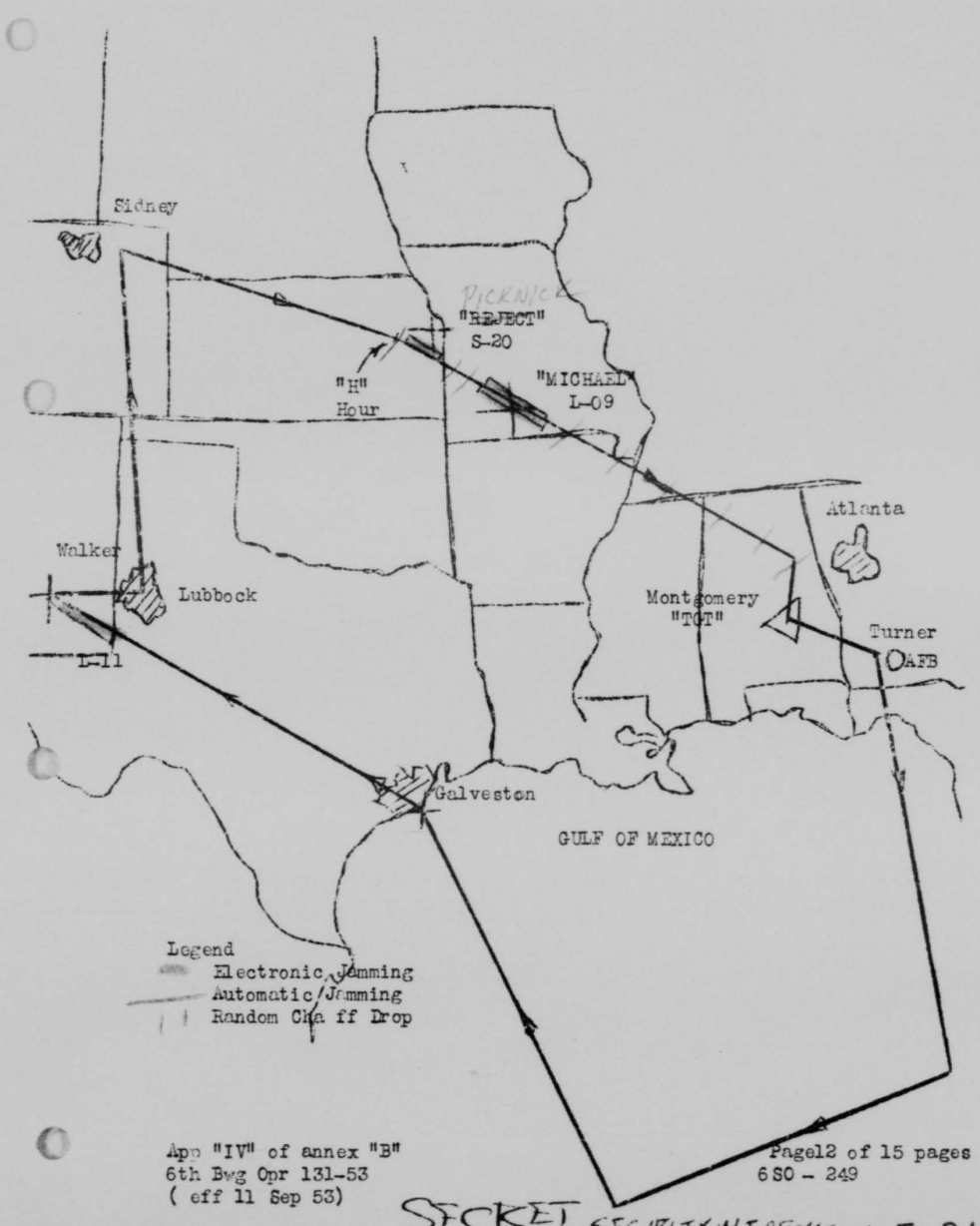

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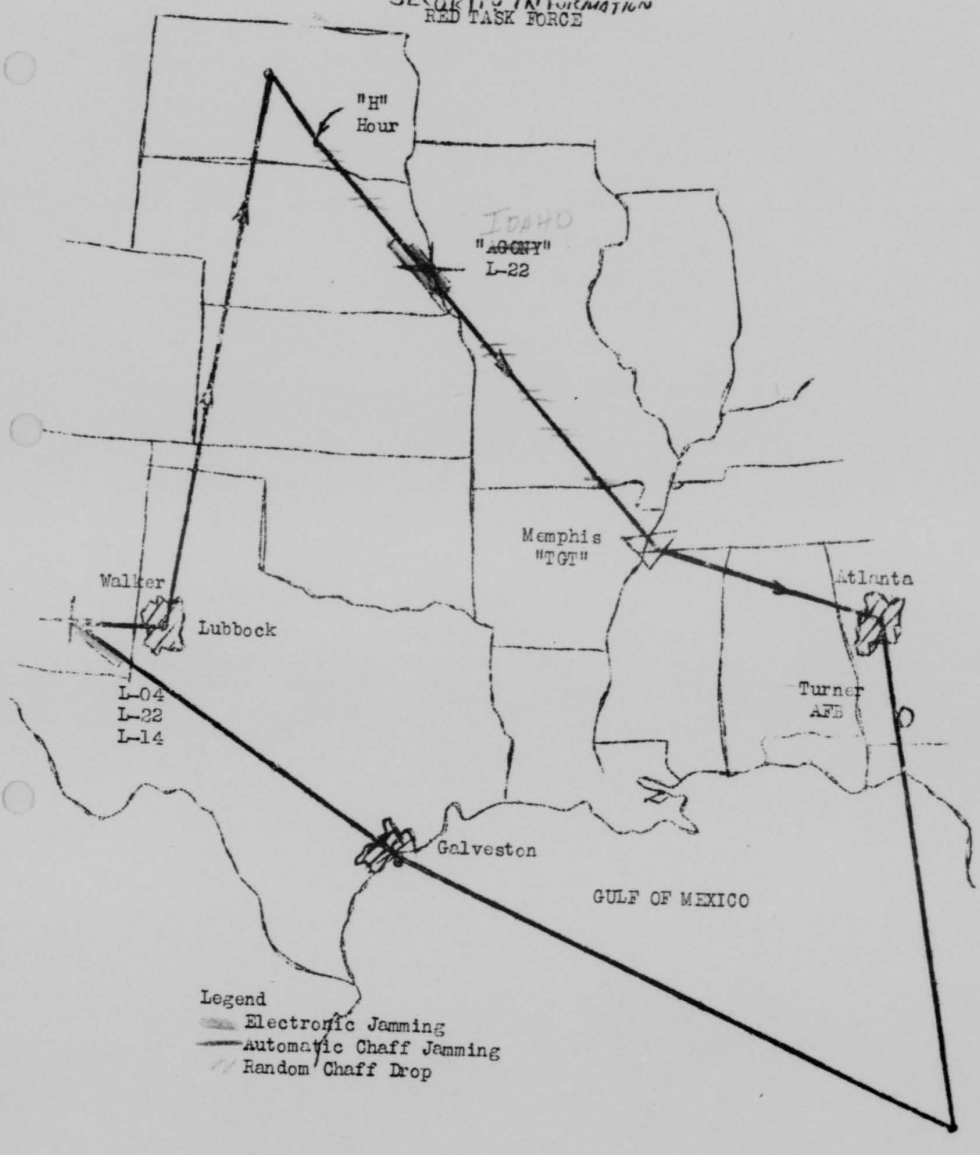
RED TASK FORCE



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ECM EQUIPMENT AND CHAFF LOADING

A/C NO.	APR-4	TN-19	TN-18	TN-17	ALA-2	APT-5	PP-104	APT-9 RANGE	A-6	A-7A	Quantity RR 20A/U	APA-11	ARQ-8	APT-1	AM-33	AN-18
L-23	x	x			x	x	x	"C"	x		17 Ctn.	x				
L-24	x	x			x	x	x	"C"	x		17 Ctn.					
L-16	x	x			x	x	x	"C"		x	1 Ctn.					
R-15	x	x			x	x	x	"C"		x	1 Ctn.					
L-03	x	x		x	x					x	1 Ctn.		x		x	
R-31	x	x		x	x					x	1 Ctn.		x		x	
L-02	x	x		x	x					x	1 Ctn.			x		x
R-12	x	x		x	x					x	1 Ctn.			x		x
L-26	x	x	x		x			"A"		x	1 Ctn.					
R-28	x	x	x		x			"A"		x	1 Ctn.					
L-01	x	x		x	x					x	1 Ctn.		x		x	
N-07	x	x		x	x					x	1 Ctn.		x		x	
L-29	x	x			x	x	x	"C"		x	1 Ctn.					
L-37	x	x			x	x	x	"C"	x		17 Ctn.	x				
L-13	x	x		x	x					x	1 Ctn.		x		x	
L-21	x	x		x	x	x	x			x	1 Ctn.			x		x
R-20	x	x			x	x	x	"C"	x		17 Ctn.					
L-09	x	x			x	x	x	"C"		x	1 Ctn.					
L-11	x	x			x	x	x	"C"		x	1 Ctn.					
L-04	x	x			x	x	x	"C"	x		17 Ctn.	x				
L-22	x	x		x	x	x	x	"C"		x	1 Ctn.			x		x
L-14	x	x	x		x			"A"		x	1 Ctn.					
Sp.#1	x	x			x			"C"		x	1 Ctn.					
Sp.#2	x	x			x			"C"		x	1 Ctn.					
Sp.#3	x	x			x			"C"		x	1 Ctn.					
Sp.#4	x	x			x			"C"		x	1 Ctn.					
Sp.#5	x	x			x			"C"		x	1 Ctn.					
TOTAL	27	27	3	9	27	12	12	19	5	22	107	3	5	4	5	4

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ANTENNAS

Antennas	A/C Carrying ARQ- 8	A/C Carrying APT - 1	A/C Carrying APT - 9	A/C Carrying APT - 5
	AT-161 in "G" pos	AT-190 in "A","B" "E &"F"	AT-184 in "G","C" & "D"	AT-165 in "G","C" "D","E" "F"
	AT-190 in "A", "B"	AT-165 in "C"&"D"	AT-165 in "E", "F"	
	AT-165 in "C" & "D"			
Balun	CU-64 in "A" & "B"	CU-64 in "A", "B" T- "C" &"D"		

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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 11 September 1953

APPENDIX "V"

OF

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO 131-53

GUNNERS FLIMSY

App "V" of Annex "D"
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Walker Air Force Base
Roswell, New Mexico
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APPENDIX "V"

OF

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 131-53

GUNNERS FLIMSY

1. This mission will include fighter interception for the purpose of camera gunnery training for gunnery crew members.

a. Fighter interception will be made by F-84 type fighters from Bergstrom Air Force Base, Austin, Texas. Interception may be expected at any point along the route between Galveston, Texas and Buchanan Lake, Texas. Goatee GCI will control the fighter aircraft and vector them to the bombers.

b. Target dimension dials will be preset at 37 feet, the nearest setting to the wing span of the F-84 type fighter aircraft.

c. Film will be exposed at fighter only when all of the below listed conditions exist:

(1) Fighter aircraft is in a guns-bearing phase of curve of pursuit, making a realistic attack at the bomber.

(2) Fighter aircraft is not more than 1000 yards from the bomber.

(3) Fighter aircraft is not less than 200 yards from the bomber.

d. Film will not be exposed at fighter when any one of the below listed conditions exist:

(1) Fighter aircraft is out of range (more than 1000 yards from bomber).

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(2) Fighter aircraft is nearer than 200 yards to the bomber.

(3) Fighter aircraft is in the break-away phase of attack.

(4) Fighter is flying formation or escort tactics with the bomber.

e. Fighter aircraft will be given the proper light signals by use of Aldis Lamps and colored lens covers, i.e.

(1) Blinking white light to indicate to the fighter pilot that gun camera safety check has been completed.

(2) A steady green light to indicate to fighter pilot that bomber crew is ready for attacks to begin.

(3) A blinking green light to indicate to fighter pilot that bomber making a turn and that he should suspend attacks until turn is completed.

(4) A steady red light to indicate to the fighter pilot that he is to terminate attacks - no further attacks desired.

f. Gun camera will be set at 32 frames per second with the aperature slide set at 32H, no filter. If lighting condition is extremely bright, one (1) sun shade will be used.

g. Each senior gunner will check out a minimum of twelve (12) loaded A6 magazines from his squadron gunnery officer, to be equally divided among the six (6) gunnery crew members required to expose film.

h. Exposed gun camera film and completed 6th Bombardment Wing Forms 373 (in triplicate) will be turned in to the gunnery representative at interrogation.

2. All turrets, except those on aircraft scheduled for Nashville force, will be loaded to capacity with a combat load of TF 99 ammunition. The Nashville Force will be loaded with 50% of a combat load of ammunition. No air-to-air firing is scheduled for this mission.

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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
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ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO 131-53

SPECIAL WEAPONS

Annex "D"
6th BWg Opr O 131-53
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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
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ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO 131-53

SPECIAL WEAPONS

1. General Situation: USAF has directed that an Aviation Squadron will be exercised in support of the 6th Bombardment Wing Unit Readiness Test.

2. Mission: To simulate CAS assembly operations at a forward base utilizing an Aviation Squadron. The scope of the operations will include delivery of weapons to the aircraft, loading, post-loading test, bomb commander pre-take-off check, and simulated IFI-IFE operation.

3. Tasks for supporting units:

a. 509th Aviation Squadron:

(1) Process six (6) MK VI training weapons as follows:

(a) Prior to the execution of this operations order, training weapons will be placed in a non-ready configuration.

1. Fuses in AX cans.

2. Bombs on M-1 dollies.

3. Radars canned.

4. Detonators boxed and detonator plugs installed.

5. Detonator cables secured.

6. Batteries in uncharged condition.

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7. Packaging and dessicant requirements for long time storage may be disregarded.

(b) Perform CAS assembly operation as required to meet the bomb loading schedule.

(c) MK 2 power supplies will be used to maximum extent available, with MK 1 power supplies receiving next priority. In the event insufficient training batteries are available, shorting plugs will be utilized.

(d) Assembly data:

1. Radar fusing.

2. MC-8 setting: 2.3 seconds.

3. Battery charging: normal.

(2) Provide tech monitors for post loading tests.

b. 812th Supply Squadron:

(1) Deliver and load six (6) MK VI training weapons, with dummy or simulated capsules, in 6th Bombardment Wing aircraft in accordance with SAC Regulation 136-6, 5 December 1952.

c. 6th A & E Squadron:

(1) Perform T-23, Aircraft Wiring Check, prior to loading of six (6) designated aircraft.

(2) Perform T-21A, Post Loading Test, of the six (6) MK VI training weapons after loading.

(3) Provide supervisions for each loading.

x. General Instructions:

(1) A time study will be kept on each weapon to include:

(a) Start battery charging.

(b) Start assembly.

(c) Complete assembly.

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(d) Start aircraft loading.

(e) Complete FLT.

(2) The weapons will be loaded according to the following schedule:

(a) Weapons 1 and 2 in designated aircraft at 0815 MST, 18 September 1953.

(b) Weapons 3 and 4 in designated aircraft at 0915 MST, 18 September 1953.

(c) Weapons 5 and 6 in designated aircraft at 1016 MST, 18 September 1953.

(d) Aircraft will be designated prior to loading time.

(3) Battery charging will be started as required to meet the above loading schedule.

(4) If lack of spares preclude replacement of defective components during assembly, appropriate entry will be made on the Weapons Summary Sheet and weapons delivered to the aircraft.

(5) IFI-IFE operations will be accomplished according to the following schedule:

(a) Crew L-01 on weapon 1 as soon as FLT complete.

(b) Crew L-13 on weapon 2 as soon as FLT complete.

(c) Crew L-21 on weapon 3 as soon as FLT complete.

(d) Crew L-02 on weapon 4 as soon as FLT complete.

(e) Crew L-14 on weapon 5 as soon as FLT complete.

(f) Crew L-22 on weapon 6 as soon as FLT complete.

(g) Primary IFI operator will do IFI, secondary IFI operator will do IFE.

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(6) Personnel participating will be briefed to insure maximum security for this operation.

(7) Weapons will be off loaded as soon as practicable after IFI-IFE operation.

W K MARTIN
Colonel, USAF
Commander

OFFICIAL:

JAMES A RILEY
Captain, USAF
Ass't Spec Wpns Off

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#17
Comdr 6Bw

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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 21 September 1953

OPERATIONS ORDER

SERIAL NO 132-53

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Appendix "III"	Flight Engineer's Flimsy
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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
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OPERATIONS ORDER

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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 21 September 1953

SECRET
AUTH: COMDR 6BW
DATE: 18 Sep 53
NAME:

OPERATIONS ORDER

SERIAL NO 132-53

OPERATIONS ORDER NO 132-53

CHART OR MAP REFERENCES: As Required

TASK ORGANIZATIONS:

24th Bombardment Squadron, Heavy	Lt Col M. A. Cobeaga
39th Bombardment Squadron, Heavy	Lt Col F. N. Yochem Jr
40th Bombardment Squadron, Heavy	Lt Col W. L. Crowley

1. General Situation: A requirement exists to test the ability of the 6th Bombardment Wing to dispatch two (2) maximum effort missions within a five (5) calendar day period and complete the requirements established by USAF for the Unit Readiness Test.

a. Enemy Forces: None

b. Friendly Forces: 3903rd Radar Bomb Scoring Group.

2. Mission: The 6th Bombardment Wing will, on "E" Day dispatch twenty-one (21) combat crews and aircraft on a mission to accomplish radar and visual scored bomb runs, air to air gunnery, and SAC Simulated ECM runs. This will be the second of the two (2) missions specified in paragraph 1 above.

3. Tasks for Subordinate Units:

a. 24th Bombardment Squadron, Heavy:

(1) Dispatch seven (7) combat crews and aircraft.

(2) Maintain one (1) ground spare aircraft.

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b. 39th Bombardment Squadron, Heavy:

(1) Dispatch seven (7) combat crews and aircraft.

(2) Maintain one (1) ground spare aircraft.

c. 40th Bombardment Squadron, Heavy:

(1) Dispatch seven (7) combat crews and aircraft.

(2) Maintain one (1) ground spare aircraft.

x. General Instructions:

(1) "E"-Day: 23 September 1953.

(2) Force Requirements: Twenty-one (21) combat crews and B-36 type aircraft.

(3) Route and altitudes: Appendix "II", Observers Flimsy.

(4) Bombing information: Appendix "II", Observers Flimsy.

(5) Flying Safety will be emphasized on phases of this mission.

(6) Gas Load: Appendix "III", Flight Engineer's Flimsy.

(7) Ammunition: Full combat load.

(8) Bomb Load: One (1) 500 lb sand filled bomb.

(9) ECM: Appendix "IV", Radio Operator's Flimsy.

(10) Cameras: Vertical and radar scope cameras will be installed in all aircraft.

(11) Gunnery: Air to Air gunnery will be accomplished by a minimum of 10 aircraft.

(12) Security:

(a) The aircraft commander will insure that adequate security is maintained on his aircraft and classified material for the duration of this mission.

(b) In the event aircraft land at other than home station, the aircraft commander will be responsible for the security of his aircraft. If necessary

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to service or perform maintenance on aircraft carrying classified material at other than SAC bases, it may be accomplished by personnel not cleared in accordance with SAC requirements, provided they are accompanied by crew personnel or SAC Security Police.

(14) Briefing:

(a) General Briefing: 1300 MST, 22 September 1953, Wing Briefing Room, Building 1036.

(b) Specialized Briefing: To be announced at General Briefing.

(c) Pre-take-off Briefing: Three (3) hours prior to first aircraft take-off time in each Task Force at Wing Briefing Room, Building 1036.

(15) Interrogation: At Wing Briefing Room, Building 1036, immediately after landing.

(16) Critique: To be announce later. Both missions specified in paragraph 1 above will be critiqued together.

(17) Reports: As required in Eighth Air Force Operations Order 131-53.

4. Administrative and Logistical Matters: Normal procedures will apply.

5. Command and Communications:

a. Command and Command Posts:

(1) Commander, Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas.

(2) Commander, 47th Air Division, Walker Air Force Base, Roswell, New Mexico.

(3) Commander, 6th Bombardment Wing, Walker Air Force Base, Roswell, New Mexico.

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b. Communications: Appendix "IV", Radio Operators Flimsy.

W K MARTIN
Colonel, USAF
Commander

ATTACHMENTS:
Appendix "I" Pilot's Flimsy
Appendix "II" Observers Flimsy
Appendix "III" Flight Engineer's Flimsy
Appendix "IV" Radio Operator's Flimsy
Appendix "V" Gunner's Flimsy

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Comdr, 40th BS	(2)	Copy 26 thru 27
Comdr, 6AFS	(1)	Copy 28
Comdr, 6FMS	(1)	Copy 29
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6DM	(2)	Copy 59 thru 60
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TOTAL	(62)	

6DO will make distribution to participating crews.

OFFICIAL:

ROY C CROMPTON
Lt Col, USAF
Director of Operations

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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 21 September 1953

APPENDIX "I"

TO

OPERATIONS ORDER

SERIAL NO 132-53

PILOT'S FLIMSY

Appendix "I"
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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 21 September 1953

APPENDIX "I"

TO

OPERATIONS ORDER

SERIAL NO 132-53

PILOT'S FLIMSY

1. This mission will consist of two (2) task forces flying in bomber stream with each aircraft accomplishing requirments specified in paragraph 2, Operations Order, with the following exception: The 1st task force only will accomplish air/air gunnery.

2. Take-off Plan: See Inclosure "I" of Appendix "I".

3. Abort Procedure: In the event an aircraft aborts and has to deviate from briefed route he will obtain a new flight plan through the nearest CAA Control Center on 120.3 or through the nearest CAA Radio Station.

4. Recommended Emergency Air Fields: Tinker Air Force Base, Carsweill Air Force Base, Kelley Air Force Base, and Walker Air Force Base.

5. Highest Terrain Enroute: El Capitan mountain, 10,205 feet, 70 miles West of Roswell.

6. Lights: Aircraft position and warning lights will be on during hours of darkness.

7. Flight Plan:

a. Turn in completed Form 175 and loading lists at Pre-take-off briefing.

b. Clearance IFR block altitude.

8. CAA Reporting Procedures:

a. Each aircraft repor to Snackbar Control after take-off.

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b. From take-off at Walker Air Force Base until landing, the task force leader and last aircraft only will make CAA calls. The task force leader will, when making CAA reports, give the call sign of all aircraft in his task force, ie: This is "Dinner Tail Red 1" reporting for "Red 2", "Red 3", etc, followed by required information. The last aircraft in task force will give only his call sign and will inform CAA that he is the last aircraft in the bomber stream.

c. All CAA Calls will be made using call sign as designated on Inclosure "I", Appendix "I". Simplex "A" will be utilized on this mission; therefore, the word "Simplex" must be announced on each initial call to CAA stations.

d. Compulsory Reporting Points:

(1) Dinner Tail Red Task Force:

(a) Midland, Texas.

(b) Wichita Falls, Texas.

(c) Ardmore, Okla.

(d) Fort Worth, Texas.

(e) Lufkin, Texas.

(f) Lafayette, La.

(g) Normal ICAO procedure will apply over the Gulf of Mexico.

(h) Brownsville, Texas.

(i) San Antonio, Texas.

(j) San Angelo, Texas.

(k) Lubbock, Texas.

(2) Dinner Tail Green Task Force:

(a) Clarendon, Texas.

(b) Oklahoma City, Okla.

(c) Joplin, Mo.

(d) Fort Smith, Ark.

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(e) Fort Worth, Texas.

(f) Lufkin, Texas.

(g) Lafayette, La.

(h) Galveston, Texas.

(i) Corpus Christie, Texas.

(j) Laredo, Texas.

(k) Midland, Texas.

(l) Lubbock, Texas.

9. VHF Communications:

a. All aircraft will monitor "A" Channel (135.90) for entire mission, except to contact RBS site, gunnery range, and Midland Bombing Range (See Radio Operator's Flimsy). For any interplane conversation, aircraft will use "E" Channel.

b. SAC Daily Additive for this mission will be: Dinner Tail Red 2684, Dinner Tail Green 6861.

c. Recall Word for this mission will be "Hillbilly".

d. Special emphasis will be placed on security. No true serial number, aircraft type, bombardment wing, or equipment used will be given out.

10. Personal Equipment: As required for high altitude. "Dinner Pail Red" Task Force will carry over water equipment. E-1 Kits will not be carried.

11. Entire mission will be flown using pressure altitude.

12. If weather precludes firing over the Gulf of Mexico, aircraft will fire on the Matagorda Gunnery Range. An SOP outlining procedure to be followed will be distributed at briefing.

1 Incl
Pilot's Take-Off
Schedule

E 2628

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SECURITY INFORMATION

INCLOSURE "I" OF APPENDIX "I" TO OPERATIONS ORDER 132-53

"DINNER TAIL RED" TASK FORCE

0600 MST - X Hour

E-Day - 23 September 1953

A/C	INTERFLAND & CAA CALL SIGN	TAIL NO	ADDITIVE CALL	1ST ALTITUDE	2ND ALTITUDE	TAKE-OFF TIME
Melberg *	Dinner Tail Red 1			35,000 feet	20,000 feet	X + 00
Rasmussen	Dinner Tail Red 2			35,000 feet	21,000 feet	X + 15
Steiner	Dinner Tail Red 3			35,000 feet	20,000 feet	X + 30
Miller	Dinner Tail Red 4			35,000 feet	21,000 feet	X + 45
Mc Cutcheon	Dinner Tail Red 5			35,000 feet	20,000 feet	X + 1:00
Cobb	Dinner Tail Red 6			35,000 feet	21,000 feet	X + 1:15
Cole	Dinner Tail Red 7			35,000 feet	20,000 feet	X + 1:30
Trewitt	Dinner Tail Red 8			35,000 feet	21,000 feet	X + 1:45
Basinger	Dinner Tail Red 9			35,000 feet	20,000 feet	X + 2:00
Hanigan	Dinner Tail Red 10			35,000 feet	21,000 feet	X + 2:15
Winsor	Dinner Tail Red 11			35,000 feet	20,000 feet	X + 2:30

* Task Force Commander:

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"DINNER TAIL GREEN" TASK FORCE

2200 MST - X Hour

E-Day - 23 September 1953

A/C	INTERPLANE & CAA CALL SIGN	TAIL NO	ADDITIVE CALL	1ST ALTITUDE	2ND ALTITUDE	TAKE-OFF TIME
Nadon *	Dinner Tail Green 1			15,000 feet	35,000 feet	X + 00
Ludlow	Dinner Tail Green 2			15,000 feet	35,000 feet	X + 15
Eastling	Dinner Tail Green 3			15,000 feet	35,000 feet	X + 30
Walker	Dinner Tail Green 4			15,000 feet	35,000 feet	X + 45
Jackman	Dinner Tail Green 5			15,000 feet	35,000 feet	X + 1:00
Pearson	Dinner Tail Green 6			15,000 feet	35,000 feet	X + 1:15
Metivier	Dinner Tail Green 7			15,000 feet	35,000 feet	X + 1:30
BEDEAUX ~~Scherman~~	Dinner Tail Green 8			15,000 feet	35,000 feet	X + 1:45
Taylor	Dinner Tail Green 9			15,000 feet	35,000 feet	X + 2:00
Waldon	Dinner Tail Green 10			15,000 feet	35,000 feet	X + 2:15

* Task Force Commander

Inclosure "I" of Appendix "I"
6th DWG Opr O 132-53
(eff 21 Sep 53)

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SECURITY INFORMATION

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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 21 September 1953

APPENDIX "II"

TO

OPERATIONS ORDER

SERIAL NO 132-53

OBSERVER'S FLIMSY

Appendix "II"
6th BWg Opr O 132-53
(eff 21 Sep 53)

Consists of 7 pages
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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 21 September 1953

APPENDIX "II"

TO

OPERATIONS ORDER

SERIAL NO 132-53

OBSERVER'S FLIMSY

This Appendix is divided into two (2) sections: Section I - Radar, Section II - Navigation.

SECTION I - RADAR

1. For bombing information see page 6 of Observers Flimsy and individual folders.

2. Emergency Radar Techniques:

a. In the event of limited operations of the radar equipment, the priorities for use will be as follows:

(1) First Priority:

(a) To insure a successful bombing approach.

(2) Second Priority:

(a) As an aid to navigation.

b. Fuse check lists and emergency bomb run procedures as outlined in SAC Manual 50-13 will be utilized.

c. In-flight maintenance procedures for "K" Equipment will be in accordance with Air Force Manual 101-4 and Sperry Gyroscope Company "K" System Trouble Shooting Manual.

3. Photography:

a. Radar scope and/or visual (vertical) photography will be taken of each turning point.

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b. O-15, Y-3, and Vertical Photography will be taken on bomb runs in accordance with SAC Manual 50-13.

c. The Radar Observer will insure that all existing SOP's on securing this photography are complied with, and further insure that the camera doors are opened before pictures are taken.

d. Vertical Photography of the bomb impact and RBS run will be accomplished.

(1) The B-7, Vertical Camera Intervalometer will have the following settings.

(a) The Mode Selector Switch:

"Night Recon and Bomb Spotting Position".

(b) ATF Dial: Correct ATF.

e. The Vertical Bomb Spotting Camera will be tilted 5 degrees to the rear of aircraft.

f. The following camera equipment will be installed and operating:

(1) O-15 Camera and two (2) magazines.

(2) Y-3 and one (1) magazine and Vertical Bomb Spotting Camera with one (1) magazine.

g. Camera repair personnel will meet aircraft at completion of mission to pick up all camera magazines and logs. Camera logs will be completed in <u>full</u> before delivery to camera repair representative.

4. All runs will be record runs.

5. For routes, altitudes, air speeds, and navigation check points, see Navigator's Flight Plan.

6. Radar Observers will monitor approach and landing phases of mission in accordance with 6th Bombardment Wing Regulation 55-15, Supplement XXXV, dated 1 April 1953.

7. <u>U-2 Release</u>:

a. The Radar Observers will perform a functional inspection of the pneumatic release system in accordance with 6th Bombardment Wing Operations Policy Number 41, dated 12 August 1953.

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b. Any malfunction of U-2 release encountered will be reported in accordance with SAC Letter 136-5, dated December 1953.

8. Method of Bombing:

a. Fort Worth: Primary - Radar Direct with offset checking.

b. Midland #21: Primary - Visual Direct.

9. The Sharkey System of predetermined check points will be employed by all crews of this command. In the event of radar jamming or radar malfunctions, bomb releases will be effected utilizing the best available Sharkey information consistant with emergency procedures.

a. Recommended Sharkey Check Reference Points:

(1) Fort Worth Bomb Runs

(a) Van Alstyne - 33° - 26' N
96° - 35' W

(b) Lewisville -- 33° - 03' N
97° - 00' W

(2) Midland Bomb Runs

(a) Mc Camey - 31° - 08' N
102° - 13' W

(b) Crane - 31° - 24' N
102° - 21' W

b. Radar may be used as an aid to establish track, synchronization and aiming point identification. Full offset capabilities of equipment will be used.

c. Crews will insure that aircraft passes directly over IP on the correct axis of attack for the target.

10. Method of Scoring:

a. RBS Run will be scored by RBS procedures.

b. Actual Bomb release will be scored by:

Primary: Triangulation
Secondary: Vertical Photography

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c. All radar film and logs will be forwarded to Detachment 1, 8 ITS, Ellsworth Air Force Base after camera scoring by the 6th Bombardment Wing Target Intelligence Section.

11. Completion of the following forms is imperative:

a. Bombing Flight Record, SAC Form 31.

b. Radar Scope Photo Log, 8th Air Force Form 46.

c. Y-3 Camera Log, 6th Bombardment Wing Form 460.

d. Vertical Bomb Spotting Log, 6th Bombardment Form 446.

e. In-Flight Maintenance Forms, IFM-1 and/or IFM-2.

f. Radar Observers Interrogation Form, 6th Bombardment Wing Form 265.

g. Navigation Log, Air Force Form 21.

12. All logs, charts, and forms will be turned in at interrogation except Camera Logs.

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TARGET INFORMATION

CREW	PNT II	TC TO IP	DIST TO IP	IP	TARGET	AXIS OF ATTACK	DIST	BOMB ALT	TGT ELEV	OFFSET VALUES	BOMB LOAD
All Crews	Bonhan 33-35 N 96-10 W	224°	32NM	McKinney 33-12 N 96-37 W	Ft Worth Delta 32-43-37.78N 97-22-01.72W	233°	47NM	35000 IA	640'	19,152 N 25,141 W	Simulated Ballistic Tables for AN-65 Al (Shack Bombing tables) will be utilized
All Crews	Ft Stockton 30-53 N 102-53 W	050°	39NM	Mt Peak 31-19 N 102-18W	Midland Target "21" 31-30-12 N 102-02-11 W	050°	18TM	35000 IA	2550'	None	one (1) 500 lb AN-M43, AMM-64, or AN-64 Al Sand Filled

OFFSET INFO:

Ft Worth - NE corner of convair hangar
32-46-44 N
97-26-57 W

Midland - None

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Appendix "II"
6th BWg Opr O 132-53
(eff 21 Sep 53)

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SECTION II - NAVIGATION

1. For altitudes, Air Speeds and routes, see attached flight plan.

2. Any accomplishments completed toward 50-8 minimums will be in accordance with SAC Regulation 51-11.

3. No 50-8 accomplishments will be attempted that will jeopardize the completion of this mission.

4. All logs, charts and forms will be turned in at interrogation.

1 Incl
Navigator's Flight
Plans

E 2628

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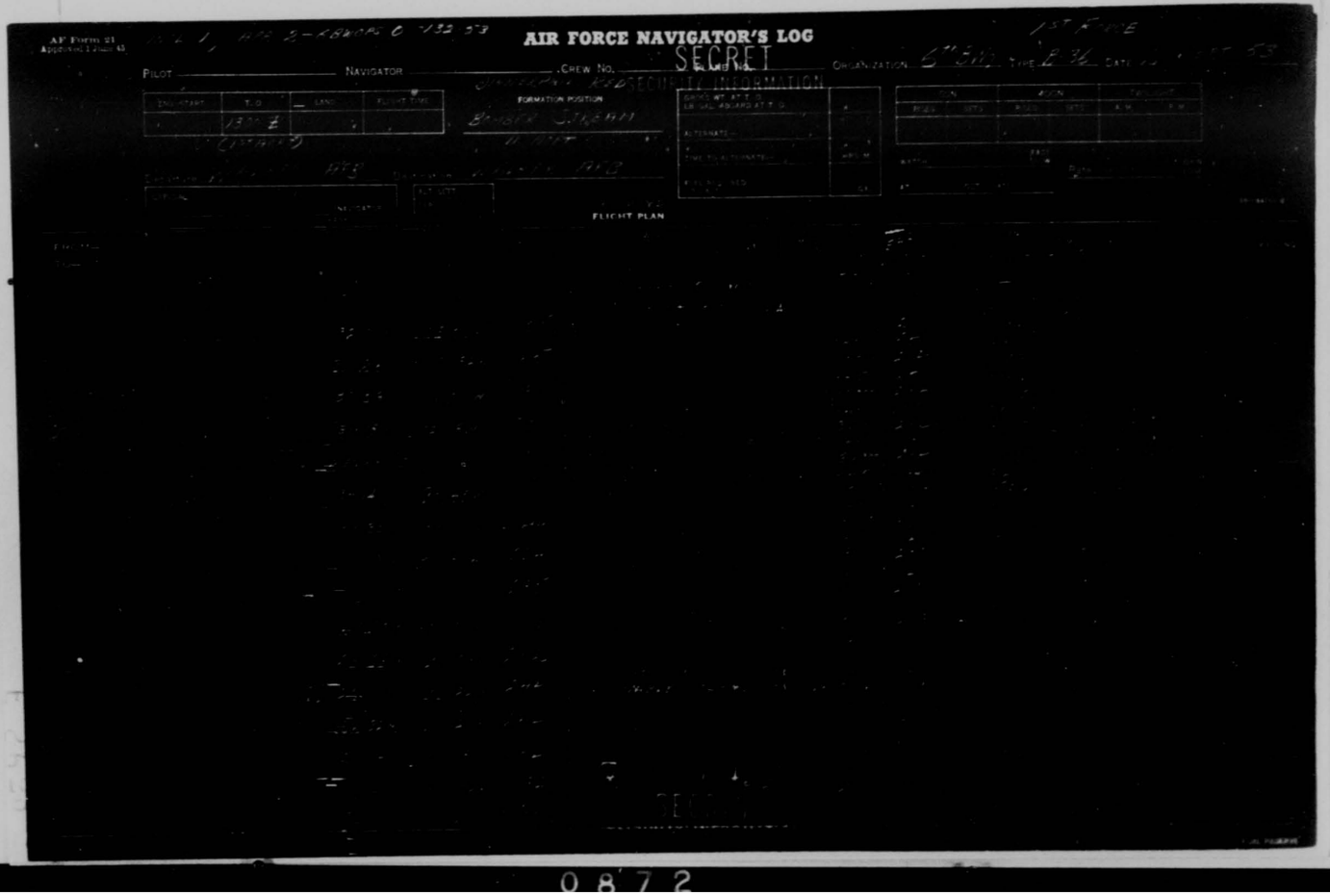

AF Form 21
Approved 1 June 45

AIR FORCE NAVIGATOR'S LOG

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SECURITY INFORMATION

PILOT _____ NAVIGATOR _____ CREW NO. _____ PLANE NO. _____ ORGANIZATION 6th BW TYPE B-36 DATE [illegible]

ENG. START	T.O.	LAND	FLIGHT TIME
	1300 Z		

FORMATION POSITION

BOMBER STREAM

FLIGHT PLAN

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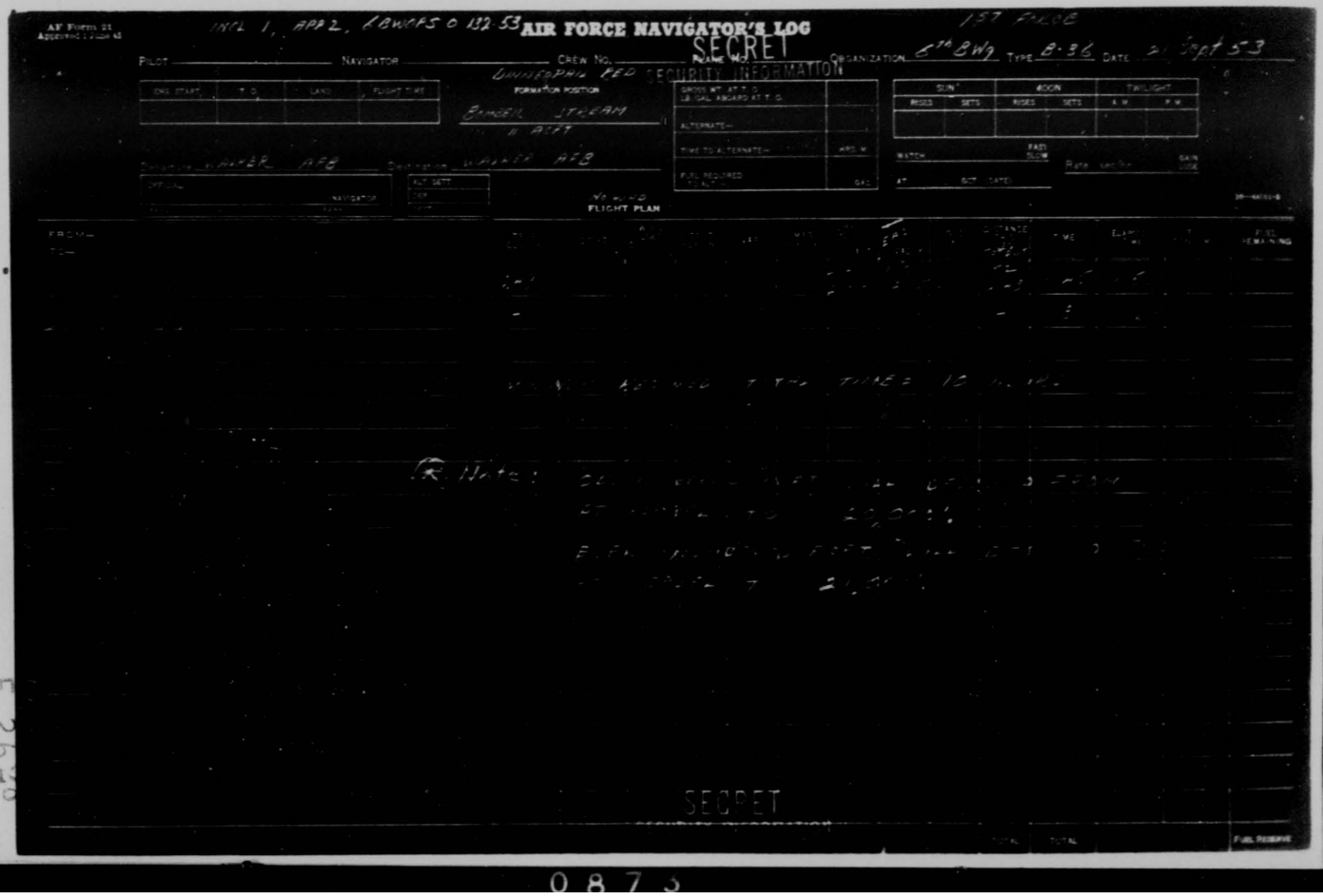

AF Form 31
Approved [illegible]

INCL 1, APP 2, LOWPS 0 132-53 **AIR FORCE NAVIGATOR'S LOG** 1ST FLOB

SECRET

PILOT _____ NAVIGATOR _____ CREW NO. _____ NAME NO. _____ ORGANIZATION 8th BWg TYPE B-36 DATE 21 Sept 53

UNAUTHORIZED SECURITY INFORMATION

ENG. START	T.O.	LAND	FLIGHT TIME

FORMATION POSITION: Bomber Stream 4 Acft

Carswell AFB — Carswell AFB

GROSS WT. AT T.O. / LOAD ABOARD AT T.O.	
ALTERNATE—	
TIME TO ALTERNATE—	HRS. M.
FUEL REQUIRED (T.O.)	GAL.

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A.M.	P.M.

WATCH _____ FAST / SLOW _____ Rate (min/hr) _____ GAIN / LOSE _____

AT _____ GCT (DATE) _____

OFF (T.O.) _____ NAVIGATOR _____ ALT. SETT. _____ TAS _____

Yr Hq'd FLIGHT PLAN

| FROM | TO | ALT. | MH | MC | DIST. | TAS | ETE | ETA | ACTUAL TIME | | | | |

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AF Form 21
Approved 1 June 45

INCL 1, APP 2, 6BW OPS O 132-53

AIR FORCE NAVIGATOR'S LOG

2ND TASK FORCE

SECRET

PILOT _____ NAVIGATOR _____ CREW NO. _____ PLANE NO. _____ ORGANIZATION 6th BWg TYPE B-36 DATE 21 SEPT 53

DINNERPAIL GREEN SECURITY INFORMATION

ENG. START	T. O.	LAND	FLIGHT TIME

FORMATION POSITION: BOMBER STREAM

GROSS WT. AT T. O. LB./GAL. ABOARD AT T. O.

ALTERNATE—

TIME TO ALTERNATE— HRS. M

FUEL REQUIRED TO ALT— GAL

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

WATCH _____ FAST SLOW

AT _____ GCT (DATE)

Rate sec/hr GAIN LOSE

Departure WALKER AFB Destination WALKER AFB

OFFICIAL _____ NAVIGATOR

NAME _____ RANK

ALT. SETT. DEP. DEST.

NO WIND

FLIGHT PLAN

FROM—
TO—

	33-28	[illegible]							48	169		26				
									10500	174		46	09	12		
	33-2	96-08W							41	158		43				
									5000	201		458	2	2 21		
	31	94-45W								203		529	21	2 42		
	36-00N	13-[illegible]W	[illegible]						.45	164			23	3 [illegible]		
									35000	229						
	33-35N	96-11W	229						.45	162			50	3 55		
									35000	257						
	33-07N	96-37W	[illegible]						.45	162		31				
									35000	259						
			235						.45	162						
									35000	259						
										158						
										251						
			314													
			236													

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FUEL RESERVE

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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 21 September 1953

APPENDIX "III"

TO

OPERATIONS ORDER

SERIAL NO 132-53

FLIGHT ENGINEER'S FLIMSY

Appendix "III"
6th BWg Opr O 132-53
(eff 21 Sep 53)

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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 21 September 1953

APPENDIX "III"

TO

OPERATIONS ORDER

SERIAL NO 132-53

FLIGHT ENGINEER'S FLIMSY

1. Aircraft Loading: See Inclosed Flight Plans.

2. The inclosed flight plans may be used by each crew flight engineer for this mission, except odd numbers on DINNERTAIL RED - See note on Engineer's Flight Plan.

3. Fuel load - 17,620 gallons.

4. Completed flight logs and inclosed flight plan will be turned in at mission interrogation.

5. All take-off data will be computed by each crew engineer for aircraft assigned.

1 Incl
Engineer's Flight
Plan

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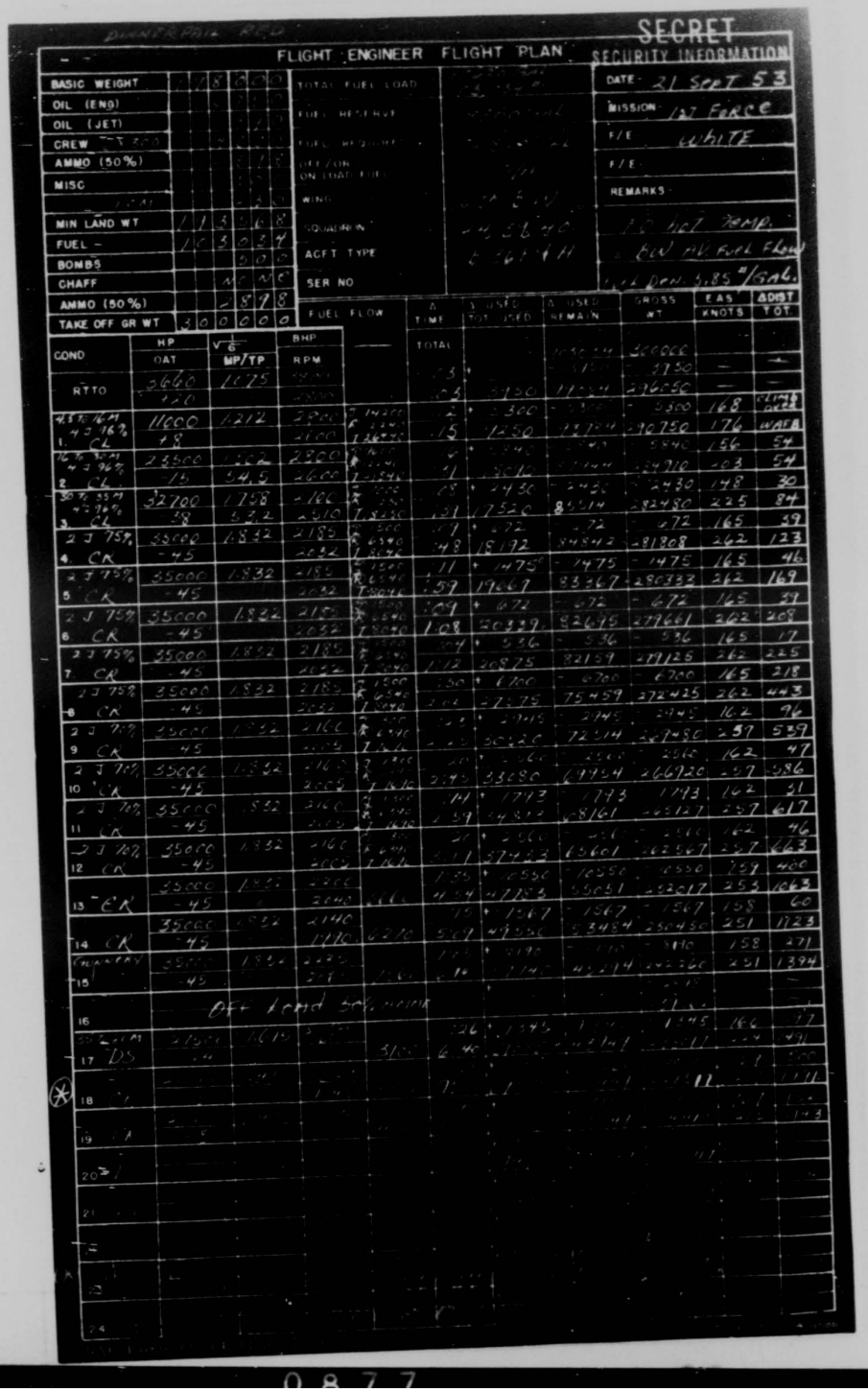

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FLIGHT ENGINEER FLIGHT PLAN

DATE 21 SEPT 53
MISSION 127 FERCE
F/E WHITE
F/E
REMARKS

BASIC WEIGHT	118600
OIL (ENG)	
OIL (JET)	
CREW	
AMMO (50%)	
MISC	
MIN LAND WT	113168
FUEL	163054
BOMBS	5000
CHAFF	NC NC
AMMO (50%)	28178
TAKE OFF GR WT	300000

TOTAL FUEL LOAD
FUEL RESERVE
FUEL REQUIRED
WEIGHT ON LOAD FIG
WING
SQUADRON
ACFT TYPE
SER NO

COND	HP OAT	√θ MP/TP	BHP RPM	FUEL FLOW	Δ TIME TOTAL	Δ USED TOT USED	Δ USED REMAIN	GROSS WT	EAS KNOTS	ADJST TOT
RTTO	3660 120	1075	2500 2500		3 03	3150	112504	236650	—	—
1 CL	11600 18	1212	2500 2100		2 15	1250	13754	90750	168 176	CLIMB WAER
2 CL	23500 -15	1262	2800 2600		4 01	3612	5144	84910	203	54
3 CL	32700 -18	1288	2610 2610		18 131	2430 1520	2430 85514	82480	148 225	30 84
4 CR	35000 -45	1832	2182 2032		107 48	672 18192	672 84842	81808	165 262	59 123
5 CR	35000 -45	1832	2182 2032		11 59	1475 19667	1475 83367	80333	165 262	46 169
6 CR	35000 -45	1832	2182 2032		109 108	672 50329	672 82619	77661	165 262	57 208
7 CR	35000 -45	1832	2182 2032		4 112	536 20875	536 82139	77125	165 262	17 225
8 CR	35000 -45	1832	2182 2032		150 212	6700 27575	6700 75459	70425	165 262	218 443
9 CR	35000 -45	1832	2182 2032		23	2945	2945	67480	162 257	96 539
10 CR	35000 -45	1832	2182 2032		20	2560	2560	64920	162 257	47 586
11 CR	35000 -45	1832	2182 2032		141 59	1713 4812	1713 8161	63207	162 257	51 637
12 CR	35000 -45	1832	2182 2032		21	2560	2560	60647	162 257	46 683
13 CR	35000 -45	1832	2182 2040		4	4556	4556	56091	257	400
14 CR	35000 -45	1832	2182 2040		19	1967	1967	54124	257	1663
15									158 251	60 1723
16	Off load 50K								158	471
17 DS									251	1394
18										
19										
20										
21										
22										
23										
24										

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DINER PAIL GREEN

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SECURITY INFORMATION

FLIGHT ENGINEER FLIGHT PLAN

BASIC WEIGHT	178000	TOTAL FUEL LOAD	17620 GAL 103034 #
OIL (ENG)	6750	FUEL RESERVE	5450 GAL.
OIL (JET)	370	FUEL REQUIRED	12170 Gal.
CREW 16 X 200	4800	OFF/OR ON LOAD FUEL	N/A
AMMO (80%)	28978	WING	6th B.W.
MISC	500	SQUADRON	24, 39, 40
ECM	230	AC/FT TYPE	B-36 F+H
MIN LAND WT	193568	SER NO	—
FUEL	103034		
BOMBS	500		
CHAFF	NONE		
AMMO (80%)	28978		
TAKE OFF OR WT	300000		

DATE- 21 SEPT 53
MISSION- 2 W/ Force
P/E- WHITE
P/E- —
REMARKS- Gill Case For
Turrets out - To Hot
Tech - 6 Bbl Alt. Gal Flow
Fuel Dens 5.85 #/Gal.

COND	HP / OAT	VF / TAT	BHP / RPM	FUEL FLOW	Δ TIME	Δ USED TOT. USED	Δ USED REMAIN	GROSS WT.	KAS KNOTS	ABOUT T.O.
					TOTAL		103034	300000		
RTTO	3660 / +20	1.075	3800 / 2800		:03	+	- 3950	- 3950	—	—
1. CL	10500 / +8	1.20	2800 / 2600	15560 12340 27300	:03	3950	99084	296050	—	—
2. CR	15000 / +1	1.30	1905 / 1880	5250	:09	+ 4170	- 4170	- 4170	167	26
3. CR	15000 / +1	1.30	1870 / 1880	5100	:42	8120	94914	291880	174	26
4. CL	23200 / -15	1.492	2900 / 2600	9600 22340 27340	1:30	+ 7875	- 7875	- 7875	178	301
5. CL	32700 / -38	1.758	2700 / 2510	7000 11250 27250	1:42	15995	87039	284005	201	327
6. CR	35000 / -45	1.832	2160	1300 6390 27690	:39	+ 3320	- 3320	- 3320	178	131
7. CR	35000 / -45	1.832	2160	1300 6390 27690	2:21	19315	83719	280685	201	458
8. CR	35000 / -45	1.832	2160	1300 6340 27690	:15	+ 5460	- 5460	- 5460	183	49
9. CR	35000 / -45	1.832	2160		2:36	24775	78259	275225	198	507
10. CR	35000 / -45	1.832	2200 / 2240	6660	:06	+ 1825	- 1825	- 1825	147	22
11. CR	35000 / -45	1.832	2240	7050	2:42	26600	76434	273400	224	529
12. CR	35000 / -45	1.832	2100	6060	:23	+ 2945	- 2945	- 2945	162	97
13. CR	35000 / -45	1.832	2100	6060	3:05	29545	72489	270455	257	626
14. CR	35000 / -45	1.832	1985	5550	:50	+ 6400	- 6400	- 6400	162	212
15. CR	35000 / -45	1.832	1985	5550	3:55	35745	67089	264055	257	838
16. DS	26500 / -19	1.59	¼ DS / —	3150	:08	+ 1025	- 1025	- 1025	162	31
17. DS	15000 / +1	1.30	¼ DS / —	3000	4:03	36970	66064	263030	257	869
18. DS	— / —	—	1550	3000	:11	+ 1410	- 1410	- 1410	182	46
19. ZD	— / —	—	—	20 #/H	4:14	38380	64654	261620	257	915
20.					1:09	+ 7660	- 7660	- 7660	158	287
21.					5:23	46040	56994	253960	251	1202
22.					1:00	+ 7050	- 7050	- 7050	158	251
23.					6:23	53090	49944	246710	251	1453
24.					:32	+ 3215	- 3215	- 3215	158	131
					6:55	56305	46729	243675	251	1584
					1:14	+ 7480	- 7480	- 7480	158	308
					8:09	63785	39249	236215	251	1892
					:10	+ 925	- 925	- 925	158	39
					8:19	64710	38324	235290	251	1931
					:04	+ 370	- 370	- 370	158	17
					8:23	65080	37954	234920	251	1948
					:48	+ 2520	- 2520	- 2520	150	166
					9:11	67600	35434	232400	207	2114
					:34	+ 1700	- 1700	- 1700	170	107
					7:45	69300	33734	230700	191	2221
					:20	+ 1000	- 1000	- 1000	—	—
					10:05	70300	32734	229700	—	—
					:10	+ 800	- 800	- 800	—	—
					10:15	71100	31934	228900	—	—
						+	-			
							5450 Gal. Res			
						+	-			
						+	-			
						+	-			
						+	-			
						+	-			

SECRET
SECURITY INFORMATION

SAC Form 60-14 (1 Aug 51)

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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 21 September 1953

APPENDIX "IV"

TO

OPERATIONS ORDER

SERIAL NO 132-53

RADIO OPERATORS FLIMSY

Appendix "IV"
6th BWg Opr O 132-53
(eff 21 Sep 53)

Consists of 12 pages
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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 21 September 1953

APPENDIX "IV"

TO

OPERATIONS ORDER

SERIAL NO 132-53

RADIO OPERATORS FLIMSY

This Appendix is in two (2) sections: Section "I" - Communications and Section "II" - ECM.

SECTION "I" - COMMUNICATIONS

1. VHF Communications:

a. Frequencies and Procedures:

(1) ARC-3 VHF sets will be crystallized normally except as follows: Channel "A" will be simplex on frequency of 135.90 mc. All aircraft will guard channel "A" for calls within the task force. "E" Channel (133.56) will be used for interplane communications after contacting the other aircraft on "A" channel. Frequency of 120.30 mc will be set up on "H" channel when the aircraft commander desires to contact CAA Centers. For contacting Fort Worth RBS the VHF and UHF frequencies are the following:

VHF primary - 142.20 mc, Secondary - 138.42 mc.
UHF primary - 384.60 mc, Secondary - 356.8 mc.

For contacting the Midland 21 Bombing Range use the following frequencies:

VHF primary - 149.58 mc, Secondary 151.74 mc.
UHF primary - 339.20 mc, Secondary 322.80 mc.

For contacting the Matagordo Gunnery Range use the following frequencies: Call Matagordo Tower.

VHF primary - 148.86 mc, Secondary - 126.06 mc.
UHF primary - 322.80 mc, Secondary - 339.20 mc.

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The above VHF frequencies for each area will be installed prior to reaching each area. Install the primary frequency in "G" channel and the secondary frequency in "H" channel. The exception to the above is the frequency of 138.42 mc, which will be left in its normal position in "F" channel. The normal "G" and "H" channel frequencies will be installed upon returning to the WAFB local area for utilizing the CAA.

2. UHF Channelization:

a. As shown in the current US Radio Facility Chart and as follows:

Channel 6 will be set up on 384.60 mc.
Channel 7 will be set up on 356.80 mc.
Channel 8 will be set up on 339.20 mc.
Channel 9 will be set up on 322.80 mc.
Guard Channel will be set up on 243.00 mc.

3. CAA Reporting is as covered in Pilot's Flimsy.

4. Call signs for air to air communications within the task forces are as follows: Task Force designator plus the position number in the task force. Example, "Dinner Tail Red 1, this is Dinner Tail Red 2, over". The 1st task force is designated as "Dinner Tail Red". The 2nd task force is designated as "Dinner Tail Green".

5. HF Communications:

a. Frequencies and Procedures:

(1) The ART-13 transmitter will be tuned in accordance with CI #9. Additional frequencies can be tuned as needed.

(2) The lead aircraft in each task force will make HF Hourly tactical position reports (clear language) for the aircraft in his force as long as visual or radio contact can be maintained between the aircraft in the task force. If an aircraft loses visual and radio contact with his task force he will begin individual reporting procedure. Hourly tactical position reports will be in accordance with CI #24.

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(3) The #3 aircraft in each task force will monitor 4220 kc for interplane contact in case of VHF failure.

(4) Each aircraft will be responsible for its own B-2 Strike Report being sent. If unable to get through on HF, call another member of the task force on VHF and have him send the message.

Primary Control Station is Carswell.
Secondary - Offutt, Alternate - any AACS, Globecom Station.

XZVT, XYAC, and CGSQ will be the addressees in the B-2 Strike Report. B-2 reports will be in the Irovity form as in CI #17.

(5) For ICAO Reporting: Call New Orleans Overseas Radio 1 hour prior to crossing the coastline into the CATC area for clearance into that area. Call New Orleans overseas radio again 15 minutes prior to crossing the coastline telling them the estimated time of entry and the place you will enter their zone. Frequencies for voice contact are: HF - 2870 kc, 6595 kc. For VHF contact: New Orleans Center, Monitors 120.3 mc, or UHF on 255.4 mc. Each aircraft will make ICAO reports while in the overwater areas. HF tactical position reports will be sent in addition as instructed in paragraph 3a(2) in this flimsy. ICAO reports will be clear language; the text will include - identification, position, time (z), altitude, flight conditions (IFR, VFR etc), and ETA over next reporting point. When contacting the ICAO station, use the SACDAL Call Sign for voice. CW is authorized as a last resort only if CW ground facilities are listed at the station desired. The CW aircraft call sign will be the SACDAL call preceded by the letter R. The CW text is the same as voice text. If you cannot contact any ICAO-CATC stations try the nearest AACS or Globecom Stations and have them relay your ICAO report. Each Aircraft will properly close out with CATC when departing the overwater area. The latest NOTAMS and ICAO publications will be checked by each radio operator for any changes in ICAO frequencies or procedures prior to take-off time.

(6) Air to air HF call sign is same as VHF. Air to ground HF call sign is the current SACDAL call sign.

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(7) Recall word for this mission is, "Hillbilly".

6. IFF will be on in normal positions.

7. JANAP 158 will not be in effect.

8. Communications Security will be observed at all times and at no time will clear text transmissions be made that would disclose unit designations or location, aircraft types, or the nature of the mission. All tactical reports will be encrypted in the latest air to ground code and properly authenticated except: The F-2 Strike Report, the HF Hourly Tactical Position Report and ICAO position reports.

9. Emergency procedures as in JANAP 300, and ACP 140, 135.

10. Abort reports will be sent as outlined in CI #16.

11. Each 1st Radio Operator will have the following equipment aboard his aircraft for this mission:

a. Spare tube kit and necessary crystals to fill the need of this mission.

b. Current US and Caribbean-South America Radio Facility Charts.

c. Supplementary Flight Data Books.

d. Pilot's Handbooks for East and West US and Caribbean Areas.

12. The Radio Operator's Interrogation forms will be filled in prior to landing.

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SECTION "II" - ECM

1. Task Force Dinner Tail Red:

a. Mission:

(1) To accomplish eleven (11) SAC Simulator runs using the AN/ART-5 and/or the AN/ART-9 against the 400 to 600 mc band at Fort Worth, Texas.

(2) To accomplish reconniassance using AN/APR-4 with TN-19, TN-18, and APA-11 as indicated in the intelligence data and on the route.

(3) To accomplish four (4) practice spot or record runs against the radar site "Sonny Boy" located at Walker Air Force Base.

(4) To accomplish four (4) practice spot or record runs against the radar site "Headman" located at San Antonio, Texas.

(5) To accomplish three (3) SAC Simulator runs against the Alpha, Bravo, and Coca frequencies respectively of the Walker Guinea Pig Tower.

b. Active Procedure:

(1) All ECM Operators will request their navigators notify them of the following information:

(a) One (1) hour prior to Fort Worth.

(b) Over Fort Worth.

(c) Time nearest to Dallas. For those crews desiring to make spot runs on Dallas RFS.

(d) For crews L-13, L-24, L-37, L-22 using the APA-11's: One (1) hour prior to passing Corpus Christi.

(e) One (1) hour prior to San Antonio, Texas for those aircraft carrying TN-19's but no APA-11.

(f) One (1) hour prior to Walker Air Force Base.

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(2) Jamming:

(a) Turn on jammer one (1) hour prior to the Radar Site.

(b) Search will begin thirty (30) minutes prior to the radar site.

(c) Turn jammer to operate for spot runs or 15 minutes prior to site for record runs.

(3) Look Through: Look through should not exceed one (1) sweep of the ground radar and should be performed at odd intervals not to exceed five (5) minutes apart.

(4) Reconniassance:

(a) Crews L-13, L-24, L-37, and L-22 operating the APA-11 pulse analysing equipment will search through the range of the TN-19's beginning one (1) hour out from the NAS Corpus Christi. Record 4 or 5 of the stronger signals. Record the time and coordinates at the turning point and the ground speed on the new heading. Record DF readings and the time the readings were made. Continue recording the time and DF readings for one (1) hour after the turning point.

(b) Crews L-03, L-16, L-29 search through the frequency range of the TN-17 and TN-18's beginning one (1) hour prior to the radar site "Headman" and continue until thirty (30) minutes beyond the site.

(5) Logs: Logs will be maintained on the new form 76 in accordance with SAC Regulation 1?0-1. ECM debriefing forms will be filled in completely prior to landing.

c. Intelligence Data: In addition to all aircraft making a SAC Simulator Run on the RBS Site at Fort Worth, Texas the crews will make the following runs:

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CREW NO	ELECTRONIC JAMMING CODE NAME	LOCATION	FREQ	PRF	S/R SEC	TYPE RUN	RECONNAISANCE START	STOP	EQUIPMENT	
L-03	GT Tower	Walker	85	--	--	SAC Sim	At TP near Corpus Christi 1 hr pr Headman	1 hr pr Headman 30 mm beyond Headman	ART-5, TN-17 TN-19	ARQ-8
L-16	GT Tower	Walker	150	--	--	SAC Sim	At TP near Corpus Christi 1 hr pr Headman	1 hr pr Headman 30 mm beyond Headman	ART-5, TN-18 TN-19	ART-1
L-29	GT Tower	Walker	500	--	--	SAC Sim	At TP near Corpus Christi 1 hr pr Headman	1 hr pr Headman 30 mm beyond Headman	ART-9, Range TN-18 TN-19	"A"
L-13	Sunny Boy	Walker	1280 1310	600	9.5	Trac Spot or Record	1 hr fr NAS Corpus Christi	1 hr af turning Point	APA-11 TN-19 ART-5 TN-18	
L-24	Sonny Boy	Walker	1280 1310	600	9.5	Trac Spot or Record	1 hr fr NAS Corpus Christi	1 hr af turning point	ART-5 APA-11 TN-19 TN-18	
L-37	Sonny Boy	Walker	1280 1310	600	9.5	Trac Spot or Record	1 hr fr NAS Corpus Christi	1 hr af turning point	ART-5 APA-11 TN-19 TN-18	
L-22	Sonny Boy	Walker	1280 1310	600	9.5	Trac Spot or Record	1 hr fr NAS Corpus Christi	1 hr af turning point	ART-5 APA-11 TN-19 TN-18	

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A/C W A/C	ELECTRONIC JAMMING						RECONNIASANCE		EQUIPMENT
	CODE NAME	LOCATION	FREQ	PRF	S/R SEC	TYPE RUN	START	STOP	
L-11	Headman	San Antonio	1250 1270	600	10	Prac Spot or Record	1 hr pr to Sonny Boy	Before landing	APT-5 TN-19 TN-18
R-12	Headman	San Antonio	1250 1270	600	10	Prac Spot or Record	1 hr pr to Sonny Boy	Before landing	APT-5 TN-19 TN-18
L-04	Headman	San Antonio	1250 1270	600	10	Prac Spot or Record	1 hr pr to Sonny Boy	Before landing	APT-5 TN-19 TN-18
L-23	Headman	San Antonio	1250 1270	600	10	Prac Spot or Record	1 hr pr to Sonny Boy	Before landing	APT-5 TN-19 TN-18

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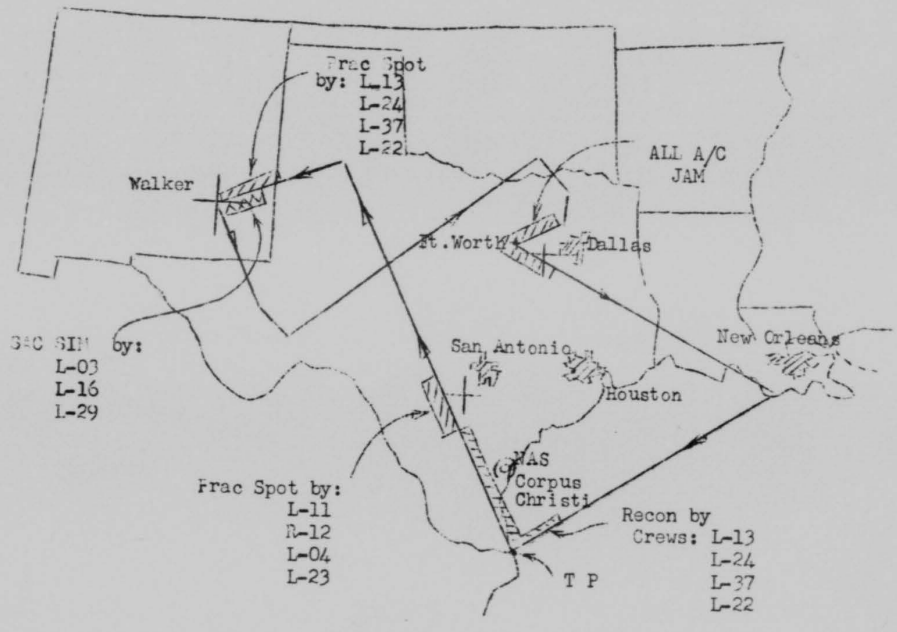
TASK FORCE DINNER PAIL RED



Appendix "IV"
6th BWg Opr. O. 132-53
(eff 21 Sep 53)

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1. Task Force Dinner Pail Green:

a. Mission:

(1) Each of the ten (10) aircraft will perform an RBS-ART-4 simulator run against the Fort Worth RBS Site.

(2) Each of the ten (10) aircraft will accomplish ECM reconnaissance along the coast of the Gulf of Mexico.

(3) No chaff will be dispensed.

b. Intelligence:

(1) Fort Worth, Texas: ART-4 Simulator frequency 450 to 550 megacycles.

(2) Coast of the Gulf of Mexico: Ship and Shore Naval Radars of unknown frequency.

c. Jamming Procedures:

(1) One (1) hour prior to Fort Worth all ART-9 jammers will be turned on "standby" for warmup. Search receivers will be turned on and search begin in the 450 to 550 megacycle range.

(2) When reporting over the IP the name and serial number of the radio operator will be furnished to the RBS Site and the phrase "Simulator Run" will be added at the end of the transmission. The term ECM will not be transmitted; the term radio-operator only will be used.

(3) After the simulator signal has been turned on, the RBS Site will transmit "Simulator On" to the aircraft and the aircraft will acknowledge.

(4) After the simulator has been turned on the radio operator will be given three (3) minutes in which to locate the simulator signal and jam.

(5) At the end of three (3) minutes, the RBS Site will turn off the simulator signal, score the initial jamming attempt, and re-transmit a simulator signal on a different frequency.

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(6) The second simulator signal will remain on for three (3) minutes after which the second jamming attempt will be scored.

(7) Upon completion of the run the aircraft will request the score for the run and all ECM equipment may be turned off.

d. Reconnaissance Procedures:

(1) At the turn point in the vicinity of Opelousas, La, ECM receivers will be turned on and search begin within the full frequency range of the TN-18 tuning unit.

(2) All signals intercepted along the Gulf Coast will be logged. Maximum characteristics of each signal and the geographical coordinates will be recorded.

(3) Upon reaching the turn point in the vicinity of Laredo all ECM Equipment may be turned off.

e. Equipment Loading: Each aircraft will be equipped as follows:

1 Apr-4 receiver
1 TN-18 Tuning Unit
1 C-58 Control
1 ALT-9 "A" Range Jammer
1 ALA-2 Panoramic Adapter
4 AT-184 Antennae installed in A, B, C, and D positions.
1 "T" connector will be used for C and D antennas for transmitting.
1 Balum CW - 64 will be used for A and B antennas for receiving.

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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 21 September 1953

APPENDIX "V"

TO

OPERATIONS ORDER

SERIAL NO 132-53

GUNNER'S FLIMSY

Appendix "V"
6th BWg Onr O 132-53
(eff 21 Sep 53)

Consists of 3 pages
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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
1800Z, 21 September 1953

APPENDIX "V"

TO

OPERATIONS ORDER

SERIAL NO 132-53

GUNNER'S FLIMSY

1. This mission will include air-to-air firing for the first eleven (11) aircraft scheduled for morning take-offs on 23 September 1953.

a. 9200 rounds of TP M99 ammunition will be loaded in each aircraft scheduled to fire.

b. Firing will be conducted at 35,000 feet altitude, starting over the Gulf of Mexico at 28° 40' N 91° 50' W and ceasing at 26° 35' N 96° 20' W. This allows a distance of 270 miles for firing all possible ammunition from the combat load. If weather precludes crews from clearing the area for firing over the open sea, aircraft will form into three (3) or four (4) plane formations for firing over the Matagorda Gunnery Range. If this alternate plan is executed the firing area charts attached hereto will be adhered to. All sighting station operators will insure that a minimum clearance of one (1) clock angle is maintained between their line of sight and other bombers or restricted areas of their own bomber. If the Matagorda Range is used aircraft will fly the length of the range four (4) times to allow gunners of each side an opportunity to fire on two (2) passes. Firing will be accomplished to the north only, while aircraft fly a track along the southern boundry of the range area.

c. Turrets will be extended a minimum of one (1) hour prior to reaching the start firing point; however, uni-switches will be turned to the "Standby" position immediately after take-off. At this time heater fuses will be pulled and left out until thirty (30) minutes prior to the start firing point.

d. 6th Bombardment Wing Forms 396 will be completed in triplicate and distributed as follows after completion of the mission:

(1) One (1) copy turned in to the Wing Gunnery Officer at interrogation.

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(2) One (1) copy turned in to the Squadron Gunnery Section.

(3) One (1) copy furnished to the 6th A & E Post Flight Analysis Team for open clearing.

2. Aircraft scheduled for the last half of this mission will not accomplish air-to-air firing. However, all turrets will be extended for a minimum of one (1) hour between Fort Worth, Texas and Midland, Texas.

2 Incl
1. 4 Plane Firing Chart
2. 3 Plane Firing Chart

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INCLOSURE "I" OF APPENDIX "V" TO OPERATIONS ORDER 132-53

F I R I N G A R E A S

4 PLANE FORMATIONS

AIRCRAFT POSITION		NOSE	UFL	UFR	LAL	LAR	LAL	LAR	TAIL
LEAD 1	AZ Elv.	12 o'clock -20°	11 o'clock ∠ 20°	1 o'clock ∠ 20°	12 o'clock ∠ 20°	12 o'clock ∠ 20°	11 o'clock -60°	1 o'clock -45°	6 o'clock -30°
2	AZ Elv.	1 o'clock ∠ 45°	12 o'clock ∠ 45°	12 o'clock ∠ 45°	12 o'clock ∠ 45°	12 o'clock ∠ 45°	7 o'clock -60°	5 o'clock -45°	7 o'clock -30°
3	AZ Elv.	11 o'clock -20°	11 o'clock ∠ 45°	12 o'clock ∠ 50°	11 o'clock ∠ 60°	5 o'clock -10°	11 o'clock -20°	5 o'clock -25°	5 o'clock -5°
4	AZ Elv.	1 o'clock -20°	12 o'clock ∠ 45°	2 o'clock ∠ 50°	12 o'clock ∠ 60°	3 o'clock ∠ 60°	7 o'clock -60°	1 o'clock -50°	5 o'clock -30°

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ENCLOSURE "2" OF APPENDIX "V" TO OPERATIONS ORDER 132-53

F I R I N G A R E A S

3 PLANE FORMATION

AIRCRAFT POSITION		NOSE	UFL	UFR	UAL	UAR	LAL	LAR	TAIL
LEAD 1	AZ Elv.	12 o'clock -20°	11 o'clock ≠ 45°	1 o'clock ≠ 45°	11 o'clock ≠ 60°	1 o'clock ≠ 45°	11 o'clock -60°	1 o'clock -60°	6 o'clock -30°
2	AZ Elv.	1 o'clock -20°	1130 o'clock ≠ 45°	1 o'clock ≠ 45°	1130 o'clock ≠ 60°	3 o'clock ≠ 45°	630 o'clock -60°	2 o'clock -60°	5 o'clock -30°
3	AZ Elv.	11 o'clock -20°	11 o'clock ≠ 60°	500 o'clock 00°	10 o'clock ≠ 45°	5 o'clock ≠ 60°	8 o'clock -60°	5 o'clock -60°	7 o'clock -30°

Inclosure "2" of Appendix "V"
6th BWg Opr O 132-53 (eff 21 Sep 53)

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INCLOSURE NO. 11

SUBJECT: Hospital Training Program 1 September to 30 September 1953

TO: Commanding Officer

1. Lectures held to conform with 8th AF Reg. 50 - 5.
   a. ABC # 1 # 2 # 3 # 4----------50 Men
   b. Interior Guard ----------50 Men
   c. First Aid----------50 Men
   d. Fire Prevention----------50 Men
   e. Personal Equipment----------50 Men
   f. Care of Equipment----------50 Men
2. Posted Armed Forces newsmaps
   a. 7 September 1953 Vol. 16 No. 2
   b. 28 September 1953 Vol. 16 No. 5
3. Distributed to all departments.
   a. Armed Forces Talk #450 "Back Ground Report on World Affairs"
   b. Armed Forces Talk #452 "Save Yourself Some Money"

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INCLOSURE NO. 12

MONTHLY REPORT OF PROFESSIONAL ACTIVITIES

1. In compliance with paragraph 4, AFR 160-63, dated 12 September 1950, the following information pertinent to this Air Force Hospital is submitted:

a. Total number of admissions 248

b. Diagnoses of patients transferred during the reporting period to:

(1) Other Air Force Hospitals 4

a. Pectus excavatum, congenital, causing dyspnsa

b. Infarction of myocardium

c. Chondronalacia, patella, bilateral

d. Myositis, chronic, n.e.c, longissimus dorsal muscles, bilateral

(2) Army Hospitals 0

c. Improvements of the services effected

(1) During the period of this report, three new wards, 6, 7, and 8 have been occupied. This change is expected to provide patients with more conveniences and comfort during their period of hospitalization. More privacy will be provided for most patients, particularly females. This will also provide much needed space for Red Cross activities, patients' day room facilities, and patients' exchange

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facilities.

(2) The Medical Officer of the Day facilities have been improved to provide him with more comfortable accomodations, and a study room for his utilization during the tour of OD.

(3) The hospital mess is now serving a midnight meal to provide night personnel with more palatable food. This change has received very favorable comment from practically all night personnel.

d. Improvements of the services recommended

(1) A work order has been submitted requesting the construction of a patio and fence in back of the nurse's quarters. This will provide a small recreation area for the nurses, and a place to dry launder personal items.

(2) A request has been submitted for additional funds to provide for the purchase of an ice cubing machine to be installed in the hospital mess. It is felt that such an appliance will greatly reduce the waste now being experienced from the use of bulk ice, and will decrease the number of man hours required in the serving of ice.

(3) A work order has been submitted recommending that a 30 foot extension be added to the

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Dispensary Building to provide more examining rooms for doctors. Present dispensary facilities are extremely crowded, particularly during morning sick call. It is felt that this extension will greatly increase the efficiency of the dispensary operation.

(4) A work order has been submitted recommending that double doors be provided in minor surgery. Difficulty in getting litter patients in and out of minor surgery has been encountered on several occasions.

(5) The feasibility of having portable pay telephones installed on wards for use of patients has been explored, and it is felt that such action will improve patients' morale without interfering in any way with operation of the wards. The installation of these telephones is being anticipated at this time.

e. Medical officers sent to special schools (See Par 1 k) 0

f. Professional meetings held during the month 3

g. Publications or speeches by medical officers at local or National medical societies 0

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h. Attendance of medical officers at local or National medical societies 1

i. Visits made by expert civilian consultants 1

(1) Dr. John S. Moore, Orthopedic Consultant

During the month of September, Dr. Moore made one visit to this hospital on 24 September 1953. He spent approximately 4 hours in Orthopedic Clinic seeing 2 officers, 5 airmen and 3 dependents. Problem x-rays were reviewed and suggestions recorded. He also made ward rounds visiting orthopedic cases on the wards.

j. Part time and full physicians 0

k. Additional remarks and comments on aspects of professional activities

(1) During the period of this report, the physician in charge of the Outpatient Clinic was sent to William Beaumont Army Hospital to act as an auditor for a two weeks period in the Dermatology Clinic at that facility, in order that we might have a staff member with at least a working knowledge of the commoner dermatological conditions encountered in this area. This physician also reviewed allergy testing methods now in use at William Beaumont Army Hospital with the idea of establishing an effective allergy

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clinic at this base. Allergic manifestations of all kinds are very frequently seen here, particularly amongst women and children. The completeness of medical care rendered, particularly to dependents, should be significantly improved by the institution of allergy testing and treatment facilities.

(2) During the reporting period, the Chief of Internal Medicine at this hospital was sent to Fitzsimons General Hospital at Denver, Colorado to attend a symposium on respiratory diseases, to the end that the handling of this type of disorder would be improved at this hospital.

(3) A symposium was held locally amongst the staff physicians concerned with the problem, on the latest approved methods of neonatal resuscitation, and other topics pertinent to reduction of neonatal morbidity and mortality. In addition to this symposium, another measure was instituted which it is hoped will prevent certain neonatal deaths in the future. This was the establishment of a policy of performing routine radiographs on any gravid woman near term, in which there was any suspicion of a presentation other than a normal cephalic one. In instances where reentographic studies revealed unusual presentations, one of the staff pediatricians is called in order to be ready to carry out resuscitatory measures, if such are required to revive the

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newborn child.

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I. SURGICAL SERVICE

1. Number of patients admitted to service 87

a. Diagnosis and number of each diagnosis

(1)	Abscess, periapical	7
(2)	Amputation, traumatic	1
(3)	Appendicitis, acute, n.e.c.	9
(4)	Appendicitis, acute, with abscess	1
(5)	Burn, n.e.c., third degree	1
(6)	Calculus, gallbladder	2
(7)	Cellulitis without lymphangitis	1
(8)	Chondromalacia, patella, bilateral	1
(9)	Contusion, dorsua of left foot	1
(10)	Contusion, left periorbital tissue	1
(11)	Cyst, pilosidal	2
(12)	Cystitis, acute	1
(13)	Derangement, internal, of knee	2
(14)	Diagnosis undetermined(obelelithisuis suspected)	1
(15)	Fissure, anus	2
(16)	Fracture, compound	1
(17)	Fracture, incomplete	1
(18)	Fracture, simple, n.e.c.	3
(19)	Fracture, simple, comminuted	1
(20)	Hernia, disphragmatic	1
(21)	Hernia, ingainal, indirect	4

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(22)	Hernia, inguinal, direct	1
(23)	Hypertrophy of adenoids	1
(24)	Hypospadias	1
(25)	Impaction, tooth	4
(26)	Keloid, left leg, site of skin graft donor site	1
(27)	Myositis, acute	1
(28)	Myositis, chronic	1
(29)	Nephroptosis, right	1
(30)	Observation, surgical, appendicitis suspected	4
(31)	Observation, surgical, hernia, left inguinal suspected	1
(32)	Periodontoclasia	2
(33)	Phimosis, congenital	3
(34)	Prolapse, rectum	1
(35)	Pterygium, left	2
(36)	Pyolitis	1
(37)	Redundant prepuse	8
(38)	Sinus, pilonidal	1
(39)	Spondylolisthesia	1
(40)	Sprain - left ankle - left knee	2
(41)	Strain, cervical posterior muscles left	1
(42)	Varicose veins of leg	1
(43)	Wound, lacerated	2
(44)	Wound, missile	2

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b. Major Operations

(1) Emergency

(a) Appendectomy 6

(b) Closure of peritoneal laceration with bowel evisceration 1

(2) Elective

(a) Abdominal hysterectomy 1

(b) Appendectomy 3

(c) Cholecystectomy 2

(d) Emision right ovarian cyst 1

(e) Heraiorrhephy, left, inguinal 4

(f) Herniorrhephy, right, inguinal 1

c. Complications 0

2. Hospital deaths 0

3. Cases of unusual interest 0

II. Medical Service

1. Number of patients admitted to service 64

2. Hospital deaths 0

3. Cases of unusual interest

a. This patient was admitted to the hospital on Sunday morning 6 September 1953. On admission he was slightly confused, but the following history was obtained from his neighbors.

Patient was out watering his lawn when he suddenly let out a sharp cry, fell to the ground, and had a tonis convulsion. After the patient became more clear mentally, it was learned he arose

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Sunday morning after having had several beers Saturday night and went outside to water thelawn. While watering the lawn he felt dizzy, went in the house, and had 4 cups of black coffee. This was the first food he had had since arising. He felt better and returned to the lawn. The convulsion followed shortly after. Family history revealed the patient had a 10 year old son with severe epilepsy. The past history was essentially normal.

Physical examination revealed a well-developed, well-nourished 40 year old white male. The temperature was 98.6, pulse was 80 per minute, and blood pressure was 130/90. The eye grounds were normal, the heart and lungs were negative, and neurological examination was negative with normal deep tendon reflexes and no pathological reflexes. Humpl-Leeds test was performed, which was essentially negative. There was no evidencethat the patient had had spontaneous bowel or bladder emptying.

Laboratory examination revealed a normal hemogram, urinalysis was essentially negative, MPM was 34 milligrams percent, the chest x-rays and skull stereos were negative. Glucose tolerance test was performed. Fasting blood sugar was 125 milligrams percent, 30 minute specimen was 225 milligrams percent total protein, and colloidal gold was 0000000000. Cardiolipin complement fixetion was entirely negative.

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In view of the family history, the essentially normal physical examination and laboratory studies, epilepsy was suspected. Patient was sent on an outpatient basis to William Beaumont Army Hospital where an electroscophalogram was done. The interpretation of the EEG revealed a remarkably normal tracing with no features of convulsive disorders.

The diagnosis of vaso-vagal syncope has therefore been made on the basis of the EKG and the fact the patient has had only one convulsion in his 40 years, and this convulsion was not a typical grand mal seizure.

4. Diseases of unusually high incidence 0

III. OBSTETRICAL AND GYNECOLOGICAL SERVICES

A. OBSTETRICAL

1. Number of patients admitted to service 78

a. Diagnosis and number of each diagnosis

(1) Pregnancy, delivered 72

(2) Pregnancy, not delivered, false labor 6

b. Number and diagnoses of major operations

(1) Caeserean section 0

c. Number and diagnoses of minor operations

(1) Episiotomy 55

(2) Low Forceps 53

(3) Mid Forceps 1

(4) Spontaneous 16

(5) Breech extraction 2

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(6) Artificial rupture of membranes 2

(7) Repair of Isceration, obstetric 1

(8) Forceps retation, right occiput posterior to right occiput anterior 1

(9) Forceps rotation, right occiput transverse to right occiput anterior 2

d. Complications of deliveries

(1) Toxemia, proeclamptic, antepartum 1

2. Stillbirths 0

3. Hospital deaths 1

4. Cases of unusual interest 0

B. GyNOCOLOGICAL

1. Number of patients admitted to service 19

a. Diagnosis and number of each diagnosis

(1) Abortion, spontaneous, early complete 2

(2) Abortion, spontaneous, early, incomplete1

(3) Abortion, threatened, early 4

(4) Abortion, threatened, late 1

(5) Cyst, ovarian 1

(6) Dyamonerrhea, primary 2

(7) Endouctritis, acute, puerperal 1

(8) Hemorrhagia, primary 2

(9) Salpingitis, acute 3

(10) Salpingo-cophoritis, chronic 2

b. Major Operations

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(1) Appendectomy, incidental to other surgery	1
(2) Excision of cyst, ovarian	1
c. Minor Operations	
(1) Dilatation and curettage, uterus	5
2. Hospital deaths	0
3. Cases of unusual interest	0
IV. MISCELLANEOUS AND DIAGNOSTIC SERVICES	
1. Outpatient	
a. Number of patients seen	
(1) Military	8071
(2) Civilian	4706
b. Number of treatments	
(1) Military	11395
(2) Civilian	6450
c. There were no visits made to homes	
d. There were no special problems	
2. Laboratory	
a. Total number and types of examinations	8677
(1) Hematology	2706
(2) Blood and spinal fluid chemistry	305
(3) Serology	650
(4) Bacteriology	377
(5) Feces	194
(6) Urinalysis	4403
(7) Sputum	41
(8) Sent to Brooks Army Medical Center	25
(9) Evaluation studies	17

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b. There were no special procedures or laboratory studies.

3. Roentgenological

a. Number of examinations, fluoroscopic and radiographic	1158
b. Number of x-ray films used	1860
c. Number of x-ray treatments	0

4. Rehabilitation:

a. Number of patients participating	131
b. Total man hours of functional activity	349

5. Dietary:

a. Average daily rations served	
(1) Regular diets	33.92
(2) Special diets	10.37
a. Liquid diets	2.17
b. Soft diets	2.23
c. Light diets	0
d. Miscellaneous	5.97
b. Distribution of service between wards and dining room:	
(1) Average daily ration served on wards	37.08
(2) Average daily ration served in dining room	7.21

c. Pertinent remarks concerning special problems or matters of outstanding interest:

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(1) The problem of reduction of military pay as represented by the requirement that dependents now purchase their own medicaments has continued to be a thorny one, resulting in generation of a significant amount of ill-will towards the Medical Department on the part of a certain segment of its using public. That this subject is one closely bound up with morale in general is evident from the frequency with which it is mentioned in conversations with air crew members. The stringency of budgetary limitations has, however, precluded any thought of reinstituting this benefit. In order to counter the unfavorable reception accorded this restriction, the public relations aspect of hospital management has been given new emphasis. Along these lines, references to the hospital and the work it does have appeared more frequently in the local news organ. A television program was presented on the evening of 25 September 1953, which stressed the cooperation between the hospital and one of the maintenance squadrons in the construction of a respirator. The hospital and its mission were presented in a favorable light, and it is felt that such publicity efforts may be effective in counteracting unfavorable attitudes, which are the result of reduction in fringe benefits.

(2) It is interesting to note that there were no cases of polio detected at this Base during the reporting period, in comparison with 9 cases during the similar period of the previous year. In this respect, the experience of Walker

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Air Force Base parallels that of the nation as a whole. It is difficult to say whether the improved experience was in any way related to the use of gamma globulin and active prosecution of base-wide sanitary measures, or not. Another factor entering the picture may be the generalized immunity which was possibly engendered last year during the epoch of high poliomyelitis morbidity.

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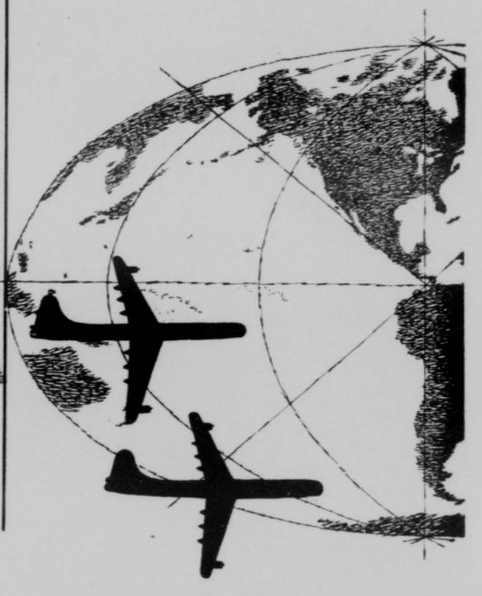
DSB
2 Dec 53

6th BOMBARDMENT WING (H)

MONTHLY WING HISTORY*

OCTOBER 1953



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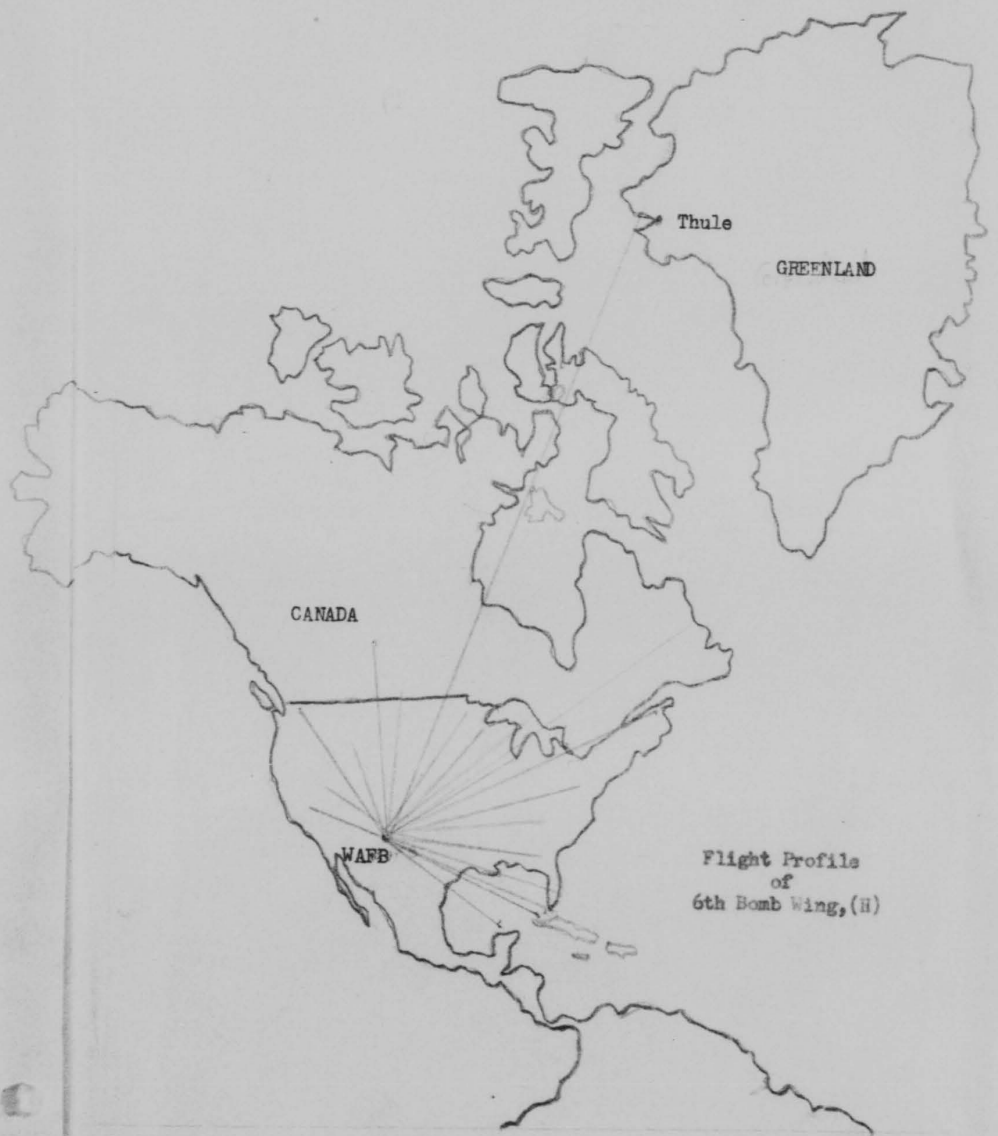

Flight Profile
of
6th Bomb Wing, (H)

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HISTORY OF

SIXTH BOMBARDMENT WING, HEAVY

1 November - 30 November

1953

Dalton B. Stover, II
Technical Sergeant
Historical Technician

Neil W. Wemple

NEIL W. WEMPLE
Colonel, USAF
Deputy Commander

47th AIR DIVISION

EIGHTH AIR FORCE

STRATEGIC AIR COMMAND

RCS: 1 - AF - D2

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SIXTH BOMBARDMENT WING, HEAVY

Units	Assigned
24th Bombardment Squadron, Heavy	
39th Bombardment Squadron, Heavy	
40th Bombardment Squadron, Heavy	
Hq & Hq Squadron	
6th Field Maintena nce Squadron	
6th Periodic Maintenance Squadron	
6th Armament Electronics & Maintenance Squadron	
6th Medical Group	

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SIXTH BOMBARDMENT WING, HEAVY

MISSION

The mission of the 6th Bombardment Wing, Heavy, as a tactical component of the Eighth Air Force, Strategic Air Comma nd is primarily one of organizing and training a force capable of immediate and sustained long range offensive bombardment operations in any part of the world, utilizing the latest technical knowledge and advance weapons; being prepared to perform those tasks assigned in current emergency plans and related operations orders; participating in the Reserve training program to the maximum extent by training and administering assigned Reserve personnel and units; being prepared to participate in disaster relief and other domestic emergencies; and performing such special missions and assigments as the Commanding General, Eighth Air Force may assign.

Eighth Air Force
Regulation 24-11
dated 9 Dec 52

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"Ultima Thule" could well be the cry of the Sixth Bombardment Wing, Heavy for the month of October. To the "farthest northern" military base of the Air Force we flew our longest mission (See Frontispiece), on 22 October 1953. From September 1919, when the 6th Bomb Group was organized in Panama (9° north latitude) to October 1953 when we operated to Thule, Greenland (76° 30' north latitude) within 800 miles of the North Pole, we have progressed steadily northward. This last operation was in accordance with 6th Bomb Wing Operations Order #135-53, dated 16 October 1953.[1/]

This being a "Special Training month" under SAC Regulation 50-8 the Wing flew 887:20 (110) time against our programmed 900:00 hours. However, using Operations figures (T-12 Time) of 928:00 hours we went over our programmed hours.[2/] During this month we advanced considerably crew-wise, in that seven (7) crews were up-graded to Select Status, and one (1) crew was up-graded to Lead Status. Also six (6) crews were recommended for advancement from Ready Status to Lead Status to be effective 1 November 1953. (See Incl #6)

1/ See Incl #1
2/ 1-SAC-T12 Report, dated 7 October 1953, CONFIDENTIAL, in DCS/O file.

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Airmen promotions were about the same as October 1952. For Master Sergeant, three (3) last year and two (2) this year. For Technical and Staffs it was well under last year: 11 to 6 and 31 to 14. (See Personnel Chapter)

The Crew of the Month Plaque 3/ was awarded to a 24th Bomb Squadron crew. This makes the second time that a crew of the 24th Bomb Squadron has won this award.

The Tactical Squadron of the Month 4/ award was won by the 24th Bomb Squadron also, but it was a very close score and the difference with the closest Squadron (40th) was only a matter of .4 (four tenths) of a point.

The 6th Field Maintenance Squadron stretched their lead to four (4) as they won this month's Support Squadron of the Month Award. 5/

The 6th Periodic Maintenance Squadron held on to the Character Guidance Award, put out by the Chaplains, that they won the previous month.

The Flying Safety Award of the Month 6/ went to the 24th Bomb Squadron. This makes the fourth time they have won this award and ties them with the 39th Bomb Squadron.

3/ See Incl #2
4/ See Incl #3
5/ See Incl #4
6/ See Operations Chapter

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Staff and Command changes within the month are as follows:

Major David F. C. Stein[7] was assigned to be Wing Adjutant upon transfer of Major Howard G. Williams to 812th Air Base Group.

Lt Colonel Daniel J. Sweeney[8] was assigned as Wing Comptroller succeeding Major David F. C. Stein.

Squadron Commander changes were as follows:

Major Clyde B. Netherton (formerly Commanding Officer of the 6th Field Maintenance Squadron) was assigned as Commanding Officer of the 40th Bomb Squadron.[9]

Lt Colonel Crowley, former Commanding Officer of the 40th Bomb Squadron is being reassigned to Gray AFB, Texas.

To succeed Major Netherton, in the 6th Field Maintenance Squadron, the Wing assigned Major John W. Edenbo[10], formerly Operation Officer of the 40th Bomb Squadron.

7/ See Personnel Chapter (Biographical Sketch)
8/ Ibid
9/ History: 40th Bomb Squadron, October 1953
10/ History: 6th Field Maintenance Squadron, October 1953

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Under the SAC Management Control System Report 10/A a true comparison cannot be made with last months data, due to Operations having a "Special Training Month", except for Physical Conditioning. Taking the other divisions into consideration we find: that Personnel dropped mainly because of a poor reenlistment rate. It was estimated that Material would drop due to Sorties delivered as a percent required.

10/A See Inclosure # 4A

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CHAPTER
I
PERSONNEL

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OFFICER SECTION

During the month of October 1953 this section did not have a turnover in personnel for the first month in quite some time. No airmen, assigned this section, changed job assignments nor was anyone reassigned.

It was determined by Headquarters USAF that the remaining six (6) officers who were pending reclama's on the RIF to remain on active duty.

During the month of October the 6th Bomb Wing and 6th Medical Group lost a total of seven (7) officers. 11/ Two (2) were reassigned to the 812th Air Base Group; one (1) went to Randolph AFB, Texas, B-29 Combat Crew Training School; one (1) was separated; one (1) was reassigned overseas and one (1) went to Carswell AFB, Texas.

As of 31 October 1953 the 6th Bomb Wing had the following officers attending school:

Two (2) officers at Field Officers' Course, Air Command and Staff School

Three (3) at Squadron Officers' Course

One (1) at Air Weapons Course

Four (4) at Sandia Base, New Mexico

Two (2) for Supply School

Two (2) Bomb Commanders School

11/ See Incl 5, page 21 (Roster of Officers)

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This organization is still critically short in air crew personnel.[12] As of 31 October 1953 the 6th Bomb Wing was short:

27 pilots

10 observers

12 Flight Engineers

Further, as of the end of the month, this organization was authorized 397 officers while only having 312 assigned. The 6th Medics are authorized 48 and only have 31 assigned.

On 12 October the 6th Bomb Wing got a total of 24 officers spot promotions. In view of these promotions seven (7) crews were advanced from Lead to Select status.[13] Also, one (1) crew went from Ready to Lead Status.[14]

The Combat Crew Reporting Section was set up just one (1) year ago this month.[15]

12/ MEMO: For Gen Musgrave from Comdr 6th Bomb Wg, Subject: Notes for Commanders Meeting dated 17 Oct 53 CF 337
13/ See Incl #6 (Wing Crew Status)
14/ Ibid, Page #3
15/ See History 6th Bomb Wing, October 1952

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AIRMENS SECTION

During the month of October 1953, the Airman School Section forwarded to Base Technical School Section 16 applications for School Training. Of these, 11 were to fill mandatory quotas and the remaining were formal applications.16/

A total of 13 airmen departed this station for Technical Schools. Eleven of these were the mandatory quotas, and two (2) were formal applications.

During the month of October 1953, the Airman Troop Movement Section received 158 nominations for transfers. These were processed and 124 names were submitted to Base Personnel for final selection. Sixty-four airmen were selected for transfer. Of those selected, 16 were transferred to Overseas stations, and 48 were transferred to Zone of Interior stations. In addition, 10 airmen were placed on 29 days special duty with the 812th Air Police Squadron and four (4) were submitted to Headquarters, 8th Air Force for purpose of Revision of Proficiency Tests at Mitchell AFB. These four (4) were subsequently released.

16/ See Incl #7

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CLASSIFICATION SECTION

During the month of October this office processed 71 applications for upgrading of airmen. Of these, 63 were approved and confirmed on Division Personnel Actions Memorandums, five (5) were disapproved, and three (3) are still pending.

There was a change in the TO&E [17] during the month of October which deleted three (3) 99350s (Senior Draftsman); one (1) from each Bombardment Squadron. This changed the total authorized airmen strength of the 6th Bombardment Wing to 1999. The assigned airmen strength changed from 2052 as of September 1953 to 2082 as of October 1953, [18] a gain of 30 personnel.

Effective airmen manning increased from 79.2% to 81.69%, giving the 6th Bombardment Wing 50 per cent of score under Strategic Air Command Management Control System.

Airmen promotion were in accordance with quotas given the Wing by the 47th Air Division. Of the Base Quota we received two (2) Master Sergeants, six (6) Technical Sergeants, 14 Staff Sergeants. Of the two (2) Master Sergeants,

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17/ Ltr DPLMD 320 From Hq Strategic Air Command, dated 19 Sep 53
18/ See Incl #9

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one (1) went to the 40th Bomb Squadron and one (1) to the 6th Armament and Electronics Maintenance Squadron. Of the Technical Sergeants, one (1) went to each of the Tactical Squadrons and one (1) each to each of the Support Squadrons. Of the 14 Staff Sergeants, one (1) went to: Headquarters Squadron, 6th Medical Group; 24th Bomb Squadron and the 39th Bomb Squadron; two (2) each went to the 40th Bomb Squadron and the Periodic Maintenance Squadron, while three (3) each went to the Field Maintenance Squadron and the Armament and Electronics Maintenance Squadron.[19]

19/ 6th Bomb Wing SO #203, par 1, dated 15 Oct 53

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R O S T E R

Key Personnel

Wing Commander.	.Colonel William K. Martin
Deputy Wing Commander	.Colonel Neil W. Temple
Wing Adjutant	.Major David F. C. Stein
Director of Personnel	.Captain George Z Schroeder
Director of Intelligence.	.Major Jim T. Meridith
Director of Operations.	.Lt Col Roy C. Crompton
Director of Material	.Colonel Collier H Davidson
Chief Maintenance Control . . .	.Lt Col William D Miner
Statistical Services	.Lt Col Daniel J Sweeney
24th Bomb Squadron.	.Lt Col Mitchell A Cobeaga
39th Bomb Squadron.	.Lt Col Frank N Yockem, Jr
40th Bomb Squadron.	.Major Clyde B. Netherton
6th Armt & Elec Maint Sq. . . .	.Major John Schlupp
6th Field Maintenance Sq. . . .	.Major John W. Edenbo
6th Periodic Maint Sq	.Major Max J. Sanny
6th Hq & Hq Squadron.	.Major James E. Graham
6th Medical Group.	.Colonel John T. Heavey

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BIOGRAPHICAL SKETCH OF

DANIEL J. SWEENEY
Lt Col USAF

Daniel J. Sweeney was born 12 January 1917 in Chicopee, Massachusetts. A graduate of the University of Ottawa, Ottawa, Canada. He received his law degree from Boston College, Boston, Massachusetts. Entered the military service May 1940. First Tactical assignment was with the old 6th Bomb Group in Panama (the parent organization of the present 6th Bomb Wing). As a member of the 25th Bomb Squadron in 1941, he saw much of Panama, Ecuador and the Galapagos Islands. Staff Navigator, Operations Officer and Instructor for 6th AF Navigation School at Rio Hato, R. of P. in 1943. From there to Ardmore, Oklahoma as Staff Navigator during 1944 and part of 1945. Then overseas in the latter part of 1945 to the 20th AF as Group Navigator, in the Mariana Islands. After a short time as a civilian returned to the service and was assigned to Otis AFB, Massachusetts as Judge Advocate. In November 1952 was assigned to FEAF and acted as combat analysis officer with the 19th Bomb Wing on Okinawa.

Assigned to the 6th Bomb Wing on 47th Air Division Special Orders #200, par 5, dated 15 Sep 53, to the Office of the Director of Operations, presently is the Wing Comptroller.

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Colonel Sweeney was accompanied by his wife and four children and resides at 91 Holloman Place (Wherry Housing) on the Base.

Decorations: Air Medal with three Oak Leaf Clusters
Korean Service Medal
United Nations Service Medal

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BIOGRAPHICAL SKETCH

DAVID F. C. STEIN
Major USAF
Adjutant

David F. C. Stein was born 11 February 1911 in Leominster, Massachusetts. He entered his current military career 16 June 1942 at Ft. Niagara, New York. From there to OCS at Miami Beach, Florida and graduated in the class 43B. His first assignment was to George Field, Illinois with the Training Command from March 1943 to Aprill 1944. Served in the Asiatic Pacific Theater from May 1944 to December 1945 with the 3rd Air Rescue Squadron in the Dutch East Indies and the Phillipines. Returned to the States and served at March Field, California from 1945 to 1947. In 1948 was a part of the American Mission to Athens, Greece. Returned once again to the States for a tour at Langley Field, Virginia from December 1948 to October 1949. Then to Sandia Base, New Mexico until February 1950. First served at Walker Air Force Base with the 509th Aviation Squadron and later transferred to the 6th Bomb Wing as Executive Officer, 6th Armament and Electronic Squadron from August 1951 to July 1952. Became a Staff member of the 6th Bomb Wing as Comptroller in January 1953. Assigned as Adjutant on Wing Special Order #206, par 8, dated 20 October 1953.

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Major Stein resides with his wife and daughter at 73 Fitzgerald Place (Wherry Housing) on the Base.

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CHAPTER

II

INTELLIGENCE

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PERSONNEL

During the month being reported, three (3) officers and one (1) airman reported into the section. Captain Santiago Hernandez (2051) of the 39th Bomb Squadron, was given the assignment as understudy to Captain Wright in the Air Room of this section. With the expectancy of Captain Wright's departure for school at Fort Bliss, Texas during the following month, Captain Hernandez will replace him as Officer in Charge of the Air Room.

Captain Chester T. Kochan (2041) was assigned to the Target Section to replace Captain Zuppan who was reassigned to SAC Headquarters per 47 AD SO #216, par 21, dated 6 October 1953, 16 October 1953. 1st Lieutenant Gerald O. Forcier (2051) of the 40th Bomb Squadron, was assigned to the Operational Intelligence Section as Training Officer. A/3C James C. Tucker (20430) was assigned to the Air Room Section. Staff Sergeant Kenneth C. Morrell of the 40th Bomb Squadron returned from Intelligence School (20470) Lowry AFB, Colorado, during the month, and is now NCOIC of the Air Room Section.

With the expectancy of two (2) officers and one (1) airman in November, and one (1) officer in December, plus the return of Staff Sergeant Willert who is now on leave after having completed the Intelligence School at Lowry, the overall picture concerning our personnel situation has

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brightened considerably since the last history. With such a condition existing, the Directoriate feels that the demanding workload may be met with less strain and more accuracy will be achieved in the future.

OPERATIONS AND TRAINING

The Intelligence Section participated in the final strike in accordance with Eighth Air Force Operations Order 74-53 [20] (Visual Bombing evaluation Mission) dated 8 August 1953, during the latter part of September and the first part of October 1953. [21] The section's participation, at the time, was hampered by a shortage of qualified personnel. The mission of the section was fully completed however, and the results were considered excellent.

The Intelligence Section also participated in a practice mobility, [22] 12 October 1953. This practice was followed closely in accordance with the section's existing SOP for an actual Mobility move. There were a few problems to iron out for future practices, however, the exercise was considered successful.

20/ History: 6th Bomb Wing for Month of August, See Incl #10
21/ See Incl #9
22/ History: 6th Bomb Wing for month of August 1953 Incl #13

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On 21 October 1953, Captain F. C. Wright, T/Sgt James E. Thompson, Jr., and A/1C G. A. Corso were airlifted by C-124's to Thule AB, Greenland as advance party for the exercise scheduled in accordance with Eighth Air Force Operations Order 135-53. Major Jim T. Meredith, S/Sgt C. W. Nealon and A/1C B. V. Scarbrough followed in a tactical aircraft. The trip was uneventful in that all personnel arrived safely at Thule. This party began setting up for the various tasks performed by the Intelligence Section on such missions. The Intelligence personnel at Thule who advised and assisted us were very efficient and proved to be of help to this section.

The mission to Thule was successfully accomplished. All but A/1C B. V. Scarbrough of the advance party from Intelligence returned to Walker as scheduled. A/1C Scarbrough is expected to return during the following month.

Training Section

Captain Adams, OIC of this section launched a program within the section to implement old policies and form new ones in order to prepare it for a smoother operation. This program will continue.

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2d Lieutenant Brown of this Section launched a rejuvenation program within the section. This program includes the Wing Briefing Room, and is expected to continue through to the following month. Lt Brown also conducted two (2) different parties to the mountain area around Ruidoso, New Mexico for training in Survival and Escape and Evasion.

A/2C Humble of this section was promoted to A/1C as a result of a promotion board meeting during the month, and was given the additional duty as Historian for the Operations and Training Section.

Target Section

A/2C Edward T. Potts was relieved from this section and reassigned to an overseas base during the month.

Captain Kochan, OIC of this section, has started a reorganization program of the section. This program will continue through the following month. The Overall Analysis section processed the following film during the month:

21 Visuals
7 Radar Camera Attacks scored
26 Radar Film Rolls evaluated
15 Form X's scored
2 Navigational legs scored

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6 Visual Bomb Drops scored

37 Radar Bomb Drops scored

AIR ROOM

During Captain Wright's absence while at Thule, M/Sgt McCalment was placed in charge of the Air Room. His main object was to bring up-to-date the AOB maps and program. This project will continue through the following month by S/Sgt Morrell.

S/Sgt E. L. Coggins, formerly of this section, was reassigned PCS to 5th Air Force during the month.

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CHAPTER III

OPERATIONS

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The Wing flew a total of 100 sorties for 928:00 hours (T-12 time) of which 602:55 were hours flown in performing missions ordered by higher headquarters, i.e. 8th AF Operation Orders 135-53, 74-53, along with SAC Bombing and Navigation Competition, Projects SAM*SAC and SAAMA, Eglin AFB Bomb Test, etc.[23]

Air to air firing was accomplished as scheduled; however, gun camera attacks were not successful this month. Big Photo missions were not completed as scheduled. This failure was due to a shortage of both crews and aircraft which, in turn, was caused by ground school requirements and the CAPROCK Exercise.[24] Another contributing factor was the number of ground aborts which also caused broken schedules.

Two (2) crews of the 6th Bomb Wing participated in the SAC Bombing and Navigation Evaluation Competition, held here at Walker AFB, New Mexico. These were Major Nadon's crew (S-02) of the 24th Bomb Squadron and Major Melberg's crew (L-13) of the 39th Bomb Squadron.[25]

23/ From RCS: 1-SAC-T12 Report, dated 7 October 1953, part IV, WING COMMANDER'S REMARKS. CONFIDENTIAL - in Operations File
24/ See Incl #1
25/ See Incl #10

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They finished 24th and 27th respectively in a field of 34 crews.

The quality of bombing done by the wing [26] remained constant in relation to the quality of the previous month. Quantitywise, bombing for this month was very low. This was due to the fact that aircraft which would normally be used for training missions were absorbed by the SAC Bombing Competition and the CAPROCK Exercise.

Of interest to Navigators, Observers and Radar operators are articles presented in a local publication [27] that is gaining wide distribution. This Digest is divided into three (3) sections:

I Information by the Wing Staff (advisory)

II Equipment malfunctions

III Articles by Technical Representatives

This Digest is published every six (6) weeks by the Wing Staff Observer and edited by a member of the 39th Bomb Squadron.

The quality of navigation legs during the month of October was average. The quantity of navigation legs was low due to the fact that aircraft which would normally

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[26] See Incl #11
[27] See Incl #12

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have been used for training missions were absorbed by the SAC Bombing Competition and the CAPROCK Exercise.

The overall quality of cruise control is slightly improved due to the natural increase in experience of the flight engineers. The quantity was normal because cruise control was used on the CAPROCK Exercise.

Lieutenant Marvin L. Brown of the 39th Bomb Squadron wrote an article 28/ for "Combat Crews" magazine, (to be published at a later date) of Operations CAPROCK of Operations Order 135-53, which gives an excellent view of the northernmost mission that this Wing has accomplished with B-36 aircraft.

During the month approximately 31 men from the 6th Bombardment Wing completed the High Altitude Chamber Test in accordance with SAC Regulation 50-34.

Captain Cole's crew, of the 39th Bombardment Squadron, and Captain Carson's crew, of the 40th Bombardment Squadron, attended SAC Advanced Survival School, in accordance with SAC Regulation 50-27.

Major Harvey S. Trewitt's crew, of the 24th Bombardment Squadron, attended Basic Survival School in preparation for Advanced Survival School in November. The Basic Survival is conducted in accordance with SAC Regulation 50-27, dated 2 May 1951.

28/ See Incl #13

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Special emphasis was placed on 50-5 Training during the month.[29] The 6th Wing had 108 combat crew personnel to complete and 258 ground personnel completed.

The Synthetic Trainer utilization of the time scheduled for the month for the wing, on all trainers averaged together, is 73.9 per cent.

Our Gunnery Trainers, the E-26 and the T-1A, were utilized as follows: E-26: 80.5 per cent of the time scheduled for the wing. T-1A: 79.7 per cent of the time scheduled for the wing.

Of the time scheduled for the wing in Physical Conditioning, 65.6 per cent was utilized.

The Mobile Training Detachment's AF T-4 Report shows the 6th Bombardment Wing personnel utilized 6,953 man hours during the month.

One hundred sixty-nine personnel fired the pistol during the month and 180 fired the carbine. It is required that each person fire one of these weapons once a year. We are striving for 100 per cent.

STANDARDIZATION BOARD

Standardization activity for the month of October consisted of two (2) wing standardization missions in addition to two (2) squadron standardization missions for the 24th Squadron, one (1) for the 39th Squadron and one (1)

29/ See Incl #14

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for the 40th Squadron.

The 40th Bomb Squadron Standardization Crew S09A0 was on TDY to Carswell AFB for the purpose of completing their annual evaluation. This crew was temporarily replaced by Crew S26B0.

Activity, other than the above, was devoted entirely towards the upgrading of crew personnel and the completion of SAC Regulation 51-19 requirements.

FLYING SAFETY

Flying Safety Meeting was held at the Wing Briefing Room on 10 October 1953.

Lt Colonel Baldi, the Base Weather Officer, gave a lecture on weather. There were three (3) films on the formation of cold fronts, warm fronts and fog and its effect on safe flying.

Aircraft commanders and pilots assigned to fly on training missions to Thule were required to accomplish a minimum of three (3) practice GCA landings, in the Link Trainer, on Thule, Goose and Limestone air fields.

The 24th Bomb Squadron won the Flying Safety Award of the month.

All combat crew members flying the mission to Thule were required to attend a refresher course on arctic survival.

Major James R. Dickert, Flying Safety Officer, was on leave the last two (2) weeks of the month. Captain N. G.

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Cole of the 39th Bomb Squadron was acting Flying Safety Officer during Major Dickert's absence.

COMMUNICATIONS

Information has just been received that in ECM effectiveness for all the wings in Eighth Air Force, 6th Bombardment Wing ranked second for the month of June 1953, and first for the month of August 1953. For the months our wing was leading Eighth Air Force, the ECM C-47 was available to the 6th Bombardment Wing for 80:33 hours during June and 55:40 hours during August. During the month of July C-47 availability was low (17:25 hours), and the 6th Bombardment Wing ECM effectiveness dropped toward the lowest in Eighth Air Force.[30/]

The ECM equipped C-47 was available for 42:53 hours of ECM flight training during the month of October. A total of 11 successful flights were accomplished of 15 flights scheduled.[31/] Since the 6th Bombardment Wing aircraft is still at the depot for overhaul, all flights were accomplished by sharing the 509th Bomb Wing's aircraft.

30/ Ltr from 8th AF to all AD, Subject "Analysis of ECM Training Program" dated 22 Oct 53, ODC2 353 (SECRET) in Wing Communications File
31/ See Incl #15

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While the wing ECM effectiveness is directly related to the availability of the ECM C-47 for raising operational proficiency, the 6th Bombardment Wing Chief of Maintenance has requested that C-47 flights be curtailed. Lt Colonel Miner, Chief Maintenance Officer of DCS/M, stated that the maintenance burden created by the C-47 requires that subject aircraft schedule be reduced to three (3) flights per week, standing idle on alternate days for maintenance purposes. However, the anticipated reduced ECM effectiveness caused by the curtailment of the flight schedule should not affect our operation for the present, since we are utilizing the 509th C-47 aircraft.

The assignment of 1st Lt Charles O Rogers of the 40th Bomb Squadron, as OIC of the Base ECM School is expected to result in improved ground training of our E CM operators. It is anticipated that our initial failure rate for ECM evaluation of 30 per cent should be considerably reduced with the implementation of an effective ECM refresher course.

The assignment of 2nd Lieutenant Thomas M. Stedman to the 6th A & E Squadron for 60 days special duty with the ECM maintenance section should result in improved performance of our ECM equipment. Lieutenant Stedman's background as a graduate industrial engineer renders him exceptionally well qualified to introduce effective maintenance techniques and equipment installation procedures to the A & E Squadron.

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2d Lieutenant Donald H. Hake, ECM Officer formerly assigned to the 39th Bomb Squadron as assistant ECM and Communications Officer, has been reassigned to the 40th Bomb Squadron to replace 1st Lt Charles O. Rogers as Squadron ECM Officer.

The training and experience of the radio operators was greatly increased by the Wing Mission to Thule this month. Radio facilities and operation in arctic areas were subjects which were investigated and information compiled for future planning. During this mission three (3) men, Major John F. Burke, Wing ECM Officer, 1st Lt Max H. Bentley, Wing Communications Officer, and S/Sgt Wayne C. Brown, NCOIC, were sent to Thule in support of the SAC Liaison Team. Due to this situation, the Wing ECM-Communications Office was handicapped by a shortage of administrative personnel. S/Sgt C. H. Barnes, NCOIC ECM, was left in charge and did a commendable job of conducting the daily business of the Communications-ECM office during this period.

The Communications Team conducted a briefing at Thule for the radio operators in conjunction with the return flight to Walker Air Force Base. During the briefing, Air Force photographers took moving pictures for Headquarters Air Force, Washington, D. C. Major Burke conducted the ECM-Communications portion of the general briefing

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covering the route to Walker Air Force Base.

The ECM-Communications Team conducted an inventory of the Radio- E CM flyaway kits and found that certain critical components were missing. This shortage has been brought to the attention of the OIC of flyaway kits, and action has been taken to correct the discrepancies.

The Flight Control Room has had no personnel changes this month; however, M/Sgt Walter I. Wood, NCOIC, has submitted an application for retirement from active duty. In the event of his retirement, the loss of his commendable service and ability will present a problem in the operation of the Flight Control Room.

In compliance with latest table of organization, communications officers are not authorized at squadron level. Squadron communications responsibilities will in the future be assumed by squadron ECM officers. This change has affected the organization of the communications supervision of this wing. Communications officers from the 24th and 39th Bombardment Squadrons have been declared as overages. 1st Lt Chester W. Mumby of the 39th Bombardment Squadron, is presently awaiting orders for transfer to a new assignment.

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PASSIVE DEFENSE

During the month of October, 1953, the Passive Defense Section conducted four (4) indoctrination lectures in conjunction with the Training Flight program held in the Base Theater. Also, a short special course was conducted at Building T-69 for crew members in compliance with SAC Atomic SOP 55-22, dated 13 February 1952. A specialized course was conducted 24 October 1953 at Building T-644, which included Radiological Countermeasures and Chemical Defense. This training was requested by the Wing Ground Training Officer.

2d Lieutenant Morgan, of the 509th Aviation Squadron, assigned as Base Passive Defense Officer, returned from a three (3) weeks school at Treasure Island, California. The school was for advanced instruction in Radiac Instrument Repair, and the officer is now qualified to supervise OJT training of airmen in this AFSC.

A/1C LeRoy C. Lang went on a TDY assignment to Thule Air Base for a period of 10 days. Also, all the airmen of this section had their AFSC's changed from 99570 to the 46170 field. This does not affect their job description.

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SECURITY

In accordance with 8th AF Operations Order 135-53, dated 9 October 1953, Annex "A", paragraph 2d(2), the Security Section assigned a representative to the recent Wing Mission for the express purpose of observing the security status throughout the entire operation. A report was to be submitted as a section of the Final Mission Report 32/ to Headquarters Eighth Air Force within 10 days following completion of the mission. This office was responsible for Section VIb of the report as specified in Eighth Air Force Regulation 55-5, dated 25 July 1952.

As requested by the Commander, 47th Air Division, provisions were made for the formal transfer of SAC aircraft between the Air Police and the tactical squadrons during the transition from working to non-working hours. Each tactical squadron is required to appoint an officer to serve a daily tour as Squadron Officer of the Guard. Officer of the Guard will be responsible to see that maintenance personnel assume security responsibility of their respective aircraft at appropriate times, as indicated in Base Regulation 205-2.

32/ See Incl #16

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Appointed officers will insure that all aircraft are adequately protected throughout the normal working day until such time as security of aircraft is resumed by Air Police.

A check sheet provided by the Air Police will be maintained at each aircraft. Personnel responsible for safeguarding the aircraft will sign their name, rank, time they assume security of the aircraft, and time they are relieved. It will be the responsiblity of the Squadron officer of the Guard to insure that check sheets are posted on each aircraft assigned their squadron. When all the blanks on the check sheet are completed, the completed form will be filed with the Air Police Command Post, and a new check sheet will be posted on the aircraft.

All squadron security officers were informed of provisions outlined in paragraph 10b of WAFB Regulation 205-11 dated 1 April 1953, Subject: "Personnel Circulation Control System." In addition to the requirements called for in the aforementioned regulation, each security officer was asked to forward the following information:

Name, rank and pass number of all squadron personnel who have SAC badges.

The designation of personnel who have Area #12 on their badges.

Disposition of all personnel whose badges are missing, whether T DY, ord lv, etc.

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To expedite submission of a consolidated report to 812th Air Base Group, a suspense of 6 November 1953 was placed on the above report.

From 22 to 31 October 1953, the aircraft were guarded between the hours of 0800 and 1700 by point guards composed of air crew members. Normally, the maintenance personnel are responsible for security of aircraft except in instances where maximum security is required.

SPECIAL WEAPONS

During the month of October a total of nine (9) Bomb Commander Refresher Classes were conducted, with a total of 46 personnel attending.

The following specialized training was accomplished during the month:

IFI cycles	127 by crew members
Practice loadings	15 by combat crews
T-59 loadings	10 by Ordnance personnel
Wiring ring-outs	26 by A & E personnel
PLT checks	7 by A & E personnel

Combat crews S-20 and S-37, scheduled for SES in November, were given extra classroom refresher and practice loadings.

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A special mission, 8AF Operations Order 135-53, 33/ required partial complete mobility for the wing. This involved loading ten T-59 bombs to be carried to our advance base and to be dropped in a designated area during the EWP profile. Seven (7) of the aircraft dropped successfully. Three (3) were unable to drop because of either late take-off or radar malfunction.

Captain Robert L. Jones, a Weaponeer assigned to the Directorate of Operations, was transferred PCS to the 3908th Strategic Evaluation Squadron at Carswell AFB. This leaves only two (2) Weaponeers assigned to the wing, of the four (4) authorized.

33/ See Incl #1

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CHAPTER IV

MAINTENANCE AND SUPPLY

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MAINTENANCE

Quality Control Unit accomplished the following inspections and flight tests for October:

Test Flights	18
Flight Line Inspections	8
Periodic Inspections 34/	7
Reciprocating Engines Changed and Inspected 35/	9
Jet Engine Changes	4
Reciprocating Engines Built-up & Inspected	5
Jet Engines Built-up and Inspected	5
Special Inspections	0

There were four (4) 90 day activities inspections performed on the 24th and 39th Bomb Squadrons, 6th Periodic Maintenance Squadron and 6th A& E Squadron.

A total of 463 UR Station Serial Numbers were assigned 6th Bomb Wing activities during the month of October. These were assigned as follows:

24th Bomb Squadron	300
39th Bomb Squadron	70
40th Bomb Squadron	40
6th A&E Squadron	20
6th Per Maint Sq	17
6th Fld Maint Sq	11
812th Air Base Gp	2

34/See Incl #17
35/See Incl #18

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The Wing participated in a "cold weather operation" combat exercise during the month. 36/ Ten ships were flown to Thule, Greenland, on this exercise and the maintenance organization was responsible for furnishing maintenance support, including the necessary personnel and equipment for cold weather operation. Considerable knowledge and experience were gained from the exercise.

This Wing was "host" wing to the B-36 units participating in the SAC Bombing and Navigation competition during the latter part of the month. Facilities were made available by the maintenance organizations for the use of the visiting maintenance crews in performing necessary work.

Two (2) aircraft were made ready to participate in a Strategic Evaluation Squadron Evaluation Mission.

The Wing compiled 887:20 flying hours (110 Time) during October which was only 12:40 short of the monthly commitment of 900:00. Thus, the month was considered a good month maintenance-wise considering the extra maintenance required to meet the needs of the several special missions referred to in the above paragraphs.

36/ See Incl #1

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Aircrafts 49-2678 (39th) and 49-2682 (40th) have gone to Fort Worth, [37] Texas for Project SAM-SAC.

Aircraft 49-2673 (39th) has returned from Project SAM-SAC.

There were nine (9) Technical Orders received during the month effecting a total of 688 compliances.

There were 408 total Technical Order compliances accomplished during the month.

SUPPLY

All units of the 6th Bomb Wing have received their new UPREAL's. The last unit of the 6th Wing to receive a new UPREAL was the 6th Armament and Electronics Squadron who received theirs 12 October 1953.

Considerable changes have been made to authorizations of personnel equipment type items. Changes consisted of deleting a considerable amount of Arctic clothing that was previously authorized to all personnel. Authorization now consists of the items being authorized only for tactical aircraft crews and those personnel scheduled for SAC phases of deployment.

A request to all squadrons for the critical item shortage was sent out by this office in order to take 67-3 action. Reports received from the tactical squadrons indicated that

37/ See Incl #19

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they have only one (1) item (with the exception of the 24th Bomb Sq) determined as critical. This is a B-1 Timing Light. The 24th Bomb Sq critical items are as follows:

Tester, portable, type M-5

Socket, MLG Axle Nut

Fuel gage

A number of other special hand tools.

This list of items will be submitted to Base Supply for screening and after screening, if supply action warrants, a Supply Difficulty Letter will be submitted in accordance with SAC Regulation 67-3.

Considerable difficulty is being experienced on H-2 cylinder and the cleaning of flying clothing. In the past, units have been doing their own refilling of cylinders; however, this has always proven unsatisfactory due to the fact that personnel could not get the cylinders into the black. Every effort is being made to have these items placed on contract. When the contract is let, difficulty on these two (2) items will be solved.

Shipping instructions have been received on a number of items for shipment to other stations in SAC. Although these items have not been excess, shipment was requested due to a lesser amount at other stations or none on hand at all. Two (2) items shipped were compressors and a manifolding set.

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LOGISTICS

On 12 October 1953 at 0815, the base alert siren was sounded, calling the base to an alert condition. The evacuation of the 6th Bombardment Wing failed to proceed on schedule due to lack of transportation.

On 21 October 1953, two (2) C-124's from the 1st Strategic Support Squadron and one (1) C-124 from the 3rd Strategic Support Squadron arrived at Walker Air Force Base for the purpose of supporting the 6th Bombardment Wing in fulfilling its obligations under 8th Air Force Operations Order 135-53.

The accomplishment of loading both cargo and personnel aboard support and tactical aircraft progressed as provided for under the provisions of the 6th Bombardment Wing Mobility Plan. The fulfillment of this portion of 8th Air Force Operations Order 135-53 progressed on schedule and was considered highly successful.

The month of October ended with aircraft and personnel still on the mission required by the Operations Order mentioned in the above paragraph.

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CHAPTER V

WING INSPECTOR

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The formal report of the wing evaluation, which the USAF Inspection Team prepared, was answered early in the month.* This involved consolidating the narratives prepared by wing staff sections and the various squadrons. The finished indorsement[38] was then coordinated and forwarded through command channels.

A TWX report concerning some of the more important aspects of the inspection was also answered by this office.[39] Information was again obtained from the various wing agencies. The wing copies of these reports are filed in this office.

A survey was conducted to establish the inspector's office in wing headquarters. It was found that suitable space was not available. However, by constructing a partition in the combat reporting section an office could be satisfactorily added. A work order for this project was submitted 23 October 1953.

38/ 1st Ind to 47th AD from Comdr 6th BW Subject: Readiness Inspection Report dated 2 October 53 on file Wg Insp Office

39/ TWX No. 330, dated 6 Oct 53, from 47th AD thru 8th AF to Insp Gen Norton AFB

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New inspection files were initiated and work commenced on distributing the discrepancies noted during the pre-URT inspection conducted by this office. These reports will be used for follow-up action at a later date to assist the sections in complying with pertinent directives.

All aircraft stands and ground powered equipment to be used by the SAC Bombing Competition teams were inspected 22 October 1953. This equipment was required to be in top working condition to preclude malfunctions during the competition. These stands and power units were found to be in excellent condition.

All squadron coffee shops were inspected to insure compliance with regulations pertaining to sanitation, hours of operation and general cleanliness. In general, conditions noted were very satisfactory.

The monthly personal conference hour was conducted by Major Alfred K. Barnes of the 812th Air Base Group. However, we handled five (5) complaints which airmen of the 6th Bomb Wing brought to our attention earlier in the month.

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HEADQUARTERS 6TH MEDICAL GROUP
Walker Air Force Base
Roswell, New Mexico

6MDG

12 November 1953

SUBJECT: Historical Data for Month of October 1953

TO: Commander
Walker Air Force Base
Roswell, New Mexico

The following data of 6th Medical Group activities is submitted for the month of October 1953.

ORGANIZATION AND MISSION This Medical Group is organized for operation per Section V, Par 1c GO 33, Hq SAC, dtd 1 June 1952, as follows:

a. T/O number 1-9022, dtd 1 Jan 52, 1 x parts II AC, AE, AF, and 3 x parts II AD. Auth strength: Off 35 Amn 137.

b. Non T/C, SAC 088, formerly auth to 509th Med Gp, has been transferred to 6th Med Gp, eff June 1953. Off auth 13 Amn auth 26, thus making a grand total of Off auth for this group 48 Amn 163. Personnel assigned as of 31 Oct 53. Off 34 Amn 164.

While in garrison this medical group is attached to the USAF Hospital, to provide personnel for the operation of the hospital. The mission of this group in garrison is the furnishing of medical care and treatment for military personnel and their dependents (whenever possible) of Walker Air Force Base.

PERSONNEL Inclosed is a list of gains and losses for the period 1 Oct 53 to 31 Oct 53. /0/

TRAINING During the latter part of October a Medical Advon Team consisting of two Medical officers, one Dental officer, one MSC officer and ten airmen from this group participated in the Combat Training Maneuver from Thule AFB., Greenland. Emphasis continues to be placed on training of airmen assigned to both groups for medical support of tactical units. /1/

PROFESSIONAL ACTIVITIES A copy of monthly report of professional activities attached. /2/

FOR THE COMMANDER:

Donald F. Monroe

DONALD F. MONROE
1st Lt USAF (MSC)
Adjutant

3 Incls
1. List of gains & losses
2. Training Info
3. Prof Acts Rept

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G L O S S A R Y

(except Medical terms)

AD	Air Division
AOB	Air Order of Battle
AOCM	Aircraft Out of Commission, Maintenance
AOCP	Aircraft Out of Commission, Parts
BAL	Base Allowance List
CAA	Civil Aeronautical Authority
Comdr	Commander
CWO	Chief Warrant Officer
DCS/I	Deputy Chief of Staff, Intelligence
DCS/M	Deputy Chief of Staff, Material
DCS/O	Deputy Chief of Staff, Operations
DCS/P	Deputy Chief of Staff, Personnel
ECM	Electronics Counter Measure
E&E	Escape and Evasion
ER	Effectiveness Report
EWP	Emergency War Plans

Flying Times: 110 Time: is that time taken from midnight of the last day of the month to midnight of the next month.

T-12 Time: (used by Operations only) is that time

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taken from take-off on flights of the 1st day of the month to completion of the flights, even though the aircraft has taken-off a few hours before the end of the month and due not land until well into the following day of the new month.

GCA Ground Control Approach

MTD Mobile Training Detachment

M/R Morning Report

NCOIC Non Commissioned Officer in Charge

OIC Officer In Charge

OJT On the Job Training

Reclama's Request for reclaims

RIF Reduction in Force

SAAMA San Antonio Air Material Area

SAC Strategic Air Command

SAM-SAC (A combination of the two (2) above)

SES Strategic Evaluation Squadron

SR Special Regulations

SO Special Orders

TDY Temporary Duty

TOC Technical Order Compliance

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T/O&E	Table of Organization and Equipment
TWX	Teletypewriter Exchange
UAL	Unit Allowance List
UPREAL	Unit Property Record and Equipment Authorization List
UR	Unsatisfactory Report
URT	Unit Readiness Test
ZI	Zone of Interior

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BIBLIOGRAPHY

Staff Histories

Squadron Histories

Central Files

Past Wing Histories

8th Air Force Command Letter

47th Air Division Command Letter

6th Bomb Wing Staff Meetings

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List of Inclosures

1. 6th Bomb Wing Operations Order # 135-53
2. Crew of the Month
3. Tactical Squadron of the Month
4. Support Squadron of the Month
5. Roster of Officers of the 6th Bomb Wing
6. Wing Crew Status
7. School Course Title and Number of Applications
8. Strength Report for October 1953
9. Report on Operations Order No. 74-53
10. News Clipping: Atomic Blast, Vol X, No 44, Dated 23 October 1953
11. Bomb Summary
12. Radar Pip & Navigation Digest
13. Operations CAPROCK
14. Ground Training
15. ECM C-47 Accomplishments for October 1953
16. Final Mission Report of 135-53
17. 100 Hours Dock Inspections
18. Engine Changes
19. Aircraft in Project "SAM-SAC"
20. Gains and Losses of Personnel in 6th Medical Group
21. Hospital Training Program
22. Monthly Report of Professional Activities

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Comdr 6BW

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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
0001Z, 16 October 1953

OPERATIONS ORDER

SERIAL NO 135-53

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6th BWg Opr O 135-53
(eff 16 Oct 53)

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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
0001Z, 16 October 1953

SECRET
AUTH: COMDR 6BW
DATE: 16 Oct 53
NAME: FC Wright

OPERATIONS ORDER 135-53

CHART OR MAP REFERENCES: As required.

TASK ORGANIZATIONS:

24th Bombardment Squadron, Heavy	Lt Col M A Cobeaga
39th Bombardment Squadron, Heavy	Lt Col F N Yochem
40th Bombardment Squadron, Heavy	Major C B Netherton

1. General Situation: The 6th Bombardment Wing has been directed to conduct a staging maneuver at Thule Air Force Base.

a. Enemy Forces: See Annex "A", Intelligence.

b. Friendly Forces:

(1) Northeast Air Command: Provide services and facilities at Thule Air Force Base as may be necessary to support this operation and to provide Air Rescue Service as required.

(2) Second Air Force: Provide airlift in support of this operation.

2. Mission: To familiarize the 6th Bombardment Wing with Thule Air Force Base and provide deployment and strike training.

3. Tasks for Subordinate Units:

a. 24th Bombardment Squadron, Heavy:

(1) Dispatch three (3) combat crews and aircraft.

(2) Maintain one (1) ground spare aircraft.

(3) Provide maintenance personnel as required in Part II, Section B of current 6th Bombardment Wing Mobility Plan.

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b. 39th Bombardment Squadron, Heavy:

(1) Dispatch three (3) combat crews and aircraft.

(2) Maintain one (1) ground spare aircraft.

(3) Provide maintenance personnel as required in Part II, Section B of current 6th Bombardment Wing Mobility Plan.

c. 40th Bombardment Squadron, Heavy:

(1) Dispatch four (4) combat crews and aircraft.

(2) Maintain one (1) ground spare aircraft.

(3) Provide maintenance personnel as required in Part II, Section B of current 6th Bombardment Wing Mobility Plan.

d. 6th Field Maintenance Squadron:

(1) Provide maintenance personnel as required in Part II, Section B of current 6th Bombardment Wing Mobility Plan.

e. 6th Armament and Electronics Squadron:

(1) Provide maintenance personnel as required in Part II, Section B of current 6th Bombardment Wing Mobility Plan.

f. 6th Medical Group:

(1) Provide maintenance personnel as required in Part II, Section B of current 6th Bombardment Wing Mobility Plan.

x. General Instructions:

(1) E-Day is 21 October 1953, GMT.

(2) Force Requirements:

(a) Ten (10) combat crews and B-36 aircraft.

(b) Three (3) C-124 aircraft for support to Thule Air Force Base and seven (7) C-124 aircraft for support on return to Walker Air Force Base.

(3) Route and Altitudes: See Appendix "II", Annex "B", Observers Flimsy.

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(4) Bombing information: See Appendix "II", Annex "D", Observers Flimsy.

(5) Static Gross Weight not to exceed 357,000 pounds at anytime.

(6) Bomb Load: One (1) T-59 training bomb per tactical aircraft to be airlifted from Walker Air Force Base.

(7) Densely populated areas over the United States and Canada will be avoided while carrying T-59 bomb.

(8) E-1 Kits will be carried on the basis of one each per combat crew member. The kit will not be opened except under emergency conditions.

(9) Security:

(a) Aircraft commanders of tactical and support aircraft will be responsible for assuring that adequate security is afforded their aircraft in accordance with current security directives during the period of this mission.

(b) If it is necessary to perform maintenance on aircraft carrying classified material at other than SAC stations, it may be accomplished by personnel not cleared in accordance with SAC requirements, provided the aircraft is under guard by crew personnel.

(c) Perimeter and area security will be performed by THULE AIR FORCE BASE. Point security of individual aircraft and/or critical supplies will be performed either by crew or maintenance personnel.

(e) SAC Restricted Area Badges will be utilized by all personnel deploying under the provision of this operations order.

(10) Briefing:

(a) For flight to Thule Air Force Base: 1300, 22 October 1953, Wing Briefing Room, Building 1036.

(b) For return Flight: To be announced after arrival at Thule Air Force Base.

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SECURITY INFORMATION

4. Administrative and Logistical Matters: See Annex "E".

5. Command and Communications:

a. Command:

(1) Commander, Eighth Air Force, Fort Worth, Texas.

(2) Commander, 47th Air Division, Walker Air Force Base, Roswell, New Mexico.

(3) Commander, 6th Bombardment Wing, Walker Air Force Base, Roswell, New Mexico.

b. Communications: See Appendix "IV", Radio Operator's Flimsy.

W K MARTIN
Colonel, USAF
Commander

ANNEXES AND APPENDIXES:

Annex "A"	Intelligence
Annex "B"	Operations
Appendix "I"	Pilot's Flimsy
Appendix "II"	Observer's Flimsy
Appendix "III"	Flight Engineer's Flimsy
Appendix "IV"	Radio Operator's Flimsy
Annex "C"	Tactics
Annex "D"	Special Weapons
Annex "E"	Logistics

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NOTE: Distribution on Annex "C", Tactics, TOP SECRET portion, will be as follows:

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Comdr, 6BW	(7)	Copy 5 thru 11
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NOTE: 6DC will make distribution to participating crews.

OFFICIAL:

ROY C CROMPTON
Lt Col, USAF
Director of Operations

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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
0001Z, 16 October 1953

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO 135-53

INTELLIGENCE

PART I

ANNEX "A"
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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
0001Z, 16 October 1953

ANNEX "A"

TO

OPERATIONS ORDER 135-53

INTELLIGENCE

PART I

1. Intelligence Summary:

a. General Situation:

(1) Political, Economic and Psychological:

Thule Air Force Base, located in Northwest Greenland is assigned to Northeast Air Command. US Military forces at the base consist of about 2000 men. It is approximately 1300 NM from the airfields around Murmansk in the USSR. During the past year, unidentified vapor trails have been reported over Thule and other places of the general area. These could be overflights of US and Danish installations by Soviet aircraft, possibly for Photo Reconnaissance. There have also been periodic reports of unidentified submarines off the Greenland Coast. It is possible that these subs could have landed individuals or teams for reconnaissance or sabotage of the base.

2. Intelligence Requirements:

a. Essential Elements of Information:

(1) Specific:

(a) Crews note in their logs any attempted jamming or excessive interference of radio or radar. This will be reported to the Intelligence Officer immediately upon arrival at Thule.

(b) Crews note any sightings of unidentified aircraft to include time, place, altitude, type of aircraft, and action.

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b. Reports:

(1) On deployment all reports will be submitted in accordance with inclosures 1 thru 7, SAC Reg 55-11.

3. Intelligence Activities:

a. Maps and Target Materials:

(1) Maps as required will be drawn by individual crew navigators. Adequate maps will be carried to cover the return route from Thule.

b. Resistance Intelligence:

(1) Cloth Charts CL 98/99, CL 107/108 and CL 109/110 will be issued to each crew member. These maps will be turned in at Interrogation upon return to Walker Air Force Base.

W. K. MARTIN
Colonel, USAF
Commanding

OFFICIAL:

Jim T. Meredith

JIM T. MEREDITH
Major, USAF
Director of Intelligence

ANNEX "A"
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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
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ANNEX "A"

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INTELLIGENCE

PART II

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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
0001Z, 16 October 1953

ANNEX "A"

TO

OPERATIONS ORDER 135-53

INTELLIGENCE

PART II

1. Intelligence Summary:

a. General Situation: Same as Part I.

b. Enemy Order of Battle:

(1) Enemy territory is considered to be that area bombed by a line through the coordinates 60° N 55° W to 60° N 95° W to 45° N 95° W to 45° N 55° W to 60° N 55° W.

(2) All Air Defense Command Forces are assumed to be enemy forces for this mission. Northeast Air Command has the following forces.

(a) Goose Air Base - 59th Fighter Interceptor Squadron. 12 F-94 Aircraft.

(b) Ernest Harman AFB - 61st Fighter Interceptor Squadron. 12 F-94 Aircraft.

c. Capabilities of Enemy Forces:

(1) Fighters of Air Defense Command, Canadian ADC and the NEAC are capable of accomplishing interception and making attacks and bombers penetrating the area of our route.

2. Intelligence Requirements:

a. Essential Elements of Information:

(1) What fighter units are based in the NEAC area and Canada? What units were intercepting fighters from?

(2) What are performance and recognition characteristics of fighter aircraft sighted?

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(3) Crews will note in their logs the following for each fighter attack:
(a) Time (Zulu time)

(b). Location (Geographic Coordinates) for start and end of attack.

(c) Altitude.

(d) Number of attacking aircraft, type and number of passes made.

b. Reports:

(1) Aircraft Commanders will submit the following reports in accordance with SAC Manual 55-6 and the furnished reports format:

B-2 - Strike Report.
B-3 - Flash (Hot News) Report.
B-4 - Aircraft Distress Report.
C-9 - Aircraft Commanders Report (for each on route unscheduled landing.

(2) In the event of an enroute unscheduled landing, the aircraft commander submits the following reports:

First the C-9 then the delay and departure reports in accordance with SAC Reg 55-11.

3. Intelligence Activities:

a. Maps and Target Materials:

(1) The target for this mission is on WAC 178.

W. K. MARTIN
Colonel, USAF
Commanding

OFFICIAL:

JIM T. MEREDITH
Major, USAF
Director of Intelligence

ANNEX "A"
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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
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ANNEX "D"

TO

OPERATIONS ORDER

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OPERATIONS

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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
0001Z, 16 October 1953

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO 135-53

OPERATIONS

1. Mission: The 6th Bombardment Wing will dispatch ten (10) combat crews and aircraft on E + 3 to simulate the 6th Bombardment Wing current EWT deployment plan to arrive at Thule Air Force Base during day light hours on E + 4. On E + 7, ten (10) combat crews and aircraft will conduct a profile mission to simulate as nearly as possible the 6th Bombardment Wing current EWT mission. Mission will be flown as directed in Annex "C", Tactics.

2. Take-off Plan: Pilot's Flimsy.

3. Abort Procedures: If it becomes necessary to abort, notify leader of intentions and obtain an individual flight plan from the nearest CAA facility. Flying Safety will be of primary consideration throughout all phases of this mission.

4. Recommend Emergency Air Fields: Ellsworth Air Force Base; Stevenson Field, Winnipeg, Canada; Coral Harbor, South Ampton Islands, Canda; Goose Airport, Labrador; Limestone Air Force Base.

5. Highest Terrain Enroute: Longs Peak, 14,225 feet, 90 miles west of Akron, Colorado.

6. Routes: Observer's Flimsy.

7. Altitudes: Pilot's Flimsy.

8. Navigational Check Points: Annex "C", and Navigator's Flimsy.

9. Flight Plan: All tactical aircraft clearances for the deployment phase and simulated strike mission will be classified RESTRICTED. Only the minimum information necessary for obtaining clearances will be given to CAA personnel. Clearance will be IFR block altitudes.

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10. CAA Reporting Procedures:

a. Deployment Walker to Thule:

(1) Each aircraft report to Snackbar Control after take-off.

(2) All aircraft will monitor normal "A" and make individual CAA reports. Air Force call sign (with additive applied) will be used for air to ground communications. Call sign as designated in Pilot's Flimsy will be used for interplane communications. For lenghty conversation, switch to "E" Channel.

(3) Report to nearest Canadian Station prior to entering CADIZ, report to include approx track within zone.

(4) NEAC has requested 6th Dombardment Wing to test capability of Thule Area Air Defense System; therefore, remarks section of Form 175 will contain the following remarks: "This flight testing Thule Air Defense, do not pass to Thule Radars". Aircraft will enter Thule area at minimum altitude of 12,000 feet.

(5) Compulsory Reporting Points: Trinidad Radio, Scotts Bluff Radio, Rapid City Radio, Bismarch Radio, Rivers Radio, Churchill Radio, Coral Harbor Radio. Contact Thule Approach Control on 126.18 mcs when within VHF range.

b. Strike Thule to Walker:

(1) Each cell leader will make position reports for the aircraft in his cell from take-off at Thule to target.

(2) All aircraft will guard "E" Channel from take-off to target except the deputy lead who will guard CAA frequency.

(3) From the target to Walker Air Force Base, all aircraft maintain listening watch on CAA frequency and make individual position reports.

(4) Compulsory Reporting Points: Resolute Bay, Thule, River Clyde, Frobisher, Goose Bay, Seven Islands, Sault St Marie, Madison, Wis; Des Moines, Iowa; and Salina, Kansas; and Amarilla, Texas.

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11. Procedure for bomb release:

a. Target as listed in Observer's Flimsy.

b. No VHF contact for clearance to drop is required.

c. Aircraft with inoperative radar will not fly over bomb release area.

12. No attempt will be made to fly cell formation or bomber stream during hours of darkness with inoperative radar.

13. Total distance and no wind flight time:

a. Walker to Thule - Distance 2806, time 14:56 hrs.

b. Thule to Walker - Distance 5030, time 25:42 hrs.

W K MARTIN
Colonel, USAF
Commander

ATTENDIXES:
Appendix "I" Pilot's Flimsy
Appendix "II" Observer's Flimsy
Appendix "III" Flight Engineer's Flimsy
Appendix "IV" Radio Operator's Flimsy

OFFICIAL:

ROY C CROMTON
Lt Col, USAF
Director of Operations

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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
0001Z, 16 October 1953

APPENDIX "I"

OF

ANNEX "D"

TO

OPERATION'S ORDER

SERIAL NO 135-53

PILOT'S FLIMSY

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SECTION I

RECALL WORD - "GOLFBALL"

(WALKER TO THULE)

A/C	INTERPLANE CALL SIGN	TAIL NO	ADDITIVE NO	ALTITUDE (PRESSURE)	TAKE-OFF TIME	CHALK NUMBER
Metivier *	Snackbar 1			15,000'	X Hour	13
Rasmussen	Snackbar 2			16,000'	X + :15	14
Waldon	Snackbar 3			15,000'	X + :30	18
Dasinger	Snackbar 4			16,000'	X + :45	16
Eastling	Snackbar 5			15,000'	X + 1:00	12
Hannigan	Snackbar 6			16,000'	X + 1:15	15
Winsor	Snackbar 7			15,000'	X + 1:30	9
Pearson	Snackbar 8			16,000'	X + 1:45	17
Walker	Snackbar 9			15,000'	X + 2:00	4
Cobb	Snackbar 10			16,000'	X + 2:15	11

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* Task Force Commander: Colonel W K MARTIN

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SECTION II

RECALL WORD - "GOLFBALL"

(THULE TO WALKER)

A/C	INTER PLANE CALL SIGN	TAIL NO	ADDITIVE NO	ALTITUDES (PRESSURE) 1st Alt VFR	1st Alt IFR	Bombing VFR	Bombing IFR	RETURN ALTITUDE	TAKE-OFF TIME
1ST CELL									
Metivier *-**	Snackbar Red 1			10 M	10 M	36.4 M	36.4 M	21,000'	X Hour
Rasmussen	Snackbar Red 2			10.4 M	10.6 M	36.8 M	37 M	22,000'	X + :04
Waldon	Snackbar Red 3			10.8 M	11.2 M	37.2 M	37.6 M	23,000'	X + :08
Basinger	Snackbar Red 4			11.2 M	11.8 M	37.6 M	38.2 M	24,000'	X + :12
Eastling	Snackbar Red 5			11.6 M	12.4 M	38 M	38.8 M	25,000'	X + :16
2ND CELL									
Hannigan *-***	Snackbar White 1			10 M	10 M	36.4 M	36.4 M	21,000'	X + :30
Winsor	Snackbar White 2			10.4 M	10.6 M	36.8 M	37 M	22,000'	X + :34
Pearson	Snackbar White 3			10.8 M	11.2 M	37.2 M	37.6 M	23,000'	X + :38
Walker	Snackbar White 4			11.2 M	11.8 M	37.6 M	38.2 M	24,000'	X + :42
Cobb	Snackbar White 5			11.6 M	12.4 M	38 M	38.8 M	25,000'	X + :46

* Navigational Control Aircraft
** Red Task Force Commander: Colonel W K MARTIN
*** White Task Force Commander: Lt/Colonel M A COBEAGA

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NAVIGATION CHECK POINTS	ETA	ATA
"ALFA"		
"BRAVO"		
"COCA"		
"DELTA"		
"ECHO" (Assembly Point)		
"FOXTROT"		
"GOLF"		
"HOTEL"		
"X-RAY" (start climb)		
"YANKEE" (level off)		
"START DESCENT"		
"LEVEL OFF"		

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Hanigan (Nav)

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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
0001Z, 16 October 1953

APPENDIX "II"

OF

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 135-53

OBSERVERS FLIMSY

PART I

App "II" of Annex "B"
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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
00012, 16 October 1953

APPENDIX "II"

OF

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 135-53

OBSERVERS FLIMSY

PART I

WALKER AIR FORCE BASE TO THULE AIR BASE

1. Route: Walker Air Force Base
TO: Rapid City Range
TO: Bismark Radio
TO: Brandon Radio
TO: Churchill Range
TO: Thule

Air Speeds: Long Range Cruise
Altitudes: See Pilot's Flimsy, Appendix "I", Annex "B"

2. Radar Observers are required to operate equipment in polar position and maintain a gyrograph from Churchill to Thule.

3. Record and photograph any radar signals, interference, jamming, etc, detected in areas outside the boundaries of the United States.

4. RADAR OBSERVER WILL MONITOR APPROACH AND LANDING PHASES OF MISSION IN ACCORDANCE WITH 6th Bombardment Wing Regulation 55-15, Supplement XXXV, dated 1 April 1953. Radar camera (0-15) pictures WILL BE TAKEN DURING ENTIRE APPROACH AND LANDING PHASES.

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5. Use extreme caution when operating set in beacon to avoid damaging magnetron.

6. Precautions in Flight:

a. Do not fly over any populated area from Walker to Thule.

b. In case it becomes necessary to salvo, record the exact position of release. Take vertical and O-15 photography of area if possible. Transmit to Walker Air Force Base by the most expeditious means, the location, time, and any pertinent information deemed necessary.

7. While outside the boundaries of the United States, all targets of opportunity, including weather phenomena, will be photographed using O-15 camera. At maximum range, set camera on 1:12 scans. Within 25 NM, set on 1:4 scans. Saw tooth gain technique will be utilized.

8. Camera repair personnel, accompanying task force, will pick up and reload O-15 camera magazines at the aircraft at Thule. Camera logs will be completed in full and remain with exposed O-15 film until instructions are received at Thule.

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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
0001Z, 16 October 1953

APPENDIX "II"

OF

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 135-53

OBSERVERS FLIMSY

PART II

App "II" of Annex "B"
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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
0001Z, 16 October 1953

APPENDIX "II"

OF

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 135-53

OBSERVERS FLIMSY

PART II

THULE AIR BASE TO WALKER AIR FORCE BASE

1. Radar:

a. Bombing Information: See Inclosure "II".

b. Bomb will not be released outside designated target area (inclosure "II") except in emergency.

c. In event of radar malfunction, the best available Sharkey information may be used, considering safety and bombing within the prescribed target area.

d. Recommended Sharkey Check Point: Northern tip of Turnavik Island, 55° 20' N 59° 22' W.

e. Precautions in Flight:

(1) In case of abort prior to bomb drop, do not over fly populated areas enroute to Walker or alternate base.

(2) In case it becomes necessary to salvo, record the exact position of release. Take vertical and O-15 photography of area if possible. Transmit to Walker Air Force Base by the most expeditious means, the location, time, and any other pertinent information.

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f. Use Mark VI Bombing Tables.

g. U-2 Release:

(1) The Observers will perform a functional inspection of the pneumatic release system in accordance with 6th Bombardment Wing SOP.

(2) Any malfunction of U-2 Release encountered will be reported in accordance with SAC Letter 136-5, dated December 1951.

h. Radar Observers are required to operate equipment in polar position and maintain a gyrograph from Thule to 60° 30' N 64° 43' W. At this point, change to post polar position. Bombing will be accomplished in post polar position.

i. Targets of opportunity outside the United States will be photographed using the procedures employed from Walker to Thule.

j. O-15, Y-3, and vertical photography will be accomplished on bomb run in accordance with SAC Manual 50-13.

k. Camera Settings: "1:12 scans" from pre IP at maximum range until 25 NM from IP. "1:4 scans" from 25 NM before the IP to 25 NM past target. "1:1 scans" from 25 NM before the target to 20 NM before the target to 20 NM past the target. "1:12 scan" until target is at maximum range.

l. The B-7, Vertical Camera Intervalometer will have the proper settings for day and/or night photography.

m. The Radar Observers will ascertain that the Vertical Bomb Spotting Camera is properly tilted to the rear of aircraft.

n. The following camera equipment will be installed and operating: O-15 camera and 2 magazines with additional 300 feet of film in cans, Y-3 and 1 magizine, and Vertical Bomb Spotting Camera with 1 magazine.

o. Record and photograph any radar signals (interference, jamming) detected in areas out side the boundaries of the United States.

p. Radar Observers will monitor approach and landing phases of mission in accordance with 6th Bombardment Wing Regulation 55-15, Supplement XXXV, dated 1 April 1953. Radar (O-15) pictures will be taken during entire approach and landing phases.

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q. Method of Scoring:

(1) All radar film will be scored by 6th Bombardment Wing Target Intelligence Section.

r. Completion of the following forms is inperative:

(1) Bombing Flight Record, SAC Form 31.

(2) Radar Scope Photo Log, 8th Air Force Form 46.

(3) Y-3 Camera Log, 6th BWg Form 460.

(4) Vertical Bomb Spotting Camera Log, 6th BWg Form 446.

(5) In-Flight Maintenance Form, IFM-1 and/or IFM-2.

(6) Radar Observers Interrogation Form, 6th BWg Form 265.

s. All logs, charts, and forms will be turned in at interrogation except camera logs.

2. Navigation:

a. Route and altitudes: See attached Flight Plan, Inclosure "I", and Engineer's Flimsy, Appendix "III", Annex "B".

b. Tactics: See Annex "C".

c. Cell (station keeping) tactics will be employed on leg from Thule to target. The cell will break up immediately after target and individual navigation training may be accomplished between target and Walker, based on individual requirements.

d. A minimum distance of 220 NM ground miles is required at altitude and a total distance of 5030 NM air miles must be obtained prior to landing at Walker Air Force Base.

2 Incl
1. Navigators Flight Plan
2. Target Information

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SECURITY INFORMATION

AIR FORCE NAVIGATOR'S LOG

PILOT _____ CREW NO. _____ PLANE NO. _____ ORGANIZATION 6th B.W. TYPE B-36 DATE 16 OCT 53

ENG. START	T. O.	LAND	FLIGHT TIME

FORMATION POSITION: CELL

TOP ALTITUDE #5

Departure THULE A B. Destination WALKER AFB.

OFFICIAL: _____ NAVIGATOR

(NAME) _____ RANK

ALT SETT. _____ DEP. _____ DEST. _____

GROSS WT. AT T. O. _____ LBS.

LEGAL ABOARD AT T. O. _____

ALTERNATE _____

TIME TO ALTERNATE _____ HRS. IN _____

FUEL REQUIRED _____ GAL.

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A.M.	P.M.

WATCH _____ FAST _____ SLOW _____ Rate _____ sec/hr GAIN _____ LOSE _____

AT _____ GCT (DATE) _____

NO KIND FLIGHT PLAN

FROM— / TO—												
THULE AB												
LEVEL OFF	76 0N	69 5W	254									
"												
(A) TURN POINT	72 5NN	78 30W	254									
"												
(B) CHECK POINT	73 50N	85 22W	211									
"												
(C) TURN POINT	74 39N	94 44W	212									
"												
(D) CHECK POINT	76 09N	77 16W	148									
"												
(E) ORBIT POINT - THULE			148									
"												
ORBIT 20 MINUTES OVER THULE			—									
"												
(F) CHECK POINT	71 32N	71 30W	254									
"												
(G) TURN POINT	68 02N	72 50W	204									
"												
(H) CHECK POINT	62 30N	66 18W	217									
"												
(I) START CLIMB	60 30N	64 45W	219									
"												
(J) LEVEL OFF	58 51N	63 09W	213									
"												
PRE IP	56 36N	61 14W	213									
"												
IP	55 51N	59 57W	137									
"												
TARGET (See incl 2)	BREAK CELL		122									
"			AVG									
START DESCENT	55 05N	59 30W	243									
"												
LEVEL OFF												

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AF Form 21
Approved 1 June 48

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SECURITY INFORMATION

AIR FORCE NAVIGATOR'S LOG

PILOT _____ (NAVIGATOR) CREW NO. _____ PLANE NO. _____ ORGANIZATION 6 BW TYPE B-36 DATE 16 OCT 53

ENG. START	T. O.	LAND	FLIGHT TIME

FORMATION POSITION #5

GROSS WT. AT T. O. / FUEL ABOARD AT T. O. / ALTERNATE / TIME TO ALTERNATE / FUEL REQUIRED

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

WATCH _____ AT _____ GCT (DATE) FAST / SLOW Rate _____ sec/hr GAIN / LOSE

Departure THULE A.B Destination WAFB

OFFICIAL: _____ (NAME) (NAVIGATOR) (RANK)

ALT. SETT. / DIR. / DIST.

N.A.C.O. FLIGHT PLAN

| FROM— / TO— | | | | |

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SECURITY INFORMATION

INCLOSURE "II" OF APPENDIX "II" OF ANNEX "D" (PART II)

TARGET INFORMATION FOR ALL CREWS

Bomb Load: One (1) T-59.

Pre IP: High Island - 56° 36' N 61° 14' W.

TC to IP: 137° Dist 64 NM.

IP: Farmyard Islands - 55° 51' N 59° 57' W.

Bomb Release Area in the area bounded by: 55° 30' N 58° 30' W
55° 17' N 58° 44' W
55° 09' N 58° 21' W
55° 22' N 58° 07' W

Offset Aiming Point: North tip Ironbound Island 55° 12' N
58° 44' W

Target Elevation: 0'.

Recommended Sharkey Point: North tip Turnavik Island 55° 20' N
59° 22' W

CREW	AXIS OF ATTACK	DIST	BOMB ALTITUDE	OFFSET VALUES
#1	127°	56 NM	36,400' PA	39,520 S 36,400 W
#2	128°	55 NM	36,800' PA	36,480 S 18,240 W
#3	126°	55 NM	37,200' PA	48,640 S 24,320 W
#4	129°	56 NM	37,600' PA	30,400 S 17,024 W
#5	127°	55 NM	38,000' PA	41,952 S 23,104 W

Inclosure "II"
App "II" of Annex "D"
6th BWg Opr O 135-53
(eff 16 Oct 53)

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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
0001Z, 16 Octo'er 1953

APPENDIX "III"

OF

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 135-53

FLIGHT ENGINEER'S FLIMSY

PART I

App "III" of Annex "B"
6th BWg Opr O 135-53
(eff 16 Oct 53)

Consists of 3 pages
Page 1 of 3 pages
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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
0001Z, 16 October 1953

APPENDIX "III"

OF

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 135-53

FLIGHT ENGINEER'S FLIMSY

PART I

1. Flight Engineers will coordinate with crew navigator for distance and route altitude for part I of this mission.

2. The following flight planning factors will be used in preparing a detailed flight plan:

a. NACA day temperatures will be used.

b. EAS and BHP will be taken from TO 01-5EUE-1, Appendix "I".

c. Maximum static gross weight 357,500 lbs.

d. Aircraft basic weight 178,000 lbs.

e. Oil Loading:

(1) 150 gallons per reciprocating engine.

(2) 13 gallons per jet engine.

f. Crew: 23 men at 300 lbs per man.

g. Misc: 500 lbs.

h. ECM: 150 lbs.

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i. Cargo: 8560 lbs.

j. Ammo: None.

k. Fuel Load: 25,000 gallons or as required not to exceed 357,500 lbs.

l. Sixth Bombardment Wing average fuel flow will be used for Flight Planning.

m. Fuel density 5.85 lbs per gallon.

n. Bomb: 8500 lbs.

NOTE: Individual aircraft basic weight and specific cargo load may be used if known at time of mission planning.

3. Take-off Data: (at + 20° C)

a. Take-off distance over 50 foot obstacle: 6075 feet.

b. Take-off ground run distance: 4950 feet.

c. Stopping distance brakes only: 4800 feet.

d. Stopping distance brakes and 6 props reversed: 3750 feet.

e. Unstick Speed: 140 IAS.

f. Best flaps up: 157 IAS.

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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
0001Z, 16 October 1953

APPENDIX "III"

OF

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 135-53

FLIGHT ENGINEER'S FLIMSY

PART II

1. Flight Engineers will use Inclosure "I" to prepare a detailed flight plan for part II of this mission.

2. The following flight planning factors will be used:

a. NACA day temperatures.

b. 103% fuel flow for cell portion of mission. (Orbit to start climb and level off at altitude to start descent).

c. EAS and BHP will be taken from TO 01-5EUE-1, Appendix "I".

d. Aircraft static gross weight 357,500 lbs.

e. Aircraft Basic Weight: Use individual aircraft basic weight.

f. Oil Loading:

(1) 150 gallons per reciprocating engine.

(2) 13 gallons per jet engine.

g. Crew: 17 men at 300 lbs per man.

h. Bomb: 8500 lbs.

i. Ammo: None.

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j. Misc: 500 lbs.

k. ECM: 150 lbs.

l. Fuel Load: As required per individual aircraft for static gross weight of 357,500 lbs.

m. Fuel Density: 5.9 lbs per gallon.

n. Sixth Bombardment Wing average fuel flow will be used for flight planning.

o. Cargo: None.

p. Off-Load at Target:

(1) Bomb: 8500 lbs.

(2) Oil: 2250 lbs.

q. Minimum flight plan reserve will be two (2) hours additional flying time at last cruise power setting.

3. In-flight Instructions:

a. The total air distance required to complete this mission will be 5030 nautical air miles.

b. A total of 220 nautical ground miles will be completed while at bombing altitude.

c. Planned EAS will be flown by the lead aircraft up to target, all other aircraft will adjust EAS as required to compress or maintain positions. After target, individual long range cruise EAS will be used by all aircraft.

4. Take-off Data:

a. Take-off distance over 50 foot obstacle: 4700 feet.

b. Take-off ground run distance: 3650 feet.

c. Stopping distance brakes only: 4100 feet.

d. Stopping distance brakes and 6 props reversed: 3100 feet.

e. Unstick Speed: 140 IAS.

f. Best flaps up speed: 157 IAS.

2 Incl
1. Carrock mission profile
2. Flight Engineer Flight Plan

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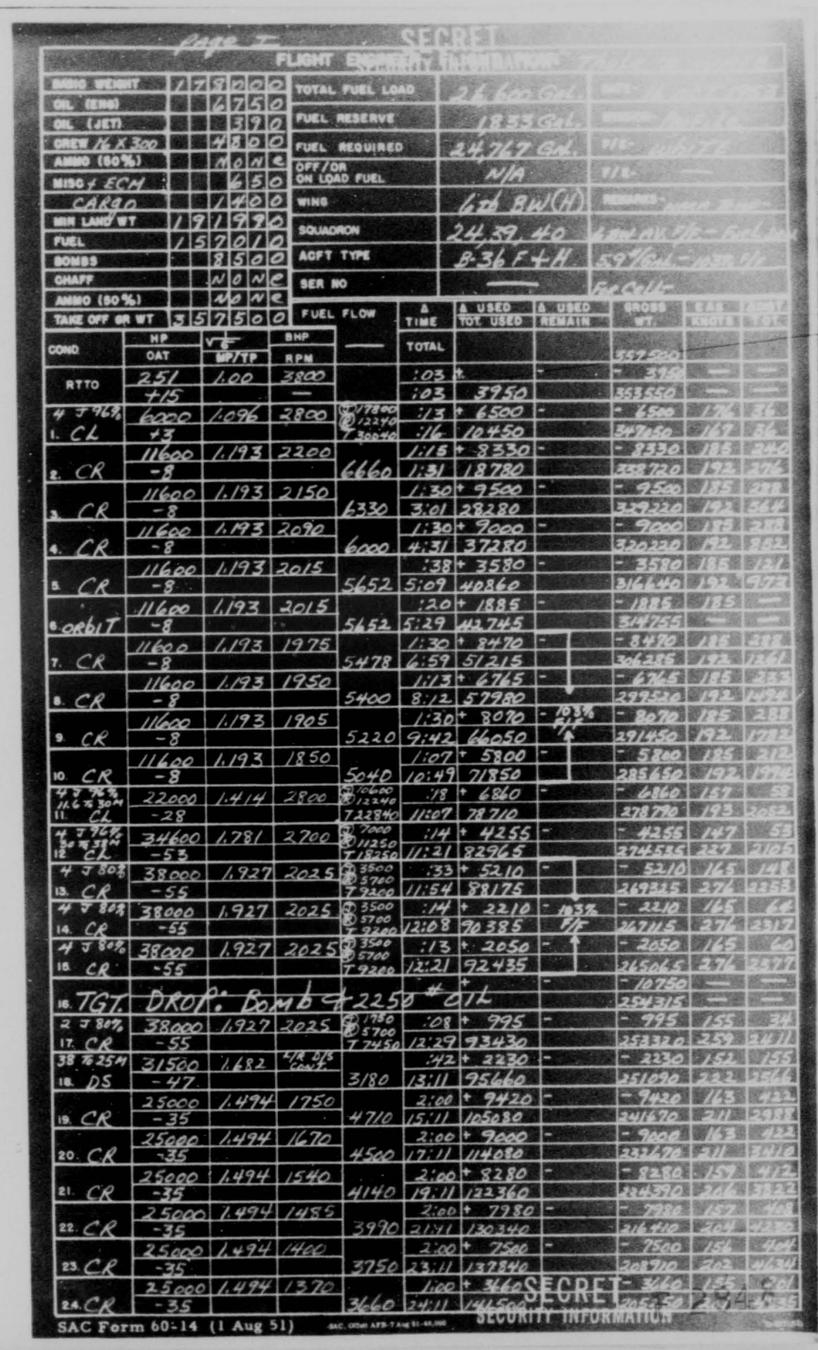

Page 1

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FLIGHT SECURITY INFORMATION

BASIC WEIGHT	179000	TOTAL FUEL LOAD	24,600 Gal.
OIL (ENG)	6750	FUEL RESERVE	1833 Gal.
OIL (JET)	390	FUEL REQUIRED	24,767 Gal.
CREW 16 X 300	4800	OFF/OR ON LOAD FUEL	N/A
AMMO (50%)	NONE	WING	6th BW(H)
MISC + ECM	650	SQUADRON	24, 39, 40
CARGO	1400	ACFT TYPE	B-36 F+H
MIN LAND WT	191990	SER NO	—
FUEL	157010		
BOMBS	8500		
CHAFF	NONE		
AMMO (50%)	NONE		
TAKE OFF GR WT	357500		

CONO	HP / OAT	MP/TP	BHP / RPM	FUEL FLOW	Δ TIME / TOTAL	Δ USED / TOT USED	Δ USED / REMAIN	GROSS WT	REMARKS
								357500	
RTTO	251 / +15	1.00	3800 / —		:03 / :03	+ / 3950	-	- 3950 / 353550	
4 J 96% 1. CL	6000 / +3	1.096	2800	77800 / 12240 / 308440	:13 / :16	+ 6500 / 10450	-	- 6500 / 347050	
2. CR	11600 / -8	1.193	2200	6660	1:15 / 1:31	+ 8330 / 18780	-	- 8330 / 338720	
3. CR	11600 / -8	1.193	2150	6330	1:30 / 3:01	+ 9500 / 28280	-	- 9500 / 329220	
4. CR	11600 / -8	1.193	2090	6000	1:30 / 4:31	+ 9000 / 37280	-	- 9000 / 320220	
5. CR	11600 / -8	1.193	2015	5652	:38 / 5:09	+ 3580 / 40860	-	- 3580 / 316640	
6. ORBIT	11600 / -8	1.193	2015	5452	:20 / 5:29	+ 1885 / 42745	-	- 1885 / 314755	
7. CR	11600 / -8	1.193	1975	5478	1:30 / 6:59	+ 8470 / 51215	-	- 8470 / 306285	
8. CR	11600 / -8	1.193	1950	5400	1:13 / 8:12	+ 6765 / 57980	-	- 6765 / 299520	
9. CR	11600 / -8	1.193	1905	5220	1:30 / 9:42	+ 8070 / 66050	- 103% FF	- 8070 / 291450	
10. CR	11600 / -8	1.193	1850	5040	1:07 / 10:49	+ 5800 / 71850	-	- 5800 / 285650	
4 J 96% 11.6 % 30M 11. CL	22000 / -28	1.414	2800	10600 / 12240 / 322840	:18 / 11:07	+ 6860 / 78710	-	- 6860 / 278790	
4 J 96% 30 % 30M 12. CL	34600 / -53	1.781	2700	7000 / 11250 / 319250	:14 / 11:21	+ 4255 / 82965	-	- 4255 / 274535	
4 J 80% 13. CR	38000 / -55	1.927	2025	3500 / 5700 / 7200	:33 / 11:54	+ 5210 / 88175	-	- 5210 / 269325	
4 J 80% 14. CR	38000 / -55	1.927	2025	3500 / 5700 / 7200	:14 / 12:08	+ 2210 / 90385	- 103% FF	- 2210 / 267115	
4 J 80% 15. CR	38000 / -55	1.927	2025	3500 / 5700 / 7200	:13 / 12:21	+ 2050 / 92435	-	- 2050 / 265065	
16. TGT. DROP. Bomb #2250 # CTL						+	-	- 10750 / 254315	
2 J 80% 17. CR	38000 / -55	1.927	2025	1980 / 5700 / 7450	:08 / 12:29	+ 995 / 93430	-	- 995 / 253320	
38 % 25M 18. DS	31500 / -47	1.682	4/R DS Cont.	3180	:42 / 13:11	+ 2230 / 95660	-	- 2230 / 251090	
19. CR	25000 / -35	1.494	1750	4710	2:00 / 15:11	+ 9420 / 105080	-	- 9420 / 241670	
20. CR	25000 / -35	1.494	1670	4500	2:00 / 17:11	+ 9000 / 114080	-	- 9000 / 232670	
21. CR	25000 / -35	1.494	1540	4140	2:00 / 19:11	+ 8280 / 122360	-	- 8280 / 224390	
22. CR	25000 / -35	1.494	1485	3990	2:00 / 21:11	+ 7980 / 130340	-	- 7980 / 216410	
23. CR	25000 / -35	1.494	1400	3750	2:00 / 23:11	+ 7500 / 137840	-	- 7500 / 208910	
24. CR	25000 / -35	1.494	1370	3660	1:00 / 24:11	+ 3660 / 141500	-	- 3660 / 205250	

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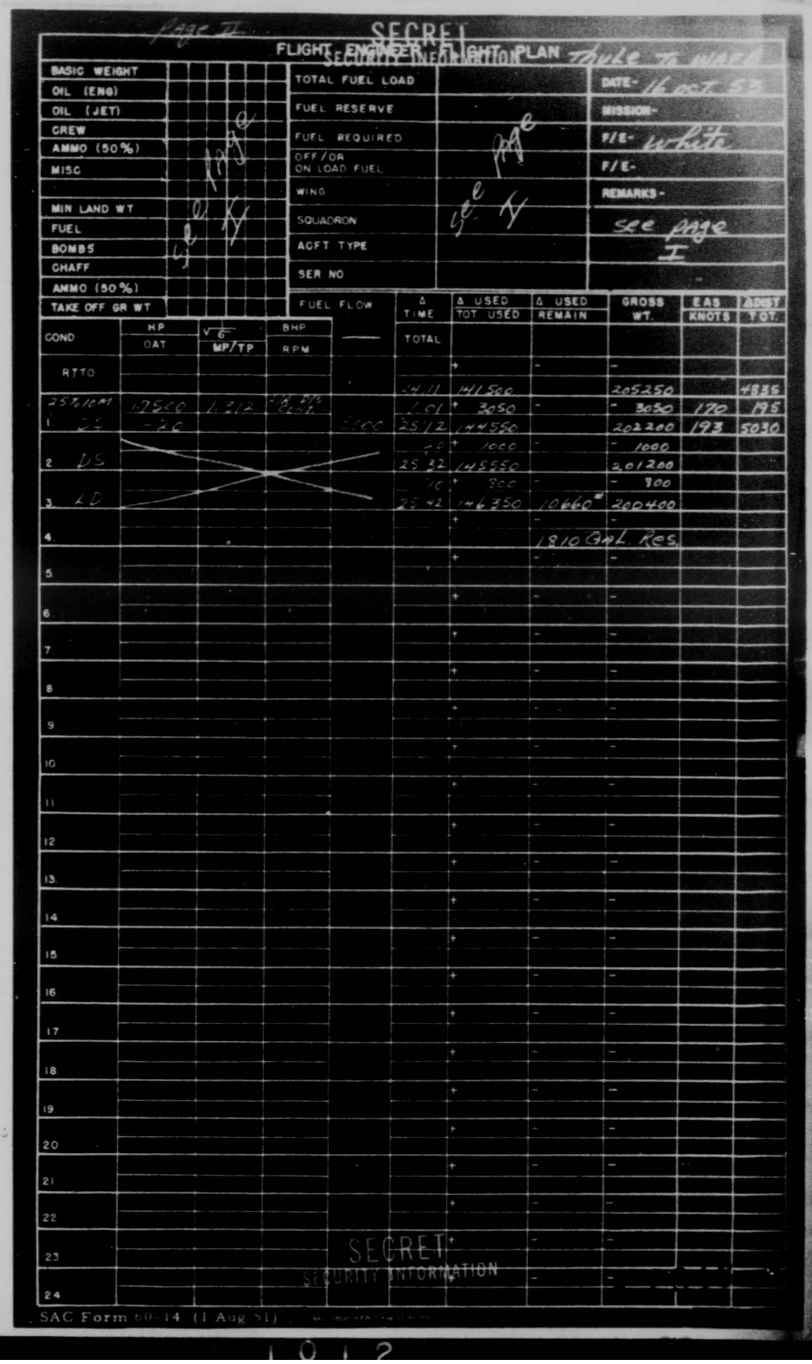

Page II

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SECURITY INFORMATION

FLIGHT ENGINEER FLIGHT PLAN Thule to WAFB

BASIC WEIGHT		TOTAL FUEL LOAD		DATE- 16 OCT 53
OIL (ENG)		FUEL RESERVE		MISSION-
OIL (JET)		FUEL REQUIRED		F/E- white
CREW		OFF/OR ON LOAD FUEL		F/E-
AMMO (50%)		WING		REMARKS-
MISC	see page I	SQUADRON	see page I	see page I
MIN LAND WT		ACFT TYPE		
FUEL		SER NO		
BOMBS				
CHAFF				
AMMO (50%)				
TAKE OFF GR WT				

COND	HP / OAT	$\sqrt{\frac{1}{6}}$ / MP/TP	BHP / RPM	FUEL FLOW	Δ TIME / TOTAL	Δ USED / TOT USED	Δ USED / REMAIN	GROSS WT.	EAS / KNOTS	ADJST / TOT.
RTTO						+	-	-		
					24:11	141500		205250		4835
25% 10M	17500	1.312	[illegible]		1:01	+ 3050	-	- 3050	170	195
1 DS	-20			3000	25:12	144550		202200	193	5030
					40	+ 1000	-	- 1000		
2 DS					25:32	145550		201200		
					10	+ 800	-	- 800		
3 LD					25:42	146350	10660#	200400		
4						+	-	-		
							1810 GAL. Res.			
5						+	-	-		
6						+	-	-		
7						+	-	-		
8						+	-	-		
9						+	-	-		
10						+	-	-		
11						+	-	-		
12						+	-	-		
13						+	-	-		
14						+	-	-		
15						+	-	-		
16						+	-	-		
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22						+	-	-		
23						+	-	-		
24						+	-	-		

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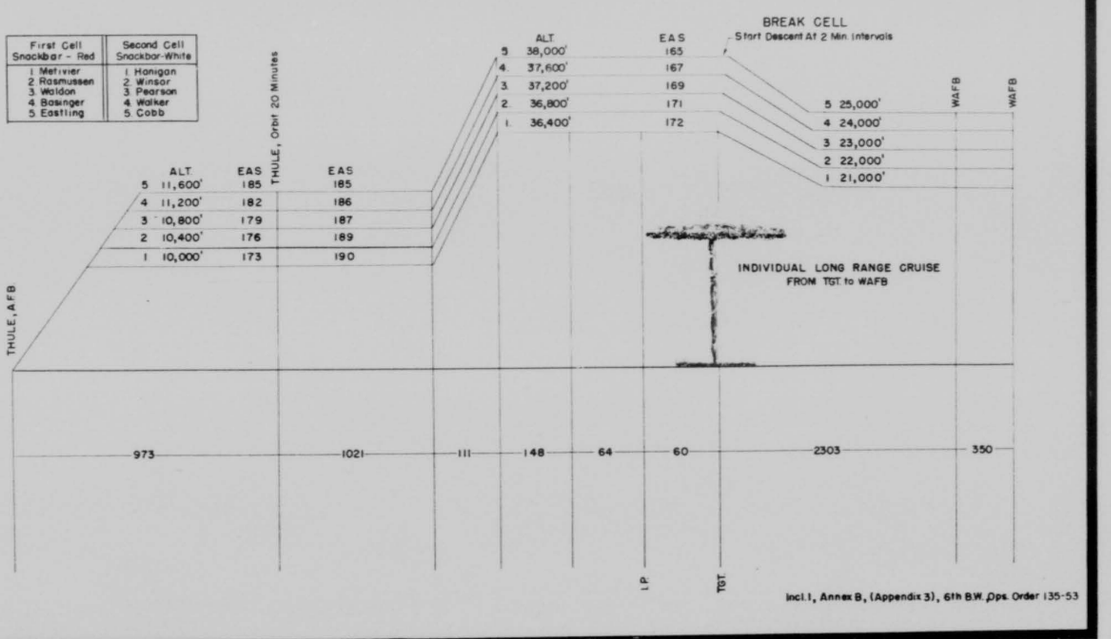
SECURITY INFORMATION

"CAPROCK"

First Cell Snackbar - Red	Second Cell Snackbar-White
1. Metivier	1. Hanigan
2. Rasmussen	2. Winsor
3. Waldon	3. Pearson
4. Basinger	4. Walker
5. Eastling	5. Cobb



Incl. 1, Annex B, (Appendix 3), 6th B.W. Ops. Order 135-53

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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
0001Z, 16 October 1953

APPENDIX "IV"

OF

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 135-53

RADIO OPERATOR'S FLIMSY

PART I

App "IV" of Annex "B"
6th BWg Opr O 135-53
(eff 16 Oct 53)

Consists of 8 pages
Page 1 of 8 pages
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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
0001Z, 16 October 1953

APPENDIX "IV"

OF

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 135-53

RADIO OPERATOR'S FLIMSY

PART I

This appendix is divided into two (2) sections: Section I covers communications, Section II covers ECM.

SECTION I - COMMUNICATIONS (PART I)

1. VHF/UHF Communications:

a. Frequencies and Procedures:

(1) ARC-3 VHF sets will be crystallized normal except: Channel "E" will be interplane frequency on 133.56 mcs. After departing Walker area channel "G" will be set up on 133.20 mcs. Channel "G" will be monitored during all jamming operations for calls from ADC. On reaching Thule place 136.80 mcs in "G" channel for GCA. Contact between aircraft can be initiated on "A" channel and both aircraft switch to "E" channel for lengthy conversations. While in the North Atlantic ICAO-FIR areas the 3rd and 7th aircraft in the bomber stream will monitor "D" channel. For any interplane instructions be sure to contact 3rd and 7th aircraft on "D" and have them switch to "E" channel.

(2) Normal CAA, ADIZ, CADIZ, DOT, and ICAO-FIR positions reporting is in effect.

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(3) Call sign for air to air communications will be Snackbar plus takeoff number. Example: Snackbar 1 this is Snackbar 2, over.

(4) Air to ground call sign is current SACDAL number.

(5) VHF frequency of 133.20 mc, channel G, will be monitored during jamming operations in ADC areas for any messages from their stations.

(6) UHF channelization will be as prescribed in current US Radio Facility Chart.

2. HF Communications:

a. Frequencies and Procedures:

(1) The ART-13 Liaison transmitter will be tuned normally as prescribed by CI #9. Additional frequencies can be set up as needed.

(2) Individual position reporting procedure will be in effect. Procedure Bravo will be employed as outlined in CI #25, XZVT and OGSQ will be in the military addressees. Hourly HF tactical position reports will be sent in addition to ICAO-FIR reports. While in ICAO-FIR areas. Tactical and ICAO-FIR position reports will be sent to the nearest AACS or AF station serving the area traversed; see appropriate Radio Facility Charts for station information. CW emission is authorized if voice cannot be used successfully. Read CI #25 for CW procedure and use Bravo reporting procedure. ICAO place names abbreviations are listed in Supplementary Flight Information Chart for North American area (1 August 1953 issue) on page 88. If you have HF failure try to contact other aircraft in your group on VHF to relay your messages.

(3) ICAO-FIR position reporting: Each aircraft will be responsbile for sending position reports while in ICAO-FIR areas. ICAO-FIR reports will be sent to nearest AACS or AF facility with relay instructions so that the report gets to the ICAO-FIR station controlling the area flown over. XZVT and OGSZ will be in the military addressees portions. After departing the Winnipeg FIR and entering the zone prior to the Thule FIR, contact NARSARSSUAK Airways or SONDRESTROM Airways, or Thule on frequencies listed in facility chart to report until reaching the Thule FIR. For Thule FIR, contact Thule for reports.

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(4) The number 4 aircraft will monitor 4220 kc for interplane conversation in case an aircraft has VHF radio failure.

(5) Communications Control Stations will be:
Primary - Offutt.
Secondary - Ellsworth.
Alternates - Harmon and Andrews.
Any AACS Facility maybe used if the above cannot be contacted.

(6) Recall word for this mission is GOLFBALL.

(7) Current JANAP 158 recognition and identification code will be effect.

(8) IFF will be on normal position, with following special instructions: IFF will be turned off during all jamming activity except when in ADIZ areas. IFF will be on in ADIZ areas.

(9) All HF tactical reports except the HF hourly tactical position report and ICAO-FIR position report will be encrypted and authenticated in accordance with current AFSAL air to ground code.

(10) Emergency procedures are in ACP 130 and 135 and JANAP 300.

(11) Pilot's and Radio Operator's will listen for evidence of communications jamming and will make a report on any detected on this mission.

(12) Equipment to be carried by first Radio Operator will include: Spare tube kit, Radio Facility Charts for US, West Canada, and Alaska, N Atlantic and E Canada, current N American Area Supplementary Flight Information Book, Pilot's Handbooks for East US and West US, and Artic. Extra crystals to be carried are: 122.10 mcs (recvr crystal 8469.23 kc, trans crystal is 6783.33 kc) 126.70 mc (recvr crystal 8192.86 kc, trans crystal is 7030.89 kc) 133.20 mcs (recvr crystal 8080 kc, trans crystal is 7400 kc) The pilot will use 122.10 mcs or 126.70 mcs for contacting Canadian Range Stations. Most stations should be called on VHF and requested to answer on the Range Frequency, since they receive only on VHF.

(13). Communications security will be observed and no clear text transmissions will be made that would reveal unit designation or location, aircraft type or the nature of the mission.

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SECTION II - ECM (PART I)

1. Mission: Each aircraft will perform electronic jamming against one of two designated ground radar sites. Each aircraft will perform electronic reconnaissance within an assigned frequency band within a designated area. No chaff will be dispensed except for navigational purposes. No communications jamming will be performed.

2. Intelligence:

a. Radars to be jammed:

(1) Rapid City, S.D., call "Rollerskate", type CPS-5, frequency 1280 to 1350 mcs.

(2) Velva, N.D., call "Subway", type FPS-3, frequency 1215 to 1365 mcs. Located at 48° 00' N - 101° 18' W.

b. Radars likely to be intercepted above 63° north: location unknown, type unknown, believed to be near the frequencies of 70 mc, 200 mc, 1200 mc, and 2400 mc.

3. ECM Equipment Loading:

a. Each aircraft will be equipped with the following:

(1) 1 each AN/APT-9 Transmitter (1200 mc range).

(2) 1 each AN/APR-4 Receiver.

(3) 1 each TN-19 Tuning Unit.

(4) 1 each ALA-2 Panoramic Adapter.

(5) 1 each C-58 (modified) Control Box.

(6) 3 each AT-185 Antennae installed in "E", "F", and "G" positions.

(7) 1 each A-7A manual chaff dispenser.

(8) 2 cartons RR-12 A/U navigational chaff.

b. The following additional ECM equipment will be carried in the designated chalk number.

(1) Chalk No 12, 14, 16, and 18: 1 each APA-11 analyser.

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(2) Chalk No 13, and 15: 1 each TN-54 tuning unit.

(3) Chalk No 9, and 17: 1 each TN-16 tuning unit
2 each AT-190 antennae in A & B positions.

(4) Chalk No 4 and 11: 1 each TN-17 tuning unit
4 each AT-191 antennae in A, B, C, and D positions.

c. Spare aircraft will be loaded with the following additional equipment:

1 each TN-16 tuning unit.
1 each TN-17 tuning unit.
1 each TN-54 tuning unit.
2 each AT-190 antennae in A and B positions.
2 each AT-191 antennae in C and D positions.

4. Procedures:

a. Electronic Jamming:

(1) One (1) hour prior to Rapid City, S.D. all APT-9 transmitters will be placed in standby operation for warmup and all ECM receivers will be used to search the 1215 to 1365 megocycle band.

(2) Four (4) aircraft will each perform a standard record run at Rapid City. These will be the first, forth, seventh, and tenth aircraft in the bomber stream.

(3) Normal VHF communications will be made to the radar site prior to jamming in accordance with SAC Regulation 51-6 and scores will be logged.

(4) Those aircraft not designated for jamming will be responsible for intercepting, logging, and analysing the radar signal being jammed.

(5) Upon departing Rapid City, search will continue until the ground radar signal is intercepted and identified for Velva, N.D.

(6) Six (6) aircraft will each perform a standard 5 minute spot run on Velva, N.D. These will be the second, third, fifth, sixth, eighth, and ninth aircraft in the bomber stream.

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(7) Normal VHF communications will be made to the radar site prior to jamming in accordance with SAC Regulation 51-6 and scores will be logged.

(8) Those aircraft not designated for jamming will be responsible forintercepting, and analysing, and logging the radar signal being jammed.

(9) All ECM equipment may be turned off upon departing Velva, N.D.

b. Electronic Reconnaissance:

(1) Thirty (30) minutes prior to reaching 63° north all ECM search receivers will be turned on, the proper tuning units installed, and the correct antennae connected to the receivers.

(2) At exactly 63° north search and analysis will begin as follows:

(a) Those aircraft equipped with TN-16 tuning units will search over the entire frequency range of the tuning unit with particular attention to 70 megacycles.

(b) Those aircraft equipped with TN-17 will search the full range of the tuning unit with particular attention to 200 megacycles.

(c) Those aircraft equipped with TN-54 will search the full range of the tuning unit with particular attention to 2400 megacycles.

(d) Those aircraft equipped with APA-11 analysers will search the full range of the TN-19 tuning units with particular attention to 1200 megacycles. Each signal intercepted will be fully analysed and the maximum signal characteristic data furnished by the APA-11 will be logged.

(3) Reconnaissance and logging of all intercepts will continue until landing.

(4) All ECM logs will be completed with coordinates for all intercepts prior to landing.

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5. Special Instructions:

a. All radio operators are alerted to watch for indications of jamming from sources outside of the aircraft, both of the HF communications and ECM reconnaissance frequencies. Any evidence of intentional interference will be logged with as much descriptive data as is possible.

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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
0001Z, 16 October 1953

APPENDIX "IV"

OF

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 135-53

RADIO OPERATOR'S FLIMSY

PART II

SECTION I - COMMUNICATIONS (PART II)

1. VHF/UHF Communications:

a. Frequencies and Procedures:

(1) ARC-3 VHF sets will be crystallized normal with the following exceptions: Channel "E", 133.56 mcs, interplane freq. After take-off 133.20 mcs will be placed in "G" Channel. "G" Channel will be monitored during all jamming operations in ADC areas for possible message from ADC GCI. Upon return to Walker local area 136.80 mcs will be placed in "G" Channel. While in the North Atlantic ICAO-FIR area the 3rd aircraft in each cell will monitor channel "D" (121.5 mcs) for any distress calls. Upon entering the US area all aircraft will monitor "A" channel, CAA frequency.

(2) Normal CAA, ADIZ, CADIZ, DOT, and ICAO-FIR position reporting is in effect.

(3) Call sign for air to air communications will be Snackbar Red plus cell position number for the 1st cell. Snackbar White plus cell position number is the 2nd cell's call sign for air to air communications.

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(4) Air to ground call sign is current SACDAL numbers.

(5) UHF Channelization will be as prescribed in current US Radio Facility Chart.

2. HF Communications:

a. Frequencies and Procedures:

(1) The ART-13 transmitter will be tuned as prescribed by CI #9. Additional frequencies can be set up as needed inflight.

(2) The cell leader in each cell will be responsible for sending ICAO-FIR and HF hourly tactical position reports for all aircraft in his cell until reaching the target area as long as visual or radio contact is maintained between the aircraft. Any aircraft losing visual and radio contact with his cell will begin individual reporting procedure. After passing the target area all aircraft will begin individual position reporting procedures. Bravo type position reports will be send, (CI #25) with XZVT and OGSQ being in the action addressees.

(3) The number 4 aircraft in each cell will monitor 4220 kc for aircraft having VHF failure.

(4) Each aircraft will send a B-2 Strike Report. XZVT and OCSQ will be included in the action addressees. Control stations are: primary - Offutt. Secondary - Ellsworth. Alternates - Harmon and Andrews. Any AACS facility will do if the above cannot be contacted.

(5) Recall word for this mission is GOLFBALL.

(6) Current JANAP 158 recongnition and Identification Code is in effect.

(7) IFF will be on normal position, with the following special instructions: IFF will be off during all jamming activity except when in ADIZ areas. When in ADIZ, IFF will be on normal.

(8) All HF tactical reports except: the HF hourly tactical position report, ICAO-FIR position report, and B-2 Strike Reports will be encrypted and authenticated in accordance with current air/ground code. (AFSAL)

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(9) Emergency procedures are in ACP 130 and 135, and JANAP 300. Emergency frequencies are: UHF - 243 mcs, VHF - 121.5 mcs - HF - 8364 kcs.

(10) Each pilot and radio operator will listen for communications jamming and will make a report on any detected.

(11) Equipment to be carried by the first radio operator is: Spare tube kit, current radio facility charts for United States, W Canada and Alaska, N Atlantic and E Canada. Current N American Area Supplementary Flight Information Book. Pilots Handbooks for East United States, West United States, and Artic. Crystals for: 122.10 mcs (recvr crystal 8469.23 kc and trans crystal 6783.33 kc). 126.70 mc (recvr crystal 8192.86 kc, trnas crystal is 7030.89 kc). 133.20 mc (recvr crystal 8080 kc, trans crystal 7400 kc).

(12) Radio Operator's Interrogation Forms will be filled out prior to landing.

(13) Communications security will be observed and no clear text transmissions will be made that would reveal unit designation or location, aircraft type or the nature of the mission.

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SECTION II - ECM (PART II)

1. Mission: Each aircraft will perform electronic spot jamming while passing through "enemy" territory. No electronic reconnaissance will be performed except as required for the interception of signals to be jammed. No chaff will be dropped except for navigational purposes. No communications jamming will be performed.

2. Intelligence:

a. Radars to be jammed:

(1) Type FPS-3, frequency 1215 to 1365 megacycles.

(2) Type TPS-1D, frequency 1220 to 1280 megacycles.

b. Radar locations between 50° north and 41° north as indicated on attached Route Map Paragraph 6.

3. ECM Equipment Loading: Same as northbound leg.

4. Procedures:

a. One (1) hour prior to reaching 50° north all jammers will be placed in standby operation for warmup and search will begin in the 1215 to 1365 megocycle band.

b. Upon reaching 50° north spot jamming will be performed against all signals intercepted. All ECM activity will be logged complete with intercepts, time jamming started and stopped, and coordinates.

(1) VHF Communications will be limited to normal ADIZ entry calls only.

(2) No VHF contact will be made with individual radar sites prior to jamming except in emergency.

(3) Aircraft will monitor 133.20 megocycles throughout the jamming operation for possible instructions from ADC Sites.

c. Normal "look-through" will be employed to insure that the jammer remains on the frequency of the radar being jammed.

d. Upon reaching 41° north all jamming will cease and all ECM equipment will be turned off.

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5. Special Instructions:

a. All radio operators are alerted to watch for indications of jamming from sources outside of the aircraft, both on the HF communications and ECM reconnaissance frequencies. Any evidence of intentional interference will be logged with as much descriptive data as possible.

b. IFF will be turned off during all jamming activity except when in ADIZ areas.

c. Aircraft clearances prior to departing Thule should contain the phrase "Do not pass to ADC Radar Sites".

d. All aircraft will monitor 133.20 megocycles during the jamming operation (50° north to 41° north) for possible instructions for the ground radar.

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6. ECM ROUTE MAP

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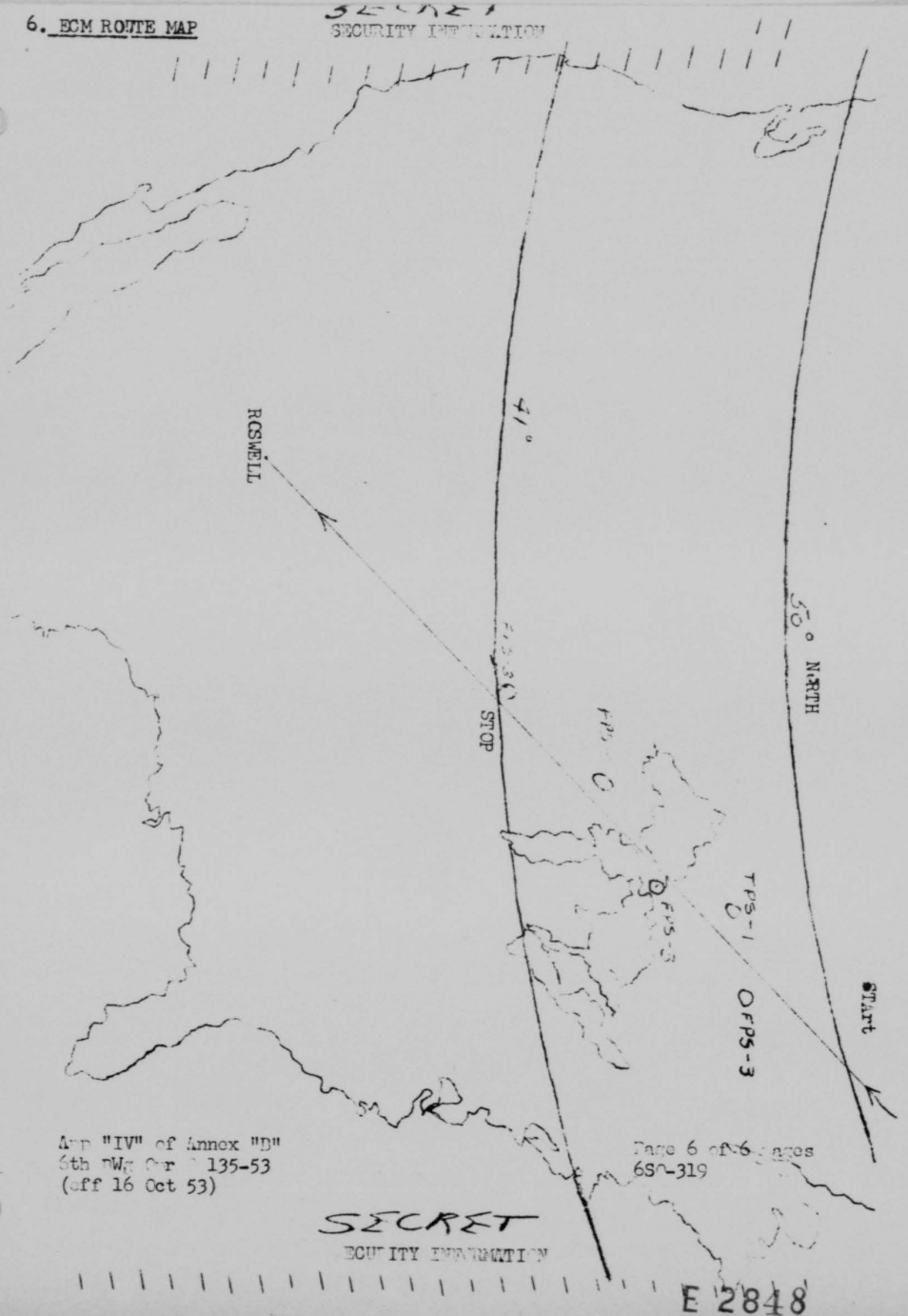

App "IV" of Annex "D"
6th AWW Opr Plan 135-53
(eff 16 Oct 53)

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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
0001Z, 16 October 1953

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO 135-53

SPECIAL WEAPONS

PART I

Annex "D"
6th BWg Opr O 135-53
(eff 16 Oct 53)

Consists of 2 pages
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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
0001Z, 16 October 1953

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO 135-53

SPECIAL WEAPONS

PART I

1. One (1) T-59 weapon will be loaded into bomb bay number 4 of each of the ten (10) participating aircraft by the A & E loading teams, on the day prior to take-off from Walker Air Force Base.

2. The M-2 Release will be locked after take-off on the ferry phase and remain locked until just prior to landing at Thule Air Base.

3. In the event of an emergency requiring jettison of the weapon, procedures as outlined in SAC Atomic SOP 55-3 and SOP 55-4 will apply.

a. If time permits, radio contact will be made with the designated ground station reporting the position of the aircraft and the nature of the emergency. If contact cannot be made with the designated ground station, an approved alternate radio facility will be contacted and requested to relay the emergency report. In any case the emergency report should be so worded that no classified information is divulged. Any accompanying aircraft aware of the jettison will follow the same procedure.

b. After the bomb has been jettisoned, radio contact will again be made reporting the exact position of jettisoning.

4. Any off-loading and re-loading of weapon required at Thule will be accomplished by flight crew.

W K MARTIN
Colonel, USAF
Commander

OFFICIAL:

JAMES A RILEY
Captain, USAF
Special Weapons Officer

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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
0001Z, 16 October 1953

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO 135-53

SPECIAL WEAPONS

PART II

Annex "D"
6th BWg Opr O 135-53
(eff 16 Oct 53)

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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
Roswell, New Mexico
00012, 16 October 1953

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO 135-53

SPECIAL WEAPONS

PART II

1. On the strike phase, the U-2 release will be manually locked after take-off and unlocked just prior to start of climb to bombing altitude.

2. In the event of an emergency requiring jettison of the weapon, procedures as outlined in SAC Atomic SOP 55-3 and SOP 55-4 will apply.

a. If time permits, radio contact will be made with the designated ground station reporting the position of the aircraft and the nature of the emergency. If contact cannot be made with the designated ground station, an approved alternate radio facility will be contacted and requested to relay the emergency report. In any case the emergency report should be so worded that no classified information is divulged. Any accompanying aircraft aware of the jettison will follow the same procedure.

b. After the bomb has been jettisoned, radio contact will again be made reporting the exact position of jettisoning.

W K MARTIN
Colonel, USAF
Commander

OFFICIAL:

JAMES A RILEY
Captain, USAF
Special Weapons Officer

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HEADQUARTERS 6TH BOMBARDMENT WING, (H)
Walker Air Force Base
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00012, 16 October 1953

ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NO 135-53

LOGISTICS

TO BE ISSUED AT A LATER DATE

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Initials: V-B
Date: 2 Dec 53

OFFICE OF THE WING COMPTROLLER
HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Walker Air Force Base
Roswell, New Mexico

CREW OF THE MONTH

Crew S-61 with Major Donald M. Eastling as aircraft commander won "Crew Of The Month" for October. Air training was not considered in the computations since requirements were very limited during the month of October. As a result, ground training activity was actually the controlling factor in determining the "Crew Of The Month". Major Eastling's crew completed 88.46% of ground training requirements, an accomplishment which was very impressive in comparison with other crews. The following list of crews finished in the first positions under the rating system.

CREW	AIRCRAFT COMMANDER	SQUADRON	POSITION
S-01	Major Eastling	24th BS	1
L-23	Capt Winsor	40th BS	2
S-02	Major Nadon	24th BS	3
S-21	Major Walker	40th BS	4
L-04	Major Hanigan	24th BS	5

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MONTHLY ANALYSIS - OCTOBER 1953

TACTICAL SQUADRON OF THE MONTH

A. ADMINISTRATION POSITION	POINTS	24TH BS (1)	39TH BS (3)	40TH BS (2)
1. Manning in Required Specialties				
a. Officers	15	3.0	1.5	1.5
b. Airmen	25	15.0	22.5	10.0
2. Housekeeping	--	NA	NA	NA
3. Ground Safety				
a. Accident Cost Index	10	10.0	0	10.0
b. Military Injury Rate	15	15.0	12.0	15.0
4. AWOL Cases	25	25.0	25.0	20.0
5. Uniform and Other Violations	25	25.0	10.0	15.0
6. Traffic Violations	20	10.0	10.0	0
7. Bad Checks	20	20.0	20.0	20.0
8. A/C Inspection & Maint Record	50	15.0	0	0
TOTAL	205	138.0	101.0	91.5
B. MATERIEL				
1. Abort Rate				
a. Radar	25	12.5	7.5	7.5
b. Aircraft General	25	2.5	2.5	2.5
2. Aircraft Incommission Rate	25	25.0	25.0	25.0
3. Off Schedule Take-Offs	50	0	10.0	0
4. Unsatisfactory Reports	50	23.3	8.7	7.4
5. Technical Order Compliance	50	26.6	29.8	36.8
6. Sorties Delivered as % of Req	60	0	24.0	60.0
TOTAL	285	76.9	107.5	139.2
C. USCM AND FLYING SAFETY				
1. USCM	80	66.0	48.0	77.0
2. Flying Safety	20	20.0	20.0	20.0
TOTAL	100	86.0	68.0	97.0
D. OPERATIONS				
1. Training Minimums (Quantity)	-	NA	NA	NA
2. Scored Crews (Quality)	-	NA	NA	NA
3. RBS Radar Bombing Accuracy	50	50	31	39
4. RBS Visual Bombing Accuracy	35	7	22.4	NA
5. Nite Celestial Navigation	25	20	20	10
6. ECM Proficiency	45	45	36	45
7. Cruise Control Proficiency	20	20	20	20
8. Aerial Gunnery	30	27	18	NA
9. Camera Gunnery				
a. Scored Attacks vs Film Exposed	15	NA	8	0
b. Frames Scored vs Frames HOT	10	NA	10	10
10. Gunnery Evaluation	-	NA	NA	NA

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INITIALS:
DATE: 20 Nov 53

OFFICE OF THE WING COMPTROLLER
HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Walker Air Force Base
Roswell, New Mexico

CREW OF THE MONTH

Crew S-01 with Major Donald M. Fastling as aircraft commander won "Crew Of The Month" for October. Air training was not considered in the computations since requirements were very limited during the month of October. As a result, ground training activity was actually the controlling factor in determining the "Crew Of The Month". Major Fastling's crew completed 88.46% of ground training requirements, an accomplishment which was very impressive in comparison with other crews. The following list of crews finished in the first five positions under the rating system.

CREW	AIRCRAFT COMMANDER	SQUADRON	POSITION
S-01	Major Fastling	24th BS	1
L-23	Capt Winsor	40th BS	2
S-02	Major Nadon	24th BS	3
S-21	Major Walker	40th BS	4
L-04	Major Hanigan	24th BS	5

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MONTHLY ANALYSIS - OCTOBER 1953

	POINTS	24TH BS	39TH BS	40TH BS
11. Ground Training				
a. 50-5 Training				
1. Combat Crews	25	20.8	24.4	23.4
2. Ground Personnel	15	14.3	10.1	11.0
b. Synthetic Trainer Reqmts	10	0	3	0
12. Photography	35	11.1	10.2	11.3
TOTAL	315	215.2	213.1	163.7
GRAND TOTAL	905	519.1	489.6	491.4
Percent of Possible:	-	*58.9%	54.0%	**58.5%

*24th BS - The percentage of possible based on a sum total of 880 points possible since the squadron was not rated on camera gunnery.

**40th BS - The percentage of possible based on a sum total of 840 points possible since the squadron was not rated on RBS Visual Bombing and Aerial Gunnery.

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MONTHLY ANALYSIS - OCTOBER 1953

A. ADMINISTRATION

1.a. Manning in Required Specialties - Officers (15 Points):

The 24th Bomb Squadron scored 3 points while the 39th and 40th Bomb Squadrons attained 1.5 points each.

CRGN	AUTHORIZED	EFFECTIVE	INEF	% EFFECTIVE	% MAX SCORE	PTS SCORED
24th BS	109	87	22	79.82%	20%	3
39th BS	109	83	26	76.15%	10%	1.5
40th BS	109	78	31	71.56%	10%	1.5

1.b. Manning in Required Specialties - Airmen (25 Points):

The 24th, 39th and 40th Bomb Squadrons attained 15, 22.5 and 10 points respectively.

CRGN	AUTHORIZED	EFFECTIVE	INEF	% EFFECTIVE	% MAX SCORE	PTS SCORED
24th BS	240	199	41	82.9	60%	15
39th BS	240	212	28	88.3	90%	22.5
40th BS	240	193	47	80.4	40%	10

2. Housekeeping (50 Points):

The tactical squadrons will not be rated in this category since no inspection was conducted.

3. Ground Safety-24th Bomb Squadron
a. Accident Cost Index (10 Points):

The 24th Bomb Squadron had an accident cost index of .15 which yields maximum points.

b. Military Injury Rate (15 Points):

The 24th Bomb Squadron had a military injury rate of 3.28 which yields maximum points in this category.

The following data was used in scoring the 24th Bomb Squadron in this category.

	AUG	SEPT	OCT	TOTAL
Disabling Military Injuries	0	0	1	1
Non-Disabling Mil Injuries	0	1	3	4
Government Vehicle Accidents	0	0	0	0
Total Cost	0	$7	$141	$148
Mean Strength	326.8	329.5	336.2	992.5
Man Days Exposure	10,130.8	9,885	10,422.2	30,438.0

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MONTHLY ANALYSIS - OCTOBER 1953

39th Bomb Squadron

a. Accident Cost Index (10 Points):

The 39th Bomb Squadron had an accident cost index of 43 which yields zero points in this category.

b. Military Injury Rate (15 Points):

The 39th Bomb Squadron had a military injury rate of 6.39 which yields 80% of the maximum score or 12 points.

The following data was used in scoring the 39th Bomb Squadron in this category.

	AUG	SEPT	OCT	TOTAL
Disabling Injuries	0	2	0	2
Non-Disabling Injuries	1	2	1	4
Government Vehicle Accidents	0	0	1	1
Total Cost of all Accidents	$7	$43,164	$699	$43,870
Mean Strength	335	3407	344.6	1020.3
Man Days Exposure	10,385	10,221	10,682.6	31,288.6

40th Bomb Squadron

a. Accident Cost Index (10 Points):

The 40th Bomb Squadron had an accident cost index of .47 which yields 100% of the maximum score or 10 points.

b. Military Injury Rate (15 Points):

A military injury rate of 3.24 yields maximum points in this category.

The following data was used in scoring the 40th Bomb Squadron in this category.

	AUG	SEPT	OCT	TOTAL
Disabling Injuries	0	0	1	1
Non-Disabling Injuries	0	3	5	8
Government Vehicle Accidents	0	0	0	0
Total Cost of all Accidents	0	$21	$455	$476
Mean Strength	332.6	335.6	337.2	1005.4
Man Days Exposure	10,310.6	10,068	10,453.2	30,831.8

4. AWOL Cases (25 Points):

The 24th and 39th Bomb Squadrons scored maximum points in this category having no AWOL cases during the month of October. The 40th Bomb Squadron had 1 AWOL which gives the squadron an AWOL rate of 2.95. As a result the 40th Bomb Squadron scored 20 points in this category.

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5. Uniform and Other Violations (25 Points):

The 24th Bomb Squadron scored maximum points in this category.

The 39th Bomb Squadron had 4 violations during the month of October which yields a violation rate of 11.4 or 10 points.

The 40th Bomb Squadron had 2 violations during the month of October which yields a violation rate of 6.0 or 15 points.

6. Traffic Violations (20 Points):

The 24th Bomb Squadron had 4 traffic incidents reported during the month of October which yields a violation rate of 11.9 or 10 points.

The 39th Bomb Squadron had 4 traffic incidents during the month of October which yields a violation rate of 11.43 or 10 points.

The 40th Bomb Squadron had 7 traffic incidents during the month of October which yields a violation rate of 20.65 or zero points.

7. Bed Checks (20 Points):

All three (3) tactical squadrons scored maximum points in this category.

8. Aircraft Inspection and Maintenance Record (50 Points):

The 24 th Bomb Squadron attained 15 points while the 39th and 40th Bomb Squadrons were not able to score in this category.

OPCN	NO. DELINQUENT FORMS	NO. FORMS CONTAINING ERRORS	TOTAL ERRORS
24th BS	6	12	39
39th BS	6	28	62
40th BS	3	19	35

Scoring in this category is based upon the number of delinquent Aircraft Inspection and Maintenance Record (AF Form 1, Part II) reports received in the Records Unit during the month and the number of reports in error.

B. MATERIEL

1. Aircraft Abort Rate (Maximum Score 50 Points):
(a) Radar Abort Rate (25 Points):

The 24th Bomb Squadron flew 23 radar sorties and had four (4) malfunctions due to materiel failure during the month of October. A radar malfunction rate of 17.39 yields 10% of the maximum score or 2.5 points.

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(a) Radar Abort Rate (25 Points) (CONT'D)

The 39th Bomb Squadron flew 25 radar sorties and had 2 radar malfunctions due to materiel failure during the month of October. A radar malfunction rate of 8.0 yields 30% of the maximum score or 7.5 points.

The 40th Bomb Squadron flew 25 radar sorties and had 2 radar malfunctions due to materiel failure during the month of October. A radar malfunction rate of 8.0 yields 30% of the maximum score or 7.5 points.

(b) Aircraft General (25 Points):

The 24th Bomb Squadron flew a total of 29 sorties and had 6 aircraft general malfunctions. A malfunction rate of 20.69 yields 10% of the maximum score or 2.5 points. The breakdown of malfunctions is as follows:

NUMBER	TYPE	SYSTEM	CAUSE
1	Ground	Gunnery	Materiel
1	Ground	A/C General	Materiel
4	Ground	Power Plant	Materiel

The 39th Bomb Squadron flew a total of 22 sorties (does not include test hops) and had 8 aircraft general malfunctions. A malfunction rate of 36.36 yields 10% of the maximum score or 2.5 points. The breakdown of malfunctions is as follows:

NUMBER	TYPE	SYSTEM	CAUSE
1	Ground	Power Plant	Maintenance
1	Ground	Power Plant	Air Crew
2	Air	Power Plant	Materiel
1	Air	Power Plant	Maintenance
1	Ground	Gunnery	Maintenance
1	Ground	Communications	Materiel
1	Air	Photo	Materiel

The 40th Bomb Squadron flew a total of 29 sorties and had 7 aircraft general malfunctions. A malfunction rate of 24.14 yields 10% of the maximum score or 2.5 points. The breakdown of malfunctions is as follows:

NUMBER	TYPE	SYSTEM	CAUSE
1	Ground	Power Plant	Materiel
1	Air	Power Plant	Maintenance
1	Ground	Power Plant	Maintenance
1	Air	Propeller	Materiel
1	Ground	A/C General	Maintenance
1	Air	Gunnery	Materiel
1	Air	Communications	Materiel

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2. Aircraft In Commission Rate (25 Points):

The 24th, 39th and 40th Bomb Squadrons scored maximum points with in-comrission rates of 69.64, 70.03 and 75.86 respectively.

3. Off Schedule Take-Offs (50 Points):

The 24th Bomb Squadron scored zero points in this category. During the month of October the squadron had ten (10) late take-offs.

The 39th Bomb Squadron scored 10 points in this category on the basis of 6 late take-offs for the month of October.

The 40th Bomb Squadron scored zero points since the squadron had 11 late take-offs during the month of October.

4. Unsatisfactory Reports (50 Points):

The 24th Bomb Squadron attained 23.3 points in this category based on the following data:

TYPE OF UR	STANDARD	POINT VALUE	ACTUAL UR'S	POINTS SCORED
Emergency	3	25	1	8.3
Initial	50	10	51	10.0
Repeat	100	5	248	5.0
Flight Crew	25	10	0	0
TOTAL	178	50	300	23.3

The 39th Bomb Squadron attained 8.7 points based on the following data:

TYPE OF UR	STANDARD	POINT VALUE	ACTUAL UR'S	POINTS SCORED
Emergency	3	25	0	0
Initial	50	10	35	7
Repeat	100	5	35	1.7
Flight Crew	25	10	0	0
TOTAL	178	50	70	8.7

The 40th Bomb Squadron attained 7.4 points in this category on the basis of the following data:

TYPE OF UR	STANDARD	POINT VALUE	ACTUAL UR'S	POINTS SCORED
Emergency	3	25	0	0
Initial	50	10	36	7.2
Repeat	100	5	4	.2
Flight Crew	25	10	0	0
TOTAL	178	50	40	7.4

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5. Technical Order Compliance (50 Points):

The 24th Bomb Squadron had a TOC rate of 53.2 which yields 26.6 points in this category. TOC units accomplished during the month of October amounted to 456 while the number of TOC units that can be accomplished amounted to 857.

The 39th Bomb Squadron had a TOC rate of 59.6 which yields 29.8 points. TOC units accomplished during the month of October amounted to 632 while the number of TOC units that can be accompplished amount to 1061.

The 40th Bomb Squadron had a TOC rate of 73.6 which yields 36.8 points in this category. TOC units accomplished during the month of October amounted to 652 while the number of TOC units that can be accomplished amounted to 886.

6. Sorties Delivered as a Percent of Required (60 Points):

The 24th Bomb Squadron was unable to score any points in this category on the basis of 56.41% delivery of required sorties.

The 39th Bomb Squadron attained 40% of the maximum score or 24 points. During the month of October the squadron delivered 80% of the sorties required.

The 40th Bomb Squadron scored maximum points on the basis of 100% delivery of required sorties.

C. UNIT SIMULATED COMBAT MISSIONS AND FLYING SAFETY

1. Unit Simulated Combat Missions Effectiveness (80 points):

The 24th, 39th and 40th Bomb Squadrons scored 66, 48 and 77 points respectively on the basis of the following data.

ORGANIZATION	A/C REQUIRED	A/C ASSIGNED	FFF	COMPLETING MISSION
24th BS	8	8	7	7
39th BS	7	6	6	6
40th BS	7	7	7	6

2. Flying Safety (20 Points):

All three (3) tactical squadrons scored maximum points in this category.

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MONTHLY ANALYSIS - OCTOBER 1953

D. OPERATIONS

1. Training Minimums (Quantity) (200 Points):

This category was not rated during the month of October since it was a free training month.

2. Scored Crews (Quality) (50 Points):

This category was not rated during the month of October since it was a free training month.

3. RTS Radar Bombing Accuracy (50 points):

The 24th Bomb Squadron attained maximum points based on a total of 12 runs with an average PI of 60.8.

The 39th Bomb Squadron attained 62% of the maximum score or 31 points based on a total of 10 runs with an average PI of 41.0.

The 40th Bomb Squadron attained 66% of the maximum score or 33 points based on a total of 9 runs with an average PI of 43.3.

4. RTS Visual Bombing Accuracy (35 Points):

The 24th Bomb Squadron attained 20% of the maximum score or 7 points based on a total of 5 runs with an average PI of 20.

The 39th Bomb Squadron attained 64% of the maximum score or 22.4 points based on a total of 5 runs with an average PI of 42.

The 40th Bomb Squadron was not rated in this category since the squadron did not accomplish any record RTS Visual Bombing.

5. Night Celestial Navigation Proficiency (25 Points):

The 24th, and 39th Bomb Squadrons scored maximum points in this category. while the 40th Bomb Squadron attained 40% of the maximum score or 10 points on the basis of a CEA of 18.5.

6. ECM Proficiency (45 Points):

The 24th Bomb Squadron was 73.8% effective during the month of October, scoring maximum points in this category.

The 39th Bomb Squadron was 64.1% effective during the month of October and therefore was able to attain 80% of the maximum score or 36 points.

The 40th Bomb Squadron was 73.3% effective during the month of October, scoring maximum points in this category.

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7. Cruise Control Proficiency (20 Points):

All three tactical squadrons attained maximum points.

8. Aerial Gunnery (30 Points):

The 24th and 39th Bomb Squadrons scored 27 and 18 points respectively in this category. The following data was used as a basis for the scoring. The 40th Bomb Squadron was not rated since the squadron did not have any requirements for air to air gunnery during the month of October.

ORGANIZATION	POUNDS LOADED	POUNDS FIRED	PERCENT FIRED
24th FS	11,400	8,610	75.5%
39th FS	16,100	8,550	53.1%

9. Camera Gunnery (25 Points):

a. Scored Attacks vs Film Exposed (15 Points):

ORGN	SCORED ATTACKS	FILM EXPOSED	AVG FILM EXPOSED PER SCORED ATTACK	POINTS SCORED
39th FS	58	1,015'	17.5'	8
40th FS	17	465'	27.3'	0

The 24th Bomb Squadron was not rated in this category since the squadron did not fly any camera gunnery during the month of October.

b. Frames Scored vs Frames HOT (10 Points):

ORGN	FRAMES SCORED	FRAMES HOT	PERCENT HOT	POINTS SCORED
39th FS	18,643	10,330	55.4%	10
40th FS	5,834	2,157	37.0%	10

The 24th Bomb Squadron was not rated in this category since the squadron did not fly any camera gunnery during the month of October.

10. Gunnery Evaluation (10 Points):

This category was not rated for the month of October.

11. Ground Training
a. 50-5 Training
(1) Combat Crews (25 Points) - Ground Personnel (15 Points):

As of 31 October 1953 83.3% of 50-5 Training requirements should have been accomplished. The following figures are presented in regard to the accomplishments from 1 January 1953 thru 31 October 1953.

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24th Bomb Squadron	Percent of 50-5 Accomplishments	Percent of Maximum Score	Points Scored
Combat Crews	69.3%	83.2%	20.8
Ground Personnel	79.5%	95.4%	14.3
39th Bomb Squadron			
Combat Crews	81.3%	97.6%	24.4
Ground Personnel	56.0%	67.2%	10.1
40th Bomb Squadron			
Combat Crews	78.0%	93.6%	23.4
Ground Personnel	61.3%	73.6%	11.0

b. Synthetic Trainer Requirements (10 Points):

The 39th Bomb Squadron scored 3 points in this category while the 24th and 40th Bomb Squadrons failed to score since they did not attain 90% completeness or better.

PERCENTAGE UTILIZATION BY TRAINING DEVICE

ORGN	AVERAGE % UTILIZATION	LINK	ULTRASONIC	CNT	LORAN	TIA	F-26	TCM	TCU
24th BS	87.8	96	100	100	100	84.6	75.5	82.5	63.6
39th BS	90.3	100	100	100	92.1	88.4	75.7	91.2	75.2
40th BS	82.1	100	100	80	87.5	64.3	90	78.7	56.7

12. Photography (35 Points):

The 24th, 39th and 40th Bomb Squadrons scored 11.1, 10.2 and 11.3 points respectively in this category.

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SUPPORT SQUADRON OF THE MONTH - OCTOBER 1953

	POSITION		(3)	(1)	(2)
A.	PERSONNEL ADMINISTRATION	POINTS	6TH AFS	6TH FMS	6TH FMS
1.	Manning in Required Specialties				
	a. Officers	15	1.5	1.5	3.0
	b. Airmen	35	24.5	21.0	35.0
2.	Housekeeping	NA	NA	NA	NA
3.	Ground Safety				
	a. Accident Cost Index	25	25.0	25.0	25.0
	b. Military Injury Rate	50	50.0	50.0	50.0
4.	AWOL Cases	75	0	60.0	75.0
5.	Uniform and Other Violations	50	50.0	40.0	20.0
6.	Traffic Violations	50	30.0	30.0	30.0
7.	Pad Checks	50	50.0	40.0	40.0
	TOTAL	350	231.0	267.5	278.0
B.	MATERIEL				
1.	Supply Effectiveness	30	25.8	25.3	27.0
2.	Reports of Survey	70	38.5	70.0	70.0
	TOTAL	100	64.3	95.3	97.0
C.	UTILIZATION OF MANPOWER	100	100.0	100.0	100.0
D.	PRIMARY MISSION ACCOMPLISHMENTS				
1.	6th A&F Squadron				
	a. Radar Alert Rate	100	10.0		
	b. K-1 Radar Equipment	75	0		
	c. Radio Equipment	50	50.0		
	d. Turret System	75	75.0		
	e. Repairable Iters Processed	100	25.0		
	TOTAL	400	160.0		
2.	6th Field Maint Squadron				
	a. Engine Changes	150		45.0	
	b. Propeller Changes	80		80.0	
	c. Cylinder Changes	60		36.0	
	d. Turbo Changes	60		48.0	
	e. Magneto Changes	50		45.0	
	TOTAL	400		254.0	
3.	6th Periodic Maint Squadron				
	a. Average Inspection Discrepancy	100			50.0
	b. Calendar Day per Major Insp.	150			0
	c. Unsatisfactory Reports	50			6.3
	d. Dock Inspection Efficiency	100			100.0
	TOTAL	400			156.3
	GRAND TOTAL	950	555.3	716.8	631.3
	Percent of Possible		58.45%	75.45%	66.45%

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MONTHLY ANALYSIS - OCTOBER 1953

A. PERSONNEL ADMINISTRATION

1.a. Manning in Required Specialties (Officers) - (15 Points):

The 6th A&E and 6th FM Squadrons attained 1.5 points each while the 6th FM Squadron was able to score 3 points in this category. The following figures were used as a basis for the scoring:

ORGN	AUTHORIZED	EFFECTIVE	INEF	% EFFECTIVE	% MAXIMUM SCORE
6th AFS	12	9	3	75.00%	10%
6th FMS	7	5	2	71.43%	10%
6th FMS	5	4	1	80.00	20%

1.b. Manning in Required Specialties (Airmen) - (35 Points):

The 6th A&F, 6th FM and 6th FM Squadrons attained 24.5, 21.0 and 35 points respectively. The following figures were used as a basis for the scoring:

ORGN	AUTHORIZED	EFFECTIVE	INEF	% EFFECTIVE	% MAXIMUM SCORE
6th AFS	288	244	44	84.72%	70%
6th FMS	476	396	80	83.19%	60%
6th FMS	238	216	22	90.76%	100%

2. Housekeeping (100 Points):

The support squadrons will not be rated in this category since no inspection was conducted.

3. Ground Safety
a. Accident Cost Index (25 Points) - 6th AFS:

The 6th AFS had an accident cost index of .25 which yields maximum points. The following data was used in scoring the 6th AFS in this category.

	AUG	SEPT	OCT	TOTAL
Disabling Military Injuries	0	0	1	1
Non-Disabling Military Injuries	0	1	0	1
Government Vehicle Accidents	0	0	0	0
Total Cost	0	$7	$210	$217
Mean Strength	290.2	283.3	278.5	852
Man Days Exposure	8996.2	8499	8633.5	26,128.7

b. Military Injury Rate (50 Points):

The 6th AFS had a military injury rate of 3.83 which yields 100% of the maximum score or 50 points.

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MONTHLY ANALYSIS - OCTOBER 1953

3. Ground Safety (CONT'D) - 6th FMS:

a. Accident Cost Index (25 Points):

The 6th FMS had an accident cost index of .04 which yields 100% of the maximum score or 25 points. The following data was used in scoring the 6th FMS in this category.

	AUG	SEPT	OCT	TOTAL
Disabling Military Injuries	0	0	0	0
Non-Disabling Military Injuries	3	3	2	8
Government Vehicle Accidents	0	0	0	0
Total Cost	$21	$21	$14	$56
Mean Strength	462.8	462.9	475.6	1401.3
Man Days Exposure	14,34648	13,887	14,743.6	42,977.4

b. Military Injury Rate (50 Points):

Since the 6th FMS has not suffered any disabling injuries for the three month period of August, September and October they were able to attain maximum points in this category.

a. Accident Cost Index (25 Points) - 6th FMS:

The 6th FMS had an accident cost index of .06 which yields maximum points in this category. The following data was used in scoring the 6th FMS in this category.

	AUG	SEPT	OCT	TOTAL
Disabling Military Injuries	0	0	0	0
Non-Disabling Military Injuries	3	1	1	5
Government Vehicle Accidents	0	0	0	0
Total Cost	$21	$7	$7	$42
Mean Strength	230.2	227.5	240.7	698.4
Man Days Exposure	7,136.2	6,825	7,461.7	21,422.9

b. Military Injury Rate (50 Points):

Since the 6th FMS did not suffer any disabling injuries during the three month period of August, September and October, they were able to attain 100% of the maximum score or 50 points.

4. AWOL Cases (75 Points):

The 6th AFS had 4 AWOL's reported during the month of October. An AWOL rate of 14.4 yields zero points.

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4. AWOL Cases (Cont'd):

The 6th FMS had 1 AWOL case reported during the month of October. An AWOL rate of 2.05 enables the squadron to attain 60 points in this category.

The 6th FMS scored maximum points since they did not have any AWOL's reported during the month of October.

5. Uniform and Other Violations (50 Points):

The 6th AFS scored maximum points since they did not have any incidents pertaining to this category reported during the month of October.

The 6th FMS had 2 incidents reported during the month of October. A violation rate of 4.1 yields 40 points in this category.

The 6th PMS had 3 incidents reported during the month of October. A violation rate of 12.1 yields 20 points in this category.

6. Traffic Violations (50 Points):

The 6th AFS had 2 incidents reported during the month of October involving privately owned vehicles. A violation rate of 7.2 yields 30 points.

The 6th FMS had 3 incidents reported during the month of October involving privately owned vehicles. A violation rate of 6.2 enables the squadron to score 30 points in this category.

The 6th PMS had 2 incidents reported during the month of October involving privately owned vehicles. A violation rate of 8.1 yields 30 points.

7. Bad Checks (50 Points):

The 6th AFS scored maximum points having no bad checks reported.

The 6th FMS and 6th PMS each had one (1) bad check reported during the month of October. Bad check rates of 2.05 and 4.03 respectively enables them to score 40 points each in this category.

B. MATERIEL

1. Supply Effectiveness (30 Points):

This category was based on UPREAL items on hand versus number of UPREAL authorized.

ORGANIZATION	SUPPLY EFFECTIVENESS	POINTS ATTAINED
6th AFS	86.13	25.8
6th FMS	84.48	25.3
6th PMS	89.92	27.0

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MONTHLY ANALYSIS - OCTOBER 1953

2. Reports of Survey (70 Points):

The 6th AFS attained 55% of the maximum score or 38.5 points based on the following data:

MONTH	REPORTS OF SURVEY	COST	MILITARY FOM ASGD STRENGTH	CIVILIAN FOM ASGD STRENGTH
August	0	0	291	4
September	1	$299.45	274	4
October	0	0	277	4
TOTAL	1	$299.45	842	12

Average dollars per survey: $299.45
Organization Population: 854
Reports of Survey per 1000 population: 1.17

The 6th FMS was able to score maximum points in this category based on the following data:

MONTH	REPORTS OF SURVEY	COST	MILITARY FOM ASGD STRENGTH	CIVILIAN FOM ASGD STRENGTH
August	0	0	462	29
September	2	$15.80	465	28
October	0	0	487	29
TOTAL	2	$15.80	1414	86

Average dollars per survey: $7.90
Organization Population: 1500
Reports of Survey per 1000 population: 1.3

The 6th PMS attained 100% of the maximum score or 70 points since they did not have any Reports of Survey during the three (3) month period of August, September and October.

C. UTILIZATION OF MANPOWER (100 Points):

All three (3) support squadrons scored maximum points in this category.

ORGANIZATION	PERCENT UTILIZATION	POINTS SCORED
6th AFS	92.71%	100
6th FMS	88.70%	100
6th PMS	90.21%	100

D. PRIMARY MISSION ACCOMPLISHMENTS

1. 6th AFS

a. Radar Malfunction Rate (100 Points):

A radar malfunction rate of 10.96 for the month of October yields 10% of the maximum score or 10 points.

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b. K-1 Radar Equipment (75 Points):

An incommission rate of 48% yields zero points in this category.

c. Radio Equipment (50 Points):

An incommission rate of 93% yields maximum points in this category.

d. Turret System (75 Points):

An incommission rate of 91.1% yields 100% of the maximum score or 75 points.

e. Repairable Items Processed (100 Points):

The 6th AFS had 74% of the repairable items processed and returned to servicable stock during the month of October giving a point score of 25.

2. 6th FMS - Special Accomplishments

a. Engine Changes (150 Points):

During October the squadron had a total of 9 engine changes at an average of 110 manhours per unit change which yields 30% of the maximum score or 45 points.

b. Propeller Changes (60 Points):

During October the squadron had a total of 56 propeller changes at an average of 3 manhours per unit change which yields maximum points in this category.

c. Cylinder Changes (60 Points):

During October the squadron had 25 cylinder changes at an average of 30 manhours per unit change which yields 60% of the maximum score or 36 points.

d. Turbo Changes (60 Points):

During October the squadron had 3 turbo changes at an average of 25 manhours per unit change which yields 80% of the maximum score or 48 points.

e. Magneto Changes (50 Points):

During October the squadron performed 1 magneto change requiring 2 manhours which yields 90% of the maximum score or 45 points.

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3. 6th PMS - Special Accomplishments

a. Average Inspection Discrepancies (100 Points):

The average number of discrepancies per one hundred (100) hour inspection for October was 92.16 which enables the squadron to attain 50% of the maximum score or 50 points.

b. Calendar Days per Major Inspection (150 Points):

In comparing standard inspection time (6.0 calendar days per major inspection) with actual inspection time required to complete all 100 inspections (7.9); squadron efficiency was fixed at 75.95%. On the basis of this percentage the 6th PMS scored zero points in this category.

c. Unsatisfactory Reports (50 Points):

The 6th PMS scored 6.3 points based on the following data:

TYPE OF UR	STANDARD	ACTUAL	POINTS POSSIBLE	POINTS SCORED
Initial	40	6	20	3
Repeat	100	11	30	3.3
TOTAL	140	17	50	6.3

d. Dock Inspection Efficiency (100 Points):

During the month of October an average of 1620 manhours were expended per 100 hour inspection which yields 100% of the maximum score or 100 points.

W. K. MARTIN
Colonel, USAF
Commander

DANIEL J. SWEENEY
Lt. Col., USAF
Comptroller

DISTRIBUTION:
1 ea 6WCC
1 ea DCO
1 ea DM, DI, DP, WC
4 ea DCOT
3 ea Support Squadron
3 ea Tactical Squadron
3 ea Chief Maintenance
4 ea WHC
1 ea 509th Bomb Wg

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OFFICE OF THE WING COMPTROLLER
HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Walker Air Force Base
Roswell, New Mexico 12 November 1953

ESTIMATED SCORES UNDER SAC MANAGEMENT CONTROL SYSTEM
OCTOBER 1953

	POINTS POSSIBLE	SEPT ACTUAL	OCT ACTUAL	% OF POSSIBLE	DIFFERENCE BETWEEN SEPT - OCT
PERSONNEL					
Manning in Required Specialties					
a. Officers	25	12.5	10.0	30.0%	- 2.5
b. Airmen	45	18.0	22.5	50.0%	↑ 4.5
Formation of Crews	20	20.0	20.0	100.0%	-
AWOL Rate per 1000	30	21.0	30.0	100.0%	↑ 9.0
Ground Safety	25	13.7	11.2	45.0%	- 2.5
Reenlistment Rate	40	40.0	4.0	10.0%	- 36.0
Personnel Records	15	15.0	15.0	100.0%	-
MTD Utilization	20	18.0	20.0	100.0%	↑ 2.0
TOTAL	220	158.2	132.7	60.3%	- 25.5
MATERIEL					
Sorties Del. as a % of Req.	60	25.0	0.0	0%	- 25.0
Reports of Survey	40	34.0	34.0	85.0%	-
Flyaway Kits	40	32.0	32.0	80.0%	-
TOTAL	140	91.0	66.0	47.1%	- 25.0
UNIT SIMULATED COMBAT MISSION AND FLYING SAFETY					
USCM Effectiveness	80	79.0	NA	NA	-
Flying Safety	40	40.0	40.0	100%	-
TOTAL	120	119.0	40.0	100%	-
OPERATIONS					
Training Minimums	200	66.6	NA	NA	-
RBS Radar Bombing Accuracy	50	50.0	NA	NA	-
RBS Visual Bombing Accuracy	35	34.3	NA	NA	-
Nite Cel. Nav. Proficiency	25	25.0	NA	NA	-
ECM Proficiency	45	45.0	NA	NA	-
Cruise Control Proficiency	20	20.0	NA	NA	-
Camera Gunnery Proficiency	NA	NA	NA	NA	-
Scored Crews	50	50.0	NA	NA	-
Combat Ready Crews	50	15.0	NA	NA	-
Physical Conditioning	20	2.0	14.0	70.0%	↑ 12.0
TOTAL	495	307.9	14.0	70.0%	↑ 12.0
GRAND TOTAL SCORE	975	676.1	252.7	*60.2%	- 38.5

*Percentage of Possible based on a sum total of 420 points possible since Operations, with the exception of Physical Conditioning, was not rated during October.

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CONFIDENTIAL
SECURITY INFORMATION

ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
OCTOBER 1953

I. PERSONNEL

A. Manning in Required Specialties - Officers (Maximum Score 25 Points):

It is estimated that 40% of the maximum score will be attained or 10 points. During the month of October the Wing was 84.6% effectively manned in Officer Personnel.

AUTHORIZED	EFFECTIVE	INEFF	% EFFECTIVE	% OF MAXIMUM SCORE
409	346	63	84.6%	40%

Even though this analysis does not show any ineffectives in AFSC 4324 (Aircraft Performance Engineer), there is a shortage of 33 Officers, of which 33 positions are being filled by Airmen. For SAC reporting purposes requirement is 1 per crew.

The following list comprises the 63 non-effectives:

AFSC	AFS	NUMBER	REMARKS AND RECOMMENDATIONS
1234A	Pilot, B-36	15	There is actually a shortage of 27 offs in this AFSC of which 12 3rd Pilot positions are being filled by Airmen gunners for SAC Rating purposes. 12 on SAC approved requisition. 3 on 8th Air Force manning action
1435	Air Opr Off	2	On SAC approved requisition
1524A	Observer, B-36	10	7 On SAC approved requisition 4 due in fr Mather in Dec 53
2044	Intell Photo-Radar	1	On SAC approved requisition
2054	Intelligence Off	1	On SAC approved requisition
3234	Arm Systems Off	3	2 on SAC approved requisition. Lt F.M. Sadler asgd 6BWg HDCSA 1 Nov 53.
3254	Munitions Off	1	8th Air Force manning action
4334	Flt Test Maint Off	1	2 on SAC approved requisition
4344	Acft Maint Off	3	4 8th Air Force manning action
6416	Sup Stf Off	1	2 on SAC approved requisition
6424	Supply Off	2	On SAC approved requisition. 1 due in fr 5AF in Dec 53 1 8th Air Force manning action
7324	Pers Off	3	On SAC approved requisition 1 due in fr 7th ADiv in Nov 53

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
OCTOBER 1953

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409	346	63	84.6%	40%

Even though this analysis does not show any ineffectives in AFSC 4324 (Aircraft Performance Engineer), there is a shortage of 33 Officers, of which 21 positions are being filled by Airmen. For SAC reporting purposes requirement is 1 per crew.

The following list comprises the 63 non-effectives:

AFSC	AFS	NUMBER	REMARKS AND RECOMMENDATIONS
1234A	Pilot, B-36	15	There is actually a shortage of 27 offs in this AFSC of which 12 3rd Pilot positions are being filled by Airmen gunners for SAC Rating purposes. 12 on SAC approved requisition. 3 on 8th Air Force manning action
1435	Air Opr Off	2	On SAC approved requisition
1524A	Observer, B-36	10	7 On SAC approved requisition 4 due in fr Mather in Dec 53
2044	Intell Photo-Radar	1	On SAC approved requisition
2054	Intelligence Off	1	On SAC approved requisition
3234	Arm Systems Off	3	2 on SAC approved requisition. Lt F.M. Sadler asgd 6BWg FDCSA 1 Nov 53.
3254	Munitions Off	1	8th Air Force manning action
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7324	Pers Off	3	On SAC approved requisition 1 due in fr 7th ADiv in Nov 53

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OCTOBER 1953

AFSC	AFS	NUMBER	REMARKS AND RECOMMENDATIONS
7524	Fd Spec	1	On SAC approved requisition
9025	Med Sv, Admin Off	1	On SAC approved requisition
9034	Med Supply Off	1	On SAC approved requisition
9066	Optometry Off	1	On SAC approved requisition
9356	Med O, Avn Med	3	On SAC approved requisition
9446	Otolaryngologist	1	On SAC approved requisition
0636	Radiologist	1	1 8th Air Force manning action
9764	Nurse, General	4	1 on SAC approved requisition Lt P.F. Mackessy due in fr Res prac in Nov 53. 5 on SAC approved requisition
9836	Dental Off, Gen	6	Maj R.W. Bergaan due in fr 7AD in Jan 54. Maj W.P. Doheney due in fr 7AD in Feb 54. Capt W.W. Steiner due in fr 7AD in Jan 54 1 on SAC approved requisition 3 8th Air Force manning action
9926	Veterinarian, Gen	1	1 8th Air Force manning action
	TOTAL	63	

B. Manning in Required Specialties - Airmen (Maximum Score 45 Points):

It is estimated that 50% of the maximum score will be attained or 22.5 points. During the month of October the Wing was 81.69% effectively manned in Airmen Personnel.

AUTHORIZED	EFFECTIVE	INEF	% EFFECTIVE	% OF MAXIMUM SCORE
1999	1633	366	81.69%	50%

The following list comprises the 366 non-effectives:

CAREER FIELD	TITLE	NO. POSITIONS TO BE FILLED	% ACTUAL MANNED
20	Intelligence	2	108
27	Air Traffic Control & Warning	2	217
29	Communications Operations	16	110
30	Radio and Radar Maintenance	11	94
32	Armament Systems Maintenance	72	106
40	Intricate Equipment Maintenance	17	87
42	Aircraft Accessories Maintenance	11	88

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ANALYSIS OF POINTS LOST UNDER CAC MANAGEMENT CONTROL SYSTEM
OCTOBER 1952

CAREER FIELD	TITLE	NO. OF POSITIONS TO BE FILLED	% ACTUAL MANNED
43	Aircraft & Engine Maintenance	142	106
46	Munitions & Weapons Maintenance	8	92
47	Vehicle Maintenance	[illegible]	55
53	Metal Working	8	110
55	Construction	3	111
[illegible]	Fabrics, Leather & Rubber	5	81
[illegible]	Transportion	5	82
64	Supply	7	122
70	Administration	15	97
73	Personnel	2	100
80	Management Methods	2	125
85	Statistical & Machine Accounting	1	200
90	Medical	7	114
92	Aircrew Protection	11	8.3
993	Draftsman	2	160
	TOTAL	266	

Position losses occured in October due to:

PCS Assignment	11
Discharges	20
TOTAL	31

Action possible and accomplished to increase position vacancies:

October Input	13
School Quotas	1
Classification October	28
Classification November	4
OJT	3
TOTAL	49 Yields net gain of 18

C. Formation of Crews (Maximum Score 20 Points):

It is estimated that maximum points will be scored in this category. The Wing has 30 crews available which is the total number of crews that could be formed from resources available.

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OCTOBER 1953

D. AWOL Rate per 1000 (Maximum Score 30 Points):

It is estimated that maximum points will be scored in this category.

An AWOL Rate of 2.28 for the 3 month period (August, September and October) yields 100% of the maximum score or 30 points.

	AUGUST	SEPTEMBER	OCTOBER	TOTAL
Number AWOL	5	2	7	14
Mean Strength	2063	2074.5	2010.2	6147.7

AWOL Rate = $\frac{\#\ \text{AWOL}\ (14) \times 1000}{\text{Strength}\ (6147.7)} = 2.28$

The individual cases of the Wing's total of 7 AWOL's for the month of October are as follows:

ORGN	NAME	ACTION TAKEN	REASONS FOR AWOL
6th FMS	A/2C Lopez, Frank G	Not apprehended	Undetermined
36th Med	A/B Miller, Edward A.	Not apprehended	Request for Hardship Discharge was disapproved. Disapproval was based on the fact that airman would not be able to support dependents adequately with the salary he would have made in civilian life. Consequently airman was granted 10 days leave which would enable him to seek out a better paying job. Airman failed to return.
40th BS	A/B Kloth, Augustus M.	Awaiting General Courts Martial. Presently in Stockade for previous AWOL Charge.	Undetermined.

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
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ORGN	NAME	ACTION TAKEN	REASONS FOR AWOL
6th AFS	A/1C Charrow, Fred	Summary Courts Martial Reduced to A/B.	Airman went AWOL to present wedding ring to girl friend.
	A/2C Van Duyne, Eugene L.	Summary Courts Martial. Reduced to A/B, $25 fine.	*
	A/1C Reddell, Wayne A.	Summary Courts Martial. Reduced to A/B, $25 fine.	*
	A/2C DeTurck, William W.	Summary Courts Martial. Reduced to A/B, $25 fine.	*

*The above three (3) named airmen were all intoxicated at the time they went AWOL. Airmen went to Chicago since that is the home of two of the airmen.

F. Ground Safety (Maximum Score 25 Points):

It is estimated that 45% of the maximum score will be attained or 11.2 points. The following is a breakdown of data used in determining the score.

	AUGUST	SEPTEMBER	OCTOBER	TOTAL
Military Injuries	1	2	4	7
Civilian Injuries	0	0	0	0
Government Accidents	0	0	1	1
Accident Cost	$1,849	$43,248	*$1,676	$46,773

*Total cost of the four (4) military injuries reported in October amounted to $984; the cost of the one (1) government vehicle accident amounted to $692.

The following list comprises the rates and indices computed for the three (3) month period (August, September and October) which are applicable to the Ground Safety category:

Military Injury Rate	3.18
Civilian Injury Rate	0
Government Vehicle Accident Rate	4.22
Ground Safety Index	7.40
Accident Cost Index	6.45

A Ground Safety Index of 7.40 and an Accident Cost Index of 6.45 yields 45% of the maximum score or 11.2 points. The following list summarizes the accidents reported in October 1953:

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1. 40th Bomb Sq - Airman Boston relieved an aircraft guard for lunch. He obtained the guard's weapon, a .45 caliber semi-automatic, which he attempted to check by pulling the slide back and letting it go forward. In doing this he neglected to take the clip out and as the slide was going forward it injected a round into the chamber. Airman then pointed the weapon toward the ground and pulled the trigger. The missle struck his left foot. ACTION TAKEN: Accident brought to the attention of all personnel and at the same time a lecture on the handling of firearms was given. Disciplinary action has been taken against the individual under Article 15, USCMJ; further, the airman will not be considered for promotion for the next six months.

2. 6th AES - Airman Wilson was riding his motorscooter on his way from the 6th A&F auto-pilot shop to the Compass Rose position to work on an aircraft. As he was making a left turn, the scooter hit an oil slick and overturned on top of the airman. Airman was taken to hospital where he was treated for abrassion of left knee and returned to duty. On 9 October his knee felt worse so he reported to the Dispensary and was hospitalized. ACTION TAKEN: Accident will be discussed at next squadron orientation.

3. 6th Med Gp - S/Sgt Peterson along with five other airmen from Walker AFB were returning to the base from El Paso, Texas. Approximately 27 miles west of Roswell New Mexico on Highway #70, while going around a curve on a downgrade the vehicle ran off the right side of the road. Attempts to regain control of the car failed and as a result the vehicle turned over. S/Sgt Peterson had not been drinking prior to the accident. ACTION TAKEN: Airman was fined $65.00 by Civil Authorities for speeding and failure to have a driver's permit, further the airman will be punished under Article 15, USCMJ. Punishment will be two weeks extra duty.

4. 24th Bomb Sq - S/Sgt Houston was on ordinary leave during August 1953. He was diving and swimming in Rosco Bell Lake near Anderson, S.C. and in the process of diving from a 12 ft board his feet went up and struck the back of his neck. Apparently this jerked his back in such a position as to strain it. Airman did not receive any medical attention and when he returned from leave performed his normal duty. Houston's duty consists of handling heavy weapons which may have aggravated his back. He went to the hospital 12 October 1953. ACTION TAKEN: Airman has been instructed to exercise more caution while diving or swimming.

5. 39th Bomb Sq - At approximately 1800 hours on 19 August 1953, S/Sgt Larry E. Burkhart and A/2C Edward J. Mischler were engaged in towing a B-2 Aerostand by means of a pickup truck to aircraft #50-1095 preparatory to re-fueling the aircraft for a mission the following day. Airman Mischler, driver of the truck, drove within about 30 feet of the aircraft and stopped. S/Sgt Burkhart got out of the truck to unhitch the stand.

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5. 39th Bomb Sq - (Cont'd)

The tongue of the stand was struck in the hitch and when S/Sgt Burkhart stood up, airman Mischler implied that the stand was unhitched and proceeded to drive off. The top of the stand was raised and extended over the cab of the pickup with the resultant that the right hand corner and railing on the top platform of the stand struck the leading edge of the right wing between #4 and #5 tunnel. ACTION TAKEN: The Squadron Commander initiated action under Article #15 against A/2C Mischler and S/Sgt Burkhart. In each instance, the airman was reduced one grade.

F. Reenlistment Rate (Maximum Score 40 Points):

It is estimated that 10% of the maximum score will be attained or 4 points since the Wing had a reenlistment rate of 11.8 for the period August, September and October.

Regular airmen reenlisting immediately (within 24 hrs) upon ETS:

AUGUST	SEPTEMBER	OCTOBER	TOTAL
0	0	2	2

Regular terminations whose ETS occurs in the rated period:

AUGUST	SEPTEMBER	OCTOBER	TOTAL
0	0	17	17

G. Personnel Records (Maximum Score 15 Points):

It is estimated that maximum points will be attained in this category. During the month of October Officers Records were 100% complete and Airmen Records were 99.99% complete.

	POSSIBLE ENTRIES	ERRORS	% COMPLETE
A. Officers	4,784	0	100%
B. Airmen	18,738	2	99.99%

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ANALYSIS OF POINTS LOST UNDER S/C MANAGEMENT CONTROL SYSTEM
OCTOBER 1953

H. Mobile Training Detachment Utilization (Maximum Score 20 Points):

It is estimated that maximum points will be scored in this category. During the month of October the Wing attained 100% utilization in both Mechanical and Electronics MTD. Since this is the initial rating under the new scoring system for MTD, the Wing is only being rated on the utilization accomplished for the month of October. During the period of July, August and September the Wing utilization in this category was computed at 90.63% based on an average utilization of 5,439 manhours over a desired utilization of 6000 manhours.

	STANDARD MANHOUR UTILIZATION	OCTOBER
Mechanical	4000	4113
Electronics	2000	2840
TOTAL	6000	6953

II. MATERIEL

A. Sorties Delivered as a % of Required (Maximum Score 60 Points):

It is estimated that zero points will be scored in this category. During the month of October the Wing was capable of delivering 75% of total sorties required.

1. Total Requirements for October 84
2. Total Requirements Confirmed 75
3. Deliveries Accepted
   a. Confirmed Routine Requirements 48
   b. Unconfirmed Routine Requirements 8
   c. Special Requirements 7

4. Deliveries Accepted (63) / Total Requirements (84) = 75% Delivered

Reasons for non-delivery of sorties were:

Sorties	Reasons for Non-Delivery
3	Three (3) aircraft ACCP
9	Five (5) aircraft were undergoing one (1) or more engine changes. Two aircraft accounting for six sorties.
1	Aircraft had inoperative Radar.
1	Aircraft had rudder removed for T.C.C.

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Sorties	Reasons for Non-Delivery
2	1 Aircraft had induction leak in #5 engine, and excessive torque drops on 3 engines, accounting for two (2) sorties.
1	Aircraft had excessive oil leak in one engine.
3	1 Aircraft had #4 fuel tank leak accounting for three (3) sorties
1	Aircraft had #5 mixture motor change.
21	

B. Reports of Survey (Maximum Score 40 Points):

It is estimated that 85% of the maximum score will be attained or 34 points

MONTH	NUMBER REPTS OF SURVEY	DOLLARS	MILITARY ECM ASSIGNED STRENGTH	CIVILIAN ECM ASSIGNED STRENGTH
Aug	0	0	2393	65
Sept	5	$378.01	2391	61
Oct	1	$ 68.40	2428	61
TOTAL	6	$446.41	7212	187

Average dollars per survey: $ 74.40
Organization population: 7399

Repts of Survey per 1000 population = $\frac{6 \text{ \# of Reports}}{\text{Org. Pop. } (7399) \times 1000} = .81$

The circumstances involved in the one (1) Report of Survey for October are as follows: An inventory at the 6th Medical Gp Mess Hall revealed a loss of mess hall trays amounting to a total cost of $68.40. The survey was approved.

C. Flyaway Kits (Maximum Score 40 Points):

The actual score for the month of September was carried over to the month of October. During October the Wing utilized the one kit being rated in accomplishing the Thule Mission. The last aircraft participating in the Thule exercise returned to this base 7 November 1953. Presently an inventory is being conducted per paragraph 11c., SAC Manual 65-1 to determine the exact status of the kit.

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III. UNIT SIMULATED COMBAT MISSIONS AND FLYING SAFETY

A. Unit Simulated Combat Missions (Maximum Score 80 Points):

This category was not rated since October was considered a Free Month.

B. Flying Safety (Maximum Score 40 Points):

It is estimated that maximum points will be attained in this category.

IV. OPERATIONS

All categories with the exception of Physical Conditioning were not rated since October was considered a Free Month.

Physical Conditioning (Maximum Score 40 Points):

It is estimated that 14 points or 70% of the maximum score will be attained in this category. During the month of October 81.78% or 368 of the 450 Combat Crew Personnel assigned as of the end of the month attained or exceeded the cumulative hour requirements of 11 hours.

William K. Martin
WILLIAM K. MARTIN
Colonel, USAF
Commander

Daniel J. Sweeney
DANIEL J. SWEENEY
Lt. Col., USAF
Comptroller

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8th AF Reg 36-4 dated 17 Nov 52

SECURITY INFORMATION
HEADQUARTERS 6TH BOMBARDMENT WING HEAVY
Walker Air Force Base
Roswell, New Mexico

ROSTER OF OFFICERS
31 October 1953

1. Number of Items within Grade
2. Marital Status
3. Name
4. AFSN or ASN
5. Date of Rank in Grade
6. Air Crew Data - Aeronautical Rating

   P-1 - Fighter Pilot, Jet
   P-2 - Fighter Pilot, Single Engine
   P-3 - Pilot, Single Engine (Other)
   P-4 - Fighter Pilot, Twin Engine
   P-5 - Pilot B-29
   P-6 - Pilot B-36
   P-7 - Pilot B-50
   P-8 - Pilot, Four Engine (Other)
   P-9 - Pilot, Twin Engine (Other)
   E - Flight Engineer
   R - Radar Observer
   N - Navigator

6. Aircrew Data -Aeronautical Rating
   B - Bombardier
   NBR - Navigator, Bmbdr, Rad Observer
   ECM - Radar Observer, ECM
   U - Aerial Gunnery Officer
   F - Flight Surgeon
   AOM - Acft Observer, Medical
7. Duty Assignment Title
8. Organization to which assigned
9. Primary AFSC
10. Foreign Service Selection Date
11. Date Assigned Present Station
12. Office Phone
13. Home Address
14. Home Phone
15. Date of Seperation

Incl 1 to Eighth AF Reg 36-4 dtd 17 Nov 52

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COLONELS														
1.	M	Davidson, Collier H.	49454	15Apr53	SP-5	Dir of Materiel	Hq 6BWg	0046C	1243	19Jun52	595	12 W Wells	7-2123	R-A
2.	M	Heavy, John T.	A0308440	4Mar51	F	Base Surgeon	6th Med	9356C	0447	20Jun51	351	17 W Wells	7-2287	Ind
3.	M	Martin, William K.	14974	7Jul44	SP-6	Wg Commander	Hq 6BWg	0066C	0545	5Jul50	409	3 Walker Pl	7-2402	R-A
4.	M	Womple, Neil W.	49844	19Jan51	SP-5	Dep Wg Commander	Hq 6BWg	0066C	0146	1Aug53	2225	65 Luebke Pl	7-2120	R-A
LIEUTENANT COLONELS														
1.	M	Cobeaga, Mitchell A.	A0401371	20Feb51	SP-6	Sq Commander	24thBSq	0066A	0251	25Mar51	2141	28 W Byrne St	7-2301	Ind
2.	M	Crompton, Roy C.	87914	1Dec51	SP-6	Dir of Operations	Hq 6BWg	0036C	0949	17Jul52	485	9 Walker Pl	7-3324	R-A
3.	M	Crowley, William F.	52464	22Jul50	SP-6	DD/LV Pending EDCSA	40thBSq	0066A	0253	12Feb53	DD/LV Pending EDCSA			R-A
4.	M	Eastling, Donald M.	A0729614	12Oct53	SP-6	Acft Comdr B-36	24thBSq	12344	0751	20Jul51	2209	106 W Byrne St	7-2179	Ind
5.	M	Evans, Ivor P.	15353A	12Oct53	NBR	Radar Opr B-36	24thBSq	1524A	0944	10Oct52	2680	706 W DuenaVista	4332-J	R-A
6.	M	Flinn, Robert P.	A0808026	1Jun53	NBR	Student Officer	Hq 6BWg	1416	1144	16Mar51	DDY Maxwell AFD, Ala 22 wks	1 Dec 53		Ind
7.	M	Harrison, Charles D.	10626A	12Oct53	NBR	Radar Opr B-36	24thBSq	1524A	0751	6Jul51	2209	17 Hunsicker Pl	7-5590	R-A
8.	M	Jaynes, Jay	8913A	20Feb51	NBR	Chief Planning Team	Hq 6BWg	1416	0645	6May51	2659	55 W Byrne St	7-6686	R-A
9.	M	McCutcheon, Claude C.	A0664627	12Oct53	SP-6	Acft Comdr B-36	24thBSq	12344	0749	10Oct52	2680	71 Holloman Pl	7-2474	Ind
10.	M	McKinney, Russell M.	13622A	12Oct53	NBR	Radar Opr B-36	40thBSq	1524A	1045	30Oct52	693	24 A Street	7-4478	R-A
11.	M	Miner, William D.	A0793946	10Mar51	SP-9	Chief of Maint	Hq 6BWg	4316	1045	22Mar51	482	44 W Byrne St	7-2449	Ind
12.	M	Ponnstrom, John H. Jr.	13751A	12Oct53	N	Nav B-36	40thBSq	1534P	0246	20Nov48	2172	19 W Eyman	7-6665	R-A

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LIEUTENANT COLONELS (Cont'd)													
3. M	Sweeney, Daniel J.	A0420809	1Jun52	N	Wg Comptroller	Hq 6BWg	1416	0853	17Sep53	2177	91 Holloman Pl	7-2124	Inde:
4. S	Yochem, Frank N. Jr.	A0430013	4Jun51	P-5	Sq Commander	39thBSq	0066A	0645	19Jun51	2142	House #2 Govt Hsg	753	Inde:
MAJORS													
M	Adleman, Julius J.	6470A	24Nov50	NBR	Wg Staff Observer	Hq 6BWg	1524A	0551	3May51	2202	83 Fitzgerald Pl	7-3306	R-AF
M	Barber, George A.	6925A	14Dec50	SP-9	Chief Special Wpns	Hq 6BWg	1416	1045	25Mar51	485	2 A Street	7-3359	R-AF
M	Bell, John N.	A0733516	120ct53	NBR	Radar Opr B-36	24thBSq	1524A	0450	2Jul52	2209	19 A Street	7-2414	Indef
M	Bingham, Frank G.	A02261536	14Aug53	None	Dental Off Gen Dy	6th Med	9826	1241	14Aug53	456	Med BOQ	620	0855
M	Booth, Ernest E.	A0412515	1Sep51	SP-6	Sq Ops Officer	39thBSq	1435	0351	1Jul51	2203	6 Zettle Pl	7-6696	Indef
S	Boyle, Patricia I.	21053W	1Jun52	None	Chief Nurse	6th Med	9716	1152	25Nov52	352	G 911 D	2517	R-AF
M	Burke, John F.	12997A	15Dec51	ECM	Wg Staff ECM Off	Hq 6BWg	3016	0248	16Mar53	2240	37 W Wells	7-4400	R-AF
M	Bush, Burton M.	A0747205	19Dec52	P-8	Pilot B-36	24thBSq	1231A	1244	8Feb53	2209	21 W Eyman	7-4498	Indef
M	Camp, Fred P.	A0564977	1Jun52	NBR	Nav B-36	24thBSq	1524A	0751	25Jul52	2209	25 Alden Way	7-9972	Indef
M	Carson, Kenneth R.	A0682005	1Sep51	NBR	Student Officer	39thBSq	1416	0447	7Aug48	DDY Maxwell AFB, Ala 22 wks	1 Dec 53		Indef
M	Cobb, John T.	8870A	24Nov50	P-6	Acft Comdr B-36	39thBSq	1234A	0551	5Jun51	2203	43 W Byrne St	7-2163	R-AF
S	Davisson, Richard L.	A0789763	1Sep51	NBR	Sq Staff Observer	39thBSq	1524A	0344	26Mar51	2203	Gunison Housing	2413	Indef
M	DeWitt, Earl M.	A0733413	1Sep51	N	Nav B-36	40thBSq	1534P	0348	18Jul52	2277	9 Gillespie Pl	7-7662	Indef
M	Dickert, James R.	10498A	1Jun52	SP-6	Wg Fly Safety Off	Hq 6BWg	1444	0551	25May51	2180	22 W Byrne St	7-5556	R-AF

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MAJOR'S (Cont'd)												
M Edenbo, John W.	7161A	14Dec50	SP-6	Sq Commander	6FMS	1435	0551	22May51	2143	57 Luebke Pl	7-5597	R-AF
M Friedman, Sidney M.	A0704628	12Oct53	NDR	Nav B-36	24thBSq	1524A	0151	10Oct52	2680	1700 N Pontiac	3486-R	Indo
M Fulwider, Richard B.	A0937148	21Dec49	N	Nav B-36	39thBSq	1534P	0746	1Feb47	2203	41 W Wells	7-5541	Indo
M Gambel, Durrel B.	A0725711	25Feb51	SP-6	Acft Comdr B-36	39thBSq	1234A	1241	17Mar51	2203	94 W Byrne St	7-5514	Indo
M Garrett, Henry O.	A0790127	15Feb51	NDR	Nav B-36	24thBSq	1524A	0450	25Jul52	2209	87 W Byrne St	7-2180	Indo
M Gordon, Carl F.	A0724163	1Jun52	NDR	Radar Opr B-36	24thBSq	1524A	0843	9Apr49	2136	609 S Missouri	4877	Indo
M Graham, James E.	A0674757	1Apr53	NDR	Radar Pred Team	Hq 6DWg	1524A	0351	18Mar51	2738	31 Langley Pl	7-3346	Indo
M Grieger, Wallace J.	A0867931	19Dec50	E	Acft Perf Engr B-36	24thBSq	4324	1048	10Oct52	2680	51 W Wells	7-2152	Indo
M Gross, Willis C.	18952A	5Dec52	None	Prosthodontist	6th Med	9826	0551	3Jun53	456	8 Bailey Pl	7-9975	R-AF
M Gwinn, Lloyd W. Jr.	A0734899	1Apr53	NDR	Radar Opr B-36	39thBSq	1524A	0645	17Sep51	2160	26 A Street	7-3339	Indo
M Hanigan, Edward J. Jr.	18222A	15Feb51	SP-6	Acft Comdr B-36	24thBSq	1234A	0849	16Sep49	2209	2 W Byrne St	7-6688	R-AF
M Hayes, Louis W.	A0740647	12Oct53	N	Nav B-36	24thBSq	1534P	0847	10Oct52	2680	30 W Wells	7-4470	Indo
M Highfill, Thompson N.	A0740810	29Jan51	SP-6	Sq Ops Officer	24thBSq	1435	0944	1Jul51	2209	41 W Byrne St	7-6698	Indo
M Holmes, Robert S.	A0429410	17Jul52	P-9	Pilot B-36	24thBSq	1231A	1241	5May53	2209	31 Alden Pl	7-4472	Indo
S Jackman, Gordon L.	A0486196	15Dec51	SP-6	Acft Comdr B-36	39thBSq	1234A	0749	50ct52	2733	5 Off's Circle	2413	Indo
M Jenkins, Edwin C.	A01703834	1Apr53	NDR	Radar Opr B-36	40thBSq	1524A	0943	18Jul52	2277	40 Byrne St	7-5563	Indo
M Kilness, Kenneth F.	10255A	6Dec51	NDR	Nav B-36	24thBSq	1524A	1144	1Nov50	2209	317 E Frazier	4269-W	R-AF

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MAJORS (Cont'd)													
12.	M Kowalski, Konrad J.	A0669066	1Jun52	R	Radar Opr B-36	40th[illegible]Sq	1554	0351	8Jul51	2277	1 W Eyman Pl	7-5527	Ind
13.	M Lambert, Henry K.	A0695504	12Oct53	NDR	Nav B-36	40thBSq	1524A	1049	21Oct51	2277	1312 N Kentucky	3588-M	Ind
14.	M Leone, Ralph N.	A0667732	1Jun52	SP-9	Prod Control Off	Hq 6BWg	43[illegible]	0645	17May51	482	47 Kelly Pl	7-5574	Ind
15.	M Ludlow, Harold K.	A0783594	12Oct53	SP-6	Acft Comdr B-36	40thBSq	1234A	0251	30Oct52	2277	300 E Church St	3179-W	Ind
16.	M Markowitz, Israel B.	A01304419	15Feb51	N	Nav B-36	24thBSq	1534P	0651	2Jul52	2209	49 Kelly Pl	7-2165	Ind
17.	M May, James F. Jr.	A0675716	5Mar53	P-8	Acft Maint Officer	39thBSq	4344	0145	22Apr53	2043	73 Holloman Pl	7-3328	Ind
18.	M Mellberg, Carl L.	A0660584	1Apr53	SP-6	Acft Comdr B-36	39thBSq	1234A	1245	26Dec47	2203	39 Langley Pl	7-2488	Ind
19.	M Meredith, Jim T.	17706A	1Sep51	None	Dir of Intelligence	Hq 6BWg	2016	0251	1Sep51	2213	20 A Street	7-2196	R-A
20.	M Metivier, Joseph R.	A0825672	12Oct53	SP-6	Acft Comdr B-36	40thBSq	1234A	0951	22Oct51	557	1509 S Adams	3855-W	Ind
21.	M Miller, William J.	A01999017	1Jun52	SP-6	Sq Ops Officer	40thBSq	1234A	0251	1Jul52	557	45 Kelly Pl	7-6664	Ind
22.	S Misuraca, James I.	A0685087	12Oct53	NDR	Radar Opr B-36	40thBSq	1524A	0251	18Mar51	2277	1402 W Tilden	2646-R	Ind
23.	M Monroe, Duncan A.	A0718392	12Oct53	NDR	Nav B-36	40thBSq	1524A	0150	30Oct52	693	14 B St West	7-2361	Ind
24.	M Moore, David L.	A0569454	1Jun52	None	Acft Maint Officer	6FMS	4344	1145	19Mar51	2015	31 W Wells	7-2345	Ind
25.	M Moore, Robert	A0806112	1Jun52	SP-5	Orgn Maint Officer	64&ESq	3234	0651	2Jun51	2330	6 W Byrne St	7-2187	Ind
26.	M Nadon, Norman C.	A0824704	1Apr53	SP-6	Acft Comdr B-36	24thBSq	1234A	0651	2Jul52	2209	303 E McCune	2407-J	Ind
27.	M Netherton, Clyde B.	111264	21Sep50	SP-5	Sq Commander	40thBSq	4316	0451	1May51	2162	94 Will Pl	7-2486	R-A
28.	M Orr, James M.	A02260436	18Apr53	None	Dental Off Gen Dy	6th Med	9826	1241	18Apr53	456	Med DOQ	620	045
29.	M Pearson, James M.	A0796871	1Jun52	SP-6	Acft Comdr B-36	39thBSq	1234A	0351	25May51	2203	27 Langley Pl	7-2220	Ind

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50. M Potter, Eliot H.	A0669106	1Sep51	P-6	Acft Comdr B-36	24thBSq	1231A	0251	18Mar51	2209	20 Vaughn Pl	7-2322	Ind
51. M Rademaker, Gerald C.	A02101950	12Oct53	NDR	Radar Opr B-36	39thBSq	1524A	0150	13May48	2203	23 Off's Circle	2542	Ind
52. M Rasmussen, Kenneth C.	A0753304	1Jun52	SP-6	Acft Comdr B-36	24thBSq	1234A	0246	2Jul52	2209	36 Weise Pl	7-2107	Ind
53. M Renfro, Robert J.	A01546620	8Sep51	None	Hosp Adm	6th Med	9025	0945	1Jun53	352	11 W Eyman	7-9969	Ind
54. M Rothkrug, Edward	A0794053	1Apr52	NDR	Radar Opr B-36	40thBSq	1524A	0745	11Sep53	557	8 W Byrne St	7-2276	055
55. M Runyard, Gerald D.	A0753033	12Sep51	N	Nav B-36	39thBSq	1534P	1145	1Feb47	2203	4 W Byrne St	7-5523	Ind
56. M Sanny, Max J.	A0424549	23Mar51	SP-5	Sq Commander	6PMS	4344	0753	25Jul53	2221	35 W Wells	7-5543	Ind
57. M Scarano, Vincent T.	A02098791	12Oct53	NDR	Radar Opr B-36	40thBSq	1524A	0951	22Oct51	557	10 Langley Pl	7-3396	Ind
58. M Schlupp, John A.	83304	14Dec50	None	Sq Commander	6A&ESq	3216	1242	14Jun51	2264	4 Thiel Pl	7-2390	R-A
59. M Scott, Robert I. Jr.	12905A	15Dec51	NDR	Sq Staff Observer	39thBSq	1416	0147	5May51	2203	81 Holloman Pl	7-2182	R-A
60. M Sheppard, Moyles A.	A0678773	1Jun52	R	Radar Opr B-36	39thBSq	1521A	0551	25May51	2203	5 Langley Pl	7-3393	Ind
61. M Smith, Clyde H.	132674	1Sep51	NDR	Nav B-36	24thBSq	1524A	0551	16Jun51	2209	10 Zettle Pl	7-2188	R-A
62. M Staples, George M.	10717A	15Dec51	N	Nav B-36	39thBSq	1521A	0143	2Jul52	2203	64 Mitchell Pl	7-5515	R-A
63. M Stein, David F. C.	A0576383	1Jun52	None	Wg Adjutant	Hq 6DWg	0051C	0349	1Feb50	411	73 Fitzgerald Pl	7-3395	Ind
64. M Steiner, Irwin O.	11270A	1Sep51	SP-6	Acft Comdr B-36	40thBSq	1234A	0350	18Jul52	2277	63 Eyman St	7-2444	R-A
65. M Sterner, Kenneth Y.	A0669246	11Mar52	NDR	Radar Opr B-36	39thBSq	1524A	0545	10ct52	2733	6 Thiel Pl	7-2119	Ind
66. M Stiles, Richard H.	6308A	14Dec50	NDR	Student Officer	40thBSq	1524A	1148	1Jul52	DDY Maxwell AFB, Ala 9 wks	18 Dec 53		R-A

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CAPTAINS (Cont'd)													
M Taylor, James L.	12483A	1Jun52	NDR	Wg Staff Observer	Hq 6DWg	1524A	0551	25May51	2202	100 W Byrne St	7-2318	R-AF	
M Thorn, James M.	A0707137	12Oct53	N	Nav B-36	40thBSq	1534P	0951	22Oct51	557	1505 S Adams	3855-J	Indef	
M Trowitt, Harvey S.	10274A	1Sep51	SP-6	Acft Comdr B-36	24thBSq	1234A	0147	11Sep52	2136	34 Wiese Pl	7-2193	R-AF	
M Walker, Lyle H.	A0733752	1Apr53	SP-6	Acft Comdr B-36	40thBSq	1234A	1241	14Mar51	557	46 Andrews Pl	7-2291	Indef	
M Watkins, Ray M.	A0665745	1Sep51	SP-6	Dep Dir of Ops	Hq 6DWg	1416	0251	10Mar51	485	37 Langley Pl	7-3345	Indef	
M Williams, John H.	A0824024	1Jun53	SP-6	Acft Comdr B-36	39thBSq	1234A	0651	18Jun51	2203	1009 W Mathews	3122-J	Indef	
M Young, Robert W.	10483A	5Dec52	NDR	Radar Opr B-36	40thBSq	1524A	0548	16Apr50	557	32 Geiger Pl	7-2190	R-AF	
1PT4INS													
M Adams, James M. Jr.	A0592052	1Apr53	None	Ass't Wg Intell Off	Hq 6DWg	2054	0853	1Sep53	2213	Western Motel	None	Indef	
M Archibald, Ronnie III.	A02023999	27Sep50	NDR	Nav B-36	39thBSq	1524A	1145	16Oct51	2177	70 W Byrne St	7-3372	Indef	
S Athanassion, Thomas J.	A0752799	20Jan47	NDR	Nav B-36	39thBSq	1524A	0548	23Jul52	2203	House #5 Govt Hsg	2413	Indef	
M Bannan, Richard J.	A0706779	1Jun52	NDR	Radar Opr B-36	40thBSq	1524A	1144	1May53	557	8 A West	None	Indef	
M Basinger, L. C. Jr.	A0754311	15Feb51	SP-6	Acft Comdr B-36	40thBSq	1234A	0450	1Jul52	557	702 W DuenaVista	4190-W	Indef	
M Bornz, Raymond E.	A02062631	1Sep51	NDR	Nav B-36	39thBSq	1524A	1250	1Jul52	2203	11 Hunsicker Pl	7-3364	Indef	
M Blonis, Gordon L.	A0664729	1Jan51	P-6	Pilot B-36	40thBSq	1234A	0747	17Mar51	557	48 Andrews Pl	7-5545	Indef	
M Bordeaux, Lyle B.	A02092627	1Sep51	SP-6	Acft Comdr B-36	24thBSq	1234A	1251	16Dec51	2209	4 W Wells	7-2191	Indef	
M Bowdish, Theodore R.	A0830396	12Oct53	E	Acft Perf Engr B-36	40thBSq	4324	1241	30Oct52	557	1411 S Kentucky	2099-NR	Indef	

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CAPTAINS (Cont'd)												
D. M Bowman, Harold V.	A0666128	16Apr50	P-6	Pilot B-36	40thBSq	1234A	1045	17Mar51	557	40 Langley Pl	7-2327	Inde
L. M Bozeman, John W. Jr.	A0782692	14Apr53	P-6	Pilot B-36	24thBSq	1234A	0645	17Mar51	2209	56 W Wells	7-9991	Inde
2. M Bradshow, Robert D.	A02089536	12Oct53	E	Acft Perf Engr B-36	39thBSq	4324	1147	1Aug52	2203	18 A West	7-2332	1054
3. M Britton, J. T.	A0727396	22May47	P-9	Sq ECM Officer	24thBSq	3024	1145	11Apr51	2370	30 Langley Pl	7-2228	Inde
4. M Britton, Thomas C.	23835A	26Aug50	NIR	Radar Pred Team	Hq 6DWg	1524A	1245	25Jul52	2738	95 W Eyman	7-2183	R-AF
5. M Brooker, Curtis I.	A0824091	12Oct53	P-6	Pilot B-36	40thBSq	1231A	0745	14Oct51	2743	8 Langley Pl	7-5539	Inde
6. M Brown, Alan W.	A0792679	16Jan51	SP-8	Arm Systems Officer	6A&ESq	3234	1049	1Aug51	2330	1 Langley Pl	7-2198	Inde
7. M Brumfield, Calvin E.	A02249277	12Sep52	E(NF)	Sq Staff Flt Engr	40thBSq	4324	0143	12Sep52	557	43 A Street	7-2438	Inde
8. M Burke, Virgil L.	A0675034	15Apr52	P-8	Pilot B-36	40thBSq	1231A	0645	8Feb53	557	11 Gillespie Pl	7-4440	Inde
9. M Carson, Clarence L.	14127A	29Jul50	SP-6	Acft Comdr B-36	40thBSq	1234A	1251	12Dec51	557	83 Holloman Pl	7-5595	R-AF
0. M Clemens, Merle C. Jr.	A0689300	30Jul52	P-9	Pilot B-36	39thBSq	1231A	0845	8Feb53	2203	14 Langley Pl	7-6635	Inde
. M Coester, Frederick N.	A0565063	19Dec50	E	Acft Perf Engr B-36	24thBSq	6424	0452	27Apr52	2219	24 W Byrne St	7-2442	Inde
2. M Cole, Norman G.	A0782178	15Feb51	SP-6	Acft Comdr B-36	39thBSq	1234A	0942	2Jul52	2203	102 W Byrne St	7-2307	Inde
3. M Coleman, Leslie	A0756498	23May49	SP-6	Pilot B-36	24thBSq	1234A	1150	25May50	2209	Base Side Tr Ct	None	Inde
. M Collett, Clifford T.	A0587681	1Jun52	None	Wg Sup & Liaison Off	Hq 6DWg	6424	0353	8Apr53	689	300 E Frazier	3259-J	Inde
. M Cowick, Donald E.	A02101220	12Oct53	E	Acft Perf Engr B-36	40thBSq	4324	0247	1Dec52	557	55 Kelly Pl	7-2216	Inde
. M Daniels, Kenneth W.	A01637256	31Oct50	None	Sq Supply Officer	6ACESq	6424	0251	1Apr51	2170	47 A West St	7-2230	Inde
. M Darrah, Roy R.	A02099667	22Jul50	E	Acft Perf Engr B-36	24thBSq	4324	0648	11Sep52	2209	35 Langley Pl	7-6656	Inde

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PTAINS (Cont'd)												
M DiFloure, Thomas Jr.	A02092540	14Mar53	P-9	Pilot B-36	39thBSq	4341	0546	3Apr53	2203	67 Luebke Pl	None	Inde
M DiSanto, Alexander J.	A02066100	1Apr53	N	Nav B-36	24thBSq	1521A	0751	20Jul51	2209	28 A West St	7-2382	Inde
M Dowling, Ernest R.	A0833936	19Dec50	SP-9	Maint Standbd Off	Hq 6DWg	4344	1149	9Jul53	2019	59 A West St	7-2333	Inde
M Ely, Edmund J.	A0750962	19Feb51	P-6	Pilot B-36	40thBSq	1234A	1045	23Mar51	2162	52 Riverside Dr	3609	Inde
M Feemster, Frederick O.	A0774983	1Apr53	P-8	Student Officer	40thBSq	1231A	0645	5May53	DDY Francis E Warren AFB, Wyo 11 wks 1 Dec 53			Inde
M Flores, Ramon N.	A0758441	1Mar53	P-5	Pilot B-36	24thBSq	1231A	1151	5May53	2209	16 A Street	7-2354	Inde
M Fowler, William A.	A0804142	19Oct50	SP-6	Pilot B-36	39thBSq	1234A	0346	1Jul52	2203	89 Holloman Pl	7-2357	Inde
S Fred, Arthur L.	A02064559	16Jan51	NDR	Nav B-36	40thBSq	1524A	0551	25May51	2277	BOQ 915, Apt F	None	Inde
S Gannon, Thomas F.	A0811505	19Dec50	NDR	Nav B-36	40thBSq	1524A	0351	8Jul51	2277	BOQ 915, Apt F	None	Inde
M Garner, Vernon W.	A0828146	1Apr53	SP-6	Wg Planning Team	Hq 6DWg	1435	0152	6Feb52	2659	300 E McCune	4013-NM	Inde
M Gatchell, Charles C.	A0673140	16Jan51	NDR	Radar Opr B-36	39thBSq	1524A	0251	16Oct51	2203	33 Alden Pl	7-2458	Inde
M Geuder, Malcom E.	A0792701	17Jan53	P-9	Student Officer	39thBSq	1231A	0645	8Feb53	DDY Maxwell AFB, Ala 10 wks 21 Dec 53			Inde
M Goldberger, Arthur E.	A01849880	1Apr53	None	Wg Pers Off, Off's Dr	Hq 6DWg	7324	1252	13Jan53	2709	410 S Kentucky	1618-W	Inde
M Goldsbury, Errol L.	A02088306	1Apr53	NDR	Nav B-36	39thBSq	1524A	0946	16Oct51	2203	6 Bailey Pl	7-4454	Inde
S Harper, Frank G.	A0760002	19Dec50	NDR	Radar Opr B-36	24thBSq	1524A	0850	2Jul52	2209	1402 W Tilden	2646-R	Inde
M Hayter, Thomas D. Jr.	A02062662	21Dec49	N	Nav B-36	40thBSq	1534P	1045	2Jan48	2277	39 W Wells	7-2309	Inde
M Hazle, Robert J.	A0760339	11Dec50	P-8(NF)	Co Acft Maint Off	6PMS	4344	0747	9Mar51	2254	515 S Spruce	3663-W	Inde

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CAPTAINS (Cont'd)													
5.	M Haider, Kalman L.	A0707483	31Oct50	NDR	Sq Staff Observer	40thBSq	1524A	0251	18Mar51	2677	34 Langley Pl	7-6651	Indef
6.	M Haller, Russell M. Jr.	16500A	13Jan52	P-9	Pilot B-36	39thBSq	7024	1049	8Oct53	2203	1614 W Walnut	1517-NM	R-AF
7.	M Henderson, DeMoyne	A0696556	10Nov50	NDR	Nav B-36	40thBSq	1524A	1244	7Aug52	557	BOQ 915, Apt E	None	Indef
8.	M Henderson, Donovan E.	A0945981	15Dec51	NDR	Nav B-36	24thBSq	1524A	0551	25May51	704	1611 Pontiac	3673-M	Indef
9.	S Henderson, Robert E.	A0724750	11Mar52	SP-6	Pilot B-36	39thBSq	1234A	1145	5Oct52	2733	11 A West St	7-6649	Indef
0.	S Hernandez, Santiago	A0934819	1Jun52	SP-9	Sq Intell Off	39thBSq	2124	1250	22Oct53	2213	BOQ 916, Apt C	2324	Indef
1.	M Howes, Frederick A.	A02023014	14Apr53	NDR	Nav B-36	40thBSq	1524A	0450	18Feb52	557	63 A West St	7-6671	Indef
2.	M Insley, Lewis E.	A0662938	28Mar52	P-9	Pilot B-36	39thBSq	1231A	0345	8Feb53	2203	67 W Wells	7-4496	Indef
3.	M Jacobson, Edward F.	A0785672	28Mar51	R	Sq Adjutant	6PMS	1554	1053	16Oct53	DDALV	Reporting 6 Nov 53		Indef
4.	M James, Harry E.	A0685075	15Feb51	NDR	Radar Opr B-36	40thBSq	1524A	0451	14May51	2677	61 Luebke Pl	7-5529	Indef
5.	M Johnson, Waldo E.	A0721772	1Apr53	P-6	Pilot B-36	24thBSq	1231A	0352	8Jan52	2209	Rt #2 Box 256	3164-R	Indef
6.	M Jillson, Edwin T.	A02056802	16Jan51	NDR	Radar Opr B-36	39thBSq	1524A	0542	14May48	2203	716 E Pear St	1715-W	Indef
7.	S Kochan, Chester T.	A01903100	1Apr53	P-9	Photo Interpreter	Hq 6DWg	1124P	0851	24Sep53	2226	BOQ 918, Apt E	None	Indef
8.	M Kohle, Arthur F.	A0794143	28Jul50	N	Nav B-36	24thBSq	1534P	0851	21Oct51	2209	42 W Byrne St	7-2203	Indef
9.	M Krolinsky, Stephen P.	A0671377	30Jun50	NDR	Radar Opr B-36	39thBSq	1524A	0250	1Jul52	2203	29 A West St	7-3330	Indef
0.	M Lang, Edgar E.	A0933702	1Jun52	NDR	Radar Opr B-36	24thBSq	1524A	0448	15Dec51	2209	36 Geiger Pl	7-9983	Indef
1.	M Lange, Eugene A.	A02056522	14Apr53	P-6	Pilot B-36	39thBSq	1234A	1152	10Jan53	2203	23 A West St	7-2430	Indef
2.	M Larson, Jack A.	A0676586	31Oct50	NDR	Radar Opr B-36	39thBSq	1524A	0549	17Sep51	2203	75 Fitzgerald Pl	7-2460	Indef

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PTAINS (Cont'd)			Q					Q					
M Lefky, Anton F.	A0748696	18Jan53	P-8	Pilot B-36	40thBSq	1231A	1245	8Feb53	557	DOQ 912		None	Indef
M Machek, George R.	A0609787	19Dec50	SP-6	Pilot B-36	39thBSq	1234A	0647	30Oct52	2203	79 Holloman Pl		7-5538	Indef
M Mahoney, James R.	A0805312	7Jun48	NDR	Radar Opr B-36	24thBSq	1524A	0451	2May51	2209	302 E Frazier		4651-J	Indef
M Mallory, John S. Jr.	176914	1Jun52	NDR	Radar Opr B-36	24thBSq	1524A	1241	11Sep52	2209	710 W DuenaVista		4332-W	R-AF
M Mallory, Luc D.	A0808730	9Aug50	SP-6	Acft Comdr B-36	24thBSq	1234A	0451	25Apr51	2209	57 Kelly Pl		7-2250	Indef
M McCormick, Robert E Jr.	A0808103	31Oct50	N	Nav B-36	39thBSq	1534P	0551	25May51	2203	1704 S Stanton		2224-M	Indef
M McGill, Charles L.	A0928710	4Jan51	P-8	Sq Acft Maint Off	24thBSq	4344	0945	17Mar51	2209	302 E Frazier		4651-J	Indef
M Moore, Edwin V.	A0675364	15Feb51	SP-6	Acft Comdr B-36	40thBSq	1234A	0652	9Jul52	557	316 E Church St		4865-W	Indef
M Morton, Ernest R.	A0808975	17Jul50	NDR	Nav B-36	40thBSq	1524A	0545	1May53	557	69 W Byrne St		None	Indef
M Muse, Chauncey W.	A0676098	31Oct50	NDR	Radar Opr B-36	24thBSq	1524A	0445	5Nov48	2209	5 W Eyman St		7-2349	Indef
S Neff, Fred A.	A0808116	1Apr53	R	Nav B-36	40thBSq	1554	1053	15Oct53	DDALV	Reporting 6 Nov 53			Indef
S Neukam, Curt F.	A0861956	2Jul50	E	Acft Perf Engr B-36	40thBSq	4324	1252	12Feb53	557	DOQ 917		None	Indef
M O'Bagy, Paul	A0733903	1Jun52	SP-6	Pilot B-36	39thBSq	1234A	1241	22Dec51	2203	77 Fitzgerald Pl		7-9965	Indef
M O'Brien, William D.	A0764417	15Dec50	E	Acft Perf Engr B-36	40thBSq	4324	1249	16Sep51	405	DOQ 915, Apt F2		None	Indef
M Olsen, Preston D.	A0773211	15Mar53	P-8	Pilot B-36	40thBSq	1231A	1245	3Apr53	2277	16 A West St		None	Indef
M O'Neil, Lloyd L.	A01825248	15Feb53	P-8	Acft Comdr B-36	40thBSq	1231A	0849	11Mar53	2277	63 Luebke Pl		7-6604	Indef
M Oyler, Robert E.	A0699236	5Nov50	N	Nav B-36	40thBSq	1521A	1151	25Jul53	2277	400 S Missouri		4208-J	Indef
M Parrish, C. T.	A0704047	1Apr53	N	Nav B-36	39thBSq	1534P	0152	20Jan52	2203	18 Langley Pl		7-2126	Indef

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CAPTAINS (Cont'd)

M	Pipes, Charles D.	A0700708	1Jun52	P-6	Pilot D-36	24thBSq	1231A	1241	13Aug53	2209	68 W Wells	7-5581	1254
M	Prawdzik, Stanley	A0673625	19Dec50	N(NF)	Sq Supply Officer	39thBSq	6424	0551	19Jul51	395	210 E McGaffey	974-J	Indef
M	Quesenberry, Joseph	A0667760	19Dec50	E	Acft Perf Engr B-36	24thBSq	4324	0349	6Dec52	2370	3 W Byrne St	7-2101	Indef
M	Radzinski, John J.	A02004992	1Apr53	NDR	Nav B-36	39thBSq	1524A	0451	1May51	2203	39 A West St	7-2277	Indef
S	Rau, Margaret L.	24179W	1Apr53	None	Nurse Gen Dy	6th Med	9754	0653	1Jul53	356	Nurses DOQ	None	R-AF
M	Regnier, Guilbert L.	A02093141	1Apr53	NDR	Nav B-36	39thBSq	1524A	0152	4May53	2203	12 A West St	None	Indef
M	Rider, Hulbert H.	A0670325	1Mar51	SP-6	Wg Inspector	Hq 6DWg	1234A	0449	18Mar51	2004	1600 N Delaware	3860-J	Indef
S	Riley, James A.	A0670133	1Sep51	None	Spec Wpns Officer	Hq 6DWg	7535	1241	30Sep48	2717	2006 N Missouri	3890-J	Indef
M	Roesch, Donald F. E.	A0744335	15Feb51	NDR	Radar Opr B-36	39thBSq	1524A	0645	16Apr50	2203	500 S Union	2349-W	Indef
M	Rogers, William D.	A0730734	15Feb51	NDR	Student Officer	40thBSq	1524A	0951	25Jul52	DDY Maxwell AFB, Ala 10 wks 20 Dec 53			Indef
M	Rummel, Leonard N.	A0933339	1Sep51	SP-6	Flt Test Maint Off	Hq 6DWg	1234A	0651	16Jun51	589	7 A West St	7-2194	Indef
M	Russell, Roy J. Jr.	A02001601	19Dec50	N	Nav B-36	40thBSq	1534P	1251	18Jul52	2277	46 W Byrne St	7-2476	Indef
M	Scharmen, Merrill E.	A0692892	8Mar51	SP-6	Acft Comdr B-36	24thBSq	1234A	0345	11Sep52	2209	27 A Street	7-2142	Indef
M	Schroeder, George Z.	16573A	10Nov46	P-4(NF)	Dir of Personnel	Hq 6DWg	0011C	0651	18Nov51	517	21 Langley Pl	7-2160	R-AF
M	Seeley, Harold A.	A0590061	1Apr53	None	Arm Systems Officer	6A&ESq	3234	0251	1Jul52	2330	304 Ryan St	None	Indef
M	Shellenberger, Robert A	A02238909	22Jul52	None	Dental Off Gen Dy	6th Med	9826	1241	14Aug52	456	2 Langley Pl	7-2356	0454
M	Shuping, William C.	A02100125	1Apr53	E	Acft Perf Engr B-36	39thBSq	4324	0948	2May51	2203	1420 W Tilden	2845-M	Indef

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CAPTAINS (Cont'd)													
M	Simon, Eugene E.	A01307473	16Jan51	NDR	Nav B-36	24thBSq	1524A	1150	11Sep52	2209	67 Holloman Pl	7-5573	Indef
M	Skibbe, Harold W.	A02076308	21Dec49	NDR	Sq Staff Observer	24thBSq	1524A	0551	1May53	2209	113 E Bland	541	Indef
M	Skordas, Pete J.	A0801732	6Feb51	SP-6	Pilot B-36	40thBSq	1234A	0347	1Jul52	2277	39 Kelly Pl	7-4467	Indef
M	Slater, Henry G. Jr.	A02064660	31Oct50	NDR	Nav B-36	24thBSq	1524P	0645	15Oct53	DDY Mather AFB, Calif 7 wks 21 Dec 53			Indef
M	Sommer, Frederick J.	A0804749	30Jun50	SP-6	Pilot B-36	39thBSq	1234A	0551	5Jun51	2203	15 Hunsicker Pl	7-5528	Indef
M	Stein, David M.	14867A	31Oct50	NDR	Nav B-36	40thBSq	1524A	0645	10Mar52	2100	910 W Deming	3128-M	R-AF
M	Stewart, John W.	A0682735	4Dec48	NDR	Sq Staff Observer	24thBSq	1524A	1146	16Oct51	2209	52 W Byrne St	7-2439	Indef
M	Taylor, William J. D.	A0753567	14Jan51	SP-6	Acft Comdr B-36	40thBSq	1234A	1046	18Mar51	557	65 W Wells	7-2242	Indef
M	Turner, William D.	A0725231	12Mar51	SP-6	Pilot B-36	24thBSq	1231A	1241	15Apr51	2209	134 E Pear St	267-R	Indef
	Wagner, Harry T.	A0716694	No records received this station			24thBSq							
M	Waldon, Edward L.	A0810089	19Dec50	SP-6	Acft Comdr B-36	39thBSq	1234A	0551	5Jun51	2203	54 Andrews Pl	7-3377	Indef
M	Walsh, John R.	A0798405	15Feb51	NDR	Radar Opr B-36	24thBSq	1524A	0351	1Apr51	2209	Smith Tr Park	None	Indef
M	Ward, Harlan A.	A0864804	16Jan51	None	Sq Acft Maint Off	40thBSq	4344	0549	22Jul52	592	110 W Alameda	1907-J	Indef
M	Ward, Sidney J. Jr.	A02074273	1Jun52	SP-6	Acft Comdr B-36	39thBSq	1234A	0749	10ct52	2203	1512 W Walnut	4687-M	Indef
M	Warren, Richard L.	A0834542	1Jun52	P-9	Sq Acft Maint Off	6FMS	4344	0746	1Jul52	433	37 A West St	7-5528	Indef
M	Watson, Lowell L.	A0812339	18Jan53	P-9	Pilot B-36	40thBSq	1231A	1045	8Feb53	2277	BOQ 906, Apt A	None	Indef
M	Weeks, James H.	A0837237	18Sep51	P-6	Pilot B-36	40thBSq	1234A	0249	16Apr51	2277	312 E Church St	2792- J	Indef

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CAPTAINS (Cont'd)													
.	M Wiegman, Lawrence A.	A0739136	19Dec50	NDR	Nav B-36	24thBSq	1524A	1150	16Oct51	2209	141 E Pear St	2176-R	Indef
.	M White, Guinn C.	A02067415	1Jun52	E	Wg Staff Flt Engr	Hq 6BWg	4324	1042	10Mar51	2725	907 W Hedricks	1063-W	Indef
.	M Winsor, Willian J.	A0762062	11Aug50	SP-6	Acft Comdr B-36	40thBSq	1234A	0451	2May51	557	1104 W Summit	2308-R	Indef
.	M Wise, Donald	A0752796	19Dec50	NDR	Nav B-36	40thBSq	1524A	0949	30Oct52	2277	9 A West St	7-5509	Indef
.	M Wise, John Q.	A01909440	14Apr53	P-6	Pilot B-36	40thBSq	1234A	0551	14May51	557	1 A West St	7-9974	Indef
.	M Woford, Charles B.	A0720656	1Jun52	P-6	Pilot B-36	39thBSq	1234A	0146	17Mar51	2203	1 A Street	7-9970	Indef
.	M Wright, Frederick C.	A0311191	6Aug46	None	Intell Officer	Hq 6BWg	2054	1152	12Dec52	2659	13 Langley Pl	7-3360	Indef
.	M Zalonka, Charles C.	A0733573	7May50	NDR	Nav B-36	40thBSq	1521A	0645	9Jul53	2277	Goodnight Tr Ct	None	Indef
1ST LIEUTENANTS													
.	S Astrella, Ralph J.	246094	5Jun53	NDR	Nav B-36	39thBSq	1524A	1241	7Feb52	2203	BOQ 912, Apt C	2846	R-AF
.	M Austin, Cooper J.	A0747473	5Jun53	None	Sq Adjutant	6A&ESq	3241	1241	9Aug53	2360	40[illegible] S Holland	None	Indef
.	M Daggaley, John H	A0[illegible]42880	30Jul51	P-6	Pilot B-36	24thBSq	1234A	1251	1Jan52	2680	712 W Buena Vista	4372-J	Indef
.	S Dateman, Richard M	A0220690	30Mar53	None	Dental Off Gen Dy	6th Med	9020	1241	30Mar53	456	Med BOQ	None	0355
.	M Daulch, Henry L	2210[illegible]	4Dec52	P-6	Pilot B-36	24thBSq	1234C	1241	23Sep53	2209	DDALV Rptg 6 Nov 53		R-AF
.	M Benedict, Robert H	A0[illegible]7509	29Feb52	E	Acft Perf Engr B-36	39thBSq	4324	0149	10Oct52	2203	1714 S Monroe	2296-R	Indef
.	M Bentley, Max H	A01[illegible]024	19Apr51	P-6	Wg Comm Officer	Hq6BWg	3011	1241	9Mar53	2240	1709 N Pontiac	1845-NM	Indef
.	S Boles, Ismael W	A0[illegible]7251	15May52	P-6	Spec Dy, 812th Ops Sq	24thBSq	1231A	0944	5May53	2732	BOQ 910 Apt D	None	Indef
.	M Borman, Glenn O	A020936[illegible]37	19Apr52	E	Acft Perf Engr B-36	39thBSq	4324	1241	23Jul52	2203	112 S Washington	270-J	Indef

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FIRST LIEUTENANTS (Cont'd)														
10.	S	Bouillon, Richard L	A0788140	27Jan52	P-9	Pilot B-36	24thBSq	4341	0852	110ct52	2254	BOQ 918 Apt B	2505	Inde
11.	M	Bowersox, Barbara	AN2244057	23Jul53	None	Nurse Gen Dy	6th Med	9754	1241	7Jan52	2229	209 N Wilde	2121	0154
12.	M	Bridges, Allan C	A02050961	28Apr49	P-9	Sq Supply Officer	6thPMS	1231A	1049	5May53	528	1708 S Monroe	None	Inde
13.	M	Briggs, Wayne D	A02099837	4Jul51	E	Acft Perf Engr B-36	39thBSq	4321	1241	13Dec52	2203	Box 240 RFD #2	None	0155
14.	M	Brown, Bruce B	A0590820	8Feb51	R	Acft Obsr Nav B-36	24thBSq	1554	0953	170ct53	2209	DDALV Rptg 3 Nov 53		Inde
15.	M	Brown, Glendon W	A0734852	28Dec50	P-6	Pilot B-36	24thBSq	1234A	0645	14Aug50	2209	32 A est	7-6674	0355
16.	M	Brown, Marvin L	136764	27Feb51	NBR	Nav B-36	39thBSq	1524A	0946	7Dec51	2203	204 S Missouri	1124-M	R-AF
17.	M	Bush, Jay S	A02260702	24Mar53	None	Dental Off Gen Dy	6th Med	9826	1241	24Mar53	456	209 S Ohio	2069-W	0554
18.	M	Butler, William P	A02221875	22Nov52	NBR	Nav B-36	40thBSq	1524A	1241	20Jul51	557	47 W Wells	7-2202	0554
19.	S	Bynum, Paul H	A02234690	20Jan53	P-9	Pilot B-36	24thBSq	1224P	1241	25Sep53	2209	BOQ 918 Apt D	None	0356
20.	M	Carroll, Roland C	A0763707	13 Feb 53	P-8	Pilot B-36	24thBSq	4341	0442	5May53	2751	205 E Summit	None	Indef
21.	M	Chamness, Benjamin H Jr	A02230638	13Feb53	ECM	Sq ECM Officer	39thBSq	3021	1241	19Jul52	2612	1403 W Tilden	4012-W	Indef
22.	M	Chaney, Hugh F	A02039391	8Sep51	NBR	Nav B-36	39thBSq	1524A	0451	10ct52	2733	509S Fir St	4008-J	Indef
23.	S	Christenson, Albin L Jr	A02101775	13Mar52	E	Acft Perf Engr B-36	39thBSq	4324	1241	10Jul52	2203	Sunset McGaffey	053J1	0455
24.	M	Christenson, Arnold P	24610A	5Jun53	NBR	Nav B-36	39thBSq	1524A	1241	7Feb52	2203	306 E Frazier	3259NW	R-AF
25.	M	Collins, Kriebel N	A02073483	10Mar51	NBR	Nav B-36	24thBSq	1524A	0442	25Jul52	2209	602 W Alameda	3895-M	Indef
26.	S	Collins, Patricia	A02242381	4Sep53	None	Nurse Gen Dy	6th Med	9754	1241	4Sep53	2229	Nurses BOQ	None	0955
27.	M	Compall, Theodore C	A02240791	110ct52	None	Asst Dir Surg Sv	6th Med	9416C	1241	110ct52	618	109 E Summit	2283	1054

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FIRST LIEUTENANTS (Cont'd)														
28.	M	Dean, Robert E	A02260444	18Apr53	AOM	Av Medical Examiner	6th Med	9326	1241	16Aug53	358	1517 N Ohio	3809-M	0455
29	M	Diliberti, Charles	A02260808	11Jul53	None	Medical Off Gen Dy	6th Med	9326	1241	11Jul53	358	Med BOQ	620	0755
30.	S	Dokken, James P	A02221079	12Dec52	NBR	Nav B-36	39thBSq	1524A	1241	20Jul51	2203	BOQ 911 Apt B	None	0454
31.	S	Duborg, George F Jr	A02222033	18Feb53	NBR	Nav B-36	40thBSq	1524A	1241	16Oct51	405	BOQ 912 Apt C	None	0754
32.	M	Duffey, Willis A	A02249350	27Sep52	E	Acft Perf Engr B-36	24thBSq	4321	0345	12Oct46	2209	1703 S tanton	3274-J	Indef
33.	M	Emmons, Curtis G	A02222775	28Jul53	NBR	Nav B-36	39thBSq	1524A	1241	1Apr52	2203	2003 N Garden	4383-J	0155
34.	M	Ensor, Nelson H	A02101785	11Apr51	E	Acft Perf Engr B-36	40thBSq	4324	1150	1Nov52	2277	1708 S Monroe	1934-W	Indef
35.	M	Erickson, Walter E	A0939447	13Feb53	E	Acft Perf Engr B-36	24thBSq	4324	1241	11Aug52	2209	1602 S Kansas	1934-NR	Indef
36.	M	Estrada, John J	A0931240	8Apr51	NBR	Nav B-36	24thBSq	1524A	1151	7Aug52	2209	1602 W Juniper	2750-M	Indef
37.	M	Eubanks, Ben H Jr	A0785489	27Jun48	NBR	Nav B-36	24thBSq	1524A	1151	7Aug52	2141	24 Langley Pl	7-3394	Indef
38.	M	Fisher, Charles H	A02081812	18Jun52	NBR	Nav B-36	24thBSq	1521A	1241	9Jul53	2209	Goodnight Tr Ct	None	Indef
39.	M	Forcier, Gerard O	A02218094	12Aug53	None	Intellegence Officer	24thBSq	2121	0349	17Oct53	2209	BOQ908 Apt D	None	1054
40.	M	Gardner, LeeRoy S	A0946285	12Aug52	P-6	Pilot B-36	24thBSq	1231A	0346	10ct53	2209	Bldg 910 Apt C	2502	Indef
41.	M	Goldman, Herbert I	A02240860	8Nov52	None	Pediatrician	6th Med	9366D	1241	8Nov52	607	1205 N Kentucky	3203	1154
42.	M	Hargraves, Jack R	A02249353	27Sep52	E	Sq Staff Flt Engr	24thBSq	4324	1246	5Dec52	2136	1521 W 2nd St	2768-R	Indef
43.	M	Harrignton, Cleo R	A02099868	25Jul51	E	Acft Perf Engr B-36	39thBSq	4324	0351	6Dec52	2203	Box 256 RR #2	None	Indef
44.	M	Haskins, Clifford O	A02101844	30Oct52	E	Acft Perf Engr B-36	24thBSq	4324	1241	1Aug52	2209	1024 Crescent Dr	2321-NJ	Indef
45.	M	Hohmann, James C	A01911919	22Apr52	P-6	Pilot B-36	39thBSq	1234A	0352	3Apr52	2203	1612 W Tilden	4726	1253

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FIRST LIEUTENANTS (Cont'd)														
46.	M	Hill, Duane S	A01056061	12Aug52	P-6	Pilot B-36	39thBSq	1231A	0342	18Feb52	2203	1305 N 7th St	4212-M	0255
47.	M	Hilliard, Joseph C	A02101078	130ct52	E	Acft Perf Engr B-36	39thBSq	4324	1241	16Jul52	2203	1612 W Walnut	2677-NW	Indef
48.	M	Jackson, Charles L	A0779472	5Jan53	E	Acft Perf Engr B-36	39thBSq	4321	1241	18Aug52	2203	17 Officers Circle	7-2537	Indef
49.	S	Johnson, Herbert M	A02087541	12Apr52	R	Acft Obsr Radar Operator	40thBS	1554	1053	160ct53	557	DDALV Rptg 6 Nov 53		Indef
50.	M	Kasdorf, Henry H	A0745409	25Mar52	P-8	Pilot B-36	39thBSq	1231A	1145	11Mar53	2203	21 Officers Circle	2547	Indef
51.	S	Kast, Dorthy M	AN2242404	5Sep53	None	Nurse Gen Dy	6th Med	9754	1241	5Sep53	2229	Nurses BOQ	None	0955
52.	M	Kessler, Charles W	18437A	27Feb51	NBR	Radar Opr B-36	40thBSq	1524A	1241	20Jul51	2277	1700 N Pontiac	3661-M	R-AF
53.	M	Kendrick, Arthur L	A02249283	16Sep52	E	Acft Perf Engr B-36	24thBSq	4321	0346	16Sep52	2209	636 E 6th St	1602-W	Indef
54.	M	Knothe, William C	A0945457	13Feb53	E	Acft Perf Engr B-36	40thBSq	4324	1241	1Dec52	557	Base Side Tr Ct	7-9900	Indef
55.	M	Kromer, Edward E	A02249359	27Sep52	E	Acft Perf Engr B-36	39thBSq	4324	0449	27Sep52	2203	1035 Crescent Dr	3536-W	Indef
56.	S	Lachapelle, Philip F	A02089681	9Jul51	R	Intellegence Officer	Hq6BWg	1554	0953	160ct53	DDALV Reptg 6 Nov 53			Indef
57.	S	Lane, William C	A01996951	19Aug51	P-6	Pilot B-36	24thBSq	1231A	0646	24Dec50	2680	394 West	None	Indef
58.	M	Leeper, Donald A	A02249360	27Sep52	E	Acft Perf Engr B-36	40thBSq	4324	0246	27Sep52	557	706 W 9th St	2275-J	Indef
59.	S	Limpus, Grace E	AN1912757	22Dec52	None	Anethestist	6th Med	9741	1241	9Jan52	618	BOQ 917 Apt D	2508	0654
60.	M	Matula, Karl J	A0945526	2Mar53	E	Sq Staff Flt Engr	39thBSq	4324	0451	10Aug51	2203	27 Off's Circle	2546	Indef
61.	M	Mays, Forrest D	A0687052	1Jul52	P-9	Pilot B-36	39thBSq	1231A	1241	3Apr53	2203	Rt #2 Box 25	083-R1	Indef
62.	D	McKinney, Joe H	A02092581	3Apr51	P-6	Pilot B-36	40thBSq	1234A	0542	30ct52	693	BOQ 912 Apt E	2846	Indef

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FIRST LIEUTENANTS (Cont'd)														
63. M	Merrow, Elmer W	A0944053	10Nov52	P-6	Pilot B-36	39thBSq	1224P	0846	23Sep53	2203	DDALV Rptg 21 Dec 53			0956
64. S	Miller, John H	A01852922	5Jan53	None	Fab & Repair Off	6TH FMS	4364	0745	1Jul52	397	BOQ 915		None	Inde
65. M	Miller, John W	A02222043	23Mar53	NBR	Nav B-36	24thBSq	1524A	0246	16Oct51	2209	637 E Apple St		1852-W	Inde
66. M	Monroe, Donald F	A02238805	12Jun51	None	Hospital Registrar	6th Med	9025	1251	14 Dec51	359	10 W Wells		7-6625	Inde
67. M	Mumby, Chester W	A01849233	15Apr53	None	Sq Comm Officer	39thBSq	3034	0953	24Sep53	2203	610 W Alameda		400-R	Inde
68. M	Nehring, Charles A Jr.	A02239066	2Mar53	None	Lab Officer	6th Med	9151	1241	13Aug51	458	507 N Kentucky		2575-W	0854
69. M	Pearsall, Thomas E.	19898A	23Nov51	NBR	Radar Opr B-36	39thBSq	1524A	0146	7Dec51	2203	19 A West St		7-2432	R-AF
70. M	Peck, Andros O.	A0771122	20Jun52	P-9	Pilot B-36	39thBSq	4331	1245	3Apr53	482	20 Off's Circle		2564	Inde
71. M	Pietschner, Paul W.	A02101113	19Dec52	E	Acft Perf Engr B-36	39thBSq	4324	1241	1Aug52	2203	910 W Summit		3748-J	1054
72. M	Pisciotta, Alex Jr.	A0975151	18Mar52	P-8	Sq Pers Equip Off	40thBSq	1431	0546	1Jun52	693	1712 N Union		3698-M	1054
73. M	Rehr, Wilmer I. III	A02219009	2Apr53	R	Nav B-36	39thBSq	1554	1053	15Oct53	2203	DDALV Rptg 6 Nov 53			0955
74. M	Rigan, Otto W.	A0940207	13Feb53	E	Acft Perf Engr B-36	39thBSq	4324	0244	1Dec52	2203	9 Off's Circle		2751	Inde
75. M	Rogers, Charles O.	A0735927	18Apr51	ECM	Sq ECM Officer	40thBSq	3024	0745	7Sep52	2214	30 West A St		7-2468	Inde
76. M	Rosenblatt, Seymour	A02240771	30Oct52	None	Psychiatric Sv Off	6th Med	9586D	1241	30Oct52	607	131½ Riverside Dr		2912-NW	1054
77. M	Russell, Robert B.	A0945514	25Jul50	NBR	Nav B-36	39thBSq	1524A	1251	25Jul52	2203	1709 S Stanton		3274-NR	Inde
78. M	Rutkovitz, Daniel E.	A01849044	19Mar52	E	Acft Perf Engr B-36	40thBSq	4324	0145	16Sep52	557	25 Langley Pl		7-2243	Inde
79. M	Ruzic, James V.	A02101576	12Dec51	E	Acft Perf Engr B-36	24thBSq	4324	1246	8Jul52	2209	34 A West		7-5571	Inde
80. M	Ryan, Harold V.	A0765324	14Jul51	P-6	Sq Pers Equip Off	39thBSq	1234A	0345	15Oct52	2132	31 Off's Circle		2501	Inde

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FIRST LIEUTENANTS (Cont'd)														
81.	M	Saunders, Robert W.	A02102096	14Jan52	E	Acft Perf Engr B-36	40thBSq	4324	0949	17Jul52	2277	1207 W Deming	237-W	Inde
82.	S	Scott, Geneva A.	AN2214356	4Oct52	None	Nurse Gen Dy	6th Med	9754	0353	18May53	2095	Nurses BOQ	None	Inde
83.	M	Scruggs, James B. Jr.	A02230695	4Apr51	E	Acft Perf Engr B-36	39thBSq	4324	0246	10Oct52	2203	1305 S Adams	2454	Inde
84.	M	Seright, Edward M.	A02238904	24Sep52	None	Med Supply Officer	6th Med	9034	0253	10Apr53	617	BOQ 908 Apt E	2533	0854
85.	M	Sifford, Bill B.	A01911881	29May52	P-6	Pilot B-36	24thBSq	1231A	0452	7May52	2209	Box 460 W Country Club Rd, Rt #1	3077-R	Inde
86.	M	Sikora, Joseph E.	A0810747	20Jun52	P-9	Pilot B-36	40thBSq	1231A	1245	5May53	557	1712 S Stanton	None	Inde
87.	M	Sonnier, James H.	A02091239	21May52	E	Acft Perf Engr B-36	24thBSq	4324	1241	12Dec52	2136	45 A West	7-4493	Inde
88.	M	Sorenson, Eugene W.	A02249292	18Sep52	E	Acft Perf Engr B-36	40thBSq	4324	1245	18Sep52	557	610 W Deming	3496-J	Inde
89.	M	Sparks, Avrit G.	A02249293	18Sep52	E	Acft Perf Engr B-36	24thBSq	4321	0146	18Sep52	2209	423 E 5th St	1566-M	Inde
90.	S	Stanick, John J.	A01997816	28Jun52	P-9	Pilot B-36	24thBSq	1051C	0845	90ct53	2209	BOQ 908 Apt D	None	Inde
91.	M	Starnes, Charles R.	A02260703	30Mar53	None	Dental Off Gen Dy	6th Med	9826	1241	30Mar53	456	406 S Union	2669-M	0355
92.	M	Stelzer, Frank A.	223554	8Dec52	P-9	Wg Security Off	Hq 6Wg	1431	1241	7Jan53	485	305 W 3rd St	3829-M	R-AF
93.	M	Stephenson, Ralph W Jr.	203644	10Oct52	P-5	Sq Pers Equip Off	24thBSq	1431	0952	10ct52	385	22 Langley Pl	7-9938	R-AF
94.	M	Stewart, Lawrence W.	A0868600	1Mar51	E	Acft Perf Engr B-36	24thBSq	4321	0945	8Dec52	2136	14 Off's Circle	None	Indef
95.	M	Szappanyos, Bela J.	A02260934	6Jun53	None	Internist	6th Med	9326	1241	6Jun53	607	20 Byrne St	None	0655
96.	M	Tickel, William E Jr.	A01911519	12Jun52	NBR	Nav B-36	39thBSq	1524A	1241	1May53	2203	Box 256, Rt #2	3163-J	0456
97.	M	Tulloh, Clifton C.	A02079532	30May51	N	Nav B-36	24thBSq	1534P	1241	11Sep52	2136	30 A West St	7-3388	Indef

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FIRST LIEUTENANTS (Cont'd)														
98. M	Tuttle, Donald B.	13689A	8Jul52	NBR	Nav B-36	40thBSq	1524A	0745	1Jul52	2277	1710 W Delaware	2893-J	R-NF
99. S	VanClief, Harold O.	A0591273	2Jul51	None	Air Elect Off	6AFESq	3051	0752	1Aug53	423	Rt #2, Box 256	3163-R	Inde
00. M	Vanderveen, Walter S.	A02087601	22Jul52	R-NF	Wg Opns Off	Hq 6BWg	1431	0952	13Sep52	485	Rt #2, Box 238	7-2297	Inde
01. M	Varise, Anthony F.	A02061830	20Dec51	E	Acft Perf Engr B-36	40thBSq	4324	1241	30Oct52	2277	1700 Pontiac Dr	3691-W	Inde
02. M	Waller, Jack T.	A02061797	1Jan51	NBR	Nav B-36	39thBSq	1521A	1241	16Aug53	2203	BOQ 910 Apt D	None	0756
03. M	Weiler, Bernard S.	A02241523	14Jan52	None	Dental Off Gen Dy	6th Med	9826	1241	14Jan53	456	1035 Crescent Dr	3536-R	0755
04. M	Wilds, Ausbun J..Jr.	A0709206	4Feb50	E	Acft Perf Engr B-36	24thBSq	4324	0342	3Dec52	2209	306 Ryan St	None	Inde
05. M	Williams, Edwin L.	A02240414	9Mar53	None	Dental Off Gen Dy	6th Med	9826	1241	9Mar53	456	1101 W 3rd St	3360-M	0355
06. M	Williams, John B.	A02240211	22Jan52	None	Dental Off Gen Dy	6th Med	9826	0342	22Jan52	618	104½ S Missouri	4035-M	0154
07. M	Williams, LeRoy L.	A0946313	5Jun52	E	Acft Perf Engr B-36	40thBSq	4324	0442	7Dec52	557	31 A West St	7-4457	Inde
08. S	Wilson, Richard L.	A02222754	17Jul53	NBR	Nav B-36	24thBSq	1524A	0342	16Aug53	2209	504 S Aspen	3226-J	0155
09. S	Young, David T. Jr.	A01911897	10Dec51	P-6	Pilot B-36	40thBSq	1234A	0352	1Apr52	557	BOQ 918	None	1253
10. M	Young, Raymond D.	A0771206	6Jul51	P-5	Prod Control Off	Hq 6BWg	4344	1252	13Jan53	730	18 Off's Circle	2521	Inde
SECOND LIEUTENANTS													
M	Blinn, Harold O.	A02251166	8Oct52	None	Sq Comm Off	24thBSq	4341	1241	22Sep53	2209	No record	N/R	1054
S	Brown, Clarence Z.	A02229594	4Sep52	None	Intell Off	Hq 6BWg	2051	1241	26Apr53	243	BOQ 911	None	0954
S	Christy, Leona I.	AN2241910	15Feb53	None	Nurse Gen Dy	6th Med	9754	1241	15Feb53	352	Nurses BOQ	2508	0255
M	Clark, Bob J.	A02 38459	9Aug52	None	Sq Supply Off	24thBSq	6421	1241	12Sep52	2158	1109 E Brown St	None	0854

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SECOND LIEUTENANTS (Cont'd)													
S	Hake, Donald H.	A02230428	18Aug52	ECM	Ass't Sq ECM Off	40thBSq	3021	0247	2Aug53	2214	BOQ 913, Apt 1	2418	Inde
M	Haslem, Samuel P.	A02237287	14Jul52	U	Sq Gunnery Off	39thBSq	3241	1241	10Jul53	2320	405 W 10th	2184-W	0754
S	Hinrichs, John W.	A01056344	14Aug53	None	Student Officer	6FMS	6421	1241	14Aug53	DDY FE 11 wks	Warren AFB, Wyo 20 Jan 54		0855
M	Jacobs, Reed B.	A03009218	23May53	U	Sq Gunnery Off	24thBSq	3241	1241	10Jul53	2209	909 E 8th	2611-R	0556
S	Johnson, Darrel W.	A01864978	24Jul53	None	Sq Adjutant	Hq 6BWg	7321	1241	24Jul53	2603	BOQ 916	2848	0755
S	Jones, Billie J.	AN2241912	10Nov52	None	Nurse Gen Dy	6th Med	9754	1241	5Jan53	601	BOQ 918 Apt D	2477	0155
S	Phillips, James L.	A01855854	25Jul53	None	Wg Pers Off Amn's Br	Hq 6BWg	7321	1241	25Jul53	754	BOQ 916, Apt A	2848	0755
S	Scalfano, Hazel R.	AN2241821	16Nov52	None	Nurse Gen Dy	6th Med	9754	1241	16Nov52	428	BOQ 918 Apt D	2477	1154
S	Pawlowski, Raymond	A03009228	13Jun53	U	Sq Gunnery Off	40thBSq	3241	1241	1Aug53	2214	BOQ 912 Apt A	2321	0656
M	Smith, Charles E.	A02240551	29May52	None	Base Sant Surgeon	6th Med	9121	1241	1Sep52	2735	TDY Limestone AFB & Dow AFB, Me, 70 days 28 Nov 53		0755
S	Stan, Betty H.	AN22422087	27Jun53	None	Nurse, Opr Rm	6th Med	9754	1241	27Jun53	618	Nurses BOQ	2477	0655
M	Stedman, Thomas W.	A02249219	19Aug52	ECM	Ass't Wg ECM Off	Hq 6BWg	3021	1241	21Jul53	2240	405 W Reed	4624-M	Inbf
M	Taylor, Carl L.	A01850826	21Apr53	E	Acft Perf Engr B-36	24thBSq	4321	0351	1Jun53	2209	Mountain Ve Tr Ct	325-NJ	Inde
M	Tenley, Robert E.	A03009241	25Jul53	U	Ass't Sq Gunnery Off	39thBSq	3241	1241	11Sep53	2203	1607 N Delware	2457-J	0756
S	Webster, James B.	A03004826	26Mar53	NBR	Nav B-36	24thBSq	1524A	1241	25Sep53	2209	BOQ 913, Apt B	None	0356
CHIEF WARRANT OFFICERS													
M	Core, William E.	AN2123753	1May51	None	Arm Systems Off	6AWSq	32000	0246	19Nov52	2330	35-A West St	7-2136	Indo

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CHIEF WARRANT OFFICERS (Cont'd)													
,	M Jeffries, John C. Jr.	951503E	6Mar44	None	Acft Maint Off	Hq 6BWg	43100	0847	22Jan51	482	21 West A St	None	R-A
WARRANT OFFICERS JUNIOR GRADE													
,	M Stuber, Harold E.	AM2200201	15Mar51	None	Arm Systems Off	A&ESq	30100	0251	1Aug52	2330	324 E Church St	4864-W	Ind

Losses

Between Period 1 Oct 53 to 31 Oct 53 (inc)

MAJORS							
,	Lawson, Gordon Z.	A0561478	6416	None	Reassigned	Hq 812th AB Gp, WAFB, Roswell, N M	Par 25 SO 218, Hq 47ADiv 8Oct53, EDCSA: 8 Oct 53
,	Williams, Howard G.	A0312006	7024	None	Reassigned	Hq 812th AB Gp, WAFB, Roswell, N M	Par 18 SO 225, Hq 47ADiv 19Oct53, EDCSA: 20 Oct 53
CAPTAINS							
,	Barbour, Jack R.	A0683691	1524A	NBR	Seperated		Par 13 SO 210, Hq 47ADiv 28Sep53, Eff Dt: 7 Oct 53
,	Cantrell, Paul B.	A0795355	1231A	P-8	Reassigned	3510th Plt Tng Wg Randolph AFB, Tex	Par 8 SO 209, Hq 47ADiv 25Sep53, EDCSA: 16 Oct 53
,	Dolan, James C.	A0577279	3244	U	Reassigned	2349th Pers Proc Gp Cp Stoneman, Calif	Par 6 SO 204, Hq 47ADiv 19Sep53, EDCSA: 1 Oct 53
,	Jones, Robert L.	A0641725	7535	P-9	Reassigned	3908th Strat Eval Sq CAFB, Texas	Par 9 SO 209, Hq 47ADiv, 25Sep53, EDCSA: 12 Oct 53
,	Zuppan, Lawrence L.	17523A	2044	P-9	Reassigned	Hq Strat Air Comd, Offutt AFB, Nebr	Par 21 SO 216, Hq 47ADiv 6Oct53, EDCSA: 25 Oct 53

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WING CREW STATUS
(as of 31 October 1953)

	Select	Lead	Ready	Non-ready
Wing total	* 8	10	7	5
24th Bomb Sq	3	3	3	1
39th Bomb Sq	2	4	3	1
40th Bomb Sq	3	3	1	3

* per SAC Special Order #228, par 1, dated 12 Oct 53. (Upgrading of seven (7) Lead Crews to Select Status)

Five (5) crews are to be upgraded from Ready to Lead Status - effective 1 November 1953, per Ltr 6DO 360 from Hq 6th Bomb Wing, to Commanders 24th, 39th, and 40th Bomb Squadrons, Subject: Upgrading of Combat Crews, dated 28 October 1953. Also one (1) other crew will be upgraded in the same status, per 6th Bomb Wing SO #220, par 3, dated 5 November 1953. This will make a Wing total of 16 Lead Crews as of 1 November 1953.

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SECURITY INFORMATION

CREW STATUS

24th Bomb Squadron

	Crew No	Crew Commanders	Rank
*	S-01	EASTLING, Donald M	Lt Colonel
*	S-02	NADON, Norman C.	Major
	L-03	RASMUSSEN, Kenneth C.	Major
	L-04	HANIGAN, Edward J.,Jr.	Major
#**	R-05	MALLORY, Lue B.	Captain
%**	R-07	BORDEUAX, Lyle B.	Captain
	N-10	POTTER, Eliot H.	Major
	L-29	TREWITT, Harvey S.	Major
#**	R-31	SCHARMEN, Merrill E.	Captain
*	S-37	McCUTCHEON, Claude C.	Lt Colonel

3 Select Crews

3 Lead Crews

3 Ready Crews

1 Non-ready

* Per SAC SO #228, par 1, dated 12 Oct 53

** To Lead Crew Status effective 1 Nov 53, making a total of six (6) Lead Crews.

\# To Lead Status per 6th Bomb Wing SO #218, par 3, dated 3 Nov 53.

% To Lead Status per 6th Bomb Wing SO #220, Par 3, dated 5 Nov 53.

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CREW STATUS

39th Bomb Squadron

Crew No	Crew Commander	Rank
L-11	MILLER, William J.	Major
#**R-12	COLE, Norman G.	Captain
*S-13	MELLBERG, Carl L.	Major
L-14	PEARSON, James M.	Major
%L-15	WALDON, Edward L.	Captain
L-16	COBB, John T.	Major
R-17	WARD, Sidney J., Jr.	Captain
#**R-18	GAMBEL, Burrel B.	Major
N-19	WILLIAMS, John H.	Major
S-20	JACKMAN, Gordon L.	Major

2 Select Crews

4 Lead Crews

3 Ready Crews

1 Non-Ready Crew

* per SAC Special Order #228, par 1, dated 12 Oct 53.

** To Lead Status effective 1 November 1953, making a total of six (6) Lead Crews.

per 6th Bomb Wing Special Orders #218, par 3, dated 3 November 1953

% per 6th Bomb Wing SO #194, dated 2 Oct 53, effective 1 October 1953, Ready to Lead Status

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CREW STATUS

40th Bomb Squadron

Crew No	Crew Commander	Rank
*S-09	LUDLOW, Harold K.	Major
*S-21	WALKER, Lyle H.	Major
L-22	BASINGER, L. C. Jr.	Captain
L-23	WINSOR, William J.	Captain
L-24	STEINER, Irwin O.	Major
*S-26	METIVIER, Joseph R.	Major
N-27	MOORE, Edwin V.	Captain
N-32	CARSON, Clarence L.	Captain
#**R-28	TAYLOR, William J. D.	Captain
N-34	O'NEAL, Lloyd L.	Captain

3 Select Crews

3 Lead Crews

1 Ready Crew

3 Non-ready Crews

* per SAC Special Order #228, dated 12 October 1953

** To Lead Status effective 1 November 1953, making a total of four (4) Lead Crews.

\# per 6th Bomb Wing Special Order #218, par 3, dated 3 November 1953

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COURSE NUMBER AND TITLE		MANDATORY QUOTAS	FORMAL APPLICATIONS
Photo Interp Tech	20471	1	
K-Series Systems Tech	32171E	8	
Aircraft Maintenance B-36	43151A	1	
Aircraft Maint Tech	43171		4
AN/APN-11 Radar Sets		1	
Fabric & Leather Workers	58151		1
Organizational Supply Spec	64151		2
		11	7

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SECURITY INFORMATION

STRENGTH REPORT

FOR

OCTOBER 1953

	Authorized Off	Authorized Amn	T/O	Assigned 1 Oct 53* Off	Assigned 1 Oct 53* Amn	Assigned 31 Oct 53** Off	Assigned 31 Oct 53** Amn
Headquarters, 6th Bomb Wing	46	114	1-1175P	46	148 1 WO	40	151 1 WO
24th Bombardment Squadron H	109	240#	1-1176P	82	253	87	249
39th Bombardment Squadron H	109	240#	1-1176P	82	258	85	265
40th Bombardment Squadron H	109	240#	1-1176P	76	261	80	259
6th Armt & Elects Maint Sq	12	288	1-7166P	7	265 2 WO	7	268 2 WO
6th Periodic Maintenance Sq	5	238	1-7167P	4	233	4	244
6th Field Maintenance Sq	7	476	1-7168P	6	459	5	482
6th Medical Group	48	163	1-9022	32	175	35	164
6th Bombardment Wing Total	445	1999#		338	2052 3 WO	343	2082 3 WO

* Wing M/R of 1 October 1953

** Wing M/R of 31 October 1953

\# per SAC Ltr DPLMD 320 dated 19 Sep 53

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HEADQUARTERS 47TH AIR DIVISION
Walker Air Force Base
Roswell, New Mexico

Maj Miller/lso/2205

6DO

SUBJECT: Report on Operations Order 74-53 (Bull's-eye)

TO: Commander
Eighth Air Force
Fort Worth, Texas

In accordance with Eighth Air Force Operations Order 74-53, dated 8 August 1953, and letter ODT4B, dated 14 August 1953, the attached analysis is submitted on the basis of the check-list format outlined by the above letter.

FOR THE COMMANDER:

1 Incl
Anal of Omaha Msn
as Flown by 6th BW

If inclosure No One is withdrawn (or not attached) the classification of this correspondence will be downgraded to Restricted in accordance with AFR 205-1.

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SECURITY INFORMATION

Analysis of Omaha Mission as Flown by 6th Bombardment Wing, Heavy

1. The following crews accomplished a camera scored attack prior to evaluation exercise.

AIRCRAFT COMMANDER	CREW	NUMBER	PHOTOGRAPHY	SCORE BOARD
Captain Mallory	L05	2	Yes	No
Major Eastling	L01	2	Yes	200, 500
Major Trewitt	L29	1	Yes	200
Major Rasmussen	L03	2	Yes	500, 200
Major Hanigan	L04	1	Yes	7800
Captain Weldon	L05	2	Yes	300, 200
Major Weller	L21	1	Yes	No
Captain Indlow	L09	2	Yes	No

2. The following crews received target study as outlined:

CREW NO.	NO. OF HRS SUPERVISED	NO. OF HRS UNSUPERVISED	NUMBER OF RUNS
L01	12	4	42
L02	10½	6	14
L03	11½	5	32
L04	8½	6½	2 2
R05	9½	7	15
L29	11	8	45
R31	13½	8	36
L37	13½	4	45
L11	10½	2½	38
R12	10	5	48
L13	12	4	36
L14	10	3½	57
L15	15½	5	24
L16	12	2½	60
R18	8½	2½	12
S20	11½	2½	28
L21	10½	7	31
L22	10½	7	29
L23	12	9	67
R24	10	5	34
L26	15	5	46
R28	14½	10	24
L09	11½	5	39

Inclosure # 1

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3. The following target materials were issued each crew for the mission:

a. Omaha Chart 0307-0005-500

b. Omaha Chart 0307-0005-250

c. Omaha Chart 0307-9993-100

d. Omaha Chart 0307-9993-50

e. Omaha Mosaic 0307-9993-0 thru 4-25M

f. Omaha Prediction Transparency MPR 100 series

g. Scope Illustration 356° produced by 28th Reconnaisance Technical Squadron

h. Scope Illustration 281° produced by 28th Reconnaissance Technical Squadron.

i. Scope Illustration 285° produced by 6th Bombardment Wing Heavy

j. Scope Illustrations 281° produced by 6th Bombardment Wing Heavy

k. Scope Illustrations 356° produced by 6th Bombardment Wing Heavy

l. Scope Illustrations 358° produced by 6th Bombardment Wing Heavy

m. Scope Illustrations 345° produced by 6th Bombardment Wing Heavy

n. Oblique photograph of Tank Plane (300°) produced by 38th Reconnaisance Technical Sq

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o. Vertical Photograph of Tank Farm produced by 28th Reconnaisance Technical Squadron

P. Y-3 photograph visual of Tank Farm produced by 7th Bombardment Wing, Heavy

q. Y-3 photograph to visual of Tank Farm produced by 7th Bombardment Wing, Heavy

r. WAC Chart 307

s. WAC Chart 360

4. The following target materials were used as briefing aids for the mission:

a. Omaha TC Chart 0307-0005-500

b. Omaha TC Chart 0307-9993-100

c. Omaha TC Chart 0307-9993-50

d. Omaha Mosaid RRS 0307-9993-50

e. 35mm Radar Film Strip 356° heading

f. 35mm Radar Film Strip 281° heading.

g. Oblique photograph of Tank Farm produced by 28th Reconnaisance Technical Squadron.

h. Each observer made one (1) ultrasonic trainer run on which O-15 radar photography was accomplished. These film strips were critiqued in detail with the individual radar observer. This critique was considered a portion of the Target Study for "Bullseye". This procedure has been utilized by the 6th Bombardment Wing, Heavy, on previous missions and has proved to be a valuable aid.

5. Operational Checks:

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a. Operational equipment check twenty-four (24) hours prior to mission.

b. Operational equipment check three (3) hours prior to mission.

c. Actual bomb drops - 100 pound M384-2 to check equipment.

d. Simulated bomb runs to continue to check equipment prior to IP.

e. True heading checks.

f. Check radar cross hairs against optical cross hairs.

6. All crew observers, of crews as listed in paragraph #2, have completed the attached test with a grade of 100%.

a. See Attachment #1.

7. The operational measures accomplished in-flight to check the operation of bombing equipment and bomb release were as follows:

a. Each crew dropped a 100 pound M38A-2 practice and filled bomb to ascertain if not operated accurately.

b. Each crew ran complete bombing problems on targets of opportunity with tone control checks.

8. The weather conditions during each scheduled mission were as follows:

a. 24 August 1953, a lower deck of scattered

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clouds ranging from 3/8 to 8/8 undercast.

b. 29 August 1953 - Clear.

c. 10 September 1953, a lower deck of scattered clounds ranging from 3/8 to 8/8 undercast.

d. 2 October 1953 - Make up clear.

9. The average winds encountered over the Omaha Bomb Plot were:

a. Phase I, 24 August 1953:

Wing Direction - 221° degrees.

Wind Velocity - 21 Knots

b. Phase II, 29 August 1953:

Wind Direction - 276° degrees

Wing Velocity - 12 Knots

c. Phase III, 10 September 1953

Wind Direction - 302° degrees

Wind Velocity - 29 Knots

d. Phase IV, 2 October 1953:

Wind Direction - 249° degrees

Wind Velocity - 50 Knots

10. Each crew that completed a drop passed over the IP as briefed.

11. The following crews accomplished a radar record run with the following results:

CREW NUMBER	CIRCULAR ERROR
L13	3130 Feet
R24	330 Feet

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12. The following crews failed to accomplish a visual direct evaluation run as briefed:

CREW NUMBER

R12 Weather precluded a visual run. Crew accomplished a radar malfunction run; however, not rescheduled in accordance with Eighth Air Force Operations Order 74-53, paragraph 3x(4).

R24 Weather precluded a visual run. Crew accomplished a radar record run; however, not rescheduled in accordance with Eighth Air Force Operations Order 74-53, paragraph 3x(4).

R28 This crew was made a ready crew on 29 August 1953, consequently was scheduled on make-up date, and aborted mission immediately after take-off because of communication diffi ulties.

L02 This crew was not available for phase I, II, or III, therefore, they had to be scheduled on the make-up date. Crew L02 had a "K" malfunction and aborted mission.

13. Three (3) crews had circular errors of over 900 feet:

CREW NUMBER	SCORE	REMARKS
L23	900	Tone Malfunction
L29	1660	Tone Malfunction
L15	1300	Stabilization Malfunction

The Gross Error Photograph Analysis is as follows:

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a. Crew L-23 Radar Photography was very good. Photographs were taken during run. The cross hairs were placed in the target area and remained in the same relative position during the latter stages of the run. Plotting the photographs to establish an impact point, the track passes 800' to the right of the target. The impact plots one(1) mile over. However, it is not felt that this plot has the desired accuracy. It is felt that the cross hair position score of 230' at 230 degrees is much more accurate. Y-3 photography was very good, the observer picked up the target early, killed his wind, and then stayed on the target. At cross over, which is immediately prior to impact the cross hairs had drifted off the tank but 100' at 240 degrees. No aerial photographs of the target were obtained.

b. Crew L-29 obtained no aerial photography of the target because of clouds. O-15 photography of fair quality was obtained. The radar cross hairs are in the target area and appear to remain there as long as an interpretable photograph is obtained. Photographs that could be scored were not obtained during the later stages of the run. Insufficient information is available to plot the bomb run as bombs away time and photographs were not determined. Cloud cover precludes complete assessment of Y-3 enternal photographs. However, when the target first

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is seen the cross hairs are in the immediate vicinity of the aiming point. The remaining photographs show the cross hairs centered on the aiming point until again hidden by clouds. Cross over was not observed so the error at that point can not be accurately determined.

c. Crew L-15 - No Y-3 photographs were obtained due to camera malfunction O-15 photography was poor. Target was kept on inner third of scope making scoring extremely difficult. Cross hair scoring gives 250' at 100 degrees but is of not too reliable nature, because of operator technique or forced technique as a result of equipment malfunction. Aerial photography was good. This was scored at 485' at 275 degrees. However, the accuracy of camera level during the photography can not be determined, but must be assumed to have been level.

14. All Select, Load and Combat Ready Crews were scheduled for this exercise.

a. Twenty-three (23) Load, Select and Combat ready crews of the 6th Bombardment Wing were scheduled to participate in the Omaha Visual Bombing Evaluation Mission. This mission was scheduled to be flown on the following dates: 24 August 1953, 29 August 1953, with a make-up period on 2 October 1953.

(1) Mission Flown 24 August 1953 - Ten (10) crews were scheduled to bomb Omaha on 24 August 1953. Eight (8) aircraft made take-off on time. Aircraft #1073, Air-

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craft Commander Rasmussen, encountered an oil leak and was rescheduled at the end of the bomber stream. Aircraft #2685, Aircraft Commander Hanigan, encountered an engine fire during run-up. Aircraft #1090 was substituted and take-off was accomplished. Nine (9) aircraft bombed the target. Aircraft #1073, Aircraft Commander Rasmussen, was a pre-target abort because of a rudder malfunction. The Aircraft Commander was unable to hold a constant heading, and the mission was aborted. Six (6) aircraft bombed the target visually, and three (3) aircraft bombed by radar because of cloud coverage. The first of the three (3) aircraft, #1069, Aircraft Commander Cole, made a radar malfunction run and was considered ineffective. The second aircraft, #1082, Aircraft Commander Melberg, made a radar record run and was rescheduled on the 29th. The third aircraft, #1077, Aircraft Commander Steiner, was a ready crew and was not rescheduled. The visual bombing CEA on this phase of the mission for six (6) visual runs was 618 feet, which was considered satisfactory.

(2) Mission flown 29 August 1953 - Nine (9) aircraft were scheduled to execute the second phase of the Omaha visual evaluation. Seven (7) were scheduled for the first time and two (2) were make-ups; these two (2) being L-13, Aircraft Commander Melberg, and L-02, Aircraft Commander Rasmussen. Seven (7) were airborne on time. Aircraft #2682, Aircraft Commander Metivier, developed

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engine trouble and was rescheduled to take-off at the end of the bomber stream. Aircraft #1080, Aircraft Commander Miller, experienced engine trouble in start engine position. The malfunction was corrected, and the aircraft took off next to the last aircraft of the bomber stream. Eight (8) aircraft successfully bombed visually at Omaha. One (1) aircraft, #2682, Aircraft Commander Metivier, was a pre-target abort because of radar malfunction. The visual bombing CEA on this phase of the mission for eight (8) visual record runs was 379 feet, which was considered good.

(3) Mission flown 10 September 1953 - Four (4) aircraft were scheduled to execute the third phase of the Omaha visual evaluation. Three (3) aircraft were airborne on time. One (1) crew, B-28, Aircraft Commander Taylor, was cancelled four (4) hours before scheduled take-off time because of unavailability of aircraft. One (1) aircraft, #1064, Aircraft Commander Metivier, bombed the target at Omaha. Two (2) aircraft, #1081, Aircraft Commander Waldon, and $1071, Aircraft Commander Scharmen, experienced radar malfunctions and were unable to bomb. The Wing CEA for one (1) visual record run was 550 feet, which was considered satisfactory.

(4) Mission flown 2 October 1953 - Six (6) aircraft were scheduled to execute the fourth and final phase of the Omaha evaluation mission. Three (3) of the

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crews were scheduled for the first time, and three (3) were rescheduled crews. All six (6) aircraft were airborne on time. Aircraft #1064, Aircraft Commander Tyalor, experienced complete communications failure shortly after take-off and returned to Walker and landed. Aircraft #1090, Aircraft Commander Nadon, was a pretarget abort because of radar malfunction. Four (4) aircraft bombed the target visually at Omaha. The visual bombing CEA for this phase of the mission for four (4) record runs was 827 feet, which was considered poor. However, two (2) aircraft bombed with faulty equipment. Aircraft #1080, Aircraft Commander Waldon, experienced stabilization trouble, and aircraft #1087, Aircraft Commander Mallory, bombed with the APB-23 inoperative. Of the twenty-three (23) crews scheduled to bomb Omaha, nineteen (19) visual record runs were accomplished. Two (2) radar record runs were accomplished, one (1) of which was by lead crew. This crew, L-13, was rescheduled and accomplished a visual record run. One (1) malfunction radar run was accomplished by ready crew and was not rescheduled. Two (2) of the twenty-three (23) scheduled crews failed to accomplish a run. These were R-28, Aircraft Commander Taylor, and L-02, Aircraft Commander Nadon. Of the seventeen (17) Lead crews that were assigned to the 6th Bombardment Wing during the time of the competition, only one (1) crew, L-02, failed to accomplish a visual record run. The overall

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Wing CE for nineteen (19) visual record runs is 565 feet. The overall results of the Omaha visual bombing evaluation mission is considered satisfactory.

b. The Omaha "Bullseye" mission necessitated the scheduling of twenty-nine (29) aircraft of which one (1) lead crew went over the target twice for an aircraft effective rate of 82.7%.

c. Factors affecting success of this mission were:

(1) The increased interest and enthusiasm shown by the maintenance and support organizations. The requirement to collimate and bore sight the "E" system also the authorization to make a visual actual bomb drop prior to the target was considered helpful.

(2) The overall simplicity of the assigned target was extremely beneficial.

(3) The in-flight uncontrollable malfunctions were detrimental to a huge success; however no corrective planning factor is known to lesson such events.

1 Attachment
Test on Operations Order
74-53 (Bullseye)

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HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Walker Air Force Base
Roswell, New Mexico

SUBJECT: Operations Order Number 74-53 (Bullseye)

1. What is the name of your primary Pre-IP?

2. What is the name of your primary IP?

3. What is the name of your alternate Pre-IP?

4. What is the name of your alternate IP?

5. What is the primary axis of attack?

6. What is the alternate axis of attack?

7. What is your bombing altitude?

8. Where will you make your first radar altitude determination for the bomb run?

9. Describe the DGZ and its location?

   a.

   b.

   c.

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10. What are the briefed final Sharkey check reference points on Primary and Second plans.

a.

b.

11. Draw from memory the radar appearance of the target at 15 NM in bomb.

Name	Rank	Sqdn

Name	Rank	Sqdn

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THE ATOMIC BLAST

Air to Air REFUELING

do a GOOD TURN WAIT!

VOLUME X — OCTOBER 23, 1953 — NUMBER 44

Walker Welcomes SAC Competing Crews

Walker Crews Selected for Competition

One of Walker AFB B-36 entered in the SAC Bomb and Navigation competition is from the 39th Bomb Squadron of the 6th Bomb Wing. Member ofthe crew are, left to right, front row, Maj. Carl L. Mellberg, aircraft commander; Capt. Charles B. Woford, pilot; Maj. Richard B. Fulwider, navigator; Maj. Gerald C. Rademaker, radar observer; Capt. Thomas J. Athonassion, co-observer; Capt. Robert D. Bradshaw, flight engineer; M/Sgt Olen R. Heinrich, 2nd engineer; A//2C R. E. Page, tail gunner; back row, T/Sgt Samuel B. Blain, 1st radio opeprator; A/1C Henry W. Olschner, gunner; T/Sgt Robert C. Keith, senior gunner; A/2C Charles R. Wickersham, gunner; A/1C Clarence W. Carlisle, gunner; A/2C Robert C. Giles, radio operator; A/1C Kenneth W. Elmore, gunner.

—USAF Photo by A/2C Clark

The B-36 crew from the 24th Bomb Squadron of the 6th Bomb Wing that will compete in the SAC Bomb and Navigation competition are, from left to right, front row, Maj. Norman C. Nadon, aircraft commander; 1st Lt. Bill B. Sifford, pilot; Capt. Israel B. Markowitz, 1st navigator; Capt. John N. Bell, radar bombardier; 1st Lt. James V. Ruzic, flight engineer; 1st Lt. Avril B. Sparks, 2nd flight engineer; Capt. Eugene E. Simon, navigator; back row, T/Sgt Daniel W. Rine, radio operator; T/Sgt Billy B. Davenport, senior gunner; A/1C David L. Hrdlicka, gunner; A/1C David A. Erickson, gunner; A/1C Arthur F. Graziani, gunner; A/1C Thomas P. Root, gunner; A/2C R. L. Matison, gunner.

—USAF Photo by A/2C Clark

The curtain is about to go up on the 1953 Strategic Air Command's Bombing and Navigation Competition, to be held here at Walker next week.

Called the "World Series" of bombing competition, next week's competition brings together the finest of SAC's bomber teams. Two crews from each SAC bombardment wing will compete for trophies by carrying simulated and visual bombing runs while flying actual navigation missions.

B-36, B-50 and B-29 crews competing are already on the base, with ground crews carefully readying the bombers for their first missions.

The B-47 competition will be staged from Davis-Monthan AFB, Tucson, Ariz. The jet bombers will however, make their visual drops on the Walker gunnery range.

General Curtis E. LeMay, SAC's commander, has said that the competition is to further promote the competitive spirit within SAC and is to determine the relative capability of bombardment crews to find and hit selected targets.

Last year the 509th Bomb Wing from Walker brought home the trophy for top honors in the navigation portion of the competition. During the same competition, the 97th Bomb Wing, of Biggs AFB, and the 93rd Bomb Wing, of Castle AFB, tied for all-around top honors, winning the General Muir S. Fairchild Trophy, emblematic of the best showing in bombing and navigation. Crew awards were won by the 2nd Bomb Wing of Hunter AFB.

Each crew will fly three missions in this year's competition here.

Each mission will consist of two simulated radar bomb attacks on industrial targets in Omaha and Oklahoma City, a simulated visual bomb attack on an industrial target in Dallas, a night celestial navigation exercise and the dropping of a practice bomb on a range near Walker AFB. The simulated radar bombing and the visual bombing will be scored by SAC radar bomb scoring units.

A SAC spokesman said altitudes for simulated radar visual "bombing" of industrial targets and the dropping of the practice bomb on a range in New Mexico will be "be-

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The General Muir S. Fairchild Trophy

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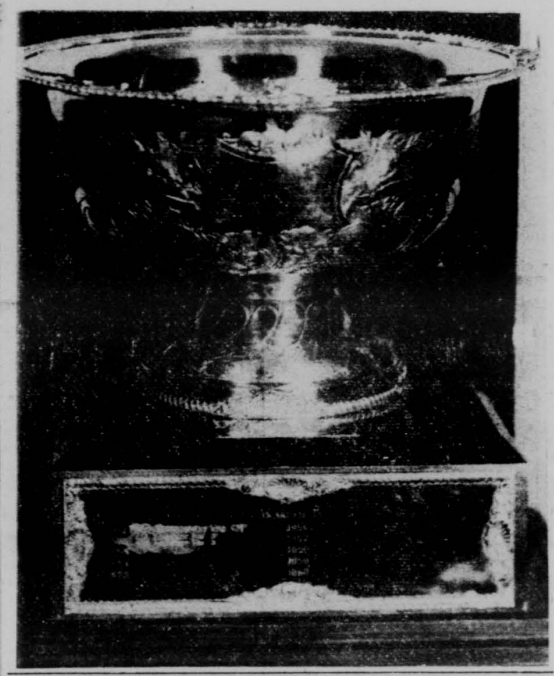
The General Muir S. Fairchild Trophy



SAC Photo-Nav Contest at Ellsworth Has 5th, 28th Strat Recon Wing in Lead

As the Strategic Air Command Reconnaissance and Navigation Competition at Ellsworth AFB hit the halfway mark this week, the Fifth Strategic Reconnaissance Wing from Travis AFB led all other reconnaissance wings for the P. T. Cullen Award in first unofficial returns. The 28th SRW was second in the unofficial tabulation.

In the photo phase, crews from the 28th had a grip on first place, with the 5th SRW second, while in the navigation phase, first place was in the grasp of the 72nd SRW from Ramey AFB. The 5th was again in evidence with a strong second place.

In the electronics phase of the competition, the 28th again established themselves in the forefront, with the 72nd as second.

The weather phase honors went to the 28th in first returns, and again it was the 72nd in second place.

The crew led by Lt. Col. Leonard P. Marthese, of the 28th's 718th Squadron, was in the early lead for the Colonel Karl (Pop) Polifka Award for the highest crew photo and navigation phase score.

Returns reported above were unofficial and complied as of 0820 Wednesday, as the Ellsworth competition was about to head into its second half.

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Bomb Summary

6DO
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In Turn

6DOAT

2 Nov 53

1. The following bombing summary is submitted for your information. The time period is from Oct 1952 through September 1953.

a. Record RBS

MONTH	NO RUNS	CEA	CEP	PREDICTED	NO OF BOMBS SAC CEA	SAC CEP
October	9	2456	1790	2500	(97) 1365	850
November	5	4762	940	2300	(224) 1650	975
December	7	1558	1560	2100	(199) 1383	1025
January	14	1383	1130	1850	(141) 1347	1080
February	10	1072	1030	1600	(192) 1418	1025
March	24	1458	1070	1500	(154) 1696	1150
April	13	3213	2750		(159) 1580	960
May	41	1614	1180		(324) 1499	1100
June	39	1207	1130		(261) 1361	950
July	25	1214	1000		(127) 1487	1170
August	47	1336	770		(302) 1246	940
September	31	1832	1150		(290) 1433	965
Running Total	265	1611	1090		(2470) 1447	1000

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b. Record Visual RBS

MONTH	NO RUNS	CEA	CEP	NO OF BOMBS SAC CEA	NO OF BOMBS SAC CEP
October	6	490	485	(49) 505	470
November	1	770	770	(147) 980	440
December	2	340	340	(219) 605	490
January	None	—	—	(53) 911	500
February	3	720	650	(156) 681	500
March	13	445	460	(188) 577	470
April	1	590	590	(45) 753	570
May	29	663	510	(219) 643	480
June	40	693	480	(216) 624	480
July	2	515	515	(33) 493	460
August	45	505	390	(217) 520	450
September	30	448	430	(191) 465	400
Running Total	172	564	440	(1714) 637	475

c. Record Actual Releases

MONTH	NO BOMBS	CEA	CEP
October	4	478	436
November	None	---	---
December	4	130	50
January	5	206	200
February	13	327	205
March	15	280	215

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c. Record Actual Releases(cont'd)

MONTH	NO BOMBS	CEA	CEP
April	4	352	360
May	29	272	230
June	45	316	230
July	12	382	372
August	40	311	235
September	57	437	290
Running total	228	317	260

d. Practice RBS

MONTH	NO BOMBS	CEA	CEP
October	47	1970	1120
November	35	1865	1320
December	33	1887	1180
January	67	2658	1500
February	26	2469	1205
March	22	2276	1740
April	24	2662	1810
May	20	2296	1170
June	28	2714	1815
July	48	2481	1935
August	68	2571	1060
September	20	1306	1060
Running Total	458	2340	1630

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e. Practice Visual RBS

MONTH	NO RUNS	CEA	CEP
October	10	561	535
November	9	1330	700
December	20	802	570
January	16	950	510
February	10	520	440
March	14	696	630
April	17	814	680
May	8	446	520
June	13	573	520
July	14	857	450
August	12	617	405
September	7	510	420
Running Total	150	744	550

f. Practice Actual Releases

MONTH	NO BOMBS	CEA	CEP
October	48	308	225
November	40	332	300
December	56	361	345
January	82	383	347
February	30	365	257
March	18	432	335

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f. Practice Actual Releases (cont'd)

MONTH	NO BOMBS	CEA	CEP
April	76	360	330
May	47	430	400
June	45	388	370
July	86	428	310
August	114	452	370
September	28	488	465
Running Total	670	396	330

2. The information was extracted from 6th Bombardment Wing Staff Radar Observer's records and SAC's Radar Bomb Scoring Statistical Summary.

3. The following totals are submitted for Malfunction, Evasive Action and Mine laying runs, however, the CEA and CEP are not considered for this report:

	TOTALS
RBS and Visual RBS Malfunction	201
Evasive Action	46
Mine Laying	9

4. The 6th Bombardment Wing Record RBS Running CEA is approximately 164 feet higher than SAC's Record RBS Running CEA 1447 Feet. The 6th Bombardment Wing Record RBS CEP is approximately 90 feet higher than SAC's CEP 1000 feet.

5. The Wing's Record Visual RBS Running CEA is approximately 73 feet lower than SAC's Running CEA of 637 feet. The Wing's Record Visual RBS CEP is appronimately 35 feet lower than SAC's CEP of 475 feet.

6. The quantity of runs per month has not increased conciderable to compare favorably with other heavy bombardment Wing's. Several months ago a policy was instigated to increase

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our quantity of RBS runs by directing the crews to complete a scheduled period at the bomb plot regardless of how many RBS runs were scheduled. This program is aggressively being monitored by the undersigned.

J.J. ADLEMAN
Major USAF
Wing Staff Observer

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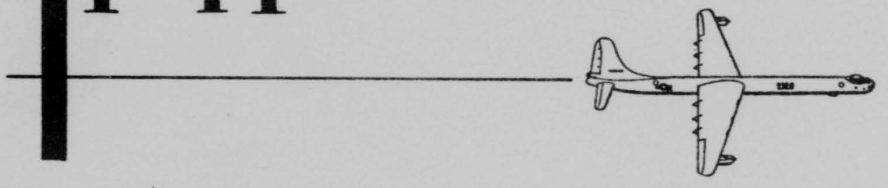
RADAR PIP

NAVIGATION DIGEST



6TH BOMB WING (H) · WALKER AFB · ROSWELL, NEW MEXICO

With a hearty welcome to all SAC crewmen coming to "Roswell by the Sea" and a bon farewell to the ten crews leaving for the "Cold Country," the PIP goes to press: Naturally we believe the 6th Bomb Wing will be the final victors in B-36 competition, but regardless of the result - hope you have an enjoyable trip.

Believe it or not, the index has been completely redone, and we hope all the malfunction duplications have been eliminated. If you find any mistakes or have a suggestion, please, bring it to our attention. Also some observers will remember the article on Va Calibration as a repeat. It is, but by request of several Staff Observers.

"Stand by One" for the next edition. Number Eight will have several new features; One of which I'm sure will have the hearty approval of all concerned. Press date has not been set, but we hope it will be a great success.

Marvin L. Brown
MARVIN L. BROWN
1st Lt, USAF
Editor

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Edition VII, October 1953

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HEADQUARTERS 47TH AIR DIVISION
Walker Air Force Base
Roswell, New Mexico

SUBJECT: Observers Evaluation Committee Meeting

1. In compliance with Eighth Air Force Regulation 345-1, Subject: "Observers Evaluation Committee," dated 14 January 1953, the 6th Bombardment Wing Observers Evaluation Committee met at 1000 hours 30 September 1953. The following Wing members were present:

Major James L. Taylor
Major I. P. Evans (Standardization Board)
Major Kenneth F. Kilness
Major Richard L. Davisson
Captain Sidney M. Friedman (Standardization Board)
Captain Kalman L. heider
Captain Harold W. Skibbe

2. The following topics were discussed:

a. Each squadron Staff Observer will monitor the follow up of any and all deficiencies of navigation and radar malfunctions.

b. It was recommended that Eighth Air Force Regulation 55-3 be ammended to read "That no compass card be installed at the repeater compass," for the reason that the navigator will make the correction from his Master Indicator. That the instrument shop, immediately after calibrating the instruments of any aircraft notify the respective squadron observer so that their records be complete and a card be installed as to date persons making calibration.

c. Astro compasses should remain in the aircraft at all times. Major Lukeman of Eighth Air Force be contacted to send this Wing a letter stating the reasons why the Sperky Astro Compass is to be replaced by the Bols Astro Compass. This information be used by supply for requisitioning only Bols Astro Compass. That every effort be expended for 263 equipment section to obtain additional Bols Astro Compass, so that all navigators can conform with the check list in AN-01-5EUE-1 page 360; and AN-01-5EUG-1 page 292, which requires two (2) Astro Compasses per aircraft.

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Hq 47th AD, Subject: Observers Evaluation Committee Meeting

d. Every effort should be made to do additional Grid Missions as a team, conforming to Wing Regulation 55-15, Supplement XXXVI, dated 1 April 1953 and Wing Regulation 55-15, Supplement XXXIX, dated 13 July 1953.

e. It was highly recommended that the Navigators seat in the B-36 be modified so that it can be moved and maintained in a comfortable position. That the left arm rest which is spring loaded be replaced with one that is not spring loaded. Also that the HO 218 Storage rack be removed to permit calibration of the Loran set and give greater head movement while attempting to do pilotage. That the protective plate, covering the nose of the B-36 be removed and replaced with a strong sheet of plexi glass or metal bars, so that it would give greater vision to the navigator to do pilotage and obtain more of his own information. Also that the A-11 Coupler Amplifier (Auto-Pilot) be moved to a position where it can be readily reached and adjusted. Move the oxygen re-filler hose holder from under the Navigator's table to a position where Navigator will not be continually hitting it with his leg.

f. Third Observers be relieved from doing so much Target Study with Radar Observer on Wing Missions and spend more time with the Navigator in planning the Mission.

g. SAC Regulation 50-8 be modified so that Third Observers can get a night and day celestial mission and be given more of an opportunity to do RBS work and bombing.

h. That a class be established for new observers to acquaint them with the problems of navigating in B-36 aircraft and to help them more fully with star identification and solutions. Squadron Observers can excuse any third observer from getting twelve (12) celestial Observations per month if he finds he is fully qualified.

i. It was the consensus of opinion that the Radar Observer be relieved from keeping a navigation log. This will be considered by the 6th Wing Staff Observers and answer will be forthcoming.

3. The meeting was adjourned at 1150, 30 September 1953.

FOR THE COMMANDER:

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??? WHAT HAPPENED ???

During the recent ORT everyone in the 6th Bomb Wing was wondering just "what had happened." The first crews back from the visual drops could shed little light on the subject, and by night fall everyone was thoroughly confused. Each Observer had his own pet theory about why some crews dropped with a 300 feet CE while the next a few minutes later was dropping at 3000 feet.

These observers advocating peer weights were soon out of the running because each bomb's weight had been checked before loading. Other theories fell almost as rapidly.

The culprit was finally identified as the type fin attached to the 500 pound sand filled bombs being used. Those using the AN 109-A1 fins weighing seventeen pounds with the heavy fin tables were in luck and the CE's proved it. But those using the lighter (11 pound) AN 109 fins or the wrong bombing tables "had had it."

At the next Saturday morning observers meeting, Major Adleman, the Wing Staff Observer, had both type fins present and no one left the room until he was thoroughly familiar with the differences. However, this incident brings up an important point to remember in all combat training

- Never assume "such and such" to be the case. A complete and thorough knowledge of all your equipment is imperative to success.

Editor

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SECURITY INFORMATION

HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Office of the Director of Operations
Walker Air Force Base
Roswell, New Mexico

6DO 23 October 1953

SUBJECT: Tool and Spare Parts

1. Effective immediately all Radar Observers will carry on all flights the following tools:

a. 12 inch cabinet screwdriver with insulated handle.

b. 6 inch cabinet screwdriver with 3/16" blade and insulated handle.

c. 2 inch screwdriver with insulated handle.

d. Small crescent wrench.

e. Flat nose pliers.

f. Needle nose pliers.

g. Fuse puller.

h. Allen wrench kit up to 1/14".

i. Tube puller.

j. Pin straightener.

k. Large roll of masking tape.

l. Multimeter IS189 or TS352.

2. Reference letter this headquarters, subject, "K" System In-Flight Maintenance Kits, dated 19 August 1953, the following spare parts will be requisitioned and stowed in the maintenance kits:

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Hq 6th BW, 6DO, Subject: Tool and Spare Parts (Cont'd)

a. One (1) each of the following type amplifiers: MH, LH, JH, WH, AH, IH, KH, PH, DH, MDH, MAH, XH, HH, BH, MCH, SH and UH.

b. Ten (10) each of the following fuses:

15 Amp - 4AG	5 Amp - 8AG	2 Amp - 4AG
10 Amp - 4AG	1/4 Amp - 8AG	1 Amp - 8AG
8 Amp - 4AG	3.2 Amp - 4AG	1 Amp - 4AG
5 Amp - 4AG	3 Amp - 8AG	1/8 Amp - 8AG

c. The indicated numbers of the following tubes:

Time Delay Relay P/N 814500	1		
JHS-1N23B Crystals	2		
6J6	10	1641	1
6AK5	10	1Z2	1
6AL5	4	OB2	1
5R4GY	4	6AC7	1
6AR6	3	6AS7G	1
6C4	2	5Y3GT	1
6AT6	2	GL1641	1
6AQ5	2	2K25	1
2051	2	OD3	1
12AU7	2	0C3	1
6Y6G	1	6AU6	1
6AS6	1	3B29	2
6X5	1	6095	2
6101	7	6100	4
6099	3	6098	4
6097	4	6096	10

3. One (1) each of the following sub-assemblies in the proper containers will be stowed either in the radio and/or observers compartment. The sub-assembly problem was not discussed during the meeting held in this headquarters on 14 August 1953, however, since that date it has become imperative that sub-assemblies be requisitioned and carried on all flights:

a. Relay panel for J438.

b. Indicator Servo Amplifier.

c. Video Amplifier.

d. Displaced Center Amplifier.

e. Sin Wave Generator (Must be calibrated in system in which it is to be used).

f. PPI Offset Unit.

g. Azimuth Marker Generator.

h. Range Marker Generator.

i. Azimuth Sweep Generator.

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TARGET INTELLIGENCE NOTES

Best of Luck to Captain Lawrence Zuppan on his new assignment at SAC Headquarters. Captain Zuppan's replacement as O.I.C. of the 6th Target Section is Captain Chester T. Kochan, recently arrived from Shaw Air Force Base, South Carolina.

MEMORANDUM TO RADAR OBSERVERS: Since a new broom sweeps clean, corrective criticisms are welcome and active participation by the Observers is encouraged.

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SECURITY INFORMATION

MAINTENANCE FLASH REPORT

" BEWARE OF FLYING GLASS "

During the recent ORT, two (2) Tracking Computer windows were broken by ground crews. Replacing the windows is a difficult and time consuming job, but nothing compared to the cleaning and checking job necessary to insure that the broken glass does not injure the computer. One small particle of glass in the race of a critical bearing could cause a lot of trouble. Multiply this by the number of small pieces of glass and it doesn't take too much imagination to see what is possible.

During the week 19 thru 24 October 1953 one squadron, no number given, lost a total of four (4) days maintenance time because two (2) Observers insisted their sets be corrected to acceptable precession rates for Walker Air Force Base could be obtained with the N/S switch in the southern setting!!! Wing Regulation 55-15, Supplement XXXVI, Grid Missions Utilizing "K" System, dated 20 May 1953 applies in this case. NO REPEATS PLEASE!!!

" TAKE CARE "

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1. Aircraft 1085:

   a. Malfunction:

      (1) Intermittant double Az marker. (Not backlash)

   b. In-Flight Maintenance:

      (1) None

   c. Ground Maintenance:

      (1) Replaced indicator servo sub-unit.

2. Aircraft 1085:

   a. Malfunction.

      (1) Over 80 miles range, Mag Current drops to 6 mils.

   b. In-Flight Maintenance:

      (1) None

   c. Ground Maintenance:

      (1) Repositioned wide pulse line relay arm in Mod Unit.

3. Aircraft 1064:

   a. Malfunction:

      (1) Scope Picture weak.

   b. In-Flight Maintenance:

      (1) None

   c. Ground Maintenance:

      (1) Tuned RT-124.

4. Aircraft 2682:

   a. Malfunction:

      (1) Jitter in Optics.

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b. In-Flight Maintenance:

(1) None

c. Ground Maintenance:

(1) Adjusted Periscope sensitivity.

5. Aircraft 2682:

a. Malfunction:

(1) Jitter in Optics

b. In-Flight Maintenance:

(1) None

c. Ground Maintenance:

(1) Adjusted Xe and Xn balance pots.

6. Aircraft 2685:

a. Malfunction:

(1) "B" scope spokes excessively.

b. In-Flight Maintenance:

(1) None

c. Ground Maintenance:

(1) Adjusted Int Gate; Az sweep size.

7. Aircraft 1074:

a. Malfunction:

(1) 70° error in heading.

b. In-Flight Maintenance:

(1) Changed "AH" heading Amplifier - No help.

(2) Changed "MH" Gyrosen Amplifier - No help.

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c. Ground Maintenance:

(1) Repaired broken wires from flux valve at wing break.

8. Aircraft 1074:

a. Malfunction:

(1) E.C.O. light stays on.

b. In-Flight Maintenance:

(1) Changed Ih, Kh and Lh Amplifier - No help.

c. Ground Maintenance:

(1) Replaced SH Amplifier in Stab Unit.

9. Aircraft 1095:

a. Malfunction:

(1) Optics jump in azimuth.

b. In-Flight Maintenance:

(1) None

c. Ground Maintenance:

(1) Bad 1/Rg pot.

10. Aircraft 1076:

a. Malfunction:

(1) No Rg Swp on "B" scope

b. In-Flight Maintenance:

(1) None

c. Ground Maintenance:

(1) Replaced V6209 and 6211. Also V6310 and 6311.

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11. Aircraft 1076:

a. Malfunction:

(1) Optics would not drive in pitch.

b. In-Flight Maintenance:

(1) Replaced pitch JH Amplifier - Operated okay.

12. Aircraft 1076:

a. Malfunction:

(1) No PPI sweep.

b. In-Flight Maintenance:

(1) replaced F2306 - Operated Okay.

13. Aircraft 2678:

a. Malfunction:

(1) Sweep amp would not put PPI sweep to end of scope in TRACK & BOMB.

b. In-Flight Maintenance:

(1) None

c. Ground Maintenance:

(1) Adjusted Swp length of SN 47.

14. Aircraft 1080:

a. Malfunction:

(1) No sweep on PPI. Only Ac, Dc and 150 on C-413.

b. In-Flight Maintenance:

(1) Changed F2306 three times.

c. Ground Maintenance:

(1) Replaced V1003 (5R4) in PP 259.

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11. Aircraft 1076:

a. Malfunction:

(1) Optics would not drive in pitch.

b. In-Flight Maintenance:

(1) Replaced pitch JH Amplifier - Operated okay.

12. Aircraft 1076:

a. Malfunction:

(1) No PPI sweep.

b. In-Flight Maintenance:

(1) replaced F2306 - Operated Okay.

13. Aircraft 2678:

a. Malfunction:

(1) Sweep amp would not put PPI sweep to end of scope in TRACK & BOMB.

b. In-Flight Maintenance:

(1) None

c. Ground Maintenance:

(1) Adjusted Swp length of SN 47.

14. Aircraft 1080:

a. Malfunction:

(1) No sweep on PPI. Only Ac, Dc and 150 on C-413.

b. In-Flight Maintenance:

(1) Changed F2306 three times.

c. Ground Maintenance:

(1) Replaced V1003 (5R4) in PP 259.

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15. Aircraft 1088:

a. Malfunction:

(1) PPI sweep intermittantly 30° out of phase and Ind Servo gain Bal does not function properly.

b. In-Flight Maintenance:

(1) Changed all tubes except 6X5 in Ind Servo Unit and checked cables to AM-193.

c. Ground Maintenance:

(1) Installed lock out condenser on SN 47.

16. Aircraft 1088:

a. Malfunction:

(1) Intermittant wavy cross-hairs and picture.

b. In-Flight Maintenance:

(1) Tried to adjust ships frequency and voltage.

c. Ground Maintenance:

(1) Bad V406 in SN 47 sweep gen.

17. Aircraft 1065:

a. Malfunction:

(1) Gimbals in Stab Unit tumble

b. In-Flight Maintenance:

(1) Checked all fuses.

(2) Changed SH amp.

(3) Leveled by hand.

(4) Manually hold Hayden Timer closed.

c. Ground Maintenance:

(1) F8804 was blown.

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18. Aircraft 1068:

a. Malfunction:

(1) Poor radar definitions.

b. In-Flight Maintenance:

(1) None

c. Ground Maintenance:

(1) Adjusted ped. amp. and Ind. Servo Gain.

19. Aircraft 1075:

a. Malfunction:

(1) Cross hairs and computer difficult to synchronize.

b. In-Flight Maintenance:

(1) Changed SH amplifier.in CAU.

c. Ground Maintenance:

(1) Wire 1A and 2A shorted together keeping system in first timing period.

20. Aircraft 1075:

a. Malfunction:

(1) At times, 1/2 PPI picture.

b. In-Flight Maintenance:

(1) Changed Ti, Tf and BRAC amplifier.

c. Ground Maintenance:

(1) None

21. Aircraft 1075:

a. Malfunction:

(1) Poor radar definitions.

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b. In-Flight Maintenance:

(1) Adjusted Ind. sensitivity.

c. Ground Maintenance:

(1) None

22. Aircraft 1073:

a. Malfunction:

(1) Jitter in optics.

b. In-Flight Maintenance:

(1) None

c. Ground Maintenance:

(1) Adjusted Stab Az and periscope Az sensitivity.

23. Aircraft 1087:

a. Malfunction:

(1) Range marks move toward vertex as range decreases on track.

b. In-Flight Maintenance:

(1) None

c. Ground Maintenance:

(1) Adjusted minimum and maximum pots.

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AGING INSTRUCTIONS FOR 4J52 MAGNETRONS

The following is the revised method of aging all 4J52 magnetrons:

1. After the normal five (5) minute time delay for filament warm-up under Standby conditions, operate the system at short range (5 to 50 miles at 3/8 micro-seconds pulse width) and at rated current of 4 to 5 ma (as read on meter M2501 in the Radar Control Unit C-413) just long enough to determine that the average current does not fluctuate.

NOTE: Lengthy operation uner Standby conditions (maximum heater voltage)will have little if any effect on the age-in time of the tube.

2. Reduce the Variac (TF-106B/U) setting to about half rated current, and operate the range switch to the 50 to 80 mile range (1 microsecond pulse width). Increase the average current by adjusting the Variac setting until some fluctuation of the current meter is observed or until the meter reads about 14 ma. If meter fluctuation is observed before this average current is reached, set the Variac so that the meter excursion is between 1 and 3 ma. When the fluctuation of the meter at this setting of the Variac decreases, increase the average current until total excursion is again between 1 and 3 ma. Continue this process until the current holds steady at 13 or 14 ma.

NOTE: If the magnetron current begins to fluctuate severely during the age-in process the variac setting should be reduced momentarily and returned to the point where 1 to 3 ma fluctuation is maintained.

3. On the 80 to 200 mile range (5 microsecond pulse width), starting at about half rated current, increase the variac until heavy continuous arcing occurs. Now reduce the variac until the overload relay operated irregularly, but still frequently. In a few minutes the rate of operation of the overload relay will reduce, and shortly it will operate only occasionally. At this point the variac setting should be increased again until frequent but irregular operations of the overload relay again occur. This will abate and the process should be repeated until the average current is well above normal. Fourteen (14) ma is not excessive and even seventeen (17) ma is all right for an interval of several minutes. Do not expect operation at excessive currents to be arc-free and do not continue such operation for long intervals, waiting for all arcing to cease. Instead, when the arcing under these conditions operates the overload relay only once every several seconds, consider the tube aged and reduce the average current setting to its normal value.

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Aging Instructions for 4J52 Magnetrons (Cont'd)

NOTE: If the tube starts arcing at 10 ma. and the operator finds that no arcing is experienced at 8 ma., and he reduces the variac accordingly, sooner or later the tube will begin arcing at 8 ma. and so on. In other words, the tube may be de-aged just as easily as it is aged although not so rapidly. Fluctuating, or no magnetron current can also be caused by the pulse network in the MD-152 Modulator, and may only effect one or two pulse widths. If the magnetron currents fluctuates, though, the aging process should be tried first, and written up on the IF forms as to whether it helped or not, and what ranges it didn't help on, if any.

/s/t/ HAROLD E. LAWTON
Western Electric Field Engineer
6th Bomb Wing

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TRUE AIRSPEED CHECK

1. With a properly calibrated True Airspeed, ballistic information will be more accurate and synchronization will not be affected by changes in heading. At present, True Airspeed can be checked only in flight. But the method of not only detecting an error but also of determining the amount of error follows.

a. Set the T.A.S. correction dial on the Tracking Computer to zero.

b. While giving time for the liquid levels to settle out at the Test Altitude, check with the pilot to determine if YAW has been minimized. (30 min. at altitude will generally suffice for stabilization to be complete).

c. Perform wind tracking runs on the four cardinal headings immediately after measuring altitude.

d. Record the time, weight of aircraft, True Heading, True Airspeed, Pressure Altitude, and wind values on each of the four runs. A minimum of time should elapse between the North and South and the East and West runs.

e. If an error in True Airspeed is present, it will appear as non-repeatability of only one wind component, the component of the Aircraft heading. On North & South runs, W_e and W_e2 will repeat, but W_n, and W_n2 will not repeat. Similarity, when At is 90° or 270°, W_n3 and W_n4 will repeat but W_e3 and W_e4 will not repeat.

f. Compute the T.A.S. error by using the formula $W_n2 - W_n1 = 2C$ (C = correction to be made).

g. Check the correction by using the remaining runs $W_e4 - W_e3 = 2C$ (this value should agree with the correction determined in step 6).

h. Record the information in the proper location.

/s/t/ MIKE KOTULA
Sperry Gyroscope Company

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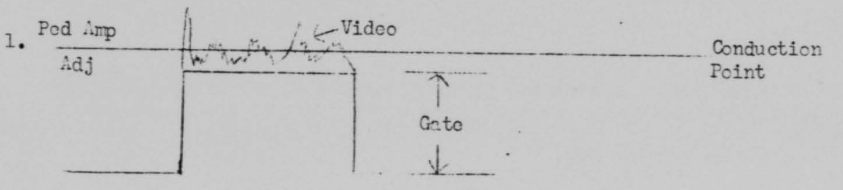
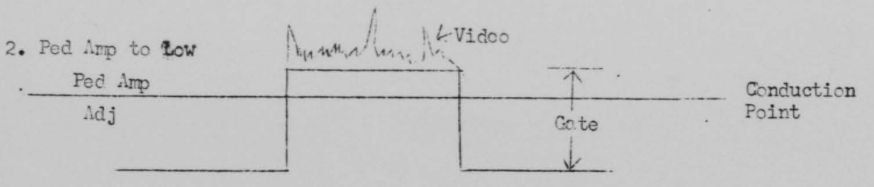
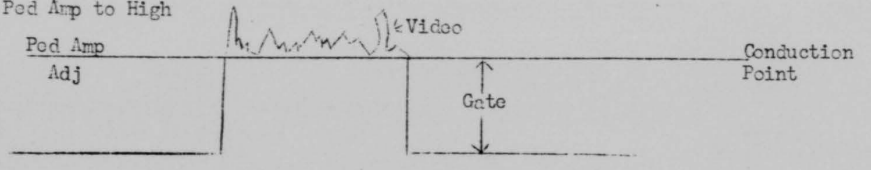
PEDESTAL AMPLITUDE - PURPOSE AND ADJUSTMENT PROCEDURE

1. The purpose of the pedestal amplitude adjustment is: To set the bias of the Video amplifier in the SN-47, at a level which permits the pedestal to approach but not exceed the conduction point of the video amplifier. The video mounted on the pedestal should cause conduction of the amplifier. Illustrations below show the effects of the pedestal amplitude adjustment.

1. 

2. Ped Amp to Low 

3. Ped Amp to High 

Ped Amp Correct

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Pedestal Amplitude - Purpose and Adjustment Procedure (Cont'd)

2. Illustration #1:

a. Only the large targets would bring the amplifier into conduction. Therefor, the receiver gain would have to be turned up to bring the small targets into view. This would cause receiver saturation and distortion of the large targets. Final result would be blurred targets and poor definition.

3. Illustration #2:

a. A portion of the video gate is bringing the amplifier into conduction. This would give the video a very bright background. Result, poor definition, and poor contrast.

4. Illustration #3:

a. This shows the result of a properly adjusted Pedestal Amplitude. The gate brings the video amplifier up to, but not into conduction. The video mounted on the gate brings the amplifier into conduction giving a true reproduction of the actual video.

5. Check for proper adjustment of Pedestal Amplitude as follows:

a. Receiver gain, range mark brill, and video amplifier fully CCW.

b. Adjust bias for very dim trace on CRT.

c. Rotate video amplifier from the CCW position to the CW position and back. The trace should be of equal brilliance at both extremes of the video amplifier control. If this effect is not obtained proceed as follows.

6. Pedestal Amplitude adjustment procedure:

a. Receiver gain, range mark brill, bias, video amplifier, and pedestal amplitude full CCW.

b. Adjust bias for a very dim trace.

c. Turn video amplifier full CW. The trace will blank out.

d. Adjust pedestal amplitude till trace is barely visible. (equal to the brightness in step "B").

e. Check for proper adjustment as in procedure #3.

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Pedestal Amplitude - Purpose and Adjustment Procedure (Cont'd)

7. The Pedestal Amplifier should be checked immediatly after turn on and every thirty (30) minutes for the first hour of operation. After that, check previous to the IP or if indications of improper adjustments are apparent.

/s/t/ CURTIS R. GRUNDYSON
Western Electric Field Engineer

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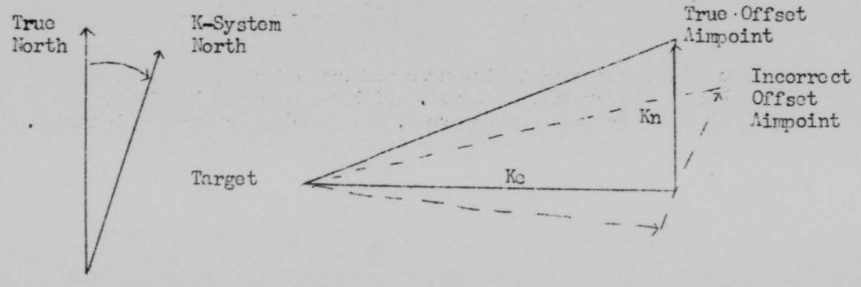
AN ANALYSIS OF BOMBING ERRORS CAUSED BY HEADING ERROR

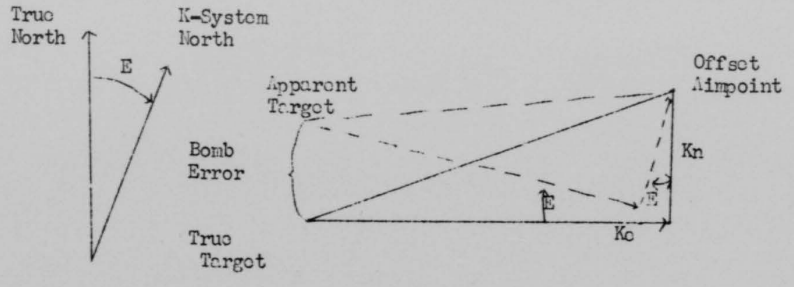
Recently some interest has been shown in the magnitude of error introduced into offset bombing by a heading error. Following is a brief of these errors.

First, let us assume that the observer is making a direct run on a target and wishes to use his offset aimpoint as a check point to be sure he is on the correct target.



Assuming a heading error of "E", the offset distances, Ko and Kn, are resolved about the angle "E" as shown above. Thus, when the observer switches to "Offset In", his crosshairs will move to an incorrect offset aimpoint.

In the case where an offset run is to be made by synchronizing on the offset aimpoint, the same type of error is induced, as shown below:



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An Analysis of Bombing Errors Caused by Heading Error (Cont'd)

Thus a heading error will result in a displacement of the target as seen by the computer. This displacement or bombing error, is determined by the actual distance from the target to the aimpoint $\sqrt{Ko^2 + Kn^2}$ and the heading error E. The bombing error is computed as follows:

$$B.E. = 2\sqrt{Ko^2 + Kn^2}\left(\sin\frac{E}{2}\right)$$

Thus for small offset distances and small heading errors, the offset bombing error will be small. With an increase in either the offset distance or the heading error, the bombing error will increase.

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OPERATION CAPROCK

MARVIN L BROWN
1st Lt, USAF

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OPERATION CAPROCK

Upon completion of its recent ORT mission, during which it launched forty-one of forty-two aircraft on time (the other was eight minutes late), the 6th Bombardment Wing, Heavy, stationed at Walker Air Force Base, was ordered to its first overseas maneuver. Long a safety conscious outfit, the preparations for this arctic mission were only an intensification of a continuous flying and ground safety program. All mission and support aircraft completed the exercise without mishap, and there were no personnel injuries caused by the arctic weather. With ten B-36 crews and over two hundred support personnel participating, this record speaks well for the supervisors and men of the wing.

Destination was Thule Air Base on the northwestern coast of Greenland, longitude 68°-48'W and latitude 76°-32'N, well inside the Arctic Circle and only 809 miles from the north pole. Daylight during the period of this operation averaged only four hours per day with long periods of twilight. Take-off time from Walker AFB, Roswell, New Mexico was set upon advice of the survey flight crew to allow for as much darkness as possible on the trip for celestial fixing to aid grid navigation. Although Thule is a relatively new Air Force Base, many items common to all Air Force bases are to be found. Hangars large enough to accommodate our largest bombers are available, and necessary maintenance and operational items are stored there through the Seaweed project. For benefit of the layman,

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Seaweed is a project whereby Strategic Air Command had stockpiled items of Base Support Equipment for use of its maneuvering units.

Even though the 6th Bombardment Wing had recently passed a mobility test and local trial runs have been made time after time, immediately upon being alerted for the arctic movement, the Wing Commander, Colonel W. K. Martin, began an intensive pre-mission safety program to insure a safe and productive trip for all concerned. The lead and select crews to go were chosen as soon as possible and placed under the supervision of the Wing Director of Operations, Lt Colonel Roy C. Crompton, while the task of aircraft preparation fell to Colonel C. H. Davidson, Director of Materiel. Support personnel to make the trip were furnished by the support squadrons, and arctic training and refresher training began at once.

For the combat crews, much of the instruction was only a regrouping of parts of their yearly training, but some of the support personnel required a complete indoctrination, commencing with instruction in care and use of the parachute. Aircraft commanders and pilots were given a briefing on special arctic procedures, and they were required to complete a certain number of link trainer GCA approaches on all primary and alternate bases before mission planning even began. This training paid dividends when the first aircraft had to make a GCA approach because of a 1500 foot ceiling and visibility of one mile due to blowing snow. Participating pilots were also required to pass a written test on applicable portions of the B-36 Technical Orders and the Tactical Doctrine with special emphasis on cold weather engine operation.

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Regular classes were scheduled for the flight engineers covering all phases of cold weather operation, and they, too, were required to pass written tests on the material. Many of the flight engineers and navigators had had previous cold weather experience with B-29 and B-50 aircraft, and it was of tremendous help on the entire exercise.

Navigators, radar operators, and radio men were paced through an intensive training program for their crew functions. Also, the day after arrival at Thule, all radio operators received a special briefing on arctic communication aids for navigation and for assistance to downed aircraft. At the final briefing, the operations officer for the 5th Air Sea Rescue Squadron at Thule gave a thorough coverage of Air Sea Rescue facilities available in the arctic. This climaxed a safety emphasized mission planning and was done to forestall any difficulty that might have arisen due to recent changes in the arctic SOP's of which ZI wings might not be aware.

Even though the 6th prides itself on being part of a global force which can operate from any location, the planes were doubly checked by maintenance personnel before actual crew preflights began. The oil tanks on participating aircraft were drained and refilled with new oil, and after several ring-outs of the dilution systems, the oil strainers were removed and given a final cleaning. Covers for leading edge tunnel ducts were fitted, and any replacements or repairs needed were accomplished long before take-off day. Maintenance supervisors foresaw the possibility of fuel leaks due to extreme temperature changes, and fuel cells and lines

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were given special inspections and attention before the planes were released to the flying crews. All this was accomplished while preparation for the bombing competition, Strategic Evaluation, and normal flying were under way; therefore, to the men of the engineering sections goes much of the credit for a successful mission.

For men stationed in the "Land of Enchantment," scenic deserts to be specific, the use of arctic clothing and equipment presented a real problem. Two weeks before departure, squadron personal equipment officers began issue of arctic gear to new crew members and support personnel. During this period, show-down inspections were held to insure that each man had all the equipment he needed and that it was the proper size and type for his activity. At the final inspection, men, personal baggage, tools, weapons, and personal equipment were weighed, tagged, and loaded. This was done to aid in weight computation of the aircraft and to prevent arrival at the staging area with any necessary items missing. Multiple manifests were prepared to insure accurate loading lists both at Walker and at the staging area. This extra workload on the personal equipment and mobility men was very heavy, but it insured that no man would be improperly clothed and equipped or not properly accounted for.

All personnel assigned to the exercise were given arctic survival lectures by Base Survival School instructors and shown films on survival and personal hygiene in arctic regions. Several of these were specifically obtained for this maneuver. Here again, much of the training was repeat material for the combat crews, but everyone was required to attend, and

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make-up classes were held for those missing any phase. The only classes from which combat crews were excused were those held for personnel not familiar with use of the parachute, mae west, life rafts, or exposure suit. All these items to be used were rechecked by the crew members and personal equipment men regardless of their last inspection date.

6th Bomb Wing organization at the forward staging area was in accordance with SAC Regulation 66-12, and all personnel were properly briefed before departure on their functions and to whom they were responsible. As a result of the smooth operation at Thule, the 6th is convinced of the regulations' practicability for staging area operation. The advance party, including the control team, were at Thule Air Base a week in advance to have operations set up for the Task Force Commander, Colonel Martin, when he arrived with the tactical aircraft. Wholehearted cooperation by Thule Air Base, commanded by Colonel R. T. Hernlund, and excellent work by the control team led to a bare minimum of unforeseen difficulties. Here, also, the sound concept and the administration of the on-hand equipment of the Seaweed project aided the 6th Bombardment Wing to perform its mission. Immediately upon landing, 15,000 gallons of fuel were unloaded for use in case of an emergency evacuation because of unusual wind conditions which are unique to the Thule area. As soon as this was accomplished, post flights were under way, and necessary maintenance had begun.

Before final strike phase planning at Thule began, Colonel Martin and members of the control team reviewed all necessary safety precautions with base personnel. They also established proper procedures for an aircraft evacuation because of adverse weather warning or other unforeseen conditions.

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Weather forecasting was the most critical operations item, while gas leaks on the aircraft proved to be the most troublesome maintenance difficulty. Although time limits were contained in the Eighth Air Force Operations Order controlling the mission, the Task Force Commander had the final decision of when to launch the strike aircraft for best results. Two daily weather briefings were held with special briefings for significant changes in the prediction. Final mission planning started immediately upon rendering of the target time decision.

Personnel of the task force were housed in quarters assigned to them by the base and fed with base messing facilities, but other supply and administrative functions were handled by members of the task force advon team. Roll calls, formations, and work orders were handled by the sections concerned, and an honest "home away from home" atmosphere prevailed throughout the entire maneuver. Nevertheless, M/Sgt Theodore McCarson, the line chief and a veteran of these maneuvers, said, "I never thought the prospect of returning to Roswell would ever seem so wonderful."

The task force carried two medical officers and a dental officer, but due to the thorough preparations and the safety consciousness of the men and supervisors, their most serious case was a tooth extraction. There were no cases of frost bite or injury due to the cold weather. Here again, the transportation made available through the Seaweed project showed its worth.

Even though during the deployment phase many of the non-crew members were carried north in tactical aircraft, the support furnished by the

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1st, 3rd and 4th Strategic Support Squadrons from Biggs, Hunter and Ellsworth Air Force Bases made the entire operation possible. The thoroughness and skill of the C-124 crews demonstrated the value of global planning by SAC Headquarters and its ability to send planes and men anywhere at anytime.

SAFETY FIRST may seem to many people a trite and time-worn phrase, especially to the combat crew member, but its usefulness has been proved once again by the 6th Bombardment Wing. Not only in day by day routine flying, but in large scale maneuvers of this type, no safety precaution is too difficult or too tedious to consider in contributing materially to the mission of the Strategic Air Command.

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The following figures are presented in regard to the accomplishments of the Ground Training (8th AF Reg 50-5 requirements) from 1 January through 31 October 1951.

6th Bomb Wing Ground Personnel	80.55%
24th Bomb Sq	81.0
39th Bomb Sq	73.5
40th Bomb Sq	75.5
6th A & E Maint Sq	86.0
6th P M Sq	93.1
6th F M Sq	77.0
6th Hq & Hq Sq	80.5
6th Medical Group	77.8
6th Bomb Wing Combat Personnel	79.7
24th Bomb Sq	75.5
39th Bomb Sq	82.0
40th Bomb Sq	81.6

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HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Office of the Director of Operations
Walker Air Force Base
Roswell, New Mexico

6DOC 1 November 1953

SUBJECT: ECM C-47 Accomplishments for October 1953

TO: Commander, 24th Bombardment Squadron
Commander, 39th Bombardment Squadron
Commander, 40th Bombardment Squadron
Walker Air Force Base
Roswell, New Mexico

1. The ECM C-47 was flown for accomplishments of practice SAC Simulator runs, practice ADC (5 Minute) spot attempts, and Eighth Air Force Reg 50-12 "Radio-ECM Operator In-Flight proficiency".

2. C-47 #9554 was scheduled for 15 ECM flights for a total of 68 flying hours, of these hours a total of 42:53 hours were accomplished. During this flying month there were only 44 Radio-ECM Operators that received training.

3. The following is a breakdown of accomplishments and losses for the month of October 1953.

a. Total SAC Simulator runs 259

b. Total ADC (5 Minute) Attempts 2

c. Total flights not completed as scheduled 8

(1) Cross Country Flights:

(a) A total of three (3) ECM flights were lost because of cross country flights. On 19 October 1953 C-47 #9554 went to El Paso, Texas for emergency evacuation. On 21 October 1953 C-47 #9554 flew to Tinker being utilized for support aircraft. On 22 October 1953 C-47 #9554 flew to Kelly Air Force Base for Freight.

(2) Inspections:

(a) Aircraft was grounded for an intermediate inspection from 10 October thru 12 October 1953 and from 23 October thru 27 October 1953 causing a loss of three (3) possible ECM flights.

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Hq 6th BW, 6DOC, Subj: ECM C-47 Accomplishments for October 1953

(3) Weather Aborts:

(a) Two (2) flights were cancelled due to high winds and C-47 aircraft being grounded, on 19 and 20 October 1953.

(4) ECM equipment failure:

(a) A total of two (2) flights were lost due to ECM equipment in aircraft and PU-7 power supply in ECM tower. On 16 Oct equip in C-47 and on 30 Oct PU-7 in Twr out.

(5) Base Alert:

(a) On 12 October 1953 ECM flight was cancelled because of Base Alert.

d. Total flights Accomplished: 7

4. Due to the nonavailability of ECM C-47 #9554 for reasons listed above the low accomplishments, listed below, were obtained.

5. Utilization by Bombardment Squadrons for October 1953.

SQUADRON	FLIGHT TIME	FLIGHTS	ECM RECORD AND PRACTICE RUNS	RADIO-ECM OPS. TRAINED	AVE RUN PER OP.
24th BS	17:57	5	68	12	5.7
39th BS	11:56	3	100	14	7.1
40th BS	13:00	3	93	18	5.0
TOTALS	42:53	11	261	44	5.8

George A Barbee
for ROY C. CROMPTON
Lt Col, USAF
Director of Operations

DISTRIBUTION:
Comdr, 6th A & E Sq
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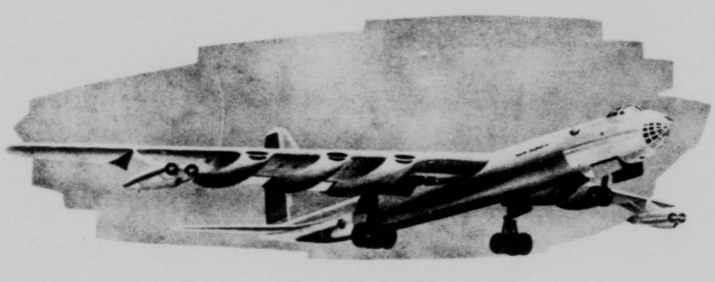
FINAL MISSION REPORT

6TH BOMBARDMENT WING HEAVY



6TH

47TH AIR DIVISION · WALKER AIR FORCE BASE

8TH AF OPNS ORDER 135-53

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SECTION I

GENERAL

1. Mission Narative:

a. The Commander, 6th Bombardment Wing (H) was directed to deploy ten (10) B-36 aircraft of the 6th Bombardment Wing (H) to arrive at Thule Air Force Base, Greenland on E/4 to familiarize the 6th Bombardment Wing with Thule and to provide deployment and strike training. Upon arrival at Thule, the 6th Bombardment Wing was to execute a simulated strike mission from Thule to Walker AFB on E/7. All cargo and support personnel were to be airlifted to Walker AFB by 7 C-124's after the strike aircraft had departed. E Day was 21 October 1953.

b. After delaying 24 hours due to weather forcasted for Thule, ten (10) B-36 aircraft departed Walker and arrived at Thule on E/5. Three C-124's carrying personnel and equipment were in place upon arrival of the tactical aircraft.

Simulated strike mission from Thule to Walker on E/8 was executed. Eight aircraft were airborne and two were ground aborts at Thule.

2. COMMANDERS ESTIMATE:

a. This maneuver provided an excellent opportunity to test the Wing's Mobility Plan. Deployment preparation and accomplishment were performed in an excellent manner. Some aircraft landed at other than briefed destinations on the strike mission due to flying safety considerations. Seven of eight airborne aircraft successfully released their bomb on the designated target.

b. This maneuver is considered to have been accomplished successfully. The unusual problems encountered in living, working and operating under arctic conditions were excellent training for all personnel.

3. Staging Base Capabilities:

a. Critical shortages of "Seaweed" kit items limit the ability of Thule Air Force Base to support its total EWP requirements. In some instances "Seaweed" authorizations are inadequate for support of a heavy bombardment wing.

b. Base facilities at Thule were excellent and this base should be capable of supporting its EWP commitment if the discrepencies listed in

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Section VII of this report are eliminated.

c. All alternate bases used by aircraft on the strike mission furnished excellent support with no deficiencies noted.

d. Items indicated by asterisks (*) in Section VII of this report were discussed by Colonel W. K. MARTIN, Task Force Commander, with Colonel R. T. HERNLUND, Base Commander at Thule.

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SECTION II

PERSONNEL AND ADMINISTRATION

1. A total of 98 Officers and 269 Airmen accompanied the unit. A breakdown of these personnel is as follows:

		Number
a.	Officers:	
	(1) Command and Staff	35
	(2) Pilots	33
	(3) Observers	30
b.	Airmen:	
	(1) Administration	7
	(2) Operations	7
	(3) Maintenance	166
	(4) Supply	5
	(5) Intelligence	2
	(6) Medical	10
	(7) Crew Positions	74
		271

2. No problems were encountered in the general fields of personnel, personnel administration and personnel services.

3. The dining hall facilities and quarters facilities were adequate. Further, the recreational facilities were satisfactory and a high level of morale was maintained.

4. There were no ground accidents nor incidents encountered. Further, there were no accidents resulting in damage to property.

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SECTION III

OPERATIONS AND TRAINING

1. Deployment:

a. Deployment of 10 aircraft scheduled for take-off on E/3 was delayed 24 hours because of forecasted weather at Thule Air Force Base and alternates, Limestone Air Force Base and Goose Air Base. Seven aircraft took-off as scheduled on E/4. Aircraft 1077 was delayed 2 hours because of excessive oil leak on #2 engine, aircraft 1074 was delayed 3 hours because of excessive oil leak on #5 engine, and aircraft 1072 was delayed 1½ hours because of radar malfunction and inoperative pilot's microphone switch. Route was flown as briefed with 10 aircraft landing at Thule without incident.

b. No problems were encountered from an operations standpoint that delayed the strike force in becoming combat operational. The housing and messing facilities were adequate. Briefing aids and mission planning equipment for the most part were carried to Thule Air Force Base by the ADVON Team. Cooperation from Thule Air Force Base personnel was excellent in obtaining some extra briefing aids that were needed.

2. Mission:

a. Mission as planned: Ten (10) aircraft were scheduled to depart Thule Air Force Base on E/7, fly a simulated EWP profile mission, drop one T-59 bomb each on a designated water target and land at Walker Air Force Base on E/8. A minimum distance of 220 nautical ground miles at bombing altitude and 5030 total air miles were required.

b. Mission as executed: Immediately upon landing at Thule the departure date was adjusted 24 hours to compensate for arriving one day late. Take-off on E/8 was again delayed 15 minutes because Thule Traffic Control was unable to obtain IFR block clearance for the strike force. The clearance had been requested 40 hours in advance of take-off. Eight (8) aircraft departed on the readjusted take-off schedule while two (2) aircraft were ground aborts. Aircraft 1089 was a ground abort because of inoperative 'K' system, and aircraft 2675 was a ground abort due to engine electrical difficulty. Aircraft 1089 departed Thule eight (8) hours after the main strike force and flew to Walker via airways and aircraft 2675 departed Thule 24 hours after main strike force on same route to Walker. Seven (7) aircraft of the strike force successfully bombed the briefed target in cell formation and completed the required ground miles at altitude. Aircraft 2671 did not climb to bombing altitude nor release

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the bomb because of 'K' System malfunction after becoming airborne. After leaving the target area, head winds in excess of those forcasted were encountered. Two (2) aircraft, 1079 and 1072, landed at Goose Air Base due to fuel shortage and engine malfunction. After refueling and minor maintenance, aircraft 1072 departed Goose Air Base and returned to Walker. Aircraft 1079 required an engine change and returned to Walker AFB on 8 November 1953. Because of excessive head winds, for a prolonged period of time and miscellaneous engine malfunctions, only two (2) aircraft, 1082 and 2673 completed the mission as briefed, landing at Walker. Aircraft 1073, 1077, and 1074 landed at Limestone Air Force Base, Tinker Air Force Base, and Ellsworth Air Force Base respectively due to fuel shortage, refueled and returned to Walker. In addition to 1082, and 2673, two (2) other aircraft, 1077 and 1074, which landed at alternate airfields in the interest of flying safety, completed the required total air miles before landing.

(1) The ECM requirement for the strike mission consisted of ten (10) aircraft jamming 'L' Band radars during the penetration of 50° north latitude and continuing until reaching 41° north latitude.

(2) Two (2) of the ten (10) aircraft accomplished jamming as briefed between 50° north and 41° north. A third aircraft jammed for 50% of the required time until failure of the APT-9 jammer. Of the seven (7) aircraft that accomplished no jamming, two (2) had APT-9 jammer malfunctions, five (5) aircraft changed their flight plans, therefore jamming could not be accomplished. One report of jamming effectiveness received thus far from the ground radars was condition one (1). The complete ECM results are unknown at this time.

Although it was not required in operations Order 135-53, eight (8) aircraft performed jamming attempts and each of eight (8) aircraft dropped one (1) carton of RR-20 chaff in the Thule area by special request of the Thule AC&W Squadron. No scores were obtained, however the AC&W personnel reported the results as satisfactory.

c. Thule Traffic Control Officer has initiated steps to preclude possible delays in obtaining IFR Block Clearance on future missions.

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SECTION IV

LOGISTICS

1. Mobility Plan.

a. As the result of the mission to Thule, it was found that the 6th Bombardment Wing is capable of operating under the mobility plan with the following minor exceptions:

(1) Personnel required in Part II under ADVON twenty (20) aircraft column will be changed as follows:

ADVON Control Team

Delete: One (1) 2524 Weather Officer
Add: One (1) 3244 Gunnery Staff Officer

Field Maintenance

Delete: Two (2) 53450 Airframe Repairman
Add: Two (2) 53150 Machinist

A&E Maintenance

Delete: Six (6) 32350 Turret Systems Mech
Delete: One (1) 40350 Camera Repairman
Add: Three (3) 40353 Auto-Pilot Mech
Add: Six (6) 46250 Wpns Maint Mech

Service Elements

Delete: One (1) 6424 Flyaway Kit Supply Officer
Delete: Seven (7) 64151 Supply Specl (Flyaway Kits)

Maintenance Elements of ADVON Team

Add: One (1) 6424 Supply Officer
Add: Seven (7) 64151 Supply Specialist

(2) Personnel requirements under Operations Order 135-53 did not allow for security guards but stated that the 6th Bomb Wing would furnish them. The furnishing of guards from the staging team reduced its capability because all

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personnel deployed were assigned to specific duties prior to the maneuver. Under the 6th Bombardment Wing's EWP, Thule Air Base is responsible for furnishing security guards.

(3) Mobility Plan will be changed to include unloading procedures for both tactical and support aircraft. This presented no problem because decisions to correct this discrepancy were made at Thule and unloading and loading proceeded smoothly except for lack of adequate transportation which was caused by the base high vehicle deadlined for parts (VDP) rate.

b. Supply and Maintenance.

(1) Supply.

(a) Supply activities of the 6th Bomb Wing functioned smoothly and flyaway kit was adequate except for two items which were not on hand but were authorized in the kit. These items were on back order from the depot. The two items required were: Alternator Assy A-1 4246-A14A9694-2 and Antenna Assy 1670-034150.

(b) Project "Seaweed" is not complete and lacks many items considered critical to aircraft maintenance. Items considered critical are: Aircraft maintenance stands, types B-1, B-2, B-5, and engine stands. Floodlights, 7700-333250, and three (3) stage portable air compressors. "Seaweed" has just received new authorizations for its medium and heavy augmentation and is in the process of consolidating base assets and "Seaweed" into one report which will be forwarded to Headquarters, SAC, by 15 November 1953.

(c) "Seaweed" property is stored in one hangar and is in serviceable condition; however, it is doubtful if the property could be issued to the various using agencies in sufficient time to be utilized. It is desired that those items peculiar to certain functions be issued to these agencies and be readily available when needed. In other words, it is desired to have the propeller tools in the propeller shop, the photo equipment in the photo laboratory, etc., instead of stored in the hangar.

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(d) It was revealed that several items in the "Seaweed" kit were not adequate. These items are: B-36 Nose Landing Gear Tow Bars, Coleman Tractors, 50 lb fire extinguishers, and floodlights. "Seaweed" is authorized and had on hand two (2) Nose Landing Gear Tow Bars. This number is considered inadequate. The two (2) NLG Tow Bars broke twice during the mission and caused considerable delay on maintenance. The requirement of twelve (12) for twenty (20) aircraft should be considered. This is based on the following: One (1) tow bar is required for each aircraft parked in the six (6) hangars for use in case of fire. The other six (6) are needed to tow aircraft located on hardstands. Two (2) hours are required to tow an aircraft from the eastside hardstands to the west side of the field. The total distance is about four (4) miles. Breakage of tow bars is another factor that should be considered. The taxiways are not level but have rather steep grades on them. Also, the hangar approaches are not level. Due to ice and snow the towing tractor slides, spins, and jerks, causing the tow bars to break. It was found that the Coleman Tractor is not heavy enough and does not have enough power to pull a B-36 up the steep grades or pull it from the hangars. On two (2) occassions, aircraft engines had to be started in order to move the aircraft away from the hangar. Of the six (6) Coleman tractors authorized and on hand, one (1) was VDP upon arrival, two (2) became unserviceable the first day, and to use two (2) tractors to one aircraft would have delayed maintenance to a point where the mission would have been impaired. It is felt that even if the Coleman tractors were modified for increased weight and had proper tires for ice and snow, they still could not do the job because they cannot be maneuvered as easily as the A-2 Euclid tractor. In addition, the A-2 tractor has a three-stage air compressor installed which would alleviate the need for the portable three-stage compressor. The one (1) compressor deployed could not be used because the engine clutch burned out. "Seaweed" is authorized eight (8) compressors, S/N 8100-209750 but has none on hand. There are four (4) 50 lb fire extinguishers authorized and on hand plus twenty-one (21) 15 lb extinguishers out of 107 authorized. The 15 extinguishers are not adequate for B-36 aircraft

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operation. Due to the dispersing of aircraft there should be one (1) 50 lb extinguisher on each hardstand plus one (1) in each hangar. This would increase the present authorization from four (4) to 27. At the present time, 16 Floodlights, S/N7700-333250, are authorized and are on hand. To perform maintenance, four (4) sets of lights are required per aircraft. It has been determined that the present authorization should be increased to 40.

(e) A test was conducted to determine the length of time required for delivery of 20mm combat ammunition and to determine if any difficulty would be encountered in loading the ammunition aboard aircraft. It was found that ammunition would have to be relinked prior to loading aboard aircraft but "Seaweed" or base assets are not authorized a linking machine. In order to accomplish relinking in the least amount of time, it has been determined that with two (2) full combat loads of 9200 rounds each could be linked and loaded in two (2) hours. It is believed that on a turn-around strike, two (2) power linkers could accomplish ammunition loading on 20 aircraft in 10 to 12 hours.

(f) "Seaweed" does not have the trailers authorized to haul the F-4 heaters. Stock List 19A states that ducts and other accessories not supplied as components should be requisitioned separately. Stock number for trailer is 8200-925002 and is authorized one (1) per five (5) heaters. Racks to store the heater ducts are also authorized and should be requisitioned one (1) per five (5) heaters, stock number 8220-592100.

(g) In order to accomplish the ETP mission of the Wing, the vehicles authorized "Seaweed" and the base must be held in constant readiness. A check was made to determine the status of vehicles and it was revealed that the base had a high number of vehicles out of commission. Attachment No. 1 hereto is a list of material handling equipment out of commission or in maintenance. It is requested that action be taken to improve this condition.

(h) Following is the damage to the Coleman tractors as the result of towing B-36 aircraft. No damage could be

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attributed to lack of proficiency of drivers who were provided by the 6th Bomb Wing and base. It is the results of this damage, (1) the breaking of the tow bars, and (2) the lack of sufficient power that requires the replacement of the Coleman tractors with A-2 Euclid tractors.

(1) Coleman tractor, Register No. H-3048 - Front and rear tie rods bent. Driver stated that damage resulted from pulling a B-36 into hangar.

(2) Coleman tractors, Register Nos. H-3049 and H-3164 - Front tie rods bent. Drivers stated damage resulted from towing a B-36 up grade on taxiway and from hangar.

(3) Coleman tractor, Register No. H-3161 - The power winch was torn up, brake on the power take off was stripped, the fender smashed and a flat tire. This damage occurred when the tow bar broke. The Coleman tractor was sliding on the ice and when the wheels caught it jerked the tow bar, causing the damage.

2. Maintenance.

a. As a result of the mission to Thule, it was found that cold weather operation did not, in itself, have any adverse effect on the performance of aircraft maintenance except, that the time to accomplish maintenance was increased. With adequate maintenance of ground handling equipment, maintenance can be performed properly.

b. Twenty-one hardstands are available at Thule Air Base to accommodate B-36 type aircraft. In addition, three (3) B-36 aircraft could be parked on the ramp in front of Base Operations. This would affect the parking and loading of MATS and Base aircraft. There are six (6) hangars available to hold one (1) B-36 each. Hangars #1 and #2 are now occupied by the Air Rescue Squadron, but can be made available to B-36's on short notice. This was discussed with the Base Commander by Colonel Martin. No request was made for these hangars for this mission. It is possible that one (1) B-36 and some smaller Air Rescue aircraft could be parked in the same hangar.

c. B-36 aircraft can taxi onto hardstands if hardstands are kept free of snow and ice. Due to the powdery snow conditions, prop reversing stirs up enough snow to cut scanner and pilot visibility. Under these con-

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ditions, it is advisable to tow aircraft onto hardstands. Reference 8AF Regulation 55-7, Survey Visit Report for Detailed Report on Hardstand Gradient Test.

d. Air Installations Officer, Thule Air Base, is in the process of numbering hardstands and installing reflectors to outline paved areas of the hardstands.

e. "Seaweed" has eight (8) F-6 refueling units, of the ten (10) authorized, but only five (5) tractors were in commission to tow them.

f. "Seaweed" has no portable, 3-stage air compressors which are required to pump the struts of the B-36. With the A-2 Euclid tractor, this situation would be improved, inasmuch, as the compressor is a component of the A-2 tractor. The only air compressor available was the one deployed with the task force. This froze and could not be started.

g. At the present time, six (6) hardstands are equipped to refuel aircraft either through center-point, or in over-the-wing systems. In addition, one (1) pit is located in front of Base Operations. Fuel can be pumped at 280 gallons per minute through this system.

h. There are only fifteen (15) aircraft maintenance stands available which are suitable for B-36 aircraft. The lack of maintenance stands will hinder any future maneuver.

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ATTACHMENT NO. 1 to SECTION IV, LOGISTICS

Type	Reg #	Work Order	Date in Shop	Status	Reason
Roustabout Crane	L-3605	53-9-192	24 Sep 53	IM	Hoisting mechanism won't release
Roustabout Crane	M-727	52-1-91	14 Jan 53	IM	Valves
Tug	M-4956	52-10-129	18 Oct 52	IM	Steering Column
Tug	M-4977	53-8-547	28 Aug 53	VDP	Head Gasket
Tug	M-4973	53-10-379	22 Oct 53	IM	Clutch
Fork lift	M-8511	53-10-272	6 Oct 53	IM	Transmission
Fork lift	10313107	53-5-202	26 May 53	VDP	Radiator and Battery
Fork lift	M-2023	53-5-167	20 May 53	IM	Clutch
Fork lift	M-1643	53-5-156	19 May 53	VDP	Engine
Fork lift	M-156	52-11-157	24 Nov 52	VDP	Battery & Gear rollers
Fork lift	8475	53-10-382	23 Oct 53	IM	Clutch
Fork lift	M-1285	53-10-409	27 Oct 53	IM	Freeze Plug
Fork lift	8665			VDP	Head Gasket
Fork lift	M-1475	53-10-574	30 Oct 53	IM	Clutch
Fork lift	M-2056	53-10-575	30 Oct 53	IM	Ignition
Fork lift	M-8630	53-10-576	30 Oct 53	IM	Leaky lift
C2 Trecker	59626	53-9-11	2 Sep 53	IM	Valves
C2 Trecker	59895	1-48	7 Jan 53	IM	Block & Hook Assy

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ATTACHMENT NO. 1 (CONT'D)

Type	Reg #	Work Order	Date in Shop	Status	Reason
C2 Wrecker	59736	53-8-395	11 Aug 53	VDP	Boom gear plus 29 other items
C2 Wrecker	59780	53-10-343	19 Oct 53	IM	Rod knock & starter repair

NEED CAB, CLOSURES WITH HEATER AND DEFROSTER FOR:

4 Clark Yardlift - 150 - 15,000 lb. capacity

5 Clark Planeloader - 3,500 lb capacity

4 Clark Planeloader - 6,000 lb capacity

6 Clarktor Tug - 4,000 lb D.B.P. Capacity

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SECTION V

INTELLIGENCE

1. The Intelligence Section of the ADVON consisted of the following personnel: 1-2016, 1-2054, 1-20470, 1-20450, 1-70250, and 1-99350 for this mission. Assignments of these people during the TDY period were:

2016 - Director
2054 - Fighter-Radar Reaction Analysis
20470 - Reporting and Mission preparation
20450 - Target Materials and TIC Test
70250 - Administrative Clerk - Typist
99350 - Mission Preparation and Visual Aids Preparation

2. Building #100 was made available to the Intelligence Section upon its arrival at Thule. This building consists of a briefing room with a capacity of approximately 210 people; three target study rooms each with a capacity of approximately 20-30 people and two administrative offices. This building is an excellent Intelligence building and since the TIC is located in it, the availability of Target Materials was excellent. The Briefing Room panels were in the process of installation during this maneuver, as well as the heating plant for this building.

3. Target Materials used for this mission consisted of WAC Charts since the target was a water area.

4. a. The Intelligence Section accomplished a Fighter-Radar Reaction Analysis at Thule in accordance with Annex A, 8th AF Operations Order 135-53. The results of this analysis were presented during general briefing of the strike mission to the Combat Crews.

b. A test of the TIC at Thule was conducted as a part of this maneuver. A list of ten targets was prepared and handed to the TIC officer with a request that five folders on each target be prepared. One hour and five minutes later all material was assembled into folders and ready for issue.

The TIC appeared to be operating efficiently, with the only deficiency noted being the lack of WAC Charts and Navigational Maps on hand.

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SECTION VIa

MEDICAL

1. a. Tactical medical support for the mission was one air transportable dispensary, and personnel consisting of one Medical Aviation Officer, one General Surgeon, one Dental Officer, one Medical Service Administrator and ten Medical Airmen.

b. Tactical medical equipment and supplies were adequate. Two (2) ambulances were available at Thule Air Base for use by the tactical forces. The medical facility at Thule at present is a 15 bed infirmary, but they were in the process of moving into a new 3½ million dollar, 50 bed hospital which has all the latest medical equipment with expansion space for 50 additional beds. Their medical staff consists of three (3) medical officers, four (4) dental officers, one (1) civilian dentist, and three (3) medical service administrators. Four (4) nurses have been assigned to the hospital and are presently enroute. The hospital staff was cooperative in helping us to accomplish our mission.

c. Sanitation: Water supply was from a near-by lake and transported to the base by water trucks. Toilet facilities were not up to standard, due to the use of pump type stools which frequently overflowed or leaked, which created a health hazard. Also the use of reclaimed sewage water for flushing the toilets, in some of the buildings, was a health menace. Ventilation in the buildings was excellent. Air conditioning is designed to give complete change of air every 15 minutes.

d. Messing facilities were satisfactory. Mess halls observed were of a high standard of cleanliness. Garbage disposal-satisfactory. Food-well prepared and appetizing.

e. Housing facilities were excellent but overcrowded, as 64 men were assigned to BOQs built to house only 32 men. This created no health hazard for the short period TDY.

2. There were no specific preventive medical problems encountered. All personnel received immunizations before departure on mission in accordance with current regulations.

3. a. Arctic equipment was adequate and in very good condition.

b. Inflight lunches on tactical and support aircraft were excellent.

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SECTION VII

DISCREPENCIES AND RECOMMENDATIONS

1. General:

a. Approximately two hour notification of impending attack could be expected at Thule. This is insufficient time to prepare and evacuate tactical aircraft and crews.

Recommendation: That EW Radar sites be emplaced on the Northern and Eastern Coasts of Greenland to provide time for evacuation of aircraft in event of enemy attack.

2. Personnel and Administration: None

3. Operations and Training:

* a. It is recommended that current pictures with latest available information of all emergency fields in the Thule area be maintained at Thule Base Operations for use by the 6th Bombardment Wing (H) briefing personnel.

b. At the present time there are no facilities for filing classified Flight Plans at Thule.

It is recommended that necessary procedures be coordinated with Thule Traffic Control, Canadian DOT, and CAA to facilitate filing classified Flight Plans.

c. It is recommended that a classified "approach cooridor" into Thule be assigned to each unit utilizing Thule as a deployment base. These corridors would facilitate traffic control as well as establish positive identification in the event of radio communications failure.

d. Recommend that adequate storage racks for firearms with provisions for necessary security be made available in Hangar #4, 6th Bombardment Wing (H), ADVON Headquarters.

4. Logistics:

a. Lack of aircraft maintenance stands, floodlights, 3-stage portable air compressors and engine stands will greatly hinder any future maneuver or EWP consisting of ten (10) or more aircraft.

Recommend that action be taken to have these items shipped to "Seaweed Project" as soon as possible.

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b. "Seaweed" property is all stored in one hangar but it is doubtful if property could be issued to using agency in sufficient time to be utilized under an EWP condition.

Recommend that a firm policy be established which will place this property with the proper using agency but still prevent it from being used except by staging organizations.

* c. Due to the high breakage of nose landing gear tow bars and wide dispersal of aircraft, it was found that two (2) NLG tow bars are not sufficient. The Coleman Tractor was found unsuitable for the towing of B-36 aircraft due to lack of power, maneuverbility and weakness of construction. Four (4) 50lb CO2 fire extinguishers are not sufficient to provide adequate fire protection for aircraft on hardstands and in the hangars. In order to accomplish proper maintenance under constant darkness, 16 floodlights are not sufficient to provide adequate lighting facilities for 20 or more aircraft.

Recommend that the authorization for NLG tow bar, 8200-067910, be increased from two (2) to 12. That each of the six (6) Coleman Tractors be replaced with the Euclid L-2 Tractor. That the authorization for 50lb CO2 fire extinguishers be increased from four (4) to 27. That authorization for floodlights, 7700-333250, be increased from 16 to 40. It is further recommended that this equipment be shipped to "Seaweed" as soon as possible.

d. It was found that the base had no 20mm ammunition linkers on hand as authorized and that no maintenance or cleaning equipment was authorized or on hand for the 20mm guns.

Recommend that two (2) M-16, 20mm, power linkers, A073-7231351 and an organizational maintenance kit for 20mm guns be authorized and shipped to "Seaweed."

*e. "Seaweed" does not have trailers to haul the F-4 heaters or racks in which to store the heater ducts. The trailer, S/N 8200-925002, and rack, S/N 8200-592100, are authorized and one (1) per five (5) heaters as components of the F-4 heaters.

Recommend that 30 trailers and racks be requisitioned by the "Seaweed" Project Officer or shipped to "Seaweed" AFSD.

* f. It was found that the out-of-commission rate for vehicles at Thule is high enough to warrant special attention. Some vehicles were found to have been out-of-commission for more than one year. This condition can seriously affect an EWP condition.

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Recommend that the "Vehicle Deadlined for Parts" (VDP) requisitions be closely monitored and that needed parts be shipped to Thule by air.

* g. The hardstands at Thule have no communications between them or to a central point and there are few heated shelters for maintenance personnel. This condition was pointed out in survey flight report of 6th Bombardment Wing (H) in May 1953.

Recommend that field telephones be authorized and installed on all hardstands and connected with a central switch board in the base telephone system. That some sort of small heated shelter be authorized and constructed on each single hardstand and a minimum of one shelter for each cluster of hardstands.

* h. No facilities existed for the washing down of engines during maintenance or for an oil drain tank or truck.

Recommend that a portable cleaner be authorized or constructed that could be used for cleaning engines. Also, that a portable tank, 250 gallon capacity be authorized or constructed for the drainage of engine oil.

* i. Air Base facilities for bore sighting 'K' System.

Recommend that a radar range for bore sighting 'K' System be constructed. Range should be so constructed that a 5° below level of aircraft may be obtained.

j. Flight plans filed by aircraft commanders of support aircraft upon departure from Lockbourne AFB, Ohio to Walker AFB did not contain the number of personnel and amount of cargo. As a result, the Wing Personnel Officer was unable to ascertain in advance the number of vehicles needed to provide transportation for personnel from the aircraft.

Recommend that upon departure from the last station stop prior to arrival at Walker AFB, the aircraft commander of support aircraft enter in the remarks section of the flight plan the number of personnel aboard and the total weight of cargo.

5. Intelligence:

a. The TIC at Thule does not have the stock of WAC Charts or Navigation Charts as listed in current operations plans.

Recommend that 100 copies of applicable WAC Charts be placed in the Thule TIC to comply with 8th AF Operations Plan 40-53.

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6. Miscellaneous:

* a. The capability of Photo Lab at Thule is totally inadequate for support of a Bombardment Wing. The Photo equipment authorized in "Seaweed" is on hand but is not installed in the photo lab. The lab has no capability for processing O-15 Radar Scope Film, Aerial Film or Gunnery Film.

Recommend that action be taken to establish an adequate Photo Lab at Thule Air Base with the capability of processing 16mm, 35mm, and aerial film, utilizing the equipment in "Seaweed" which is on hand at Thule.

* Asterisks indicate those items discussed with Base Commander at Thule.

W. K. MARTIN
Colonel, USAF
Commanding

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100 Hour Dock Inspections

(Wing objective 14 Inspections per month based on 1350 hours flying time)

	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
Begun	1	4	4	6	5	9	9	8	10	10	8	9	10
Completed	1	0	3	2	3	7	12	10	9	9	9	11	4

Lay over (from previous month) 3

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ENGINE CHANGES

for

October

24th Bomb Sq	A/C No	Position	Engine No	Hours Flown
24th Bomb Sq	#1096	#1	P-7499	145:20
		3	P-11161	17:00
39th Bomb Sq	1069	# 2	P-8508	478:00
	1076	#3	P-7458	571:35
		#4	P-7282	571:35
		#5	P-7466	571:35
	1078	#6	P-9310	380:10
	*1080	#4	P-6268	691:10
	1088	#3	P-7664	502:35
		#4	P-7824	502:35
	1095	#6	F-500211	72:30
40th Bomb Sq #	1092	#5	P-6262	383:15
% TOTAL HOURS FLOWN				4887:19
% AVERAGE HOURS FLOWN				407:17

Engines changed at Carswell AFB, Texas

* This aircraft has two (2) engines that have 732:35 on each as of 4 Nov 53. Other engines have surpassed this time but only with complete cylinder changes.

% The total figures and average hours flown will not agree with Maintenance Control Reports due to A/C 1092 not reporting back to this Base until after their report sent in.

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ENGINE CHANGES

	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
Reciprocating	7	7	5	18	15	21	10	8	22	12	23	15	
Average (per SAC)*	0	7	8	11	9	8	11	15	13	11	17	17	11
Jet	1	3	3	1	1	2	3	5	5	2	7	7	4

* 399 hours per engine

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R-4360 ENGINE

(Average operating time before removal)
in 6th Bomb Wing

Date	AOT	No. Engine
May	349.5	8
Jun	282.9	22
Jul	267.1	12
Aug	335.1	23
Sep	275.1	15
*Oct	407.3	11

*This figure does not agree with figures turned in by Maintenance Control due to one A/C #1092 returning 3 November 1953 with data on board.

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AIRCRAFT ON PROJECT "SAMSAC"

(as of 31 October 1953)

	TO CAFB
24th Bomb Squadron:	
2681	27 August
39th Bomb Squadron:	
2677	23 July
2678	30 September
40th Bomb Squadron:	
2680	25 August
2682	25 September
2685	(1 October 53)
1070	(28 October 53)

Info from:

6th BW Form 237 - Daily A/C Status
as of 30 Oct 53

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B-36 AIRCRAFT INVENTORY

	B-36Fs	B-36Hs
24th Bomb Sq*	9	3
39th Bomb Sq**	9	3
40th Bomb Sq***	11	3
6th Bomb Wg TOTAL	29	9

GRAND TOTAL 38 A/C

*further breakdown page 2

**further breakdown page 3

*** further breakdown page 4

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B-36 AIRCRAFT INVENTORY

24th Bomb Squadron

Type	S. N.	Date Received
F	2674	28 Aug 52 (1st A/C received)
F	2675	11 Feb 53
F	2681	7 Oct 52
F	50-1065	23 Oct 52
F	1068	5 Dec 52 (30th A/C received)
F	1071	23 Sep 52
F	1073	18 Oct 52
F	1075	4 Nov 52
F	1082	7 Nov 52
H	1087	3 Jul 53
H	1090	16 Jun 53
H	1096	12 Nov 52

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B-36 AIRCRAFT INVENTORY

39th Bomb Squadron

Type	S.N.	Date Received
F	49-2673	18 Sep 52
F	2677	1 Nov 52
F	2678	21 Jan 53
F	50-1069	17 Oct 52
F	1072	16 Oct 52
F	1076	21 Nov 52
F	1078	26 Sep 52
F	1080	8 Oct 52
F	1081	24 Oct 52
H	1088	25 Nov 52
H	1089	1 Jul 53
H	1095	20 Jun 53

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B-36 AIRCRAFT INVENTORY

40th Bomb Squadron

Type	S. N.	Date Received
F	49-2670	29 Oct 52
F	2671	31 Oct 52
F	2672	14 Oct 52
F	2680	15 Nov 52
F	2682	19 Sep 52
F	2685	5 Dec 52 (30th A/C)
F	50-1064	16 Oct 52
F	1070	10 Nov 52
F	1074	3 Oct 52
F	1077	10 Oct 52
F	1079	18 Oct 52
H	1085	23 Jun 53
H	1092	7 Jul 53
H	1097	28 Oct 52

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LIST OF GAINS AND LOSSES OF THE 6TH MEDICAL GROUP DURING THE PERIOD 1 THRU 31 OCTOBER 1953

GAINS (Officers)

Major	Glenn B Doan	Asgd fr Hq USAF Sch of Avn Med Randolph AFB Texas

LOSSES (Officers)

Lt Col	Edward A Heffner	Released from Service
Captain	Victor E Bolton	do
Capt	Ralph R Holmes	do
Capt	John B Williams	Reasgd to 6th Med Gp, this base
1st Lt	Connell C Medley	Reasgd to 6th Med Gp, this base

GAINS (Airmen)

A/3C	Jack B Fields	Asgd fr 6th Med Gp, this base
A/1C	James D Owens	do
A/1C	Eugene I Zaleski	do
A/2C	Thomas A Dixon Jr	do
A/2C	Ernest F Windsor	do

LOSSES (Airmen)

A/2C	Rocco V Campanale	Reasgd to Hq 509th Bb Wg, this base
A/E	John E Farmer	Released from Service
A/3C	William M Campbell	do
A/1C	Stephen F Fisher	do
A/2C	Gerald K Helmer	do
SSgt	William E Simkins	do
A/1C	Floyd E Waggener	Reasgd to 42d Bb Wg Limestone AFB Me
MSgt	Genevieve J Elliott	Reasgd to 6th Med Gp, this base
A/1C	Doris Green	do
A/2C	Ula R Britt	do
A/3C	Wandalee Worley	do
A/3C	Bertie J Rider	do
A/3C	Bettye J Davenport	do
A/B	Sadie C White	do
A/1C	Kenneth W McHenry	Released from Service
A/B	Robert M Cyra	Reasgd to 3450th Tech Trng Gp FEW AFB Wyo
A/3C	Arnell D Brady	do
A/2C	Wilton Bethel	Released from Service
A/1C	Osgood C Bridger	do
A/2C	Murray C Henderson	do
A/1C	Herman Essenfeld	do
A/1C	William J Walter	do
A/B	William J Cartier	do
A/B	Leroy S Naira	do

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USAF HOSPITAL
Walker Air Force Base
Roswell, New Mexico

BSG

12 November 1953

SUBJECT: Hospital Training Program 1 October to 31 October 1953

TO: Commander
Walker Air Force Base
Roswell, New Mexico

1. Lectures held to conform with 8th AF Reg. 50 - 5.

a. ABC # 1 # 2 # 3 # 4 ---------- 20 Men

b. Interior Guard ---------- 20 Men

c. First Aid ---------- 20 Men

d. Fire Prevention ---------- 20 Men

e. Personal Equipment ---------- 20 Men

f. Care of Equipment ---------- 20 Men

2. Posted Armed Forces Newsmaps.

a. Monday - 19 October 1953 Vol. 16 No. 8

3. Distributed to all departments.

a. USAF Medical Service Digest August 1953 Vol. IV No. 8

b. USAF Medical Service Digest September 1953 Vol. IV No. 9

FOR THE COMMANDER:

WILLIAM D HOLDER
2nd Lt USAF (MSC)
Hosp Pers Officer

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USAF HOSPITAL
Walker Air Force Base
Roswell, New Mexico

BSG 319.1 10 November 1953

SUBJECT: Monthly Report of Professional Activities (RCS: AF-M9)

TO: The Surgeon General
United States Air Force
ATTN: Clinical Medicine Division
Washington 25, D. C.

1. In compliance with paragraph 4, AFR 160-63, dated 12 September 1950, the following information pertinent to this Air Force Hospital is submitted:

a. Total number of admissions 237

b. Diagnoses of patients transferred during the reporting period to:

(1) Other Air Force Hospitals 3

a. Adhesions of pleura, left lower lobe

b. Cicatrix of skin

c. Herniation of nucleus pulposus

(2) Army Hospitals 4

a. Hypofunction, adrenal cortical, cause unknown

b. Observation, medical, brain tumor suspected

c. Fracture, simple, n.e.c., sacrum, left wing

d. Kyphosis, due to collapse of body of T7

c. Improvements of the services effected

(1) Double doors have been installed in minor surgery which facilitates the entrance and exit of wheeled litters much better than those previously provided.

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(2) Portable pay telephones have been installed all wards housing patients. Favorable comment has been received as a result of this action.

(3) The entrance to the hospital has been remodeled to some extent to include new flooring, new swinging doors, and painting.

d. Improvements of the services recommended

(1) A work order has been submitted recommending an extension to the parking lot located in front of the Administration Building, which will extend parking facilities to F Street, and serve to relieve the existing parking problem.

d.	Medical officers sent to special schools	0
f.	Professional meetings held during the month	2
g.	Publications or speeches by medical officers at local or National medical societies	0
h.	Attendance of medical officers at local or National medical societies	0
i.	Visits made by expert civilian consultants	2

(1) Dr. John S. Moore, Orthopedic Consultant

During the month of October, Dr. Moore made one visit to this hospital on 29 October 1953. He spent approximately 3 hours in Orthopedic Clinic seeing one officer, two airmen and two dependents. Problem arrays were reviewed and [illegible] recorded. He also made ward rounds visiting orthopedic cases on the wards.

(2) Dr. Alton R. Pruit, Ob & Gyn Consultant

During the month of October, Dr. Pruit made one visit to this hospital on [illegible] October 1953. He assisted the Chief of Gynecological Service in performing a difficult pelvic [illegible] procedure; also was consulted with regard to several obstetrical problems which were being followed in the prenatal clinic; saw patients on wards

j.	Part time and full physicians	0

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k. Additional remarks and comments on aspects of professional activities

(1) During the period of this report, two physicians, an administrative officer, a dentist and 10 airmen accompanied a squadron of the 6th Bombardment Wing on a mission to Thule Air Force Base as medical support. It was felt that the extremely valuable field experience, which would be gained by these individuals, outweighed the increased work-load thrown on the staff which remained behind. In spite of the absence of this increment, it was possible to maintain the quality and quantity of care rendered dependents, by expenditure of significant extra effort on the part of the remainder of the staff.

(2) The allergy testing program mentioned in last month's report has been placed in operation, and provides a welcome addition to the diagnostic facilities available at this station.

/s/J. T.Heavey
/t/ J. T.HEAVEY
Colonel, USAF (MC)
Base Surgeon

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MONTHLY REPORT OF PROFESSIONAL ACTIVITIES
OF
AIR FORCE HOSPITAL
FOR
OCTOBER 1953

I. SURGICAL SERVICE

1. Number of patients admitted to service 73

a. Diagnoses and number of each diagnosis

(1)	Abrasion, left knee	1
(2)	Abscess, periapical	12
(3)	Abscess, perianal	1
(4)	Affection of sacroiliac joint, n.e.c., left	1
(5)	Appendicitis, acute, n.e.c.	4
(6)	Balanitis, nonvenereal, cause undetermined	1
(7)	Burn, n.e.c., hands and arms, bilateral, 3d degree	1
(8)	Cellulitis with lymphangitis	2
(9)	Cellulitis without lymphangitis	1
(10)	Concussion of brain	1
(11)	Contusion, right knee	1
(12)	Cyst, pilonidal	1
(13)	Fibroma, right breast, primary site	1
(14)	Fissure, anus	3
(15)	Fracture, compound, comminuted, proximal end of 2d phalanx, left index finger	1
(16)	Fracture, simple, n.e.c.	5
(17)	Furuncle, n.e.c., right naris	1
(18)	Hemorrhoids, external	2
(19)	Herniation of nucleus pulposus	1
(20)	Hernia, diaphragmatic	1

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(21)	Hernia, inguinal, indirect	3
(22)	Hypertrophy of lymphoid tissue about eustachian orifice	1
(23)	Kyphosis, due to collapse of body of T-7	1
(24)	Myoma, cervix, primary site	1
(25)	Myositis, acute, lumbosacral muscles	2
(26)	Myositis, acute, lumbar vertebra muscles	1
(27)	Observation, surgical, appendicitis suspected	3
(28)	Periodontoclasia, general	2
(29)	Phimosis, congenital	2
(30)	Pterygium, right	1
(31)	Redundant prepuce	6
(32)	Sprain, right knee - left sacroiliac joint	2
(33)	Varicose veins of leg, left	1
(34)	Varicose veins, n.e.c.	1
(35)	Wound, lacerated	2
(36)	Wound, missile	2

b. Major Operations

(1)	Emergency	
	(a) Appendectomy	5
	(b) Caesarean section	1
	(c) Exploratory laparotomy	1
	(d) Salpingectomy, left	1
(2)	Elective	
	(a) Appendectomy	2
	(b) Caesarean section	1
	(c) Herniorrhaphy, left, inguinal	1

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(d)	Herniorrhaphy, right, inguinal	1
(e)	Herniorrhaphy, ventral	1
(f)	Open reduction and plating right femur	1
(g)	Panhysterectomy	1
(h)	Vaginal hysterectomy	1
c.	Complications	0
2.	Hospital deaths	0
3.	Cases of unusual interest	0

/s/Theodore C. Compall
/t/ THEODORE C. COMPALL
Captain, USAF (MC)
Chief, Surgical Sv

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II. MEDICAL SERVICE

1. Number of patients admitted to service 89

2. Hospital deaths 1

a. This patient was born elsewhere and was seen for the first time at WAFB Hospital at the age of two months because of a febrile episode. Minimal cyanosis was noted, and on questioning, the mother revealed that she had noted the baby to "become blue" when crying since birth. The febrile episode cleared in a few days without specific therapy and without a diagnosis. Physical examination revealed no abnormalities other than the presence of three heart sounds. Chest P-A and obliques revealed slight cardiac enlargement without any characteristic configuration. EKG revealed right axis deviation and right ventricular preponderance within upper limits of normal for patients age and a definitely abnormal, high, peaked P2. A diagnosis of congenital heart disease was entertained and the mother, (who had a hare lip) told to bring the child back in one month.

The mother did not do this, and instead, took the child to her home in Louisiana. He was seen by physicians there, x-rays taken and on the basis of these, a diagnosis of Eisenmenger's complex made. The physicians in Louisiana were also unable to hear any murmur. The child apparently did fairly well in Louisiana.

He was next seen at WAFB Hospital at the age of 8 months. He was brought to the dispensary in extremis. He was markedly cyanotic and dyspneic, had a huge heart and a huge liver and was having convulsive movements. He had been ill for several days with vomiting, diarrhea, and cough and suddenly became very ill a few hours before admission. He was treated with O2 and rapid digitalization for the marked congestive heart failure that was present, and to our surprise, improved. A total dose of .080 micrograms/kilograms of cedalanid was used for digitalization, and the patient maintained on digitoxin. In two days, he was only moderately cyanotic, no longer dyspneic, and his liver was considerably smaller. He continued to do well, and we were preparing to send him to a cardiac center when he died suddenly a week after admission.

Chest x-rays and cardiac fluoroscopy on this admission revealed the heart to be enormously enlarged with a marked prominence of the right ventricle on the right oblique view; no enlargement of the left auricle demonstrated by Barium swallow and no left ventricular enlargement on the left oblique view. The hilar vascular markings were not remarkable. Only standard lead EKG's were taken (these were taken for digitalis effect and the baby died before we obtained a complete EKG).

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These EKG's demonstrated a rather marked right axis deviation and a high peaked P2.

It should be emphasized here that no cardiac murmur was ever heard at any time by an observer.

Autopsy findings were as follows:

(1) Persistent left superior vena cava

(2) Both pulmonary veins (only two present) draining via above vessel into left innominate vein

(3) Interauricular septal defect

(4) Extreme hypertrophy and dilatation of right ventricle and right auricle.

This rare anomaly of the pulmonary veins is particularly interesting since it could theoretically be helped by a surgical procedure which would anastamose the pulmonary veins to the left auricle. This has been twice attempted, neither time successfully.

3. Cases of unusual interest

a. A full term female infant born to a primaparous mother after a normal pregnancy and delivery. She was noted by the nurse to have noisy respirations and to have difficulty breathing while feeding. Physical examination was completely normal except for the nose. A chest x-ray was normal. The infant was noted to become cyanotic when feeding and to have intermittent labored breathing with retraction. A No. 8 French catheter would not pass through either nostril. A small (diameter of #20 needle) polyethylene catheter passed with difficulty through both nostrils. It was noted that the infant became very restless and retracted severely when her mouth was closed. During periods of respiratory difficulty, neosynephrine nose drops produced dramatic improvement.

A diagnosis of congenital stenosis of the posterior nares was made. On the third day of life, retractions became so severe that it was feared a tracheotomy might prove necessary and the infant was taken to William Beaumont Army Hospital. We have heard indirectly that the ENT men at Beaumont feel that this is an atresia, as they were able to visualize a membrane that we had perforated which completely occluded the nares. The infant has not required a tracheotomy, and while still having occasional periods of respiratory distress, is somewhat improved.

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b. Patient is a 2 year old boy. He developed fever, vomiting, and irritability the day before admission, and a rash the day of admission. He was seen by a town physician and given injections of cortisone, streptomycin and penicillin and referred to the hospital. Physical examination on admission revealed an acutely ill child with a generalized petechial and purpuric rash. There was marked opisthotonos. Blood pressure was 90/60; pulse 150. The child appeared quite toxic, but was conscious. Lumbar puncture revealed purulent fluid with no organisms visible on smear. The child was placed on subcutaneous sulfadiazine and intramuscular penicillin. Telephone conversation with the town doctor revealed that there had been no evidence of a Waterhouse-Friderichsen syndrome and the cortisone was given because of the toxicity. Because it had already been started, we were afraid to discontinue the cortisone and gave two more doses, followed by two ACTH injections to prevent any relative adrenal hypofunction.

The child began to improve 72 hours after admission and once started, the improvement was rapid. He never required parenteral fluids. Penicillin was discontinued after 5 days, sulfadiazine (which was given orally after a few days) after 9 days, and the child discharged after 10 days, apparently completely well with no evidence of sequelae. On Outpatient Clinic follow-up, he has remained completely well.

Admission blood and spinal fluid cultures were sterile. A spinal puncture on discharge had 30 cells. There was never any doubt as to this being meningococcic meningitis and septicemia because of the petechial rash. The patient developed herpes simplex, also characteristic of meningococcic meningitis.

c. Patient is a five months old male infant. He developed a "cold" two weeks prior to admission. He was then seen by a town physician 8 days prior to admission; the mother having noted that he did not move his left arm and that he had a fever. He was treated with terramycin for four days and was afebrile and moving the arm two days after therapy (which was given for "intestinal flu") was started. The day before admission, he became febrile and again did not move his left arm. On admission, the temperature was 102 degrees and the child moved all extremities except the left upper one. The left elbow was swollen to 1½ times the size of the right, the swelling extending for about two inches above and one inch below the elbow. There was no redness or induration of the swelling. The entire area seemed tender; the white count was 14,000 and x-ray of the elbow showed no definite change other than soft tissue swelling.

A diagnosis of acute hematogenous osteomyelitis was made and the infant placed on 100,000 units of penicillin every 3 hours. He was afebrile in 12 hours and has remained afebrile in the three weeks that we have followed him since.

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A blood culture on admission grew out a streptococcus viridans sensitive to terramycin and penicillin, as well as to several other anti-biotics. Serial x-rays have shown progressive periosteal elevation of the medial aspect of the left lower humerus due to periosteal bone formation, which was first noted four days after admission. No metaphyseal rarefraction has appeared. Clinically, the elbow swelling was almost completely gone at the end of one week and the infant has been followed in the Outpatient Clinic since then, receiving 400,000 units of penicillin b.i.d., which we intend to keep up for a total length of one month.

d. This 37 year old navigator-bombadier was admitted to the hospital by ambulance. He was flying a mission over a southwestern city and at approximately 0800 hours, suddenly became very anorexic and began to vomit and have severe diarrhea. He was first seen at 1100 hours after being brought directly from his plane to the hospital. On admission, his temperature was 95 degrees Fahrenheit; patient had a weak, rapid pulse; blood pressure was 110/60. He looked acutely ill with cold clammy skin and pale facies. There was generalized abdominal tenderness; otherwise, the physical examination was essentially negative. Codeine and atropine were given hypodermically on admission to the ward and intravenous fluids were started. Stool specimen and routine laboratory work were obtained immediately. About two hours after admission, patient continued to have some nausea and diarrhea, but was feeling considerably better. His temperature rose to 101.6 at 1345 hours. Stool specimen showed profuse numbers of motile, very active giardia lamblia. The blood count revealed a hemoglobin of 15.5 grams, white blood count of 8,970, 82 neutrofils, 16 lymphocytes, 2 eosinophiles, ESR 2 millimeters per hour. Urine was amber in color with PH of 5, specific gravity of 1.025, negative albumin and sugar. On microscopic, 1-3 WBC's per high power field were seen. Atabrine .1 gram was started at 1800 hours on 8 October and given every 8 hours. The codeine for diarrhea and cramping was continued as well as intravenous fluids the rest of that day. The morning of the 9th of October, the patient felt weak but had no more diarrhea or vomiting. Stool specimen obtained on 9 October revealed no ova or parasites.

Patient was discharged on 10 October 1953 feeling weak, but otherwise well. Diagnosis was giardiasis. We feel that this is an interesting case because of the overwhelming manifestations of giardia which is supposedly non-pathogenic in adults.

e. This patient was admitted with the chief complaint of loss of vision in the right eye. He stated that this had occurred 6 or 7 times in the past 3 years, and would last a week or so and gradually, his eyesight would improve. Physical examination was essentially negative except that the vitreous of the right eye was full of blood.

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Only a faint fundus reflex could be obtained. A few posterior cortical lens opacities were also seen. Left fundus was entirely normal. Laboratory work revealed an essentially normal CBC and urinalysis; the prothrombin time was 40 seconds with a control of 17 seconds. Clot retraction was 20% complete in 2 hours and 20% complete in 24 hours. Bleeding time was 4½ minutes by the three tube method. Clotting time was 14 minutes. Other liver function tests including cephalin cholesterol flocculation, thymol turbidity, icterus index, total cholesterol and total protein were all within normal limits. Patient was started on Vitamin K injections 25 milligrams intramuscularly daily. Repeat prothrombin time 5 days after the original prothrombin time was 19 seconds, with a control of 16.5 seconds. The blood in the vitreous had cleared; the patient could see without impairment. He was discharged from the hospital and repeat prothrombin time two weeks after discharge was also normal.

The patient was reared on a farm and in August had been home on leave to help harvest the alfalfa. He stated he liked to chew on alfalfa stems. This could well be a factor in the production of the hypoprothrombinemia with resultant hemorrhage.

/s/Robert S. Ellis
/t/ ROBERT S. ELLIS
1st Lt, USAF (MC)
Chief, Medical Service

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III. OBSTETRICAL AND GYNECOLOGICAL SERVICE

A. OBSTETRICAL

1. Number of patients admitted to service	61
a. Diagnoses and number of each diagnosis	
(1) Pregnancy, delivered	59
(2) Pregnancy, not delivered, false labor	2
b. Number and diagnoses of major operations	
(1) Caesarean section	1
(2) Salpingectomy, partial	1
c. Number and diagnoses of minor operations	
(1) Episiotomy	45
(2) Low forceps	43
(3) Mid forceps	0
(4) Spontaneous	12
(5) Breech extraction	2
d. Complications of deliveries	
(1) Pyelitis, puerperal	2
2. Stillbirths	1
3. Hospital deaths	1

a. Patient was a 5 lb 9 oz male infant born by Caesarean section. Mother had 2 previous pregnancies both of which were delivered by Caesarean section and she has two live children. The expected date of confinement was mid-October and the section was performed on 6 October, before the mother went into labor. Pregnancy was uneventful.

The infant was very easily resuscitated. He cried lustily immediately upon birth, his oro-pharynx and stomach were suctioned; he had excellent color and the respirations were not labored.

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He was placed in an Armstrong incubator and after about an hour or so, the nurse noted that he was developing rapid respirations and retracting, and he was transferred to an Isolette with 90% oxygen and 100% humidity. He did not improve; the respirations became more rapid and the infra-costal and suprasternal retractions became more severe. Six hours after birth, Alevaire therapy was begun and the Isolette saturated with an Alevaire mist. At first, he seemed to improve somewhat, but this was very short-lived and he continued to have rapid respirations and retractions. His color was good in the Isolette , but he became very cyanotic when it was opened. Physical examination was always normal, except for the findings in the lungs. There were no changes to percussion, but the breath sounds in both lower lung fields were diminished with inspiratory moist rales at both bases. He gradually weakened, his cry became less vigorous, his Moro reflex sluggish and he expired 24 hours after birth.

In view of the fact that this baby was born by Caesarean section, and in the light of the clinical course, the clinical diagnosis was hyaline membrane disease.

Autopsy findings were as follows:

The body was that of a well developed white 5 lb 9 oz male infant. The skin was pale and there was dependent cyanosis.

Chest - Heart: On gross examination the great vessels were normal. There was a small ductus arteriosis; the heart appeared normal in size and shape except for a large distended right auricle. On opening the heart the valves were normal. The coronary ostia arose from the base of aorta. The left ventricle was somewhat thicker than the right; both appeared normal. The only abnormality found was in the interauricular septum. There was a moderately large defect in the region of the foramen ovale. It was found and about 1½ cm. in diameter. While it was partially occluded by a valve like membrane, it was not completely so and probably was functional during life.

Lungs: The trachea and main bronchi were opened and found to be completely free of foreign material. The lungs did not appear collapsed and there was no mediastinal shift. The lungs were a dark reddish color. The color was purple to black in dependent portions. On cut sections almost no air could be expressed from the lower lobes and minimal amount in the upper lobes. The lungs had a color and consistency similar to liver. All portions of the lungs sank in water. No inflammatory process was noted, and there was no pneumothorax.

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Impression: This baby was born by Caesarean section. Birth weight was 5 lbs and 9 ozs. The mother's pregnancy was normal, the delivery was uneventful, the baby cried spontaneously at birth, had excellent color, the pharynx and stomach were suctioned and the baby seemed in excellent condition. He was placed in an Armstrong incubator and about three quarters of an hour later, he was noted by the nurses to have respiratory difficulty. This gradually progressed, he began to have severe infracostal retractions, became cyanotic, out of oxygen, and there were diminished breath sounds and rales in the lower portion of the lungs. He was placed in an Isolette, given 90% oxygen and full humidity and Alevaire was started. He was active, vigorous and had a good Moro reflex. Gradually, he weakened; his Moro reflex became sluggish and he died twenty four hours after birth. In view of the course of the baby, the gross pathological findings, and the fact that he was born by Caesarean section, our tentative diagnosis is hyaline membranedisease, pending microscopic sections. The enlarged foramen ovale is certainly not the primary cause, but probably was a contributory factor. Dg 1. Hyaline membrane disease. 2. Interauricular septal defect.

4. Cases of unusual interest 0

B. GYNECOLOGICAL

1. Number of patients admitted to service 14

(a) Diagnoses and number of each diagnosis

(1) Abortion, spontaneous, early, complete 6

(2) Abortion, threatened, early 1

(3) Displacement of uterus, retroversion, congenital 1

(4) Endometriosis, left ovary, primary site 1

(5) Menorrhagia, primary 1

(6) Metrorrhagia, primary 1

(7) Pyelonephritis, puerperal 1

(8) Relaxation of pelvic floor due to childbirth 1

(9) Salpingo-oophoritis, acute 1

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b. Major Operations

(1) Panhysterectomy	2
(2) Appendectomy, incidental to other surgery	1
(3) Excision of cyst, left ovary	1

c. Minor operations

(1) Dilatation and curettage, uterus	2

2. Hospital deaths	0
3. Cases of unusual interest	0

/s/Robert E. Dean
/t/ ROBERT E. DEAN
Capt, USAF (MC)
Ch, Ob & Gyn Sv

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IV: MISCELLANEOUS AND DIAGNOSTIC SERVICES

1. Outpatient

a. Number of patients seen

(1) Military 7048

(2) Civilian 4651

b. Number of treatments

(1) Military 9748

(2) Civilian 6338

c. There were no visits made to homes

d. There were no special problems

2. Laboratory

a. Total number and types of examinations 7994

(1) Hematology 2783

(2) Blood and spinal fluid chemistry 320

(3) Serology 552

(4) Bacteriology 390

(5) Feces 63

(6) Urinalysis 3800

(7) Sputum 49

(8) Sent to Brooke Army Medical Center 25

(9) Evaluation studies 12

b. There were no special procedures or laboratory studies

3. Roentgenological

a. Number of examinations, fluoroscopic and radiographic 1093

b. Number of x-ray films used 1823

c. Number of x-ray treatments 0

Incl 3 66

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4. Rehabilitation

a. Number of patients participating 146

b. Total man hours of functional activity 438

5. Dietary

a. Average daily rations served

(1) Regular diets 44.52

(2) Special diets 14.29

a. Liquid diets 5.61

b. Soft diets 4.87

c. Light diets 0

d. Miscellaneous 3.81

b. Distribution of service between wards and dining room

(1) Average daily ration served on wards 51.39

(2) Average daily ration served in dining room 7.42

c. Pertinent remarks concerning special problems or matters of outstanding interest.

(1) Gratuitous dispensation of medicaments to dependents has been reinstated, in view of the fact that a more liberal subsistary allowance has been granted for the operation of this facility during the present fiscal year. This subsidy should prove beneficial for morale of those affected.

(2) Steps are being taken to request that the number of operating beds authorized at this base be reduced from 100 to 75, in view of the fact that the census has consistently run below 70% occupancy for the past several months.

/s/ J. T. Heavey
/t/ J. T. HEAVEY
Colonel, USAF(MC)
Base Surgeon

Encl 3

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6th BOMBARDMENT WING (H)

MONTHLY WING HISTORY*

NOVEMBER 1953

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47TH AIR DIVISION - WALKER A.F.B.

ROSWELL - NEW MEXICO

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HISTORICAL DIVISION
ARCHIVES BRANCH
K-WG-6-H1
Nov 1953
(Bomb)

3-1491-81A

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HISTORY OF

SIXTH BOMBARDMENT WING, HEAVY

1 November - 30 November 1953

Dalton B. Stover, II
Technical Sergeant
Historical Technician

for NEIL W. WEMPLE
Colonel, USAF
Deputy Commander

47th AIR DIVISION

EIGHTH AIR FORCE

STRATEGIC AIR COMMAND

RCS: 1 - AF - D2

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SIXTH BOMBARDMENT WING, HEAVY

UNITS ASSIGNED

Headquarters Squadron

24th Bombardment Squadron, Heavy

39th Bombardment Squadron, Heavy

40th Bombardment Squa dron, Heavy

6th Field Maintenance Squadron

6th Periodic Maintenance Squadron

6th Armament Electronics and Maintenance Squadron

6th Medical Group

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SIXTH BOMBARDMENT WING, HEAVY

MISSION

The mission of the 6th Bombardment Wing, Heavy, as a tactical component of the Eighth Air Force, Strategic Air Command is primarily one of organizing and training a force capable of immediate and sustained long range offensive bombardment operations in any part of the world, utilizing the latest technical knowledge and advance weapons; being prepared to perform those tasks assigned in current emergency plans and related operations orders; participating in the Reserve training program to the maximum extent by training and administering assigned Reserve personnel and units; being prepared to participate in disaster relief and other domestic emergencies; and performing such special missions and assignments as the Commanding General, Eighth Air Force may assign.

Eighth Air Force
Regulation 24-11
dated 9 Dec 52

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GLOSSARY

(except Medical terms)

AD	Air Division
AOB	Air Order of Battle
AOCM	Aircraft Out of Commission, Maintenance
AOCP	Aircraft Out of Commission, Parts
AOFP	Air Objective Folder Program
AOS	Air Observers School
BAL	Base Allowance List
CAA	Civil Aeronautical Authority
COMDR	Commander
CWO	Chief Warrant Officer
DCS/I	Deputy Chief of Staff. Intelligence
DCS/M	Deputy Chief of Staff, Material
DSS/O	Deputy Chief of Staff, Operations
DCS/P	Deputy Chief of Staff, Personnel
ECM	Electronics Counter Measures
E & E	Escape and Evasion
ER	Effectiveness Report
EWP	Emergency War Plans

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G L O S S A R Y
(continued)

Flying Time: 110 Time: Is that time taken from midnight of the last day of the month to midnight of the last day of the next month.

T-12 Time: (used by Operations only) Is that time taken from take-off of flights of the 1st day of the month to completion of the flights, even though the aircraft has taken-off a few hours before the end of the month and not due to return until well into the following day of the next month.

GCA	Ground Control Approach
MTD	Mobile Training Detachment
M/R	Morning Reports
NCOIC	Non-Commissioned-Officer-In-Charge
OIC	Officer-In-Charge
PCS	Permanent Change of Station
SAAMA	San Antonio Air Material Area
SAC	Strategic Air Command
SAM-SAC	(A combination of the two (2) above)
SEC	Strategic Evaluation Squadron
SO	Special Orders
TDY	Temporary Duty
TCC	Technical Order Compliance
T/O&E	Table of Organization and Equipment
TWX	Teletypewriter Exchange

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GLOSSARY
(continued)

UAL	Unit Allowance List
UPREAL	Unit Property Record and Equipment Authorization List
UR	Unsatisfactory Report
URT	Unit Readiness Test
WEMP	Written Evaluation Maintenance Personnel
ZI	Zone of Interior

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G E N E R A L

The Wing flew 820 hours for November. Mainly, the drag was supplies and adhering to the policy of no cannibalization. This sent the AO CP rate up to the unprecidented high of 3674 hours.[1/]

Laurels were gathered by Crew S-37 in its Combat Crew Evaluation at Carswell AFB, Texas. See Chapter III for details.

At the end of November the Wing had accumulated over 10,000 hours of flying time in B-36s since their first aircraft arrived at Walker AFB, 28 August 1952. In all this time we did not have a single accident.[2/]

Project "SAM-SAC" as of the end of November is a little over half accomplished, with eight (8) aircraft returned and eight (8) aircraft now at Carswell, AFB in various stages of completion.[3/] The first aircraft, 49-2075, left Walker AFB 26 May 1953.

Personnel-wise, the Wing is progressing in its effective manning. Critical shortages still remain, however, in both

---

1/ See Incl #11 (Hour Aircraft out of Commission)
2/ See Incl #1 (News article "Atomic Blast" 11 Dec 53)
3/ See Incl #19 (A/C on Project "SAM-SAC")

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officers and airmen positions. Some airmen are holding down officer crew slots, while airmen positions are held back by skill levels and grade shortages. Details in Chapter I, General.

One never ceases to be amazed at the ingenuity of the airmen in the service of the United States. During the month two (2) incidents have occurred within the 6th Bombardment Wing. Both have attained much publicity in local news media and in the Air Force Times. One has to do with the important function of "Mail Call". Nothing bothers an individual more than having mail and not being able to get it. It seems that when it will do him the most good the Mail Room has just closed or the Mail Clerk is unable to get him his mail at the moment. One First Sergeant did do something about it. He knew of some old post office boxes that were available, because the post office had put in new boxes. The Squadron Fund was called upon for the purchase price and through the efforts of the men the boxes were installed. Now any time the man has free and sees mail in his postoffice box, he dials the number and gets his mail. 4/

Another squadron came up with something in the current "3-D" craze. Most of the Squadron Orderly Room signs are flat and merely painted with the squadrons name and number. Two (2)

4/ See Incl #2 (News article "Atomic Blast" 20 Nov 53)

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airmen of the 39th Bombardment Squadron wanted their unit to have something different. They first degined it and submitted the sign to their Adjutant for approval. Then they did the work of putting this design on the Orderly Room sign. The letters are raised and the two (2) insignia's are on separated raised parts. The B-36 is placed out in front of the entire board and seems ready to rise almost before your eyes. 5/

The Crew-of-the-Month Award was presented to Crew R-17, Captain Signey J. Ward, Jr., of the 39th Bombardment Squadron. 6/ Captain Ward's crew has placed in the first ten (10) once before in February 1953, the first month the Award was started.

The Tactical Squadron-of-the-Month was awarded to the 40th Bombardment Squadron. 7/ The plaque was awarded permanently to the 24th Bombardment Squadron for the year 1953 after they had placed first for the fourth time. A new plaque for the coming year is now in the process of being completed.

The 6th Periodic Maintenance Squadron was awarded the Support-Squadron-of-the-Month Award. 8/ This is their third award and are headed only by the 6th Field Maintenance Squadron who have four (4) awards for the year.

5/ See Incl #3 (News article "Atomic Blast" 13 Nov 53)
6/ See Incl #4 (Crew of the Month Award for Nov 53)
7/ See Incl #5 (Tactical Squadron of the Month Award for Nov 53)
8/ See Incl #6 (Support Squadron of the Month Award for Nov 53)

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In recognition of the 40th Bombardments Safety efforts the Flying Safety Award-of-the-Month was presented to their Commander. Not only did they win the monthly award, but they received the plaque permanently for the most wins in the past year. A new plaque is now being readied for the new year.

Headquarters Squadron is back in the win column for Character Guidance Award after many month's absence. This makes the eighth time that they have won the award since its conception in May of 1952 and as soon as a new trophy is completed it will be retired to the Trophy case of the Headquarters Squadron.

Maintenance-Man-of-the-Month 2/ was awarded to T/Sgt F. W. Browning, Crew Chief of Aircraft 50-1080, of the 39th Bombardment Squadron. The strongest point in favor of T/Sgt Browning's selection was the fact that he had two (2) engines on his aircraft with over 700 hours on each. It is doubtful if they will go the record 800 hours as his aircraft is due for periodic inspection next month and may be changed.

2/ See Incl #7 (News article "Atomic Blast" for 11 Dec and 20 Nov 1953)

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PERSONNEL

GENERAL

Steady progress is being made in effective manning of the Wing. At present it stands at 86.1% for Officers and 82.5% for Airmen,[10] however, there are still critical shortages in both categories. Officer-wise, in the air crew field, we are short in pilots (1234A), Observers (1524A) and Flight Engineer (4324) fields. In the Airmen fields we face a shortage in communications Operations (29 field), Radio and Radar Maintenance (30 field), Armament Systems Maintenance (32 field) and Aircraft and Engine Maintenance (43 field).[11]

While we show only a shortage of 12 Pilots, we are actually short 25 Pilots, due to "thirteen 3rd Pilot positions being filled by airmen gunners for SAC Rating purposes."[12] About the same picture is present in the Aircraft Performance Engineer Field. There is an actual shortage of "34 officers, of which 21 positions are bieng filled by airmen."[13]

In the Airmen's field, for example,among Radio Operators (29 field):

	29222	353	373
Authorized:	0	27	45
Assigned:	21	30	30

10/ See Incl #8 (SAC Management Control System Report; for Nov 53, dated 11 Dec 53)
11/ Ibid.
12/ Ibid.
13/ Ibid.

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Further, in the Gunnery Field:

	32331	351	372
Authorized:	0	36	72
Assigned:	32	64	10

This shows that the shortage is primarily in the skill level of the airmen received at this station. Within the past month the skill level of newly assigned Radio Operators has been higher.[14] Most of these Radio Operators have just returned from overseas. In the Gunnery Field, it is estimated that we will lose at least ten (10) gunners by March 1954, and at present, no gunners are being programmed as replacements.[15]

The overall picture of shortages and overages (in grade) are shown in the table below:

SHORTAGES					OVERAGES	
M/Sgt	T/Sgt	S/Sgt	A/1C	A/2C	A/3C	A/B
91	126	196	131 (166)*	164	386 (341)*	54

*These figures are of airmen eligible to be promoted to the next higher level and when promoted will become eligible for upgrade training, thus eliminating AFSC shortages.[16]

14/ Interview: By Historian with Major John F. Burke, Staff Communications Officer, 17 Dec 53. (See Chapter III, Communications)
15/ Interview: By Historian with Captain Errol L. Goldsbury, Staff Gunnery Officer, 19 Dec 53
16/ Interview: By Historian with M/Sgt L. W. Fink, NCOIC Airmens Section, Wing Personnel.

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OFFICER'S SECTION

This month the 6th Bomb Wing and the 6th Medical Group lost a total of 13 officers: 17/

3 - Overseas

1 - Gray AFB, Texas

1 - Seperated

1 - March AFB, California

1 - 812th Air Base Group (this station)

1 - Bergstrom AFB, Texas

2 - 19th Air Division, Carswell AFB, Texas

3.- Ellington AFB, Texas (Abbreviated Single Observers Course)

As of 30 November 1953 the 6th Bomb Wing had the following officers attending schools:

2 - Field Officers Course (Air Command & Staff School)

3 - Squadron Officers Course (Air Command & Staff School)

1 - Air Weapons Course (Air Staff & Command School)

1 - Supply School (Francis E. Warren Air Force Base)

2 - Aircraft Maintenance Management School(Chanute AFB)

1 - Flak Intelligence School (Fort Bliss)

1 - Radar Maintenance Upgrading Course (Mather AFB)

For manning purposes only, for the SAC Rating System, this organization was to man only 1st Flight Engineer positions on crews. This reduced the total authorizations from 397 (T/O&E) to 361, with a total of 318 assigned as of 30 November 1953.

17/ See Incl #9 (Roster of Officers 30 Nov 53)

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In the Combat Crew section all reports and personnel data sheets were submitted on time. Further six (6) crews were upgraded to Lead Status.[18]

AIRMEN'S CLASSIFICATION SECTION

During the month this office processed 114 requests for reclassification, of the 102 were approved and confirmed on 47th Air Division PAM's, four (4) were disapproved and eight (8) are still pending. The 102 that were approved filled 47 effective positions, which brought the Wing up to 1650 positions effectively manned.

The assigned airmen strength changed from 2082 as of 31 October to 2054 as of 30 November 1953.[19] A total of 30 effective positions were lost through reassignment and discharge, with 47 positions gained through reclassification, this makes a total gain of 17 effective positions filled for the period.

AIRMEN TROOP MOVEMENT SECTION

During the month of November 1953, the Airmen School Section forwarded to Base Technical School Section four (4) applications for school training. All of these applications were to fill mandatory school quotas as there were no formal school applications submitted. The following is a breakdown, by school course, title and number, of applications:

18/ 6th Bomb Wing SO #218 par 3 dtd 3 Nov 53 (5) See Incl #9A
6th Bomb Wing SO #220 par 3 dtd 5 Nov 53 (1)

19/ See Incl #10 (Strength Report for Nov 53)

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COURSE NUMBER AND TITLE	NO
Aircraft Maintenance Technician (43171)	2
Special Training on D-1 Oxygen Regulator	2

A total of six (6) airmen departed this station for Technical Schools. All six (6) of these airmen went to mandatory schools.

2 - Oxygen Regulator School

1 - Aircraft Maintenance Supervisors School

1 - Aircraft Basic Course

1 - Intelligence

1 - Production Control

During the month the Airmen Troop movement Section received 58 nominations. There were processed and 36 names were submitted to base personnel for final selection. Twenty-one were selected for transfer. Of those selected, 14 were transferred to overseas stations, and the remaining seven (7) were transferred to ZI stations.

In addition ten (10) airmen were submitted to Base Personnel to be placed on Special Duty with the 812th Air Police Squadron. These airmen were subsequently released.

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PERSONNEL AND ADMINISTRATION:

During the month of November there were three (3) airmen and one (1) officer assigned into the section. 1st Lt Edward Dew (2041) was assigned on the 5th of November 1953, then on 30 November 1953 was reassigned PCS to AOS school at Mather AFB, California. Also assigned to Target Intelligence Section was A-3C James L. McAfee (20430), whose duty is maintenance of the AOFP materials. T/Sgt Frank J. Krokowski (32351A), was assigned to Operational Intelligence, OJT, as an Operational Intelligence Specialist. T/Sgt Clarence E. Fleshman (20471), was assigned to the Target Intelligence Section on 20 November 1953 as a photo interpreter.

S/Sgt E. F. Willert returned from the 20470 course at Lowry AFB on 19 November 1953 and was assigned to the 6th Bomb Wing Air Room. Captain F. C. Wright departed 12 November 1953 to Fort Bliss to attend Flak school. 2d Lt C. Z. Brown left the 29th of November 1953 to attend Survival School at Stead AFB, Reno, Nevada, and is due to return approximately 14 December 1953.

All TO vacancies in the Airmen's slot are filled by personnel present for duty. However, the shortage continues in Officers, with a TO vacancy of two (2). In addition, two (2) officers are TDY to school leaving five (5) present for duty. The Directorate is now in a better position to complete the assigned mission than at any time during the past six (6) months period.

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OPERATIONS AND TRAINING

A maximum effort was put forth to have all activities in excellent condition in anticipation of lessened activities due to the Christmas Holidays. Work has been completed on the Intelligence Library to bring all documents up to current status and destroy out-dated material. With the Air Room up to strength, effort was concentrated on projects to improve the facilities for crew briefing and to better assist the Operations Planning Team.

Target Intelligence has incorporated new procedures of log controlling for processing and controlling Radar scope Photography. The over-all Analysis Section processed the following films:

48 Visuals

13 Camara Radar Attacks Scored

77 Radar Film Rolls Evaluated

11 Form X's Scored

10 Navigation Logs Scored

44 Visual Bomb Drops Scored

43 RBS runs scored.

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OPERATIONS

The 6th Bomb Wing was scheduled to fly 1,072 hours, but succeeded in flying only 820 hours (T 12 Time) or 901:30 (110 Time) during November 1953.

The quantity of bombing activity during the month of November was lower than usual due to the stringent limitations on flying time [20] during this period. From the overall point of view, the quality of bombing during the same period was average. In striving to reduce bombing errors of this Wing, the DCS/O has directed that each squadron Radar Observer analyze ten (10) RBS Radar Offset Bomb Runs made by them and forward the analysisto this Headquarters not later than 30 January 1954. Details were given in a letter to each Commander of the Tactical Squadrons.[21]

Navigation activity during November 1953 showed a marked increase over previous months. The quality of navigation also showed an improvement.

Gunnery activity increased substantially in quantity. Gunnery Training Program is in process of revision with emphasis on gun cleaning and handling. The quality of camera gunnery increased nearly twofold due to a program of personal contact instituted by the Wing Gunnery Officer and photo lab improved processing of film.

20/ See Incl #11 (Hours A/C out of Commission)
21/ See Incl #12 (Bombing Analysis)

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The activity of the aircraft performance engineers in the 6th Wing was above average in quantity compared with the two (2) previous months. The quality of the activity during this period has been average; however, it is expected to improve in the following months due to the introduction of new techniques in engine operations.

TRAINING

Due to the bad weather at Fort Worth, one of our groups for Altitude Indoctrination was cancelled. Another scheduled period was cancelled by Eighth Air Force due to Thanksgiving holiday. The 6th Wing had ten (10) men complete Altitude Indoctrination during the month.

Captain Norman G. Cole's crew, of the 39th Bombardment Squadron, completed Advanced Survival School, and Major Harvey S. Trewitt's crew, of the 24th Bombardment Squadron, completed Advanced Survival during the month.

Figures from the report from Base Training Flight indicate the 6th Bombardment Wing has 86.4 per cent of its ground personnel through 50-5 School. This same report shows our combat crew personnel as being 94.2 per cent complete. We are striving for 100 per cent before the end of the year.

The Synthetic Trainers' utilization of time scheduled for the month, for the Wing, on all trainers averaged together is 96 per cent.

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Our Gunnery Trainers, the E-26 and the T-1A, were utilized as follows:

E-26: 77.8 per cent of the time scheduled for the wing

T-1A: 72.1 per cent of the time scheduled for the wing

The ECM Trainer reports show we utilized 72 per cent of time scheduled there.

Of the time scheduled for the Wing Physical Conditioning, 87.8 per cent was utilized.

The monthly AF T-4 Report, from the Mobile Training Detachment, shows 5,417 man hours utilized in the Mechanics Section and 688 man hours in the Electronics Section.

A report from Training Flight shows the 6th Bombardment Wing has 93.7 per cent of its ground personnel qualified or familiarized on the Small Arms Range with the weapon the individual is armed with. We have 97.2 per cent of the combat crew personnel qualified or familiarized with the .45 pistol. We are again striving for 100 per cent by the end of the year.

STANDARDIZATION BOARD

November was a month of many changes in Standardization Crews assigned to the 6th Bomb Wing. Crew S09AO (Major H. K. Ludlow A/C Commander) assumed the duties of the Wing Standardization Crew, Crew S37BO (Lt. Colonel C. C. McCutcheon, A/C Commander) during the period 2 November to 28 November 1953, while Crew S37 was undergoing combat crew evaluation

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with the 3908th Strategic Evaluation Squadron, Carswell AFB, Texas. In addition to this change in crew assignments, all three (3) squadron standardization crews were replaced by other crews, which were assigned to take up the duties of standardization activity for the coming year.

Crew S37BO returned to its duty as 6th Bomb Wing Standardization Board on 29 November after passing combat crew evaluation with flying colors as one of the best B-36 crews to ever complete evaluation by the 3908th Strategic Evaluation Squadron.

FLYING SAFETY

On 25 and 27 November 1953, flying and maintenance personnel of the 6th Bombardment Wing attended a lecture and demonstration by Air Sea Rescue Service personnel on the operation of the A-3 life boat and equipment.

Wing Flying Safety meeting was conducted at the wing briefing room on 28 November 1953. The Base Fire Chief, Mr. Rigsby, gave a lecture on fire fighting and rescue procedures used by the Fire Department in the event of aircraft crash.

The 24th, 39th and 40th Bomb Squadrons each held two (2) Flying Safety meetings for flying personnel and one (1) meeting for maintenance personnel.

Pilots of the wing logged a total of 154 hours of instrument flying in Synthetic (Link) Trainers. One hundred nineteen (119) aircraft landings were accomplished, of which thirty-six

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were GCA's.

COMMUNICATIONS

The 6th Bomb Wing accomplished a total of 67:48 hours of ECM-C-47 training for the month of November; approximately 54:00 hours in the 509th Bomb Wing aircraft and nine (9) hours in the 6th Bomb Wing aircraft. 22/

The 6th Bomb Wing ECM equipped C-47 aircraft #5566 was received from the depot 25 November 1953. The first flight following its return aborted because the ECM antenna cables had been disconnected at the depot, rendering the system inoperative. ECM maintenance personnel repaired the cables and two (2) successful flights were accomplished on 30 November.

The C-47 schedule for the coming month of December has been reduced to three (3) days of flight per week. This is in accordance with the desires of the 6th Bomb Wing Chief of Maintenance to "stand-down" tehe aircraft on alternate days for maintenance purposes. However, the flight schedule was planned in such a manner that no loss of ECM training will result. Immediately upon cancellation of any regularly scheduled flight, a make-up schedule will be effective, which will utilize the alternate days, including Saturdays, for ECM training.

22/ See Incl #13 (ECM C-47 Accomplishments for Nov 53)

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The results of the 6th Bomb Wing evaluation of a new ECM RF Wattmeter have been forwarded to Eighth Air Force for action.[23] This "Thruline" RF Wattmeter, manufactured by the Bird Electronics Corporation as Model 43, was found extremely useful to our ECM maintenance personnel. The 47th Air Division Equipment Review Board recommended that one (1) RF Wattmeter be installed in each B-26 Aircraft, and it is expected that Eighth Air Force will approve the recommendations.

A test program for a signal generator suitable for testing ECM receivers was completed recently by the 6th Bomb Wing ECM operators and mechanics. This instrument is the I-196 signal generator, formerly used for testing IFF equipment. The test results indicated that the I-196 could be successfully used for ECM work, and the report is being prepared for forwarding to Eighth Air Force.[24]

The base ECM school has shown considerable improvement since the assignment of Lieutenant Charles O. Rogers on special duty from the 40th Bomb Squadron as OIC of the base ECM facilities. The weekly ECM operators' mock-up training has been reorganized to provide supervised mock-up training where previously the student operator was left to his own devices.

2d Lt Thomas W. Stedman, of the 6th Bomb Wing Headquarters, assigned to the ECM maintenance section of the 6th A & E Squadron on special duty, is continuing to improve the ECM Maintenance program.

23/ See Incl #14 (RF Wattmeter for Testing ECM Equipment)
24/ See Incl #15 (Use of I-196 as ECM Preflight Testing Equipt)

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An analysis of HF traffic and a report to Headquarters Eighth Air Force were completed concerning the wing mission to Thule Air Force Base during the preceding month. This analysis indicated that the relay of position reports from the aircraft by certain ground stations was delayed and, in some instances, the reports were not received by the control centers for several hours. In order to improve this condition, the radio operators were instructed, during the critique of the mission, to send position reports to the more reliable stations whenever possible.

A frequency for the 6th Bomb Wing Maintenance Control has been authorized in the VHF band. Operation will begin on this frequency as soon as the radio equipment on order is received. Authorization was requested for a frequency in the HF band to meet the requirements of the ECM Guinea Pig Tower.

There have been several changes of personnel during November. From theFlight Control room, M/Sgt W. I. Wood, NCOIC, has been discharged on approval of retirement from active duty. The NCOIC is now S/ Sgt R. L. Pruner, who was previously assigned to the 40th Bomb Squadron. Changes in Communications Officers are as follows: 1st Lt Max H Bentley, former Wing Communications Officer, has transferred to the 39th Bomb Squadron as a pilot. The Wing Communications Officer is now 2d Lt Harold O. Blinn. First Lt C. W. Mumby, the Communications Officer, of

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the 39th Bomb Squadron, has been reassigned to Base Communications as Base Telephone Officer.

During the month, seven (7) radio operators were assigned to this wing from other SAC units, as follows: M/Sgt E. R. Goff, M/Sgt R. F. Williams, M/Sgt John Aldrich, T/Sgt Alonza Wilson, S/Sgt R. J. Naylor, S/Sgt D. N. Fry and S/Sgt Lyle E. Reisner. The qualifications of these men are high and their services to this unit will be of great value.

PASSIVE DEFENSE

During the month of November 1953, the Passive Defense Section conducted three (3) indoctrination lectures in conjunction with the Base Training Flight program held in the base theater. Also, three (3) short special courses were held at Building T-30, Special Weapons Area, for crew members, in compliance with SAC Atomic SOP 55-22, dated 13 February 1952. Two (2) more special courses of three hour duration, were conducted on the flight line for air crews and ground crews in compliance with SAC Atomic SOP 55-22.

The suffix "R" has been added to the AFSC's of all airmen in this section. This is to designate the AFSC as being Radiological.

SECURITY

An inventory was taken of all three (3) position dial type combination safes, assigned to the 6th Bombardment Wing, to

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determine if the various sections were in compliance with provisions, as outlined in WAFB Regulation 205-12. Inspection revealed that many safe combinations and subsequent lists of custodians were erroneous or outdated. During investigation revealed that many safe combinations had not been subjected to periodic change, as required by pertinent directives.

In order to alleviate the work load often imposed on the Provost Marshal's office, it was proposed and adopted that the 6th Bomb Wing authorize certain personnel the right to change safe combinations for the wing. Such personnel are to be instructed by a Base Security representative to insure proper indoctrination in combination change procedures. To date, the 6th Bomb Wing has three (3) such personnel under authorization.

A proposal was made to revise certain provisions set forth by WAFB Regulation 125-10. Instead of assigning vehicle flight line passes to individuals, it was proposed that all passes be made to read "UNASSIGNED." The former system of assigning civilian automobile passes to individuals did not enable all staff members to utilize car passes which were assigned to their senior staff supervisors. This problem was partly solved when more than one (1) name was placed on each pass. However, it was felt that making the passes unassigned would enable staff sections to utilize any available personnel on trips which require the use of an automobile on the flight line. Further, it was felt that such a program would help to reduce the work-

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load on supervisory personnel.

SPECIAL WEAPONS

Five (5) refresher classes were held with 37 students in attendance. Two (2) basic classes were held with four (4) students in attendance. This totaled 360 ground training hours.

One hundred cycles were completed on the IFI Mock-ups by members of this organization.

Thirteen practice loadings were performed by combat crews.

During November Captain James A. Riley attended a special course of instruction at Kirkland Air Force Base.

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I. MAINTENANCE:

Quality Control Unit accomplished the following inspections and flight tests for November:

There were 16 test flights accomplished.

There were 9 flight line inspections accomplished.

There were 10 periodic inspections accomplished. 25/

There were 11 Reciprocating Engines changed and inspected. 26/

There were 6 Reciprocating Engines built-up and inspected.

There were 3 Jet engine changed and inspected. 27/

There were 22 special inspections performed.

There was one (1) 90-day activity inspection performed during the month on the 6th Field Maintenance Squadron.

SAC Manual 66-14, "Production Control for Specialized Aircraft Maintenance", was implemented within the Field Maintenance and Armament & Electronics Maintenance Squadrons on 1 November 1953. By the end of the month it appeared that sufficient progress had been made with reporting under this new procedure to warrant wing-wide implementation as of 1 December 1953. There are still several "bugs" to be eliminated from the 66-14 man-hour accounting system. It has been found that all supervisory and other personnel concerned with preparing and submitting reports must be thoroughly indoctrinated in order to effect accurate and timely reporting. This in-

25/ See Incl #16 (Periodic Maintenance Activities)
26/ See Incl #17 (Reciprocating Engine Changes)
27/ See Incl #18 (Jet Engine Changes)

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doctrination will demand much of the time of personnel assigned to the Reports & Analysis Branch until the knowledge profferred is absorbed and becomes effective.

The Job Control Branch has devised and implemented a new system of scheduling aircra t for flying and concurrent maintenance. The basic change between this new system and the one formerly in use is that each aircraft is now scheduled on the same day of each week. This permits the Crew Chief to outline his workload more effectively and is expected to improve "Quality of Maintenance". The system also has future potential for facilitating establishment of job time standards.

An experiment was conducted by the Aircraft Records & T.O.C. section on integrating T.O. compliances with "In-Dock" inspection. It proved successful to the extent that future experiments are being scheduled. It is planned to eventually standardize a system for accomplishing T.O. compliances along with Dock and Post-flight inspections.

Space was obtained in November for the first time for storing T.O.C. kits and time change items prior to issue. Specifically designated space for this use has been needed for some time and its acquisition will increase our ability to effect timely compliance with T.O.'s received.

Progress was made in Maintenance Job Performance Evaluation during the month of November as follows:

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a. One hundred seven men, holding AFSC 43131, were interviewed and approximately seventy-five percent (75%) of the results have been analyzed. A starting date for the first phase of training in this AFSC has been established as of 9 December 1953.

b. Technical evaluation of Aircraft Mechanics, in compliance with SAC Regulation 66-21 will begin as soon as WEMP's and other necessary material are received. During November 25 men from the Electric and Hydraulic shops were evaluated in accordance with a survey requested by Western Reserve University. WEMP's on Aircraft general and jets are expected to arrive during the month of December.

c. Training requirements as outlined in SAC Regulation 50-8 were met during November with 39 men on OJT for the following AFSC's:

43171A	- 23 men	43134A	- 1 man
47134	- 7 men	42630	- 1 man
40471	- 1 man	42671	- 2 men
40433	- 2 men	43170	- 1 man
		70230	- 1 man

d. Instruction in the "Organization and Functions of SAC Specialized Maintenance Organizations", in compliance with SAC Regulation 66-29, was administered to 39 men during November.

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e. A course in "Engine Conditioning" is being administered to 21 men, including 12 Crew Chiefs. This course is being conducted one (1) hour per day, Monday through Friday, from 9 November through 4 December 1953, under the supervision of the Technical Representatives.*

f. The Wing now has a stabilized training program for maintenance personnel which will be continuous and promises to increase our skill level.

There was a total of 536 UR Station Serial Numbers assigned 6th Bomb Wing activities during the month of November, as follows:

24th Bomb Sq	238
39th Bomb Sq	81
40th Bomb Sq	117
6th Per Maint Sq	18
6th Field Maint Sq	32
6th A&E Sq	41
Hq Sq 6th BW	5
812th ABG Opr	4
	536

Aircrafts 49-2680 (40th) and 49-2677 (39th) have returned from Project SAM-SAC.[28/]

There were 72 Technical Orders received during the month effecting a total of 3098 compliances.

* Mr. Price - Pratt & Whitney; Mr. Hartwell - Convair; Mr. Webb Minneapolis-Honeywell; and Mr. Mills - Sperry Corp.

28/ See Incl #19 (A/C on Project "SAM- SAC")

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There were a total of 1016 Technical order compliances accomplished during the month.

The technical order unit is now in the process of making up a new master file, cardex file and making numerous entries of new technical orders in the historical records. All this is through the aid of personnel from the flight line organizations.

II. SUPPLY:

Supply difficulty letters were submitted on the following three (3) items:

1. 7CAD-855925 Timer
2. 7CAD-PW5665 Indicator Piston Positioning
3. 7CAD-PW5666 Friction brake

Item #1 - Prop timing tool was issued to 60th Field Maintenance Squadron on voucher #54-106326, 30 November 1953. Receipt of this item has been eagerly awaited by personnel of the 6th Field Maintenance Squadron as it has been required quite urgently.

Items #2 and 3 - have not had additional information supplied from 8th.

Supply difficulty letters are in the process of being submitted on the following listed items:

7CAC-618800	Panel test Autosyn
8100-232525	Cut off machine
8100-244864	Drill pneumatic
8100-945170	Wrench pneumatic
8100-059963	Assembling machine

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8100-778100 Truck engine transportation

8220-032200 Adapter engine aircraft

8100-244758 Drill electric, has been deleted from critical requirements listing due to receipt.

The following listed items have been deleted from the critical items listing in accordance with 8th Air Force message MDS2 64644, dated 18 November 1953.

1. 8100-209750 Compressor
2. 8100-307818 Generator F-1
3. 7CAC-728600 Stand Assy
4. 7CAC-801884 Tester Assy load bank

Item #1 - Sufficient quantity on hand.

2 - Seperate action being taken by SAC and AMC to provide quantity.

3, and 4. - Authorization for these items are two (2) each with a quantity of one (1) each on hand. One (1) each of referenced items has been determined by 8th AF as sufficient to perform tests on alternators.

Work on the mobile bench stock van has been started. Project should be completed by the 15th of December. The mobile bench stock will periodically check each squadron bench stock and as stocks are depleted, personnel from themobile unit will replensih the stocks. This will expedite bench stock requirements considerably and do away with a great deal of paper work by the units.

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Processing of reparable aircraft parts is again becoming a problem within the wing, at one time units had over a hundred items delinquent. This fact was brought to the attention of each unit commander, at that time the commander was asked to survey hisreparable procedure and if necessary take what action was required. It appeared that the large quantity of delinquent items was due almost entirely to the recent wing mission; however, this office will closely moniter the reparable processing procedure to preclude future back logs.

Seventeen pieces of ECM equipment were taken to Kelly AFB for emergency repair during November. This was in accordance with recent 8th Air Force policy expediting the repair of this type equipment. An NCO from the 6th Bomb Wing accompanied the equipment and upon repair will return items to this wing.

Members of the 6th Bomb Wing Materiel office attended a conference at 8th Air Force in November on a review of 6th Bomb Wing UAL's. This consisted mainly of correction of unit UAL's, corrections consisted of change of nomenclature, extending nomenclature, changing prices, and correcting stock numbers.

III. LOGISTICS:

During the first week of November the Logistics Section was still involved in the wing maneuver, which required the deployment of ten (10) aircraft, with a supporting staging team. The ten (10) aircraft deployed were required to fly a simulated combat mission from an advanced forward base. An ADVON type of staging team was deployed to support turn-around strikes if

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required. The mission had a two-fold requirement:

a. To test the operational capabilities of the wing.

b. To test the mobility capabilities of the wing operating under it's approved mobility plan.

The maneuver proved that the wing is capable of operating under it's mobility plan, with minor exceptions. These exceptions pertained to the type and number of personnel deployed, and methods of operation. There were certain discrepancies that existed at the forward base which hindered the mission. These were: Lack of aircraft handling equipment and maintenance equipment such as B-1, B-2 and B-5 maintenance stands, portable air compressors and floodlights. The high vehicle-deadlined-for-parts rate (VDP) for the base reduced the number of vehicles available to the wing for use. For instance, out of 20 forklifts on the base only five (5) were operating during the mission. Only one (1) of these were turned over to the wing for use. The lack of forklifts hampered the unloading of flyaway kits and equipment deployed. The time was increased from a normal six (6) hours to over eighteen hours.[29/]

The remaining part of November was utilized changing the mobility plan to incorporate personnel changes and shortcuts in the methods of operating.

29/ See Incl #16 (Final Mission Report) of October History 6th Bombardment Wing (H)

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Distribution of pertinent extracts from the USAF Inspection Team Memo Report was made to each Squadron and Wing Staff Section. The Wing Commander will be advised of the action taken to correct these discrepancies.

Preliminary action was taken to select team members for the coming inspection of the 24th Bomb Squadron. Orders will be published officially appointing these specialists to assist us in the near future.

The 24th Bomb Squadron was reminded of their inspection visit which we will accomplish early in December. They were also furnished copies of our last inspection report for final follow-up action. Recurring discrepancies will require a detailed answer to the Wing Commander outlining proposed action by the unit.

The Wing Inspector wrote and published Wing Regulation No. 15-1, dated 20 November 1953.[30/] This regulation outlines the correct format for reporting incidents in the wing. These reports will serve to keep the Wing Commander informed of all unusual occurrences and provide a permanent record for future reference.

Maintenance and Supply problems was the subject of an 8th Air Force TWX received late in November. The Wing Director of Materiel was contacted and he will take necessary action.

Captain Rider conducted the monthly personal conference

30/ See Incl #20 (6th Wing Reg 15-1 dated 20 Nov 53)

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period 25 November 1953. Personnel from the 6th Bomb Wing, 812th Air Base Group, and attached units were counseled. Each report was discussed with the Commander concerned.

During the month we completed numerous "Spot Inspections." Among these were: Certain AFSC awards, Quality Control Coordination, Crew Chiefs Accompanying Aircraft to the Dock, and Oil Consumption Data.

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HEADQUARTERS 6TH MEDICAL GROUP
Walker Air Force Base
Roswell, New Mexico

32

6MDG 14 December 1953

SUBJECT: Historical Data for Month of November 1953

TO: Commander
Walker Air Force Base
Roswell, New Mexico

The following data of 6th Medical Group activities is submitted for the month of November 1953.

ORGANIZATION AND MISSION This Medical Group is organized for operation per Section V, Par 1c GO 33, Hq SAC, dtd 1 June 1952, as follows:

a. T/O number 1-9022, dtd 1 Jan 52, 1 x parts II AC, AE, AF, and 3 x parts II AD. Auth strength: Off 35 Amn 137.

b. Non T/C, SAC 068, formerly auth to 509th Med Gp, has been transferred to 6th Med Gp, eff June 1953. Off auth 13 Amn auth 26, thus making a grand total of Off auth for this group 48 Amn 163. Personnel assigned as of 30 Nov 53. Off 32 Amn 160.

While in garrison this medical group is attached to the USAF Hospital, to provide personnel for the operation of the hospital. The mission of this group in garrison is the furnishing of medical care and treatment for military personnel and their dependents (whenever possible) of Walker Air Force Base.

PERSONNEL Inclosed is a list of gains and losses for the period 1 Nov 53 to 30 Nov 53. 32/

TRAINING Emphasis continues to be placed on training of airmen assigned to the group for medical support of tactical units. 33/

PROFESSIONAL ACTIVITIES A copy of monthly report of professional activities attached. 34/

FOR THE COMMANDER:

DONALD F MONROE
1st Lt USAF (MSC)
Adjutant

3 Incls
1. List of gains & losses
2. Training Info
3. Prof Acts Rept

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ROSTER

Key Personnel

Wing Commander ..... Colonel William K. Martin

Deputy Wing Commander ..... Colonel Neil W. Wemple

Wing Adjutant ..... Major David F.C.Stein

Director of Personnel ..... Captain George Z. Schroeder

Director of Intelligence ..... Major Jim T. Meridith

Director of Operations ..... Lt Colonel Roy C. Crompton

Director of Material ..... Colonel Collier H. Davidson

Chief Maintenance Control .. Lt Colonel William D. Miner

Comptroller ..... Lt Colonel Daniel J. Sweeney

24th Bomb Squadron ..... Lt Colonel Mitchell A. Cobeaga

39th Bomb Squadron ..... Lt Colonel Frank N. Yockem,Jr.

40th Bomb Squadron ..... Major Clyde B. Netherton

6th Armt & Elec Maint Sq ... Major John Schlupp

6th Field Maintenance Sq ... Major John W. Edenbo

6th Periodic Maint Sq ..... Major Max J. Sanny

6th Hq & Hq Squadron ..... Major Eldon D. Wonacott

6th Medical Group ..... Colonel John T. Heavey

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BIBLIOGRAPHY

Files

Wing Classified Files (of each Staff Section)

Wing Unclassified Files

Reports

D/CS Material Daily Reports

D/CS Operations Daily Reports

Wing Comptroller Daily Summary

Staff Meetings

Wing Weekly Staff Meetings

47th Air Division Staff Meetings

Charts

Wing Comptroller Monthly Status Charts

Wing Operations Monthly Status Charts

Wing Material Monthly Status Charts

Histories

Former Wing and Squadron Histories

Current Squadron Histories

Staff Histories

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List of Inclosures

1. News article "Atomic Blast" 11 Dec 53, "Sixth BW Flies 10,000 hours, No Accidents"
2. Ibid., 20 Nov 53 " Just like the Big City"
3. Ibid., 13 Nov 53 " New '3-D' Type Sign for 39th"
4. Wing Management Control System for November 1953.(Crew of the Month)
5. Ibid. (Tactical Squadron of the Month)
6. Ibid. (Support Squadron of the Month)
7. News article "Atomic Blast" 11 Dec 53,and 20 Nov 53, "Maintenance Man of the Month"
8. SAC Management Control System for November 1953.
9. Roster of Officers, 30 November 1953.

9A Wing Crew Status

10. Wing Strenght Report for November 1953.
11. Hours Aircraft Out of Commission Report
12. Bombing Analysis
13. ECM C-47 Accomplishments for November 1953.
14. RF Wattmeter for Testing ECM Equipment
15. Use of I-196 as ECM Preflight Testing Equipment
16. Periodic Maintenance Activities
17. Reciprocating Engine Changes
18. Jet Engine Changes
19. Aircraft on Project "SAM-SAC"
20. 6th Wing Regulation 15-1, dated 20 November 1953.
21. Gains and Losses of 6th Medical Group
22. Hospital Training Program
23. Monthly Report of Professional Activities.

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From the " ATOMIC BLAST "
11 December 1953
Vol X No 51

Sixth BW Flies 10,000 Hours, No Accidents

Giant B-36 aircraft of the 6th Bombardment Wing have just completed over 10,000 hours flying time with no flying accidents. This safety record speaks highly for the safety consciousness of all individuals assigned the Wing, both crews and support personnel.

Since the famous first flight at Kitty Hawk in 1903, safety in the air has been of primary concern to all aviators. Flying old fabric covered single engine planes left much to be desired safety-wise, but even with modern high octane gasoline new metals, and complicated electrical equipment, safety is still a problem. With modern planes flying farther while you say "B-36," than the flight of the Wright brothers, safety of flight has become a never ending struggle of man's wits and ingenuity against the forces of nature and all too often against the carelessness of man himself.

Including 2,000 hours of B-29 flying time, the safety record of the wing is made more impressive when one realizes it is equivalent to 96 trips around the world. No one man can say, "I did this" or "my section was responsible for the record"—it had to be accomplished by everyone working together for flying safety. From Col. W. K. Martin, the Wing commander, to the lowest ranking support man, the accident-free hours logged by the planes of the wing are a challenge to everyone to continue the good work and for other units to better mark.

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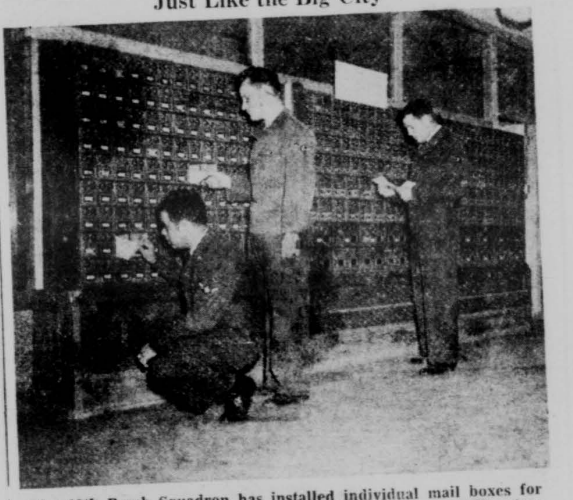
Just Like the Big City



The 40th Bomb Squadron has installed individual mail boxes for each member and section of the organization. This new mail system eliminates the regular 'mail call' and individuals can pick up their mail any time. Many man hours can be saved and the irritating mail line is gone. These mail boxes were purchased from the Artesia post office with squadron funds. Each box has a combination lock and meets all postal requirements. The men checking their mail from left to right are A/3C George Edens, A/3C Raymond Burch and A/3C Douglas Serage. —USAF Photo by A/1C Wong.

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New "3-D" Type Sign for 39th

The "3-D" type sign of the 39th Bombardment Squadron has awarded its designers $25 and a three-day pass. The eye-catching sign was picked as the best in a squadron sign contest, with a total of 10 entries in the contest. A/3C John G. Roberts (left) and A/1C Edward D. Gioffre (center) designed and built the colorful sign. Lt. Marvin L. Brown, the squadron adjutant admires the prize winner. —U.S. Air Force Photo by A/3C Regan.

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OFFICE OF THE WING COMPTROLLER
HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Walker Air Force Base
Roswell, New Mexico

WING MANAGEMENT CONTROL SYSTEM
NOVEMBER 1953

CREW OF THE MONTH

Crew R-17 with Captain Sidney J. Ward Jr. as aircraft commander won the "Crew Of The Month" award for November 1953. Capt Ward's crew attained 96.09% of ground training requirements an accomplishment which far excelled the efforts of other crews capable of scoring in this category. Furthermore, R-17 was only second to L-07 in air training accomplishments having completed 59.50% of training requirements as compared to the 60.58% accomplished by Capt Bordeaux's crew. The following list of crews finished in the first five positions under the rating system.

CREW	AIRCRAFT COMMANDER	SQUADRON	POSITION
R-17	Capt Ward	39th BS	1
L-07	Capt Bordeaux	24th BS	2
S-21	Major Walker	40th BS	3
S-02	Major Nadon	24th BS	4
L-14	Major Pearson	39th BS	5

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WING MANAGEMENT CONTROL SYSTEM

TACTICAL SQUADRON OF THE MONTH - NOVEMBER

A. ADMINISTRATION POSITION	POINTS	24TH BS (2)	39TH BS (3)	40TH BS (1)
1. Manning in Required Specialties				
a. Officers	15	7.5	6.0	3.0
b. Airmen	25	15.0	20.0	15.0
2. Housekeeping	--	NA	NA	NA
3. Ground Safety				
a. Accident Cost Index	10	10.0	0	10.0
b. Military Injury Rate	15	15.0	3.0	12.0
4. AWOL Cases	25	25.0	25.0	20.0
5. Uniform and Other Violations	25	20.0	25.0	15.0
6. Vehicular Delinquencies	20	15.0	20.0	0.0
7. Bed Checks	20	20.0	20.0	20.0
8. A/C Inspection & Maint Record	50	35.0	20.0	40.0
TOTAL	205	162.5	139.0	135.0
B. MATERIEL				
1. Abort Rate				
a. Radar	-	NA	NA	NA
b. Aircraft General	-	NA	NA	NA
2. Aircraft Incommission Rate	25	5.8	1.1	0
3. Off Schedule Take-Offs	50	0	0	20
4. Unsatisfactory Reports	50	15	11.1	11.4
5. Technical Order Compliance	50	33.4	37.4	42.4
6. Sorties Delivered as % of Req	60	0	0	0
TOTAL	235	54.2	49.6	73.8
C. USCM AND FLYING SAFETY				
1. USCM	80	66.0	48.0	77.0
2. Flying Safety	20	20.0	20.0	20.0
TOTAL	100	86.0	68.0	97.0
D. OPERATIONS				
1. Training Minimums (Quantity)	200	10.0	0	0
2. Scored Crews (Quality)	50	35.0	50.0	50.0
3. RBS Radar Bombing Accuracy	50	41.0	27.0	50.0
4. RBS Visual Bombing Accuracy	35	35.0	35.0	35.0
5. Nite Celestial Navigation	25	25.0	20.0	20.0
6. ECM Proficiency	45	45.0	45.0	40.5
7. Cruise Control Proficiency	20	20.0	20.0	20.0
8. Aerial Gunnery	30	18.0	15.0	21.0
9. Camera Gunnery				
a. Scored Attacks vs Film Exposed	15	12.0	15.0	13.0
b. Frames Scored vs Frames HOT	10	10.0	10.0	8.0
10. Gunnery Evaluation	10	6.0	NA	NA

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WING MANAGEMENT CONTROL SYSTEM
NOVEMBER

	POINTS	24TH ES	39TH ES	40TH ES
11. Ground Training				
a. 50-5 Training				
(1) Combat Crews	25	24.0	25.0	25.0
(2) Ground Personnel	15	13.1	11.6	13.3
b. Synthetic Trainer Reports	10	0	0	3
12. Photography	35	13.1	15.8	10.8
TOTAL	575	307.2	289.4	309.6
GRAND TOTAL	1115	609.9	546.0	615.4
Percent of Possible:	-	54.70%	49.41%	55.69%

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WING MANAGEMENT CONTROL SYSTEM
NOVEMBER

1.a. Manning in Required Specialties - Officers (15 Points):

It can be noted that there was an increase in effectiveness of Officer manning by all three (3) Tactical Squadrons.

SIGN	AUTHORIZED	EFFECTIVE	INEF	% EFFECTIVE	PTS SCORED	DIFFERENCE BETWEEN OCT-NOV
24th BS	97	83	14	85.57%	7.5	↓ 4.5
39th BS	97	82	15	84.54%	6.0	↓ 4.5
40th BS	97	79	18	81.44%	3.0	↓ 1.5

However, this progression is not too indicative since the authorization per squadron for Aircraft Performance Engineers (AFSC 4324) was reduced from 25 to 13 officers for SAC Rating purposes. As a result no ineffectives are being reported in this AFSC. Presently ineffectives in Aircraft Performance Engineer positions are being filled by airmen personnel.

1.b. Manning in Required Specialties - Airmen (25 Points):

The 39th Bomb Squadron showed a regression of 2.5 points. The death of A/1C William F. Roth caused an ineffective in AFSC 70250 which was enough to account for the decrease in points.

SIGN	AUTHORIZED	EFFECTIVE	INEF	% EFFECTIVE	PTS SCORED	DIFFERENCE BETWEEN OCT-NOV
24th BS	240	201	39	83.75%	15	-
39th BS	240	209	31	87.08%	20	- 2.5
40th BS	240	202	38	84.17%	15	↓ 5.0

2. Housekeeping (50 Points):

This category will not be rated since no inspection was conducted.

3. Ground Safety - 24th Bomb Squadron
a. Accident Cost Index (10 Points):

The 24th Bomb Squadrons had an accident cost index of .16 which yields maximum points.

	SEPT	OCT	NOV	TOTAL
Disabling Military Injuries	0	1	0	1
Non-Disabling Military Injuries	1	3	2	6
Government Vehicle Accident	0	0	0	0
Total Cost	$7	$141	$14	$162
Mean Strength	329.5	336.2	329.4	995.1
Man Days Exposure	9,885	10,422.2	9,882	30,189.2

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b. Military Injury Rate (15 Points):

A military injury rate of 3.31 enables the 24th Bomb Squadron to score maximum points in this category.

39th Bomb Squadron

a. Accident Cost Index (10 Points):

The 39th Bomb Squadron had an accident cost index of 73.05 which yields zero points in this category. This high index is primarily due to four (4) disabling injuries one of which was actually a death. Since this category is rated on a three month basis it is obvious that the squadron will be unable to score any points for at least the next two succeeding months.

	SEPT	OCT	NOV	TOTAL
Disabling Injuries	2	0	2	4
Non-Disabling Injuries	2	1	2	5
Government Vehicle Accidents	0	1	0	1
Total Cost of All Accidents	$43,164	$699	$31,664	$75,527
Mean Strength	340.7	344.6	348.6	1,033.9
Man Days Exposure	10,221	10,682.6	10,458	31,361.6

b. Military Injury Rate (15 Points):

The 39th Bomb Squadron had a military injury rate of 12.75 which yields 20% of the maximum score or 3 points. Once again the squadron's four (4) disabling injuries over the three (3) month period being rated effected the squadron's ability to score in this category. As a result the 39th Bomb Squadron regressed nine (9) points as compared to the October rating.

40th Bomb Squadron

a. Accident Cost Index (10 Points):

The 40th Bomb Squadron had an accident cost index of .58 which yields maximum points.

	SEPT	OCT	NOV	TOTAL
Disabling Injuries	0	1	1	2
Non-Disabling Injuries	3	5	2	10
Government Vehicle Accidents	0	0	0	0
Total Cost of All Accidents	$21	$455	$104	$580
Mean Strength	335.6	337.2	331.9	1,004.7
Man Days Exposure	10,068	10,453.2	9,957	30,478.2

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b. Military Injury Rate (15 Points):

A military injury rate of 6.56 yields 80% of the maximum score or 12 points. During November the 40th Bomb Squadron had 1 disabling injury reported resulting in three (3) days lost at a cost of $90. A total of two (2) disabling injuries for the calendar quarter being rated caused a regression of three points as compared to the October rating.

4. AWOL Cases (25 Points):

The 24th and 39th Bomb Squadrons scored maximum points in this category having no AWOL cases during the month of November.

The 40th Bomb Squadron had one (1) AWOL reported which gives the squadron an AWOL Rate of 3.02. As a result the 40th Bomb Squadron scored 20 points in this category.

5. Uniform and Other Violations (25 Points):

The 24th Bomb Squadron had one (1) incident involving the unauthorized used of a government vehicle by A/1C Alan D. Gault. A violation rate of 3.06 yields 20 points in this category.

The 39th Bomb Squadron scored maximum points having no incidents reported during the month of November.

The 40th Bomb Squadron had 3 incidents reported by the Provost Marshall's Office which are outlined below:

A/3C Doll, James W. - Airman refused to obey an order given by an NCO. ACTION TAKEN: Airman demoted to A/E under Article 15.

A/E Pass, Billy G. - Airmen attempted to leave base without ID Card or Pass; insubordination to NCOs. ACTION TAKEN: Airmen in stockade.

A/3C Nelms, Bobby J. - Resisting arrest and assault at Nickson Hotel in Roswell. ACTION TAKEN: Airmen held in confinement by civil authorities in Roswell.

A violation rate of 9.06 yields the squadron 15 points.

6. Vehicular Delinquencies (20 Points):

The 24th Bomb Squadron had two (2) incidents reported during November which yields a violation rate of 6.12 or 15 points.

The 39th Bomb Squadron did not have any incidents reported and consequently received maximum points.

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The 40th Bomb Squadron had five (5) incidents reported during November which yields a violation rate of 15.11 or zero points.

7. End Checks (20 Points):

All three (3) Tactical Squadrons received maximum points in this category.

8. Aircraft Inspection and Maintenance Record (50 Points):

All three (3) Tactical Squadrons have shown a marked improvement in this category. In September the squadrons averaged 5 delinquent reports and 19.6 reports in error. November figures indicate an average of 1.3 reports delinquent and 7.6 reports in error. Scoring in this category is based upon the number of delinquent Aircraft Inspection and Maintenance Record (AF Form 1, Part II) reports received in the Records Section during the month being rated and the number of reports in error.

CIGN	NUMBER OF FORMS	NO. FORMS IN ERROR	TOTAL ERRORS	NUMBER OF DELINQUENT FORMS	POINTS SCORED
24th BS	66	8	9	0	35
39th BS	66	11	16	4	20
40th BS	45	4	8	0	40

E. MATERIEL

1. Malfunction Rate (50 Points):

This category not scored for the month of November.

2. Aircraft In-Commission Rate (25 Points):

	24TH BS	39TH BS	40TH BS
In-Commission Rate	63.60	62.02	54.53
Points Scored	5.8	1.1	0

3. Off Schedule Take-Offs (50 Points):

	24TH BS	39TH BS	40TH BS
Off Schedule Take-Offs	11	15	5
Points Scored	0	0	20

4. Unsatisfactory Reports (50 Points) - (24th Bomb Squadron):

TYPE OF UR	STANDARD	POINT VALUE	ACTUAL UR'S	POINTS SCORED
Emergency	3	25	0	0
Initial	50	10	88	10
Repeat	100	5	150	5
Flight Crew	25	10	0	0
TOTAL	178	50	238	15

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4. Unsatisfactory Reports (50 Points)(Cont'd):
39th Bomb Squadron

TYPE OF UR	STANDARD	POINT VALUE	ACTUAL UR'S	POINTS SCORED
Emergency	3	25	0	0
Initial	50	10	59	10
Repeat	100	5	22	1.1
Flight Crew	25	10	0	0
TOTAL	178	50	81	11.1

40th Bomb Squadron

TYPE OF UR	STANDARD	POINT VALUE	ACTUAL UR'S	POINTS SCORED
Emergency	3	25	0	0
Initial	50	10	90	10
Repeat	100	5	27	1.4
Flight Crew	25	10	0	0
TOTAL	178	50	117	11.4

5. Technical Order Compliance (50 Points):

ORGANIZATION	TCO'S OPEN FOR	TCO'S COMPLETE	TCO RATE	PTS SCORED
24th BS	124	250	66.84	33.4
39th BS	124	369	74.85	37.4
40th BS	92	511	84.74	42.4

6. Sorties Delivered as a Percent of Required (60 Points):

ORGN	NET REQUIREMENTS	NET DEL ACCEPTED	% DELIVERED	PTS SCORED
24th BS	35	23	65.71	0
39th BS	38	23	60.53	0
40th BS	25	12	48.00	0

C. UNIT SIMULATED COMBAT MISSION AND FLYING SAFETY

1. Unit Simulated Combat Mission Effectiveness (80 Points):

The 24th, 39th and 40th Bomb Squadrons scored 66, 48, and 77 points respectively on the basis of the following data:

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ORGANIZATION	A/C REQUIRED	A/C AIRBORNE	FFF	COMPLETING MISSION
24th BS	8	8	7	7
39th BS	7	6	6	6
40th BS	7	7	7	6

2. Flying Safety (20 Points):

All three (3) Tactical Squadrons scored maximum points in this category.

D. OPERATIONS

1. Training Minimums (Quantity) (200 Points):

The 24th Bomb Squadron was the only squadron capable of scoring in this category. Lt. Col. Eastling's crew attained 25% of its accomplishments in each required category enabling the squadron to score 10 points. The fifteen other scorable crews were unable to complete a proportionate amount in all phases of the training minimums prescribed and therefore remained in the zero percent category.

2. Scored Crews (Quality) (50 Points):

The 24th Bomb Squadron attained 70% of the maximum score or 35 points. The squadron had 5 scoreable crews of which three met the quality requirements. The two crews which failed to meet the criteria necessary were L-29 which had an RBS PI of 39 an a Visual RBS PI of 24 and L-03 which had a Visual RBS PI of 38.

The 39th Bomb Squadron attained maximum points in this category, however one (1) crew failed to meet the required quality accomplishment - S-20 had a Radar RBS PI of 35.

The 40th Bomb Squadron was able to receive 100% of the maximum score since all six (6) scorable crew met criteria necessary for a scored crew.

3. RBS Radar Bombing Accuracy (50 Points):

ORGANIZATION	NO. OF RUNS	AVERAGE PI	% OF POSSIBLE	POINTS SCORED
24th BS	22	51.36	82%	41
39th BS	17	37.06	54%	27
40th BS	8	63.75	100%	50

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4. RBS Visual Bombing Accuracy (35 Points):

ORGANIZATION	NO. OF RUNS	AVERAGE FI	% OF POSSIBLE	POINTS SCORED
24th BS	10	64.0	100%	35
39th BS	1	100.0	100%	35
40th BS	0	0	0%	0

5. Night Celestial Navigation Proficiency (25 Points):

ORGANIZATION	NO. OF LEGS	CEA	% OF POSSIBLE	POINTS SCORED
24th BS	12	10.08	100%	25
39th BS	12	12.75	80%	20
40th BS	6	13.17	80%	20

6. ECM Proficiency (45 Points):

ORGANIZATION	PERCENT EFFECTIVE	PERCENT OF POSSIBLE	POINTS SCORED
24th BS	72.4	100%	45
39th BS	72.2	100%	45
40th BS	66.5	90%	40.5

7. Cruise Control Proficiency (20 Points):

ORGANIZATION	NO. OF MISSIONS	AVERAGE SUM CAPABILITY RAW SCORE	PERCENT OF POSSIBLE	POINTS SCORED
24th BS	13	2.83	100%	20
39th BS	8	1.75	100%	20
40th BS	5	1.32	100%	20

8. Aerial Gunnery (30 Points):

ORGANIZATION	ROUNDS LOADED	ROUNDS FIRED	% FIRED	POINTS SCORED
24th BS	26,860	14,011	52.16	18
39th BS	34,120	16,239	47.59	15
40th BS	16,700	10,846	64.95	21

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9. Camera Gunnery (25 Points):
   a. Scored Attacks vs Film Exposed (15 Points):

CRGN	SCORED ATTACKS	FILM EXPOSED	AVG FILM EXPOSED PER SCORED ATTACK	POINTS SCORED
24th FS	150	1925'	12.83'	12
39th FS	207	1810'	8.74'	15
40th FS	57	680'	11.93'	13

   b. Frames Scored vs Frames HOT (10 Points):

CRGN	FRAMES SCORED	FRAMES HOT	PERCENT HOT	POINTS SCORED
24th FS	55,585	18,720	33.68%	10
39th FS	74,542	32,917	44.16%	10
40th FS	16,310	4,325	26.52%	8

10. Gunnery Evaluation (10 Points):

Only two (2) crews were evaluated by Detachment 6 of the 3408th Strategic Evaluation Squadron, 8th Air Force, for the month of November, since the Detachment had other commitments. Crews L-03 and L-04 of the 24th Bomb Squadron received average gunnery evaluation grades of 83.4 and 80.8 respectively which yields a squadron average of 82.1 . On the basis of this figure the 24th Bomb Squadron was able to attain 6 points. The 39th and 40th Bomb Squadrons were not rated in this category.

11. Ground Training
   a. 50-5 Training
      (1) Combat Crews (25 Points) - Ground Personnel (15 Points):

As of 30 November 91.67% of 50-5 Training requirement should have been completed. The following figures are presented in regard to the accomplishments from 1 January 1953 thru 30 November 1953.

	Percent of 50-5 Accomplished	Percent of Maximum Score	Points Scored
24th Bomb Squadron			
Combat Crews	88.0%	96.0%	24
Ground Personnel	80.3%	87.6%	13.1
39th Bomb Squadron			
Combat Crews	97.3%	100%	25
Ground Personnel	71.0%	77.5%	11.6
40th Bomb Squadron			
Combat Crews	97.3%	100%	25
Ground Personnel	81.3%	88.7%	13.3

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b. Synthetic Trainer Requirements (10 Points):

The 40th Bomb Squadron was the only Tactical Squadron capable of scoring, attaining 3 points. In order to score in thes category a squadron must attain 90% completeness or better. The percent completion of training requirements are average, thereby giving equal importance to each of the training devices.

Orgn	AVG PERCENT UTILIZATION	LINK	PERCENTAGE UTILIZATION BY TRAINIGG DEVICE ULTRA SONIC	GNI	LORAN	TIA	E-26	ECM	POINTS SCORED
24th BS	78.5%	88	100	100	100	53	64.2	54.1	0
39th BS	88.5%	100	88	100	91.2	72.8	81.8	81.5	0
40th BS	93.9%	100	96.4	100	100	90.5	87.5	77.6	3

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68.8
92.7
99.3

12. Photography (35 Points):

The 24th, 39th and 40th Bomb Squadrons scored 13.1, 15.8 and 10.8 points respectively in this category. here are three (3) predominantly weak areas which need to be brought to the attention of personnel concerned.

(1) Antenna Tilt
(2) Receiver Gain
(3) Photo logs

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SUPPORT SQUADRON OF THE MONTH - NOVEMBER 1953

	POSITION POINTS	(2) 6TH AFS	(3) 6TH FMS	(1) 6TH PMS
A. PERSONNEL ADMINISTRATION				
1. Manning in Required Specialties				
a. Officers	15	12.0	15.0	3.0
b. Airmen	35	24.5	17.5	35.0
2. Housekeeping	NA	NA	NA	NA
3. Ground Safety				
a. Accident Cost Index	25	25.0	0	25.0
b. Military Injury Rate	50	50.0	50.0	50.0
4. AWOL Cases	75	75.0	60.0	75.0
5. Uniform & Other Violations	50	50.0	0	30.0
6. Traffic Violations	50	50.0	20.0	40.0
7. Pad Checks	50	50.0	50.0	50.0
TOTAL	350	336.5	212.5	308.0
B. MATERIEL				
1. Supply Effectiveness	30	26.3	25.4	25.4
2. Reports of Survey	70	38.5	70.0	70.0
TOTAL	100	64.8	95.4	95.4
C. UTILIZATION OF MANPOWER	100	100.0	100.0	100.0
D. PRIMARY MISSION ACCOMPLISHMENTS				
1. 6th A&F Squadron				
a. Radar Malfunction Rate	100	10.0		
b. K-1 Radar Equipment	75	75.0		
c. Radio Equipment	50	50.0		
d. Turret System	75	75.0		
e. Repairable Iters Processed	100	25.0		
TOTAL	400	235.0		
2. 6th Field Maint Squadron				
a. Engine Changes	150		75.0	
b. Propeller Changes	80		64.0	
c. Cylinder Changes	60		60.0	
d. Turbo Changes	60		60.0	
e. Magneto Changes	50		45.0	
TOTAL	400		304.0	
3. 6th Periodic Maint Squadron				
a. Avg Inspection Discrepancies	100			50.0
b. Calendar Days per Major Insp.	150			110.0
c. Unsatisfactory Reports	50			6.6
d. Dock Inspection Efficiency	100			100.0
TOTAL	400			266.6
GRAND TOTAL	950	736.3	711.9	770.0
PERCENT OF POSSIBLE	—	77.5%	74.9%	81.0%

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b. Synthetic Trainer Requirements (10 Points):

The 40th Bomb Squadron was the only Tactical Squadron capable of scoring, attaining 3 points. In order to score in this category a squadron must attain 90% completeness or better. The percent completion of training requirements are averaged, thereby giving equal importance to each of the training devices.

CRGN	AVG PERCENT UTILIZATION	PERCENTAGE UTILIZATION BY TRAINING DEVICE								POINTS SCORED
		LINK	ULTRA SONIC	CNI	D FAN	TIA	F-26	FCM	FCU	
24th TS	78.5%	88	100	100	100	53	64.2	54.1	68.8	0
39th TS	88.5%	100	88	100	91.2	72.8	81.8	81.5	92.7	0
40th TS	93.9%	100	96.4	100	100	90.5	87.5	77.6	99.3	3

12. Photography (35 Points):

The 24th, 39th and 40th Bomb Squadrons scored 13.1, 15.8 and 10.8 points respectively in this category. There are three (3) predominantly weak areas which need to be brought to the attention of personnel concerned.

(1) Antenna Tilt
(2) Receiver Gain
(3) Photo Logs

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A. PERSONNEL ADMINISTRATION

1.a. Manning in Required Specialties (Officers) - (15 Points):

ORGN	AUTHORIZED	EFFECTIVE	INEF	% EFFECTIVE	POINTS SCORED	DIFFERENCE BETWEEN OCT-NOV
6th AFS	12	11	1	91.67%	12	↓ 10.5
6th FMS	7	7	0	100%	15	↓ 13.5
6th PMS	5	4	1	80%	3	-

1.b. Manning in Required Specialties (Airmen) (35 Points):

ORGN	AUTHORIZED	EFFECTIVE	INEF	% EFFECTIVE	POINTS SCORED	DIFFERENCE BETWEEN OCT-NOV
6th AFS	288	245	43	85.07%	24.5	-
6th FMS	476	388	88	81.51%	17.5	- 3.5
6th PMS	238	215	23	90.34%	35.0	-

2. Housekeeping (100 Points):

The support squadrons will not be rated in this category since no inspections were conducted.

3. Ground Safety

a. Accident Cost Index (25 Points) - 6th AFS:

The 6th AFS had an accident cost index of .28 which yields maximum points. The following data was used in scoring the 6th AFS in this category.

	SEPT	OCT	NOV	TOTAL
Disabling Military Injuries	0	1	0	1
Non-Disabling Military Injuries	1	0	2	3
Government Vehicle Accidents	0	0	0	0
Total Cost	$7.00	$210.00	$14.00	$231.00
Mean Strength	283.3	278.5	277.1	838.9
Man Days Exposure	8499	8633.5	8313	25,445.5

b. Military Injury Rate (50 Points):

The 6th AFS had a military injury rate of 3.93 which yields 100% of the maximum score or 50 points.

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3. Ground Safety (Cont'd) - 6th FMS:

a. Accident Cost Index (25 Points):

The 6th FMS had an accident cost index of 22.32 which yields zero points. The following data was used in scoring the 6th FMS in this category.

	SEPT	OCT	NOV	TOTAL
Disabling Military Injuries	0	0	2	2
Non-Disabling Military Injuries	3	2	3	8
Government Vehicle Accidents	0	0	0	0
Total Cost	$21	$14	$31,710	$31,745
Mean Strength	462.9	475.6	483.7	1422.2
Man Days Exposure	13,887	14,743.6	14,511	43,141.6

b. Military Injury Rate (50 Points):

The 6th FMS had a military injury rate of 4.64 which yields maximum points in this category.

a. Accident Cost Index (25 Points) - 6th FMS:

The 6th FMS had an accident cost index of .21 enabling the squadron to score maximum points. The following data was used in scoring the 6th FMS in this category.

	SEPT	OCT	NOV	TOTAL
Disabling Military Injuries	0	0	1	1
Non-Disabling Military Injuries	1	1	3	5
Government Vehicle Accidents	0	0	0	0
Total Cost	$7	$7	$141	$155
Mean Strength	227.5	240.7	258.4	726.6
Man Days Exposure	6825	7,461.7	7,752	22,038.7

b. Military Injury Rate (50 Points):

The 6th FMS had a military injury rate of 4.5 giving the squadron 100% of the maximum score or 50 points.

4. AWOL Cases (75 Points):

The 6th AFS and 6th FMS did not have any AWOL's reported during the month of November therefore receiving maximum points. The 6th FMS had one (1) AWOL case reported which yields an AWOL Rate of 2.09 or 60 points.

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5. Uniform and Other Violations (50 Points):
a. Types of delinquencies reported during November for each squadron were as follows:

TYPE	6TH AFS	6TH FMS	6TH FMS
Drunk a/o Disorderly	0	2	0
Uniform Violations	0	0	0
Miscellaneous Offenses, Off Base	0	0	0
Miscellaneous Offenses, On Base	0	2	0
Insubordinations	0	0	0
Failure to Repair	0	3	2
Pass Violations	0	1	0
TOTALS	0	8	2

b. The number of delinquencies increased from 5 in October to 10 in November, 8 of which concerned the 6th FMS.

SQUADRON	NO. DELINQUENCIES	STRENGTH	DELINQUENCY RATE	SCORE
6th AFS	0	275	0	50
6th FMS	8	478	16.7	0
6th FMS	2	261	7.7	30
TOTALS	10	1014	9.9	

6. Vehicular Delinquencies (50 Points):
(a) The number of vehicular delinquencies decreased by one (1) as compared to the October rating.

SQUADRON	NO. DELINQUENCIES	STRENGTH	DELINQUENCY RATE	SCORE
6th AFS	0	275	0	50
6th FMS	5	478	10.5	20
6th FMS	1	261	3.8	40
TOTALS	6	1014	5.9	

(b) Type of vehicular delinquencies reported during November for each squadron were as follows:

TYPE	6TH AFS	6TH FMS	6TH FMS
Government Vehicle Accidents	0	0	0
Miscellaneous Government Vehicle Violations	0	0	1
Private Vehicle Accidents	0	2	0
Parking Violations	0	0	0
Speeding	0	2	0
Driving While Intoxicated	0	0	0
Miscellaneous Private Vehicle Violations	0	1	0
TOTALS	0	5	1

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7. Bad Checks (50 Points):

All three (3) Support Squadrons scored maximum points in this category.

B. MATERIEL

1. Supply Effectiveness (30 Points):

This category is based on UPREAL items on hand versus number of UPREAL authorized.

ORGANIZATION	SUPPLY EFFECTIVENESS	POINTS ATTAINED
6th AFS	87.53	26.3
6th FMS	84.76	25.4
6th PMS	84.54	25.4

2. Reports of Survey (70 Points):

The 6th AFS attained 55% of the maximum score or 38.5 points based on the following data.

MONTH	REPORTS OF SURVEY	COST	MILITARY FCM ASSIGNED STRENGTH	CIVILIAN FCM ASSIGNED STRENGTH
Sept	1	$299.45	274	4
Oct	0	0	277	4
Nov	0	0	275	4
TOTAL	1	$299.45	826	12

Average dollars per survey: $299.45
Organization Population: 838
Reports of Survey per 1000 population: 1.2

The 6th FMS was able to score maximum points in this category based on the following data:

MONTH	REPORTS OF SURVEY	COST	MILITARY FCM ASSIGNED STRENGTH	CIVILIAN FCM ASSIGNED STRENGTH
Sept	2	$15.80	465	28
Oct	0	0	487	29
Nov	0	0	478	29
TOTAL	2	$15.80	1430	86

Average dollars per survey: $7.90
Organization Population: 1516
Reports of Survey per 1000 population: 1.3

The 6th PMS attained 100% of the maximum score or 70 points since they did not have any reports of Survey for the calendar quarter rated.

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C. UTILIZATION OF MANPOWER (100 Points):

All three (3) support squadrons scored maximum points in this category.

ORGANIZATION	EFFICIENT UTILIZATION	POINTS SCORED
6th AFS	87.34%	100
6th FMS	92.51%	100
6th FMS	93.65%	100

D. PRIMARY MISSION ACCOMPLISHMENTS

1. 6th AFS

a. Radar Malfunction Rate (100 Points):

A malfunction rate of 28.36 yields 10% of the maximum score or 10 points.

b. K-1 Radar Equipment (75 Points):

An effectiveness rate of 77.7% yields maximum points in this category.

c. Radio Equipment (50 Points):

An incommission rate of 93.9% yields 100% of the maximum score or 50 points.

d. Turret System (75 Points):

An incommission rate of 89.6% yields maximum points in this category.

e. Repairable Items Processed (100 Points):

The 6th AFS had 74.6% of the repairable items processed and returned to serviceable stock during the month of November giving a point score of 25.

2. 6th FMS - Special Accomplishments.

a. Engine Changes (150 Points):

A total of 14 engine changes at an average of 93 manhours per unit change yields 50% of the maximum score or 75 points.

b. Propeller Changes (80 Points):

During November the squadron had a total of 59 propeller chanes. at an average of 5.9 manhours per unit change which yields 80% of the maximum score or 64 points.

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c. Cylinder Changes (60 Points):

During November the squadron had 34 cylinder changes at an average of 13.9 manhours per unit change which yields maximum points in this category.

d. Turbo Changes (60 Points):

During November the squadron had 10 turbo changes at an average of 11.6 manhours per unit change which yields maximum points in this category.

e. Magneto Changes (50 Points):

During November the squadron performed 33 magneto changes at an average of 2 manhours per unit change which yields 90% of the maximum score or 45 points.

3. 6th FMS - Special Accomplishments

a. Average Inspection Discrepancies (100 Points):

The average number of discrepancies per one hundred (100) hour inspection for November was 57.99 which yields 50% of the maximum score or 50 points.

b. Calendar Days per Major Inspection (150 Points):

In comparing standard inspection time (6.0 calendar days per major inspection) with actual inspection time required to complete all 100 hour inspection (6.3), Squadron efficiency was fixed at 95.24%. On this basis of this percentage the 6th FMS attained 110 points in this category.

c. Unsatisfactory Reports (50 Points):

The 6th FMS scored 6.6 points based on the following data.

TYPE OF UR	STANDARD	ACTUAL	POINTS POSSIBLE	POINTS SCORED
Initial	40	6	20	3
Repeat	100	12	30	3.6
TOTAL	140	18	50	6.6

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WING MANAGEMENT CONTROL SYSTEM
NOVEMBER

d. Dock Inspection Efficiency (100 Points):

During the month of November an average of 1728 manhours were expended per 100 hour inspection which yields 100% of the maximum score or 100 points.

W. K. MARTIN
Colonel, USAF
Commander

DANIEL J. SWEENEY
Lt. Col., USAF
Comptroller

DISTRIBUTION:

1. ea 6WCC
1 ea DCO
1 ea DM, DI, DP, DC, WC
3 ea Support Squadron
3 ea Tactical Squadron
3 Chief Maintenance
4 ea WHC
1 ea 509th Bomb Wg

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SUPPORT SQUADRON AWARD

(left to right) M/Sgt W.S.Murdock, Col W.E.Martin (Wing Commander), Major M.J. Sanny(6th Periodic Maintenance Squadron Commander) and Capt R.J.Hazle.

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Man of the Month

PREPARING a final check before releasing the craft for flight is T-Sgt. Francis W. Browning, 6th Bomb Wing "Maintenance Man of the Month." Sgt. Browning was recently chosen man of the month for his outstanding maintenance of his B-36 aircraft. (USAF Photo by S-Sgt. Snyder)

T/Sgt Browning Named 6th Wing 'Man of Month'

T-Sgt. Francis W. Browning, crew chief with the 39th Bomb Squadron of the 6th Bomb Wing at Walker AFB has been chosen as the Maintenance Man of the Month for his squadron for his outstanding work.

In October of 1952, Sgt. Browning was assigned to a B-36 as its crew chief and for a period of a year this aircraft has chalked up an excellent maintenance record. The personnel of the 39th Bomb Squadron believe this superior record is due, in part, to the skill and efficiency of Sgt. Browning.

Some of the outstanding factors that contributed to the choosing of Sgt. Browning as a candidate for this award are concerned, of course, with his aircraft. For instance engines 1, 3, and 5, are the original engines that came with the aircraft over a year ago. Engine No. 4 was changed after 707 hours. Engines 1 and 3 now have 752 hours and 35 minutes each, which is an amazing enough record to set as an all-time high in the 6th Bomb Wing and perhaps for all engines of that type installed in B-36s. The sergeant's record is even more startling when you discover he's achieved an average engine life of 250 hours ofr this type engine when installed in B-36s.

In August of 1953, his B-36 had one ground abort and one late take-off, but none since. His skill as a crew chief, his willingness to work long hourds, and his ready sense of cooperation is acknowledged by all 39th aircraft commanders and aircraft performance engineers.

Novelty, Mo., is Sgt. Browning's birthplace and also where he got his high school degree, in 1938. In 1941 he enlisted in the Air Force and in January of 1[illegible]0 he signed an indefinite enlistment.

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Maintenance-Man-of-the-Month Award for November 1953

STANDING:(Left to Right) A/1C J.P. Graham, T/Sgt F.W.Browning * , T/Sgt V.L. Feazell and A/3cD.L. Record.
FRONT:(Left to Right) A/2C L.A.Nicholson, A/3C L.L. Dean and A/1C D.L. Runyon.

* Crew Chief of A/C 1080 of the 39th Bomb Squadron

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OFFICE OF THE WING COMPTROLLER
HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Walker Air Force Base
Roswell, New Mexico

SECRET
AUTH: 6BW CO
INITIALS: Stein
DATE: 11 Dec 53

MONTHLY ANALYSIS
NOVEMBER 1953

PART I. ANALYSIS OF POINTS LOST UNDER THE SAC MANAGEMENT CONTROL SYSTEM

PERSONNEL	POINTS POSSIBLE	OCT ACTUAL	NOV ESTIM.	% OF POSSIBLE	DIFFERENCE BETWEEN OCT - NOV
Manning in Required Specialties					
a. Officers	25	12.5	12.5	50%	-
b. Airmen	45	22.5	27.0	60%	↓ 4.5
AWOL Rate per 1000	30	27.0	30.0	100%	↓ 3.0
Ground Safety	25	11.2	6.3	25%	- 4.9
Reenlistment Rate	40	4.0	4.0	10%	-
Personnel Records	15	15.0	15.0	100%	-
MTD Utilization	20	16.9	18.8	94%	↓ 1.9
TOTAL	200	109.1	113.6	56.8%	↓ 4.5
MATERIEL					
Sorties Del as a % of Required	60	0	0	0%	-
Reports of Survey	40	34.0	38.0	95%	↓ 4.0
Flyaway Kits	40	28.0	4.0	10%	- 24.0
TOTAL	140	62.0	42.0	30%	- 20.0
UNIT SIMULATED COMBAT MISSION AND FLYING SAFETY					
USCM Effectiveness	80	NA	79.0	98.8%	-
Flying Safety	40	40.0	40.0	100%	-
TOTAL	120	40.0	119.0	99.2%	-
OPERATIONS		SEPT ACTUAL			
Training Minimums	200	66.6	3.1	1.56%	- 63.5
RBS Radar Bombing Accuracy	50	50.0	45.0	90%	- 5.0
RBS Visual Bombing Accuracy	35	34.3	35.0	100%	↓ .7
Nite Cel. Nav. Proficiency	25	25.0	25.0	100%	-
FCM Proficiency	45	45.0	45.0	100%	-
Cruise Control Proficiency	20	20.0	20.0	100%	-
Camera Gunnery Proficiency	NA	NA	NA	NA	NA
Scored Crews	50	50.0	50.0	100%	-
Combat Ready Crews	50	15.0	25.0	50%	↓ 10.0
Physical Conditioning	20	*14.0	20.0	100%	↓ 6.0
TOTAL	495	319.9	268.1	54.2%	- 51.8
GRAND TOTAL SCORE	955	531.0	542.7	56.8%	- 67.3

*Indicates October actual.

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
NOVEMBER 1953

I. PERSONNEL

A. Manning in Required Specialties - Officers (Maximum Score 25 Points):

It is estimated that 50% of the maximum score will be attained or 12.5 points. During the month of November the Wing was 86.1% effectively manned in Officer Personnel.

AUTHORIZED	EFFECTIVE	INEFF	% EFFECTIVE	% OF MAXIMUM SCORE
409	352	57	86.1%	50%

The following list comprised the 57 non-effectives:

AFSC	AFS	NUMBER	REMARKS AND RECOMMENDATIONS
1234A	Pilot, B-36	12	There is actually a shortage of 25 Offs in this AFSC, of which 13 3rd Pilot positions are being filled by airmen gunners for SAC rating purposes. 23 on SAC approved requisition.
1435	Air Operations Off	2	On SAC approved requisition.
1524A	Observer, B-36	13	3 asgd w/HDCSA 16 Dec 53, rept 2 Jan 54. 10- 8th AF manning action.
3234	Arm Systems Off	1	On SAC approved requisition.
3254	Munitions Off	1	8th AF manning action.
4324	Acft Perf Engr	*	Even though this analysis does not show any ineffectives in this AFSC, there is a shortage of 34 Offs, of which 21 positions are being filled by airmen. For SAC rating purposes, requirement is one per crew.
6424	Supply Officer	1	8th AF manning action.
7324	Personnel Off	5	On SAC approved requisition.
7524	Educational Spec	1	8th AF manning action.
9025	Med Sv Adim	1	On SAC approved requisition.
9034	Med Supply Off	1	On SAC approved requisition.
9066	Optometry Off	1	On SAC approved requisition.
9235	Physical Therapist	1	Overage in 509 Med Gp will be rsgd to 6 Med Gp.
9356	Med Off, Avn Med	3	On SAC approved requisition.
9386	Internist	1	On SAC approved requisition.
9446	Otolaryngologist	1	On SAC approved requisition.
9363	Radiologist	1	8th AF manning action.

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
NOVEMBER 1953

AFSC	AFS	NUMBER	REMARKS AND RECOMMENDATIONS
9754	Nurse, General	4	On SAC approved requisition.
9826	Dental, Off, Gen	5	3 are to be asgd this sta fr 7ADiv, rept in Jan or Feb 54. 1 on SAC approved requisition. 1 8th AF manning action.
9836	Oral Surgeon	1	Overage in 509 Med Gp will be rsgd to 6 Med Gp.
9926	Vet, General	1	8th AF manning action.
	TOTAL	57	

B. Manning in Required Specialties - Airmen (Maximum Score 45 Points):

It is estimated that 60% of the maximum score will be attained or 27 points. During the month of November the Wing was 82.54% effectively manned in Airmen Personnel.

AUTHORIZED	EFFECTIVE	INEF	% EFFECTIVE	% OF MAXIMUM SCORE
1999	1650	349	82.54%	60%

The following list comprises the 349 non-effectives:

CAREER FIELD	TITLE	NO. POSITIONS TO BE FILLED	% ACTUAL MANNED
20	Intelligence	3	117
27	Air Traffic Control & Warning	3	183
29	Communications Operations	10	118
30	Radio and Radar Maintenance	14	88
32	Armament Systems Maintenance	81	98
40	Intricate Equipment Maintenance	17	83
42	Aircraft Accessories Maintenance	14	83
43	Aircraft & Engine Maintenance	121	107
46	Munitions and Weapons	3	100
47	Vehicle Maintenance	17	69
53	Metal Working	13	100
55	Construction	4	100
58	Fabrics, Leather and Rubber	1	91
60	Transportation	6	76
64	Supply	7	119
70	Administration	7	96
73	Personnel	3	94
80	Management Methods	2	100
83	Stat and Machine Accounting	1	200
90	Medical	14	105
92	Aircrew Protection	7	42
993	Draftsmen	1	160
		349	

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
NOVEMBER 1953

Position losses occured in Noverber due to:

PCS Assignment	17
Discharges	21
TOTAL	38

Action possible and accomplished to increase position vacancies:

Noverber Input	18
School Quotas	0
Classification Noverber	48
Classification Decerber	15
OJT	0
TOTAL	81 Yields net gain of 43

C. AWOL Rate per 1000 (Maximum Score 30 Points):

It is estimated that maximum points will be scored in this category. During the month of November the Wing had four (4) AWOL cases which yields an AWOL Rate of 2.10 for the three (3) month period of September, October and November.

	SEPTEMBER	OCTOBER	NOVEMBER	TOTAL
Number AWOL	2	7	4	13
Mean Strength	2074.5	2010.2	2119.8	6204.5

AWOL Rate = $\frac{\#\text{ AWOL (13)} \times 1000}{\text{Strength (6204.5)}} = 2.10$

The individual cases of the Wing's total of 4 AWOL's for the month of November are as follows:

ORGN	NAME	ACTION TAKEN	POSSIBLE REASONS FOR AWOL
Hq Sq	A/B Taylor, Billy W.	Being held in Confinement in Artesia by Civil Authorities pending trial by Civil Court for contributing to the delinquency of a minor.	Undeterrined
40th BS	A/B Lerb, Herbert N.	Dropped as deserter after 30 days.	Faced Special Courts Martial; 1 charge on failure to repair; 1 breaking restriction and 2 specifications of failing to maintain funds and writing checks.

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
NOVEMBER 1953

ORGN	NAME	ACTION TAKEN	POSSIBLE REASONS FOR AWOL
6th FMS	A/T Bryant, Glen F.	Summary Courts Martial. 30 days in stockade. Fined $4.00.	Undetermined
6th Med	A/T Hastings, Coy J.	Not apprehended	Undetermined.

D. Ground Safety (Maximum Score 25 Points):

It is estimated that 25% of the maximum score will be attained or 6.3 points. The following is a breakdown of data used in determining the score.

	SEPTEMBER	OCTOBER	NOVEMBER	TOTAL
Military Injuries	2	4	6	12
Civilian Injuries	0	0	0	0
Government Veh Accidents	0	1	0	1
Accident Cost	$43,248	$1,676	63,682	$108,606

The following list comprises the rates and indices computed for the three (3) month period (September, October and November) which are applicable to the Ground Safety category:

Military Injury Rate:	5.47
Civilian Injury Rate:	0
Government Vehicle Accident Rate:	3.49
Ground Safety Index:	9.41
Accident Cost Index:	14.77

A Ground Safety Index of 9.41 and an Accident Cost Index of 14.77 yields 25% of the maximum score or 6.3 points.

The following list summarizes the accidents reported in November 1953:

1. 39th Bomb Sq - Airman Bailey and the other person involved in the argument had attended a squadron party which ended about 1830 hours. After the party the men became engaged in horseplay which developed into hard feelings and an argument ensued. During the argument Airman Bailey was stabbed. ACTION TAKEN: Court Martial proceedings pending against Airman Robert E. Bailey's assailent.

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
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2. 39th Bomb Sq - Information contained herein obtained from Courtesy Report O'Hara International Airport. A/1C William E. Roth was driving a 1951 Hudson sedan north on highway 66 when he had a head on collision with a 1948 Buick traveling south. The 1948 Buick was on the wrong side of the road apparently attempting to pass a truck going south. It has not been ascertained who was driving the 1948 Buick. ACTION TAKEN: Personnel are briefed at regular intervals on defensive and safe driving practices.

3. 6th FMS - A/1C Othel Carp and his wife were attending a dance at the Sportatorium in Roswell, when a civilian friend of his came up behind him and grabbed his right arm to turn around. Injured was caught off balance and turned his right ankle. ACTION TAKEN: None

4. 6th FMS - S/Sgt Carlos C. McDeath was a passenger in the vehicle which was traveling east on Highway #287. Investigation shows that the vehicle operated by the person reported left the highway at a point approximately 228 feet from the west end of the bridge. The vehicle tracks indicate continous movement without braking or other variation in the path of travel to 28 feet from the bridge where it struck a corrigated steel guard rail. Subject railwas attached to 5 posts, 8 inches in diameter, imbedded 42 inches in the ground. The force of impact tore the guard rail and 4 post from the ground, upending it into the creek bed and paralled with the roadway. After the collision with the guard rail, the vehicle careered head-on into the bridge abutment. With this collision, the vehicle turned over with it's top resting on the top of the bridge rail and fell over into the creek bed right side up headed west. There were 6 occupants, none of which were thrown from the vehicle. Weather was foggy and in some places visibility was restricted considerably. Person reported did not mention that he was temporarily handicapped by weather conditions, but stated that speed was approximately 45 to 50 MPH. This office does not concur. Evidence indicated excessive speed. ACTION TAKEN: Airman deceased, no further action taken. Above taken from Courtesy Report from Sheppard AFT.

5. 40th Bomb Sq - A/2C Thomas C. Indes was rabbit hunting along the Pecos River approximately 7 miles east of Roswell, New Mexico. As he was walking through a clump of bushes, a twig of one of the bushes snapped back and hit him in the eye. Airman was hospitalized 6 Nov 53. ACTION TAKEN: Personnel briefed on hazards incident to hunting.

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
NOVEMBER 1953

6. 6th FMS - A/2C Alfred F. Moravec was sleeping in barracks 618 when at approximately 2300 hours A/B Ingram came into the barracks in an intoxicated condition, turned on the lights and let out a couple of yells. Apparently there had been hard feelings between these two airmen previously as when Ingram saw Moravec he walked over to the bed and struck him in the nose. Moravec then got up and a fight ensued. Injured was admitted to hospital 3 November 1953. ACTION TAKEN: Airman Ingram punished under Special Courts Martial. Fined $50.00 a month for three (3) months.

E. Reenlistment Rate (Maximum Score 40 Points):

It is estimated that 10% of the maximum score will be attained or 4 points The Wing had a reenlistment rate of 9.6% for the three month period of September, October and November.

Regular airmen reenlisting immediately (within 24 hrs) upon ETS:

SEPTEMBER	OCTOBER	NOVEMBER	TOTAL
0	2	1	3

Regular terminations whose ETS occurs in the rated period:

SEPTEMBER	OCTOBER	NOVEMBER	TOTAL
0	17	14	31

F. Personnel Records (Maximum Score 15 Points):

It is estimated that maximum points will be scored in this category. During the month of November, Officers Records were 99.98% complete while Airmen Records were 99.95% complete.

	POSSIBLE ENTRIES	ERRORS	% COMPLETE
a. Officers	4,563	1	99.98%
b. Airmen	18,486	10	99.95%

G. Mobile Training Detachment Utilization (Maximum Score 20 Points):

It is estimated that 94% of the maximum score will be attained or 18.8 points.

	STANDARD MANHOURS UTILIZATION	ACTUAL MANHOUR UTILIZATION OCTOBER	NOVEMBER	TOTAL	AVERAGE UTILIZATION
Mechanical	4000	5881	4033	9914	4957
*Electronics	2000	1072	688	1760	1173
TOTAL	6000	6953	4721	11,674	6130

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
NOVEMBER 1953

Wing Total Utilization = $\frac{5173}{5500}$ = 94%

*The Electronics MTD unit concluded training 18 November 1953 due to disassembly and crating of trainers for shipment to Limestone AFI, Maine. As a result the Wing was rated on a 1500 manhour standard utilization instead of the prescribed 2000 manhours under Electronics MTD.

II. MATERIEL

A. Sorties Delivered as a % of Required (Maximum Score 60 Points):

It is estimated that zero points will be scored in this category. During the month of November the Wing delivered 59.18% of the required sorties.

1. Total Requirements for November 98
2. Total Requirements Confirmed 55
3. Deliveries Accepted
   a. Confirmed Routine Requirements 47
   b. Unconfirmed Routine Requirements 8
   c. Special Requirements 3
4. $\frac{\text{Deliveries Accepted (58)}}{\text{Total Requirements (98)}}$ = 59.18% Delivered

The major factors affecting delivery of sorties were:

1. Fourteen reciprocating engines were changed.
2. Unscheduled maintenance in the Periodic Maintenance Squadron was heavier than usual.
3. A high ACCP rate affected the organization adversely.
4. A more comprehensive study of the above mentioned situation is contained in the commander's remarks of the T-12 report for the month of November.

B. Reports of Survey (Maximum Score 40 Points):

It is estimated that 95% of the maximum score will be attained or 38 points.

MONTH	NUMBER OF SURVEY	DOLLARS	MILITARY FOM ASSIGNED STRENGTH	CIVILIAN FOM ASSIGNED STRENGTH
Sept	5	$378.01	2391	61
Oct	1	$ 68.40	2428	61
Nov	4	$148.71	2405	61
TOTAL	10	$595.12	7224	183

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
NOVEMBER 1953

Average dollars per survey: 59.51
Organization population: 7407

Reports of Survey per 1000 population = $\frac{10 \times \text{\# of Reports}}{\text{Org. Pop. (7407)}}$ = 1.35

The following is the circumstances involved in the four (4) Reports of Survey reported for the month of November:

Sometime during the period of time that lapsed between 1615 hours, 31 August 1953 and 1 September 1953 at 0730 hours, a person or persons unknown did force the lock on a parts box located in the 24th IS oil yard, then forced the lock on four tool boxes and removed a various amount of tools. The stolen tools had been issued to A/2C Bernard H. Gallert, A/2C Jack Fader, A/2C Floyd Swiney and A/1C Donald D. Marathan. The cost of the stolen tools amounted to $10.68, $31.72, $47.88 and $49.43 respectively. All concerned were relieved of pecuniary liability.

C. Flyaway Kits (Maximum Score 40 Points):

It is estimated that 10% of the maximum score will be attained or 4 points. During the month of November the average percent of completeness for the three (3) flyaway kits within the Wing amounted to 49.18%.

The 24th Bomb Squadron's kit was on automatic issue to the 6th Bomb Wing until 1 November 1953. On 1 November, the 24th Squadron's kit was 83.1% complete. The new flyaway kit listing received 1 December 1953 by the 6th Bomb Wing has caused a drop in the percentage of completion to 40.2%. At the present time the kit is being surveyed for deletions, and additions are being requisitioned.

The kit of the 39th Bomb Squadron was the first received by the 6th Bomb Wing and was requisitioned by the Base Supply Officer eighteen months ago. The kit was utilized on the Thule Mission in October and at that time was rated 92.5% complete. On 1 December 1953, a new flyaway kit listing was received by the Wing. Many changes were established by the new flyaway kit listing which required deletions and numerous additions. At the present time, the organization is completely screening its kit and ordering the additions. The drop in percentage of completion to 61% is due to the changes required by the 1 December flyaway kit listing.

The 40th Bomb Squadron's kit was on automatic issue to the 6th Bomb Wing until 1 November 1953. On 1 November the 40th Bomb Squadron's kit was 84.1% complete. The new flyaway kit listing received 1 December 1953 by the 6th Bomb Wing caused a drop in the percentage of completion to 46.4%. At the present time the kit is being surveyed for deletions, and additions to the kit are being requisitioned.

There are no critical shortages affecting the deployment capability of the Wing. The shortages mainly consist of bench stock items and other such non-critical supplies.

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
NOVEMBER 1953

III. UNIT SIMULATED COMBAT MISSIONS AND FLYING SAFETY

A. Unit Simulated Combat Missions (Maximum Score 80 Points):

The Wing attained 98.8% of the maximum score or 79 points based on the Unit Simulated Combat Mission accomplished in September.

B. Flying Safety (Maximum points will be scored in this category.

IV. OPERATIONS

A. Training Minimums (Maximum Score 200 Points):

1.	Number of Crews Responsible for Minimum Training Requirements	16
2.	Number of Crews Completing 100% Training Minimums	0
3.	Number of Crews Completing 75% Training Minimums	0
4.	Number of Crews Completing 50% Training Minimums	1
5.	Number of Crews Completing 25% Training Minimums	15
6.	Number of Crews Completing 0% Training Minimums	

The greatest factor which contributed to this loss of points was the addition of nine (9) "Sharkey" runs per crew, since these runs had an over-riding priority. Training minimums as set forth by SAC Reg 50-8 received the lowest priority; requirements for check out of all crew members as per SAC Reg 51-19 by 1 January 1954 used more flying time than was anticipated as it was not included in our original list of priorities. Due to a high AOCP rate which reduced our maintenance capability we were unable to stretch our flying time sufficiently to absorb the additional work-load.

B. RFS Radar Bombing Accuracy (Maximum Score 35 Points):

August:	47 Runs:	PI 64.60
September:	31 Runs:	PI 47.74
November:	47 Runs:	PI 49.36
TOTAL	125 Runs:	PI 54.69

A PI of 54.69 yields 90% of the maximum score or 45 points. Two gross errors caused the regression of five points. More intensive training is expected to correct this defect with special emphasis on mission planning.

C. RBS Visual Bombing Accuracy (Maximum Score 35 Points):

August:	45 Runs:	PI 69.11
September:	30 Runs:	PI 70.33
November:	11 Runs:	PI 67.27
TOTAL	86 Runs:	PI 69.30

A PI of 69.30 yields maximum points in this category.

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
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D. Night Celestial Navigation Proficiency (Maximum Score 25 Points):

August:	18 Legs for a CFA of 13.6 NM
September:	18 Legs for a CFA of 7.3 NM
November:	30 Legs for a CFA of 11.7 NM
TOTAL	66 Legs for a CFA of 11.0 NM

A CFA of 11.0 yields maximum points in this category.

F. ECM Proficiency (Maximum Score 45 Points):

August:	Percent Effective 71.9
September:	Percent Effective 63.3
November:	Percent Effective 70.7
TOTAL	Percent Effective 70.6

An overall effectiveness of 70.6% yields 100% of the maximum score.

F. Cruise Control Proficiency (Maximum Score 20 Points):

August:	29 Missions - Raw Score 1.36
September:	12 Missions - Raw Score 2.55
November:	24 Missions - Raw Score 2.12
TOTAL	65 Missions - Raw Score 1.86

An average long range capability raw score of 1.86 yields maximum points in this category.

C. Camera Gunnery Proficiency (Not Scored):

H. Scored Crews (Maximum Score 50 Points):

Sixteen (16) crews were combat ready for the entire training quarter; thirteen (13) of which were scorable. The percentage of crews which met the Scored Crew Requirement amounted to 81.25% which yields maximum points in this category. The following crews were not scorable: L-29 of the 24th Bomb Squadron had a Radar RPS PI of 39 and a Visual RPS PI of 24; L-03, 24th Bomb Squadron had a Visual RPS PI of 38; S-20 of the 39th Bomb Squadron had a Radar RPS PI of 35.

I. Combat Ready Crews (Maximum Score 50 Points):

There were 25 Combat Ready Crews as of 30 November 1953 which yields 50% of the maximum score or 25 points. As of 30 November 1953 the Wing had 8 Select Crews, 16 Lead Crews, 1 Ready Crew and 5 non-ready crews. During October two crews were upgraded to ready status while seven (7) crews moved up to select status. During November six crews advanced from ready to lead status.

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM

J. Physical Conditioning (Maximum Score 20 Points):

It is estimated that maximum points will be scored in this category. As of the end of November 94.44% or 425 of the 450 Combat Crew Personnel assigned, attained or exceeded the 22 hour requirement under the annual Physical Conditioning Program.

PART II. ANALYSIS OF UNIT ACTIVITIES

PERSONNEL

1. Manning is a recognized problem in this organization. At the present time it is a practical impossibility to man the 6th Bombardment Wing to 100% of authorized strength with fully qualified officers and airmen for each T/O position. It is not expected that this situation will be alleviated in the foreseeable future even though our OJT program is operating at a high level. Personnel in general are at a relatively low qualification level due to a continuing loss of personnel as they reach a trained status. This results in a situation where much effort is expended in training to the detriment of our overall operations. This is particularly evident in the aircraft-engine-mechanic and combat-crew fields. The situation can be best relieved by the receipt of qualified personnel.

2. The training of airmen into the (7 level) supervisory category is restricted by Eighth Air Force message PDP3 21976, dated 26 October 1953. We are of necessity stagnating personnel at the 5 level when they are qualified to progress to the 7 level.

3. Our maintenance picture is colored somewhat by this factor as we have several such airmen who cannot progress. It is recommended that a figure of 125 percent of authorized strength be allowed for training personnel plus assigned personnel rather than the 105 percent allowed by aforementioned message. From the area of the operating level we would rather have an overage of 7 level airmen and work them at the 5 level than hold the airmen at the 5 level, thus refusing them the opportunity to advance.

4. It is not felt that a sufficient number of promotion quotas are available for airmen of the lower grades. Although this is not a critical problem in this organization at present it is an item which will gradually become more serious, thereby resulting in the loss of effectiveness among the younger airmen.

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ANALYSIS OF UNIT ACTIVITIES

MATERIEL

1. The personnel problem affecting materiel has been previously discussed; however, a few examples of such deficiencies will tend to point up our problems in that field. We are authorized eleven (11) airmen in the F6 automatic-pilot and N-1 compass fields but have only three airmen available for the work involved. In the Communications Field, (AFSC 30130/50) fifteen airmen are authorized but only twelve (12) are available. Most of the twelve are in the 30130 skill level and are of low experience. Even though UHF training is needed, the press of work precludes any formal training. An Air Base course is being conducted in the maintenance of the AN/ARC-27 UHF radio and the AN/ARN-14 VHF receiver from which we derive benefit. Seventy-Seven (77) airmen are authorized in the turret field but only sixty (60) are assigned. We are due to lose eight (8) of these airmen by separation during the next four months. This area is critical.

2. By the use of our standardized forecast of maintenance capability we expected to obtain 89 sorties in the month of November. We flew 66 sorties (plus 15 test flights). The loss of the 23 sorties is attributed to the following causes. Fourteen (14) reciprocating engines were changed which accounted for a loss of 40 flyable calendar days. Heavy, unscheduled maintenance during Periodic Inspections caused a loss of 20 flyable calendar days above the normal loss in inspections. A high ACCP rate consumed 168 flyable calendar days.

3. A more detailed account of our maintenance problem is contained in Part IV, Wing Commander's Remarks, of our T/12 Report for the month of November.

OPERATIONS

1. The loss of sorties as explained above had, of course, a direct effect on our air training. Non-Combat-Ready-Crew Training and the accomplishment of 50-8 Training, priorities 6 and 8 respectively, suffered most because of the loss in programmed flying hours. The situation was made more acute by the addition of "Sharkey" runs (8th Air Force Operations Order 84-53) to our training program under a 5a priority after the month had commenced. Another important restrictive factor was contained in the SAC policy directing that all crew members be fully checked out in accordance with SAC Regulation 51-19 by 1 January 1954, reference paragraph 2p (1) and (2), Part IV, Wing Commander's Remarks of the T-12 Report for the month of November.

PART III. SPECIAL STUDIES

No special studies were directed by higher headquarters

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PART IV. COMMANDER'S COMMENTS

It is a recognized fact that the several units of any command will conduct their affairs differently even though operating under the same regulations and policies. The techniques of one organization are not necessarily known to the others. It is felt that all units would benefit materially if each was aware of how the others were operating. For example, if there were a pooling of information as to how units scheduled sorties under SAC Regulation 60-9, then new techniques would be made available to all units, thus making more possible an increase of efficiency in any unit. It is recommended that such a pooling of information be initiated by higher headquarters. One of the results of this operation would be that the commander of a unit could better evaluate his organization by comparing it to others of the same type.

Neil W. Wampler for

WILLIAM K. MARTIN
Colonel, USAF
Commander

DANIEL J. SWEENEY
Lt. Col., USAF
Comptroller

DISTRIBUTION

1 ea 6WCO, DCO
1 ea DM, DP, DOOT, WC
3 ea Support Squadron
3 ea Tactical Squadron
3 ea Chief Maintenance
4 ea WHC
1 ea 509th Bomb Wg

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SECURITY INFORMATION

8th AF Reg 36-4 dated 17 Nov 52

HEADQUARTERS 6TH BOMBARDMENT WING HEAVY
Walker Air Force Base
Roswell, New Mexico

ROSTER OF OFFICERS
30 November 1953

1. Number of Items within Grade
2. Marital Status
3. Name
4. AFSN or ASN
5. Date of Rank in Grade
6. Air Crew Data - Aeronautical Rating

   P-1 - Fighter Pilot, Jet
   P-2 - Fighter Pilot, single engine
   P-3 - Pilot, Single Engine (other)
   P-4 - Fighter Pilot, Twin Engine
   P-5 - Pilot B-29
   P-6 - Pilot B-36
   P-7 - Pilot B-50
   P-8 - Pilot, Four Engine (other)
   P-9 - Pilot, Twin Engine (other)
   E - Flight Engineer
   R - Radar Observer
   N - Navigator

6. Aircrew Data - Aeronautical Rating
   B - Bombardier
   NBR - Navigator, Bmbdr, Rad Observer
   ECM - Radar Observer, ECM
   U - Aerial Gunnery Officer
   F - Flight Surgeon
   AOM - Acft Observer, Medical
7. Duty Assignment Title
8. Organization to which Assigned
9. Primary AFSC
10. Foreign Selection Date
11. Date Assigned Present Station
12. Office Phone
13. Home Address
14. Home Phone
15. Date of Seperation

Incl 1 to Eighth AF Reg 36-4, dtd 17 Nov 52

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REQUEST ANY ERRORS OR CHANGES BE REPORTED TO SQUADRON ORDERLY ROOM

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
COLONELS														
1.	M	Davidson, Collier H.	4945A	15Apr53	SP-5	Dir of Materiel	Hq 6BWg	0046C	1243	19Jun52	595	12 W Wells	7-2123	R
2.	M	Heavy, John T.	A0308440	4Mar51	F	Base Surgeon	6th Med	9356C	0447	20Jun51	351	17 W Wells	7-2287	I
3.	M	Martin, William K.	1697A	7Jul44	SP-6	Wg Commander	Hq 6BWg	0066C	0545	5Jul50	409	3 Walker Pl	7-2402	
4.	M	Wemple, Neil W.	4984A	19Jan51	SP-5	Dep Wg Commander	Hq 6BWg	0066C	0146	1Aug53	2225	65 Luebke Pl	7-2120	
LIEUTENANT COLONELS														
1.	M	Cobeaga, Mitchell A.	A0401371	20Feb51	SP-6	Sq Commander	24thBSq	0066A	0251	25Mar51	2141	28 W Byrne St	7-230	
2.	M	Crompton, Roy C.	8791A	1Dec51	SP-6	Dir of Operations	Hq 6BWg	0036C	0949	17Jul52	485	9 Walker Pl	7-33	
3.	M	Eastling, Donald M.	A0728614	12Oct53	SP-6	Acft Comdr B-36	24thBSq	1234A	0751	20Jul51	2209	106 W Byrne St	7-217	
4.	M	Evans, Ivor P.	15353A	12Oct53	NDR	Radar Opr B-36	24thBSq	1524A	0944	10Oct52	2680	706 W BuenaVista	4332-	
5.	M	Flinn, Robert P.	A0808026	1Jun53	NDR	Student Officer	Hq 6BWg	1416	1144	16Mar51	DDY Maxwell AFB, Ala 22 wks 1 Dec 53			I
6.	M	Harrison, Charles D.	10826A	12Oct53	NDR	Radar Opr B-36	24thBSq	1524A	0751	6Jul51	2209	17 Hunsicker Pl	7-5590	
7.	M	Jaynes, Jay	8913A	20Feb51	NDR	Ch Planning Team	Hq 6BWg	1416	0645	6May51	2659	55 W Byrne St	7-660	
8.	M	McCutcheon, Claude C.	A0664627	12Oct53	SP-6	Acft Comdr B-36	24thBSq	1234A	0749	10Oct52	2680	71 Holloman Pl	7-247	
9.	M	McKinney, Russell M.	13622A	12Oct53	NDR	Radar Opr B-36	40thBSq	1524A	1045	30Oct52	693	24 A Street	7-4478	
10.	M	Miner, William D.	A0793946	10Mar51	SI-9	Chief of Maint	Hq 6BWg	4316	1045	22Mar51	482	44 W Byrne St	7-2449	I
11.	M	Pennstrom, John H. Jr.	13751A	12Oct53	N	Nav B-36	40thBSq	1534P	0246	20Nov48	2172	19 W Eyman	7-6665	R
12.	M	Sweeney, Daniel J.	A0420809	1Jun52	N	Wg Comptroller	Hq 6BWg	1416	0853	17Sep53	2177	91 Holloman Pl	7-2375	I

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LIEUTENANT COLONELS														
13.	S	Yochem, Frank N. Jr.	40430013	4Jun51	P-5	Sq Commander	39thBSq	00664	0645	19Jun51	2142	House 2 Govt Hs	753	Indef
MAJORS														
1.	M	Adleman, Julius J.	6470A	24Nov50	NDR	Wg Staff Observer	Hq 6DWg	1524A	0551	3May51	2202	83 Fitzgerald Pl	7-3306	R-AF
2.	M	Andersen, Paul C.	A01551783	15Feb51	None	Rpts & Analysis Off	Hq 6DWg	4376	0651	16Nov53	482	501 S Fur	None	Indef
3.	M	Barber, George A.	6925A	14Dec50	SP-9	Chief Special Wpns	Hq 6DWg	1416	1045	25Mar51	485	2 A Street	7-3359	R-AF
4.	M	Bell, John N.	A0733516	12Oct53	NDR	Radar Opr B-36	24thBSq	1524A	0450	2Jul52	2209	19 A Street	7-2414	Indef
5.	M	Bingham, Frank G.	A02261536	14Aug53	None	Dental Off Gen Dy	6th Med	9826	1241	14Aug53	456	15 W Eyman	7-2492	085
6.	M	Booth, Ernest E.	A0412515	1Sep51	SP-6	Sq Ops Officer	39thBSq	1435	0351	1Jul51	2203	6 Zettle Pl	7-6696	Indef
7.	S	Boyle, Patricia I.	21053W	1Jun52	None	Student Officer	6th Med	9716	1152	25Nov52	DDY Gunter AFB, Ala 40 days 19 Dec 53			R-AF
8.	M	Burke, John F.	12997A	15Dec51	ECM	Wg Staff ECM Off	Hq 6DWg	3016	0248	16Mar53	2240	37 W Wells	7-4400	R-AF
9.	M	Bush, Burton M.	A0747205	19Dec52	P-8	Pilot B-36	24thBSq	1231A	1244	8Feb53	2209	21 W Eyman	7-4498	Indef
10.	M	Camp, Clyde H.	9982A	14Dec50	SP-9	Student Officer	39thBSq	1234C	1053	10Nov53	DDY Maxwell AFB, Ala 26 wks 4 Aug 54			R-AF
11.	M	Camp, Fred P.	A0564977	1Jun52	NDR	Nav B-36	24thBSq	1524A	0751	25Jul52	2209	25 Alden Way	7-9972	Indef
12.	M	Carson, Kenneth R.	A0682005	1Sep51	NDR	Student Officer	40thBSq	1416	0447	7Aug48	DDY Maxwell AFB, Ala 22 wks 1 Dec 53			Indef
13.	M	Clayton, Roy F.	7979A	14Dec50	SP-9	Ass't Wg Combat Ops O	Hq 6DWg	1234C	1053	10Nov53	DDALV Rptg 10 Dec 53			R-AF
14.	M	Cobb, John T.	8870A	24Nov50	P-6	Acft Comdr B-36	39thBSq	1234A	0551	5Jun51	2203	43 W Byrne St	7-2163	R-AF

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MAJORS (Continued)														
15.	M	Costo, Bill J.	A0577213	18Jun51	E	Wg Staff Flt Engr	Hq 6DWg	4324	0547	3Nov53	2714	1110 W Mathews	None	Indef
16.	S	Davisson, Richard L.	A0789763	1Sep51	NDR	Sq Staff Observer	39thBSq	1524A	0344	26Mar51	2203	Gunison Hsg	2413	Indef
17.	M	DeWitt, Earl M.	A0733413	1Sep51	N	Nav B-36	40thBSq	1534P	0348	18Jul52	2277	9 Gillespie Pl	7-7662	Indef
18.	M	Dickert, James R.	10498A	1Jun52	SP-6	Wg Fly Safety Off	Hq 6DWg	1444	0551	25May51	2130	22 W Byrne St	7-5556	R-AF
19.	M	Edenbo, John W.	7161A	14Dec50	SP-6	Sq Commander	6FMS	1435	0551	22May51	2143	57 Luebke Pl	7-5597	R-AF
20.	M	Friedman, Sidney M.	A0704628	12Oct53	NDR	Nav B-36	24thBSq	1524A	0151	10ct52	2680	1700 N Pontiac	3486-R	Indef
21.	M	Fulwider, Richard D.	A0937148	12Oct53	N	Nav B-36	39thBSq	1534P	0746	1Feb47	2203	41 W Wells	7-5541	Indef
22.	M	Gambel, Durrel D.	A0725711	25Feb51	SP-6	Acft Comdr B-36	39thBSq	1234A	1241	17Mar51	2203	94 W Byrne St	7-5514	Indef
23.	M	Garrett, Henry O.	A0790127	15Feb51	NDR	Nav B-36	24thBSq	1524A	0450	25Jul52	2209	87 W Byrne St	7-2180	Indef
24.	M	Gordon, Carl F.	A0724163	1Jun52	NDR	Radar Opr B-36	24thBSq	1524A	0843	94pr49	2136	609 S Missouri	4877	Indef
25.	M	Graham, James E.	A0674757	14pr53	NDR	Radar Pred Team	Hq 6DWg	1524A	0351	18Mar51	2738	31 Langley Pl	7-3346	Indef
26.	M	Grieger, Wallace J.	A0867931	12Oct53	E	Acft Perf Engr B-36	24thBSq	4324	1048	10ct52	2680	51 W Wells	7-2152	Indef
27.	M	Gross, Willis C.	18952A	5Dec52	None	Prosthodentist	6th Med	9026	0551	3Jun53	456	8 Dailey Pl	7-9975	R-AF
28.	M	Gwinn, Lloyd W.	A0734899	14pr53	NDR	Radar Opr B-36	39thBSq	1524A	0645	17Sep51	2180	26 A Street	7-3339	Indef
29.	M	Hanigan, Edward J Jr.	18222A	15Feb51	SP-6	Acft Comdr B-36	24thBSq	1234A	0849	16Sep49	2209	2 W Byrne St	7-6636	R-AF
30.	M	Hayes, Louis W.	A0740647	12Oct53	N	Nav B-36	24thBSq	1534P	0847	10ct52	2680	30 W Wells	7-4470	Indef
31.	M	Highfill, Thompson N.	A0740810	29Jan51	SP-6	Sq Ops Off	24thBSq	1435	0944	1Jul51	2209	41 W Byrne St	7-6698	Indef

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MAJORS (Continued)														
32.	M	Holmes, Robert S.	A0429410	17Jul52	P-9	Pilot B-36	24thBSq	1231A	1241	5May53	2209	31 Alden Pl	7-4472	Indef
33.	M	Hotaling, Monroe J.	A0563353	23May50	None	Patient	6th Med	3216	1052	25Aug53	Patient	Base Hospital		Indef
34.	S	Jackman, Gordon L.	A0406196	15Dec51	SP-6	Acft Comdr B-36	39thBSq	1234A	0749	5Oct52	2733	5 Off's Circle	2413	Indef
35.	M	Jenkins, Edwin C.	A01703834	14Apr53	NDR	Sq Staff Observer	40thBSq	1524A	0943	18Jul52	2277	40 Byrne St	7-5563	Indef
36.	M	Kilness, Kenneth F.	10255A	6Dec51	NDR	Nav B-36	24thBSq	1524A	1144	1Nov50	2209	317 E Frazier	4260-W	R-AF
37.	M	Kowalski, Konrad J.	A0669066	1Jun52	R	Radar Opr B-36	40thBSq	1554	0351	8Jul51	2277	1 W Eyman Pl	7-5527	Indef
38.	M	Lambert, Henry K.	A0695504	120ct53	NDR	Nav B-36	40thBSq	1524A	1049	210ct51	2277	1312 N Kentucky	3588-M	Indef
39.	M	Leone, Ralph N.	A0667732	1Jun52	SP-9	Prod Control Off	Hq 6BWg	4355	0645	17May51	402	47 Kelly Pl	7-5574	Indef
40.	M	Ludlow, Harold K.	A0783594	120ct53	SP-6	Acft Comdr B-36	40thBSq	1234A	0251	30ct52	2277	300 E Church St	3179-W	Indef
41.	M	Markowitz, Israel B.	A01304419	120ct53	N	Nav B-36	24thBSq	1534P	0651	2Jul52	2209	49 Kelly Pl	7-2165	Indef
42.	M	May, James F. Jr.	A0675716	5Mar53	P-9	Student Officer	39thBSq	4344	0145	22Apr53	JDY 8 wks	Chanute AFB, Ill 30 Dec 53		Indef
43.	M	Mellberg, Carl L.	A0660584	14Apr53	SP-6	Acft Comdr B-36	39thBSq	1234A	1245	26Dec47	2203	39 Langley Pl	7-2488	Indef
44.	M	Meredith, Jim T.	17706A	1Sep51	None	Dir of Intell	Hq 6BWg	2016	0251	1Sep51	2213	28 A Street	7-2196	R-AF
45.	M	Metivier, Joseph R.	A0825672	120ct53	SP-6	Acft Comdr B-36	40thBSq	1234A	0951	220ct51	557	1509 S Adams	3055-W	Indef
46.	M	Miller, William J.	A01999017	1Jun52	SP-6	Sq Ops Officer	40thBSq	1435	0251	1Jul52	557	45 Kelly Pl	7-6664	Indef
47.	S	Misuraca, James I.	A0685037	120ct53	NDR	Radar Opr B-36	40thBSq	1524A	0251	18Mar51	2277	1402 W Tilden	2646-R	Indef
48.	M	Monroe, Duncan A.	A0710392	120ct53	NDR	Nav B-36	40thBSq	1524A	0150	30ct52	693	14 D St West	7-2361	Indef

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MAJORS (Continued)												
49. M Moore, David L.	A0569454	1Jun52	None	Acft Maint Off	6FMS	4344	1145	19Mar51	2015	31 W Wells	7-2345	Indef
50. M Moore, Robert	A0806112	1Jun52	SP-5	Org Maint Off	6A&ESq	3234	0651	2Jun51	2330	6 W Byrne St	7-2187	Indef
51. M Nadon, Norman C.	A0824704	1Apr53	SP-6	Acft Comdr B-36	24thBSq	1234A	0651	2Jul52	2209	303 E McCune	2407-J	Indef
52. M Netherton, Clyde B.	11126A	21Sep50	SP-5	Sq Commander	40thBSq	0064A	0451	1May51	2162	94 Will Pl	7-2486	R-AF
53. M Pearson, James M.	A0796871	1Jun52	SP-6	Acft Comdr B-36	39thBSq	1234A	0351	25May51	2203	27 Langley Pl	7-2220	Indef
54. M Potter, Eliot H.	A0669106	1Sep51	P-6	Acft Comdr B-36	24thBSq	1234A	0251	18Mar51	2209	20 Vaughn Pl	7-2322	Indef
55. M Rademaker, Gerald C.	A02101950	12Oct53	NBR	Radar Opr B-36	39thBSq	1234A	0150	13May48	2203	23 Off's Circle	2542	Indef
56. M Rasmussen, Kenneth C.	A0753304	1Jun52	SP-6	Acft Comdr B-36	24thBSq	1234A	0246	2Jul52	2209	36 Weise Pl	7-2107	Indef
57. M Renfro, Robert J.	A01546620	8Sep51	None	Hosp Adm	6th Med	9023	0945	1Jun53	352	11 W Eyman	7-9969	Indef
58. M Rothkrug, Edward	A0794053	1Apr52	NBR	Radar Opr B-36	40thBSq	1524A	0745	11Sep53	557	8 W Byrne St	7-2276	0556
59. M Runyard, Gerald D.	A0753033	12Sep51	N	Nav B-36	39thBSq	1534A	1145	1Feb47	2203	4 W Byrne St	7-5523	Indef
60. M Sanny, Max J.	A0424549	23Mar51	SP-5	Sq Commander	6PMS	4344	0753	25Jul53	2221	35 W Wells	7-5543	Indef
61. M Scarano, Vincent T.	A02098791	12Oct53	NBR	Radar Opr B-36	40thBSq	1524A	0951	22Oct51	557	10 Langley Pl	7-3396	Indef
62. M Schlupp, John A.	8330A	14Dec50	None	Sq Commander	6A&ESq	3216	1242	14Jun51	2264	4 Thiel Pl	7-2390	R-AF
63. M Scott, Robert I.	12905A	15Dec51	NBR	Sq Staff Observer	39thBSq	1416	0147	5May51	2203	81 Holloman Pl	7-2182	R-AF
64. M Sheppard, Meyles A.	A0678773	1Jun52	R, N	Radar Opr B-36	39thBSq	1521A	0551	25May51	2203	5 Langley Pl	7-3393	Indef
65. M Smith, Clyde H.	13287A	1Sep51	NBR	Nav B-36	24thBSq	1534A	0551	16Jun51	2209	10 Zettle Pl	7-2188	R-AF
66. M Staples, George M.	10717A	15Dec51	N	Nav B-36	39thBSq	1521A	0143	2Jul52	2203	64 Mitchell Pl	7-5515	R-AF

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MAJORS (Continued)												
67. M Stein, David F. C.	A0576383	1Jun52	None	Wg Adjutant	Hq 6DWg	7024	0349	1Feb50	411	73 Fitzgerald Pl	7-3395	Indef
68. M Steiner, Irwin O.	11270A	1Sep51	SP-6	Acft Comdr B-36	40thBSq	1234A	0350	18Jul52	2277	63 Eyman St	7-2444	R-AF
69. M Sterner, Kenneth Y.	A0669246	11Mar52	NDR	Radar Opr B-36	39thBSq	1524A	0545	10ct52	2733	6 Thiel Pl	7-2119	Indef
70. M Stiles, Richard H.	6308A	14Dec50	NDR	Student Officer	40thBSq	1524A	1148	1Jul52	DDY Maxwell AFB, Ala 9 wks	18 Dec 53		R-AF
71. M Taylor, James L.	12483A	1Jun52	NDR	Wg Staff Observer	Hq 6DWg	1524A	0551	25May51	2202	100 W Byrne St	7-2318	R-AF
72. M Thorn, James M.	A0707137	120ct53	N	Nav B-36	40thBSq	1534P	0951	220ct51	557	1505 S Adams	3055-J	Indef
73. M Trewitt, Harvey S.	10274A	1Sep51	SP-6	Acft Comdr B-36	24thBSq	1234A	0147	11Sep52	2136	34 Wiese Pl	7-2193	R-AF
74. M Walker, Lyle H.	A0733752	14pr53	SP-6	Acft Comdr B-36	40thBSq	1234A	1241	14Mar51	557	46 Andrews Pl	7-2291	Indef
75. M Watkins, Ray M.	A0665745	1Sep51	SP-6	Dep Dir of Ops	Hq 6DWg	1416	0251	10Mar51	2205	37 Langley Pl	7-3345	Indef
76. M Williams, John H.	A0824024	1Jun53	SP-6	Acft Comdr B-36	39thBSq	1234A	0651	18Jun51	2203	1009 W Mathews	2412	Indef
77. M Wonacott, Eldon D.	A0427088	15Feb51	P-9	Adm Mat Off	Hq 6DWg	6816	0243	24Nov53	595	1 Langley Pl	7-6661	Indef
78. M Young, Robert W.	10483A	5Dec52	NDR	Radar Opr B-36	40thBSq	1524A	0548	164pr50	557	32 Geiger Pl	7-2190	R-AF
CAPTAINS												
1. M Adams, James M. Jr.	A0592052	14pr53	None	Intell Off	Hq 6DWg	2054	0353	1Sep53	2213	Western Motel	None	Indef
2. M Archibald, Rennie III.	A02023999	27Sep50	NDR	Nav B-36	39thBSq	1524A	1145	160ct51	2177	70 W Byrne St	7-3372	Indef
3. S Athanassion, Thomas J.	A0752799	20Jan47	NDR	Nav B-36	39thBSq	1524A	0548	2Jul52	2203	Hs #5, Govt Hsg	2413	Indef
4. M Bannan, Richard J.	A0706779	1Jun52	NDR	Radar Opr B-36	40thBSq	1524A	1144	1May53	557	8 A West	None	Indef

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CAPTAINS (Continued)														
5.	M	Basinger, L. C. Jr.	A0754311	15Feb51	SP-6	Acft Comdr B-36	40thBSq	1234A	0450	1Jul52	557	702 W Buena Vista	4190-W	Indef
6.	M	Bernz, Raymond E.	A02062631	1Sep51	NDR	Nav B-36	39thBSq	1524A	1250	1Jul52	2203	11 Hunsicker Pl	7-3364	Indef
7.	M	Blenis, Gordon L.	A0664729	1Jan51	P-6	Pilot B-36	40thBSq	1234A	0747	17Mar51	557	48 Andrews Pl	7-5545	Indef
8.	M	Bordeaux, Lyle B.	A02092627	1Sep51	SP-6	Acft Comdr B-36	24thBSq	1234A	1251	16Dec51	2209	115 E Church	4621-R	Indef
9.	M	Bowdish, Theodore R.	A0330396	120ct53	E	Acft Perf Engr B-36	40thBSq	4324	1241	30ct52	557	1411 S Kentucky	2099-NR	Indef
10.	M	Bowman, Harold V.	A0666128	16Apr50	P-6	Pilot B-36	40thBSq	1234A	1045	17Mar51	557	40 Langley Pl	7-2327	Indef
11.	M	Bozeman, John W. Jr.	A0732692	14Apr53	P-6	Pilot B-36	24thBSq	1234A	0645	17Mar51	2209	56 W Wells	7-9991	Indef
12.	M	Bradshaw, Robert D.	A02089536	120ct53	E	Acft Perf Engr B-36	39thBSq	4324	1147	1Aug52	2203	18 A West	7-2332	1054
13.	M	Britton, J. T.	A0727396	22May47	ECM,P-9	Sq ECM Officer	24thBSq	3024	1245	11Apr51	2370	30 Langley Pl	7-2228	Indef
14.	M	Britton, Thomas C.	23035A	26Aug50	NDR	Radar Pred Team	Hq 6DWg	1524A	1245	25Jul52	2738	95 W Eyman	7-2183	R-AF
15.	M	Brooker, Curtis J.	A0824091	120ct53	P-6	Pilot B-36	40thBSq	1231A	0745	14Oct51	2743	8 Langley Pl	7-5539	Indef
16.	M	Brown, Alan W.	A0792679	16Jan51	SP-8	Maint Supervisor	6A&ESq	3234	1049	1Aug51	2330	4 West Wells	7-2190	Indef
17.	M	Brumfield, Calvin E.	A02249277	12Sep52	E	Sq Staff Flt Engr	40thBSq	4324	0143	12Sep52	557	43 A Street	7-2430	Indef
18.	M	Burke, Virgil L.	A0675034	15Apr52	P-8	Pilot B-36	40thBSq	1231A	0645	8Feb53	557	11 Gillespie Pl	7-4440	Indef
19.	S	Cahill, Eugene M.	A0786703	14Apr53	P-5	Pilot B-36	40thBSq	1234C	1053	12Nov53	2277	DOQ 906, Apt A	2866	6855
20.	M	Carson, Clarence L.	14127A	29Jul50	SP-6	Acft Comdr B-36	40thBSq	1234A	1251	12Dec51	557	83 Holloman Pl	7-5595	R-AF
21.	M	Clemons, Merle C. Jr.	A0689300	30Jul52	P-9	Pilot B-36	39thBSq	1234A	0845	8Feb53	2203	14 Langley Pl	7-6635	Indef
22.	M	Coester, Frederick N.	A0565063	19Dec50	E(NF)	Wg Logistics Off	Hq 6DWg	6424	0452	27Apr52	2219	24 W Byrne St	7-2442	Indef

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23.	M	Cole, Norman G.	A0782170	15Feb51	SP-6	Acft Comdr B-36	39thBSq	1234A	0942	2Jul52	2203	102 W Byrne St	7-2307	Indo
24.	M	Coleman, Leslie	A0756493	23May49	SP-6	Pilot B-36	24thBSq	1234A	1150	25May50	2209	1600 E Bland	2175	Inde
25.	M	Collett, Clifford T.	A0567681	1Jun52	None	Wg Sup & Liaison O	Hq 6BWg	6424	0353	24pr53	689	300 E Frazier	3259-J	Inde
26.	M	Cowick, Donald E.	A02101220	120ct53	E	Acft Perf Engr B-36	40thBSq	4324	0247	1Dec52	557	55 Kelly Pl	7-2216	Inde
27.	M	Daniels, Kenneth W.	A01637256	310ct50	None	Sq Supply Officer	6A&ESq	6424	0251	14pr51	2170	47 A West St	7-2230	Inde
28.	M	Darrah, Roy R.	A02099667	22Jul50	E	Acft Perf Engr B-36	24thBSq	4324	0648	11Sep52	2209	35 Langley Pl	7-6656	Inde
29.	M	DiFloure, Thomas Jr.	A02092540	14Mar53	P-9	TOC Officer	Hq 6BWg	4341	0546	34pr53	482	67 Luebke Pl	None	Inde
30.	M	DiSanto, Alexander J.	A02066100	14pr53	N	Nav B-36	24thBSq	1521A	0751	20Jul51	2209	28 A West St	7-2382	Inde
31.	M	Dowling, Ernest R.	A0833936	19Dec50	SP-9	Maint Standbd Off	Hq 6BWg	4344	1149	9Jul53	2019	59 A West St	7-2333	Inde
32.	M	Ely, Edmund J.	A0750962	19Feb51	P-6	Pilot B-36	40thBSq	1234A	1045	23Mar51	2162	52 Riverside Dr	3609	Inde
33.	M	Feemster, Frederick O.	A0774903	14pr53	P-8	Pilot B-36	40thBSq	1231A	0645	5May53	2277	106 E Albuq	3806-NW	Inde
34.	M	Flores, Ramon N.	A0758441	1Mar53	P-5	Pilot B-36	24thBSq	1231A	1151	5May53	2209	16 A Street	7-2354	Inde
35.	M	Fowler, William A.	A0804142	190ct50	SP-6	Pilot B-36	39thBSq	1234A	0346	1Jul52	2203	89 Holloman Pl	7-2357	Inde
36.	S	Fred, Arthur L.	A02064559	16Jan51	NER	Nav B-36	40thBSq	1524A	0551	25May51	2277	DOQ 915, Apt F	None	Inde
37.	S	Gannon, Thomas F.	A0811505	19Dec50	NER	Nav B-36	40thBSq	1524A	0351	8Jul51	2277	DOQ 915, Apt F	None	Inde
38.	M	Garner, Vernon W.	A0828146	14pr53	SP-6	Wg Planning Team	Hq 6BWg	1435	0152	6Feb52	2659	304 E McCune	4013-M	Inde
39.	M	Gatchell, Charles C.	A0673140	16Jan51	NER	Radar Opr B-36	39thBSq	1524A	0251	16Oct51	2203	33 Alden Pl	7-2458	Inde
40.	M	Geuder, Malcom E.	A0792701	17Jan53	P-9	Student Officer	39thBSq	1231A	0645	8Feb53	DDY Maxwell AFB, Ala 10 wks		21 Dec 53	Inde

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41.	M	Goldberger, Arthur E.	A01849880	1Apr53	None	Wg Pers O, Off's Dr	Hq 6DWg	7324	1252	13Jan53	2709	410 S Kentucky	3548-W	Indef
42.	M	Goldsbury, Errol L.	A02088306	1Apr53	NDR	Nav B-36 "	39thBSq	1524A	0946	16Oct51	2203	6 Bailey Pl "	7-4454	Indef
43.	S	Harper, Frank G. "	A0760002	19Dec50	NDR	Radar Opr B-36 "	24thBSq	1524A	0850	2Jul52	2209	1402 W Tilden	2646-R	Indef
44.	M	Hayter, Thomas D. Jr.	A02062662	21Dec49	N	Nav B-36 "	40thBSq	1534F	1045	2Jan48	2277	39 W Wells "	7-2309	Indef
45.	M	Hazle, Robert J. "	A0760839	11Dec50	P-8	Sq Acft Maint Off"	6PMS	4344	0747	9Mar51	2254	515 S Spruce"	3663-W	Indef
46.	M	Heider, Kalman L. "	A0707403	31Oct50	NDR	Radar Opr B-36 "	40thBSq	1524A	0251	18Mar51	2677	34 Langley Pl	7-6651	Indef
47.	M	Heller, Russell M. Jr.	16500A	13Jan52	P-9	Pilot B-36 "	39thBSq	7024	1049	30ct53	2203	1614 W Walnut	1517-NM	R-AF
48.	M	Henderson, DeMoyne	AC698556	10Nov50	NDR	Nav B-36 "	40thBSq	1524A	1244	7Aug52	557	DDQ 915, Apt E	None	Indef
49.	M	Henderson, Donovan E.	A0945901	15Dec51	NDR	Sq Staff Observer"	24thBSq	1524A	0551	25May51	704	DDQ 915, Apt D	None	Indef
50.	M	Henderson, Morris T.	A0697435	31Oct50	SP-9	Acft Comdr B-36 "	40thBSq	12340	1053	16Nov53	557	301 S Atkinson	3400-J	Indef
51.	S	Henderson, Robert E.	A0724750	11Mar52	SP-6	Pilot B-36 "	39thBSq	1524A	1145	50ct52	2733	11 A West St"	7-6649	Indef
52.	S	Hernandez, Santiago	A0934819	1Jun52	SP-9	Sq Intell Off "	39thBSq	2124	1250	220ct53	2213	DDQ 916, Apt C	2324	Indef
53.	M	Hewes, Frederick A.	A02023014	1Apr53	NDR	Nav B-36 "	40thBSq	1524A	0450	18Feb52	557	63 A West St"	7-6671	Indef
54.	M	Insley, Lewis E. "	A0662930	28Mar52	P-6	Pilot B-36 "	39thBSq	1234A	0345	8Feb53	2203	67 W Wells "	7-4496	Indef
55.	M	Jacobson, Edward F.	A0735072	28Mar51	R	DDALV Pending EDCSA	6PMS	1554	1053	160ct53		DDALV Pending EDCSA"		Indef
56.	M	James, Harry E. "	A0685075	15Feb51	NDR	Radar Opr B-36 "	40thBSq	1524A	0451	14May51	2677	61 Luebke Pl"	7-5529	Indef
57.	M	Johnson, Waldo E. "	A0721772	1Apr53	P-6	Pilot B-36 "	24thBSq	1234A	0352	8Jan52	2209	Rt #2, Box 256	3164-R	Indef
58.	M	Jollson, Edwin T. "	A02056302	16Jan51	NDR	Radar Opr B-36 "	39thBSq	1524A	0542	14May48	2203	716 E Pear St	1715-W	Indef

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59.	S	Kochan, Chester T.	A01903100	14Apr53	P-9	Photo Interpreter	Hq 6DWg	1124P	0851	24Sep53	2226	DOQ 918, Apt E	None	Indef
60.	M	Kohle, Arthur F.	A0794143	2[illegible]Jul50	N	Nav B-36	24thBSq	1534P	0851	21Oct51	2209	42 W Dyrne St	7-2203	Indef
61.	M	Krolinsky, Stephen P.	A0671377	30Jun50	NDR	Radar Opr B-36	39thBSq	1524A	0250	1Jul52	2203	29 A West St	7-3330	Indef
62.	M	Lang, Edgar E.	A0933[illegible]02	1Jun52	NDR	Radar Opr B-36	24thBSq	1524A	0448	15Dec51	2209	36 Geiger Pl	7-9903	Indef
63.	M	Lange, [illegible]	A02[illegible]22	14Apr53	P-6	Pilot B-36	39thBSq	1234A	1152	10Jan53	2203	23 A West St	7-2430	Indef
64.	M	Larson, Jack A.	A0676586	31Oct50	NDR	Radar Opr B-36	39thBSq	1524A	0549	17Sep51	2203	75 Fitzgerald Pl	7-2460	Indef
65.	M	Lefky, Anton F.	A0748696	13Jan53	P-8	Pilot B-36	40thBSq	1231A	1245	8Feb53	557	DOQ 912	None	Indef
66.	M	Machek, George R.	A0699787	19Dec50	SP-6	Pilot B-36	39thBSq	1234A	0647	30Oct52	2203	79 Holloman Pl	7-5538	Indef
67.	M	Mahoney, James R.	A0805312	7Jun48	NDR	Radar Opr B-36	24thBSq	1524A	0451	2May51	2209	302 E Frazier	4651-J	Indef
68.	M	Mallory, John C., Jr.	17691A	1Jun52	NDR	Radar Opr B-36	24thBSq	1524A	1241	11Sep52	2209	710 W DuenaVista	4332-W	R-AF
69.	M	Mallory, [illegible]	A0[illegible]730	9A[illegible]50	SP-6	Asst Comdr B-36	24thBSq	1234A	0451	25Apr51	2209	57 Kelly Pl	7-2250	Indef
70.	M	McCormick, Robert E. Jr.	A0[illegible]3	31Oct50	N	Nav B-36	39thBSq	1534P	0551	25May51	2203	1704 S Stanton	2224-M	Indef
71.	M	McGill, Charles L.	A0926710	4Jan51	P-8	Sq Asst Maint Off	24thBSq	4344	0945	17Mar51	2209	302 E Frazier	4651-J	Indef
72.	M	Moore, Edwin V.	A0675364	15Feb51	SP-6	Asst Comdr B-36	40thBSq	1234A	0652	9Jul52	557	318 E Church St	4365-W	Indef
73.	M	Morton, Ernest R.	A0680975	17Jul50	NDR	Nav B-36	40thBSq	1524A	0545	1May53	557	69 W.Dyrne St	None	Indef
74.	M	Muse, Chauncey W.	A0676093	31Oct50	NDR	Radar Opr B-36	24thBSq	1524A	0445	5Nov48	2209	5 W Eyman St	7-2349	Indef
75.	S	Neukam, [illegible] F.	A0[illegible]56	2Jul50	E	Asst Perf Engr B-36	40thBSq	4324	1252	12Feb53	557	DOQ 917	None	Indef
76.	M	O'[illegible], [illegible]	A0733963	1Jun52	SP-6	Pilot B-36	39thBSq	1234A	1241	22Dec51	2203	77 Fitzgerald Pl	7-9965	Indef

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77. M O'Brien, William D.	A0764417	15Dec50	E	Acft Perf Engr B-36	40thBSq	4324	1249	16Sep51	405	BOQ 915, Apt F2	None	Indef
78. M Olsen, Preston B.	A0773211	15Mar53	P-8	Pilot B-36	40thBSq	1231A	1245	3Apr53	2277	16 A West St	None	Indef
79. M O'Neil, Lloyd L.	A01825248	15Feb53	P-8	Pilot B-36	40thBSq	1231A	0849	11Mar53	2277	63 Luebke Pl	7-6604	Indef
80. M Oyler, Robert E.	A0699236	5Nov50	N	Nav B-36	40thBSq	1521A	1151	25Jul53	2277	121 E Frazier	3130-M	Indef
81. M Parrish, C. T.	A0704047	1Apr53	N	Nav B-36	39thBSq	1534P	0152	20Jan52	2203	18 Langley Pl	7-2126	Indef
82. M Pipes, Charles D.	A0780708	1Jun52	P-6	Pilot B-36	24thBSq	1231A	1241	13Aug53	2209	68 W Wells	7-5581	1254
83. M Prawdzik, Stanley	A0673625	19Dec50	N(NF)	Sq Supply Officer	39thBSq	6424	0551	19Jul51	395	210 E McGaffey	974-J	Indef
84. M Quesenberry, Joseph	A0867768	19Dec50	E	Acft Perf Engr B-36	24thBSq	4324	0349	6Dec52	2370	3 W Byrne St	7-2101	Indef
85. M Radzinski, John J.	A02084992	1Apr53	NBR	Nav B-36	39thBSq	1524A	0451	1May51	2203	39 A West St	7-2277	Indef
86. S Rau, Margaret L.	24179W	1Apr53	None	Nurse Gen Dy	6th Med	9754	0653	1Jul53	356	Nurses BOQ	None	R-AF
87. M Regnier, Guilbert L.	A02093141	1Apr53	NBR	Nav B-36	39thBSq	1524A	0152	4May53	2203	12 A West St	7-9964	Indef
88. M Rider, Hulburt H.	A0670325	1Mar51	SP-6	Wg Inspector	Hq 6BWg	1234A	0449	18Mar51	2004	1600 N Delaware	3868-J	Indef
89. S Riley, James A.	A0878133	1Sep51	None	Spec Wpns Off	Hq 6BWg	7535	1241	30Sep48	2717	2006 N Missouri	3892-J	Indef
90. M Roesch, Donald F. E.	A0744335	15Feb51	NBR	Radar Opr B-36	39thBSq	1524A	0645	16Apr50	2203	500 S Union	2349-W	Indef
91. M Rogers, William D.	A0738734	15Feb51	NBR	Student Officer	40thBSq	1524A	0951	[illegible]Jul52	DDY Maxwell AFB, Ala 10 wks 20 Dec 53			Indef
92. M Rummel, Leonard F.	A0933[illegible]	1[illegible]51	SP-6	Flt Test Maint Off	Hq 6BWg	1234A	0651	16Jun51	589	7 A West St	7-2194	Indef
93. M Russell, Lawrence L.	A0672216	15Jan52	P-9	Pilot B-36	40thBSq	1231C	0545	24Nov53	557			Indef

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94.	M	Russell, Roy J. Jr.	A02001601	19Dec50	N	Nav B-36	40thBSq	1534P	1251	18Jul52	2277	46 W Byrne St	7-2476	Indef
95.	M	Scharmen, Merrill E.	A0692092	8Mar51	SP-6	Acft Comdr B-36	24thBSq	1234A	0345	11Sep52	2209	27 A Street	7-2142	Indef
96.	M	Schroeder, George Z.	16579[illegible]	10Nov46	P-4(NF)	Dir of Personnel	Hq 6BWg	0011C	0651	18Nov51	517	21 Langley Pl	7-2160	R-AF
97.	M	Seeley, Harold A.	A0590061	1Apr53	None	Arm Systems Off	6A&ESq	3234	0251	1Jul52	2330	304 Ryan St	None	Indef
98.	M	Shellenberger, Robert A.	A02[illegible]909	22Jul52	None	Dental Off Gen Dy	6th Med	9826	1241	14Aug52	456	2 Langley Pl	7-5520	0454
99.	M	Shuping, William C.	A02100125	1Apr53	E	Acft Perf Engr B-36	39thBSq	4324	0948	2May51	2203	1420 W Tilden	2845-M	Indef
100.	M	Simon, Eugene E.	A01307473	16Jan51	NBR	Nav B-36	24thBSq	1524A	1150	11Sep52	2209	67 Holloman Pl	7-5573	Indef
101.	M	Skibbe, Harold W.	A02078308	21Dec49	NBR	Nav B-36	24thBSq	1524A	0551	1May53	2209	113 E Bland	541	Indef
102.	M	Skordas, Pete J.	A0801732	6Feb51	SP-6	Pilot B-36	40thBSq	1234A	0347	1Jul52	2277	39 Kelly Pl	7-4467	Indef
103.	M	Slater, Henry G. Jr.	A02064666	31Oct50	NBR	Student Officer	39thBSq	1524P	0645	15Oct53	DDY Mather 7 wks	AFB, Calif 21 Dec 53		Indef
104.	M	Sommer, Frederick J.	A0[illegible]	30Jun50	SP-6	Acft Comdr B-36	39thBSq	1234A	0551	5Jun51	2203	15 Hunsicker Pl	7-5528	Indef
105.	M	Stein, David M.	[illegible]	31Oct50	NBR	Nav B-36	40thBSq	1524A	0645	10Mar52	2180	910 W Deming	3128-M	R-AF
106.	M	Stewart, John W.	A[illegible]	4Dec48	NBR	Sq Staff Observer	24thBSq	1524A	1146	16Oct51	2209	52 W Byrne St	7-2439	Indef
107.	M	Taylor, William J. D.	A0753[illegible]	14Jan51	SP-6	Acft Comdr B-36	40thBSq	1234A	1046	18Mar51	557	65 W Wells	7-2242	Indef
108.	M	Turner, William D.	A072[illegible]	1[illegible]Mar51	SP-6	Pilot B-36	24thBSq	1231A	1241	15Apr51	2209	134 E Pear St	267-R	Indef
109.	M	Wagner, Harry T.	A0716[illegible]	7Apr52	R	Acft Maint Off	6FMS	1554	1053	16Nov53	2751	305 E Church St	3814	Indef
110.	M	Waldon, Edward [illegible]	A0810[illegible]9	19Dec50	SP-6	Acft Comdr B-36	39thBSq	1234A	0551	5Jun51	2203	54 Andrews Pl	7-3377	Indef

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CAPTAINS (Continued)												
111. M Walsh, John R.	A0790405	15Feb51	NDR	Radar Opr B-36	24thBSq	1524A	0351	14Apr51	2209	Smith Tr Park	None	Indef
112. M Ward, Harlan A.	A0864804	16Jan51	None	Sq Acft Maint Off	40thBSq	4344	0549	22Jul52	592	110 W Alameda	1907-J	Indef
113. M Ward, Sidney J. Jr.	A02074273	1Jun53	SP-6	Acft Comdr B-36	39thBSq	1234A	0749	10Oct52	2203	1512 W Walnut	4607-M	Indef
114. M Warren, Richard L.	A0834542	1Jun52	P-9	Sq Acft Maint Off	6FMS	4344	0746	1Jun52	433	37 A West St	7-5523	Indef
115. M Wathen, Vincent T.	A0864590	29Oct51	None	Air Elect Off	6A&ESq	3034	0252	14Nov53	473	1714 W Walnut	None	Indef
116. M Watson, Lowell L.	A0812339	18Jan53	P-9	Pilot B-36	40thBSq	1231A	1045	8Feb53	2277	BOQ 908, Apt A	None	Indef
117. M Weeks, James H.	A0837237	1Sep51	P-6	Pilot B-36	40thBSq	1234A	0249	16Apr51	2277	312 E Church St	2792-J	Indef
118. M Wiegman, Lawrence A.	A0739136	19Dec50	NDR	Nav B-36	24thBSq	1524A	1150	16Oct51	2209	141 E Pear St	2176-R	Indef
119. M White, Guinn C.	A02067415	1Jun52	E	Acft Perf Engr B-36	40thBSq	4324	1042	10Mar51	557	907 W Hedricks	1068-W	Indef
120. M Winsor, William J.	A0762062	11Aug50	SP-6	Acft Comdr B-36	40thBSq	1234A	0451	2May51	557	1104 W Summit	2300-R	Indef
121. M Wise, Donald	A0752796	19Dec50	NDR	Nav B-36	40thBSq	1524A	0949	30Oct52	2277	9 A West St	7-5509	Indef
122. M Wise, John Q.	A01909440	14Apr53	P-6	Pilot B-36	40thBSq	1234A	0551	14May51	557	1 A West St	7-9974	Indef
123. M Woford, Charles D.	A0720656	1Jun52	P-6	Pilot B-36	39thBSq	1234A	0146	17Mar51	2203	1 A Street	7-9978	Indef
124. M Wright, Frederick C.	A0311191	6Aug46	None	Student Officer	Hq 6DWg	2054	1152	12Dec52	JDY Ft Bliss, ElPaso, Tex 36 days	20 Dec 53		Indef
125. M Zalonka, Charles C.	A0733573	7May50	NDR	Nav B-36	40thBSq	1521A	0645	9Jul53	2277	Goodnight Tr Ct	None	Indef
FIRST LIEUTENANTS												
1.1. S Astrella, Ralph J.	24609A	5Jun53	NDR	Nav B-36	39thBSq	1524A	1241	7Feb52	2203	BOQ 912, Apt C	2046	R-AF

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FIRST LIEUTENANTS (Continued)														
2.	M	Austin, Cooper J.	A0947473	5Jun53	None	Sq Adjutant	6A&ESq	3241	1241	9Aug53	2264	408 S Holland	3175-NW	Indef
3.	M	Baggaley, John H.	A0942880	30Jul51	P-6	Pilot B-36	24thBSq	1234A	1251	1Jan52	2680	712 W BuenaVista	4372-J	Indef
4.	S	Bateman, Richard M.	A02206090	30Mar53	None	Dental Off Gen Dy	6th Med	9826	1241	30Mar53	456	Med BOQ	620	0355
5.	M	Baulch, Henry L.	22106A	4Dec52	P-9	Pilot B-36	24thBSq	1234C	0953	23Sep53	1615 W Hendricks		975	R-AF
6.	S	Benedict, Donald D.	A02218439	16Apr53	None	DDALV Pending EDCSA	Hq 6BWg	2051	1053	17Nov53	DDALV Pending EDCSA			Indef
7.	M	Benedict, Robert H.	A0876509	29Feb52	E	Acft Perf Engr B-36	39thBSq	4324	0149	1Oct52	2203	1714 S Monroe	2296-R	Indef
8.	M	Bentley, Max H.	A01909024	19Apr51	P-8	Pilot B-36	39thBSq	3011	1241	9Mar53	2203	1709 N Pontiac	1845-NM	Indef
9.	S	Boles, Ismael W.	A0697251	15May52	P-9	Spec Dy, 812thABGp OIC, Base Surv Sch	24thBSq	1231A	0944	5May53	2732	BOQ 918, Apt D	None	Indef
10.	M	Borman, Glenn O.	A02093837	19Apr52	E	Acft Perf Engr B-36	39thBSq	4324	1241	23Jul52	2203	112 S Washington	2270-J	Indef
11.	S	Bouillon, Richard L.	A0788140	27Jan52	P-9	Acft Maint Off	6PMS	4341	0852	11Oct52	2254	BOQ 918, Apt B	2505	Indef
12.	M	Bowersox, Barbara	AN2244057	28Jul53	None	Nurse Gen Dy	6th Med	9754	1241	7Jan52	2229	209 N Wilde	2121	0154
13.	M	Bridges, Allan C.	A02059961	2[illegible]Apr49	P-9	Sq Supply Officer	6PMS	6424	1049	5May53	528	1708 S Monroe	None	Indef
14.	M	Briggs, Wayne D.	A02099837	4Jul51	E	Acft Perf Engr B-36	39thBSq	4321	1241	13Dec52	2203	Box 240, RFD #2	None	0155
15.	M	Brown, Bruce B.	A0590[illegible]	8Feb51	R, N	Nav B-36	24thBSq	1554	0953	17Oct53	2209	807 W 2d St	None	Indef
16.	M	Brown, Glendon W.	A07[illegible]852	2[illegible]Dec5[illegible]	P-6	Pilot B-36	24thBSq	1234A	0645	14Aug50	2209	32 A West	7-6674	0355
17.	M	Brown, Marvin L.	1867[illegible]A	27Feb51	NDR	Nav B-36	39thBSq	1524A	0946	7Dec51	2203	204 S Missouri	1124-M	R-AF
18.	M	Bush, [illegible]	A02[illegible]702	24Mar53	None	Dental Off Gen Dy	6th Med	9826	1241	24Mar53	456	209 S Ohio	2069-W	0554

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FIRST LIEUTENANTS (Continued)														
19.	M	Butler, William P.	A02221875	22Nov52	NDR	Nav B-36	40thBSq	1524A	1241	20Jul51	557	47 W Wells	7-2202	0554
20.	S	Dynum, Paul H.	A02234690	20Jan53	[illegible]	Pilot B-36	24thBSq	1231A	1241	25Sep53	2209	BOQ 918, Apt D	None	0356
21.	M	Carroll, Roland C.	A0783707	13Feb53	[illegible]	Pilot B-36	24thBSq	1231A	0442	5May53	2209	205 E Summit	None	Indef
22.	M	Chamness, Benjamin H Jr.	A02230638	13Feb53	[illegible]	Sq ECM Officer	39thBSq	3024	1241	19Jul52	2612	1403 W Tilden	4012-W	Indef
23.	M	Chaney, Hugh F.	A02089391	8Sep51	NDR	Nav B-36	39thBSq	1524A	0451	1Oct52	2733	509 S Fir St	4008-J	Indef
24.	S	Christenson, Albin L Jr.	A02101775	13Mar52	E	Acft Perf Engr B-36	39thBSq	4324	1241	10Jul52	2203	Sunset McGaffey	053J1	0455
25.	M	Christenson, Arnold P.	24610A	5Jun53	NDR	Nav B-36	39thBSq	1524A	1241	7Feb52	2203	306 E Frazier	3259-NW	R-AF
26.	M	Collins, Kriebel N.	A02073483	10Mar51	NDR	Nav B-36	24thBSq	1524A	0442	25Jul52	2209	602 W Alameda	3895-M	Indef
27.	S	Collins, Patricia	AN2242381	4Sep53	None	Nurse Gen Dy	6th Med	9754	1241	4Sep53	2229	Nurses BOQ	2477	0955
28.	M	Compall, Theodore C.	A02240791	11Oct52	None	Asst Ch Surg Sv	6th Med	9416C	1241	11Oct52	618	109 E Summit	2283	1054
29.	M	Dean, Robert E.	A02260444	18Apr53	ACM	Av Med Examiner	6th Med	9326	1241	16Aug53	358	1517 N Ohio	3809-M	0455
30.	M	DeJarnette, John F. Jr.	A01919597	7Sep53	None	Ch [illegible] Gyr	6th Med	9326	1241	5Nov53	607	21 W Wells	7-2161	0655
31.	M	Dew, Edward C.	A01910855	3Oct52	[illegible]	DDALV Pending EDCSA	Hq 6DWg	1554	0146	1Nov53	DDALV Pending EDCSA			0856
32.	M	Diliberti, Charles	A02260[illegible]	11Jul53	None	Med Off Gen Dy	6th Med	9326	1241	11Jul53	358	Med BOQ	620	0755
33.	S	Dokken, James P.	A02221[illegible]	12Dec52	NDR	Nav B-36	39thBSq	1524A	1241	2[illegible]Jul51	2203	BOQ 911, Apt B	None	0454
34.	S	Duborg, George F. Jr.	A02222033	1[illegible]Feb53	NDR	Sq Staff Observer	40thBSq	1524A	1241	16Oct51	405	BOQ 912, Apt C	None	0754
35.	M	Duffey, Willis [illegible]	A02[illegible]	27Sep52	E	Acft Perf Engr B-36	24thBSq	4321	0345	12Oct46	2209	1703 S Stanton	3274-J	Indef
36.	M	[illegible], Charles G.	A02222775	28Jul53	NDR	Nav B-36	39thBSq	1524A	1241	1Apr52	2203	2003 N Garden	4383-J	0155

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FIRST LIEUTENANTS (Continued)												
37. M Enstor, Nelson H.	A021C1735	11Apr51	E	Acft Perf Engr B-36	4CthDSq	4324	1150	1Nov52	2277	1612 S Kansas	1934-W	Inde
38. M Erickson, Walter E.	A0939447	13Feb53	E	Acft Perf Engr B-36	24thDSq	4324	1241	11Aug52	2209	1602 S Kansas	1934-NR	Inde
39. M Estrada, John J.	A0931240	C4pr51	NDR	Nav B-36	24thDSq	1524A	1151	7Aug52	2209	1602 W Juniper	2750-M	Inde
40. M Eubanks, Don H. Jr.	A0765409	27Jun4C	NDR	Nav B-36	24thDSq	1524A	1151	7Aug52	2141	24 Langley Pl	7-3394	Inde
41. M Fisher, Charles H.	A02C61012	10Jun52	NDR	Nav B-36	24thDSq	1521A	1241	9Jul53	2209	Goodnight Tr Ct	None	Inde
42. M Forcier, Gerard O.	A02218094	12Aug53	None	Sq Intell Off	24thDSq	2051	C349	17Oct53	2209	DOQ 908, Apt D	None	IC54
43. M Gardner, LeeRoy S.	A0946285	12Aug52	P-6	Pilot B-36	24thDSq	1231A	C346	10ct53	2209	DOQ 910, Apt C	2502	Inde
44. M Goldman, Herbert I.	A02240360	6Nov52	None	Pediatrician	6th Med	9366D	1241	8Nov52	607	1205 N Kentucky	3203	1154
45. M Hargraves, Jack R.	A02249353	27Sep52	E	Sq Staff Flt Engr	24thDSq	4324	1246	5Dec52	2136	1521 W 2d St	2760-R	Inde
46. M Harrington, Cleo R.	A02099360	25Jul51	E	Acft Perf Engr B-36	39thDSq	4324	0351	6Dec52	2203	Box 256, RR #2	None	Inde
47. M Haskins, Clifford O.	A021C1044	30Oct52	E	Acft Perf Engr B-36	24thDSq	4324	1241	1Aug52	2209	1024 Crescent Dr	2321-NJ	Inde
48. M Hehmann, James C.	A01911919	22Apr52	P-6	Pilot B-36	39thDSq	1234A	C352	3Apr52	2203	1612 W Tilden	4726	Inde
49. M Hill, Duane S.	A01856061	12Aug52	P-6	Pilot B-36	39thDSq	1234A	C342	18Feb52	2203	1305 N 7th St	4212-M	C255
50. M Hilliard, Joseph C.	A02101078	130ct52	E	Acft Perf Engr B-36	39thDSq	4324	1241	16Jul52	2203	1612 W Walnut	2677-NW	Inde
51. M Jackson, Charles L.	A0779472	5Jan53	E	Acft Perf Engr B-36	39thDSq	4324	1241	18Aug52	2203	17 Off's Circle	7-2537	Inde
52. M Kasdorf, Henry H.	A0745409	25Mar52	P-6	Pilot B-36	39thDSq	1234A	1145	11Mar53	2203	21 Off's Circle	2547	Inde
53. S Kast, Dorothy M.	AN2242404	5Sep53	None	Nurse Gen Dy	6th Med	9754	1241	5Sep53	2229	Nurses DOQ	2477	0955
54. M Kessler, Charles W.	18437A	27Feb51	NDR	Radar Opr B-36	4CthDSq	1524A	1241	20Jul51	2277	1700 N Pontiac	3681-M	R-4F

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FIRST LIEUTENANTS (Continued)												
55. M Kendrick, Arthur L.	A02249283	16Sep52	E	Acft Perf Engr B-36	24thDSq	4321	0346	16Sep52	2209	636 E 6th St	1602-W	Indef
56. M Knothe, William C.	A0945457	13Feb53	E	Acft Perf Engr B-36	40thDSq	4324	1241	1Dec52	557	Base Side Tr Ct	7-6697	Indef
57. M Kromer, Edward E.	A02249359	27Sep52	E	Acft Perf Engr B-36	39thDSq	4324	0449	27Sep52	2203	1035 Crescent Dr	3536-W	Indef
58. S Lane, William C.	A01996951	19Aug51	P-6	Pilot B-36	24thDSq	1231A	0646	24Dec50	2680	39 A West	None	Indef
59. M Leeper, Donald A.	A02249360	27Sep52	E	Acft Perf Engr B-36	40thDSq	4324	0246	27Sep52	557	706 W 9th St	2275-J	Indef
60. S Limpus, Grace E.	AN1912757	22Dec52	None	Anethestist	6th Med	9741	1241	9Jan52	618	DOQ 917, Apt D	2508	0654
61. M Mabula, Karl J.	A0945526	2Mar53	E	Sq Staff Flt Engr	39thDSq	4324	0451	10Aug51	2203	27 Off's Circle	2546	Indef
62. M Mays, Forrest D.	A0607052	1Jul52	P-6	Pilot B-36	39thDSq	1234A	1241	3Apr53	2203	Rt #2, Box 25	083-R1	Indef
63. M Morrow, Elmer W.	A0944053	10Nov52	P-6	Student Officer	39thDSq	1224P	0846	23Sep53	2203	DDY Mather AFD, Calif 11 wks 21 Jan 54		0956
64. S Miller, John H.	A01852922	5Mar53	None	Fab & Repair Off	6FMS	4364	0745	1Jul52	397	DOQ 915	None	Indef
65. M Miller, John W.	A02222043	25Mar53	NER	Nav B-36	24thDSq	1524A	0246	16Oct51	2209	637 E Apple St	1852-W	Indef
66. M Monroe, Donald F.	A02238805	12Jun53	None	Hospital Registrar	6th Med	9025	1251	14Dec51	359	10 W Wells	7-6625	Indef
67. M Mehring, Charles A Jr.	A02239066	2Mar53	None	Lab Officer	6th Med	9151	1241	13Aug51	458	507 N Kentucky	2575-W	0854
68. M Nelson, John E. Jr.	A02224653	22Jul53	P-5	Pilot B-36	24thDSq	1234C	1053	10Nov53	2209	no/record	N/R	0855
69. M Pourciau, Thomas E.	198984	23Nov51	NER	Radar Opr B-36	39thDSq	1524A	0146	7Dec51	2203	19 A West St	7-2432	R-AF
70. S Pack, Andrew C.	A0771129	20Jun52	P-9	Asst Flt Test Off	Hq 6AMg	4321	1245	3Apr53	589	20 Off's Circle	2564	Indef
71. M Pietschner, Paul W.	A02101113	19Dec52	E	Acft Perf Engr B-36	39thDSq	4324	1245	1Aug52	2203	910 W Summit	3748-J	1054

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FIGHT PERSONNEL (Continued)														
72.	M	Hackbirth, Alvin Sr.	AO975151	18Mar52	P-S	Sq Pers Equip Off	40thBSq	1431	0546	1Jun52	693	1712 N Union	3690-M	1054
73.	M	Hale, Wilmer I. III.	AO2210009	2[illegible]52	R	DD/LV Pending EDCSA	39thBSq	1554	1053	15Oct53	DD/LV Pending EDCSA			0955
74.	S	Rhodes, Delbert D.	AO2224679	10Oct53	R	Radar Photo Interp	Hq 6DMG	1554	1053	6Nov53	2738	DOQ 916, Apt D	None	0955
75.	M	Flynn, Otto W.	AO942207	13Oct53	E	Acft Perf Engr B-36	39thBSq	4324	0244	1Dec52	2203	9 Off's Circle	2751	Indef
76.	M	Roberts, Charles C.	AO753027	1[illegible]52	ECM	SD, 512th AD Gp OIC, Base ECM Sec	40thBSq	3024	0745	7Sep52	2214	30 West A St	7-2468	Indef
77.	M	Romanowski, Raymond	AO2047[illegible]	30Oct52	Nav	Psychiatric Sv Off	6th Med	9586D	1241	30Oct52	607	131½ Riverside Dr	2912-NW	1054
78.	M	Russell, Robert B.	AO945[illegible]	25Jul[illegible]	NAV	Nav B-36	39thBSq	1524A	1251	25Jul52	2203	1709 S Stanton	3274-NR	Indef
79.	M	Radkewich, Daniel E.	AO1[illegible]0[illegible]	19Sep52	E	Acft Perf Engr B-36	40thBSq	4324	0145	16Sep52	557	25 Langley Pl	7-2243	Indef
80.	M	Randle, James V.	AO2[illegible]576	13Dec51	E	Acft Perf Engr B-36	24thBSq	4324	1246	8Jul52	2209	34 A West	7-5571	Indef
81.	M	Ryan, Harold V.	AO765[illegible]	14Jul[illegible]	P-S	Sq Pers Equip Off	39thBSq	1234A	0345	15Oct52	2132	31 Off's Circle	2501	Indef
82.	M	Sanders, Robert W.	AO2102[illegible]	14Jan52	E	Acft Perf Engr B-36	40thBSq	4324	0940	17Jul52	2277	1207 W Deming	237-W	Indef
83.	S	Scott, Geneva A.	AW2[illegible]356	4Oct53	Nurse	Nurse Gen Ry	6th Med	9754	0353	10May53	2095	Nurses DOQ	2477	Indef
84.	M	Sorrells, Edward M.	AO2230[illegible]4	24Sep52	None	Med Supply Off	6th Med	9034	0253	10Apr53	617	DOQ 908, Apt E	2533	0854
85.	M	Stafford, Dill D.	AO1[illegible]3[illegible]	20Mar53	P-6	Pilot B-36	24thBSq	1231A	0452	7May52	2209	Box 400, Rt #1	3077-R	Indef
86.	M	Stilson, Joseph E.	AO[illegible]0747	2 Jan[illegible]	P-9	Pilot B-36	40thBSq	1231A	1245	5May53	557	1712 S Stanton	None	Indef
87.	A	Sanders, James H.	AO2[illegible]1[illegible]0	21May[illegible]	E	Acft Perf Engr B-36	24thBSq	4324	1241	2Dec52	2136	45 A West	7-4493	Indef
88.	M	Stevenson, Eugene W.	AO2247[illegible]	18Sep52	E	Acft Perf Engr B-36	40thBSq	4324	1245	18Sep52	557	610 W Deming	3496-J	Indef

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FIRST LIEUTENANTS (Continued)														
89.	M	Sparks, Avrit G.	A02249293	10Sep52	E	Acft Perf Engr B-36	24thBSq	4321	0146	10Sep52	2209	423 E 5th St	1566-M	Indef
90.	S	Stanick, John J.	A01997016	20Jun51	P-9	Pilot B-36	24thBSq	1231A	0845	80ct53	2209	BOQ 908, Apt D	2066	Indef
91.	M	Stelzer, Frank A.	223554	8Dec52	P-9	Wg Security Off	Hq 6BWg	1431	1241	7Jan53	485	305 W 3d St	3829-M	R-AF
92.	M	Stephenson, Ralph W Jr.	2C364A	10Oct50	P-5	Sq Pers Equip Off	24thBSq	1431	0952	1Oct52	385	22 Langley Pl	7-9908	R-AF
93.	M	Stewart, Lawrence W.	A0868600	1Mar51	E	Acft Perf Engr B-36	24thBSq	4324	0945	8Dec52	2136	14 Off's Circle	None	Indef
94.	M	Szappanyos, Bela J.	A02260934	6Jun53	None	Internist	6th Med	9326	1241	6Jun53	607	20 Byrne St	None	0655
95.	M	Taylor, Carl L.	A01850826	10Nov53	E	Acft Perf Engr B-36	24thBSq	4321	0351	1Jun53	2209	Mt View Tr Ct	325-NJ	Indef
96.	M	Tickel, William E. Jr.	A01911519	12Jun52	NDR	Nav B-36	39thBSq	1524A	1241	1May53	2203	Box 256, Rt #2	3163-J	0456
97.	M	Tulloh, Clifton C.	A02079532	30May51	N	Nav B-36	24thBSq	1534P	1241	11Sep52	2136	38 A West St	2175	Indef
98.	M	Tuttle, Donald B.	18609A	19Jan51	NDR	Nav B-36	40thBSq	1524A	0745	1Jul52	2277	1710 W Delaware	2093-J	R-AF
99.	S	VanClief, Harold O.	A0591273	2Jul51	None	Student Officer	6A&ESq	3051	0752	1Aug53	DDY Chanute AFB, Ill 8 wks 31 Dec 53			Indef
100.	M	Vanderveen, Walter S.	A02087601	22Jul52	R(NF)	Adm Ops Off	Hq 6BWg	7021	0952	13Sep52	2205	Rt #2, Box 238	7-2297	Indef
101.	M	Varise, Anthony F.	A02081830	20Dec51	E	Acft Perf Engr B-36	40thBSq	4324	1241	30ct52	2277	1700 Pontiac Dr	3691-W	Indef
102.	M	Waller, Jack T.	A02081797	1Jan51	NDR	Nav B-36	39thBSq	1521A	1241	16Aug53	2203	BOQ 910, Apt D	None	0756
103.	M	Weiler, Bernard S.	A02241523	14Jan52	None	Dental Off Gen Dy	6th Med	9826	1241	4Jan53	456	1412 W 7th St	2038-W	0755
104.	M	Wilds, Ausbun J. Jr.	A0709206	4Feb50	E	Acft Perf Engr B-36	24thBSq	4324	0342	3Dec52	2209	306 Ryan St	None	Indef
105.	M	Williams, John B.	A02240211	22Jan52	None	Dental Off Gen Dy	6th Med	9826	0342	22Jan52	456	1512 N Delaware	1117-W	0154

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
FIRST LIEUTENANTS (Continued)														
106.	M	Williams, LeRoy L.	A0946313	5Jun52	E	Acft Perf Engr B-36	40thBSq	4324	0442	7Dec52	557	31 A West St	7-4457	Indef
107.	S	Wilson, Richard L.	A02222754	17Jul53	NDR	Nav B-36	24thBSq	15244	0342	16Aug53	2209	504 S Aspen	3226-J	0155
108.	S	Young, David T. Jr.	A01911897	10Dec51	P-6	Pilot B-36	40thBSq	12344	0352	1Apr52	557	BOQ 918	None	1253
109.	M	Young, Raymond D.	A0771206	6Jul51	P-5	Prod Control Off	Hq 6BWg	4344	1252	13Jan53	730	18 Off's Circle	2521	Indef
SECOND LIEUTENANTS														
1.	M	Dlinn, Harold O.	A02251166	30ct52	None	Wg Comm Off	Hq 6BWg	4341	1241	22Sep53	2240	803½ N Kentucky	2756-W	1054
2.	S	Drown, Clarence Z.	A02229594	4Sep52	None	Intell Off	Hq 6BWg	2051	1241	26Apr53	243	BOQ 916, Apt F	2324	0954
3.	S	Christy, Leona I.	AN2241910	15Feb53	None	Nurse Gen Dy	6th Med	9754	1241	15Feb53	352	Nurses BOQ	2508	0255
4.	M	Clark, Bob J.	A02230459	9Aug52	None	Sq Supply Off	24thBSq	0421	1241	12Sep52	2158	1109 E Brown St	None	0854
5.	S	Hake, Donald H.	A02230420	10Aug52	ECM	Sq ECM Off	40thBSq	3021	0247	2Aug53	2214	BOQ 915, Apt D	2323	Indef
6.	M	Haslem, Samuel P.	A02237207	14Jul52	U	Sq Gunnery Off	39thBSq	3241	1241	10Jul53	2320	405 W 10th St	2104-W	0754
7.	S	Hinrichs, John W.	A01856344	14Aug53	None	Student Officer	6FMS	6421	1241	14Aug53	BDY FE 11 wks	Warren AFB, Wyoming	20 Jan 54	0855
8.	M	Jacobs, Reed D.	A03002218	23May53	U	Sq Gunnery Off	24thBSq	3241	1241	10Jul53	2209	309 E 8th St	2611-R	0556
9.	S	Johnson, Darrel W.	A01864978	24Jul53	None	Sq Supply Off	Hq 6BWg	7321	1241	4Jul53	2603	BOQ 916	2848	0755
10.	S	MacKessy, Patricia E.	AN2242454	10Oct53	None	Nurse Gen Dy	6th Med	9754	1241	10Oct53	721	BOQ 711, Apt D	2517	1055
11.	S	Jones, Billie J.	AN2241912	10Nov52	None	Nurse Gen Dy	6th Med	9754	1241	5Jan53	601	BOQ 916, Apt D	2477	0155
12.	S	Phillips, James L.	A01855854	25Jul53	None	Wg Pers O, Amn's Dr	Hq 6BWg	7321	1241	25Jul53	754	BOQ 916, Apt A	2848	0755

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SECOND LIEUTENANTS (Continued)														
13.	S	Pawlowski, Raymond	A03009228	13Jun53	U	Sq Gunnery Off	40thBSq	3241	1241	1Aug53	2214	BOQ 912, Apt A	2321	0656
14.	M	Sadler, Farren M.	A02249480	2Jan53	None	Arm Systems Off	6A&ESq	3231	1241	1Nov53	2360	203 S Union	1803-NR	Indef
15.	M	Smith, Charles E.	A02240551	29May52	None	Base Sant Surgeon	6th Med	9121	1241	1Sep52	2725	706 N Garden	3146-M	0755
16.	S	Stan, Betty H.	AN2242087?	27Jun53	None	Nurse, Dpr Rm	6th Med	9754	1241	27Jun53	618	Nurses BOQ	2477	0655
17.	M	Stedman, Thomas W.	A02249219	19Aug52	ECM	Ass't Wg ECM Off	Hq 6BWg	3021	1241	21Jul53	2340	405 W Reed	4624-M	Indef
18.	M	Tenley, Robert E.	A03009241	25Jul53	U	Ass't Sq Gunnery Off	39thBSq	3241	1241	11Sep53	2203	213 W Summit	1014-R	0756
19.	S	Webster, James D.	A03004826	26Mar53	NDR	Nav B-36	24thBSq	15244	1241	25Sep53	2209	BOQ 916, Apt A	2516	0356
CHIEF WARRANT OFFICERS														
1.	M	Core, William E.	AW2123753	1May51	None	Arm Systems Off	6A&ESq	32000	0246	19Nov52	2330	35 A West St	7-2136	Indef
2.	M	Jeffries, John C. Jr.	951503E	6Mar44	None	Acft Maint Off	Hq 6BWg	43100	0847	22Jan51	402	21 West A St	None	R-AF
WARRANT OFFICERS JUNIOR GRADE														
1.	M	Stuber, Harold E.	AW2200201	15Mar51	None	Arm Systems Off	6A&ESq	30100	0251	1Aug52	2330	324 E Church St	4064-W	Indef

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Losses

Between Period 1 Nov 53 to 30 Nov 53 (inc)

LT COLONELS

1.	Crowley, William F.	5246A	0066A	SP-6	Reassigned	4001st AB Group, Gray AFB, Texas	Par 11 SO 219, Hq 47ADiv 90ct53, EDCSA: 4 Nov 53

MAJORS

1.	Orr, James M.	A02260436	9826	None	Reassigned	2225th Pers Proc Gp, Cp Kilmer, New Jersey	Par 23 SO 226, Hq 47ADiv, 200ct53, EDCSA: 6 Nov 53

CAPTAINS

1.	Neff, [illegible]	A0[illegible]116	1554	R	Reassigned	3605th Nav Tng Wg, Ellington AFB, Tex	Par 2 SO 244, Hq 47ADiv, 14Nov53, EDCSA: 21 Nov 53
2.	Simonsen, Lyal N.	A01289778	2054	None	Reassigned	42d Air Division, Bergstrom AFB, Tex	Par 1 SO 246, Hq 47ADiv, 17 Nov 53, EDCSA: 25 Nov 53

FIRST LIEUTENANTS

1.	Johnson, Herbert M.	A02087541	1554	R	Reassigned	3605th Nav Tng Wg, Ellington AFB, Tex	Par 2 SO 244, Hq 47ADiv, 14Nov53, EDCSA: 21 Nov 53
2.	Lachapelle, Philip F.	A02089681	1554	R	Reassigned	3605th Nav Tng Wg, Ellington AFB, Tex	Par 2 SO 244, Hq 47ADiv, 14Nov53, EDCSA: 21 Nov 53
3.	McKinney, Joe H.	A02092581	12344	P-6	Reassigned	19th Air Division, CAFB, Texas	Par 18 SO 242, Hq 47ADiv, 12Nov53, EDCSA: 23 Nov 53
4.	Medley, Connell C.	A0985513	9826	None	Reassigned	2225th Pers Proc Gp, Cp Kilmer, New Jersey	Par 4 SO 226, Hq 47ADiv, 200ct53, EDCSA: 1 Nov 53

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Losses

Between Period 1 Nov 53 to 30 Nov 53 (inc)

FIRST LIEUTENANTS (CONT'D)							
5.	Mumby, Chester W.	A018492331	3034	None	Reassigned	812th Ops Squadron, W.FB, Roswell, N Mex	Par 7 SO 248, Hq 47ADiv, 19Nov53, EDCSA: 21Nov53
6.	Scruggs, James B. Jr.	A02230695	4324	E	Reassigned	19th Air Division C.FB, Texas	Par 21 SO 230, Hq 47ADiv, 26Oct53, EDCSA: 4 Nov 53
7.	Starnes, Charles R.	A02260803	9826	None	Reassigned	2225th Pers Proc Gp, Cp Kilmer, New Jersey	Par 11 SO 226, Hq 47ADiv, 20Oct53, EDCSA: 6 Nov 53
8.	Williams, Edwin L.	A02240414	9826	None	Reassigned	22d Medical Group, March AFB, Calif	Par 2 SO 228, Hq 47ADiv, 22Oct53, EDCSA: 4 Nov 53
SECOND LIEUTENANTS							
1.	Scalfano, Hazel, R.	AN2241821	9754	None	Seperated		Par 11 SO 235, Hq 47ADiv, 2Nov53, Eff dt: 5 Nov 53

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SECURITY INFORMATION

WING CREW STATUS
(as of 30 November 1953)

	SELECT	LEAD	READY	NON-READY
Wing TOTAL	8	16	1	5
24th Bomb Sq	3	6	0	1
39th Bomb Sq	2	6	1	1
40th Bomb Sq	3	4	0	3

SECRET
SECURITY INFORMATION

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SECRET
SECURITY INFORMATION

CREW STATUS

24th Bomb Squadron

Crew No.	Crew Commander	Rank
S-01	EASTLING, Donald M.	Lt Colonel
S-02	NADON, Norman C.	Major
L-03	RASMUSSEN, Kenneth C.	Major
L-04	HANIGAN, Edward J. Jr.,	Major
L-05	MALLORY, Lue B.	Captain
L-07	BORDEAUX, Lyle B.	Captain
N-10	POTTER, Eliot H.	Major
L-29	TREWITT, Harvey S.	Major
L-31	SHARMEN, Merrill E.	Captain
S-37	MCCUTCHEON, Claude C.	Lt Colonel

3 Select Crews

6 Lead Crews

0 Ready Crews

1 Non-ready crew

SECRET
SECURITY INFORMATION

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CREW STATUS

39th Bomb Squadron

Crew No.	Crew Commander	Rank
L-11	MILLER, William J.	Major
L-12	COLE, Norman G.	Captain
S-13	MELLBERG, Carl L.	Major
L-14	PEARSON, James M.	Major
L-15	WALDON, Edward L.	Captain
L-16	COBB, John T.	Major
R-17	WARD, Sidney J. Jr.	Captain
L-18	GAMBEL, Burrel B.	Major
N-19	WILLIAMS, John H.	Major
S-20	JACKMAN, Gordon L.	Major

2 Select Crews

6 Lead Crews

1 Ready Crew

1 Non-ready Crew

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SECURITY INFORMATION

CREW STATUS

40th Bomb Squadron

Crew No.	Crew Commander	Rank
S-09	LUDLOW, Harold K.	Major
S-21	WALKER, Lyle H.	Major
L-22	BASINGER, L. C. Jr.	Captain
L-23	WINSOR, William J.	Captain
L-24	STEINER, Irwin O.	Major
S-26	METIVIER, Joseph R.	Major
N-27	MOORE, Edwin V.	Captain
N-32	CARSON, Clarence L.	Captain
L-28	TAYLOR, William J. D.	Captain
N-34	O'NEAL, Lloyd L.	Captain

3 Select Crews

4 Lead Crews

0 Ready Crews

3 Non-ready Crews

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HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Office of the Director of Operations
Walker Air Force Base
Roswell, New Mexico

25 NOVEMBER 1953

24TH BOMB SQUADRON CREW ROSTER

CREW	A/C	P	CP	VO	1/N	2/N	1/FE	2/FE	1/RO	2/RO	LUA	RUA	LLA	RLA	TG
SO1AO	EASTLING DONALD M. A0728614 L/COL	BOZEMAN JOHN W. A0782692 CAPT	FLORES RAMON N. A0758441 CAPT	HARRISON CHARLES D. 10826A L/COL	DISANTO ALEXANDER A02066100 CAPT	SKIBBE HAROLD W. A0278308 CAPT	HASKINS CLIFFORD A02101844 1/LT	TAYLOR CARL L. A01850826 2/LT	VOSE BURTON G. AF11122415 M/SGT	HOGAN WILLIAM 23786383 A/1C	GREEN NORMAN S. 37527709 T/SGT	KRAUS DONALD E. 15434959 A/1C	HERRIED HUGH R. 16376474 A/2C	SCHNEIDER DONALD J. 17350317 A/2C	FRY JOHN A. 18380946 A/2C
SO2AO	NADON NORMAN C. A0824704 MAJOR	SIFFORD BILLY B. A01911881 1/LT	BYNUM P. H. A02234690 1/LT	BELL JOHN N. A0803738 MAJOR	MARKOWITZ ISRAEL B. A01304419 MAJOR	SIMON EUGENE E. A0209966 CAPT	RUZIC JAMES V. A02102676 1/LT	SPARKS AVRIT G. A02249293 1/LT	RINE DANIEL W. 17133454 S/SGT	DUNN EVERETT 14367559 A/1C	DAVENPORT BILLY B. 19271519 T/SGT	ERICKSON DAVID A. 17275504 A/1C	HRDLICKA DAVID L. 19308307 A/1C	GRAZIANI ARTHUR F. 11215363 A/2C	ROOT THOMAS P. 12367133 A/1C
LO3DO	RASMUSSEN KENNETH C. A0824704 MAJOR	TURNER WILLIAM L. A0725231 CAPT	HOLMES ROBERT S. A0429410 MAJOR	HARPER FRANK G. A0760002 CAPT	GARRETT HENRY O. A0790127 MAJOR	COLLINS KRIEBEL N. A02073483 1/LT	DUFFEY WILLIS A. A02249350 1/LT	BARDWELL JERRY C. 14053960 T/SGT	ORTELL WILLIAM L. 16286252 S/SGT	CLEMERSON WILLIAM D. 15441860 A/1C	NELSON MARVIN W. 19370599 S/SGT	KILGORE WILLIAM O. 14424033 A/3C	GIURA CARMEN 35586665 A/1C	CADWELL JIMMIE D. 184062228 A/3C	SICKLER ROBERT A. 12361006 A/2C
LO4CO	HANIGAN EDWARD J. 18222A MAJOR	GARDNER LEROY S. A0946285 1/LT	STANICK JOHN J. A01997816 1/LT	MUSE CHAUNCEY A0676098 CAPT	KOHLE ARTHUR F. A0794143 CAPT	ESTRADA JOHN J. A0931240 1/LT	ERICKSON WALTER E. A0939447 1/LT	KENDRICKS ARTHUR L. A02249283 1/LT	PIOTIVA THOMAS H. 17254084 S/SGT	CONNORS R. T. 12389858 A/1C	EICHACKER DONALD E. 16346638 S/SGT	SMITH TRAMMEL 14399874 A/2C	RODGERS RODNEY D. 24986721 A/3C	WHITE PETER G. 11203544 A/2C	SPENCER JOHN E. 12357816 A/1C
LO5DO	MALLORY LUE B. A0888730 CAPT	JOHNSON WALDO E. A0720772 CAPT	CARROLL ROLAND C. A0783707 1/LT	WALSH JOHN R. A0798495 CAPT	SMITH C. H. 13287A MAJOR	WIEGMAN LAWRENCE A0739136 CAPT	WILDS AUSBUN J. A0709206 1/LT	COUNTS REX 13018401 M/SGT	DISNEY THOMAS E. 16346892 A/1C	SCHRANK H. H. 15466776 A/1C	NIX DARRELL D. 19369701 A/1C	JOHNSON RALPH C. 15459447 A/2C	EDDY G. C. 17366046 A/2C	SEDAM RICHARD C. 16412496 A/2C	SPENA NUMZIA F. 12344509 A/2C

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Hq 6th BW, 6DO, Subj: Crew Roster (24th Bomb Squadron)

CREW	A/C	P	CP	VO	1/N	2/N	1/FE	2/FE	1/RO	2/RO	LUA	RUA	LLA	RLA	TG
L07KO	BORDEAUX LYLE B. A02092627 CAPT	COLEMAN LESLIE A0756498 CAPT	TELL ROGER 17365568 A/2C	MALLORY JOHN S. 17091A CAPT	MILLER JOHN W. A022220043 1/LT	FISHER CHARLES H. A02081812 1/LT	QUESEN- BERRY J. A0867768 CAPT	STEIL JOSEPH N. 17036531 M/SGT	GREEN MARION M. 16358084 A/1C	BROADDUS THOMAS A. 13370963 A/1C	ULCH CLARENCE 15059329 T/SGT	KEEN E.CHARLES 18281056 S/SGT	FREEDMAN BERNARD 13363268 A/1C	WIEBEL- HAUS R. 16395144 A/2C	MORRIS DONALD K. 17273577 A/2C
N10GO	POTTER ELLIOT H. A0669106 MAJOR	PIPES CHARLES D. A0780708 CAPT	WISE DONALD E. 17360656 A/3C	LANG EDGAR E. A0933702 CAPT	CAMP FRED P. A0564921 MAJOR	EUBANKS BEN H. A0785498 1/LT	STEWART LAWRENCE A0868600 1/LT	COESTER FRED N. A0566053 CAPT	ECKLEY DAVID C. 13337046 S/SGT	SHERMAN LAWRENCE 11253368 A/2C	MINOR ROBERT F. 33740278 S/SGT	RICHARDS G. T. 18425129 A/3C	TREVINO GEORGE A. 18424979 A/3C	PEARSON GUY 18284094 S/SGT	YOUNG EUGENE D. 13447277 A/3C
L29DO	TREWITT HARVEY S. 10274A MAJOR	BROWN GLENDON W. A0784852 1/LT	BAULCH HENRY L. 22106A 1/LT	GORDON CARL F. A0724163 MAJOR	KILNESS KENNETH E. 10255A MAJOR	WILSON R. L. A02222784 1/LT	DARRAH ROY R. A01307473 CAPT	CRITELLI NICHOLAS 12023695 M/SGT	MOORE STANLEY 21024394 T/SGT	JUDY RAYMOND 19261403 S/SGT	WAGNER ALBERT L. 12287928 S/SGT	ASHBY MARVIN 15321682 S/SGT	SECOR FRANK I. 16345126 A/1C	FARNIK WILLIAM 17330401 A/2C	WILLIAMS PAUL R. 6945951 M/SGT
L31HO	SCHARMAN MERRILL E. A0692892 CAPT	BUSH BURTON M. A0747205 MAJOR	MATTSON ROBERT L. 16421839 A/2C	MAHONEY JAMES B. A0805312 CAPT	TULLOH CLIFTON C. A02079532 1/LT	WEBSTER J. B. A03004826 2/LT	SONNIER JAMES H. A02091289 1/LT	COOMER LISTON A. 6913382 M/SGT	HANBACK FLOYD D. 13289608 S/SGT	SPATH RALPH 19438679 A/2C	NORRIS HUGH 16294788 S/SGT	HESSER IVAL C. 18396024 A/2C	DODGE JAMES M. 19423597 A/3C	HENDER- SON L. 18394797 A/2C	REARDON DANIEL 1236512 A/1C
S37BO	MCCUTCHEON CLAUDE C. A0664627 L/COL	BAGGALEY JOHN H. A0942880 1/LT	LANE WILLIAM C. A01996051 1/LT	EVANS IVOR P. 15353A L/COL	FRIEDMAN SIDNEY M. A0704628 MAJOR	HAYES LOUIS A0740647 MAJOR	GRIEGER WALLACE J. A0867931 MAJOR	COX CHARLES 6290385 M/SGT	BOWLES M. H. 15042285 T/SGT	PALMBY ROBERT J. 17315908 A/1C	WALTERS ERNEST M. 13364766 T/SGT	NEHER ALBERT L. 12190692 S/SGT	DICKINSON ROBERT D. 16389485 A/3C	LANNI ALBERT 11223779 A/2C	MCCOWN E. J. 17329173 A/1C

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Hq 6th BW, 6DO, Subj: Crew Roster (24th Bomb Squadron)

CREW OVERAGES - 24th Bomb Squadron

RO	Lavis, Robert L. S.	A/2C	AF14460928
RO	Alcoulcumbre, Aaron	A/2C	AF1944188
RO	Reid, James E.	A/1C	AF14391728
RO	Avery, Arnold B.	A/2C	AF21635404
G	Howell, Fletcher L.	A/3C	AF14293764
G	South, William	S/Sgt	AF13070096

STAFF PERSONNEL - 24th Bomb Squadron

Cobeaga, Mitchell	Lt Col	A0401371
Highfill, Thompson	Major	A0740810
Hargraves, Jack R.	1st Lt	A02249353
Stewart, John W.	Capt	A0682735
Britton, J. T.	Capt	A0727396
Skibbe, Harold W.	Capt	A02078308
McGill, Charles L.	Capt	A0928710
Stephenson, Ralph W.	1st Lt	20364A

ROY C. CROMPTON
Lt Col, USAF
Director of Operations

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6DO	(26)
6DOOT	(15)
6DI	(4)
3 ea Sqdn	(18)
TOTAL:	(68)

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HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Office of the Director of Operations
Walker Air Force Base
Roswell, New Mexico

25 NOVEMBER 1953

39TH BOMB SQUADRON CREW ROSTER

CREW	A/C	P	CP	VO	1/N	2/N	1/FE	2/FE	1/RO	2/RO	LUA	RUA	LLA	RLA	TG
L11BO	SOMMER FREDERICK A0894749 CAPT	FOWLER WILLIAM A. A0804142 CAPT	HILL DUANE S. A01856061 1/LT	JILLSON EDWIN T. A02056802 CAPT	BERNZ RAYMOND E. A02062631 CAPT	EMMONS CURTIS G. A02222775 2/LT	KROMER EDWARD E. A02249359 1/LT	BRIGGS WAYNE A02099837 1/LT	HIGGINS ROBERT T. 35763293 M/SGT	BOSSEMEYER JOHN J. 12366080 A/2C	MCCART EDGAR L. 6935687 S/SGT	LESHER CARL E. 17282197 S/SGT	HALLENIUS CHARLES J. 16337961 S/SGT	COMBS GARY L. 13256000 S/SGT	DAVIE RAYMOND G. 12360260 A/2C
L12BO	COLE NORMAN G. A0782178 CAPT	MACHEK GEORGE R. A0689787 CAPT	MULLIGAN JAMES E. 13434373 A/2C	GWINN LLOYD W. A0734899 MAJOR	STAPLES GEORGE N. 10717 MAJOR	BROWN MARVIN L. 18676A 1/LT	PIETSCHNER PAUL W. A02101113 1/LT	WADDLE WILLIAM P. 15056210 M/SGT	MILLER PERCY B. 14347095 A/1C	KROSS WAYNE H. 16349907 A/1C	ABRAMS HARRY J. 15438002 A/1C	STRADER BILLY J. 14419888 A/3C	CORTESE CHARLES 13355842 A/2C	THOMPSON ROY W. 14260711 S/SGT	CUGINI FRED 1194743 A/1C
S13BO	MELLBERG CARL L. A0660584 MAJOR	WOFORD CHARLES B. A0720656 CAPT	OLSCHNER HENRY W. 18300623 A/1C	RADEMAKER GERALD C. A02101950 MAJOR	FULWIDER RICHARD B. A0937148 MAJOR	ATHANAS-SION T.J. A0752799 CAPT	BRADSHAW ROBERT D. A02039536 CAPT	HEINRICH OLEN R. 16008063 M/SGT	BLAIN SAMUEL B. 19039138 T/SGT	GILES ROBERT C. 17364875 A/2C	KEITH ROBERT C. 18313336 T/SGT	WICKERSHAM CHARLES R. 13356891 A/1C	ELMORE KENNETH 13384596 A/1C	CARLISLE CLARENCE 24833923 A/1C	PAGE R. E. 17338100 A/3C
L14AO	PEARSON JAMES M. A0796871 MAJOR	O'BAGY PAUL A0733963 CAPT	CLEMENS MERLE C. A0689300 CAPT	SHEPPARD MEYLES A. A0678773 MAJOR	MCCORMICK ROBERT E. A0808103 CAPT	CHRISTENSON ARNOLD P. 24610A 1/LT	BORMAN GLENN A02093837 1/LT	JACKSON CHARLES L. A0779472 1/LT	COLLINS WILLIAM 13332145 S/SGT	ALLEN RICHARD 19445182 A/2C	PIANZIO RAYMOND 12169006 T/SGT	BENEDICT LEROY S. 19041021 T/SGT	CASH EDWARD B. 13234982 S/SGT	SWARM FRANK E. 12281977 A/1C	PERSING SIDNEY T. 13367035 S/SGT
L15BO	WALDON EDWARD L. A0810889 CAPT	HEHMAN JAMES C. A01911919 1/LT	PECK ANDROS O. A0771122 1/LT	LARSON JACK A. A0676586 CAPT	RUNYARD GERALD D. A0753033 MAJOR	TICKEL WILLIAM E. A01911519 1/LT	HILLIARD JOSEPH C. A02101078 1/LT	BLACKWELL WILLIAM O. 14269183 M/SGT	COOPER WILLIAM 35791405 T/SGT	CRONKHITE WALTER G. 16423148 A/2C	KOUTS EDWIN A. 17289216 A/1C	KRAKOWSKI FRANK J. 33609967 T/SGT	TURK NICHOLAS 11223821 A/1C	CREIGHTON D. 12368146 A/1C	FEIGAL P. S. 13408395 A/2C

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Hq 6th BW, 6DO, Subj: Crew Roster (39th Bomb Squadron)

CREW	A/C	P	CP	VO	1/N	2/N	1/FE	2/FE	1/RO	2/RO	LUA	RUA	LLA	RLA	TG
L16CI	COBB	LANGE	O'CONNER	GATCHELL	PARRISH	DOKKEN	BENEDICT	PUENTE	FARLER	LULING	WERTZ	SELL	TIDWELL	STEELE	ROMARY
	JOHN T.	EUGENE A.	J. R.	CHARLES C.	C. T.	JAMES P.	ROBERT H.	RUBEN	CARL	JEAN M.	ROBERT W.	LEONARD	CHARLES C.	ROBERT H.	EDWARD W.
	8870A	A02056522	17355547	A0673140	A07044047	A0221879	A0876509	17006016	15258702	13379042	17288011	19387935	17282192	15454793	12330674
	MAJOR	CAPT	A/2C	CAPT	CAPT	1/LT	1/LT	M/SGT	A/1C	A/2C	S/SGT	A/1C	S/SGT	A/2C	A/1C
R17DO	WARD	MAYS	BRIDGES	KROLINSKY	ESTRELLA	CARSON	RIGAN	GRIMM	JERRELS	RAVENSCRAFT	BALL	MACK	HARRIS	SHINN	EARNEST
	SIDNEY J.	FORREST D.	C. L.	STEPHEN P.	RALPH J.	KENNETH R.	OTTO W.	D. E.	ROOSEVELT	RUSSELL R.	JAMES F.	GERALD A.	LOWELL C.	GERALD C.	JOHN A.
	A02074273	A0687953	18419881	A0671377	24609A	A0682005	A0940207	38407064	19371934	17360607	39417782	17275977	35884775	12335703	18380721
	CAPT	1/LT	A/1C	CAPT	1/LT	MAJOR	1/LT	M/SGT	A/1C	A/2C	S/SGT	A/1C	S/SGT	A/2C	A/2C
L18BO	GAMBEL	KASDORF	MILLARD	PEARSALL	RADZINSKI	GOLDSBURY	HARRINGTON	MCGOWEN	COLEMAN	MCCOLE	SMITH	KENNEDY	AYRES	KING	REHMEYER
	BURREL B.	HENRY H.	RICHARD H.	THOMAS E.	JOHN J.	E. L.	CLEO R.	GEORGE N.	DON A.	BERNARD	JAMES E.	BILLY S.	THEODORE	PATRICK J.	TED
	A0725711	A0745409	28761505	19898A	A02084982	A02088306	A02099868	6928811	35932649	12376556	6809251	18056319	19379847	12296905	18390289
	MAJOR	1/LT	A/3C	1/LT	CAPT	CAPT	1/LT	M/SGT	S/SGT	A/2C	T/SGT	T/SGT	A/1C	A/2C	A/2C
N19EO	WILLIAMS	INSLEY	HELLER	ROESCH	REGNIER	WALLER	SHUPING	GRIFFIS	MARTINEZ	BAILEY	STUKA	CALLAWAY	MANZI	COOL	JOHNSON
	JOHN H.	LEWIS E.	RUSSELL M.	DONALD F.	BUILBERT	JACK T.	WILLIAM C.	JESS W.	JOSE C.	ROBERT E.	WALTER G.	WILLIAM L.	NICHOLAS	WALTER E.	GERALD A.
	A0824024	A0662938	16500A	A0744355	A02093141	A02081797	A02100125	17026005	38716772	12373733	17192334	19370593	12319796	13407888	18405445
	MAJOR	CAPT	CAPT	CAPT	CAPT	1/LT	CAPT	M/SGT	S/SGT	A/1C	S/SGT	A/1C	S/SGT	A/3C	A/3C
S20BO	JACKMAN	HENDERSON	GEUDER	STERNER	CHANEY	RUSSELL	CHRISTENSON	SIKORSKI	STGNER	JENNINGS	OWENS	POTTER	SMITH	PAINTER	HEDGES
	GORDON L.	ROBERT E.	MALCOLM E.	KENNETH Y.	HUGH F.	ROBERT B.	ALBIN L. JR.	MARION S.	ROLAND	CHARLES S.	RAYMOND E.	LACY	CHARLEY	DOYLE	GEORGE R.
	A0486196	A0724750	A0792701	A0669246	A02089391	A0945514	A02101775	16004951	13207367	16357342	18109212	15066975	17343408	14404508	35110357
	MAJOR	CAPT	CAPT	MAJOR	1/LT	1/LT	1/LT	M/SGT	M/SGT	A/1C	T/SGT	T/SGT	A/3C	A/2C	T/SGT

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Hq 6th BW, 6DO, Subj: Crew Roster (39th Bomb Squadron)

CREW OVERAGES - 39th Bomb Squadron

RO	Bernosky, Michael D.	A/2C	AF13409966
RO	Cassel, Doxle	S/Sgt	AF38481317
RO	Bainbridge, Paul L.	A/3C	AF13444732
RO	Thomas, Donald A.	S/Sgt	AF16309905
RO	Modzrewski, Frank S.	A/2C	AF12393149
RO	Tolleson, Howard	A/2C	AF19443052
RO	Barnes, Calvin H.	S/Sgt	AF18251580
RO	Hudson, Robert C.	A/3C	AF15253279
RO	Fry, David N.	S/Sgt	AF37406213
G	Miller, Kenneth E.	A/1C	AF18343996
G	Clark, Harry D.	A/3C	AF17286624
G	Blankenship, C. R.	A/2C	AF19451413
G	Till, W. J.	A/3C	AF16412229
G	Roberts, L. J.	A/3C	AF18428265
G	Lineberry, W. W.	A/2C	AF16418563
G	Juroska, R. A.	A/3C	AF18428253
G	Iverson, C. A.	A/B	AF13303753
G	Davis, W. C. Jr.	A/2C	AF11249121
G	Kistler, Richard	S/Sgt	AF23876078
G	Fischer, Phillpe	A/3C	AF18419714
G	Ritchie, Alvin L.	A/3C	AF19446730
G	Hampton, Norman D.	A/2C	AF16408642
G	Backschieder, William E.	A/2C	AF57206317

STAFF PERSONNEL - 39th Bomb Squadron

Yochem, Frank N.	Lt Col	A0430013
Booth, Ernest E.	Major	A0412515
[illegible]	Major	12905A
[illegible]	Major	A0789763
[illegible]	Major	A0675716
[illegible]	1st Lt	A0945526
[illegible]	1st Lt	A0765321
Archibald, Henrie III	Capt	A020223999
Hernandez, Santiago	Capt	A0934819

DISTRIBUTION:
[illegible] ADiv (3)
[illegible] (2)
[illegible] (25)
[illegible] (35)
[illegible] (1)
[illegible] Sqdn (38)
TOTAL (68)

ROY C. CROMPTON
Lt Col, USAF
Director of Operations

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HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Office of the Director of Operations
Walker Air Force Base
Roswell, New Mexico

25 NOVEMBER 1953

40TH BOMB SQUADRON CREW ROSTER

CREW	A/C	P	CP	VO	1/N	2/N	1/FE	2/FE	1/RO	2/RO	LUA	RUA	LLA	RLA	TG
S09A0	LUDLOW HAROLD K. A0783594 MAJOR	BLENIS GORDON L. A0664729 CAPT	SIKORA JOSEPH E. A0810747 1/LT	MCKINNEY RUSSELL M. 13622A L/COL	MONROE DUNCAN A. A0718392 MAJOR	BUTLER WILLIAM P. A02221875 1/LT	BOWDISH THEODORE A0830396 CAPT	SCHOONOVER D. G. 17242422 T/SGT	ROBICHEAUX MARWYN A. 18353470 T/SGT	ISENBERG STANTON 16839766 S/SGT	DRYSDALE KENT E. 19370660 T/SGT	CUMMINS LAWRENCE 21912849 A/2C	MERRITT VERL D. 19344898 A/1C	HATHAWAY RICHARD H. 11221183 A/1C	SPIROPOU-LAS C. 12346789 A/1C
S21C0	WALKER LYLE N. A0733752 MAJOR	WISE JOHN Q. A01909440 CAPT	BROOKER CURTIS I. A0824091 CAPT	MISURACA JAMES I. A0635087 MAJOR	PENNSTROM JOHN M. 13751A L/COL	LAMBERT HENRY K. A0695504 MAJOR	SAUNDERS ROBERT W. A02102096 1/LT	CLINE RICHARD N. 13131641 M/SGT	MUSSELMAN EDWARD M. 13256520 S/SGT	CATLIN WILLIAM H. 15483700 A/2C	EVANS CALVIN C. 34135699 M/Sgt	FISHER RICHARD E. 14330490 T/SGT	JOLY LUCIA 12346187 A/1C	WICKSTROM ELMER R. 42092719 T/SGT	STROBART C. 152964467 A/2C
L22D0	BASINGER L. C. A0754311 CAPT	BOWMAN HAROLD B. A0666128 CAPT	SHORT ALBERT JR. 15483297 A/2C	JAMES HARRY E. A0685075 CAPT	FRED ARTHUR L. A02064359 CAPT	ZALONKA CHARLES C. A0733573 CAPT	ENSOR NELSON H. A0210785 1/LT	EDDINGTON HORACE R. 19256110 T/SGT	CANNON LEONARD 19253266 S/SGT	LITTLE HAROLD P. 1544335 A/1C	MESSER DAVID C. 14165959 T/SGT	DAVIS CHARLES J. 13327655 S/SGT	LONGLEY WALTER D. 11090343 S/SGT	DAVIS CHARLES L. 25942050 S/SGT	WHITE WILLIAM S. 18252555 S/SGT
L23C0	WINSOR WILLIAM J. A0762062 CAPT	WEEKS JAMES H. A0837237 CAPT	LEFKY ANTON F. A0748696 CAPT	YOUNG ROBERT W. 10483A MAJOR	HAYTER THOMAS B. A02062662 CAPT	HENDERSON DEMOYNE A0698556 CAPT	VARISE ANTHONY F. A02081830 1/LT	ALFORD E. E. 18030769 M/SGT	LEE VICTOR 19141759 S/SGT	D'AGOSTINO ANTHONY C. 15449993 A/2C	WALKER HERSHEL 14351160 S/SGT	KELLAR DEWEY B. 18333768 S/SGT	BRINKER D. H. 17343110 A/2C	KARLS ROBERT F. 27997548 A/2C	INDOE THOMAS C. 15462919 A/2C
L24G0	STEINER IRWIN O. 11270A MAJOR	SKORDAS PETE J. A0801732 CAPT	TIKALSKI JACK G. 16421727 A/3C	HEIDER KALMAN L. A0707483 CAPT	DEWITT EARL M. A0733413 MAJOR	ROGERS WILLIAM D. A0738734 CAPT	RUTKOVITZ DANIEL E. A01849044 1/LT	HORN RANDLE W. 18321878 T/SGT	BREITBACH RICHARD F. 17297372 A/1C	MCNALL THOMAS F. 11246890 A/2C	TAYLOR EARL 19370135 S/SGT	SELBER J.. 18423716 A/3C	FERRELL EDWARD E. 18420934 A/2C	GREGORICH R. 15458717 A/2C	LEE MACK J. 14314941 S/SGT

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Hq 6th BW, 6DO, Subj: Crew Roster (40th Bomb Squadron

CREW	A/C	P	CP	NO	1/N	2/N	1/FE	2/FE	1/RO	2/RO	LUA	RUA	LLA	RLA	TG
S26BO	METIVIER	OLSEN	WATSON	SCARANO	THORN	HEWES	COWICK	REEVES	MUNDEN	LIESIEWSKI	WADHAMS	SMITH	WILEY	BYNUM	CROUCH
	JOSEPH R.	PRESTON B.	L. E.	VINCINT T.	JAMES M.	FREDRICK A.	DONALD E.	DORRIS M.	GEORGE D.	S. J.	WARREN W.	GEORGE E.	CHARLES H.	GEORGE	LEONARD T
	A0825672	A0773211	A0812339	A02098791	A0707137	A020222014	A02101220	37084942	13291375	12420220	16265302	16269535	17368370	12365910	13376368
	MAJOR	CAPT	CAPT	MAJOR	MAJOR	CAPT	CAPT	M/SGT	T/SGT	A/3C	T/SGT	T/SGT	A/3C	A/2C	A/3C
N27GO	MOORE	YOUNG	RUSSELL	KOWALSKI	TUTTLE	STEIN	SORENSON	O'BRIEN	BROADWAY	WALLIS	HUGHES	HOLLE	CAMPBELL	JACKSON	WEST
	EDWIN V.	DAVID T.	LAWRENCE	KONRAD	DONALD B.	DAVID M.	EUGENE W.	WILLIAM D.	JOHN	GEORGE B.	WILLIAM	IRVIN G.	CHARLES R.	LEROY E.	RICHARD C.
	A0675364	A01911897	A0722161	A0669066	18689A	14867A	A02248292	A0764417	14348195	19410258	17179514	17288772	18333355	13335370	16231813
	CAPT	1/LT	CAPT	MAJOR	1/LT	CAPT	1/LT	CAPT	A/1C	A/2C	S/SGT	A/1C	A/1C	A/2C	S/SGT
N32DO	CARSON	ELY	FEEMSTER	BANNON	RUSSELL	OYLER	LEPPER	GROSS	SMITH	WALKER	DLOUGHY	STEPHENSON	CAGLE	HILL	WAARE
	CLARENCE	EDWARD J.	FREDRICK O.	RICHARD J.	ROY J.	ROBERT E.	DONALD A.	WALLACE W.	JUNE K.	WILLIE	WILLIAM A.	DONALD B.	WELDON	CHARLES E.	EUGENE E.
	14127A	A0750962	A0774983	A0706779	A02001601	A0699236	A02259360	37578424	38404176	17415721	16255350	18314383	18428266	16328547	27060935
	CAPT	CAPT	CAPT	CAPT	CAPT	CAPT	1/LT	M/SGT	S/SGT	A/2C	S/SGT	A/1C	A/3C	A/1C	A/2C
L20GO	TAYLOR	O'NEIL	DAVIDSON	KESSLER	GANNON	MORTON	KNOTHE	GRIMM	ALDRICH	WEEKS	YANDLE	KRIEGER	HATCH	SMITH	TROXLER
	WILLIAM J.	LLOYD	WESLEY O.	CHARLES W.	THOMAS F.	ERNEST R.	WILLIAM C.	A. R.	JOHN	BENJAMIN	JACK E.	FRANCIS D.	HOWARD J.	T. L.	ALBERT D.
	A0753567	A01825248	18418711	18437A	A0811505	A0688975	A0945347	17196190	12011160	2458405	1728928	12340186	11197273	14399874	14409478
	CAPT	CAPT	A/3C	1/LT	CAPT	CAPT	1/LT	T/SGT	M/SGT	A/2C	A/1C	A/1C	A/1C	A/2C	A/3C
N34DO	HENDERSON	BURKE	FREESEN	ROTHKRUG	WISE	STILES	WHITE	WILLIAMS	MONTGOMERY	HASTINGS	NELSON	MATHEWS	PATTON	BOSTON	COFFINGER
	MORRIS T.	VIRGIL L.	ORLANDO K.	E.	DONALD	RICHARD H.	GUINN C.	LEROY L.	WALTER M.	JOEL W.	ROGER L.	JAMES A.	CHARLES M.	ROBERT L.	E.
	A0697485	A0675034	16329737	A0794053	A0752796	6308A	A02067415	A0496313	1599763	19450965	16313628	17311272	16422153	15451729	12507448
	CAPT	CAPT	S/SGT	MAJOR	CAPT	MAJOR	CAPT	1/LT	S/SGT	A/2C	A/3C	A/2C	A/3C	A/1C	A/2C

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Hq 6th BW, 6DO, Subj: Crew Roster (40th Bomb Squadron)

CREW OVERLAGES - 40th Bomb Squadron

RO	Moylan, Joseph M.	A/1C	AF11211426
RO	Guerrero, Roy	A/3C	AF19434939
RO	Brown, W. C.	S/SGT	AF19363330
RO	Reisner, Lyle E.	S/SGT	AF46077932
RO	Ginther, O. J.	A/1C	AF13388355
G	Gress, John R.	A/3C	AF17348641
G	Leahey, Robert W.	A/3C	AF12399566
G	Neiciecki, W. F.	A/2C	AF12383018
G	Meisenheimer D. C.	A/2C	AF17357590
G	Oberly, R. E.	S/SGT	AF13300972

STAFF PERSONNEL - 40th Bomb Squadron

Netherton, Clyde E.	Major	11126A
Miller, William J.	Major	AO1999017
Rogers, Charles C.	1st Lt	AO735927
Stiles, Richard H.	Major	6308A
Fisciotta, Alex	1st Lt	AO975151
Brumfield, Calvin B.	Capt	AO2249277
Rodgers, William D.	Capt	AO738734

ROY C. CROMPTON
Lt Col, USAF
Director of Operations

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	6WCO	(2)
	6DO	(26)
6	6DOOT	(15)
	6DI	(4)
	3 ea Sqdn	(18)
	TOTAL:	(68)

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STRENGTH REPORT of 6TH BOMBARDMENT WING, HEAVY
FOR THE MONTH OF NOVEMBER 1953

	Authorized Officers	Authorized Airmen	T/O	Assigned 1 Nov 53 Off	Assigned 1 Nov 53 Amn	Assigned 30 Nov 53 Off	Assigned 30 Nov 53 Amn
Headquarters Squadron	46	114	1-1175P	40	151 1 WO	48	142 1 WO
24th Bombardment Squadron	109	240	1-1176P	87	249	84	243
39th Bombardment Squadron	109	240	1-1176P	85	265	83	267
40th Bombardment Squadron	109	240	1-1176P	80	259	81	250
6th Armt & Elec Maint Sq	12	288	1-7166P	7	268 2 WO	9	264 2 WO
6th Periodic Maint Sq	5	238	1-7167P	4	244	4	257
6th Field Maint Sq	7	476	1-7168P	5	482	7	471
6th Medical Group	48	163	1-9022	35	164	32	160
Wing GRAND TOTAL	445	1999		343	2082 3 WO	348	2054 3 WO

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HOURS AIRCRAFT OUT OF COMMISSION

	Oct	Nov	Dec	Jan	Feb	Mar	Apr
A O C P	1058	672	1469	3332	1282	2911	360
Maintenance and Inspection	300	1089	2608	4253	5667	5540	4891
Malfunction and Mechanical	2231	6592	8185	5088	3185	2836	2371
Other	0	24	0	24	0	80	795

	May	Jun	Jul	Aug	Sep	Oct	Nov
A O C P	748	24	382	807	2492	1320	3674
Maintenance and Inspection	3252	3546	5204	3893	1635	2882	3109
Malfunction and Mechanical	1897	3113	2135	2420	2689	1954	1263
Other	1049	110	---	---	37	183	24

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HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Office of the Director of Operations
Walker Air Force Base
Roswell, New Mexico

6WOAT

12 December 1953

SUBJECT: Bombing Analysis

TO: Commander, 24th Bombardment Squadron
Commander, 39th Bombardment Squadron
Commander, 40th Bombardment Squadron
Walker Air Force Base
Roswell, New Mexico

1. In order to further reduce the bombing errors within the Wing a continuing process of analysis must be affected.

2. The first step in this process will be as follows:

a. Each Radar Observer will analyze any ten (10) RBS Radar Offset Bomb Runs made by them utilizing the "Root Mean Square Addition" method.

b. A copy of the analysis in graph form will be forwarded so as to reach this office not later than 30 January 1954.

3. The second step in this process will be as follows:

a. Any time the CE for a bomb is over 3000 feet a complete analyzation of the run will be made by the crew Radar Observer, and the results of this analyzation will be critiqued by the Squadron Staff Radar Observer. The Squadron Staff Radar Observer should point out to the crew observer where his deficiencies occured and explain how they may be corrected.

4. The Root Mean Square Addition Method of analysis will not be used for analyzation under the provision of paragraph 3 of this letter.

5. Sufficient copies of detailed instruction and graph paper for the "Root Mean Square Addition" bombing analysis are inclosed. Should any question arise on this method the Radar Prediction Team will be able to clarify them.

ROY C. CROMPTON
Lt Col, USAF
Director of Operations

1 Incl
"Root Mean Square Addition"
Bombing Analysis

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"Root Mean Square Addition" Bombing Analysis

1. Tables have recently been developed to indicate the magnitude of the various components of circular error, utilizing "Root Mean Square Addition", and thereby point out the areas where special attention will pay the most dividends. RMS addition is the most accurate practical method by which separate, random, probable errors can be combined to give the resultant overall probable error. Because of the random direction of these separate errors, this method of analysis cannot be applied to single runs but requires consideration of a quantity of runs (a minimum of 10).

2. The Commander, Strategic Air Command, has expressed special interest in the RMS method and has requested that results of analysis conducted within this command using this method be forwarded to Headquarters Strategic Air Command.

3. The mathematical formula for the RMS addition method is:

$$g = \sqrt{(CEP)^2 - (a^2 + b^2 + c^2 + d^2 + e^2 + f^2)}$$

where

g = Crosshair position error (median)

a = Chart error

b = Computer error

c = RBS scoring error

d = Offset error

e = Absolute altitude error (median)

f = Tracking error (median)

4. The seven major components of the circular error defined with examples:

a. Chart error - Inaccurate relative positioning of the target and off set aiming point will result in the introduction of a bombing error. Chart error can normally be furnished by Intelligence from the Reliability Data Sheet pertaining to the chart. Chart error is not currently available within the 6th Bomb Wing on exact accuracy of all charts. Therefore as a result of the Springfield mission we assume 200 feet to be the chart error.

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b. Radar computer error - The radar computer has certain inherent inaccuracies that are impractical to eliminate in the design of the equipment. This value may be assumed to be a 15 mil probable error for K-System radar, which is applied for every 1000 feet of altitude.

Example: If the bombing altitude is 30,000 feet, the computer error is 450 feet. (Median error of runs analyzed is used.)

c. RBS error - There are certain inaccuracies connected with RBS scoring, resulting from plotting board errors in establishing track and ground speed, radar calibration errors the tracking ability of the RBS operators, and wind errors. The probable RBS error may be assumed to be 15 mils based on the slant range distance from the RBS site to the aircraft at bomb release, or 90 feet per nautical mile of slant range from the RBS Site to the aircraft. To determine RBS Scoring error:

(1) Determine Release Point (Release Point = GS x ATF - Trail)

(2) Measure Ground Range from RBS site to Release point on Chart.

(3) From Bombing Flight Record obtain Bombing Altitude.

(4) Convert Ground Range to Slant Range (Reverse side of void computer)

(5) A 90 foot error per nautical mile of Slant Range is assumed.

Example: B.A = 29,500 feet = 4.86 NM
G.R Rel Pt to site = 2.59 NM
SR = 5.2
Error = 468 feet
(Median error of runs analyzed is used)

d. Offset data error - This factor includes TAS indicator error, compass deviation error, and magnetic variation error, both that shown on a chart and erroneous variation setting. Probable TAS error is assumed to be approximately 6 knots. On B-36/K-3 radars the probable compass error is 0.7°; therefore, in offset bombing apply an error of 100 feet per nautical mile at offset distance. To determine offset error:

(1) Measure distance from target to OAP. (Hypotenuse of offset problem)

(2) 100 feet per NM of offset distance is assumed.

Example: Offset distance = 2 NM
Error = 200 feet

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Root Mean Square Addition Bombing Analysis (Cont'd)

e. Altitude error - Normally an error 100 feet in absolute altitude used in the radar computor will result in a 130 foot error on the ground. Such errors might be due to pilot not holding altitude , not accuarately setting altitude as pressure changes. However, the difference in the airborne radar altitude and RBS altitude may not be an error but merely the airborne radar set out of calibration or the dial not zeroed correctly. The RBS altitude may be in error by 100 feet. To allow for these, employ a factor of 1 to determine the error. To determine altitude error:

(1) Absolute altitude error = 1 ft per foot of difference between RBS Alt and Observers Bombing Altitude.

Example: RBS Alt = 30,000 feet
Obs B.A. = 29,800 feet
Error = 200 feet
(Median error of runs analyzed is used)

f. Tracking error - The probable error resulting from incorrect synchronization may be assumed to be 100 feet per knot synchronization error per minute of "coasting time", times on factor of 1.3. "Coasting time" is the elapsed time between the last good look at the aiming point and bomb burst. The synchronization error is composed of a ground speed error component and a cross wind component. The ground speed error is found by taking the difference between the RBS ground speed and the radar observer's ground speed. Data considered to date indicates that this range error resulting from incorrect ground speed should be multiplied by a factor of 1.3 to obtain the probable effect of the crosswind component of the erroneous wind. Use the median groundspeed error for the runs under consideration. We may consider the last good look at the aiming point to lie at a point on the track, a distance of the aircraft altitude from the offset aiming point. To determine tracking error:

(1) From the Bombing Flight Record and Radar Bomb Scoring Report obtain the following data:

(a) Absoulte Altitude

(b) Actual Time of Fall

(c) Trail

(d) Ground Speed

(e) Track

(2) Correct Absolute Altitude from feet to nautical miles and ground speed from knots to feet per second.

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Root Mean Square Addition Bombing Analysis (Cont'd)

(3) Find Actual Range by use of the formula.

Actual Range (ft) = ATF (sec) x GS (ft/sec) - Trail (ft)

(4) Convert Actual Range obtained in 3 from feet to nautical miles and plot this distance along the track, from target. This is Release Point.

(5) Using Absolute Altitude in nautical miles as a radius and the Offset Aiming Point as a center, swing an arc to intersect the track line. The distance between this point of intersection and the Target will be the Coasting Distance.

(6) Convert the Coasting Distance to feet, and with Ground Speed in feet per second, solve for the time taken to travel this distance. This time will be the Coasting Time.

If the intersection falls on the track line between the Release Point and target, then the distance between the intersection and target is disregarded and the distance between Release Point and Target is the Coasting Distance and may be converted to Coasting Time.

Example: Alt = 30,000 = 4.93 NM
Trail = 2762'
GS = 235KS = 394 ft/sec
ATF = 46.72 sec
Actual Range = GS x ATF - Trail
= 15,638'
= 2.57 NM = Release Point

Difference in Observers GS and Bomb Plot GS = 6KS

In this case the last poing of synchronization is prior to release and

coasting distance = 6.25 NM
= 38,000'

$$\text{coasting time} = \frac{\text{coasting distance}}{\text{GS ft/sec}}$$

= 97 sec = 1.62 min

Tracking Time = 100 x difference in GS x Coating Time x 1.3
= 100 x 6 x 1.62 x 1.3
= 1262'
(Median error of runs analyzed is used)

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Root Mean Square Addition Bombing Analysis (Cont'd)

g. Crosshairs positioning error - The difference between the RMS sum of the preceding six errors and the CEP of the runs under consideration is crosshairs positioning error at the last good look. The last good look will be the point where the aircraft effectively loses the aiming point by getting too close to it or the point of bomb release, whichever is greater. This component reflects the effect of radar resolution (azimuth range and spot size enlargement) PPI scale, and the ability of the radar observer to recognize his aiming point.

h. Plotting RMS graphs - RMS graphs must be used for RMS addition. The scale values shown may be changed to other values by multiplying or dividing every scale number shown by a constant value.

(1) Cut the scale off one sheet of RMS graph paper for use as an RMS ruler. This ruler must be calibrated the same as the scale on the plotting sheet.

(2) On a full sheet of RMS graph paper, plot error No. 8 along the first horizontal line, beginning at zero on the left.

(3) Set the zero end of the RMS ruler at the end of error No. 1 and lay off error No. 2 along the same horizontal line. The value of this second error as read on the graph sheet scale is the RMS sum, or resultant, of error No. 1 and error No. 2.

(4) Set the zero end of the RMS ruler at the end of error No. 2 and lay off error No. 3 along the horizontal line.

(5) Repeat the preceding step for each additional error, always setting the zero end of the RMS ruler at the end of the last plotted error. The value of the last plotted error as read on the graph sheet scale is the RMS sum, or resultant, of all the plotted errors.

The errors have been arranged to start with those over which the radar observer has no control and progress to those which are wholly dependent on the radar observer. Graphs showing RMS analysis will clearly point out the magnitude of the crosshairs positioning error and the tracking error. Elimination of any one of the other errors would have far less effect in reducing circular error than the elimination of either of these two major errors.

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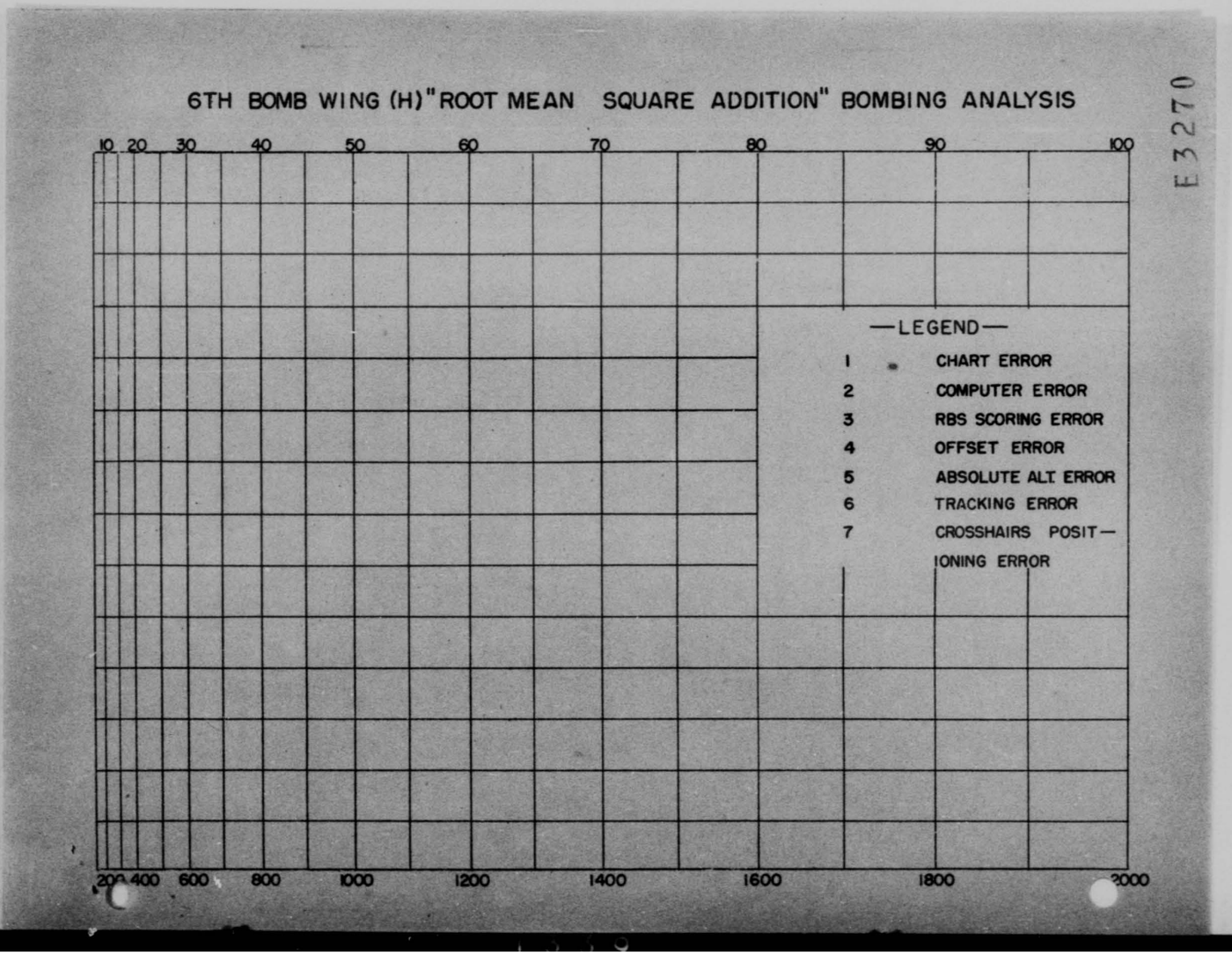

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HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Office of the Director of Operations
Walker Air Force Base
Roswell, New Mexico

4 December 1953

6WOC

SUBJECT: ECM C-47 Accomplishments for November 1953

TO: Commander, 24th Bombardment Squadron
Commander, 39th Bombardment Squadron
Commander, 40th Bombardment Squadron
Walker Air Force Base
Roswell, New Mexico

RESTRICTED
SECURITY INFORMATION

1. ECM equipped C-47 aircraft were flown for 67:48 hours of ECM training for the 6th Bombardment Wing, Heavy during November 1953. This represents a 30 per cent increase over last months flying time (42:53) although the 6th Bombardment Wing, Heavy C-47 was in the depot for the greater part of the month, which necessitated the sharing of one C-47 by both Bomb Wings.

a. C-47 #9654 was scheduled for 22 flights for a total of 88 flying hours, of which a total of 56:43 hours were accomplished.

b. C-47 #5566 was scheduled for 4 flights for a total of 16 flying hours, of which a total of 11:05 hours were accomplished.

c. During the month five (5) make-up flights were flown for a total of 19:50 hours flying time, resulting in a total of 22 flights accomplished and a total of 67:48 hours flown for the month.

2. The following is a breakdown of ECM training accomplished and lost for the month of November 1953.

a.	Total SAC Simulator runs:	374
b.	Total ADC (5 Minute) attempts:	64
c.	Total flights accomplished:	22
d.	Total flights not completed as scheduled:	9

(1) Weather aborts: Three (3) scheduled flights were lost on 4 November, 5 November , 23 November due to high winds and poor visibility.

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SECURITY INFORMATION

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(2) ECM equipment failure: Two (2) scheduled flights were lost on 27 November due to cables on C-47 #5566 not being connected to the antennas, which are located beneath the floor boards of the aircraft.

(3) VHF Malfunctions: One (1) scheduled flight was lost on 2 November due to C-47 VHF radio being inoperative.

(4) Aircraft Engine Failure: One (1) scheduled flight was lost on 9 November due to C-47 engine failure.

(5) Holidays: Two (2) scheduled flights were lost due to Holidays falling on the 11th and 26th of November.

(6) Inspections: Two (2) possible flights were lost because of an Intermediate Inspection from 13 November through 16 November, however these were not included in the nine (9) total flights not completed as scheduled.

3. Utilization by Bombardment Squadrons for November 1953.

SQUADRON	FLIGHT TIME	FLIGHTS	ECM RECORD AND PRACTICE RUNS	RADIO-ECM OPS. TRAINED	AVERAGE RUN PER OP.
24th BS	24:20	7	144	32	4.6
39th BS	18:50	7	168	34	4.6
40th BS	24:38	8	126	32	3.9
TOTALS	67:48	22	438	98	4.4

George A Borbas for

ROY C. CROMPTON
Lt. Col., USAF
Director of Operations

DISTRIBUTION:
Comdr, 6th A & E Sq
ADO, 47th AD
Comdr, 812th Ops Sqdn
Base Flight Ops Off
Base Flight Ops Eng Off
SAC Simulator NCOIC
6WOOT
6WA (Historian) 4 cys
Maint Control 6th BW

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HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Office of the Director of Operations
Walker Air Force Base
Roswell, New Mexico

6DOC

30 October 1953

SUBJECT: ECM C-47 Flight Schedule for A/C #654 for November 1953

TO: Commander, 24th Bombardment Squadron
Commander, 39th Bombardment Squadron
Commander, 40th Bombardment Squadron
Walker Air Force Base
Roswell, New Mexico

1. SCHEDULING AGENCY:

a. PILOTS: Base Operations Officer, Phone 331.

b. 6TH BOMB WING UNITS: Wing ECM Officer - Major Burke, Phone 2241 or 2240.

c. RADIO-ECM OPERATORS AND ECM FLIGHT INSTRUCTORS:

(1) 24th Bomb Squadron, Captain Britton, Phone 2370.

(2) 39th Bomb Squadron, Lieutenant Chamness, Phone 2612.

(3) 40th Bomb Squadron, Lieutenant Hake, Phone 2214.

2. Flight Schedule (1 November through 30 November 1953)

DATE	TAKE-OFF TIME 1200 MST	LANDING TIME 1600 MST
2	24th	
3	39th	
4	40th	
5	24th	
6	39th	

	TAKE-OFF TIME 0700	LANDING TIME 1100
9	40th	
10	24th	
11	39th	
12	40th	
13	24th	

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Hq 6th BW, 6DOC, Subj: C-47 Flight Schedule for A/C #654 for Nov. 1953

8. Parachutes and transportation may be obtained from Base Flight Operations. Be sure the flight instrctor checks with pilot upon arriving at Base Operations.

George C. Barber

ROY C. CROMPTON
Lt. Col., USAF
Director of Operations

for Major

INFO COPIES TO:

Comdr, 6A&E
ADO, 47th AD
Comdr, 812th Ops Sq
Base Flight Ops
509th BW ECM Officer
Radar SAC Simulator Site
6DOOT
120th AC&W Sq
Base Flight Maintenance Section
Base S-3 (Lt Col Hemphill)

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HEADQUARTERS 47TH AIR DIVISION
Walker Air Force Base
Roswell, New Mexico

6DOC

SUBJECT: RF Wattmeter for Testing ECM Equipment

TO; Commander
Eighth Air Force
ATTN: Equipment Review Board
Fort Worth, Texas

1. Reference Confidential letter this Headquarters, Subject: "ECM Pre-flight Test Equipment for B-36 Aircraft", dated 2 July 1953, on RF Wattmeter which fills many of the current ECM requirements has been tested at this base and found highly satisfactory for our immediate needs. The wattmeter is manufactured by the Bird Electronic Corporation under the description "Thruline" model 43.

2. The Wattmeter was loaned by the manufacturer to the 6th Bomb "ing in an effort to determine whether thay would be beneficial to the ECM program as test equipment. For testing and evaluation of the "Thruline" wattmeter, it was used extensively on the flight line for testing of ECM transmitters by both ECM operators and mechanics. The ECM officers of both the 6th and 509th Bomb Wingsused the instrument on several flights in order to determine its capability in the air. The instrument was highly recommended by all ECM personnel for the following reasons:

a. The outstanding feature of the Bird Model 43 Wattmeter is its ability to measure RF energy in either direction simply by rotating a knurled knob 180°. This feature allows the user to quickly determine how much RF energy is being radiated, then by rotating the element 180° he can read the amount of reflected energy. The difference of the two readings permits the ECM operator to know how much RF Power is actually being radiated from the ECM antenna and whether the antenna or antenna cabling has become defective.

(1) Inclosure #1, Photo, shows Major John F. Burke, Staff ECM Officer, holding a "Thruline" wattmeter.

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b. Another important feature of the Bird Model 43 Wattmeter is that it is merely inserted in the antenna line leaving the antenna system intact and fully operational during the test. Conventional Wattmeter require that the antenna be disconnected and a dummy load sunstitute while the measurement is made. This conventional method thus creates an unrealistic condition.

c. No Calibration charts are necessary as in using other Wattmeters and no full scale meter adjustments are needed. The wattage values are read directly from a single dial on the Bird Wattmeter and are accurate with plus or minus five (5) percent.

d. The Bird Model 43 is compact, light weight and self contained. It requires no batteries ar external power to operate it.

e. The instrument provides a better means for peaking an ECM transmitter to maximum output than do the built-in meters and the I-139 current meter. The plate and grid current readings that are normally used, primarily indicate conditions within the hammer while the "Thruline" wattmeter indicates the ultimate amount of RF energy that is radiated from the antenna.

3. Information received from Gentile Air Force Depot indicates that the Bird Model 43 RF Wattmeter is listed in an ECL revision for an AN/APT-5A transmitter and is recommended for interim use pending development of more suitable test equipment.

4. Recommendations:

a. The Bird Model 43 RF Wattmeter should be installed as Form 263 or Form 115 Equipment on all ECM equipped aircraft for use in flight to insure optimum ECM equipment operation condition and to be used during pre-flight inspections to determine whether the installed jammers can produce the rated RF power.

b. Authorization should be granted to the 6th Bomb "ing, Heavy, to purchase locally a minimum of three (3) Wattmeters complete with 100 watt elements to cover the frequency ranges for 50 to 1000 megacycles to satisfy immediate needs.

(1) The cost is ninety-five (95) dollars per Wattmeter, less elements.

(2) Four (4) elements are required per Wattmeter at thirty (30) dollars per element.

5. This request has been reviewed by the Equipment Review Board and recommended for approval.

FOR THE COMMANDER:

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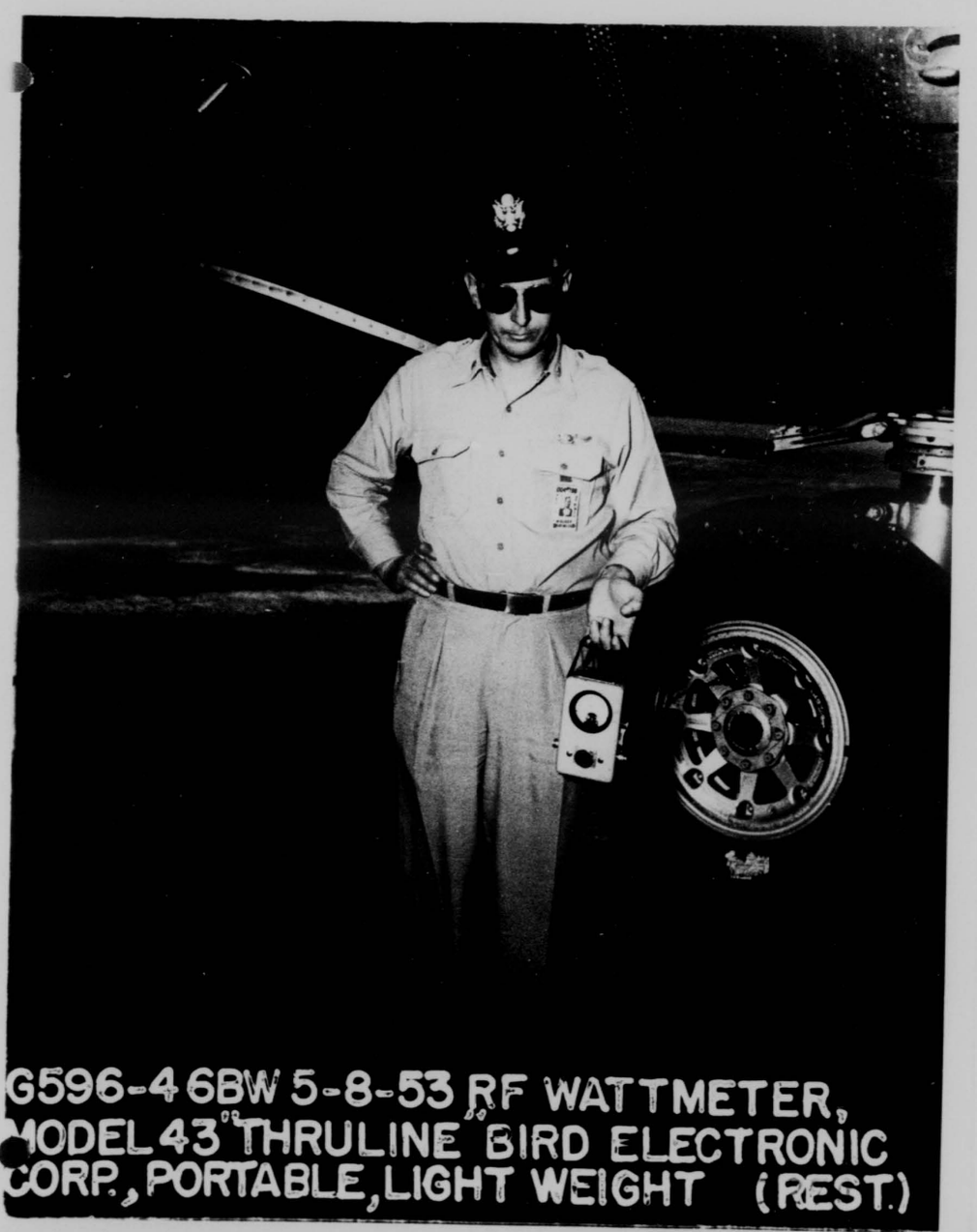

G596-46BW 5-8-53 RF WATTMETER, MODEL 43 "THRULINE" BIRD ELECTRONIC CORP., PORTABLE, LIGHT WEIGHT (REST.)

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RECORD AND ROUTING SHEET

SUBJECT: Use of I-196 as ECM Preflight Testing Equipment

TO: Maint Supervisor FROM: 2nd Lt T. W. Stedman DATE: 28 Oct 53
ECM 6th A&E Maint Sq

1. One of the principal factors, in addition to operator skill, which determine ECM effectiveness is the ECM receiver sensitivity. Therefore, during preflight it is necessary to determine the ability of the ECM receiver to intercept a weak ground radar signal.

2. The only signal generator available for preflighting purposes has been the TS-47, which is at best, not very reliable. This set is currently being UR'd because of the low frequency range it covers and the weak and unreliable harmonics it transmits.

3. It is evident, therefore, that more satisfactory ECM, Testing equipment for this purpose be designed. As an interim measure, however, the I-196 Signal Generator will satisfy some of the ECM receiver preflight requirements.

4. The I-196 Signal Generator has been in use by the 6th Bomb Wing (H) for the past ninety (90) days for the purpose of preflighting. During this period it has been under surveillance and it was found to be much more adequate for preflight purposes of ECM receivers than the present TS-47 Signal Generator for the following reasons:

a. More frequency stable output than previously used test sets.
b. The I-196 operates over a wider frequency spectrun than the TS-47, making it more useful for testing ECM receivers.
c. The I-196 features quick and easy tuning-up procedure, it is light weight and battery operated making it portable and thus suitable for line preflight work.
d. Batteries, tubes and repair parts are easily accessable.

5. The main undesirable features that have been pointed out are:

a. The output is not calibrated in frequency and there is no indication of power out.
b. PRF is not calibrated, however, headsets may be attached and approximate PRF may be obtained by ear
c. Radiation is non-directive and cannot be controlled or confined. No direct coupling from the Signal

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Generator to an ECM receiver is possible.

6. It is the opinion of all of the ECM operators and ECM Mechanics that the I-196 can and is being used as a satisfactory preflight signal generator as an interim test set pending the availability of better Signal Generators.

/s/ Thomas W. Stedman
THOMAS W. STEDMAN, 2ND LT USAF

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RECORD AND ROUTING SHEET

SUBJECT: Use of I-196 as an ECM Pre-flight Test Set

TO: Commanding Officer
6th A&E Sq

FROM: R. A. Martin
Philco Tech Rep

DATE: 23 Jul 53

1. In regard to using the I-196 A or B signal generator, Stock No. 7CAC-363954, as a preflight test set for ECM receivers, various experiments have been conducted to determine its effectiveness.

2. The approximate frequency of the I-196 is 157 to 225 MC. It was found that harmonics up to and including the 6th are fairly reliable. This frequency range allows us to check the APR-4 using the TN-17, TN-18, TN-19. This is a frequency range of 74 to 2200 MC. These are the most frequently used tuning units.

3. The I-196 is battery operated and fairly rugged and light. This makes it suitable for line preflight use.

4. The only signal generator now available for line preflight use is the TS-47. This only covers up to 500 MC, its harmonics being weak and unreliable. The TS-47 is currently being UR'd.

5. It is felt that as an interim measure, until satisfactory ECM test equipment has been designed, that the I-196 will help solve the ECM receiver preflight problem.

/s/ Ray A. Martin
RAY A. MARTIN
Philco Tech Rep

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RECORD A ND ROUTING SHEET

SUBJECT: Use of I-196 as an ECM Preflight Test Set

TO: Maint Supervisor
6th A&E Maint Sq

From: S/Sgt P.L.Greenwell
ECM 6th A&E Maint Sq

Date: 27 Oct 53

1. Use of I-196 as a Preflight Signal Generator has proven satisfactory as an interim measure.

2. The desirable features of the I-196 are:

a. An output which includes many hormonies making a broad frequency coverage possible.

b. Light weight makes it very adaptable as a portable preflight test set.

3. The main undesirable feature of the I-196 is:

a. Its output is not calibrated in frequency or power.

4. It is felt that the I-196 can satisfactorily be used as a preflight signal generator pending the availability and receipt of Signal Generators, AN/URM-33, 54, 55 and 56, refered to in answer to UR 6BW 53-601

/s/ Peter L. Greewall
S/Sgt Peter L. Greewell
ECM 6th A&E Maint Sq

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100 Hour Dock Inspections
(Wing objective 14 Inspections per month based on 1350 hours flying time)

	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Begun	1	4	4	6	5	9	9	8	10	10	8	9	10	11
Completed	1	0	3	2	3	7	12	10	9	9	9	11	4	10
Layover from previous month							10	7	7	7	3	5	3	8

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PERIODIC MAINTENANCE ACTIVITIES

The following Aircraft were processed through Periodic Maintenance during the month of November 1953: 31/

A/C Number	Squadron	Returned
50-1076	39th Bomb Squadron	1 November
50-1078	39th Bomb Squadron	10 November
50-1075	24th Bomb Squadron	13 November
50-1088	39th Bomb Squadron	17 November
50-1081	39th Bomb Squadron	19 November
50-1068	24th Bomb Squadron	20 November
*50-1095	39th Bomb Squadron	24 November
50-1064	40th Bomb Squadron	25 November
*49-2675	24th Bomb Squadron	25 November
*49-2671	40th Bomb Squadron	28 November

* Entered and left the periodic maintenance docks during the month.

31/ HISTORY: 6th Periodic Maintenance Squadron for month of November 1953

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ENGINE CHANGES

	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Reciprocating	7	7	5	18	15	21	10	8	22	12	23	15	11	14
Average (per SAC)*	0	7	8	11	9	8	11	15	13	11	17	17	13	14
Jet	1	3	3	1	1	2	3	5	5	2	7	7	4	4

* 299 Hours per Engine #

\# Reciprocating Engine Change Summary for June 53

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Reciprocating Engine Changes

(R-4360)

for November

	A/C No	Engine Position	Engine Number	Hours Flown
24th Bomb Squadron:	#2675	6	P-10742	239:50
	1087	6	P-9586	424:05
39th Bomb Squadron:	2677	2	P-514707	26:05
	1072	1	P-7032	576:45
	1078	1	P-6590	663:45
	1080	4	P-514710	37:35
	1081	1	P-9092	303:45
	1095	2	P-7873	469:35
40th Bomb Squadron:	2674	6	P-11204	36:45
	1064	2	F-500114	79:10
		6	P-514196	101:05
	1092	*5	P-6262	383:15
		2	P-9583	447:55
		2	P-514738	8:45

* Carried last month also. Changed at Goose Air Base

NOTE: A/C 1080 Engine on position #1 and #3 761:20 hours as of 30 November 1953.

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R-4360-53 Engine Changes

Date	Average Operating Time	No Engines Removed
Mar 53	383:00	21
Apr	251:00	10
May	306:00	8
*Jun	283:00	22
Jul	301:00	12
Aug	335:00	23
Sep	268:00	15
Oct	409:00	11
Nov	271:00	14

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JET ENGINE CHANGES

Four (4) J47-19 engines were removed during the month of November for the following reasons: One (1), Mid-frame oil leaks; one (1), foreign material entering the compressor section; one (1), hot starts (EGT exceeding 1,000° C); and one (1) to comply with T. O. 02B-105AE-5, change #31. The latter engine can be reinstalled after parts are received for the above listed modification. Average flight time for engines removed this month: 15:03.

Three (3) of the above listed engines will have to be returned to the depot for repair. Tools and equipment authorized this station for minor repair of jet engines have not been delivered to this date. Keeping engines in storage here awaiting minor repair would hold them out of service for an indefinite period.

Extracted from:

Technical Representative Report of
Month of November, dated 2 Dec 53
by

R. F. Scott, Technical Representative
General Electric Company
Gas Turbine Division

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AIRCRAFT ON

Project "SAM-SAC"
(as of 30 November 1953)

		To Carswell AFB
24th Bomb Squadron:		
	2681	27 Aug 53
39th Bomb Squadron		
	2678	30 Sep 53
	1069	2 Nov 53
	1076	6 Nov 53
40th Bomb Squadron		
	2682	25 Sep 53
	2685	1 Oct 53
	1070	28 Oct 53
	1074	2 Nov 53

Info from:

6BW Form 237
Daily A/C Status
as of 30 Nov 53

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COMPLETED SAM - SAC

(as of 30 November 1953)

Aircraft Number	Date Returned
49-2670	27 August 1953
49-2675	30 August 1953
49-2673	25 September 1953
49-2672	3 October 1953
49-2671	10 October 1953
49-2674	16 October 1953
49-2677	6 November 1953
49-2680	24 November 1953

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B-36 Aircraft Inventory

	B-36F	B-36H
24th Bomb Squadron	9	3
39th Bomb Squadron	9	3
40th Bomb Squadron	11	3
6th Bomb Wing TOTAL	29	9

GRAND TOTAL 38 A/C

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B-36 Aircraft Inventory

24th Bomb Squadron

Type	S.N.	Date Received
F	49-2670	29 Oct 52 #
F	2675	11 Feb 53 #
F	2681	7 Oct 52 *
F	50-1065	23 Oct 52
F	1068	5 Dec 52
F	1071	23 Sep 52
F	1073	18 Oct 52
F	1075	4 Nov 52
F	1082	7 Nov 52
H	1087	3 Jul 53
H	1090	16 Jun 53
H	1096	12 Nov 52

* At SAM-SAC

Returned from SAM-SAC

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B-36 Aircraft Inventory

39th Bomb Squadron

Type	S.N.	Date Received
F	49-2673	18 Sep 52 #
F	2677	1 Nov 52 #
F	2678	21 Jan 53 *
F	50-1069	17 Oct 52 *
F	1072	16 Oct 52
F	1076	21 Nov 52 *
F	1078	26 Sep 52
F	1080	8 Oct 52
F	1081	24 Oct 52
H	1088	25 Nov 52
H	1089	1 Jul 53
H	1095	20 Jun 53

* At SAM-SAC

Returned from SAM-SAC

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B-36 Aircraft Inventory

40th Bomb Squadron

Type	S.N.	Date Received
F	49-2671	31 Oct 52 #
F	2672	14 Oct 52 #
F	2674	28 Aug 52 #
F	2680	15 Nov 52 #
F	2682	19 Sep 52 *
F	2685	5 Dec 52 *
F	50-1064	16 Oct 52
F	1070	10 Nov 52 *
F	1074	3 Oct 52 *
F	1077	10 Oct 52
F	1079	18 Oct 52
H	1085	23 Jun 53
H	1092	7 Jul 53
H	1097	28 Oct 52

*At SAM-SAC

#Returned from SAM-SAC

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Sports

TOP BOWLERS—Peggy Klein right) compare scores for week i Earl Rubush demonstrates techni

Going Tough in Guys-Gals League

Team 13 nudged Team 18 out of first place last week in the

Table Tennis Tilt Saturday At CRA Center

Paddles and balls will be bouncing all over the place Saturday when the Convair FW plant-wide table tennis tournament gets under way.

Doors of the CRA center will be open at 9 a.m. for warm-ups, with actual tourney play beginning at 10.

Jim Collin, Convair FW champion, is expected to retain his title, though Charles Hurst may provide a bit of stiff competition.

Favored in men's doubles are Collin and John Rangel, CRA tennis commissioner. In mixed doubles, Clayton Dillworth and Peggy Hardcastle are given a slight edge over the Lydie Norman and C. A. Callaway duo.

Peggy Hardcastle, Lydia Norman and Bernie Sandquist are slated to finish in that order in women's singles.

"It ought to be a good tournament," says Rangel. "We've had a good turnout for practice play."

He urged all interested persons to come for play Saturday.

Deer Hunters Out For CRA Awards

If you've got a gun, head for the hills when deer season opens!

Prizes are going to be on hand for the Convair FW hunters who bag the biggest out-of-state deer and the biggest white-tailed deer

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HEADQUARTERS
6TH BOMBARDMENT WING, HEAVY
Walker Air Force Base
Roswell, New Mexico

WING REGULATION)
:
NUMBER 15-1)

6WI
20 November 1953

REPORTS

Reporting Incidents

1. PURPOSE: To establish a procedure to keep the Commander, 6th Bombardment Wing informed of all unusual occurrences and incidents involving personnel and materiel of the Wing.

2. RESPONSIBILITY: Squadron Commanders will insure compliance with the provisions of this regulation.

3. PROCEDURE:

a. Each Squadron Commander will instruct his staff to inform him of all pertinent facts surrounding incidents or unusual occurrenc s involving personnel and materiel of the organization.

(1) All accidents, however trivial, will be reported.

(2) Destruction of property, improper handling or neglect of equipment, carelessness, waste, and the like will be reported.

(3) Reports may also pertain to unsatisfactory procedures or conditions, potential hazards, unsafe practices, acts of omission, etc.

b. Squadron Commanders will verbally bring this information to the attention of the Wing Commander without delay. A written report using DI Form 578, Offense or Incident Report, will follow as soon as possible. They will also include what action has been initiated to remedy the situation. Recommendations and other comments will be added, when appropriate.

BY ORDER OF THE COMMANDER:

OFFICIAL:

L. F. C. STEIN
Major, USAF
Adjutant

D. F. C. STEIN
Major, USAF
Adjutant

DISTRIBUTION: "C"

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LIST OF GAINS AND LOSSES OF THE 6TH MEDICAL GROUP DURING THE PERIOD 1 THRU 30 NOVEMBER 1953

GAINS (Officers)

Capt	Cottrell, Joseph P	Asgd fr Hq 813th AB Gp, this base
1st Lt	DeJarnette, John P Jr	Asgd fr Brooke Army Med Center, Ft Sam Houston, Texas
2d Lt	Mackessy, Patricia B.	Ordered to AD fr USAFH

LOSSES (Officers)

Maj	Gross, Willis C Jr	Released fr Service
Maj	Orr, James M	Reasgd to Camp Kilmer, N.J.
1st Lt	Medley, Connell C	Reasgd to Camp Kilmer, N.J.
1st Lt	Williams, Edwin L	Reasgd to March AFB, Calif
1st Lt	Starnes, Charles R	Reasgd to Camp Kilmer, N.J.
2d Lt	Scalfano, Hazel A	Released fr Service

GAINS (Airmen)

A/2C	Chinn, Wein S	Asgd fr 6th Bomb Wg (Hq Sqdn)
A/1C	Lanam, Trever H.	Asgd fr 509th AmR Maint Sq
A/B	Brumley, Emanuel L	Asgd fr 812th Food Service Sq
A/3C	King, Leo A.	Asgd fr 39th Bomb Sq
S/Sgt	Aderhold, Paul L	Asgd fr 509th Med Gp
A/1C	McDonald, Harold G	Asgd fr 509th Med Gp
A/1C	Swan, Jerome W	Asgd fr Ellsworth AFB, S.D.

LOSSES (Airmen)

A/3C	Hector, Charles D	Reasgd to 6th Per Maint
S/Sgt	Rose, Gordon K	Reasgd to Altus AFB, Oklahoma
A/1C	Cove, James L	Released from Service
A/1C	Daniel, Curtis L	Released from Service
A/B	Miller, Edward A	Dropped fr rolls as a deserter
S/Sgt	Harris, Eugene A Jr	Released from Service
A/1C	Martin, James J	Reasgd to 509th Med Gp
A/2C	Kyle, Robert J Jr	Reasgd to 509th Med Gp
A/3C	Schilling, Walter E	Reasgd to 509th Med Gp
A/1C	Mateliff, John B	Reasgd to 509th Med Gp
A/3C	Lentricchia, John G	Reasgd to 509th Med Gp

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USAF HOSPITAL
Walker Air Force Base
Roswell, New Mexico

BSG

14 December 1953

SUBJECT: Hospital Training Program 1 November to 30 November 1953

TO: Commander
Walker Air Force Base
Roswell, New Mexico

1. Lectures held to conform with 8th AF Reg. 50-5.

   a. ABC #1, #2, #3, #4----------10 Men

   b. Interior Guard----------10 Men

   c. First Aid----------10 Men

   d. Fire Prevention----------10 Men

   e. Personal Equipment----------10 Men

   f. Care of Equipment----------10 Men

2. Posted Armed Forces Newsmaps.

   a. Monday - 16 November 1953 Vol. 16 No. 12

3. Distributed to all departments.

   a. U.S. Armed Forces Medical Journal November 1953 Vol IV No 11

   b. USAF Medical Service Digest November 1953 Vol IV No 11

   c. USAF Medical Service Digest October 1953 Vol IV No 10

4. Armed Forces Talk.

   a. No 454 11 September 1953

   b. No. 455 18 September 1953

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[illegible] HOSPITAL
Walker Air Force Base
Roswell, New Mexico

[illegible] 319.1

[illegible]

SUBJECT: Monthly Report of Professional Activities ([illegible])

TO: The Surgeon General
United States Air Force
ATTN: Clinical Medicine Division
Washington 25, D. C.

1. In compliance with paragraph 4, AFR 160-63, dated 12 September 1950, the following information pertinent to this Air Force Hospital is submitted:

a. Total number of admissions [illegible]

b. Diagnoses of patients transferred during the reporting period to:

(1) Other Air Force Hospitals [illegible]

a. Chondromalacia, patellar, bilateral, [illegible] undetermined. (No orthopedic specialist available this hospital for adequate treatment of this case.)

b. Melancholia, involutional, severe, [illegible], manifested by depression, loss of appetite, sleep disturbance and paranoid [illegible]. (Inadequate psychiatric facilities available here for proper treatment of this case.)

(2) Army Hospitals [illegible]

a. Diagnosis undetermined (brain tumor suspected) (Inadequate neurosurgical facilities available this hospital for proper treatment of this case.)

c. Improvements of the services effected

(1) A patients recreation room has been provided for the use of hospitalized personnel. This activity is operated under the direct supervision of the Grey Ladies Corps, Otavez County Red Cross Chapter. Official opening was held 23 November.

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This activity has already proved useful to [illegible] a boon to the patients' morale and it is felt that interest and participation will increase with time.

d. Improvements of the services recommended:

(1) The patients post exchange which is presently located in the Administration Building of the Hospital will be moved to a more central location in the immediate future. Plans are pending at the present to move the post exchange to Ward A which also now serves as the patients' recreation ward. This move will provide the post exchange with much needed room for expansion and consequently should result in a better service to the patient.

e. Medical officers sent to special schools: 1

f. Professional meetings held during the month: 1

g. Publications or speeches by medical officers at local or National medical societies: 0

h. Attendance of medical officers at local or National medical meetings: 0

i. Visits made by expert civilian consultants: 1

(1) Dr. Kendall H. Kinman, Urology Consultant

During the month of November, Dr. Kinman visited this hospital. On 27 November, he was at the hospital for approximately 3 hours, making ward rounds and seeing several out-patients who presented urological problems.

j. Part time and full time physicians: 0

k. Additional remarks and comments on aspects of professional activities.

(1) The Assistant Chief of the Medical Service attended a course in clinical electrocardiography given at Tilton General Army Hospital during the period of this report. This physician already possessed a good working knowledge of electrocardiogram interpretation, but it is felt that this further training greatly enhances his usefulness to this facility.

J. T. [illegible]
Colonel, [illegible]
Base Surgeon

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MONTHLY REPORT OF PROFESSIONAL ACTIVITIES
OF
AIR FORCE HOSPITAL
FOR
NOVEMBER 1953

I. SURGICAL SERVICE

1. Number of patients admitted to service [illegible]

a. Diagnoses and number of each diagnosis

(1) Abrasion, cornea, right 1

(2) Abscess, periapical 1

(3) Abscess without lymphangitis, n.e.c. 1

(4) Appendicitis, acute, n.e.c. 3

(5) Appendicitis, acute, with abscess? 1

(6) Appendicitis, chronic, recurrent 1

(7) Balanitis, nonvenereal, cause undetermined 1

(8) Burn, n.e.c., face, 2d degree 1

(9) Calculus, gallbladder 1

(10) Cellulitis without lymphangitis, middle finger left hand 1

(11) Chondritis, epiphysis of vertebrae [illegible] 1

(12) Chondromalacia, patellar, bilateral 1

(13) Cyst, pilonidal 2

(14) Fracture, simple, complicated 2

(15) Fracture, simple, n.e.c. 3

(16) Furuncle, n.e.c., posterior aspect of neck 1

(17) Hematoma, traumatic, n.e.c., right great toe 1

(18) Hemorrhage, traumatic, n.e.c. 1

(19) Hemorrhoids, n.e.c., internal 1

(20) Hernia, inguinal, indirect, right 2

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(21) Hernia, ventral, right 1

(22) Deviation of nucleus pulposus L4 & L5 1

(23) Hydrocele, n.e.c., right testicle 1

(24) Injection, tooth 1

(25) Myositis, acute, posterior cervical muscles 1

(26) Myositis, acute, sacro-iliac muscles 1

(27) Myositis, chronic, n.e.c., lumbosacral muscles 1

(28) Myositis, chronic, n.e.c., paravertebral muscles 1

(29) Observation, surgical, appendicitis suspected 1

(30) Observation, surgical, polyp of bladder suspected 1

(31) Osteochondritis dissecans, right knee 1

(32) Polyp of rectum, pulmonary vite 1

(33) Prostatitis, chronic, nonganococcic 1

(34) Redundant prepuce 1

(35) Sinus, pilonidal 3

(36) Spondylolisthesis, L4-L5; 1° between L4 & L5 1

(37) Sprain, right knee; left ankle 2

(38) Strain, lumbosacral muscles, bilateral 1

(39) Wound, lacerative, multiple of face and outer arms 1

(40) Wound, missile, (.45 caliber bullet) 1

c. Major Operations

(1) Emergency

(a) Appendectomy 3

(b) Excision of cyst, right Fallopian tube 1

(2) Elective

(a) Cholecystectomy 2

(b) Herniorrhaphy, inguinal 1

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(c) Herniorrhaphy, left, inguinal [illegible]

(d) Open reduction radius [illegible]

(e) Vaginal hysterectomy [illegible]

c. Complications [illegible]

2. Hospital deaths [illegible]

a. Airman's death was caused by self-inflicted [illegible] with .45 caliber pistol at approximately 1000 hours [illegible] November 1953, in barracks building 75[illegible], this [illegible], while deceased was on authorized pass.

Autopsy report is as follows:
[illegible]
Entrance of the bullet was in the occiput bone one half centimeter to the right of mid line. This hole measured approximately one centimeter in diameter. The scalp was markedly colored a gray-blue color which appeared to be powder burns. The hair was not burned.

The exit of the bullet was found in the left parietal bone almost in mid line and about one half centimeter from the vertex and one half centimeter from mid line. This hole measured three centimeters by two centimeters. There were several particles of bone removed from the site of exit.

The cranium was entered by incising the scalp and retracting it backwards. The skull was opened by use of an electrical saw.

There was a fracture line extending from the site of exit anteriorly in the frontal bone. The bullet had entered the brain through the right transverse sinus and through the splenius corpus collosum. It partially avulsed the brain stem and transversed the third ventricle and the left portion of the frontal lobes of the cerebral cortex. At site of exit it severed the superior longitudinal sinus.

The base of the skull was marked by several fractures. In the posterior fossa the inner table of the skull was comminuted at the site of entry. There were two fracture lines extending laterally from the site of entry. In the middle fossa on the right there was a fracture through the greater wing of the sphenoid and the petrous portion of the temporal bone. On the left there was a fracture through the greater wing of the sphenoid. In the anterior fossa there were fractures bilaterally through the orbital plate of the frontal bone and on the right the cribiform plate.

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The trouchi and inspiration secretions in [illegible] were clear in color. The trouchial walls have longitudinal striae in them. The trouchial arteries and veins are patent as far as they could be traced. The lungs are stained by a black carbon color, more in the lower portion. The upper portion was dark red in color and congested. The apices were free of calcification.

The pulmonary vessels were opened and found to be patent. The three main branches of the aortic arch were ligated. The heart was smaller than normal. However, no measurements could be taken. The pulmonary, mitral, aortic and tricuspid valves are found to be normal in appearance. The coronary arteries were traced and found to be patent. There were no defects in the septum. The chordae tendinoae was found to be intact in both ventricles. The Thebesian valve was found to be patent in the right atrium.

The stomach is markedly distended with air. A finger was inserted in the foramen of Winslow. The liver edge was approximately one finger's breadth above costal margin. Approximately 250 cc's of amber colored ascitic fluid was present in the abdomen.

The lesser peritoneal sac was entered through the greater omentum and was found to be free of exudate.

The jejunum, ileum and large bowel with urinary bladder were removed by ligating the jejunum at the ligament of Treitz. They were found to be free of any pathological changes.

The uterus and cervix were found to be missing and it was assumed they were removed previously.

The liver appeared to be normal in size and color. The lobular were normal in appearance. The common bile duct and hepatic vessels were patent.

The kidneys were rather large with a pronounced cupping effect. The capsule was not adherent. The kidneys on both sides were markedly lobulated. The renal pyramids and column of Bertini did not appear to be remarkable and were not measured. No cysts or abnormal masses were located. The renal vessels were patent. The ureter was patent at the renal pelvis. The bladder appeared to be coarsely striated but normal in color. No inflammation was present.

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The skin was cool, dry, and turgor was poor. Brief neurological revealed a supple neck and physiological deep tendon reflexes.

Approximately 1500 cc of normal saline had been received at 0840 hours when 50 units of regular insulin was given intravenously and 50 units subcutaneously. Orders were left for hourly urine sugars and urine acetone determinations, intake and output chart, and to continue the intravenous saline. Blood for CBC, ESR, Blood sugar, CO_2 combining power, NPN, BUN, and chloride was obtained. An injection of 600,000 units of procaine penicillin was given intramuscularly. An indwelling catheter was inserted. Gastric lavage was performed and 180 cc of dark brown fluid was withdrawn. Warm saline 100 cc was inserted through the stomach tube. The standard electrocardiographic leads were obtained following the lavage. The tracing was essentially normal. Blood pressure, pulse and respiratory rate were recorded every thirty minutes. The moaning and gagging became less prominent. Approximately 300 cc of urine had been excreted at 1000 hours. Normal saline 3500 cc and 200 units of regular insulin had been received by 1030 hours. Urine sugar was 3/4 and acetone 1/4. The blood sugar and CO_2 combining power drawn at 0845 hours was reported as 730 milligrams percent and 13 volumes percent at 1100 hours. Regular insulin 100 units was given intramuscularly. At 1130 hours 4000 cc normal saline had been received and 1000 cc of 5% dextrose in normal saline was begun. At 1200 hours urine sugar was 3/4 and acetone 1/4. Blood sugar and CO_2 drawn at 1130 hours was reported as 722 milligrams percent and 16 volumes percent at 1215 hours. The blood pressure was 90/48, pulse 100 and respirations regular with a rate of 32 at 1203 hours. Approximately 600 cc of urine had been excreted at that time. Fifty units of insulin was given subcutaneously at 1300 hours. Sugar and acetone were both 3/4 at 1300. The blood pressure dropped to 70/40 with the pulse remaining the same and the rate of administration of intravenous fluids was increased. A cutdown was performed and after some difficulty was completed. Blood for type and cross-match and blood sugar was obtained. Sufficient blood for a CO_2 combining power could not be obtained. The blood sugar at 1415 hours was 688 milligrams percent. Normal saline 1000 cc was started shortly before 1500 hours following completion of the dextrose solution.

At approximately 1505 hours, patient suddenly began to have rapid, shallow respirations with a coarse tracheal gurgle and became cyanotic. Her pulse became more rapid and weak and the blood pressure fell even lower. One ampule of caffeine-sodium benzoate was given intramuscularly. Tracheal suction was used to aspirate the tracheal secretions. .3 cc 1-1000 adrenalin was given intravenously 14 minutes after the injection of caffeine-sodium benzoate. O_2 was administered by mask and plasma was started until the previously drawn blood could be typed and cross-matched. The patient's pulse became stronger and was 100. The blood pressure rose to 110/70 and the respirations became deeper. Blood was started at approximately 1540 hours and another cutdown was prepared. Plasma was started in this cutdown. In spite of the blood and plasma, the blood pressure slowly fell.

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ATTACHMENT #1 TO PARAGRAPH 2 ANX 3, (SOTION II - Continued - Page 3

Insulin 50 units was given intramuscularly at 1545 hours. Urine sugar was 1+ and acetone 1+ at 1600 hours. At approximately 1645 hours, the pressure was 62/40. .4 cc neosynephrine 1% was given intravenously and 5 cc of 1% neosynephrine was injected in 500 cc 5% dextrose and normal saline. At 1655 hours the patient began convulsing. Pulse, heart tones and blood pressure became imperceptible. Artificial respiration was instituted and at 1700 hours, 1 cc 1% neosynephrine was injected into the left ventricle. The patient failed to respond and was pronounced dead at 1705 hours.

The total output was 800 cc. Approximately 600 cc was excreted by 1200 hours and the remaining 200 cc by 1700 hours. The lung bases were examined frequently and no physical findings of pulmonary edema were discerned.

ROBERT S. ELLIS
1st Lt, USAF (MC)
Chief, Medical Service

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III. OBSTETRICAL AND GYNECOLOGICAL SERVICE

A. Obstetrical

1. Number of patients delivered or service [illegible] 60

a. Diagnosis and number of each diagnosis

(1) Pregnancy, delivered 57

(2) Pregnancy, not delivered, false labor 1

b. Number and diagnosis of major operations

(1) Caesarean section, low cervical 1

c. Number and diagnosis of minor operations

(1) Episiotomy 57

(2) Low forceps 40

(3) Mid forceps 0

(4) Spontaneous 18

(5) Breech extraction 0

(6) Removal of retained placenta 2

d. Complications of delivery

(1) Adherent placenta 1

(2) Cystocele, total, breech presentation 1

(3) Pyelonephritis, puerperal 1

2. Stillbirths 0

3. Neonatal deaths 0

4. Cases of venereal disease 3

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B. GYNECOLOGICAL

1. Number of patients admitted to service 28

a. Diagnoses and number of each diagnosis

(1) Abortion, induced, noninfected, early, complete, without sepsis or trauma. Abortion illegally performed by civilian female nurse in El Paso, Texas, 18 Nov 43 1

(2) Abortion, spontaneous, early, complete 4

(3) Abortion, threatened, early 3

(4) Abscess, tubo-ovarian, left, organism undetermined 1

(5) Cystocele, rectocele 2

(6) Dysmenorrhea, functional 1

(7) Necrophagia, primary 3

(8) Neurasthenia, primary 1

(9) Pelvis inflammatory disease, acute 1

(10) Pregnancy, ectopic, tubal, ruptured without sepsis, left 1

(11) Salpingo-oophoritis, acute 4

(12) Salpingo-oophoritis, chronic 1

b. Major Operations

(1) Laparotomy with drainage 1

(2) Panhysterectomy 3

(3) Repair of cystocele and rectocele 2

(4) Salpingectomy, left, partial 1

c. Minor Operations

(1) Cystoscopy with retrograde pyelogram 1

(2) Dilatation and curettage, uterus 3

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IV. MISCELLANEOUS AND DIAGNOSTIC SERVICES

1. Ocupations

a. Number of patients seen

(1) Military 9320

(2) Civilian 5313

b. Number of treatments

(1) Military 11228

(2) Civilian 7074

c. There were no visits made to homes

d. There were no special problems

2. Laboratory

a. Total number and type of examinations 8562

(1) Hematology 3120

(2) Blood and spinal fluid chemistry 408

(3) Serology 570

(4) Bacteriology 450

(5) Feces 67

(6) Urinalysis 3850

(7) Sputum 60

(8) Sent to Brooks Army Medical Center 19

(9) Evaluation studies 18

b. There were no special procedures or laboratory studies

3. Roentgenological

a. Number of examinations, fluoroscopic and radiographic 744

b. Number of x-ray films used 1263

c. Number of x-ray treatments 0

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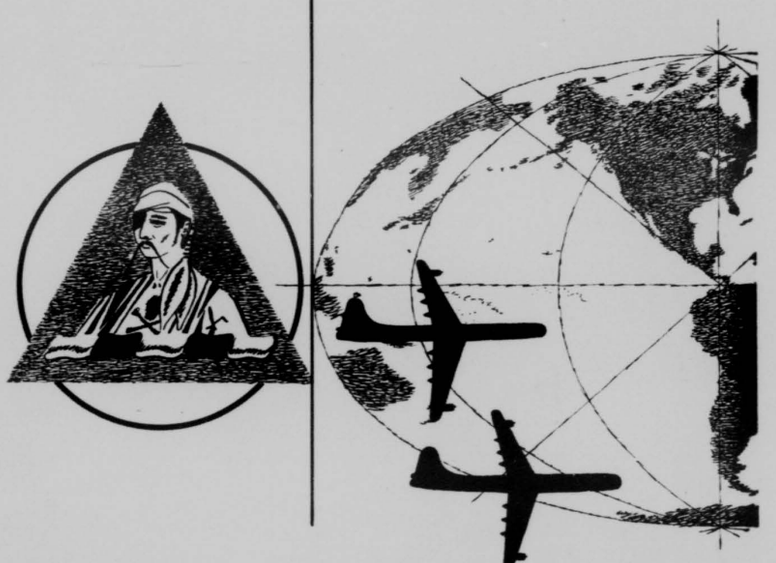
HISTORICAL ARCHIVES
SECRET
Auth: Cmdr 6 BW
Initials:
Date: 1 FEB 1954

K-WG-6-HI
DEC

6th BOMBARDMENT WING (H)

MONTHLY WING HISTORY*

DECEMBER 1953



47TH AIR DIVISION - WALKER A. F. B.
ROSWELL - NEW MEXICO

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K-WG-6-HI (Bomb)
Dec 1953

HISTORY OF

SIXTH BOMBARDMENT WING, HEAVY

1 December - 31 December 1953

Dalton B. Stover, II
Technical Sergeant
Historical Technician

for HAROLD E. HUMFELD
Colonel, USAF
Deputy Commander

47 th AIR DIVISION

EIGHTH AIR FORCE

STRATEGIC AIR COMMAND

RCS: 1 - AF - D2

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SIXTH BOMBARDMENT WING, HEAVY

UNITS ASSIGNED

Headquarters Squadron
24th Bombardment Squadron, Heavy
39th Bombardment Squadron, Heavy
40th Bombardment Squadron, Heavy
6th Field Maintenance Squadron
6th Periodic Maintenance Squadron
6th Armament, Electronics and Maintenance Squadron

6th Medical Group

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SIXTH BOMBARDMENT WING, HEAVY

MISSION

The mission of the 6th Bombardment Wing, Heavy, as a tactical component of the Eighth Air Force, Strategic Air Command is primarily one of organizing and training a force capable of immediate and sustained long range offensive bombardment operations in any part of the world, utilizing the latest technical knowledge and advance weapons; being prepared to perform those tasks assigned in current emergency plans and related operations orders; participating in the Reserve training program to the maximum extent by training and administering assigned Reserve personnel and units; being prepared to participate in disaster relief and other domestic emergencies; and performing such special missions and assignments as the Commanding General, Eighth Air Force may assign.

Eighth Air Force
Regulation 24-11
Dated 9 Dec 52

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G L O S S A R Y

(except Medical terms)

AD	Air Division
AOB	Air Order of Battle
AOCM	Aircraft Out of Commission, Maintenance
AOCO	Aircraft Out of Commission, Parts
AOFP	Air Objective Folder Program
AOS	Air Observers School
BAL	Base Allowance List
CAA	Civil Aeronautical Authority
COMDR	Commander
CWO	Chief Warrant Officer
DCS/I	Deputy Chief of Staff, Intelligence
DCS/M	Deputy Chief of Staff, Material
DCS/O	Deputy Chief of Staff, Operations
DCS/P	Deputy Chief of Staff, Personnel
ECM	Electronics Counter Measures
E & E	Escape and Evasion
ER	Effectiveness Report
EWP	Emergency War Plans

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GLOSSARY
(continued)

Flying Time: 110 Time: Is that time taken from midnight of the last day of the month, to midnight of the last day of the next month.

T-12 Time: (used by Operations only) Is that time taken from take-off of flights of thelst day of the month to completion of the flights, even though the aircraft has taken-off a few hours before the end of the month and not due to return until well inot the following day of the next month.

GCA	Ground Control Approach
MTD	Mobile Training Detachment
M/R	Morning Report
NCOIC	Non-Commissioned-Officer-In-Charge
OIC	Officer-In-Charge
PCS	Permanent Change of Station
SAAMA	San Antonio Air Material Area
SAC	Strategic Air Command
SAM-SAC	(A combination of the two (2) above, as used for overhaul of B-36Fs at Carswell Air Force Base)
SEC	Strategic Evaluation Squadron
SO	Special Orders
TDY	Temporary Duty
TCC	Technical Order Compliance
T/O&E	Table of Organization and Equipment
TWX	Teletypewriter Exchange

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GLOSSARY
(continued)

UAL	Unit Allowance List
UPREAL	Unit Property Record and Equipment Authorization List
UR	Insatisfactory Report
URT	Unit Readiness Test
WEMP	Written Evaluation Maintenance Personnel
ZI	Zone of Interior

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INTRODUCTION

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INTRODUCTION

On the Anniversary of Powered Flight, 17 December, it was noted that the Wright Brothers made four (4) flights. In Checking the records of the Sixth Bomb Wing it was found that we too had made only four (4) flights. The difference, in time in the air and distance covered, shows the progress in the first fifty years of aviation. 1/

On a request from Strategic Air Command (SAC) Headquarters, one of our missions was flown with civiliam reporters and photographers on board. The Denver Post published their stories in a series of one each week. It was a simulated bombing of the City of Denver. 2/

With programmed hours set at 1000 hours for the month of December, the members of the Wing achieved 1012:25 in spite of the Seasonal Holidays. This brings the years flying total to 10,345 hours.

A new Maintenance-Man-of-the-Month Award has been started in the Sixth Bomb Wing. This is for the Radar Maintenance Man who flies the B-36s. The first selection was T/Sgt Parker Douglas of the 6th Armament and Electronic Squadron. 3/

1/ Newsclipping: ATOMIC BLAST , Vol XI, No. 3, 1 Jan 54. See Incl #1
2/ Newsclipping: DENVER POST (photostats) in month of Nov 53 See Incl # 2
3/ Newsclipping: ATOMIC BLAST, Vol X, No 52, 18 Dec 53. See Incl # 3

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The annual award for the regular Maintenance-Man-of-the-Month was given to T/Sgt C.E.Dent, of the 40th Bomb Squadron. 4/

For the first time in the records of the Sixth Bomb Wing the Crew-of-the-Month Award was given to the same crew two (2) months in a row. Captain Ward, of the 39th Bomb Squadron, and his crew, are to be congratulated for their prodigious effort. 5/

The 24th Bomb Squadron is evidently striving to maintain the Squadron-of-the-Month Plaque permanently. This month they won it again for the fifth time this year. Plans are in the making for a new plaque and then the present one will be retired to the squadron winning it the most times. 6/

The Support-Squadron-of-the-Month was again presented to the 6th Periodic Maintenance Squadron. They won it upon its first presentation in February and again in September and then again in November. 7/

The Flying Safety Award was also presented to the 24th Bomb Squadron. 8/ This makes the second time they have their name inscribed on the new plaque that went into effect in October 1953.

4/ Picture: Presentation by Col Wemple to T/Sgt Dent of the Maintenance Award. See Incl #4

5/ Incl #5 (Crew of the Month Award for Dec 53)

6/ Incl #6 (Tactical Squadron of the Month award for Dec 53)

7/ Incl #7 (Support Squadron of the Month Award for Dec 53)

8/ See Operations and Training Chapter.

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The Chaplain's Award of the Character Guidance Trophy went to the Headquarters Squadron for the second month in a row. They ranked second on the entire base, among all the squadrons.

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PERSONNEL

GENERAL

Effective manning remains about the same as last month. The Officers are 86.1% and Airmen are 82.4%. Shortages have abated on Pilots and Observers, while Aircraft Perf mance Engineers remain about the same as previous months. 9/

A fair share of promotion for airmen was received in time for the Christmas Season. Two (2) Master Sergeants slots were filled - one (1) going to the 6th Periodic Maintenance Squadron, and one (1) to the 6th Field Maintenance Squadron. Nine (9) Technical Sergeants: two (2) in the 24th and 39th Bomb Squadrons, one (1) in the 40th Bomb Squadron, one (1) in the 6th Periodic Maintenance Squadron, two (2) in the 6th Armament and Electronic Maintenance Squadron and one (1) in the 6th Field Maintenance Squadron. Forty-three (43) Staff Sergeant slots were filled from the seven (7) squadrons of the Wing. A fair distribution was made to all and each had from three (3) to five (5) positions each. 10/

9/ See Incl # 8 (SAC Management Control System for Dec '53)
10/ 6th Bomb Wing, H, Special Orders 252, dated 18 Dec '53)

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AIRMEN'S SECTION

During the month this office processed 96 requests for reclassification; of these, 87 were approved and confirmed on 47th Air Division Personnel Action Memorandums, five (5) were disapproved and four (4) are still pending. The 87 reclassifications that were approved filled 63 effective positions.

The assigned strength of airmen changed from 2054 as of 1 December 1953, to 2014 as of 31 December 1953,[11] a loss of 40 personnel and a loss of 36 positions.

Effective airmen manning decreased from 82.5% to 82.3%, giving the 6th Bomb Wing 50% of score under SAC Management Control System.

TROOP MOVEMENT SECTION

During the month this Section forwarded to Base Technical School Section, 12 applications for school training. All of these were to fill mandatory school quotas. The following is a breakdown, by school courses, title and number, of applications:

COURSE TITLE	NUMBER
Special Training #A-322-A1 Prop(C-45G Acft)	4
Special Training E-6 Auto-pilot	5
Rubber Products Repair (58250)	1
Production Control (80270)	1
Intelligence Operations Technician (20470)	1

11/ See Incl # 9 (Strength Report for December 1953)

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Two (2) of the airmen listed above have departed for school (80270 and 20470).

This Section received 63 nominations for transfer. These were processed and 43 names were submitted to Base Personnel for final approval. Thirty-two (32) were selected for transfer. Of these, 25 were shipped to overseas stations and the remaining seven (7) were transferred to ZI Stations.

OFFICER'S SECTION

This month the 6th Bomb Wing and the 6th Medical Group lost a total of eight (8) officers: [2]

One (1)	Carswell AFB, Texas
One (1)	Limestone AFB, Maine
Three (3)	Ellington AFB, Texas (Air Observers School)
Three (3)	Separated

As of 1 December the 6th Bombardment Wing and the 6th Medical Group had a total of 348 Officers assigned. As of 31 December 1953 there was a total of 358 Officers. Twenty-two (22) new Officers were assigned to the Wing and Group during the month.

The Sixth is still critically short in the Combat Crew Field. There is a shortage of 18 Pilots, 10 Observers and 34 Flight Engineers. Actually, under the new SAC Rating

[1] See Incl # 10 (Officer Roster for December 1953)

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System, this Wing is not short on Flight Engineers as we man only First Flight Engineer positions on the crews.

As of the last of the month the following schools had nine (9) officers of this Wing in attendance:

SCHOOL	COURSE	NUMBER
Chanute AFB, Ill.	Acft Maint Mgmt	2
Fort Bliss, Okla.	Flak Intelligence	1
F.E.Warren AFB, Wyo.	Supply	1
Maxwell AFB, Ala. AC&SS	Squadron Officers	3
Mather AFB, Calif.	Radar Maint Upgrading	1

The Combat Crew Reporting Section showed no advancements to higher status. All personal data reports and crew changes were submitted on time. (3)

(3) See Incl # 11 (Crew Status Report)

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PERSONNEL AND ADMINISTRATION

In reviewing the events during the past year, it appears that the greatest activity has been in the turnover of personnel. Against an authorized strength of nine (9) Officers, eight (8) reported inwith nine (9) Officers being reassigned, strength as of 31 December 1953 was seven (7) Officers assigned. With an authorized strength of 16 airmen, a total of nine (9) reported in with 12 being reassigned PCS. Current strength is 20 Airmen assigned with the total including administrative and visual aid personnel.

No losses in personnel occurred during the month of December. Captain S. Hernandez departed TDY to Ft. Bliss, Texas to Flak School with Captain F. C. Wright returning. A/1C G. A. Corso departed TDY for Lowry AFB to attend the 20470 School.

OPERATIONS AND TRAINING

T/Sgt J. E. Thompson Jr. was reassigned from the Administrative Section to the Target Section for duty as the NCOIC to replace A/1C G. A. Corso. Lt. J. B. Webster of the 24th Bombardment Squadron was assigned to additional duty in the Target Section to assist the Target Intelligence Officer in the scoring of Radar Film.

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The Foreign and Domestic Target Folders are being expanded to meet the overall flow of material from higher headquarters. This program also includes the constant reweighing of material so in the event of any emergency the Target Materials will be ready for immediate movement. Particular attention is being paid to materials scheduled for Air Shipment to insure accurate weights being available at all times.

The Target Section occupied the new vault building during the month of May. The increased floor space aids materially to accomplish the assigned tasks, also security of classified material is easier to maintain and working conditions have improved.

During the month of December, the following was accomplished by the overall analysis section:

23 Visual and
28 Recce Runs were scored
91 RBS
42 Form X's
6 RNL's
2 Grid Legs were scored
23 Camera Attacks
4 Night X's

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The Air Room Branch occupied its new quarters in January 1953, along with the Operations Planning Team. The increased facilities are being utilized for Crew Member Studies of EWP Material as well as normal EWP Intelligence Planning, presenting of various Air-Order of Battles, Air Field and Seaplane Station Folders and information from the Central Intelligence Agency. Evasion and Escape Activities in relationship to the EWP have been made an integral part of the Air Room Branch. The Air Room is up to T.O. assigned strength of both Officers and Airmen.

When the Target Intelligence moved into the new vault building, Operational Intelligence expanded its facilities and took over the Operations of the Intelligence Library, a function formerly assigned to the Air Room Branch. Included in the program of expansion was the redecoration of the Wing Briefing Room, centralizing the Wing Mission Reporting Section with three (3) Officers present for duty and four (4) airmen assigned, the Operational Intelligence Section is very capably filling the assigned tasks.

Even with the turnover of personnel being at an unexceptable high, a considerable degree of effectiveness has

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been maintained and at the same time great progress has been made to attain the high level of Intelligence necessary to support the Wing's Mission.

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OPERATIONS AND TRAINING

The wing flew 1012:25 hours Form 110 time and 992 hours (T-12) training time during December 1953. The programmed flying time was 1000 hours.

During the month, emphasis was placed on completing the balance of "Fancy" runs, directed by higher headquarters. The 6th Wing completed all "Fancy" runs by 23 December 1953.

December was the first month the wing made all record runs for lead and select crews. The Circular Error (CE) and Gross Error (GE) rate increased as expected, but should show improvement in the next two (2) or three (3) months.

Twenty-nine record navigation night-X missions were completed during the month for an average CE of 8.6 miles. This CE is lower than our overall average of 11.7 for all previous months.

All night navigation missions were replotted by the wing staff during December. A definite improvement in navigation logs, volume of work (celestial fixes per mission), quality of work and overall mission accomplishments was noted. Each navigator was critiqued on his particular mission whether it was good, bad or otherwise. This procedure of the wing replotting the record night-X's will be continued for the

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next two (2) or three (3) months, at which time an overall report will be given to each squadron, pointing out the areas of weakness of specific individuals.

With this issue of "Radar Pip & Navigation Digest" [14/] we start the second year of this publication. It has been well received not only among Radar and Navigation Personnel of theWing but other organizations have requested copies for their use.

During the month of December, the Gunnery Section of the 6th Wing increased their fire-out percentage over the previous month. This increase is due in part to several changes in the way aircraft are being preflighted and procedures used while in flight. As a result of this increase, these procedures have been included in Operations Policies, and it is expected that this fire-out percentage can be maintained and/or increased.

A total of eighteen men went through the Base SAC Gunnery School during the month. There were also two (2) crews evaluated with two (2) failures out of a total of ten (10) men.

Captain Joseph J. Conley was assigned to the Gunnery Section on 22 December 1953. Captain Conley comes from Air

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14/ See Incl # 12 (Radar Pip & Navigation Digest)

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Training Command, at Lowry Air Force Base, Denver, Colorado. He has been in the gunnery group there for the past 18 months and in the gunnery career field for a number of years. He is experienced and well qualified for the job and should be an asset to the Wing Gunnery Section.

During December three (3) performance engineers were assigned to the 6th Bomb Wing: M/Sgt Clarence E. to the 24th Bomb Squadron; T/Sgt James M. Cochran, to the 40th Bomb Squadron and T/Sgt Wayne W. Woodruff to the 39th Bomb Squadron. Sergeants Woodruff and Cochran will report 15 January 1954. All long range cruises made in the month of December resulted in performance index of 100 per cent. Check-out of engineers, in accordance with SAC Regulation 51-19 was excellent. All engineers, except six (6), were checked out in their respective positions. It is anticipated that these six (6) engineers will be checked out by 20 April 1954, unless some unforeseen schedule precludes the check-out training requirements as scheduled by the Wing and squadrons.

The 6th Bombardment Wing did not have a quota for SAC Advanced Survival School during the month. Crew S-21, 15/

15/ See Incl # 13 (Crew Status Report)

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from the 40th Bombardment Squadron attended Basic Survival at this station. They are to go to Advanced Survival on 3 January 1954.

The Synthetic Trainers utilization of time scheduled for the month of December on all trainers averaged 96 per cent.

The E-26 Gunnery Trainer was out of commission during the month of December. The percentage of utilization on the T-1A Trainer for the month was 81.3 per cent.

Seventeen men of the 6th "omb Wing completed Altitude Indoctrination at Carswell AFB during the month. We received a message from Eighth Air Force, authorizing us to send men to Biggs Air Force Base in El Paso, beginning in January 1954, for Altitude Indoctrination.

The Wing utilized 92.9 per cent of time scheduled for the Physical Conditioning Unit.

We were able to get 100 per cent of the combat crew personnel through 50-5 during the year of 1953, and 95.5 per cent of thenon-flying personnel in the wing completed.

The Mobile Training Detachment's 1-AF-T4 (SAC-1) Report shows the 6th Bombardment Wing utilized 5,678 man hours in classes during the month of December.

All support squadrons reached 100 per cent in getting all of their men to fire the pistol or carbine during the year. However, there were a few squadrons that did not

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reach the 100 per cent goal due to men TDY at service schools. This brought our wing percentages to 94.6 per cent for carbine and 98.5 per cent for pistol for the year.

Revised Crew Speciality Examinations for 50-5 School were sent to Eighth Air Force Headquarters on 5 December 1953 for approval and use during 1954.

STANDARDIZATION BOARD

Standardization activity during December was almost completely devoted to initially checking out new crew members throughout the wing.

Crew L-29 assumed the duties of 24th Squadron Standboard during the absence of Crew S-01, (30 November - 12 December 1953), attending advanced Survival School at Reno.

Eighth Air Force Standboard Crew visited the 6th Bomb Wing the first part of December and gave Crew S-37 an emergency procedures flight check to complete their standardization flight for the coming year.

New examinations for all crew positions have been written by the members of the Wing Standboard. These tests will be used for all standboard checks, starting 1 January 1954.

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Brigadier General Thomas C. Musgrave, Commander of 47th Air Division, having completed his initial check out was designated B-36 A/C Commander on 6th Bomb Wing Order 16/.

FLYING SAFETY

From the standpoint of safety, the 6th Bombardment Wing had a veryprofitable year. The entire year of 1953 operations were without an aircraft accident.

Two (2) Wing Flying Safety Meetings were held in the Wing Briefing Room during the month. A special meeting for pilots and flight engineers was held, during which the following subjects were covered: Starting jet engines in the event of reciprocating engine fires in flight, operation and interpretation of engine analyzer and cross checking other engine instruments in determining the operating condition of an engine. Meeting for all flight crew members covered the recent B-36 aircraft accident occurring near El Paso, Texas, while making an instrument let-down.

The tactical squadrons held the required flying safety meetings, during which the following subjects were discussed: Latest flying and operation regulations, recent flying safety messages, and Safety of Flight Tech Orders.

16/ Hq 6th Bomb Wing, SO #7, para 2, dated 12 January 1954

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The wing aircraft flew a total of 1012 hours; pilots accomplished 141 landings, 39 GCA's 131 hours of Link Trainer instrument time.

The 24th Bombardment Squadron won the Wing Flying Safety Award for December.

In a year's time Walker Air Force Base rose from 17th, to first place, in "SAC for 53" Flying Safety campaign. [7] The 6th Bombardment Wing contributed to this award by being accident free in 53. In fact as of the last day of December 1953 we had 500 days of no accidents. The campaign slogan for the coming year is "Same Score for 54".

COMMUNICATIONS

The 6th Bomb Wing ECM-equipped C-47 #5566 was flown for 55:26 hours of ECM training during December. In addition, the 509th C-47 aircraft was utilized for 13.:44 hours of ECM flight training during the time our aircraft was out for inspection. The curtailed three (3) day per week C-47 flight schedule was continued throughout the month. However, no appreciable loss of training occurred since flights aborted or cancelled were immediately

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[7] See Incl # 14 (TWX 2544 from Commander Strategic Air Command to Commander 47th Air Division dated 14 Jan 54); also (News clipping "Atomic Blast" Vol XI, No 4 dated 22 Jan 54).

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rescheduled for make-up on "Maintenance" days. This scheduling procedure is in accordance with the desires of the 6th Bomb Wing Chief of Maintenance to "stand-down" the aircraft on alternate days for maintenance purposes. /2/

The new ECM test equipment requested during November was returned late in December without action. This request for an ECM RF Wattmeter, Bird Model 43, to be installed in all tactical aircraft had been approved by the Equipment Review Board, but instead of being forwarded to Eighth Air Force, had been returned to the 47th Air Division Materiel Section and subsequently resubmitted to the Equipment Review Board. Since the status of the request had changed slightly following the first approval by the Equipment Review Board, i.e., assignment of stock numbers, the original request was rewritten and sent forward without reference to the Equipment Review Board.

ECM-Communications Officer personnel assigned to the tactical squadrons has been reduced 50 per cent by the deletion of the Communications Officer slot from the squadron T/O. This has resulted in adding the Communications duties to the ECM Officers' work load. No authorization exists for ECM or Communications NCOIC's in the tactical squadrons, although the ECM Officers' work load has been increased.

/2/ See Incl #15 (ECM C-47 Accomplishments for December 1953)

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1st Lt Benjamen H. Chamness, Jr., ECM Officer for the 39th Bomb Squadron, was reassigned PCS to school with a reporting date in early January 1954.

2nd Lt. Thomas W. Stedman, on special duty to the 6th A&E Squadron, has been reassigned from the Headquarters Squadron 6th Bomb Wing to the 39th Bomb Squadron, to fill the vacancy left by 1st Lt. Chamness.

Major Burke attended the ECM conference conducted by the 3908th Strategic Evaluation Squadron at Fort Worth on 15 and 16 December. The 1954 evaluation program was discussed. The passing grade for ECM evaluation will be increased during the coming year. The scoring time required for maximum score will be reduced from two (2) minutes to one (1) minute. The number of runs allotted to each operator in arriving at a final score has been increased from two (2) to three (3). A tabulation of ECM procedural errors observed by SES personnel was reproduced and distributed to the 6th Bomb Wing ECM operators for their guidance in preparing for evaluation.

Installation of field telephones at the flight line maintenance buildings for the 39th and 40th Bomb Squadrons was completed during the month of December. The flight line

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maintenance building for the 24th Bomb Squadron is surrounded by runways which made it inaccessible for telephone connection. To provide communications with this building, it was decided a handie-talkie radio would be used. This equipment was procured and a letter of request for frequency authorization was submitted to Eighth Air Force.

A frequency authorization for 142.20 mcs was granted to 6th Bomb Wing for the maintenance control radio net. Previously maintenance control and base supply were on the same frequency. This frequency authorization enabled maintenance control to have a separate channel of communications. At the present time, the maintenance control net is using AN/ARC-3 radio sets in its trucks and offices. This equipment will be replaced later by AN/VRC-19 taxicab radios which are especially designed for ground mobile use.

An inspection of the 24th Bomb Squadron Communications and ECM was conducted 11 December 1953 by Major John F. Burke, Wing Staff Electronics Officer, and 2nd Lt. Harold O. Blinn, Wing Communications Officer. A report of this inspection, which included inspection of the squadron's aircraft, was submitted to the Wing Commander. This report gave the 24th Bomb Squadron Communications and ECM a high rating as only a few minor discrepancies were noted.

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PASSIVE DEFENSE

During the month of December 1953, the Passive Defense Section conducted two (2) indoctrination lectures in conjunction with the Base Training Flight program held in the base theater, and in compliance with Eighth Air Force Regulation 50-7. Two (2) more special courses of three (3) hour duration were conducted on the flight line for air crews and ground crews in compliance with SAC Atomic SOP 55-22.

The indoctrination training outline was completely revised to provide a more complete and effective training program. This new outline will go into effect 5 January 1954.

A/1C Joseph J. Ott, Jr., 509th A&E Squadron, who has been working with this section, has been removed to work in the Special Weapons Section of that squadron.

SECURITY

A security check, conducted 14 December 1953, at the 24th Bomb Squadron orderly room, operations section and locker room, revealed no major violations of current directives.

6th Bomb Wing Control Team members were initiated for crypto clearances in accordance with SAC Message DOCOC 46256, dated 9 December 1953. Contents of this message constituted an interim change to SAC Regulation 55-16, dated

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8 April 1953 and became effective 15 December 1953.

The following amendment to WAFB Regulation 205-11 was published and adopted:

Personnel, who by virtue of their assigned duties require daily or frequent access to restricted areas, may keep their restricted area badge in their personal possession at all times. A system of control must be established for those personnel whose duties require access to restricted areas only on an occasional basis so that the badges will be turned in to a central control point at the end of each visit.

Those restricted area badges which are not in constant use will be stored in unit orderly rooms or security offices.

A request for a revision to WAFB Regulation 125-10, to the effect that all civilian car passes should read "UNASSIGNED" was disapproved by Headquarters 47th Air Division.

WAFB Regulation 205-2 with amendments and subsequent revisions was published and adopted 17 December 1953.

SPECIAL WEAPONS

A total of six (6) refresher classes was held, with 44 students in attendance. Special refreshers were held for 25 persons. This totaled 552 ground training hours.

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A total of 124 cycles was completed on the IFI Mock-ups by members of this organization.

Five (5) practice loadings were performed by combat crews.

Captain James A. Riley returned from a special course of instruction at Kirtland AFB on 12 December 1953.

Captain Robert E. Waller was assigned to the Special Weapons Section from Carswell AFB, Texas, reporting date 1 December 1953.

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MAINTENANCE

Quality Control Unit accomplished the following inspections and flight tests for December:

Test flights - 21

Flight Line inspections - 8

Periodic inspections - 7 19/

Reciprocating engines changed and inspected - 9 20/

Reciprocating engines built-up and inspected - 10

Jet engines changed and inspected - 4 20/

Special inspections performed - 28

Forty-five day follow-up inspections were performed on the 24th Bomb Sq, 39th Bomb Sq, 6th Periodic Maint Sq, and 6th Armament and Electronic Squadron.

A Special Subject Inspection was performed on the 24th Bomb Squadron, 39th Bomb Squadron, 6th Periodic Maintenance Squadron and 6th Armament & Electronic Squadron.

19/ See Incl # 16 (Inspection Report)
20/ See Incl # 17 (Engine Change Report)
21/ See Incl # 18 (Jet Engine Change Report)

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There was a total of 498 UR Station serial numbers assigned the 6th Bomb Wing activities during the month of December, as follows:

24th Bomb Sq	142
39th Bomb Sq	74
40th Bomb Sq	121
6th Per Maint Sq	30
6th Field Maint Sq	15
6th Arm & Elec Sq	88
812th ABG Operations	6
Total	498

Aircraft 49-2681 and 49-2682 has returned from Project SAMSAC.

Aircrafts 50-1068 (24th), 50-1072 (39th), and 50-1079 (40th), have gone to Fort Worth, Texas for Project SAMSAC. 22/

There were 36 Technical Orders received during the month, effecting a total of 2649 compliances.

There was a total of 956 Technical Order Compliances accomplished during the month.

We are awaiting authority to remove our "Sore Eye" pile of obsolete records.

22/ See Incl # 19 Project "SAM-SAC"

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The project of bringing our Technical Order master check lists up to date has been completed.

A list has been received from AMC listing 76 EU Series T.O.'s that have been rescinded.

SAC Manual 66-14, Production Control for Specialized Aircraft Maintenance, was fully implemented within the Wing Maintenance organization as of 1 December 1953 and the first "Aircraft Maintenance Summary Report" was prepared as of 31 December 1953. Although this initial report was difficult to prepare, preparation of it revealed that good information for analyses will be an important product of the man-hour accounting system involved.

The Job Control Branch coordinated a basic change to the system, implemented in November 1953, of scheduling aircraft for flying. This change is basically as follows: The Operations Officer and Flight Line Maintenance Officer of each squadron coordinate in the preparation of a proposed monthly flying schedule which is forwarded to the Job Control Branch. The Job Control Branch analyzes and recommends changes, if necessary, to this monthly schedule. Each week the tactical squadron revises the proposed flying schedule as necessary and presents this program to the Chief of Maintenance for his approval prior to the 60-9

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meeting. Major factors considered in determining the maintenance capability, or the confirming factor, are: (1) Number of aircraft scheduled to fly on any given date, (2) Special maintenance and/or loading required for any given mission, (3) Coincidence of flying schedule and dock entry schedule. When the above factors have been considered in connection with all schedules, the Chief of Maintenance confirms that portion of the individual squadron schedules which he feels the maintenance activity can support.

Progress was made in Maintenance Job Performance Evaluation during the month of December as follows:

1. Three (3) classes were started in MTD under SAC Reg 66-22.

2. APG tests and answer sheets received for WEMPS and word was received that a representative from the Western Reserve University would arrive early in January to assist in conducting the tests.

Training requirements as outlined in SAC Reg 50-8 were met during December with 36 men on OJT for the following AFSC's:

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47134 - 9 men	40471 - 1 man
42671 - 1 man	40451 - 1 man
43134A - 1 man	43131 - 19 men
42630 - 1 man	43170 - 1 man
40433 - 2 men	

All AFSC 43131 airmen have been evaluated in accordance with provisions of SAC Reg 66-22 and two (2) classes of 17 men each were begun during December. Evaluation of AFSC 43132 airmen will begin in January 1954.

SUPPLY

The new Supply Support of Specialized Aircraft Maintenance in accordance with SAC Manual 65-2 was put into operation during December; however, this was only the initial implementation and it is not contemplated that the procedures established by the manual will be fully implemented and operating until at least the 15th of January 1954.

The operation as established by 65-2 [23/] should greatly increase the efficiency and expedite the delivery of aircraft supplies to the aircraft. It will also release four (4) airmen from the 6th, presently doing duty with Base Supply as research technicians. An effort will be made to have these personnel being returned from Base Supply to be

23/ See Incl # 20 (Implementation of SAC Supply Manual 65-2)

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assigned to the Supply Liaison Section as their workload has increased by almost 100% under the 65-2 concept.

Consolidated UAL change requests have been submitted by Headquarters Squadron and the three (3) tactical squadrons. Remainder of the units will submit during January. Upon initial submission, all changes were returned to the units by the Base Equipment Review Board for numerous minor administrative corrections and additional justification for new items not previously authorized to the unit but required. After resubmission, UAL changes were indorsed on to 8th Air Force for their Equipment Review Board action.

Work on the Mobile Bench Stock has been completed. However, the actual placing of the bench stock items in the van has not been accomplished due to the fact that no authorization has been received for the van. The entire mobile van project is being held in abeyance as the result of this and also due to the implementation of SAC Manual 65-2. It is believed that procedures established by 65-2 may serve the requirements of the 6th Bomb Wing insofar as bench stock supplies are concerned.

Processing of reparable aircraft spares has been alleviated to a great extent and is no longer too difficult a problem. Responsible personnel are becoming reparable

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conscious and are extending their efforts to insure reparables are returned to supply channels.

The 17 pieces of ECM equipment that were shipped to SAAMA for repair during November have been repaired and returned; however, this operation has not proven entirely satisfactory. This is partially due to local handling here at Walker. In addition, the first two (2) items checked on receipt here at Walker were found to be defective which may be the result of the maintenance performed at SAAMA or handling of the equipment here. The entire procedures are being reviewed and final determination if the project is worthwhile will be made at a later date. The 509th Wing has also shipped items to be repaired. When their equipment has been returned, results of their transactions will also be coordinated and our decision on the project can be partially based on the results that they obtain.

Information has been received from 8th Air Force on two very critical items, 7CAD-PW5665, Indicator, and 7CAD-PW5666, Friction Brake. The information received is that supply difficulties have been reported to SAC for the entire 8th Air Force. If additional information is received from SAC we will be notified.

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The 24th Bomb Squadron supply was inspected during December. Other than a number of minor irregularities and/or deficiencies that were noted and brought to the attention of responsible personnel, the account was satisfactory.

Considerable time has been consumed during December in processing of bench stock lists. Considerable confusion resulted on some of these lists. This was due to our belief that the lists had been approved. After units had submitted requests that were disapproved by Base Supply, immediate action was taken to get these items or lists approved. However, a great deal of time was lost and many items were down to a zero balance. Lists have been approved for the three (3) tactical squadrons and PMS. Lists for 6FMS and 6A&ES are being processed.

LOGISTICS

During the first week of December, the Master Flyaway Kit Listings were screened to determine applicability to assigned aircraft of the 6th Bomb Wing. In addition, experience during Arctic maneuver was reviewed to determine if the mobility plan should be changed to include new procedures.

During the second week, change requests were submitted on the flyaway kits listings in order to arrive at a final

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listing applicable to the 6th Bomb Wing. In addition, the Flyaway Kit Section, 812th Supply Squadron, was given instructions on the loading of the 6th Bomb Kits. These instructions outlined the methods of loading aboard tactical and support aircraft. Each of the three (3) kits were to be loaded into theauthorized bins and platforms with specific instructions not to utilize bins and platforms belonging to another kit. Kits loaded in this manner would, therefore, be ready for deployment at all times. It was found that it was impossible to load a complete kit into the 12 bins and 10 platforms authorized one (1) kit without some type of repackaging of items. A review of the items authorized in each kit revealed that some type of large container would have to be constructed in order to consolidate the items repackaged if the repackaging program was to be of any value. Three (3) factors were considered in order to arrive at a final solution to the problem of construction a suitable container. (1) Will the masimum weight authorized for each bin and platform be utilized? (2) Will the cubic feet available in aircraft bombbay be utilized to the fullest extent possible? (3) Will the fly-away kit present any problem to the loadmaster aboard support type aircraft in

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the event it is necessary to return flyaway kits to the home base via support aircraft? It was found that to construct plywood boxes to fit on the metal flyaway platforms would result in the maximum weight authorized being utilized, but that 60% of the weight would be in the wood necessary to construct the boxes. It was also revealed that only two-thirds of the total cubic feet available in the bombbay would be utilized and that, as in the past, the load master on support aircraft would require the boxes to be removed from the platforms in order that platforms could be stacked in the aircraft. If this is done the original flyaway kit with its location system stripped, therefore, when the kit arrives at the home station, it would have to be completely reassembled. As the result of this survey it was decided to build the container from metal and make it the entire length of the platform and strong enough so that they could be stacked one upon another in support aircraft. In addition another small metal bin was designed which would enable us to utilize the entire bomb bay area. One of these bins has been built and one large bin was under construction to be completed the last week in December with the flyaway kits repackaging items in these bins. Major General Montgomery looked at the bins and liked them very much. He stated that the matter would be looked into in order to fully equip the flyaway section with this type bins.

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SECRET

WING
INSPECTOR

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Special orders were published officially appointing specialists in all applicable fields to assist in the inspection of the 24th Bomb Squadron.

The annual inspection of the 24th Bomb Squadron commenced 7 December 1953. This inspection also included follow-up action on previous inspection reports to bring to light any recurring discrepancies. The inspection pertained to all phases of Squadron functions - Materiel, Administrative, Operations, and Personnel. A final report for the information and necessary action by the Squadron Commander will be distributed upon consolidation of all phases.

The 39th Bomb Squadron was reminded of their inspection visit which will be accomplished early in January. They were also furnished copies of their last inspection report for final follow-up action. Recurring discrepancies found in the forthcoming inspection will require a detailed answer to the Wing Commander outlining corrective action which will be taken by the unit.

This office prepared and consolidated complete administrative check lists to be used by the administration team in their forthcoming inspections.

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A survey of the time taken to eat by airmen in the 6th Bomb Wing Mess Hall was conducted. It was found that facilities were adequate and efficiently operated. Airmen could eat and return to their place of duty within the time allotted.

Captain Rider conducted the monthly personal conference period, 22 December 1953. Personnel from the 6th Bomb Wing, 812th Air Base Group and attached units were counseled. Each complaint was discussed with the appropriate Commander or Director.

Action was completed on the following special subjects, and a report of completed action was submitted to the Wing Commander.

a. Condition of aircraft when it leaves the dock.

b. Ground accidents involving aircraft.

c. Organizational maintenance of auxiliary equipment.

d. Some one at aircraft at all times to receive supplies.

Projects which we started, but require further action in January include:

a. Complete study of files, records, and training proficiency of the Special Weapons section.

b. Jet minor repair program.

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c. Engine conditioning problems, including spark plug difficulties.

d. Policies concerning flying time for radar mechanics.

e. Construction of partitions in Headquarters for office space for the Wing Inspector.

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"WHATS THE SCORE"

Various and sundry "War Stories" have been told from time to time about RBS scores and methods of operation at various sites. A recent visit to the Pheonix, Arizona RBS site disclosed the following information.

The basic components of this site are as follows:

a. Two (2) trailers (radar and computers).

b. One small Quonset (radio equipment).

c. Modified radar antenna (provides high speed tracking to accommodate jet aircraft).

d. Tracking board (34 inches square).

(1) 800 yards/inches for conventional aircraft.

(2) 1600 yards/inches for jet aircraft.

The plotting board is the central figure at the site. The back end of the computer trailer houses the Controller and Recorder. They are seated across from each other over a high desk. The plotter is seated in the center of the trailer, and the Reporter sits in the back end.

The duties of the Controller consist almost entirely of contacting aircraft. Planes must be cleared for a fifty (50) mile radius by a regular flight plan, but the site controls aircraft within fifty (50) miles above a certain altitude (Usually 15,000 feet except for special missions). The Controller clears aircraft the IP and notifies them when to turn off after a run. Up to five (5) ships can be handled at one time, although usually only an average of three (3) are handled.

The Recorder obtains TAS wind, observer's name, etc., from the aircraft and in addition, he computes whole range (release point to virtual impact point), and computes ballistics from the Shack Tables. These values are relayed to the plotter so he can score the bomb.

The only computed factor is T.

$$T = G.S. \times \frac{6080.2}{3600}$$

This factor multiplied by time of fall gives whole range.

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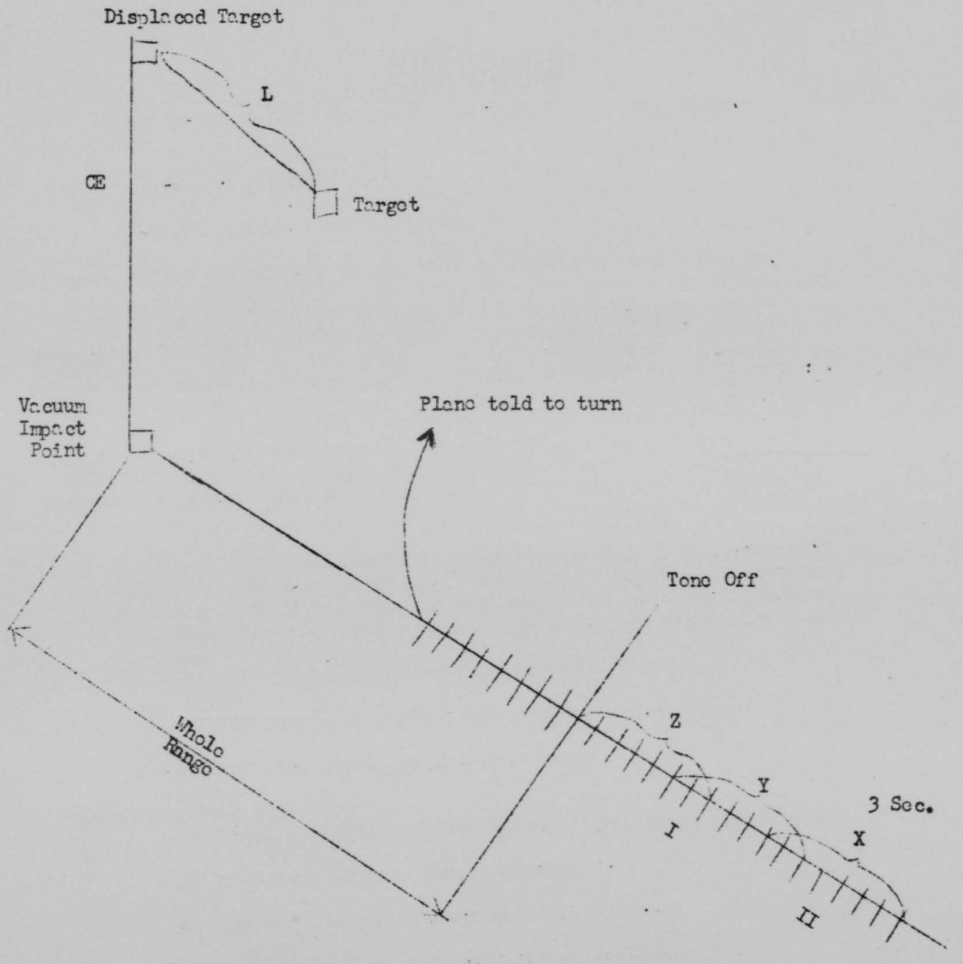
The diagram below shows the solution to the bombing problem.



$$G.S. = \frac{XYZ}{3}$$

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The CE is greatly exagerated in the above diagram for illustration purposes. We are certain that a plot such as this will never exist on any RBS plotting boards when aircraft from the 6th Bomb Wing are working runs.

At the Phoenix site, jet aircraft are required to call only at fifty (50) and twenty-five (25) mile ranges. This saves switching to fixed ranges marks at inopportune times or resorting to "quesstinates" as to fifteen (15) or ten (10) mile range. Personnel at the site were carful to point out that the TAS for which the ballistics was computed should be the value called in.

It should be remembered that the sites require maintenance and calibration at intervals. These items require the site to be closed periodically. This brings up the question of bootlegging. A nonscheduled run is purely a courtesy from the site. This should be remembered if a site refuses, or handles a non-scheduled run in a slipshod manner. The personnel may have been involved in some other activity before you called and were not prepared. Moral is reported to be high at the Pheonix site, and the personnel seem to be "eager" to ever improve their techniques.

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NEW DEVELOPMENTS

The Sperry Gyro Company has been working on a new theory for replacing the gyro. They have found that the tuning fork has the same characteristics of a gyro. In using the tuning fork friction will be eliminated thus eliminating random precession. Precession due to the earths rotation is still present as in the gyro we now use.

Astronomers in figuring out precise information for our navigation tables, have in the past used long math problems to derive this information. They are now using a photo electric cell to sight and find the exact center of the body in question. An IBM card is punched when the photo electric cell is on center and the IBM machine does all the figuring and printing the sub point of the body on the card in coordinates.

These two developments may have started from an average persons idea. You may be lacking the technical know how or equipment to develope your ideas, however, we can forward your idea using your name to higher headquarters through the Observer Committee that meets every other month. Turn in your ideas to your Squadron Observer to be presented at the next meeting.

J. L. TAYLOR
Major, USAF
Staff Navigator

The above Technical information was taken from the November 3rd issue of Time magazine.

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6TH RADAR PREDICTION TEAM

I. Arctic Phenomena:

A. Illustration #1 points out one of the phenomena that we should anticipate when flying in the Arctic Regions.

B. On 14 October 1953 Major Gordon, the Radar Observer on Major Trewitt's Crew, had occasion to receive a false beacon return. This false return was a persistant return and it remained on the scope for a considerable distance.

C. It is assumed that this false beacon or shifting of beacon returns was due to some unusual atmospheric condition. On flights accomplished later in the month over the same route no radar observer reported encountering this phenomena.

D. Radar Photo #2 shows the false beacon to the rear of the aircraft and the normal beacon under the heading marker.

E. It is felt that extreme caution should be used when employing beacon in these regions. If the beacon's position checks with other navigation data then it can be employed successfully as a homing device. But let us re-emphasize the importance of using all available means to check the beacons position before homing on it or using beacon fixing.

II. B-Scope Prediction:

A. Recently a letter was sent to all Squadrons requesting that alternate internal external Y-3 photos be taken on all visual runs. This request was made so that the possibility of developing B-Scope target materials might be fully investigated. At the present time we of the Radar Prediction Section are experimenting with methods of predicting the B-Scope appearance of a specific aiming point area.

B. All Observers are invited to give us your view points on methods we might employ to further this project.

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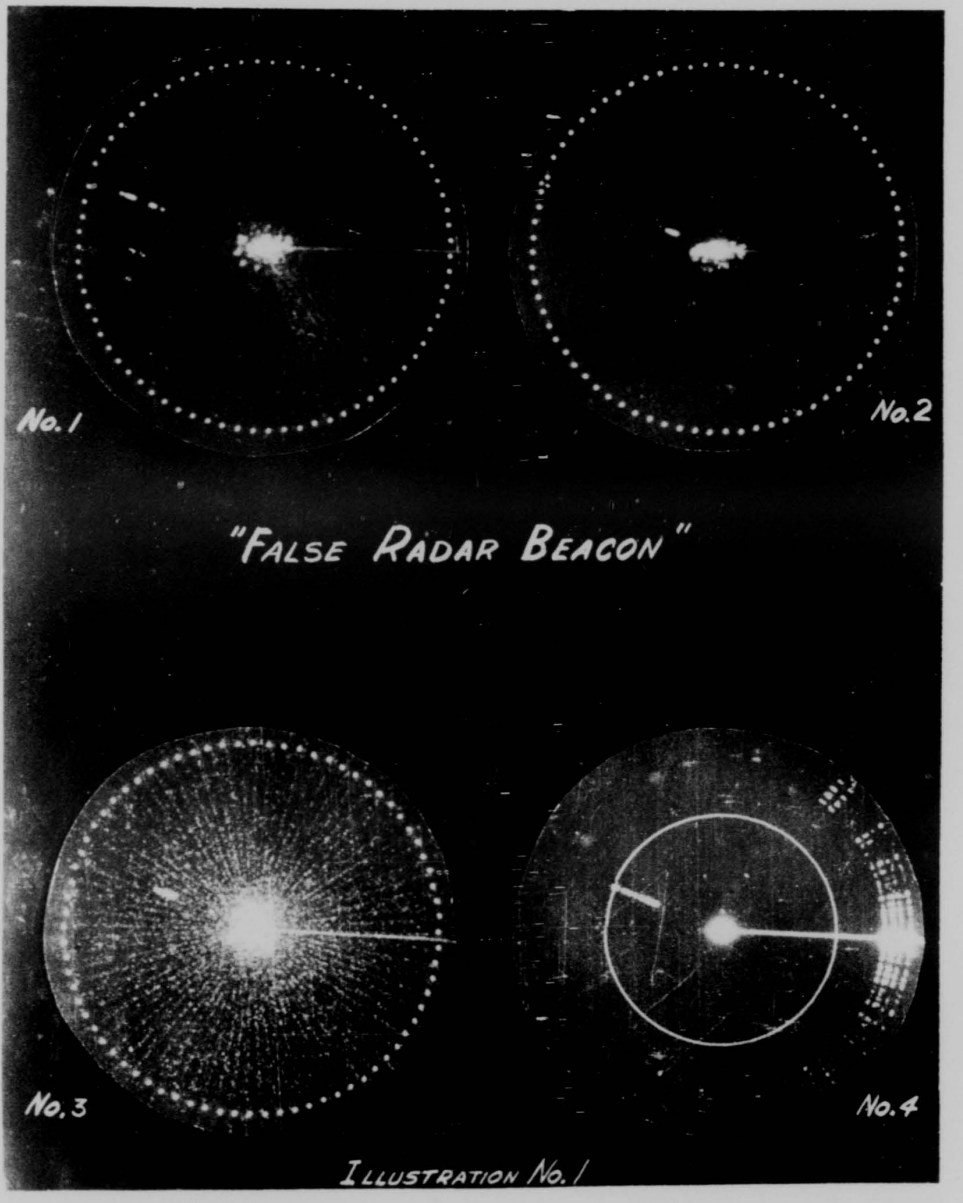

ILLUSTRATION No. 1

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PLATE NO.1 ILLUSTRATES WHAT IS OFTEN CALLED REVERSE RETURNS. CONSIDERABLE CONFUSION MAY BE ENCOUNTERED IN THE INTERPRETATION OF A PRESENTATION OF COMPARITIVELY FLAT TERRIAN AND LARGE AREAS OF PACK ICE. IN THIS CASE THE PACK ICE PROVIDED A BETTER REFLECTING MEDIUM THAN THE ISLAND. THEREFORE THE ISLAND APPEARS DARK AND THE ICE MASS APPEARS BRIGHT.

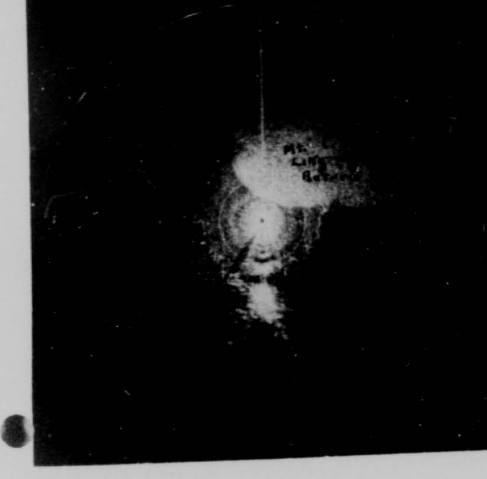

PLATE NO. 2 THE BRIGHT RETURN IN THE CENTER OF THE PHOTO IS A SLIGHTLY ELEVATED PLATEAU 200-300 FEET BUT FOR SOME UNEXPLAINABLE REASON IT APPEARS AS AN EXTREMLY BRIGHT RETURN MUCH AS A MOUNTAIN RETURN WOULD APPEAR IN THE MID LATITUDES.

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HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
Omaha, Nebraska

DOTRF 452.2

9 Nov 1953

SUBJECT: Difficulties with K-System Offset

TO: Commander
Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

1. A recent review of radar abort reports received from units equipped with K-system radar disclosed that in some instances radar observers are apparently not aware of the offset limitations of the K-system.

2. Indications are that observers are switching from direct to an offset bomb run when the inserted offset values increase the range (distance from aircraft to offset aiming point) beyond the tracking range capability of the system. When flying in second station, a violent turn may result or the crosshairs will fail to drive since the tracking range in the system cannot exceed 25 miles.

3. To prevent the violent turns of the aircraft when in second station automatic, the operator must insure when switching offset "In or Out" that the distance to the target or aiming point does not exceed 25 nautical miles. Plotters which will aid in illustrating the limitations and inter-relationship of the K-system tracking and offset ranges have been included in SAC Tactical Doctrine 55-5 and will be included in the revised SAC Tactical Doctrine 55-1.

4. Sperry ECP 90B which will probably be included in cycle 1 of the K-system recycling program will correct the condition as noted in paragraph 2 above, by making provisions of ECP 90 optional. The ballistic control will be modified with a light to indicate that the system is beyond the 25 mile tracking range. This light will warn the operator that a violent auto pilot correction may result if the forward sighting button is depressed to reposition the XE and XN in the tracking computer. While synchronizing on the bomb run the observer will normally wait until the light goes off prior to further synchronization.

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DOTRF SUBJECT: Difficulties with K-System Offset

5. Pending completion of the installation of ECP referenced in paragraph 4 above, it is requested that the information contained herein be disseminated to all K-system units and brought to the attention of all radar observers as soon as possible. For any further technical information on this problem it is recommended that local senior Sperry field engineers be consulted.

BY ORDER OF THE COMMANDER:

/s/Alvan N. Moore
ALVAN N. MOORE
Colonel, USAF
Chief, Training Division
Directorate of Operations

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N-1 Compass Malfunction

To All Concerned:

1. In approximately a year of operation, we have had few malfunctions concerning the N-1 compass, but during this period of time there have been some malfunctions we consider worthy of note; they are as follows:

a. Captain Hayter of the 40th Bomb Squadron encountered trouble in maintaining a proper mag. heading, after operating the compass in the latitude position for approximately eight hours, this particular mission (Un-slaved) after the take off. After operating eight hours, he attempted to reslave the system. The mag. head was in error as much as 40 degrees and erratic. After two hours of operation in the slaved position every thing returned to normal and the compass operated satisfactorily the balance of the flight.

b. The cause of this malfunction has not been specifically determined. It is believed, that since the C-2 remote compass transmitter (flux valve) was not in use for about eight hours at extremely low temperatures, it became slugrish or even froze in one position. The indications on the master indicator were erratic movement of the pointer simulating a broken pendulum in the C-2 transmitter.

c. In case this is the answer to this malfunction, it is possible for a similar malfunction to occur in the "K" set.

d. It is advised that anytime you change the latitude correction knob a cross check be made with the "K" set and also Astro checks be made to ensure that it is operating properly.

2. The few times it has rained here, we have had indications of malfunctions occuring due to this excess moisture. After approximately two hours operation the malfunction would correct itself. 8th AF has been asked to give us additional information from other B-36 bases on this.

3. On training and actual grid missions the precession rate of the N-1 directional gyro is usally very small. In a few cases the precession rate has been erratic for short periods of time. This is an indication of a faulty directional Gyro and should be written up in the aircraft Form 1.

4. Any time an N-1 compass does not operate satisfactorily write it up in the Form 1 and follow up to see that corrective action has been taken.

/s/t/J.L. TAYLOR
Major, USAF
Staff Navigator

Edition VIII, December 1953

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MALFUNCTIONS

The following malfunctions are not a representative sampling but were chosen because some are good examples of in-flight maintenance while others could have been cleared by the same. Following some of the malfunctions is a reference to some common source of information that indicates what action could have been taken to correct the trouble. To become better acquainted with the manner in which trouble symtoms are listed and catagorized in the AFM 101-4, Chapter 5 should be reviewed.

1. Aircraft 1071:

   a. Malfunction:

      (1) PDI would not follow

   b. In-Flight Maintenance:

      (1) Adjust Ar sensitivity and interchanged Ar and Ø Amp

2. Aircraft 1073:

   a. Malfunction:

      (1) Computer Rg Mk disappears

      (2) Rg would not move

      (3) Optics were jumpy

   b. In-Flight Maintenance:

      (1) Changed V 5801 in the Pedestal Generator

      (2) Changed the Rg (MM) Amp

      (3) Adjusted Ø sensitivity pot in Polar Converter

3. Aircraft 1076:

   a. Malfunction:

      (1) Optics would not move in pitch

   b. In-Flight Maintenance:

      (1) Replaced pitch (JH) Amp

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4. Aircraft 1079:

a. Malfunction:

(1) Longitude dials oscillate

(2) Optics would not drive

b. In-Flight Maintenance:

(1) Replaced XE (UH) Amp

(2) Replaced ∅ (AH) Amp

5. Aircraft 1080:

a. Malfunction:

(1) Cross hairs would not move

(2) Heading Unit dials and heading indicator spin when in a steep bank.

b. In-Flight Maintenance:

(1) Changed 300v DC fuse in CAU

(2) Changed Aero Heading Amp (Type MAH).

6. Aircraft 1082:

a. Malfunction:

(1) DC voltage on C 413 varies while sector scanning

b. In-Flight Maintenance:

(1) This is normal operation

7. Aircraft 1085:

a. Malfunction:

(1) Stable platform and ginbals are tilted

b. In-Flight Maintenance:

(1) Replaced roll torque motor (IH) Amp

8. Aircraft 1087:

a. Malfunction:

(1) No range Sweep on B-Scope

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b. In-Flight Maintenance:

(1) Tightened pip cable on SN 57

9. Aircraft 1089:

a. Malfunction:

(1) Azimuth mark and optics rotate

b. In-Flight Maintenance:

(1) Replaced Ø (AH) Amp

10. Aircraft 2673:

a. Malfunction:

(1) ECO light remained on after trying to reset

b. In-Flight Maintenance:

(1) Replaced DG level Amp (Type IH).

11. Aircraft 1096:

a. Malfunction:

(1) Receiver gain is inoperative

b. In-Flight Maintenance:

(1) Changed V 602

12. Aircraft 1092:

a. Malfunction:

(1) Optics are not stabilized in roll

(2) ECO came on in shallow turns

b. In-Flight Maintenance:

(1) & (2) Replaced SN Amp in Stab Unit

13. Aircraft 1082:

a. Malfunction:

(1) ECO light remained on after a few turns

b. In-Flight Maintenance:

(1) This is normal operation

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14. Aircraft 1077:

a. Malfunction:

(1) PPI would not sector scan in TRACK and BOMB

(2) Cross hairs and Nav. dials could not be moved

b. In-Flight Maintenance:

(1) Replaced V 5707 in SM 57

(2) Replaced HH, CMC, BMC, XE, and Xn Amp

c. Ground Maintenance:

(1) & (2) Replaced Regulated Voltage fuse for K-1 in the LH Forward Power Panel

d. AFM 101-4 Pp 26,27 also Group 1-1

15. Aircraft 1078:

a. Malfunction:

(1) No Azimuth Mark on B-Scope

b. In-Flight Maintenance:

(1) None

c. Ground Maintenance:

(1) Adjusted Azimuth Mark Size

d. AFM 101-4 Group 9-5

16. Aircraft 1082:

a. Malfunction:

(1) Range Mark would get $\frac{1}{2}$" wide and there would appear to be double most of the time

b. In-Flight Maintenance:

(1) None

c. Ground Maintenance:

(1) Adjust Range Mark Size and MIN-MAX pots

d. AFM 101-4 Group 8-8

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17. Aircraft 1089:

a. Malfunction:

(1) Optics were tilted

(2) PPI shifts in direction of Aircraft turn

b. In-Flight Maintenance:

(1) None

(2) None

c. Ground Maintenance:

(1) Replaced JH Amp

(2) Balance pot in Ind Servo Gain was readjusted

d. (1) AFM 101-4 Group 7-5

(2) AFM 101-4 page 34

18. Aircraft 1095:

a. Malfunction:

(1) Modulator fan was inoperative

b. In-Flight Maintenance:

(1) None

c. Ground Maintenance:

(1) The Modulator power cable was replaced

d. (1) AFM 101-4 page 52

19. Aircraft 2677:

a. Malfunction:

(1) Magnetron current fluctuates at high ranges

b. In-Flight Maintenance:

(1) None

c. Ground Maintenance:

(1) The magnetron was aged

d. (1) See Radar PIP October 1953

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20. Aircraft 2672:

a. Malfunction:

(1) ECO light remained on

(2) Gyros tumbled

(3) No torque on gimbals

(4) Function switch would not latch into bomb

b. In-Flight Maintenance:

(1) Recycled

(2) Checked gyro fuses

(3) Checked all fuses in SAU

(4) Replaced all associated amplifiers

c. Ground Maintenance:

(1) (2) (3) The line mechanic found that the 1/8 amp fuse on the front of the SAU was broken and blown. This type fuse (ceramic cartridge) was checked, and it was found that the metal ends come off the ceramic very easily. About one out of three of the fuses checked could be broken just by inserting them into the fuse holder. They have been URed, however, since there are a good many of them still in use it will be necessary to double check any fuses of this type that are used as replacements and to use extreme care while installing them.

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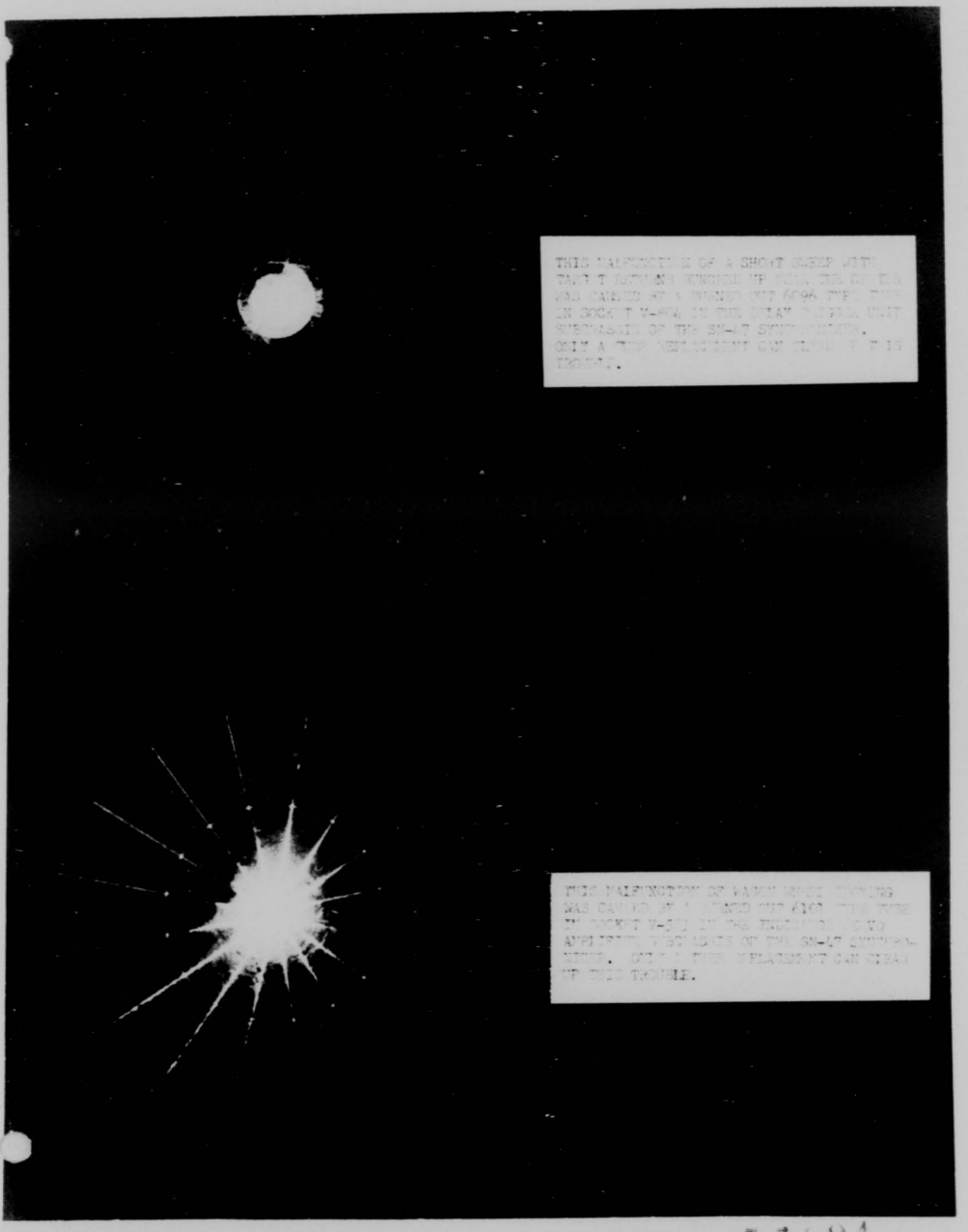

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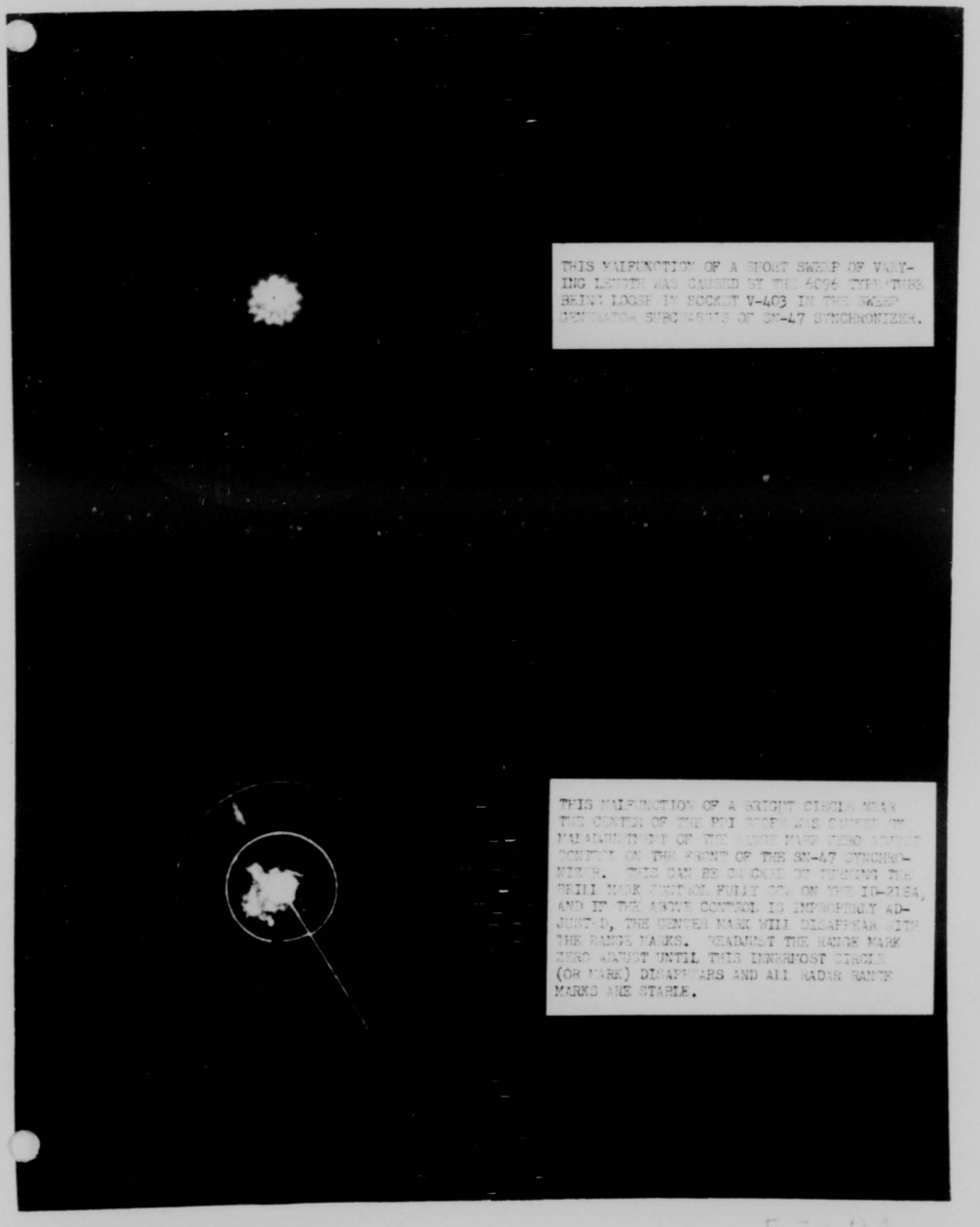

THIS MALFUNCTION OF A SHORT SWEEP OF VARYING LENGTH WAS CAUSED BY THE 6CB6 TYPE TUBE BEING LOOSE IN SOCKET V-403 IN THE SWEEP GENERATOR SUBCHASSIS OF SN-47 SYNCHRONIZER.

THIS MALFUNCTION OF A BRIGHT CIRCLE NEAR THE CENTER OF THE PPI SCOPE WAS CAUSED BY MALADJUSTMENT OF THE RANGE MARK ZERO ADJUST POTENTIOMETER ON THE FRONT OF THE SN-47 SYNCHRONIZER. THIS CAN BE CHECKED BY TURNING THE DRIFT MARK CONTROL FULLY CCW ON THE ID-218A, AND IF THE ABOVE CONTROL IS IMPROPERLY ADJUSTED, THE CENTER MARK WILL DISAPPEAR WITH THE RANGE MARKS. READJUST THE RANGE MARK ZERO ADJUST UNTIL THIS INNERMOST CIRCLE (OR MARK) DISAPPEARS AND ALL RADAR RANGE MARKS ARE STABLE.

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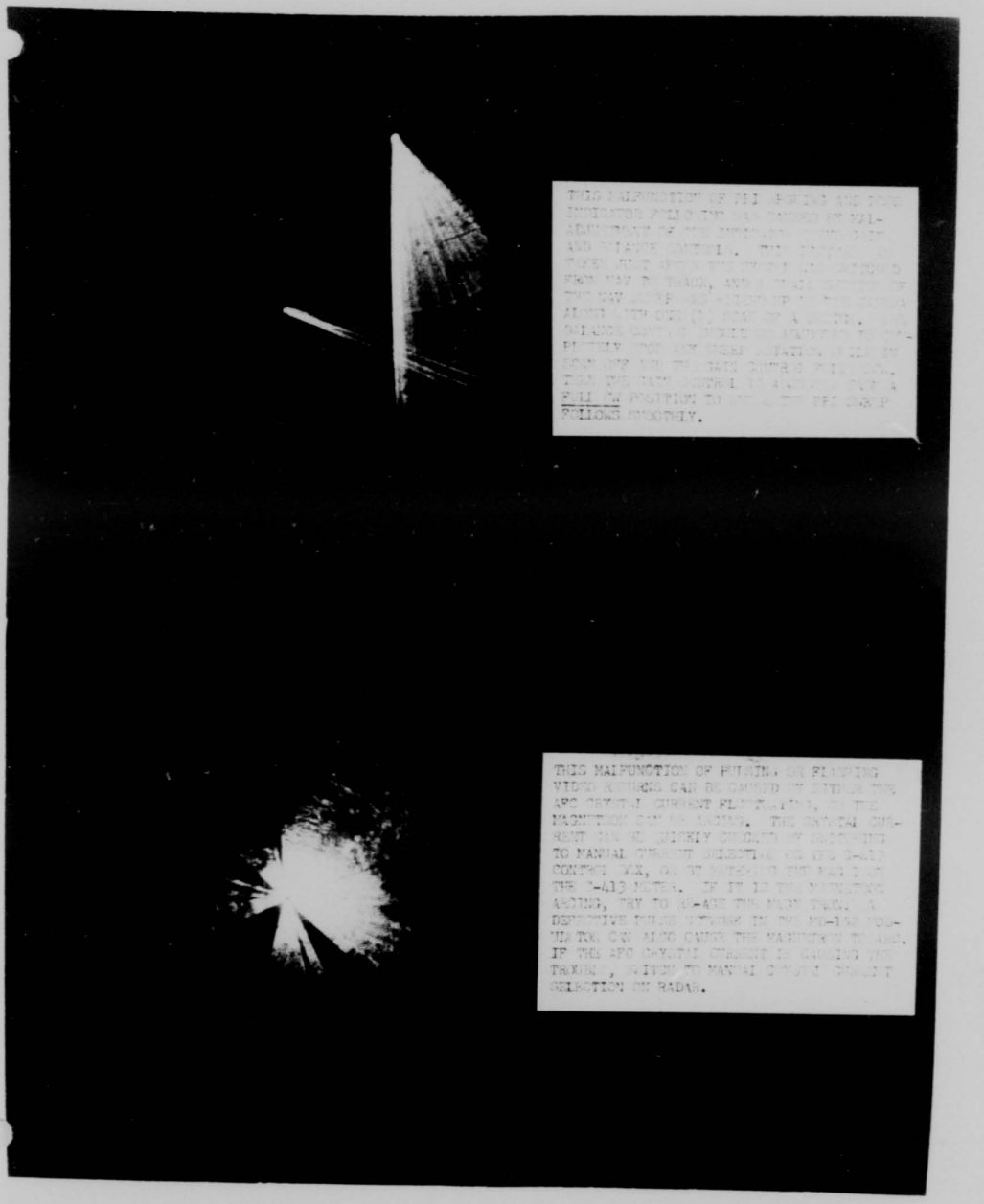

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HOT TIPS ON IFM

Periscope:

We still have some periscopes with the unmodified limit switch assemblies which occasionally allow the periscope to stick on a limit. To prevent this, always make certain that the beta dial on the Line of Sight Control is well below 90 degrees before switching to L.O.S. In the event it does hang up, it can be driven out by removing the left forward access cover (the one with the small window in it) from the lower housing and driving the gear train off its limit by hand. Your finger or a pencil eraser can be used, but DO NOT use a screw-driver on the gear.

Stab Unit:

If the Stab Unit fails to erect at any time and no trouble can be found by normal in-flight trouble shooting, try leveling the gimbals by hand. Many times they will hold after the first timing period. Several missions have been saved by this procedure.

Bombing Problems:

If at any time for any reason you feel the urge to run a bombing problem in the air, <u>don't</u> forget to remove the Va amplifier and set in the proper value of Va. This is difficult to do on Tracking Computers with the old type cover and is best done by switching from Stab to Nav. until you get it to the correct value, then remove the amplifier. Computers having the new type cover have a small access plate on the top which can be removed to allow Va to be driven by finger.

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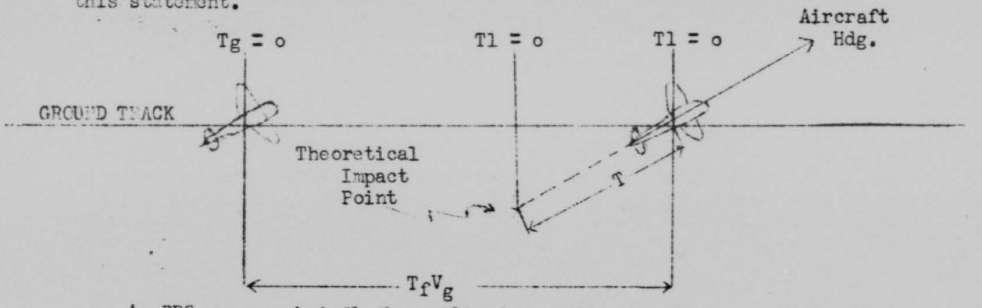
RBS Error due Incorrect Heading Given to Bomb Plot

The following information has been gathered from the August 7, 1953 report of Mr. W. Lawrence, Field Engineer on the A-12D Autopilot. This letter will attempt to clarify the scoring error in RBS (Radar Bomb Scoring) caused by Heading Error.

Due to air resistance, a bombs forwarded motion decelerates after it leaves the aircraft. At the time the bomb hits the ground, it is a distance directly behind the aircraft (assuming the aircraft keeps its same heading) measured along a horizontal line parallel to the aircraft's heading.

If the aircraft's ground track, ground speed, heading, time of bomb release, time of fall, and bomb trail are known, the exact theoretical impact point may be plotted. The following illustration helps clarify this statement.



An RBS run may briefly be outlined as follows. The pilot radios the RBS site that he has arrived at his initial point (IP) and is proceeding with his bomb run. During this run the RBS radar tracks the aircraft and determines the aircraft's course so that it may be plotted on a scaled map at the RBS site, (usually a map 4' by 4'). The pilot radios the RBS site when "time to go equals zero", this may be done automatically by means of tones or some other method. The aircraft heading is also made known at that point. The pilot continues to fly at the same airspeed and heading for at least 30 seconds after "time to go equals zero". This allows a check to be made of the aircraft's ground track and speed. This last step is important because the ground track and speed prior to "time to go equals zero" might have been erratic. It is necessary that the correct ground track and ground speed at "time to go equals zero" is known in order to arrive at a correct scoring. With the above known, the only information necessary in order to calculate and plot the exact theoretical impact point is the time of fall and trail of the bomb. This information is taken from tables when the airspeed and altitude of the aircraft and the type of bomb is known.

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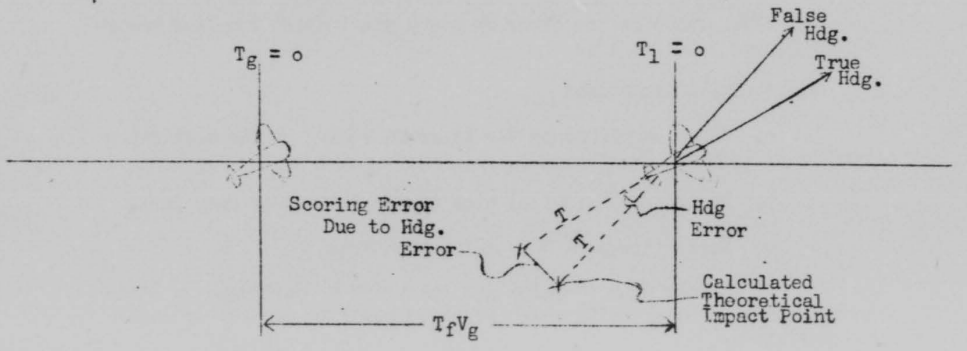
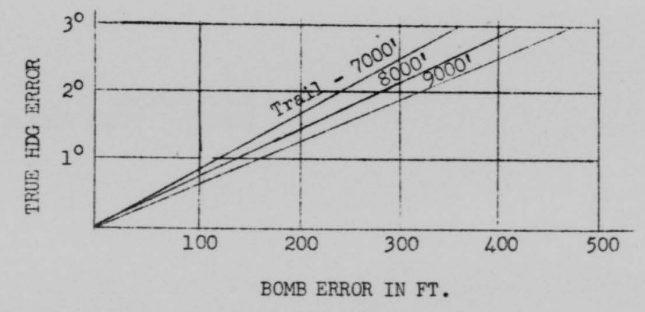
RBS error due Incorrect Heading Given to Bomb Plot (Cont'd)

If an incorrect heading is relayed to the RBS site an error will result in scoring which will very closely equal the sine of heading error times the trail.



The following graph illustrates the scoring error caused by the heading error for given values of trail.



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ICING OF DOMES ON THE Y-3 PERISCOPE

The Y-3 periscope has thermostatically controlled heaters which are located directly above the dome area and inside the lower housing of the periscope to prevent icing under normal operating conditions.

Abnormal conditions which could cause icing and fogging of the dome and optics inside the periscope are as follows:

1. Blown fuses in the aircraft power panel which supplies power to the heater junction box.

2. Faulty Desiccation:

a. Loose couplings on the pressure tubing on the desiccator pump or periscope.

b. Desiccant (Dricrite) pink inside desiccator pump jars.

c. Desiccator pump out or in-operative.

d. Cannon plug (P-3419) not connected to periscope or loose connection of plug (P-3419) which supplies power to the heater inside the periscope.

NOTE: 1 pound jars of dricrite are available in the Field Maintenance Shop S-52, and should be carried in the spare kit.

/s/t/ FRED KAIMBACH
FARRAND OPTICAL COMPANY

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HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Office of the Director of Operations
Walker Air Force Base
Roswell, New Mexico

24 DECEMBER 1953

24TH BOMB SQUADRON CREW ROSTER

CREW	A/C	P	CP	VO	1/N	2/N	1/FE	2/FE	1/RO	2/RO	LUA	RUA	LLA	RLA	TG
A01A0	EASTLING DONALD M. A0728614 L/COL	BOZEMAN JOHN W. A0782692 CAPT	FLORES RAMON N. A0758441 CAPT	HARRISON CHARLES D. 10826A L/COL	DISANTO ALEXANDER A02066100 CAPT	SKIBBE HAROLD W. A0278308 CAPT	HASKINS CLIFFORD A02101844 1/LT	TAYLOR CARL L. A01850826 2/LT	VOSE BURTON G. 11122415 M/SGT	HOGAN WILLIAM 23786383 A/1C	GREEN NORMAN S. 37527709 T/SGT	KRAUS DONALD E. 15434959 A/1C	HENRIED HUGH R. 16376474 A/2C	SCHNEIDER DONALD J. 17350317 A/2C	FRY JOHN ... 18380946 A/2C
S02A0	NADON NORMAN C. A0824704 MAJOR	SIFFORD BILLY B. A01911881 1/LT	BYNUM P. H. A02234690 1/LT	BELL JOHN N. A0803738 MAJOR	MARKOWITZ ISRAEL B. A01304419 MAJOR	SIMON EUGENE E. A0209966 CAPT	RUZIC JAMES V. A02102676 1/LT	SPARKS AVRIT G. A0224929 3 1/LT	RINE DANIEL W. 17133454 S/SGT	DUNN EVERETT 14367559 A/1C	DAVENPORT BILLY B. 19271519 T/SGT	ERICKSON DAVID ... 17275504 A/1C	HRDLICKA DAVID L. 19308907 A/1C	GRAZIANI ARTHUR F. 11215363 A/2C	ROOT THOMAS P. 12367133 A/1C
L03D0	RASMUSSEN KENNETH C. A0824704 MAJOR	TURNER WILLIAM L. A0725231 CAPT	HOLMES ROBERT S. A0429410 MAJOR	HARPER FRANK G. A0760002 CAPT	GARRETT HENRY O. A0790127 MAJOR	COLLINS KRIEBEL N. A02073483 1/LT	DUFFEY WILLIS ... A02249350 1/LT	BARDWELL JERRY C. 14053960 T/SGT	ORTELL WILLIAM L. 16286252 S/SGT	CLEMENSON WILLIAM D. 15441860 A/1C	NELSON MARVIN W. 19370599 S/SGT	KILGORE WILLIAM O. 14424033 A/3C	GIURA CARMEN 35586665 A/1C	CALDWELL JIMMIE D. 184062228 A/3C	SICKLER ROBERT ... 12361006 A/2C
L04C0	HANIGAN EDWARD J. 18222A MAJOR	GARDNER LEROY S. A0946285 1/LT	STANICK JOHN J. A01997816 1/LT	MUSE CHAUNCEY A0676098 CAPT	KOHLE ARTHUR F. A0794143 CAPT	ESTRADA JOHN J. A00931240 1/LT	ERICKSON WALTER E. A0939447 1/LT	KENDRICK ARTHUR L. A0224928 3 1/LT	PROTIVA THOMAS H. 17254084 S/SGT	PALMBY ROBERT J. 17315908 A/1C	EICHACKER DONALD E. 16346638 S/SGT	SMITH TRAMMEL 14399874 A/2C	RODGERS ROLNEY D. 24986721 A/3C	WHITE PETER G. 11203544 A/2C	SPENCER JOHN E. 12357816 A/1C
L05D0	MALLORY LUE B. A0888730 CAPT	JOHNSON WALDO E. A0720772 CAPT	CARROIL ROLAND C. A0783707 1/LT	WALSH JOHN R. A0798495 CAPT	SMITH C. H. 13287A MAJOR	WEIGMAN LAWRENCE A0739136 CAPT	WILDS AUSBUN J. A0709206 1/LT	COUNTS REX 13018401 M/SGT	DISNEY THOMAS E. 16346892 A/1C	SCHRANK H. H. 15466776 A/1C	NIX DARRELL 19369701 A/1C	JOHNSON RALPH C. 15459447 A/2C	EDDY G. C. 17366046 A/2C	SEDAM RICHARD C. 16412496 A/2C	SPEN... NUMZI... F 1234450 A/2C

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Hq 6th BW, 6WO, Subj: Crew Roster (24th Bomb Squadron)

CREW	A/C	P	CP	VO	1/N	2/N	1/FE	2/FE	1/AO	2/AO	LU	RU	LL	RL	TG
LO7KO	BORDEAUX	COLEMAN	TELL	MALLORY	MILLER	FISHER	QUESEN-	STEIL	GREEN	BRODDUS	ULCH	KEEN	FREEDMAN	WIEBEL-	HANSEN
	LYLE B.	LESLIE	ROGER	JOHN S.	JOHN W.	CHARLES H.	BERRY J.	JOSEPH N.	MARION M.	THOMAS	CLARENCE E.	CHARLES	BERNARD	HAUS R.	C. K.
	A02092627	A0756498	17365568	17091A	A02220043	A02081812	A0867768	17036531	16358084	13370963	15059329	18281056	13363268	16395144	17355267
	CAPT	CAPT	A/2C	CPT	1/LT	1/LT	CAPT	M/SGT	A/1C	A/1C	T/SGT	S/SGT	A/1C	A/2C	A/2C
N1OHO	CLAYTOR	PIPES	WISE	LANG	CAMP	EUBANKS	STEWART	ADAMS	ECKLEY	SHERMAN	MINOR	RICHARDS	TREVINO	PEARSON	MCGAVEL
	ROY F.	CHARLES D.	DONALD E.	EDGAR E.	FRED P.	BEN H.	LAWRENCE	C. E.	DAVID C.	LAWRENCE	ROBERT G.	G. T.	GEORGE A.	GUY	R. A.
	7979A	A0780706	17360656	A0933702	A0564921	A0785498	A0868600	6545239	13337046	11253368	33740278	18425129	18424979	18284094	11254041
	MAJOR	CAPT	A/3C	CAPT	MAJOR	1/LT	1/LT	M/SGT	S/SGT	A/2C	S/SGT	A/3C	A/3C	S/SGT	A/2C
L29DO	TREWITT	BROWN	BAULCH	GORDON	KILNESS	WILSON	DARRAH	CRITELLI	MOORE	JUDY	WAGNER	ASHBY	SPOOR	FANNIK	WILLIAMS
	HARVEY S.	GLENDON W.	HENRY L.	CARL F.	KENNETH E.	R. L.	ROY R.	NICHOLAS	STANLEY	RAYMOND	ALBERT L.	MARVIN	FRANK I.	WILLIAM	PAUL A.
	10274A	A0784852	22106A	A0724163	10255A	A02222784	A01307473	12023695	21024394	19261403	12287928	15321682	16345126	17330401	6945951
	MAJOR	1/LT	1/LT	MAJOR	MAJOR	1/LT	CAPT	M/SGT	T/SGT	S/SGT	S/SGT	S/SGT	A/1C	A/2C	M/SGT
L31HO	SCHERMAN	BUSH	NELSON	MAHONEY	TULLOH	BROWN	SONNIER	COOMER	HANBACK	NAYLOR	NORRIS	HESSER	DODGE	HENDERSON	REARDON
	MERRILL E.	BURTON M.	JOHN E.	JAMES B.	CLIFTON C.	BRUCE B.	JAMES H.	LISTON A.	FLOYD D.	R. J.	HUGH	IVAL C.	JAMES M.	L.	DANIEL
	A0692892	A0747205	A02224653	A0805312	A02079532	A0590820	A02091289	6913382	13289608	19255487	16294788	18396024	19429597	18394797	1236512
	CAPT	MAJOR	1/LT	CAPT	1/LT	1/LT	1/LT	M/SGT	S/SGT	S/SGT	S/SGT	A/2C	A/3C	A/2C	A/1C
S37BO	MCCUTCHEON	BAGGALEY	LANE	EVANS	FRIEDMAN	HAYES	GRIEGER	COX	BOWLES	WILLIAMS	WALTERS	NEHER	DICKINSON	LANNI	MCCOWN
	CLAUDE C.	JOHN H.	WILLIAM C.	IVOR P.	SIDNEY M.	LOUIS	WILLICE J.	CHARLES	M. H.	F. F.	ERNEST M.	ALBERT L.	ROBERT D.	ALBERT	E. J.
	A0664627	A0942880	A01996051	15353A	A0704628	A0740647	A0867931	6290385	15042285	11180837	12364766	12190692	16389485	11223779	17329173
	L/COL	1/LT	1/LT	L/COL	MAJOR	MAJOR	MAJOR	M/SGT	T/SGT	M/SGT	T/SGT	S/SGT	A/3C	A/2C	A/1C

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Hq 6th BW, 6WC, Subj: Crew Roster (24th Bomb Squadron)

UNASSIGNED CREW PERSONNEL - 24th Bomb Squadron

P	Boles, Ishmael W.	1/Lt	AO697251
C	Straka, Alvin J.	2/LT	AO3022704
C	Webster, James L.	2/LT	AO3004[illegible]26
RO	Davis, Robert L. S.	A/2C	AF14406923
RO	Reid, James E.	A/1C	AF14391726
RO	Avery, Arnold L.	A/2C	AF21635404
RO	Spath, Ralph W.	A/2C	AF19438679
RO	Goff, Everett R.	M/Sgt	AF39250773
RO	Connors, R. T.	A/1C	AF12389650
G	Houts, J. C.	A/2C	AF17353839
G	Nicoson, E. H.	A/2C	AF16410143
G	Creegan, E. F.	A/1C	AF12322179
G	Mattson, R. L.	A/2C	AF16421839
G	Young, E. D.	A/3C	AF13447277
G	South, William	S/Sgt	AF13070096

STAFF PERSONNEL - 24th Bomb Squadron

Cobeaga, Mitchell	Lt Col	AO401371
Highfill, Thompson	Major	AO740810
Hargraves, Jack R.	1st Lt	AO2249353
Stewart, John W.	Capt	AO662735
Britton, J. T.	Capt	AO727396
McGill, Charles L.	Capt	AO920710
Stephenson, Ralph W.	1st Lt	20364[illegible]
Henderson, Donovan E.	Capt	AO945081

DISTRIBUTION:

47th A Div.	(3)
6WCO	(2)
6WJO	(26)
6WOOT	(15)
6WI	(4)
3 ea Sqdn	(18)
TOTAL:	(68)

ROY C. CROMPTON
Lt Col, USAF
Director of Operations

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HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Office of the Director of Operations
Walker Air Force Base
Roswell, New Mexico

24 DECEMBER 1953

39TH BOMB SQUADRON CREW ROSTER

CREW	A/C	P	CP	NAV	1/N	2/N	1/FE	2/FE	1/RO	2/RO	LUA	RUA	LLA	RLA	TG
L11BD	SUMMER FREDERICK AO894749 CAPT	FOWLER WILLIAM A. AO804142 CAPT	HILL DUANE S. AO1856061 1/LT	JILLSON EDWIN T. AO2056802 CAPT	BERNZ RAYMOND E. AO2062631 CAPT	EMMONS CURTIS G. AO2222775 2/LT	KROMER EDWARD E. AO2249359 1/LT	BRIGGS WAYNE AO2099837 1/LT	HIGGINS ROBERT T. 3573293 M/SGT	BOSSENMEYER JOHN J. 12366080 A/2C	MCCART EDGAR L. 6935687 S/SGT	LESHER CARL E. 17282197 S/SGT	HALLENIUS CHARLES J. 16337961 S/SGT	COMBS GARY L. 13256000 S/SGT	DAVIE RAYMOND 1236026 A/2C
L12BD	COLE NORMAN G. AO782178 CAPT	MACHEK GEORGE R. AO689787 CAPT	MULLIGAN JAMES E. 13434373 A/2C	GWINN LLOYD W. AO734899 MAJOR	STAPLES GEORGE N. 10717A MAJOR	BROWN MARVIN L. 18676A 1/LT	FIETSCHNER PAUL W. AO2101113 1/LT	WADDLE WILLIAM P. 15056210 M/SGT	MILLER PERCY B. 14347095 A/1C	KROSS WAYNE H. 16349907 A/1C	ABRAMS HENRY J. 15438002 A/1C	STRADER BILLY J. 14419888 A/3C	CORTESE CHARLES 13355842 A/2C	THOMPSON ROY W. 14260711 S/SGT	CUGINI FRED 1194743 A/1C
S13BD	MELLBERG CARL L. AO660584 MAJOR	WOFORD CHARLES B. AO720656 CAPT	VOSE MARSHALL T. AO401260 L/COL	RADEMAKER GERALD C. AO2101950 MAJOR	FULWIDER RICHARD B. AO937148 MAJOR	ATHANAS- SIOU T.J. AO752799 CAPT	BRADSHAW GLEN R. AO2039536 CAPT	HEINRICH GLEN R. 16008063 M/SGT	BLAIN SAMUEL B. 19039138 T/SGT	GILES ROBERT C. 17364875 A/2C	KEITH ROBERT C. 18313336 T/SGT	WICKERSHAM CHARLES R. 13384596 A/1C	FLMORE KENNETH 13384596 A/1C	CARLISLE CLARENCE 24833923 A/1C	PAGE R. E. 1733810 A/3C
L14BD	PEARSON JAMES M. AO796871 MAJOR	O'BAGY PAUL AO733963 CAPT	PETERSON DALE R. AO1909199 1/LT	SHEPPARD MEYLES A. AO678773 MAJOR	MCCORMICK ROBERT E. AO808103 CAPT	CHRISTENSON ARNOLD P. 24610A 1/LT	BORMAN GLENN AO2093837 1/LT	GRIFFIS JESS W. 17026005 M/SGT	COLLINS WILLIAM 13332145 S/SGT	ALLEN RICHARD 19445182 A/2C	PINZIL RAYMOND 12169006 T/SGT	BENEDICT LEROY S. 19041021 T/SGT	CASH EDWARD B. 13234902 S/SGT	SWARM FRANK E. 12281977 A/1C	PERSING SIDNEY 1336703 S/SGT
L15BD	WALDON EDWARD L. AO810889 CAPT	HEHMAN JAMES C. AO1911917 1/LT	BENTLEY MAX H. AO1909024 1/LT	LARSON JACK A. AO676586 CAPT	RUNYARD GERALD D. AO753033 MAJOR	TICKEL WILLIAM E. AO1911519 1/LT	HILLIARD JOSEPH C. AO2101078 1/LT	BLACKWELL WILLIAM O. 14269183 M/SGT	COOPER WILLIAM 35791405 T/SGT	CHUNKHITE WALTER G. 16423148 A/2C	KOUTS EDWIN A. 17289216 A/1C	BLACKENSHIP C. R. 19451413 A/2C	TURK NICHOLAS 11223621 A/1C	CREIGHTON D. 12368146 A/1C	FEIGEL F. S. 1340839 A/2C

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Hq 6th BW, 6WA, Subj: Crew Roster (39th Bomb Squadron)

CREW	A/C	P	CP	VO	1/N	2/N	1/FE	2/FE	1/RO	2/RO	LUA	RUA	LLA	RLA	TG
L16CO	COLD JOHN T. 0870A MAJOR	LANGE EUGENE A. A02056522 CAPT	O'CONNER J. B. 17355547 A/2C	GATCHELL CHARLES C. A0673140 CAPT	PARRISH C. T. A07044047 CAPT	DOKKEN JAMES P. A0221879 1/LT	BENEDICT ROBERT H. A0876509 1/LT	PUENTE RUBEN 1700016 M/SGT	FARLER CARL 15258705 A/1C	LULING JEAN M. 13379042 A/2C	WERTZ ROBERT W. 17288011 S/SGT	SELL LEONARD 19387935 A/1C	TIDWELL CHARLES C. 17282192 S/SGT	STEELE ROBERT H. 15454793 A/2C	ROMARY EDWARD 1233067 A/1C
R17DO	WARD SIDNEY J. A02074273 CAPT	MAYS FORREST D. A0687953 1/LT	BRIDGES C. I. 18419881 A/1C	KROLINSKY STEPHEN P. A0671377 CAPT	ASTHELIA RALPH J. 24609A 1/LT	WALLER JACK T. A02081797 1/LT	RIGAN OTTO W. A0940207 1/LT	GRIMM D. E. 3 407064 M/SGT	JERRELS ROOSEVELT 19371934 A/1C	RAVENSCRAFT RUSSELL R. 17360607 A/2C	BALL JAMES F. 39417782 S/SGT	MACK GERALD A. 17275977 A/1C	HARRIS LOWELL C. 35884775 S/SGT	BACKSCHEIDER WILLIAM E. 57206317 A/2C	EARNEST JOHN A. 183807 A/2C
L18LO	GAMBEL LURREL L. A0725711 MAJOR	KASDORF HENRY H. A0745409 1/LT	MILLARD RICHARD H. 28761505 A/3C	PEARSALL THOMAS E. 19898A 1/LT	RADZINSKI JOHN J. A02084982 CAPT	GOLDSBURY E. L. A02088306 CAPT	HARRINGTON CLEO R. A02099868 1/LT	MCGOWEN GEORGE N. 6928811 M/SGT	COLEMAN DON A. 35932649 S/SGT	MCCOLE BERNARD 12376556 A/2C	SMITH JAMES E. 6809251 T/SGT	KENNEDY BILLY S. 18056319 T/SGT	AYRES THEODORE 19379847 A/1C	KING PATRICK J. 12296905 A/2C	REHMEYER TED 18390289 A/2C
N19EO	WILLIAMS JOHN H. A0824024 MAJOR	INSLEY LEWIS F. A0662938 CAPT	HELLER RUSSELL M. 16500A CAPT	ROESCH DONALD F. A0744355 CAPT	REGNIER LUILBERT A02093141 CAPT	SLATER HENRY G. A02064666 CAPT	SHUPING WILLIAM C. A02100125 CAPT	JACKSON CHARLES A0779472 1/LT	MARTINEZ JOSE C. 38716772 S/SGT	BAILEY ROBERT E. 12373733 A/1C	STUKA WALTER G. 17192334 S/SGT	CALLAWAY WILLIAM L. 19370593 A/1C	MANZI NICHOLAS 12319796 S/SGT	COOL WALTER E. 13407888 A/3C	JOHNSON GERALD A. 18405445 A/3C
S20LO	JACKMAN GORDON L. A0486196 MAJOR	HENDERSON ROBERT E. A0724750 CAPT	MILLER K. E. 18343996 A/1C	STERNER KENNETH Y. A0669246 MAJOR	CHANEY HUGH F. A02089391 1/LT	RUSSELL ROBERT B. A0945514 1/LT	CHRISTENSON ALBIN L.JR. A02101775 1/LT	SIKORSKI MARION S. 16004951 M/SGT	SIGLER ROLAND 13207367 M/SGT	JENNINGS CHARLES S. 16357842 A/1C	OWENS RAYMOND E. 18109212 T/SGT	POTTER LACY 15066975 T/SGT	SMITH CHARLEY 17343408 A/3C	PAINTER DOYLE 14404508 A/2C	HEDGES GEORGE R. 35110357 T/SGT

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Hq 6th Bw, 6WC, Subj: Crew Roster (39th Bomb Squadron)

UNASSIGNED CREW PERSONNEL - 39th Bomb Squadron

P	Hernandez, Santiago	Capt	A0934819
C	Archibald, Rennie III	Capt	A020223999
C	Conley, Edward L.	2/Lt	A03022696
RO	Bainbridge, Paul L.	A/3C	AF13444732
RO	Cassel, Doxie	S/Sgt	AF38401317
RO	Modzrewski, Frank S.	A/2C	AF12393149
RO	Tolleson, Howard	A/2C	AF19443052
RO	Barnes, Calvin H.	S/Sgt	AF18251580
RO	Fry, David N.	S/Sgt	AF37406213
RO	Wilson, Alonza	T/Sgt	AF44148213
G	Clark, Harry D.	A/3C	AF17286624
G	Roberts, L. J.	A/3C	AF18428265
G	Lineberry, W. W.	A/2C	AF16418563
G	Juroska, R. A.	A/3C	AF18,28253
G	Iverson, C. A.	A/1	AF13303753
G	Fischer, Phillip	A/3C	AF18419714
G	Ritchie, Alvin L.	A/3C	AF19446730
G	Hampton, Norman D.	A/2C	AF16408642
G	Dumas, A. E.	A/2C	AF25957161
G	Olschner, H. W.	A/1C	AF18300623
G	Fullmer, M. F.	A/2C	AF19410025

STAFF PERSONNEL - 39th Bomb Squadron

Yochem, Frank N.	Lt Col	A0430013
Booth, Ernest E.	Major	A0412515
Scott, Robert I. Jr.	Major	12905A
Davisson, Richard L.	Major	A07[illegible]763
May, James F.	Major	A0675716
Matula, Karl J.	1st Lt	A0945526
Ryan, Harold V.	1st Lt	A0765321

DISTRIBUTION:

47th ADiv	(3)
6WCO	(2)
6WO	(2C)
6WOOT	(15)
6WI	(4)
3 ea Sqdn	(18)
TOTAL:	(68)

ROY C. CROMPTON
Lt Col, USAF
Director of Operations

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HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Office of the Director of Operations
Walker Air Force Base
Roswell, New Mexico

24 DECEMBER 1953

40TH BOMB SQUADRON CREW ROSTER

CREW	A/C	P	CP	VO	1/N	2/N	1/FE	2/FE	1/RO	2/RO	LUA	RUA	LLA	RLA	TG
S09AC	LUDLOW HAROLD K. A0783594 MAJOR	ELENIS GORDON L. A0664729 CAPT	SIKORA JOSEPH E. A0810747 1/LT	MCKINNEY RUSSELL M. 13622A L/COL	MONROE DUNCAN A. A0718392 MAJOR	BUTLER WILLIAM P. A02221875 1/LT	LOWDISH THEODORE A0830396 CAPT	SCHOONOVER D. G. 17242422 T/SGT	ROBICHEAUX MARWYN A. 18353470 T/SGT	ALDRICH J. 17011160 M/SGT	BRISDALE KENT E. 19370660 T/SGT	CUMMINS LAWRENCE 219[illegible]49 A/2C	MERRITT VERL D. 19344893 A/1C	MATHEWS J. A. 17311272 A/2C	SPIROPOULOU C. 12346789 A/1C
S21CC	WALKER LYLE N. A0733752 MAJOR	WISE JOHN Q. A01909440 CAPT	BROOKER CURTIS I. A0824091 CAPT	MISURACA JAMES I. A0635087 MAJOR	PENNSTROM JOHN M. 13751A L/COL	LAMBERT HENRY K. A0695504 MAJOR	SAUNDERS ROBERT W. A02102096 1/LT	CLINE RICHARD N. 13131641 M/SGT	MUSSELMAN EDWARD M. 13256520 S/SGT	CATLIN WILLIAM H. 15483700 A/2C	EVANS CALVIN C. 34135699 M/SGT	FISHER RICHARD E. 14330490 T/SGT	JOLY LUCIA 12346187 A/1C	WICKSTROM ELMER R. 42092719 T/SGT	STROBART C. 152964467 A/2C
L22DC	PASINGER L. C. A0754311 CAPT	LOWMAN HAROLD L. A0666128 CAPT	SHORT ALBERT JR. 15483297 A/2C	JAMES HARRY E. A0685075 CAPT	FRED ARTHUR L. A02064359 CAPT	ZALONKA CHARLES C. A0733573 CAPT	ENSOR NELSON H. A0210785 1/LT	EDDINGTON HORACE R. 19256110 T/SGT	CANNON LEONARD 19253266 S/SGT	LITTLE HAROLD P. 1544335 A/1C	MESSER DAVID C. 14165959 T/SGT	DAVIS CHARLES J. 13327655 S/SGT	LONGLEY WALTER D. 11090343 S/SGT	DAVIS CHARLES L. 25942050 S/SGT	WHITE WILLIAM 1825255 S/SGT
L23DC	POTTER ELIOT H. A0669106 MAJOR	LEFKY ANTON F. A0748696 CAPT	CAHILL EUGENE M. A0788703 CAPT	YOUNG ROBERT W. 10483A MAJOR	HAYTER THOMAS L. A02062662 CAPT	HENDERSON DEMOYNE A0698556 CAPT	VARISE ANTHONY F. A02081830 1/LT	ALFORD E. E. 18030769 M/SGT	LEE VICTOR 19141759 S/SGT	D'AGOSTINO ANTHONY C. 15449993 A/2C	WALKER HERSHEL 14351160 S/SGT	DAVIDSON W. O. 18418711 A/3C	BRINKER D. H. 17343110 A/2C	KARLS ROBERT F. 27997548 A/2C	COFFINGER E. J. 12407448 A/2C
L24GC	STEINER IRWIN O. 11270A MAJOR	SKORDAS PETE J. A0801732 CAPT	FEEMSTER FREDRICK O. A0774983 CAPT	HEIDER KALMAN H. A0707483 CAPT	DEWITT EARL M. A0733413 MAJOR	ROGERS WILLIAM D. A0738734 CAPT	RUTKOVITZ DANIEL E. A01849044 1/LT	HORN RANDLE W. 18321878 T/SGT	BREITBACH RICHARD F. 17297372 A/1C	MCNALL THOMAS F. 11246890 A/2C	TAYLOR EARL 19370135 S/SGT	SELLER J. 18423716 A/3C	FERRELL EDWARD E. 18420934 A/2C	GREGORICH R. 15458717 A/2C	LEE MACK J. 14314941 S/SGT

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Hq 6th Ld, 6WC, Subj: Crew Roster (40th Lomb Squadron)

CREW	A/C	P	CP	NAV	1/N	2/N	1FE	2/FE	1/RO	2/RO	LU	RU	LL	RL	TG
S2610	MCTIVIER JOSEPH R. A0825672 MAJOR	OLSEN PRESTON L. A0773211 CAPT	WATSON L. F. A0812339 CAPT	SCARANO VINCENT T. A0209791 MAJOR	THORN JAMES M. A0707137 MAJOR	HEINES FREDRICK A. A0202220 CAPT	CONICK DONALD E. A0210220 CAPT	REEVES DORRIS M. 37004942 M/SGT	MUNDEN GEORGE D. 13291375 T/SGT	LIESIEWSKI S. J. 12420220 A/3C	WADHAMS WARREN W. 16265302 T/SGT	SMITH GEORGE E. 16269535 T/SGT	WILEY CHARLES H. 17368370 A/3C	LYNUM GEORGE 12365910 A/2C	CROUCH LEONARD T 13376368 A/3C
N27GO	WEEKS JAMES H. A0837237 CAPT	MOORE EDWIN V. A0675364 CAPT	MONEY W. T. 13447013 A/2C	KOWALSKI RONALD A0667066 MAJOR	TUTTLE DONALD E. 19689A 1/LT	MYERS JOHN E. A741670 CAPT	SORENSON EUGENE W. A0248292 1/LT	O'BRIEN WILLIAM D. A0764417 CAPT	LINDAWAY JOHN 14348195 A/1C	WILLIS GEORGE L. 19410258 A/2C	HUGHES WILLIAM 17179514 S/SGT	HOLLE IRVIN G. 17288772 A/1C	CAMPBELL CHARLES R. 18339355 A/1C	MEISENHEIMER D. C. 17357590 A/2C	LEAHY R. W. 123995 A/3C
N32DO	CARSON CLARENCE 14127A CAPT	ELY EDWARD J. A0750962 CAPT	TIKALSKI J.CK G. 16421727 A/3C	LANNON RICHARD J. A0706779 CAPT	RUSSELL ROY J. A2001601 CAPT	OYLER ROBERT E. A0699236 CAPT	LEEPER DONALD A. A0225360 1/LT	GROSS WALLACE W. 37578424 M/SGT	WALKER W. W. L. 16415721 A/2C	GINTHER O. J. 13388355 A/1C	DLOUGHY WILLIAM 16255350 S/SGT	STEPHENSON DONALD I. 18314383 A/1C	EAGLE WELDON 18420266 A/3C	HILL CHARLES E. 16320547 A/1C	WARD EUGENE 2706073 A/2C
L2CHO	TAYLOR WILLIAM J. A0753567 CAPT	O'NEIL LLOYD A0825240 CAPT	RUSSELL LAWRENCE L. 0672216 CAPT	KESSLER CHARLES 18437A 1/LT	GANNON THOMAS F. A0811505 CAPT	MORTON ERNEST R. A0688975 CAPT	KNOTHE WILLIAM C. A0945347 1/LT	GRIMM A. R. 17196190 T/SGT	ISENLERG S. J. 16339766 S/SGT	LAZZERA A. C. 13373660 A/1C	YANDLE JACK E. 1728928 A/1C	KRIEGER FRANCIS D. 12340186 A/1C	HATCH HOWARD J. 11197273 A/1C	SMITH T. L. 14399674 A/2C	TRAILER ALBERT D. 14409478 A/3C
N34DO	HENDERSON MORRIS T. A0697485 CAPT	LUCKE VIRGIL L. A0675034 CAPT	FRESEN ORLANDO K. 16327737 S/SGT	ROTHKRUG E. A0794053 MAJOR	WISE DONALD A0752796 CAPT	STILES RICHARD H. 6300A MAJOR	WHITE GUINN C. A2067415 CAPT	WILLIAMS LEROY L. A0496313 1/Lt	MONTGOMERY WALTER M. 1599763 S/SGT	WEEKS L. F. 24540405 A/2C	NIECIECKI W. F. 12303010 A/2C	OVERLY R. E. 13300972 S/SGT	PATTON CHARLES M. 16422153 A/3C	BOSTON ROBERT L. 15451729 A/1C	HARRISON C. D. 16413062 A/2C

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Hq 6th BW, 6WO, Subj: Crew Roster (40th Bomb Squadron)

UNASSIGNED CREW PERSONNEL - 40th Bomb Squadron

P	Luckwalter, Charles R.	1st Lt	A0945156
FE	Noukam, Curt F.	Capt	A0361956
RO	Brown, N. C.	S/Sgt	AF19363330
RO	Reisner, Lyle E.	S/Sgt	AF46077932
RO	Streck, Eldon E.	A/1C	AF17328691
RO	Smith, June K.	S/Sgt	AF38404176
C	Stein, David M.	Capt	14067A
G	Gross, John R.	A/3C	AF17340641
G	Indoe, T. C.	A/2C	AF15462919
G	Fawcett, G. D.	A/3C	AF19410037

STAFF PERSONNEL - 40th Bomb Squadron

Netherton, Clyde L.	Major	11126A
Miller, William J.	Major	A0199017
Rogers, Charles O.	1st Lt	A0735927
Fisciotta, Alex	1st Lt	A0975151
Brumfield, Calvin E.	Capt	A02249277
Duborg, George F.	1st Lt	A02222033
Jenkins, Edwin C.	Major	A01703034

DISTRIBUTION:

47th ADiv	(3)
6WCO	(2)
6WO	(20)
6WOOT	(15)
6WI	(4)
3 ea Sqdn	(10)
TOTAL:	(60)

ROY C. CROMPTON
Lt Col, USAF
Director of Operations

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JEDMH CO 54
DE JEDMH 377

R 142214Z
FM COMDRSAC OFFUTT AFB NEBR
TO: JWFLK/COMDRAIRDIV 47 WALKER AFB NMEX

DOFS 2544. REF "SAC FOR 53" FLYING SAFETY CAMPAIGN CMA
WALKER WON TOP PSN ON THE "TOTEM POLE" FOR DEC CMA FOL
BY RAMEY CMA BARKSDALE CMA BERGSTROM AND BIGGS. FOR
WALKER CLN DEC FLYING SAFETY TROPHY W/B PRESENTED AT
WALKER O/A 20 JAN 54. PARA. LAKE CHARLES WON TOP
PSN IN THE FINAL STANDING FOR THE YEAR-LONG CAMPAIGN.
14/2239Z JAN JEDMH

E3694

NEWS CLIPPING
Atomic Blast
Vol XI No 4
22 Jan 54

Walker First In December Fly Safety

Walker Air Force Base for the first time is on top of the "Totem Pole" for the month of December in the Flying Safety Campaign of SAC. For this accomplishment, Walker will receive the Flying Safety Trophy sometime this month.

Gen. Thomas C. Musgrave, Jr., commander of the 47th Air Division, has this to say in a letter released to personnel of this base: "Having Walker at the top of the 'Totem Pole' for the month of December is an accomplishment for which we all can take credit—flying, maintenance, and administrative personnel alike. I wish to congratulate all of you on the diligent, never-ceasing drive for safety of flight that has led us to this position.

We must not rest on our laurels but continue to lead the campaign through 1954. Our prime objective must be to adequately couple rigid training for our combat mission with safety of flight. With pride in all of you, I wish to express my "well done."

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HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Office of the Director of Operations
Walker Air Force Base
Roswell, New Mexico

6WOC

4 January 1954

SUBJECT: ECM C-47 Accomplishment for December 1953.

TO: Commander, 24th Bombardment Squadron
Commander, 39th Bombardment Squadron
Commander, 40th Bombardment Squadron
Walker Air Force Base
Roswell, New Mexico

1. ECM equipped C-47 aircraft were flown for 69:10 hours of ECM training for the 6th Bombardment Wing, Heavy, during the month of December 1953. The 509th ECM equipped C-47 aircraft #9654 was flown for 13:44 hours while the 6th Bomb Wing aircraft #5566 was out for inspection. A total of 13 flights, including three (3) make-up flights were completed.

2. The following is a breakdown of ECM training accomplished and lost for the month of December 1953.

a. Total SAC Simulator runs: 338

b. Total ADC (5 Minute) attempts: 47

c. Total flights accomplished: 13

d. Total flights not completed as scheduled: 15
(See Incl #1, C-47 Flight Log)

e. Scheduled Flights: 24; Make-up Flights: 4; Total: 28

3. Utilization by Bombardment Squadrons for December 1953.

SQUADRON	FLIGHT TIME	FLIGHTS	ECM RECORD AND PRACTICE RUNS	RADIO-ECM OPS TRAINED	AVERAGE RUN PER OPER
24TH BS	11:54	2	30	13	2.3
39TH BS	24:33	5	196	31	6.3
40TH BS	32:43	6	159	41	3.8
TOTALS:	69:10	13	385	85	4.0

ROY C. CROMPTON
Lt. Col., USAF
Director of Operations

INCL #1:
C-47 [illegible] Log

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INCLOSURE #1, C-47 FLIGHT LOG
SCHEDULED FLIGHTS

DATE	SQDN	ACFT	T/O	LANDED	FLT TIME	TRNG HOURS LOST	REMARKS
2 Dec	39th	5566	0755	1200	4:05	:55	Co-Pilot late arriving at aircraft.
2 Dec	40th	5566	1340	1755	4:15	:45	None
4 Dec	24th	5566	0719	1220	5:01	None	None
4 Dec	39th	5566	1305	1820	5:15	None	None
7 Dec	40th	5566	0702	0915	2:13	2:47	Acft called down for cross country (Biggs)
7 Dec	24th	5566	None	None	None	5:00	Acft cross country to Biggs
9 Dec	39th	5566	0655	1155	5:00	None	None
9 Dec	40th	5566	None	None	None	5:00	Acft -intermediate inspection
11 Dec	24th	5566	None	None	None	5:00	Intermediate inspection
11 Dec	39th	5566	None	None	None	5:00	Intermediate inspection
14 Dec	40th	5566	0700	1117	4:17	:43	None
14 Dec	24th	5566	1302	1702	4:00	1:00	Guinea Pig Inoperative.
16 Dec	39th	5566	None	None	None	5:00	Acft cross country to Topeka.
16 Dec	40th	5566	None	None	None	5:00	Acft cross country to Topeka.
16 Dec	24th	5566	None	None	None	5:00	Base Flt did not have freight unloaded.
18 Dec	39th	5566	1300	1800	5:00	None	None
21 Dec	40th	5566	0948	1300	3:12	1:48	Late T/O due Flt Plan not being cleared by Div after cross country flight was cancelled.
21 Dec	24th	5566	None	None	None	5:00	Delay in obtaining aircraft clearance.
23 Dec	39th	5566	1055	1213	1:18	3:42	Late T/O caused by delay in obtaining aircraft clearance.
23 Dec	40th	5566	1307	1754	4:47	1:13	None
26 Dec	24th	5566	0710	0845	1:35	3:25	ECM equipment malfunction
29 Dec	40th	9654	1336	1805	4:27	:33	None
30 Dec	24th	5566	None	None	None	5:00	Intermediate inspection
30 Dec	39th	5566	None	None	None	5:00	Intermediate Inspection
			TOTALS:		54:40	63:54	

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INCLOSURE #1, C-47 FLIGHT LOG
MAKE-UP FLIGHTS

DATE	SQDN	ACFT	T/O	LANDED	FLT TIME	TRNG HOURS LOST	REMARKS
8 Dec	40th	9654	0722	1212	4:50	:10	None
8 Dec	24th	9654	None	None	None	5:00	High Winds
15 Dec	39th	5566	0717	1230	5:13	None	None
15 Dec	40th	5566	None	None	None	5:00	VHF malfunction
29 Dec	40th	9654	1338	1605	4:27	:33	None
				TOTALS:	14:30	10:43	

DISTRIBUTION:
Comdr, 6th A&E Sq
ADO, 47th AD
Comdr, 812th Ops Sqdn
Base Flight Ops Off
Base Flight Ops Eng Off
SAC Simulator NCOIC
6WOOT
6WA (Historian) 4 Cys
Maint Control 6th BW

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PERIODIC MAINTENANCE ACTIVITIES

DOCK INSPECTIONS

The Periodic Maintenance completed ten (10) dock inspections on B-36 aircraft during the month. The average number of dock days taken to complete periodic maintenance on the aircraft was five-point-five (5.5) days*. Listed below are the aircraft involved:

A/C Number	Entered Docks	Left Docks
49-2673	22 Nov 53	1 Dec 53
50-1087	25 Nov 53	2 Dec 53
50-1071	27 Nov 53	4 Dec 53
50-1096	6 Dec 53	14 Dec 53
50-1082	2 Dec 53	9 Dec 53
50-1089	3 Dec 53	9 Dec 53
49-2672	10 Dec 53	17 Dec 53
50-1077	11 Dec 53	18 Dec 53
49-2674	16 Dec 53	23 Dec 53
50-1080	18 Dec 53	28 Dec 53

* The basis for computation of this figure includes only the normal five and one-half ($5\frac{1}{2}$) weekly work-days. Overtime expended was not included.

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Aircraft Test Flown:

A/C Number	Entered Postdock	Returned to Sq
49-2673	1 Dec 53	7 Dec 53
49-2670	20 Nov 53	9 Dec 53
50-1073	20 Nov 53	10 Dec 53
50-1085	24 Nov 53	11 Dec 53
50-1072	27 Nov 53	11 Dec 53
50-1087	2 Dec 53	11 Dec 53
50-1082	9 Dec 53	14 Dec 53
50-1096	14 Dec 53	16 Dec 53
50-1089	9 Dec 53	16 Dec 53
50-1071	4 Dec 53	18 Dec 53
49-2672	10 Dec 53	29 Dec 53
49-2674	16 Dec 53	31 Dec 53

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RECIPROCATING ENGINE CHANGES
(R-4360)
For DECEMBER 1953

	A/C No	Engine Position	Engine Number	Hours Flown
24th Bomb Squadron	1073	#4	P-8512	415:05
	2670	#5	P-8530	331:25
	1075	#1	P-9582	449:50
39th Bomb Squadron	1080*	# 3	P-7471	767:35
40th Bomb Squadron	2680	#5	P-8313	414:40
		#2	F500262	26:45
	1097	#3	P-8151	366:00
	1064	#4	P-7047	512:00
	1065	#4	P-9595	206:25
	1077	#5	P-8527	283:00

*Changed at Biggs AFB, Texas
Average Engine Time for month:
377:15

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R-4360-53 Engine Changes

Date	Average Operating Time	No Engines Removed
Mar 53	383:00	21
Apr	251:00	10
May	306:00	8
* Jun	283:00	22
Jul	301:00	12
Aug	335:00	23
Sep	268:00	15
Oct	409:00	11
Nov	271:00	14
Dec	377:15	9

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ENGINE CHANGES

	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Reciprocating	7	7	5	18	15	21	10	8	22	12	23	15	11	14	9
Average (per SAC)*	0	7	8	11	9	8	11	15	13	11	17	17	13	14	15
Jets	1	3	3	1	1	2	3	5	5	2	7	7	4	4	4

* 299 Hours per engine
Recip Engine Change
Summary for Jun 53

Info from Maintenance Control, DCS/M

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JET ENGINE CHANGES

Four (4) J47-19 Engines were removed during the month of December for the following reasons: One (1) Hot Start (Exhaust Gas Temperature exceeded 1000° C. while attempting start). One (1) Foreign material entered compressor section during operations. One (1) unable to obtain normal fuel pressure while attempting start. One (1) warped shroud ring. Average flight time for engines removed this month: 43:59 hours.

Two (2) of the above listed engines (shroud ring seizure, and low fuel pressure when attempting start) will be repaired at this station and returned to service. The remainder of the engines will be returned to depot for overhaul.

From General Electric Technical
Representative Report of
4 January 1953.

by R. F. Scott
Technical Representative
Gas Turbine Division

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AIRCRAFT ON

Project "SAM-SAC"
(as of 31 December 1953)

SQUADRON	A/C NO	TO CARSWELL AFB
24th Bomb Squadron	2685	1 Oct 53
	1068	3 Dec 53
39th Bomb Squadron	2678	30 Sep 53
	1069	2 Nov 53
	1072	6 Nov 53
	1076	30 Dec 53
40th Bomb Squadron	1070	28 Oct 53
	1074	2 Nov 53
	1079	3 Dec 53

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COMPLETED "SAM-SAC"
(as of 31 December 1953)

Aircraft Number	Date Returned to WAFB
49-2670	27 August 1953
49-2675	30 August 1953
49-2673	25 September 1953
49-2672	3 October 1953
49-2671	10 October 1953
49-2674	16 October 1953
49-2677	6 November 1953
49-2680	24 November 1953
49-2681	7 December 1953
49-2682	23 December 1953

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B-36 Aircraft Inventory

	B-36 F	B-36 H
24th Bomb Squadron	9	3
39th Bomb Squadron	10	3
40th Bomb Squadron	10	3
6th Bomb Wing TOTAL	29	9

GRAND TOTAL 38 A/C

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B-36 Aircraft Inventory

24th Bomb Squadron

Type	S. N.	Date Recieved
F	49-2670	29 Oct 52 #
F	2675	11 Feb 53 #
F	2681	7 Oct 52 #
F	2685	5 Dec 52 *
F	50-1068	5 Dec 52 *
F	1071	23 Sep 52
F	1073	18 Oct 52
F	1075	4 Nov 52
F	1082	7 Nov 52
H	1087	3 Jul 53
H	1090	16 Jun 53
H	1096	12 Nov 52

\# Returned from SAM-SAC

* Rt SAM-SAC

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B-36 Aircraft Inventory

39th Bomb Squadron

Type	S. N.	Date Recieved
F	49-2673	18 Sep 52 #
F	2677	1 Nov 52 #
F	2678	21 Jan 53 *
F	2682	19 Sep 52 #
F	50-1069	17 Oct 52 *
F	1072	16 Oct 52 *
F	1076	21 Nov 52 *
F	1078	26 Sep 52
F	1080	8 Oct 52
F	1081	24 Oct 52
H	1088	25 Nov 52
H	1089	1 Jul 53
H	1095	20 Jun 53

\# Returned from SAM-SAC

* At SAM-SAC

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B-36 Aircraft Inventory

40th Bomb Squadron

Type	S.N.	Date Recieved	
F	49-2671	31 Oct 52	#
F	2672	14 Oct 52	#
F	2674	28 Aug 52	#
F	2680	15 Nov 52	#
F	50-1064	16 Oct 52	
F	1065	23 Oct 52	
F	1070	10 Nov 52	*
F	1074	3 Oct 52	*
F	1077	10 Oct 52	
F	1079	18 Oct 52	*
H	1085	23 Jun 53	
H	1092	7 Jul 53	
H	1097	28 Oct 52	

\# Returned from SAM-SAC

* At SAM-SAC

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HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Walker Air Force Base
Roswell, New Mexico

6WM 31 December 1953

SUBJECT: Implementation of SAC Supply Manual 65-2

TO: See Distribution

1. General. This correspondence will indicate to the reader the proper procedures to follow regarding supply action in the 6th Bomb Wing. It is necessary that these procedures be followed carefully in order that aircraft parts may be ordered promptly and in the manner designed to insure expeditious receipt of the parts.

a. Supply Liaison Representative - The Supply Liaison Officer will station a representative in the service unit of Base Supply to expedite handling and dispatch of all priority items requested by 6th Bomb Wing units. The Supply Liaison Representative at Base Supply will verify all AOCP and anticipated AOCP items. Each squadron engineering officer will authorize the Supply Liaison Representative to sign for him AOCP, AAOCP, and ANFE requests and verifications.

b. Squadron Central Receiving Point - Each squadron will establish in its flight line technical supply a central receiving point for items delivered from Base Supply. The Base Supply service unit delivery truck will attempt to deliver the aircraft part or the Form 446 to the Crew Chief or his assistant at the aircraft. In the event the Crew Chief or his assistant is not available at the aircraft, the Base Supply delivery truck will transport the item to the central receiving point. When the item is delivered to the central receiving point of the squadron, it will be the responsibility of the individual receiving the part or the Form 446 to deliver the item to the Crew Chief of the aircraft affected immediately.

c. Aircraft Jacket File - Each Crew Chief will maintain at the aircraft a jacket file of all outstanding Forms 446. This jacket file will accompany the aircraft at all times through the periodic maintenance inspections or other transfers. At the time a back ordered part is delivered to the aircraft or the central receiving point of the squadron, the Crew Chief will pull the Form 446 from his jacket file and present it to the delivery truck driver or the individual on duty at the central receiving point, depending upon where he receives the part. The jacket file will be maintained up to date at all times so that it will show a true picture of all due-outs against the aircraft. The Supply

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Liaison Representative will maintain the same type jacket file at Base Supply. The Crew Chief will check his jacket file against the Liaison Representative's jacket file at least once weekly to assure that both jacket files agree. The 24th Bomb Squadron will check jacket files with the Supply Liaison Representative on Tuesday of each week, the 39th Squadron on Wednesday, and the 40th Squadron on Thursday. The Crew Chief of an aircraft in Periodic Maintenance will check his aircraft jacket file against that of the Supply Liaison Representative on the day his squadron normally checks the file. The proper maintenance of the aircraft jacket file will be a matter for Quality Control inspection.

d. Ordering of Parts - When it is determined that a part is needed, the Crew Chief or his assistant will contact the radio vehicle and furnish the driver with the necessary information to order the part. The radio vehicle operator will have in his possession a catalog listing approximately 300 of the most often-requested parts. These parts will be listed numerically, 1 - 300, and may be ordered by their catalog number. If the part requested is not in the catalog, it will be necessary for the vehicle operator to give the complete part number to the service unit. In the event the part is in Base Supply, it will be expeditiously routed to the aircraft or the receiving point, with a time interval of 30 minutes being considered normal. In the event the part is not in Base Supply, a Form 446 indicating the back order will be delivered to the aircraft or the central receiving point and the same time interval of 30 minutes will be considered normal. If the part or the Form 446 is not delivered within 2 hours after the part is requested, a follow-up call will be made by the radio vehicle, referring to the previous call and requesting information about the delivery of the part. Each squadron will be issued a block of control numbers, consisting of 100 numbers each, to be used when calling for parts. The 24th Bomb Squadron will be issued control numbers 1 - 100, the 39th Squadron 101 - 200, the 40th Squadron 201 - 300, and the Periodic Maintenance Squadron 301 - 400. These numbers will be utilized day after day in accordance with the following example: The first call for the 24th Bomb Squadron on 10 December will be 1-12-10 and this information will be indicated in a parts register, SAC Form 224, maintained by each radio vehicle operator.

e. Ordering of Parts After Duty Hours - The procedure for ordering parts after duty hours is basically the same as outlined above with the exception of utilizing the radio vehicle. After duty hours, requests will be telephoned to Extension 2881. The Base Supply Charge of Quarters will take the request, accomplish the necessary paper work, and hold the part ready for pick-up by the squadron concerned. The Base Supply Charge of Quarters will notify the Squadron Engineering Officer by telephone when the part is ready for pick-up and it will be the responsibility of the squadron to dispatch transportation to Base Supply. At no time will 6th Bomb Wing personnel go into Base Supply and search through the bins for parts. In the event the procurement of parts after duty hours becomes difficult, the matter will be brought immediately to the attention of the Wing Supply Officer, Chief of Maintenance, or

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Director of Materiel. When the Wing is in preparation for a maximum effort mission, the Wing Supply Officer will arrange for parts delivery after duty hours. In the event a particular squadron has excessive work at night, the Wing Supply Officer will be notified in advance so that he may make necessary arrangements to have Base Supply delivery system in effect.

f. AOCP Items - Upon receiving a call from the radio vehicle, Base Supply service unit will research to determine the availability of the item. In the event the item is not available and the maintenance priority is 1A, 1 or 2, the service unit will so inform the Supply Liaison Representative who will immediately call the Supply Liaison Officer and inform him that a particular request cannot be filled. The Supply Liaison Officer will determine the priority to be established for the item by discussing the need for the part with the squadron concerned. The Supply Liaison Officer, upon determining the supply priority to be assigned the unfilled request, will notify the Liaison Representative at Base Supply who in turn will indicate the priority to the service unit personnel. Base Supply will then forward a coded copy of the issue slip to the Crew Chief in the same manner as expressed in Paragragh d above and the copy will be placed in the aircraft jacket file.

g. Cannibalization - When it is determined that a part should be cannibalized, SAC Form 248 will be initiated in duplicate by the squadron through the Supply Liaison Officer for approval by the Maintenance Control Officer. The vouchered copy of the Form 446 should be attached to the Form 248 when requesting cannibalization. When cannibalization has been approved, the Crew Chief requiring the item will deliver his coded copy of the Form 446 to the Crew Chief of the aircraft being cannibalized. Supply Liaison will notify the Liaison Representative at Base Supply of the due out transfer because of cannibalization and the Liaison Representative will transfer the Form 446 from the jacket file of the aircraft receiving the part to the jacket file of the aircraft being cannibalized. Further, the Liaison Representative will inform the service unit of the transfer so that the part obligation may be changed on Base Supply records. This entire action is necessary in order that the part when eventually procured from Base Supply will be delivered to the proper aircraft.

h. Bench Stock - The squadron bench stock includes those items of expendable property most frequently used in all phases of maintenance. The unit is located in a convenient place in the squadron and will be made readily accessible to all squadron maintenance personnel. Bench stock will be delivered from Base Supply to each squadron on a weekly basis. At any time that it is desired to add a new item to the bench stock, a request will be submitted in writing from the squadron to the Wing Supply Officer through the Supply Liaison Section at Maintenance Control. The 6th Bomb Wing feels that the bench stock as discussed herein will be a great help to maintenance personnel; however, it will be impossible to continue the system if individual maintenance personnel hoard items.

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i. Pre-Issue Items - When the need for a pre-issue item is determined, the Crew Chief will notify the radio vehicle operator who will pick up the part from the mobile pre-issue truck located in the specialists pool at Maintenance Control. Issue will be made on an exchange basis. Field Maintenance Squadron personnel will inform the bomb squadrons and Periodic Maintenance Squadron daily of the items available in the pre-issue truck.

j. Recoverable Turn-In - When a recoverable part is delivered to either the aircraft or the central receiving point of the squadron, a hand receipt will be signed by the Crew Chief or the technical supply individual in charge of the central receiving point. This hand receipt will be destroyed when the old part is removed and turned in for pick-up by the Base Supply reparable parts pick-up truck. The Crew Chief will fill out the complete unsatisfactory report work sheet on all reparable parts other than pre-issue items. The Crew Chief will fill in the top section of the unsatisfactory report work sheet on pre-issue items.

k. Priorities - All radio or telephone calls to the service unit will be assigned a maintenance priority. It should be remembered that the priorities listed below are maintenance priorities and not supply priorities. The priorities established are as follows:

(1) A-1 - Aircraft scheduled to fly in 12 hours.

(2) 1 - Aircraft scheduled to fly in 72 hours.

(3) 2 - ANFE items that will affect the accomplishment of the mission.

(4) 3 - ANFE items that will not affect the accomplishment of the mission.

(5) 4 - Routine maintenance.

Priorities A-1, 1, and 2 will be handled by the priority section of Base Supply; however, in the event the part is not immediately delivered to the aircraft, other action as indicated in paragraph d above will be resorted to by the Crew Chief.

l. Dock Requests - All parts required during periodic maintenance inspection will be ordered by noon of the second day the aircraft is in the docks if at all possible. In the event parts are ordered by noon of the second day aircraft are in the dock, it is anticipated that sufficient time will be available to procure the items from Supply or the depot prior to the aircraft's scheduled departure from the dock.

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LIST OF GAINS AND LOSSES OF THE 47TH MEDICAL GROUP DURING THE PERIOD 1
[illegible]

GAINS (Officers)

Major	Reese, Robert T.	Asgd fr 6th Med Gp this base
2d Lt	[illegible]	[illegible]

GAINS (Officers)

Capt	Cottrell, Joseph P.	Reasgd Sheppard AFB, Tex.
2d Lt	Smith, Charles M.	Reasgd Carswell AFB, Tex.
1st Lt	Bowersox, Barbara A.	Rel fr Active Duty

GAINS (Airmen)

S Sgt	Lucero, Joe F.	Asgd fr Westover, AFB, Mass.
S Sgt	Jordan, Percy H.	Asgd fr APO 959 (FEAF)
A/1C	Zoll, Russell L.	do
A/B	Miller, Edward A.	Surrendered after 30 days AWOL
A/B	Carpenter, Dean A.	Asgd fr APO 239 (FEAF)
A/1C	Trudeau, Raymond J.	Asgd fr 812th Mtr Veh Sq, this base
A/2C	Hector, Arnold L.	Asgd fr Clovis AFB, N Mex.
S Sgt	Hughes, Charles M.	Asgd fr 509th Med Gp, this base

LOSSES (Airmen)

A/2C	White, George R. Jr.	Reasgd to 509th Med Gp, this base
A/3C	Sobieski, Joseph R.	do
A/3C	Lockhart, Otis	do
A/B	Hastings, Coy J.	Dropped from rolls as Deserter
A/3C	Gholston, Arlan B.	Rel fr av to Reserves Mitchel AFB, NY
A/3C	Mitchell, Willis	Reasgd to 812th Mtr Veh Sq, this base
S Sgt	Shaw, Henry J. Jr.	Discharged

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USAF HOSPITAL
Walker Air Force Base
Roswell, New Mexico

BSG 9 January 1954

SUBJECT: Hospital Training Program 1 December to 31 December 1953

TO: Commander
Walker Air Force Base
Roswell, New Mexico

1. Posted Armed Forces Newsmaps.

a. Monday - 7th December 1953 Vol. 16 No. 18

b. Monday - 16 November 1953 Vol. 16 No. 12

FOR THE COMMANDER:

WILLIAM L HOLDER
2d Lt USAF (MSC)
Hosp Para Officer

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USAF HOSPITAL
Walker Air Force Base
Roswell, New Mexico

10 January 1954

DSC 319.1

SUBJECT: Monthly Report of Professional Activities (RCS: AF-M9)

TO: The Surgeon General
United States Air Force
ATTN: Clinical Medicine Division
Washington 25, D. C.

1. In compliance with paragraph 4, AFR 160-63, dated 12 September 1950, the following information pertinent to this Air Force Hospital is submitted:

a. Total number of admissions 273

b. Diagnoses of patients transferred during the reporting period to:

(1) Other Air Force Hospitals 2

(a) Hepatitis, infectious, with jaundice (Transferred for further therapeutic management)

(b) Hypertensive cardiovascular disease, benign (Transferred to next Physical Evaluation Board for final decision regarding patient's Service status)

(2) Army Hospitals 3

(a) Fracture, simple, comminuted, lower third of right tibia and fibula ; no artery or nerve involvement. (Transferred to Orthopedic Center to receive maximum benefit of specialized orthopedic treatment.)

(b) Fracture, simple, m.c.c., left femur, no artery or nerve involvement. (Transferred to Orthopedic Center for insertion of intra-medullary nail)

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(c) Congenital absence of kidney, right.
(Transferred for further urological assessment)

e. Improvements of the services effected

(1) Patients post exchange has been moved from the Administrative Building to Ward 4 which also serves as the patients recreation ward. This change has provided more room for display and stock. It also provides the patient with a more accessible exchange.

d. Improvements of the services recommended: None

e. Medical Officers sent to special schools 0

f. Professional meetings held during the month 3

g. Publications or speeches by medical officers at local or National medical societies 0

h. Attendance of medical officers at local or National medical societies 3

i. Visits made by expert civilian consultants

(1) Dr. John S. Moore, Orthopedic Consultant

On 3 December 1953, Dr. Moore was at the hospital for approximately 3 hours seeing 7 dependents in the Orthopedic Clinic. Problem x-rays were reviewed and suggestions recorded. He also made ward rounds visiting orthopedic cases on the wards.

(2) Dr. Richard P. Waggoner, Surgery Consultant

During the month of December, Dr. Waggoner made one visit to this hospital. On 4 December, he was at the hospital for approximately 3 hours, making ward rounds and seeing several outpatients who presented surgical problems.

j. Part time and full time physicians 0

k. Additional remarks and comments on aspects of professional activities.

(1) An attempt was made to improve the lot of the harried Medical Officer of the Day by a front page article in the local news organ, which pointed out that improved service would result were military people to be as courteous with regard to late night calls as are civilians. Many comments were heard following the publication of this article and the number of unnecessary late night demands on the services of the OD were actually considerably reduced for a significant period following its publication.

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(2) During the month, great assistance was rendered by the Staff Veterinarian of Eighth Air Force, who spent several days here counseling the local Base Veterinarian as well as actually investigating sanitary deficiencies on the spot. Visits of this type are of incalculable aid in assisting local specialists in more efficient discharge of their functions.

Donald F. Weaver 13148

for J. T. HEAVEY
Colonel, USAF(MC)
Base Surgeon

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MONTHLY REPORT OF PROFESSIONAL ACTIVITIES
OF
AIR FORCE HOSPITAL
FOR
DECEMBER 1953

I. SURGICAL SERVICE

1. Number of patients admitted to service 89

a. Diagnoses and number of each diagnosis

(1)	Abrasion, right forehead and right knee	1
(2)	Abscess, periapical	11
(3)	Appendicitis, acute, n.e.c.	5
(4)	Appendicitis, chronic recurrent. Not PR	1
(5)	Atrophy of quadreceps muscles, left leg	1
(6)	Calculus in ureter	2
(7)	Calculus, gallbladder	1
(8)	Calculus in kidney, left	1
(9)	Cellulitis, oral structures, n.e.c.	3
(10)	Cellulitis without lymphangitis	2
(11)	Concussion of brain	4
(12)	Contusions - left gluteal muscles; right patella	2
(13)	Cryptitis, organism undetermined	1
(14)	Cyst, pilonidal	2
(15)	Deflection of nasal septum to right, traumatic	1
(16)	Degenerative joint disease, multiple	1
(17)	Fissure, anus	1
(18)	Foreign body retained(tenpenny nail)intestinal tract	1
(19)	Fracture, simple, comminuted	2
(20)	Fracture, simple, n.e.c.	6
(21)	Hemorrhoids, external	4
(22)	Hernia, inguinal, indirect	3

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(23) Hernia, inguinal, direct	1
(24) Impaction, tooth	2
(25) Keloid, left [illegible]lla	1
(26) Lipoma, epigastric region, primary site	1
(27) Myositis, acute	2
(28) Myositis, chronic	2
(29) Neuritis, acute, right sciatic nerve	1
(30) Neuroma, lateral digital nerve of little finger, rt	1
(31) Observation, surgical, appendicitis suspected	3
(32) Periodontoclasia	1
(33) Phimosis, congenital	1
(34) Redundant prepuce	8
(35) Sinus, pilonidal	1
(36) Sprain, right knee	1
(37) Strain, gluteal muscles, left	1
(38) Unguis incarnatus, left great toe	1
(39) Varicocele, left	1
(40) Varicose veins of leg, bilateral	1
(41) Wound, lacerated	2
(42) Wound, penetrating, left lumbar region	1
b. Major Operations	
(1) Emergency	1
(a) Appendectomy	3
(b) Closure peritoneal evisceration	1
(2) Elective	
(a) Appendectomy	1
(b) Exploratory laparotomy - release of adhesions	1

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(c) Herniorrhaphy, right inguinal 2

(d) Open reduction medial malleolus 2

c. Complications 0

2. Hospital deaths 1

a. This 6 year old child was admitted to WAFB Hospital on 20 December 1953 with a diagnosis of acute appendicitis. Surgery was performed shortly after admission and a suppurative retrocecal appendix was removed. Approximately 35 hours post-operatively, the child began to vomit and considerable distention of the abdomen was present. Flat plate of the abdomen revealed moderate dilatation of the small bowel. The treatment consisted of parenteral fluids, antibiotics and Wangensteen suction. A laparotomy was performed on 25 December 1953 because of persistence of small bowel distention and appearance of intermittent colicky abdominal pain. At surgery, a loop of ileum approximately one foot from the cecum was found lying adherent to the denuded retrocecal area and apparently producing a mechanical obstruction. This portion of the bowel was quite deeply congested but viable. A large portion of the ileum was then decompressed by means of an ileotomy. The abdominal wall was closed in layers and also by means of several through and through retention wire sutures.

The subsequent post-operative course was marked by continuation and progression of the distention in spite of all attempts to relieve it. He then developed a septic temperature, became irrational and expired on 28 December 1953.

Autopsy report is as follows:

At autopsy the entire bowel, but especially the small bowel was found greatly dilated. There was a fibrinous exudate involving chiefly the loops of the ileum. There was no perforation of the bowel. No additional mechanical obstruction was found. The ilio-cecal valve was normal. There was approximately 20 ccs of purulent material in the retrocecal area. Examination of the chest revealed approximately 100 ccs of straw colored fluid in each pleural cavity. The lung was atelactatic at the periphery. No additional abnormalities were found. Diagnosis: (1) Paralytic ileus secondary to mechanical obstruction. (2) Terminal peritonitis.

3. Cases of unusual interest 0

THEODORE C. CUMPALL
Captain, USAF(MC)
Chief, Surgical Svc

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II. MEDICAL SERVICE

1. Number of patients admitted to service 65

2. Hospital deaths 1

a. CRO. Eight month old male infant expired at approximately between the hours of 2100 and 2145, 25 December 1953, at Jingle Bob Drive In Theatre, Roswell, New Mexico. Patient was in rear seat of parent's car while they were watching movie with motor running to keep car heated, when he inhaled carbon monoxide fumes with resulting fatal injury. Clinical diagnosis: Poisoning, gas, n.s.o., carbon monoxide.

Autopsy report is as follows:

The body is that of an eight month old male infant of normal size and proportions. It is notable in that there are no areas of either dependent lividity or cyanosis. There are large, diffusely distributed irregular areas of mottled red to cerise colored areas of the skin measuring up to 15 centimeters in [illegible]. In the fourth interspace just to the left of the [illegible], there are several sites of needle puncture.

On opening the abdominal and thoracic cavities, the musculature is noted to be quite red in appearance. The organs of the thoracic cavity are not notable except for the lungs which are slightly boggy, densely red and exude a frothy fluid from the cut surface. The blood within the chambers of the heart is unusually bright red. The organs of the abdominal cavity as well as the retroperitoneal organs are not remarkable as to size, shape and location but they, as all other parts of the body, are suffused with an unnatural bright red color. The calvarium was opened and the contents were not noted to be abnormal in any way.

Blood from the heart was aspirated shortly after death and placed under oil for carboxyhemoglobin determination.

The gross findings of autopsy are consistent with carbon monoxide suffocation inducing a diffuse pneumonitis with pulmonary edema.

3. Cases of unusual interest 0

4. Diseases of unusually high incidence 0

Donald F. Monroe 12/48
for ROBERT S. ELLIS
1st Lt, USAF(MC)
Chief, Medical Svs

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VII. OBSTETRICAL AND GYNECOLOGICAL SERVICE

A. OBSTETRICAL

1. Number of patients admitted to service	84
a. Diagnoses and number of each diagnosis	
(1) Pregnancy, delivered	76
(2) Pregnancy, not delivered, false labor	8
b. Number and diagnoses of major operations	
(1) Caesarean section, low cervical	2
c. Number and diagnoses of minor operations	
(1) Episiotomy	54
(2) Low Forceps	51
(3) Mid forceps	0
(4) Spontaneous	21
(5) Breech extraction	3
(6) Artificial rupture of membranes	5
(7) Ligation of oviduct, bilateral	1
(8) Repair of laceration, obstetric	1
(9) Removal of retained placenta	1
d. Complications of deliveries	
(1) Contracted pelvis, generally	1
(2) Polyhydramnios, antepartum	1
(3) Toxemia, preeclamptic, antepartum	2
2. Stillbirths	3
3. Hospital deaths	3

a. A 6½ pound male infant born on 11 December 1953 to a primaparous mother. Pregnancy, delivery, and resuscitation were uneventful. The baby remained cyanotic, however. He was placed in an Armstrong incubator where he remained extremely cyanotic until he died about 60 hours after birth. Physical examination revealed no abnormalities; the heart was of normal size and no murmurs were heard.

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A chest x-ray however, showed a borderline enlarged cardiac contour of somewhat globular shape. An electrocardiograph including A-F and F leads showed normal infantile pattern with no P wave or T wave changes.

During the first day of life the infant looked well except for the extreme cyanosis. On the second day, his respirations became irregular and rapid and he appeared worse. He was started on digitalis, with no effect, however, as he died shortly thereafter. The clinical diagnosis was congenital heart disease.

Autopsy report is as follows:

Body is that of a well developed male infant weighing 6 lbs 9 ozs. There is extreme generalized cyanosis.

I. Abdomen: The liver appears slightly enlarged extending to 3 centimeters below the right costal margin and on cut section appears minimally congested. The spleen, adrenals, kidneys, gallbladder and gastro-intestinal tract all appear normal.

II. Thorax: The lungs appear normal. They float in water and air can be expressed from the cut sections of the lungs.

Heart: On removing the thymus a striking anomaly is immediately apparent. The vessel that arises from the right ventricle courses upwards and gives off no branches, the innominate, left common carotid and left sub-clavian arteries and then arches posteriorly to become the descending aorta. The vessel that arises posteriorly from the left ventricle gives off both pulmonary arteries and ductus arteriosus, which is barely patent. The coronary ostia arise from the base of the vessel that emerges from the right ventricle. The great veins are normal and enter the proper chambers. The heart itself weighs 25 grams, and while not enlarged in size the apex is directed more to the left than normal. Both atrias appear normal. There is a small patent foramen ovale partially occluded by a valve like membrane. Both ventricles appear normal and about equal thickness. There is a very very small high interventricular septal defect about 1 millimeter in diameter. It barely admits a probe.

III. Brain: Not done.

Impression: Diagnosis: Complete transposition of the great vessels. Small interventricular septal defect. Patent ductus arteriosus. Patent foramen ovale.

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This infant died because none of the three connections between the right and left circulation was large enough to allow the passage of an appreciable amount of oxygenated blood to the left side of the heart. It is somewhat astonishing that the infant lived as long as he did.

b. A 5 lb 4½ oz male infant born on [illegible] to a multiparous mother. Pregnancy, delivery and resuscitation were uneventful. Delivery was normal.

The child did well until an hour after birth when he was noted to have rapid, labored respirations with minima; retractions. Physical examination a few hours after birth revealed the infant to be cyanotic in oxygen and extremely cyanotic out of oxygen. There were rapid labored respirations with minimal retractions. Baby was vigorous and lusty with a good Moro reflex. Physical examination was otherwise normal.

Since the mother was RH negative, hemoglobin was done which was 20 grams, and a smear which revealed a normal number of erythroblasts.

He was placed on cortisone, penicillin and streptomycin. However, his condition gradually deteriorated, the respirations became more labored and rapid, the cyanosis deepened and he died 38 hours after birth. Clinical impression was that the baby either had hyaline membrane disease, congenital heart disease, or that no cause of death would be found at autopsy.

Autopsy is as follows:

Body is that of a well developed male infant weighing 6 lbs 4½ ozs. There is a generalized cyanosis more severe in the dependent portions. There is a small incision over the right medial malleolus and a plastic cannula is seen entering the right saphenous vein.

I. Skull: The venous sinuses are intact. The brain appears normal on gross examination. Both cerebral hemispheres and the cerebellum were removed from the skull and multiple sections were made and no gross hemorrhages were visualized. The ventricles contain no blood. The medulla, pons and midbrain appear normal.

II. Abdomen: The liver, spleen, gallbladder, both kidneys and adrenals appear normal on gross examination and on cut section. The gastro-intestinal tract appears normal throughout.

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III, forward. The heart appears normal in size, shape and position. The great vessels appear normal. There is a small fairly large patent ductus arteriosus which is 3 millimeters in diameter. There is a small patent foramen ovale which is partially occluded by a valve like membrane. The coronary ostia arise from the base of the aorta. The atrial chambers appear normal as do the ventricular chambers. The left ventricular wall is slightly thicker than the right. The pulmonary, mitral aorta and tricuspid valves are normal.

The lungs are light reddish purple in color. On palpation they feel denser than normal with almost no crepitation. On cut section very little air can be expressed from the lungs. All portions of the lungs sink in water.

Impression: Gross pathological examination failed to establish a conclusive cause of death. The ductus arteriosus was somewhat larger than usual but certainly was not the primary cause. From the clinical course and our gross autopsy findings, it would seem clear that the cause of death was respiratory. Although the clinical course was not exactly typical, we would not be very surprised to find that there are hyaline membrane changes in the lungs. We are sending the lungs, liver, spleen, kidneys for microscopic sections.

c. This 3 lb 8 oz female infant was born on 24 December to a multiparous mother. Expected date of confinement was 12 February 1964. The delivery was precipitate; the mother came into the clinic for a prenatal check-up, had a few pains, was rushed to the obstetrical ward and delivered in a few minutes. The delivery was frank breech. The infant looked well immediately after birth and physical examination revealed no abnormalities. She was fairly vigorous and lusty. Eighteen hours after birth, baby was noted to be cyanotic, developed Cheyne-Stokes respirations and died 4 hours later. The infant was kept in an Isolette with full humidity and oxygen from the time of birth to the time of death. The clinical impression was that either the baby had a gross cerebral hemorrhage or that a combination of prematurity, precipitate labor and breech delivery was responsible for the death.

Autopsy report is as follows:

Body is that of a 3 lb 8 oz female infant. There is severe generalized cyanosis. No abnormalities are visible on inspection of the body.

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I. Skull: The venous sinuses are intact. The surface of the brain appears normal. Brain was removed from the skull, multiple sections made, and no hemorrhage visualized either in the brain substance or the ventricles.

II. Thorax: Heart and great vessels are normal in size, shape and position. On opening the heart, the valves and chambers appear normal. Both coronary ostia arise from the base of the aorta. The septa are intact except for a small patent foramen ovale. The ductus arteriosus is patent, but of very small diameter.

The trachea and main bronchi are normal and contain a small amount of serosanguinuous fluid. The lungs are a dark reddish purple in color, approximately the same color as the liver. They are very dense, again approximately the same as the liver, with almost no crepitation and sink in water.

III. Abdomen: Liver, kidneys, adrenals, spleen and gastrointestinal tract appear normal.

Impression: The only abnormality found on gross autopsy examination was the appearance of the lungs. We are sending these for microscopic sections. Unless a specific finding such as hyaline membrane disease is found in these sections, we have to conclude that the cause of death was a result of the prematurity, the precipitate labor and breech delivery.

4. Cases of unusual interest 0

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B. GYNECOLOGICAL

1. Number of patients admitted to service	36
a. Diagnoses and number of each diagnosis	
(1) Abortion, spontaneous, early complete	5
(2) Abortion, threatened, early	5
(3) Dysmenorrhea, primary	1
(4) Eclampsia, antepartum	1
(5) Hematosalpinx, left	1
(6) Laceration of pelvic floor, obstetric, involving sphincter ani	1
(7) Menorrhagia, primary	7
(8) Metrorrhagia, primary	3
(9) Prolapse, rectum	1
(10) Salpingo-oophoritis, acute	4
(11) Sterility, female, cause undetermined	1
(12) Subinvolution of uterus, postpartum	1
(13) Supernumerary uterus, left	1
(14) Toxemia, preeclamptic	2
b. Major Operations	
(1) Panhysterectomy	1
(2) Resection, partial, left	1
(3) Vaginal hysterectomy	1
c. Minor Operations	
(1) Dilatation and curettage, uterus	13
(2) Perineoplasty	2
2. Hospital deaths	0
3. Cases of unusual interest	0

ROBERT R. DEAN
Capt, USAF(MC)
Ch, Ob & Gyn Svs

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IV. MISCELLANEOUS AND DIAGNOSTIC SERVICES

1. Outpatient

   a. Number of patients seen

      (1) Military 8521

      (2) Civilian 5162

   b. Number of treatments

      (1) Military 10775

      (2) Civilian 6795

   c. There were no visits made to homes

   d. The loss of assigned WAF's has thrown the full burden of chaperonage on volunteer Grey Ladies.

2. Laboratory

   a. Total number and type of examinations 8062

      (1) Hematology 2795

      (2) Blood and spinal fluid chemistry 260

      (3) Urology 665

      (4) Bacteriology 308

      (5) Feces 75

      (6) Urinalysis 3906

      (7) Sputum 54

      (8) Sent to Brooke Army Medical Center 18

      (9) Evaluation studies 6

   b. There were no special problems or laboratory studies

3. Roentgenological

   a. Number of examinations, fluoroscopic and radiographic 822

   b. Number of x-ray films used 1443

   c. Number of x-ray treatments 0

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4. Rehabilitation

a. Number of patients participating	163
b. Total man hours of functional activity	429

5. Dietary

a. Average daily rations served

(1) Regular diets	27.55
(2) Special diets	9.32
(a.) Liquid diets	2.13
(b.) Soft diets	2.61
(c.) Light diets	0
(d.) Miscellaneous	4.58

b. Distribution of service between wards and dining room

(1) Average daily ration served on wards	30.23
(2) Average daily ration served in dining room	6.64

c. Pertinent remarks concerning special problems or matters of outstanding interest.

(1) During the month, all WAF's assigned to the hospital were withdrawn, creating a problem in the care of adult female dependents. The loss of these 14 women is to be replaced in part by hiring of female nurse's aides. However, the paucity of the labor pool at Roswell and the long delay incident on obtaining authorization to employ these females will of necessity result in impaired service to dependents until the situation is rectified. During this interim period, the conduct of male attendants who minister to females is being closely monitored.

J. T. HEAVEY
Colonel, USAF(MC)
Base Surgeon

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HOSPITAL

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[illegible]
Walker Air Force Base
Roswell, New Mexico

[illegible] 9 January 1954

SUBJECT: Historical Data for Month of December 1953

TO: Commander
[illegible]

The following data of the Medical Group activities is submitted for the [illegible] 1953.

ORGANIZATION AND MISSION This Medical Group is organized for operation per Section [illegible] Par [illegible] GO [illegible], Hq SAC, dtd 1 June 1952, as follows:

[illegible] T/O number 1-9022, dtd [illegible] Jan 52, [illegible] 11 [illegible], AE, AF, and 3 x [illegible] AD. Auth [illegible] 15 [illegible]

[illegible] Hq [illegible], formerly auth to [illegible] has been transferred to [illegible] Med Gp, eff June 1953. Off auth 11 [illegible] 26, thus making a grand total of Off auth for this group 45 [illegible]. Personnel assigned as of 31 Dec 53. Off 31 [illegible].

While in garrison this medical group is attached to the USAF Hospital, to provide personnel for the operation of the hospital. The mission of this group is garrison in the [illegible] of medical [illegible] for military personnel and their dependents [illegible] of Walker Air Force Base.

[illegible] Enclosed is a list of [illegible] for the period [illegible] 24/

[illegible] Enclosed [illegible] training of airmen [illegible] to the group for medical support [illegible] 25/

PROFESSIONAL ACTIVITIES A copy of monthly report of professional activities attached. 26/

FOR THE COMMANDER:

[signature]
DONALD F. MONROE
1st Lt USAF (MSC)
Adjutant

3 Incls
24/ List of gains & losses (See Incl #21)
25/ Training Info See Incl #22
26/ Prof Acts Rept See Incl #23

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ROSTER

Key Personnel

Wing Commander ..... Colonel William K. Martin

Deputy Wing Commander ..... Colonel Neil W. Wemple

Wing Adjutant ..... Major David F.C.Stein

Director of Personnel ..... Captain George Z. Schroeder

Director of Intelligence .... Major Jim T. Meridith

Director of Operations ..... Lt Colonel Roy C. Crompton

Director of Material ..... Colonel Collier H. Davidson

Chief Maintenance Control . Lt Colonel William D. Miner

Comptroller ..... Lt Colonel Daniel J. Sweeney

24th Bomb Squadron ..... Lt Colonel Mitchell A. Cobeaga

39th Bomb Squadron ..... Lt Colonel Frank N. Yockem, Jr.

40th Bomb Squadron ..... Major Clyde B. Netherton

6th Armt & Elec Maint Sq . Major John Schlupp

6th Field Maintenance Sq . Major John W. Edenbo

6th Periodic Maint Sq .... Major Max J. Sanny

6th Hq & Hq Squadron ..... Major Eldon D. Wonacott

6th Medical Group ..... Colonel John T. Heavey

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Files

Wing Classified Files (of each Staff Section)

Wing Unclassified Files

Reports

DCS/ Material Daily Reports

DCS/ Operations Daily Reports

Wing Comptroller Daily Summary

Staff Meetings

Wing Weekly Staff Meeting Notes

47th Air Division Staff Meeting Notes

Charts

Wing Comptroller Monthly Status Charts

Wing Operations Monthly Status Charts

Wing Material Monthly Status Charts

Histories

Former Wing & Squadron Histories

Current Squadron Histories

Staff Histoires

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3. Newsclipping: ATOMIC BLAST " K " System Maintenance Man
4. Photographs: Presentation of Maintenance-Man-of-the-Month
5. Crew of the Month Award for Dec 53
6. Tactical Squadron of the Month for Dec 53
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Newsclipping

"ATOMIC BLAST"

Vol XI No 3

1 Jan 1953

Then and Now

On the Anniversary of Powered Flight, 17 December, it was noted that in 1903 the Wright Brothers flew a total of four flights. In checking the records of the 6th Bombardment Wing, Heavy, it was found that they too, only flew four flights on that day, but here the parallel ends. It is recorded that the first flight was only of 12 seconds duration and covered the then magnanimous distance of 120 feet. This first feat then could have taken off and landed on one wing of the giant B-36. Today, on shortest flight of 17 hours plus, the Sixth flew approximately 4,500 miles. It is also recorded that the longest flight in '03 was of 50 seconds and traveled 852 feet. The present day Goliath flew around the clock and traveled in the neighborhood of 6000 miles. Of all four flights the distance was in the vicinity of 17,000 miles.

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Post Team Rides a B-36 on Denver 'Bombing'

ROSWELL, N. M.—A B-36 is silhouetted against the sky at Walker Air Force base prior to takeoff on a 15-hour mission in which a reporter-photographer team from The Denver Post participated in a mock "atomic bombing" of Denver early this month. Another of the air force's huge intercontinental bombers is shown in background. Above, crewmen in line use the buddy system to inspect each other's parachutes before boarding the plane.

Maj. Earl M. Delitto (right), navigator, briefs Post Reporter Tom Watt (left) and photographer Dean Conger on the route to be followed. The bomber flew over Colorado Springs to Denver, circled over the mountains and returned to its base via a big loop over the Gulf of Mexico.

In the air, B-36 crewmen have plenty to do directing the operations of the highly complicated bomber but there are moments of relaxation. In photo at left the bomber commander, Maj. Irwin O. Steiner, cooks a stack on a hot plate while Capt. Pete Skordos, pilot, hopes to get in on the feast. In center, Major Steiner catches up on some walk at his desk. At right, Airman Ronald Gregorich relaxes in the lower right gunner's compartment.

Here's an inflight view of the forward edge of the right wing of the Capitan, the Strategic Air Command B-36 used for the mission. The team in the wing feed air to engines powering the "pusher" propellers. At the tip of the wing is a pod encasing two jet engines. On takeoff, the B-36 uses the thrust from its six piston-type engines and four powerful jets.

The mountainous mass making up the Continental Divide shows up in foreground of this view from one of the gun mount blisters in the rear of the huge global bomber. The navigator estimated the distance from the plane to the snow-capped range in background at about 175 miles.

TOKYO—Rear Admiral Robert F. Hickey appears to enjoy a Chinese rickshaw ride after boarding the aircraft carrier Kearsarge to take command of Task Force 77. The "rickshaw boy" is U. J. G. Curtis of Calhoun, N. Y.

SAN DIEGO—Two navy helicopters approach each other during a naval "square dance" climaxing an observance of the 50th anniversary of powered flight. Show took place at Miramar naval air station.

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A-Bomb Carrier 'Attacks' City on Mission

More Photos on Page 43

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'If We Aim at Kitchen Sink, We May Hit Living Room'

B-36 Zooms Out of the Night to Obliterate Target

This sign-shaped behemoth is the 10-engined B-36 bomber, the air force's intercontinental bomber developed as a carrier of the atomic bomb. The huge craft has six pusher-type pistol engines and four jet engines hung in wing tip pods for use mainly on takeoffs.

Here's the view from inside the Capitan as it took off from Walker air force base on a simulated attack on Denver. The B-36 has just cleared runway and is starting to climb.

Arrows mark the Capitan's route on its 13-hour mission.

Jefferson to Mark 17 'Primary Routes'

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CHRISTMAS SHOPPING HOURS

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Just a Milk Run for Strategic Air Command

A-Bomb Carrier Drops 'Missile' on Denver Target

Editor Note: Giant B-36 airplanes of the Strategic Air Command—the air force branch which deals with delivery of the atomic bomb—regularly "attack" Denver from high in the sky on practice missions. Scoring another journalistic "first" in this area, The Denver Post received permission from SAC to send a reporter-photographer crew on one of the bomb Denver missions. Here is a paced by the reason dispatch, one of a series on the mission.

By THOMPSON R. WATT
Denver Post Staff Writer

WALKER AIR FORCE BASE, ROSWELL, N. M.—At 8:04 a. m. the B-36 coyoted the Walker bomb range 11 miles south of here for the last pass with live bombs and headed north toward Denver some 525 nautical miles away.

Just north of Roswell, the huge aircraft cut into the eastern sector of the Albuquerque air defense identification (ADIZ) zone. Movements of all commercial and private planes within the ADIZ are transmitted to Sandia air force base near Albuquerque.

Strategic Air Command (SAC) planes often provoke an air duel with Sandia's practicing jet fighters.

"It's not a real test exercise but is good practice for our gunners and jets," Capt. Lowell E. Watson, 32, of Manitowoc, Wis., copilot of the B-36, explained. "They fire at each other with gun cameras. Later the film is developed and we see who got who."

The crews on a routine mission such as this are graded on every phase of the operation. The competition in SAC is tough. Promotion and upgrading to higher combat status depend upon the efficiency of every man. The crews are trained as single units. It is difficult for a flight engineer say to be promoted if the radio operator is dragging his feet.

The men are kept in top-ten physical condition. If one man develops a cold, the whole crew may be grounded until he recovers. Time lost may result in down-gradings and demotions for the crew.

SHIP NOT INTERCEPTED

The huge ship was not intercepted. It left the zone south of Pueblo and swept toward Peterson field, Colorado Springs.

At 9:37, the SAC bomber swung gracefully left into a 360-degree turn over the initial point. The initial point (IP) is the designated spot where the bomb run is to begin.

It is here the navigator, Maj. Earl M. DeWitt, correlates wind deflection, speed of the craft, stabilizes the altitude and notifies the aircommander over the intercom to "hold course for Denver."

At 9.5K Castle Rock is 25,000 feet below. The view is spectacular. The atmosphere is clear. From your position in a gun turret you can look north and see the capitol dome shimmering in the sunlight and farther on the Rocky Mountain fall away in southern Wyoming and turn again as the Snowy range. To the west you can see past Pike's Peak into south park and to four distant snow-capped ranges. South and

Key men in the execution of a B-36 mission are Capt. Kalman Heider, left, radar operator, and Maj. Irwin O. Steiner, bomber commander. Steiner is in command of the Captain and his crew is responsible for the success of the mission. But when the huge bomber approaches a target, Heider takes over and is in complete control during the bombing run.

LIKE TOPOGRAPHIC MAP

To the south the glacier of the Pueblo mills are sending a haze fanning out over the eastern plains. One can see the low ridge to the north and to the south. It is like gazing down on a huge topographic map.

The atmosphere need not be clear for the bombardier. His radar scope will pierce any cloud cover. A SAC bombing team, including the aircommander, flight engineer, radio observer, navigator and radio operator, make routine bombing runs in any weather and are graded strictly on their efficiency.

On clear days you can see many vapor trails of the SAC ships high in the heavens. Often at night and on cloudy days you can hear their powerful motors overhead.

30 SECONDS, 30 MILES

At 9:55, Capt. Kalman Heider, radar operator, announces over the intercom:

"30 seconds and I'll be ready to take the target."

This is to be a radar bombing mission. Heider has been busily peering into the radarscope as the aircraft nosed up controls to track in the spot ahead the bomb.

At 30 miles he said:

"Target 15 miles."

"I" is now given the navigator on the flight deck who heads into the compartment.

Right on the dot Heider gives the final command:

"Bombs away!"

The radar operator lifts up a small lever and the bomb is released. Instantly the aircraft leaps upward as the load of bombs is released. Heider guides the ship. He radios left or right or but he controls its movement to right or left. He is computing the speed of the ship, the trajectory of the bomb and the wind currents. The success or failure of the mission rests with him.

Two minutes pass. "Eight-mile high school is below ahead and to your left."

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Nov. 28, 1953

Strategic Air Command's No Place for Sissies

'Routine' Mission Covers 15 Hours, 3,800 Miles

Editor' Note: Giant B-36 air planes of the Strategic Air Command—the air force branch which deals with delivery of the atomic bomb—regularly "attack" Denver from high in the sky on practice missions. Scoring another journalistic "first" in this area, The Denver Post received permission from SAC to send a reporter-photographer crew on one of the bomb Denver missions. Here is a passed by the censor dispatch, one of a series on the mission.

By THOMPSON R. WATT
Denver Post Staff Writer

WALKER AIR FORCE BASE, Roswell, N. M.—Strategic air command missiles are evaluating. The quarters are cramped but the men sleep when they can, where the can.

A B-36 can stay aloft without refueling for more than 40 hours, just short of two days. It can fly to any corner of the globe. Hour after hour at altitudes up to 40,000 feet grants at physical endurance even though the compartments are pressurized. Men grow tired of looking at nothing. The rolling prairie below monotonous.

It is estimated that to put a B-36 and its highly-trained crew into the air represents the culmination of a $12 million investment. For the crew members manned the officers and men, the responsibility of the huge aircraft and the lives their

of one another results in mental as well as physical exertion.

There are no losers in SAC.

Our mission was only 15 hours—only routine. It covered more than 3,800 miles.

"If we had straightened out this was dark, but through the radar flight we could have flown from Europe. Jane could watch the coast San Francisco to Washington and line appeared. Each bay or inlet back to Ft. Louis. Maj. Irwin G. was readily identifiable on the Strayer, commander of our flight, screen explained. SAC mileage is rated. As the airplane crossed the coast jected in nautical miles, and as line, one could see the lights of spend at each.

AFTER DALLAS, THE GULF

Our mission had swung southeast after its Denver RBS (radar beacon) sensing) run for a similar operation over Dallas. From Dallas the B-36 headed out over the Gulf of Mexico, passing directly over Galveston, for gunnery practice at the Corpus Christi gunnery range. Fifty miles off the coast. Over the immense waters of the warm, with a sunny cloud cover. Gunners and gunnery students practiced firing the 20 20mm cannon and

A night mission could be [illegible] even though the ship as the gun [illegible] personnel. Men grow tired of looking at nothing. The rolling prairie below monotonous.

observer could see flames shoot [illegible]

[illegible] separate from the rest of the [illegible] and [illegible] the cannons in the dusk over the Gulf. [illegible] Gulf [illegible] the [illegible] $12 million investment. For the crew members manned the [illegible] officers and men, the responsibility [illegible] of the huge aircraft and the lives their [illegible]

dinghies nearby for quick evacuation. air division meant when he decided [illegible] the fact worthy and well-qualified [illegible] SAC as crews are trained and [illegible]

scribed these men in an earlier through the Roswell public [illegible] conversation as professionals with [illegible] pride in their work and the [illegible] leagues of the air force.

After the mission, the general's [illegible] first question was:

"Well, do you think these [illegible] against the side of the [illegible]

"It is our opinion," [illegible] enough money in all America [illegible] banks to pay them.

During the flight, the [illegible] age of navigator, [illegible] and an engineer. The other [illegible] age Denver officer [illegible] You also have had [illegible] a few flights [illegible]

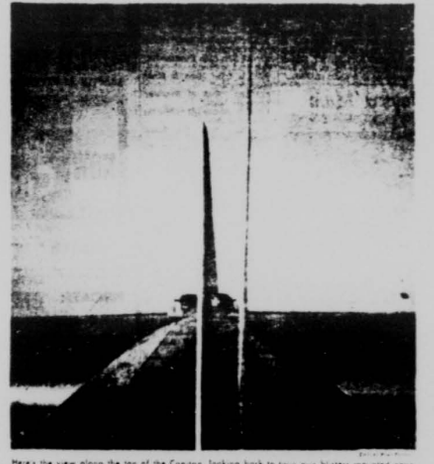
LIKE SHIP AT SEA

From San Antonio, [illegible] headed north and east bound [illegible] Clovis, N. M., on the [illegible] Mesagorda range. Fifty miles [illegible] phase of the mission. [illegible] successful night service, [illegible] with a sunny cloud [illegible] hanging beneath the aircraft, [illegible] gunners and gunnery students [illegible] fired firing the 20 20mm cannon [illegible]

TEAMWORK VITAL IN SAC

[illegible]

NEXT: The fantastic world [illegible]



Here's the view along the top of the Captain, looking back to twin gun blisters mounted near the tail, as the gunners prepared to open up for some practice firing over the Gulf.

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Strategic Air Command

2AA THE DENVER POST Sunday, Nov. 29, 1953

Fantastic Bombing Unit Takes No Chances In Fool-Proof Security

A long period of investigation was necessary before Strategic Air Command officials permitted Dean Conger, Denver Post staff photographer, to make photos of planes and installations at Walker Air Force base. This view of the flight line was made from the top of a B-36. Elaborate security measures guard SAC planes, installations, airmen and their families.

SAC airmen with families have comfortable homes at Walker Air Force base, which is 200 miles from the nearest sizable city. Here are Major Erwin C. Steiner, commander of the Cognizo on the Denver mission, his wife, Margaret, and their three children, Mark, 2, Jan, 7, and Michele, 4.

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Newsclipping

"ATOMIC BLAST"

Vol X No 52

18 Dec 1953

T/Sgt Douglas' In-Flight Repairs Win First 'K' Maintenance Man Award

Receiving congratulations of the Neil Wemple is T/Sgt Parker Wing. Smiling, watching the cere Aldeman, Col. Wemple, Lt. Walte Sgt. Douglas and Maj. James T. the "K" Maintenance Man of the its kind to be made to a Walker (U.S.

Announcement has just been made of the first winner of the 6th Bomb Wing's new "K" Maintenance Man Award. The first winner is T-Sgt. Parker Douglas of the 6th A&E Squadron, whose name was submitted by Capt. Edwin T. Jillson, staff observer for the 39th Bomb Squadron.

Col. W. K. Martin, the 6th Bomb Wing commander, had long been concerned that so little credit was given the radar maintenance men who fly with the crews of the giant B-36's assigned to the wing. Regulations and policy letters galore covered recognitions that an ob-

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T/Sgt Douglas' In-Flight Repairs Win First 'K' Maintenance Man Award

Receiving congratulations of the deputy wing commander, Col. Neil Wemple is T/Sgt Parker Douglas of the 6th Bombardment Wing. Smiling, watching the ceremony are, left to right, Maj. Julis Aldeman, Col. Wemple, Lt. Walter Van de Veen, Lt. Marvin Brown, Sgt. Douglas and Maj. James Taylor. Sgt. Douglas was awarded the "K" Maintenance Man of the Month. This is the first award of its kind to be made to a Walker Air Force Base Airman.
(U.S. Air Force Photo by A/3C Regan)

Announcement has just been made of the first winner of the 6th Bomb Wing's new "K" Maintenance Man Award. The first winner is T-Sgt. Parker Douglas of the 6th A&E Squadron, whose name was submitted by Capt. Edwin T. Jillson, staff observer for the 39th Bomb Squadron.

Col. W. K. Martin, the 6th Bomb Wing commander, had long been concerned that so little credit was given the radar maintenance men who fly with the crews of the giant B-36's assigned to the wing. Regulations and policy letters galore covered recognitions that an observer and his crew might receive for exceptional performance, while the radar mechanic standing by—ever ready to step in and repair the equipment should a malfunction occur—was af orgotten man.

The decision was made to award a suitable certificate and give recognition in the Radar PIP and Navigation Digest, a wing publication, to the "K" maintenance man whom it was felt had done the most to prevent an air abort of one of the heavy bombers.

Many criteria were discussed as to the basis of selection, as the justice of success in combat is the various staff members felt that aim of all military training—so performance when the "chips are down" was to determine the winner of the award each time. Experience and technical training as well as ground maintenance will never cease to play a part in good flight accomplishments, but for men such as T-Sgt. Douglas, it is recognition for action while in the air that counts.

The first award was given for T-Sgt. Douglas' actions while accompanying Crew N-19 on a routine training mission on 16 Novem- occurred in the lower periscope. ber 1953 when a material failure He was able to disassemble the unit, repair it, and have it reassembled in time for the radar observer to make visual RBS runs. With a period of austerity facing the armed forces, each hour of training that can be saved materially adds to the combat effectiveness of our modern day planes and their crews. SAC is ever ready to reward those who enhance the mission accomplishments of its wings, and it 6th Bomb Wing congratulate T-Sgt. is with great pride that men of the Douglas for a job well done.

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MAINTENANCE MAN

of the Month

Colonel Neil W. Wemple, T/Sgt C.E.Dent (40th Bomb Squaeron), Mr Norman Hartwell, Convair Technical Representative.

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Capt Ward's Crew (R-17) of the 39th Bombardment Squadron, 6th Bombardment Wing, Heavy.
This Crew was also Crew-of-the-Month for November 1953.

Back Row (left to right) Capt S.J.Ward,Jr.; 1 Lt F.D.May; 1 Lt R.J. Astrella; Capt S.P. Krolinsky; 1 Lt O.W.Rigan; M/Sgt D.F.Grimms; and A/2C W.E. Backscheider.

Front Row (left to right) A/1C R.P.Jerrels; A/2C R.R. Ravenscraft; S/Sgt J.F. Ball A/1C G.A.Mack; A/1C P. Harris; A/2C J.N.Earnest; and A/1C K.E. Miller.

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HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Walker Air Force Base
Roswell, New Mexico

WHO

MONTHLY ANALYSIS - DECEMBER 1953

PART I. ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYTEM

PERSONNEL	POINTS POSSIBLE	NOV ACTUAL	DEC ESTIM.	% OF POSSIBLE	DIFFERENCE BETWEEN NOV - DEC
Manning in Required Specialties					
a. Officers	25	15.0	15.0	60%	-
b. Airmen	45	22.5	22.5	50%	-
AWOL Rate per 1000	30	30.0	27.0	90%	- 3.0
Ground Safety	25	6.3	3.75	15%	- 2.55
Reenlistment Rate	40	NA	4.0	10%	-
Personnel Records	15	15.0	15.0	100%	-
MTD Utilization	20	18.1	20.0	100%	∕ 1.9
TOTAL	200	106.9	107.25	53.6%	- 3.65
MATERIEL					
Sorties Del. as a % of Req.	60	0	14.3	23.8%	∕ 14.3
Reports of Survey	40	38.0	40.0	100%	∕ 2.0
Flyaway Kits	40	4.0	4.0	10%	-
TOTAL	140	42.0	58.3	41.6%	∕ 16.3
UNIT SIMULATED COMBAT MISSION AND FLYING SAFETY					
USCM Effectiveness	80	79.0	79.0	98.8%	-
Flying Safety	40	40.0	40.0	100%	-
TOTAL	120	119.0	119.0	99.2%	-
OPERATIONS					
Training Minimums	200	18.8	2.3	1.14%	- 16.5
RBS Radar Bombing Accuracy	50	47.0	38.0	76%	- 9.0
RBS Visual Bombing Accuracy	35	35.0	35.0	100%	-
Nite Cel. Nav. Proficiency	25	25.0	25.0	100%	-
ECM Proficiency	45	45.0	45.0	100%	-
Cruise Control Proficiency	20	20.0	20.0	100%	-
Camera Gunnery Proficiency	NA	NA	NA	NA	NA
Scored Crews	50	40.0	50.0	100%	∕ 10.0
Combat Ready Crews	50	25.0	25.0	50%	-
Physical Conditioning	20	20.0	20.0	100%	-
TOTAL	495	275.8	260.3	52.6%	- 15.5
GRAND TOTAL SCORE	955	543.7	544.85	57%	- 2.85

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
DECEMBER 1953

I. PERSONNEL

A. Manning in Required Specialties - Officers (Maximum Score 25 Points):

It is estimated that 60% of the maximum score will be attained or 15 points. During the month of December the Wing was 88.3% effectively manned in Officer Personnel.

AUTHORIZED	EFFECTIVE	INEFF	% EFFECTIVE	% OF MAXIMUM SCORE
409	361	48	88.3%	60%

The following list comprises the 48 non-effectives:

AFSC	AFS	NUMBER	REMARKS AND RECOMMENDATIONS
1234A	Pilot, B-36	6	There is actually a shortage of 16 offs in this AFSC, of which 10 3rd Plt positions are being filled by arm gunners for SAC rating purposes. 8 on SAC approved requisition.
1416	Operations Stf Off	1	8th AF Manning action.
1435	Operations Off	3	6 on SAC approved requisition.
1524A	Observer, B-36	10	8th AF manning action.
2044	Intell Photo-Radar	2	2 on SAC approved requisition.
3234	Arm Systems Off	1	8th AF manning action.
4324	Acft Perf Engr	*	Even though this analysis does not show any ineff in this AFSC, there is a shortage of 34 offs. Remt is one per crew for SAC rating purposes. 8AF manning action.
6424	Supply Officer	2	On SAC approved requisition.
7324	Personnel Officer	3	On SAC approved requisition.
7524	Education Spec	1	2 on SAC approved requisiton.
9025	Med Sv Admin	1	3 on SAC approved requisition.
9034	Med Supply Off	1	2 on SAC approved requisition.
9066	Optometry Off	1	1 on SAC approved requisition.
9124	Sanitary & Indust Hygiene Engr	1	On SAC approved requisition.
9356	Med Off, Avn Med	3	3 on SAC approved requisition.
9446	Otolaryngologist	1	On SAC approved requisition.

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
DECEMBER 1953

AFSC	AFS	NUMBER	REMARKS AND RECOMMENDATIONS
9636	Radiologist	1	8th AF manning action.
9754	Nurs, General	5	5 on SAC approved requisition.
9826	Dental, Off, Gen	4	Maj R. W. Bergmen asgd 6 FWg. EDCSA 5 Jan 54, reptg 26 Jan 54. 4 8th AF manning action.
0926	Vet, General	1	8th AF manning action.
	TOTAL	48	

B. Manning in Required Specialties - Airmen (45 Points):

It is estimated that 50% of the maximum score will be attained or 22.5 points. During the month of December the Wing was 82.4% effectively manned in Airmen Personnel.

AUTHORIZED	EFFECTIVE	NON-EFF	% EFFECTIVE	% OF MAXIMUM SCORE
1999	1647	352	82.4%	50%

The following list comprises the 352 non-effectives:

CAREER FIELD	TITLE	NO. POSITIONS TO BE FILLED	AUTHORIZED	NET ASSIGNED
20	Intelligence	3	12	14
27	Air Tfc Cont' Wng	4	6	10
29	Communications Opns	8	73	86
30	Radio & Rdr Maint	14	51	46
32	Arm Systems Maint	87	294	288
40	Intricate Equip Maint	16	52	43
42	Acft Access Maint	16	72	58
43	Acft Maint	128	859	877
46	Mun & Wpns Maint	6	53	51
47	Vehicle Maint	15	29	21
53	Metal Working	10	73	80
55	Construction	4	9	9
58	Fab, Leather & Rubber	2	21	22
60	Transportation	5	17	18
64	Supply	5	69	75
70	Administrative	7	104	99
73	Personnel	1	35	34
80	Management Methods	2	4	5
83	Stat & Mach Acctg	1	1	1
90	Medical	14	98	102
92	Aircrew Protection	3	12	9
993	Draftsman	1	5	8
	TOTAL	352		

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
DECEMBER 1953

Position Losses occured in December due to:

PCS Assignment	8
Discharges	22
TOTAL	30

Action possible and accomplished to increase position vacancies?

Dec Input	16
School Quotas	0
Classification	16
Classification	2
OJT	3
	37 Yields net gain of 7

C. AWOL Rate per 1000 (30 Points):

It is estimated that 90% of the maximum score will be attained or 27 points. During December, 4 AWOL cases were reported within the Wing.

	CCT	NCV	DFC	TOTAL
Number AWOL	7	4	4	15
Mean Strength	2010.2	2119.8	2055.8	6185.8

The individual cases of the Wing's total of 4 AWOL's reported for the month of December are as follows:

OFCN	NAME AND NAM	ACTION TAKEN
6th FMS	A/2C Lopez, Frank G.	Under custody at Williars AFB, Ariz.
6th FMS	A/2C Torres, Hector	Summary Courts Martial will be prepared.
6th PMS	A/3C Mostek, Leo S.	Punished under Summary Courts Martial. 30 days restriction, fined $30 and reduced in grade to A/B.
6th Med Cp	A/P Williars, James I.	Presently in hospital; Summary Courts Martial will be prepared.

D. Ground Safety (25 Points):

It is estimated that 15% of the maximum score will be attained or 3.75 points. The following is a breakdown of data used in determining the score.

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM

	OCT	NOV	DEC	TOTAL
Military Injuries	4	6	4	14
Civilian Injuries	0	0	0	0
Government Vehicle Accidents	1	0	0	1
Accident Cost	$1,676	$63,682	$1,757	$67,115

The following list comprised the rates and indices computed for the three (3) month period (Oct, Nov and Dec) which are applicable to the Ground Safety Category.

Military Injury Rate:	6.30
Civilian Injury Rate:	0
Government Vehicle Accident Rate:	4.18
Ground Safety Index:	10.48
Accident Cost Index:	9.11

A Ground Safety Index of 10.48 and an Accident Cost Index of 9.1 yields 15% of the maximum score or 3.75 points. The following is a summary of accidents reported in December:

1. 24th Bomb Sq - A/2C Richard L. Allen was mounting the rear of a motorscooter. As he bent his knee to put his feet on the foot rest, his right knee snapped out of joint. Airman has a "Trick knee" and has had trouble with it a number of times prior to this but never enough to require hospitalization. Cost of accident amounted to $90. ACTION TAKEN: None.

2. 39th Bomb Sq - A/2C Arthur F. Dyson was walking from the maintenance dock to the Squadron Engineering Office when slipped on a patch of ice. In attempting to regain his balance, he turned and fell face down striking his head on the pavement. Cost of accident amounted to $300. ACTION TAKEN: Every effort will be made to maintain working areas free of ice and snow.

3. 6th PMS - A/2C Marley W. Wyers was leaving the mess hall to return to his barracks. While walking towards the front of the mess hall, he stepped on a drainage ditch which was coated with ice. His foot slipped causing him to fall and break his ankle. Area was not lighted. Cost of accident amounted to $200. ACTION TAKEN: All personnel were orientated on the hazards involved when conditions are icy and to be extremely careful.

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4. 6th FMS - A/1C Charles C. Meier was walking through the barracks on his way to bed when he tripped over a foot locker and fell against another foot locker. Airman suffered two fractured ribs at a cost of $90. ACTION TAKEN: Foot lockers to be placed so as not to constitute a tripping hazard.

F. Reenlistment Rate (40 Points):

It is estimated that 10% of the maximum score will be attained or 4 points since the Wing had a reenlistment rate of 10.53 for the calendar quarter being rated.

Regular airmen reenlisting immediately (within 24 hrs) upon ETS:

OCT	NOV	DEC	TOTAL
2	1	3	6

Regular terminations whose ETS occurs in the rated period:

OCT	NOV	DEC	TOTAL
17	14	26	57

Sixteen (16) of the 26 terminations were converted ETS's authorized by Air Force message 964. Only 12 of the 16 would have been discharged in December as a matter of course. It is requested that this factor be given consideration in computing the actual score for this organization thus making the reenlistment rate for the calendar quarter being rated 11.32 instead of the reported 10.53 for this period.

F. Personnel Records (15 Points):

It is estimated that maximum points will be scored in this category. During the month of December, Officers' and Airmen records were 99.98% and 100% complete respectively. The one(1) error in Officers' records was due to the recording of a wrong date of birth.

	POSSIBLE ENTRIES	ERRORS	PERCENT COMPLETE
A. Officers	4,693	1	99.98%
B. Airmen	18,126	0	100%

G. Mobile Training Detachment Utilization (20 Points):

It is estimated that maximum points will be scored in this category. An average utilization of 5,197.3 for the Mechanical MTD during the calendar quarter being rated exceeds the desired utilization of 4000 hours by 1,197.3 manhours.

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
DECEMBER 1953

	OCT	NOV	DEC	TOTAL	AVERAGE UTILIZATION
Manhours Utilization Mechanical MTD	5881	4033	5678	15,592	5197.3

Previously, the Wing had utilized one Electronics MTD, however, this unit concluded training 18 November and moved to Limestone AFB, Maine.

II. MATERIEL

A. Sorties Delivered as a % of Required (60 Points):

It is estimated that 23.8% of the maximum score will be attained or 14.3 points. During the month of December the Wing was capable delivering 80.95% of required sorties.

1. Total Requirements for December 84
2. Total Requirements Confirmed 68
3. Deliveries Accepted
   a. Confirmed Routine Requirements 59
   b. Unconfirmed Routine Requirements 8
   c. Special Requirements 1
4. $\frac{\text{Deliveries Accepted (68)}}{\text{Total Requirements (84)}}$ = 80.95% Delivered

Sixteen (16) sorties were not delivered for the following reasons:

1. One (1) aircraft had N-1 compass inoperative.
2. Three (3) aircraft had turbo trouble.
3. One (1) aircraft had propeller trouble.
4. Two (2) Aircraft had booster pumps inoperative.
5. Three (3) aircraft AOCP.
6. One (1) aircraft had "K" System inoperative.
7. One (1) aircraft with broken aileron.
8. One (1) aircraft had short in power panel.
9. One (1) aircraft had nose steering malfunction.
10. One (1) aircraft had alternator trouble.
11. One (1) aircraft had trouble with #1 jet and arr.

B. Reports of Survey (40 Points):

It is estimated that 100% of the maximum score will be attained or 40 points on the basis of an average dollars per survey of $43.14 and a reports of survey per 1000 population of .81.

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
DECEMBER 1953

MONTH	NUMBER RPTS OF SURVEY	DOLLARS	MILITARY FOM ASSIGNED STRENGTH	CIVILIAN FOM ASSIGNED STRENGTH
October	1	$ 68.40	2428	61
November	4	$148.71	2405	61
December	1	$ 41.72	2375	61
TOTAL	6	$258.83	7,208	183

Average dollars per survey: $43.14
Orgnization populations: 7,391

$\bar{R}$pts of Survey per 1000 Population = $\frac{6\ (\#\ of\ R\ ports)}{Org.\ Pop.\ (7,391) \times 1000} = .81$

The Wing had one (1) Report of Survey for December.

A/2C Glenn F. Hendrixs of the 6th A&E Squadron was held pecuniarily liable for the loss of tools which he had left on aircraft. The loss was fixed at $41.72.

C. Flyaway Kits (40 Points):

It is estimated that 10% of the maximum score will be attained or 4 points. During the month of December the average percentage of completeness for the three kits being rated was 61.98%.

ORGANIZATION			PERCENT COMPLETE
24th Bomb Sq	-	Pre Strike	60.4%
24th Bomb Sq	-	Post Strike	55.0%
39th Bomb Sq	-	Pre Strike	68.0%
39th Bomb Sq	-	Post Strike	65.0%
40th Bomb Sq	-	Pre Strike	65.9%
40th Bomb Sq	-	Post Strike	57.6%
			371.9%

$\frac{371.9\%}{6}$ = 61.98% Complete

III. UNIT SIMULATED COMBAT MISSIONS AND FLYING SAFETY

A. Unit Simulated Combat Missions (40 Points):

The Wing attained 98.8% of the maximum score or 79 points based on the Unit Simulated Combat Mission accomplished in September.

B. Flying Safety (40 Points):

Maximum points will be scored in this category.

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
DECEMBER 1953

IV. OPERATIONS

A. Training Minimums (200 Points):

1.	Number of Crews responsible for Minimum Training Requirements	22
2.	Number of Crews completing 100% Training Minimums	0
3.	Number of Crews completing 75% Training Minimums	0
4.	Number of Crews completing 50% Training Minimums	0
5.	Number of Crews completing 25% Training Minimums	1
6.	Number of Crews completing 0% Training Minimums	21

It is estimated that 1.14% of the maximum points will be scored in this category or 2.3 points.

The principal factor in not receiving more points during the quarter ending 31 December was that September was non-productive (805 hours of 1107 hours devoted to the USCM with no credit for 50-C received) and December training priority which required nine (9) Sharkey Runs per ready crew by 1 January 1954. This gave a total of 225 runs required; 66 runs were accomplished in the month of November, and the remaining 159 runs have been accomplished in December to complete the requirement as directed by Eighth Air Force Operations Order 84-53. Other contributing factors were the priority established for check out of all crew members in accordance with SAC Regulation 51-19 and the requirements set forth by SAC Regulation 51-26. Since five crews were upgraded to lead status in November, a large amount of time had to be devoted to these crews to complete all the requirements of 51-26 by 31 December to prevent probation.

B. RBS Radar Bombing Accuracy (50 Points):

September:	31 Runs:	PI 47.74
November:	47 Runs:	PI 49.36
December:	68 Runs:	PI 46.86
TOTAL	146	PI 47.80

A PI of 47.80 yields 75% of the maximum score or 38 points. The immediate reason for loss of points in this category was due to five (5) gross errors committed in December; however, the major cause dated back to August which was dropped this month (PI for August 64.60) and the upgrading of six crews to ready status on 31 August to meet our FWP commitments. Our quality dropped due to the training status of these crews at time of upgrading, but has been steadily improving since the month of September.

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ANALHSIS OF POINTS LOST UNDFR SAC MANACFMENT CONTROL SYSTFM
DFCFMBFR 1953

C. RTS Visual Bombing Accuracy (35 Points):

September:	30 Runs:	MI 70.33
November:	11 Runs:	PI 67.27
December:	22 Runs:	PI 68.18
TOTAL	63 Runs:	PI 69.04

A PI of 69.04 yields maximum points in this category.

D. Night Celestial Navigation Proficiency (25 Points):

September:	18 Legs for a CFA of 7.3 NM
November:	30 Legs for a CFA of 11.7 NM
December:	29 Legs for a CFA of 8.6 NM
TOTAL	77 Legs for a CFA of 9.5 NM

A CFA of 9.5 NM yields maximum points in this category.

F. FCM Proficiency (45 Points):

September:	Percent Fffective 67.1%
November:	Percent Fffective 70.7%
December:	Percent Fffective 77.6%
TOTAL	Percent Fffective 72.7%

An overall effectiveness of 72.7% yields maximum points in this category.

F. Cruise Control Proficiency (20 Points):

September:	21 Missions - Raw Score 2.55
November:	24 Missions - Raw Score 2.12
December:	36 Missions - Raw Score 2.31
TOTAL	72 Missions - Raw Score 2.29

An average long range capability raw score of 2.29 yields 100% of the maximum score or 20 points.

C. Camera Gunnery Proficiency - NOT RATED:

H. Scored Crews (50 Points):

Twenty-two (22) crews were combat ready for the entire training quarter, 19 of which met the "scored crew requirement", The percentage of crews which met the criteria necessary under this category amounted to 86.36% or 50 points.

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ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM
DECEMBER 1953

I. Combat Ready Crews (50 Points):

The Wing has 25 combat ready crews which yields 50% of the maximum score or 25 points.

J. Physical Conditioning (20 Points):

It is estimated that maximum points will be scored in this category. During the month of December 89.33% or 447 of the 450 combat crew personnel assigned, attained or exceeded the 33 hour requirement under the annual Physical Conditioning Program.

PART II. ANALYSIS OF UNIT ACTIVITIES

OPERATIONS

The programmed flying time for the month amounted to 1000 hours. On 23 December 962:55 had been flown. Very little flying was done in the rest of the month because of the intervention of the holidays. The total flying time achieved by the Wing was 1012:25. Our completion of training items under SAC Regulation 50-8 was adversely affected by the necessity of completing Sharkey Evaluation Runs and check-outs under SAC Regulation 51-19. Both items had priorities higher than that given to 50-8 by Eighth Air Force. The quality of our training was affected by the fact that six crews were upgraded to ready status on 31 August. Quality in the later months consequently dropped, however, improvement in performance is being reflected by these crews.

PERSONNEL

1. Manning is still a recognized problem in this organization. As stated in the analysis for November it is not expected that the organization will be manned to 100% of authorized strength with fully qualified officers and airmen in the forseeable future. Personnel in general are still at relatively low qualification level due to a continuing loss as a trained status is reached. The aircraft engine mechanic and combat crew fields are particularly critical in this instance.

2. It is still felt that increased promotion quotas could be utilized advantageously as stated in our last report.

MATERIEL

1. This section is still being adversely affected by the personnel shortage problem as stated in November report. The areas most seriously affected are the E6 Automatic-Pilot, N-1 Compass, Communications anf Turret fields.

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2. The low percentage of completion in Flyaway Kits was brought about by the instigation of a new SAC Flyaway Kit Listing for all B-36 Units. This listing resulted in a great many changes in the basic kit, but added many new items and components heretofore never considered as flyaway materiel. Since the new listing was basic for a B-36 aircraft, consideration was not given to model or serial number groups. In order to arrive at a complete listing for the type and serial number groups of aircraft possessed by the 6th Bombardment Wing it was necessary to research the entire listing and make changes to fit the particular configuration of the aircraft possessed. This was time consuming and required a board of experienced maintenance people to determine if parts would fit our aircraft.

When the listing was completed in final form and contained those items pertaining to the aircraft possessed by the 6th Bombardment Wing, the Flyaway Kit Section then had to requisition the new items and take action to turn-in the items no longer applicable to the 6th Bombardment Wing aircraft. This meant that all the bins and platforms had to be stripped of the items mentioned above and new items put in.

PART III. SPECIAL STUDIES

1. The after-described briefing has been placed in this section because of its Management Analysis and Progress Analysis features.

2. This office has devised a so-called, "Stand-Up Briefing" for the Wing Commander, his staff and all squadron commanders in the Wing. The Maintenance Control Officer is also present at the briefings. The briefing is held every day in the Conference Room of Headquarters at 1130 hours and is normally scheduled to last about fifteen minutes. Its principle purpose is to advise the Commander of events which transpired on the day prior to the briefing in the Operations and Materiel areas. In order that the meeting will not become protracted all comments made must bear directly on the subject at hand; further, all participants are required to stand, thus the title, "Stand-Up Briefing".

3. Because of the small amount of time alloted for the briefing, graphic aids are used almost exclusively. All types of charts are used and experience has proved them to be very effective. Narrative rendition and tables are kept to a minimum by the briefing officer, the Comptroller

4. Any deficiencies or indications that dificiences will occur are explained to the Commander by the officer responsible for the particular problem, be he staff officer or squadron commander. The Commander is consequently assisted not only in keeping abreast of the important features of his operations but is also better able to evaluate his key people in a very direct fashion.

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5. In establishing the charts used in the briefing it was thought that those of a broad and general nature would be more beneficial for our purposes than those which dealt with specifics. This principle is held to as much as possible. Since the charts are, in effect, controls, all are aimed at delineating our important areas of operations. Eight (8) are utilized and will be described. It is repeated that normally the operations briefed are those which transpired on the day prior to the briefing.

60-9 SCHEDULE

SAC Regulation 60-9 forms the basis for this chart. Since 60-9 is computed on a monthly basis, aircraft, by squadrons, are plotted against calendar days. The flying schedule formed at the 60-9 meetings is placed on the chart. As we progress through the month the status of each scheduled aircraft is posted to the chart. Our flying schedule is thus readily seen as well as what has happened to aircraft up to the briefing date. A percentage of deliveries accepted over sorties required is shown daily as a cumulative item. On this chart are also posted the number of sorties and flying hours lost through non-deliveries. In this area the Deputy for Materiel, Maintenance Control Officer and Bombardment Squadron Commanders explain the non-delivery of sorties as they occur. The Commander is also made aware of the possibilities of scoring points under the SAC Management Control System for deliveries of sorties.

MISSION ACCOMPLISHMENT

All flying training items for which the Wing is responsible are on this chart, examples are; Radar RPS at 25000 and 35000 feet, day and night celestion navigation, etc. The items scheduled are plotted against those accomplished by crews for a particular mission. The crew is identified by the name of the aircraft commander, aircraft number and squadron. Every training deficiency for the mission briefed is explained by the Squadron Commander of the crew concerned. Here we depart from our rule with regard to generalties and require specific reasons for not accomplishing any item of training scheduled. The Wing Commander is not only able to evaluate the crew or crews being briefed but is also able to determine whether or not the mission was scheduled properly.

50-8 ACCOMPLISHMENTS

SAC Regulation 50-8 forms the basis for this chart. All training items pertaining to 50-8 are placed thereon. The number of requirements for each item is placed on the chart on a monthly basis rather than on a quarterly basis in order to depict a more vital status of accomplishment. The requirement for each Squadron and the Wing total are plotted against accomplishments on a daily basis and a percentage of completion for each item is also given on a daily basis. The Wing Commander is thereby made aware of the current status of training.

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ANALYSIS OF UNIT ACTIVITIES

ARMAMENT AND ELECTRONIC EFFECTIVENESS IN FLYING TRAINING ITEMS

This chart of the impressive title simply shows the percentage of effectiveness of equipment maintained by the A&E Squadron which is utilized by the crews in accomplishing portions of their flying training. The chart shows directly the effect of a malfunction on our training effort, for example, if on 25 January, 100 Visual RBS missions had been scheduled for the month but 25 were not accomplished because of Bombing Systems Malfunctions the percentage of effectiveness of the equipment would be 75%. This percentage not only informs the Commander of the present reliability of his equipment but also provides a planning factor for future operations.

DOCK STATUS

This chart shows the disposition of aircraft in the Periodic Maintenance Squadron docks by squadrons. Provisions are made to depict by the use of bar graphs the dates that individual aircraft entered the pre-dock, dock, post dock and back-line, pre-flight and date returned to the Bombardment Squadron. Optimum standards for each of the items are placed on the chart. The Commander is able to readily check the progress of any aircraft through the docks with regard to the standards. He is further able to evaluate the dock schedule as it applies to the several bombardment squadrons and thereby determine when a squadron is adversely affected by an unwarranted schedule.

OFF-SCHEDULE TAKE-OFF

Here is shown by the use of a bar graph chart the effectiveness of the Wing with respect to take-offs. The principle involved is that the scheduled take-off time is an important management point. Both Maintenance and Operations are vitally concerned with readying the aircraft for flight. If a particular point in time is not used as a planning factor then no standards are available upon which a judgement of capability may be made. The take-off time thus becomes the focal point of our overall operations. It can be said that the whole effort of the Wing is expended in an effort to make this time good. Deficiencies in this area are explained very specifically by both the maintenance and squadron personnel.

FLYING PRIORITIES

The flying priorities established by Eighth Air Force are placed on the chart by the use of the required number of individual bar graph charts. The Wing requirement for each priority is further broken down by squadron requirements. Here again a percentage of completion factor is utilized. As the month progresses the Commander is able to evaluate accomplishments with regard to priorities. In the event of deficiencies, changes in planning can be readily made.

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ANALYSIS OF UNIT ACTIVITIES

FLYING HOUR PROJECTION

The programmed flying hours for the Wing and three squadrons are placed on this chart by the use of four (4) sub charts. Flying hours are plotted against calendar days for the month. The requirements are depicted by the use of program lines. As flying time is posted the status of the Wing and Squadrons can be readily seen. When flying hours are below the program line they are posted in red and when above the program line in green the Commander is thus able to readily evaluate flying hour progress against the programmed time.

6. A study relating to the establishment of a standard for scheduling aircraft sorties out of Maintenance is being conducted. The standard presently utilized by the Wing is based on our expected Maintenance Capability and is composed of the following elements as stabilized factors.

Resources

Total aircraft days available

Limiting Factors

Periodic Inspections
Stand-downs
Test Flights
Engine Changes
ACCP Days

All other limiting factors are introduced to the formula as they arise. The resultant is the number of aircraft days available to the organization. This number when divided by our turnaround factor gives us the number of sorties available to us. When this is multiplied by the average sortie time we then have our available flying hours.

This forecast of maintenance capabilities was included in the T-12 report for November. The return comment from Eighth Air Force was complimentary. We were informed that your headquarters is presently conducting such a study in the Maintenance - Engineering Division.

A standard of this nature once firmly established for all B-36 units in Eighth Air Force would be of invaluable assistance to the Wing Commanders in comparing their efforts to those of other Wings. Such a standard would, of course, allow the Commanding General to evaluate his organization in a very objective sense.

Our study is continuing and we are awaiting the results of the Eighth Air Force study.

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PART IV. COMMANDERS COMMENTS

The several studies in progress with regard to a standard for establishing scheduled sorties on the basis of maintenance capability are of great interest to me. Any information which your headquarters can forward to this headquarters would be appreciated.

WILLIAM P. MARTIN
Colonel, USAF
Commander

DANIEL J. SWINEY
Lt. Col., USAF
Comptroller

DISTRIBUTION

1 ea 6WCC, DCO
1 ea DM, DP, DOOT, WC
3 ea Support Squadron
3 ea Tactical Squadron
3 ea Chief Maintenance
4 ea WHO
1 ea 509th Bomb Sq

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STRENGTH REPORT OF 6TH BOMBARDMENT WING, HEAVY
FOR THE MONTH OF DECEMBER 1953

	Authorized Officers	Authorized Airmen	T/O	Assigned 1 Dec 53 Off	Assigned 1 Dec 53 Amn	Assigned 31 Dec 53 Off	Assigned 31 Dec 53 Amn
Headquarters Squadron	46	114	1-1175P	48 1 WO	142	44 1 WO	139
24th Bombardment Squadron	109	240	1-1176P	84	243	87	236
39th Bombardment Squadron	109	240	1-1176P	83	267	88	258
40th Bombardment Squadron	109	240	1-1176P	81	250	88	245
6th Armt & Elec Maint Sq	12	288	1-7166P	9 2 WO	264	9 2 WO	265
6th Periodic Maint Sq	5	238	1-7167P	4	257	4	248
6th Field Maint Sq	7	476	1-7168P	7	471	7	462
6th Medical Group	48	163	1-9022	32	160	31	161
Wing GRAND TOTAL	445	1999		348 3 WO	2054	358 3 WO	2014

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8th AF Reg 36-4 dated 17 Nov 52

HEADQUARTERS 6TH BOMBARDMENT WING HEAVY
Walker Air Force Base
Roswell, New Mexico

RCS: SAF-P1

ROSTER OF OFFICERS
31 December 1953

1. Number of Items within Grade
2. Marital Status
3. Name
4. AFSN or ASN
5. Date of Rank in Grade
6. Air Crew Data - Aeronautical Rating

   P-1 - Fighter Pilot, Jet
   P-2 - Fighter Pilot, single engine
   P-3 - Pilot, single engine (other)
   P-4 - Fighter Pilot, twin engine
   P-5 - Pilot, B-29
   P-6 - Pilot, B-36
   P-7 - Pilot, B-50
   P-8 - Pilot, Four Engine (other)
   P-9 - Pilot, Twin Engine (other)
   E - Flight Engineer
   R - Radar Observer
   N - Navigator

6. Aircrew Data - Aeronautical Rating
   B - Bombardier
   NBR - Navigator, Bmbdr, Rad Observer
   ECM - Radar Observer, ECM
   U - Aerial Gunnery Officer
   F - Flight Surgeon
   AOM - Acft Observer, Medical
7. Duty Assignment Title
8. Organization to which assigned
9. Primary AFSC
10. Foreign Selection Date
11. Date Assigned Present Station
12. Office Phone
13. Home address
14. Home Phone
15. Date of Seperation

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Incl 1 to Eighth AF Reg 36-4, dtd 17 Nov 52

REQUEST ANY ERRORS OR CHANGES BE REPORTED TO SQUADRON ORDERLY ROOM

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
COLONELS														
1.	M	Davidson, Collier H.	4945A	15Apr53	SP-5	Dir of Materiel	Hq 6BWg	0046C	1243	19Jun52	595	12 W Wells	7-2123	R-AF
2.	M	Heavey, John T.	A0308440	4Mar51	F	Base Surgeon	6th Med	9356C	0447	20Jun51	351	17 W Wells	7-2287	Indef
3.	M	Martin, William K.	1697A	7Jul44	SP-6	Wg Commander	Hq 6BWg	0066C	0545	5Jul50	409	3 Walker Pl	7-2402	R-AF
4.	M	Womple, Neil W.	4984A	19Jan51	SP-5	Dep Wg Commander	Hq 6BWg	0066C	0146	1Aug53	2225	65 Luebke Pl	7-2120	R-AF
LIEUTENANT COLONELS														
1.	M	Cobeaga, Mitchell A.	A0401371	20Feb51	SP-6	Sq Commander	24thBSq	0066A	0251	25Mar51	2141	28 W Byrne St	7-2301	Indef
2.	M	Crompton, Roy C.	8791A	1Dec51	SP-6	Dir of Operations	Hq 6BWg	0036C	0949	17Jul52	485	9 Walker Pl	7-3324	R-AF
3.	M	Eastling, Donald M.	A0728614	12Oct53	SP-6	Acft Comdr B-36	24thBSq	1234A	0751	20Jul51	2209	106 W Byrne St	7-2179	Indef
4.	M	Evans, Ivor P.	15353A	12Oct53	NBR	Radar Opr B-36	24thBSq	1524A	0944	10Oct52	2680	706 W BuenaVista	4332-J	R-AF
5.	M	Flinn, Robert P.	A0808026	1Jun53	NBR	Dep Dir of Opns	Hq 6BWg	1416	1144	16Mar51	485	47 W Wells	7-2254	Indef
6.	M	Harrison, Charles D.	10826A	12Oct53	NBR	Radar Opr B-36	24thBSq	1524A	0751	6Jul51	2209	17 Hunsicker Pl	7-5590	R-AF
7.	M	Jaynes, Jay	8913A	20Feb51	NBR	Ch Planning Team	Hq 6BWg	1416	0645	6May51	2659	55 W Byrne St	7-6686	R-AF
8.	M	McCutcheon, Claude C.	A0664627	12Oct53	SP-6	Acft Comdr B-36	24thBSq	1234A	0749	10Oct52	2680	71 Holloman Pl	7-2474	Indef
9.	M	McKinney, Russell M.	13622A	12Oct53	NBR	Radar Opr B-36	40thBSq	1524A	1045	30Oct52	693	24 A Street	7-4478	R-AF
10.	M	Miner, William D.	A0793946	10Mar51	SP-9	Chief Of Maint	Hq 6BWg	4316	1045	22Mar51	482	44 W Byrne St	7-2449	Indef
11.	M	Pennstrom, John H. Jr.	13751A	12Oct53	N	Nav B-36	40thBSq	1534P	0246	20Nov48	2172	19 W Eyman	7-6665	R-AF
12.	M	Sweeney, Daniel J.	A0420809	1Jun52	N	Wg Comptroller	Hq 6BWg	1416	0853	17Sep53	2177	91 Holloman Pl	7-2375	Indef
13.	M	Vose, Marshall T.	A0401268	27Apr53	SP-9	Pilot B-36	39thBSq	1411	0844	4Dec53	2203	Off's BOQ	None	Indef

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LIEUTENANT COLONELS														
14.	S	Yochem, Frank N. Jr.	A0430013	4Jun51	P-5	Sq Commander	39thBSq	0066A	0645	19Jun51	2142	House 2 Govt Hs	753	Indef
MAJORS														
1.	M	Adleman, Julius J.	6470A	24Nov50	NBR	Wg Staff Observer	Hq 6BWg	1524A	0551	3May51	2202	83 Fitzgerald Pl	7-3306	R-AF
2.	M	Andersen, Paul C.	A01551783	15Feb51	None	Rpts & Analysis Off	Hq 6BWg	4376	0651	16Nov53	2025	501 S Fur	2600	Indef
3.	M	Barber, George A.	6925A	14Dec50	SP-9	Chief Special Wpns	Hq 6BWg	1416	1045	25Mar51	485	2 A Street	7-3359	R-AF
4.	M	Bell, John N.	A0733516	12Oct53	NBR	Radar Opr B-36	24thBSq	1524A	0450	2Jul52	2209	19 A Street	7-2414	Indef
5.	M	Bingham, Frank G.	A02261536	14Aug53	None	Dental Off Gen Dy	6th Med	9826	1241	14Aug53	456	15 W Eyman	7-2492	0855
6.	M	Booth, Ernest E.	A0412515	1Sep51	SP-6	Sq Ops Officer	39thBSq	1435	0351	1Jul51	2203	6 Zettle Pl	7-6696	Indef
7.	S	Boyle, Patricia I.	21055W	1Jun52	None	Chief Nurse	6th Med	9716	1152	25Nov52	352	G 911 D	2517	R-AF
8.	M	Burke, John F.	12997A	15Dec51	ECM	Wg Staff ECM Off	Hq 6BWg	3016	0248	16Mar53	2240	37 W Wells	7-4400	R-AF
9.	M	Bush, Burton M.	A0749205	19Dec52	P-8	Pilot B-36	24thBSq	1231A	1244	8Feb53	2209	21 W Eyman	7-4498	Indef
10.	M	Camp, Clyde H.	9552A	14Dec50	SP-9	Student Officer	39thBSq	1234C	1053	10Nov53	DDY Maxwell AFB, Ala 26 wks 4 Aug 54			R-AF
11.	M	Camp, Fred P.	A05[illegible]4977	1Jun52	NBR	Nav B-36	24thBSq	1524A	0751	25Jul52	2209	25 Alden Way	7-9972	Indef
12.	M	Carson, Kenneth R.	A0682005	1Sep51	NBR	Nav B-36	39thBSq	1416	0447	7Aug48	2203	34 Geiger Pl	7-4450	Indef
13.	M	Claytor, Roy F.	7979A	30Jun50	SP-9	Acft Comdr B-36	24thBSq	1234C	1053	10Nov53	2209	60 B Mitchell Pl	7-3348	R-AF
14.	M	Cobb, John T.	8870A	24Nov50	P-6	Acft Comdr B-36	39thBSq	1234A	0551	5Jun51	2203	43 W Byrne St	7-2163	R-AF
15.	M	Costo, Bill J.	A0577213	18Jun51	E	Wg Staff Flt Engr	Hq 6BWg	4324	0547	3Nov53	2714	43 W Wells	7-5548	Indef
16.	S	Davisson, Richard L.	A0789763	1Sep51	NBR	Sq Staff Observer	39thBSq	1524A	0344	26Mar51	2203	Gunison [illegible]	2413	Indef

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
MAJORS (Continued)														
17.	M	DeWitt, Earl M.	A0733413	1Sep51	N	Nav B-36	40thBSq	1534P	0348	18Jul52	2277	9 Gillespie Pl	7-7662	Inde
18.	M	Dickert, James R.	10498A	1Jun52	SP-6	Wg Fly Safety Off	Hq 6BWg	1444	0551	25May51	2180	22 W Byrne St	7-5556	R-AF
19.	M	Edenbo, John W.	7161A	14Dec50	SP-6	Sq Commander	6FMS	1435	0551	22May51	2143	57 Luebke Pl	7-5597	R-AF
20.	M	Friedman, Sidney M.	A0704628	12Oct53	NDR	Nav B-36	24thBSq	1524A	0151	10Oct52	2680	1700 N Pontiac	3486-R	Inde
21.	M	Fulwider, Richard D.	A0937148	12Oct53	N	Nav B-36	39thBSq	1534P	0746	1Feb47	2203	41 W Wells	7-5541	Inde
22.	M	Gambel, Durrel D.	A0725711	25Feb51	SP-6	Acft Comdr B-36	39thBSq	1234A	1241	17Mar51	2203	94 W Byrne St	7-5514	Inde
23.	M	Garrett, Henry O.	A0790127	15Feb51	NDR	Nav B-36	24thBSq	1524A	0450	25Jul52	2209	87 W Byrne St	7-2180	Inde
24.	M	Gordon, Carl F.	A0724163	1Jun52	NDR	Radar Opr B-36	24thBSq	1524A	0843	94pr49	2136	609 S Missouri	4877	Inde
25.	M	Graham, James E.	A0674757	14pr53	NDR	Radar Pred Team	Hq 6BWg	1524A	0351	18Mar51	2738	31 Langley Pl	7-3346	Inde
26.	M	Grieger, Wallace J.	A0367931	12Oct53	E	Acft Perf Engr B-36	24thBSq	4324	1048	10Oct52	2680	51 W.Wells	7-2152	Inde
27.	M	Gwinn, Lloyd W.	A0734899	14pr53	NDR	Radar Opr B-36	39thBSq	1524A	0645	17Sep51	2180	26 A Street	7-3339	Inde
28.	M	Hanigan, Edward J Jr.	18222A	15Feb51	SP-6	Acft Comdr B-36	24thBSq	1234A	0849	16Sep49	2209	2 W Byrne St	7-6688	R-AF
29.	M	Hayes, Louis W.	A0740647	12Oct53	N	Nav B-36	24thBSq	1534P	0847	10Oct52	2680	30 W Wells	7-4470	Inde
30.	M	Highfill, Thompson N.	A0740810	29Jan51	SP-6	Sq Opns Officer	24thBSq	1435	0944	1Jul51	2209	41 W Byrne St	7-6698	Inde
31.	M	Holmes, Robert S.	A0429410	17Jul52	P-9	Pilot B-36	24thBSq	1231A	1241	5May53	2209	31 Alden Pl	7-4472	Inde
32.	M	Hotaling, Monroe J.	A0563353	23May50	None	Patient	6th Med	3216	1052	25Aug53	Patient Base Hospital			Inde
33.	M	Jackman, Gordon L.	A0486196	15Dec51	SP-6	Acft Comdr B-36	39thBSq	1234A	0749	50ct52	2203	5 Off's Circle	2413	Inde
34.	M	Jenkins, Edwin C.	A01703834	14pr53	NDR	Sq Staff Observer	40thBSq	1524A	0943	18Jul52	2277	40 Byrne St	7-5563	Inde

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MAJORS (Continued)														
35.	M	Kilness, Kenneth F.	10255A	6Dec51	NDR	Nav B-36	24thBSq	1524A	1144	1Nov50	2209	317 E Frazier	4269-W	R-AF
36.	M	Kowalski, Konrad J.	A0669066	1Jun52	R	Radar Opr B-36	40thBSq	1554	0351	8Jul51	2277	1 W Eyman Pl	7-5527	Indef
37.	M	Lambert, Henry K.	A0695504	12Oct53	NDR	Nav B-36	40thBSq	1524A	1049	21Oct51	2277	1312 N Kentucky	3588-M	Indef
38.	M	Leone, Ralph N.	A0667732	1Jun52	SP-9	Prod Control Off	Hq 6BWg	4355	0645	17May51	482	47 Kelly Pl	7-5574	Indef
39.	M	Ludlow, Harold K.	A0783594	12Oct53	SP-6	Acft Comdr B-36	40thBSq	1234A	0251	30Oct52	2277	300 E Church St	3179-W	Indef
40.	M	Markowitz, Israel, B.	A01304419	12Oct53	N	Nav B-36	24thBSq	1534P	0651	2Jul52	2209	49 Kelly Pl	7-2165	Indef
41.	M	May, James F. Jr.	A0675716	5Mar53	P-9	Student Officer	39thBSq	4344	0145	22Apr53	DDY Chanute AFB, Ill 8 wks	5 Jan 54		Indef
42.	M	Mellberg, Carl L.	A0660584	14Apr53	SP-6	Acft Comdr B-36	39thBSq	1234A	1245	26Dec47	2203	39 Langley Pl	7-2488	Indef
43.	M	Meredith, Jim T.	17706A	1Sep51	None	Dir of Intell	Hq 6BWg	2016	0251	1Sep51	2213	28 A Street	7-2196	R-AF
44.	M	Motivier, Joseph R.	A0825672	12Oct53	SP-6	Acft Comdr B-36	40thBSq	1234A	0951	22Oct51	557	1509 S Adams	3855-W	Indef
45.	M	Miller, William J.	A01999017	1Jun52	SP-6	Sq Opns Officer	40thBSq	1435	0251	1Jul52	557	45 Kelly Pl	7-6664	Indef
46.	S	Misuraca, James I.	A0685087	12Oct53	NDR	Radar Opr B-36	40thBSq	1524A	0251	18Mar51	2277	1402 W Tilden	2646-R	Indef
47.	M	Monroe, Duncan A.	A0718392	12Oct53	NDR	Nav B-36	40thBSq	1524A	0150	30Oct52	693	14 B St West	7-2361	Indef
48.	M	Moore, David L.	A0569454	1Jun52	None	Acft Maint Off	6FMS	4344	1145	19Mar51	2015	31 W Wells	7-2345	Indef
49.	M	Moore, Robert	A0806112	1Jun52	SP-5	Orgn Maint Off	6A&ESq	3234	0651	2Jun51	2330	6 W Byrne St	7-2187	Indef
50.	M	Nadon, Norman C.	A0824704	14Apr53	SP-6	Acft Comdr B-36	24thBSq	1234A	0651	2Jul52	2209	303 E McCune	2407-J	Indef
51.	M	Netherton, Clyde D.	11126A	21Sep50	SP-6	Sq Commander	40thBSq	0066A	0451	1May51	2162	94 Will Pl	7-2486	R-AF
52.	M	Pearson, James M.	A0796871	1Jun52	SP-6	Acft Comdr B-36	39thBSq	1234A	0351	25May51	2203	27 Langley Pl	7-2220	Indef

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MAJORS (Continued)														
53.	M	Potter, Eliot H.	A0669106	1Sep51	P-6	Acft Comdr B-36	40thBSq	1234A	0251	18Mar51	557	20 Vaughn Pl	7-2322	Indef
54.	M	Rademaker, Gerald C.	A02101950	12Oct53	NDR	Radar Opr B-36	39thBSq	1524A	0150	13May48	2203	23 Off's Circle	2542	Indef
55.	M	Rasmussen, Kenneth C.	A0753304	1Jun52	SP-6	Acft Comdr B-36	24thBSq	1234A	0246	2Jul52	2209	36 Weise Pl	7-2107	Indef
56.	M	Reese, Robert T.	19629A	1Jul52	None	Oral Surgeon	6th Med	9826	0653	14Jul53	456	16 Weise Pl	7-2394	R-AF
57.	M	Renfro, Robert J.	A01546620	8Sep51	None	Hosp Adm	6th Med	9025	0945	1Jun53	352	11 W Eyman	7-9969	Indef
58.	M	Rothkrug, Edward	A0794053	14pr52	NDR	Radar Opr B-36	40thBSq	1524A	0745	11Sep53	557	8 W Byrne St	7-2276	0556
59.	M	Runyard, Gerald D.	A0753033	12Sep51	N	Nav B-36	39thBSq	1534P	1145	1Feb47	2203	4 W Byrne St	7-5523	Indef
60.	M	Sanny, Max J.	A0424549	23Mar51	SP-5	Sq Commander	6PMS	4344	0753	25Jul53	2221	35 W Wells	7-5543	Indef
61.	M	Scarano, Vincent T.	A02090791	12Oct53	NDR	Radar Opr B-36	40thBSq	1524A	0951	22Oct51	557	10 Langley Pl	7-3396	Indef
62.	M	Schlupp, John A.	8330A	14Dec50	None	Sq Commander	6A&ESq	3216	1242	14Jun51	2264	4 Thiel Pl	7-2390	R-AF
63.	M	Scott, Robert I.	12905A	15Dec51	NDR	Sq Staff Observer	39thBSq	1416	0147	5May51	2203	81 Holloman Pl	7-2102	R-AF
64.	M	Sheppard, Moyles A.	A0670773	1Jun52	R, N	Radar Opr B-36	39thBSq	1521A	0551	25May51	2203	5 Langley Pl	7-3393	Indef
65.	M	Smith, Clyde H.	13287A	1Sep51	NDR	Nav B-36	24thBSq	1534P	0551	16Jun51	2209	10 Zettle Pl	7-2108	R-AF
66.	M	Staples, George M.	10717A	15Dec51	N	Nav B-36	39thBSq	1521A	0143	2Jul52	2203	64 Mitchell Pl	7-5515	R-AF
67.	M	Stein, David F. C.	A0576383	1Jun52	None	Wing Adjutant	Hq 6BWg	7024	0349	1Feb50	411	73 Fitzgerald Pl	7-3395	Indef
68.	M	Steiner, Irwin O.	11270A	1Sep51	SP-6	Acft Comdr B-36	40thBSq	1234A	0350	18Jul52	2277	63 Eyman Pl	7-2444	R-AF
69.	M	Sterner, Kenneth Y.	A0669246	11Mar52	NDR	Radar Opr B-36	39thBSq	1524A	0545	10ct52	2733	6 Thiel Pl	7-2119	Indef
70.	M	Stiles, Richard H.	6308A	14Dec50	NDR	Nav B-36	40thBSq	1524A	1148	1Jul52	557	14 W Eyman Pl	7-2164	R-AF

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MAJORS (Continued)														
71.	M	Taylor, James L.	12483A	1Jun52	NDR	Wg Staff Observer	Hq 6DWg	1524A	0551	25May51	2202	100 W Byrne St	7-2318	R-AF
72.	M	Thorn, James M.	A0707137	12Oct53	N	Nav B-36	40thBSq	1534P	0951	22Oct51	557	1505 S Adams	3055-J	Indef
73.	M	Trewitt, Harvey S.	10274A	1Sep51	SP-6	Acft Comdr B-36	24thBSq	1234A	0147	11Sep52	2136	35 Wiese Pl	7-2193	R-AF
74.	M	Walker, Lyle H.	A0733752	1Apr53	SP-6	Acft Comdr B-36	40thBSq	1234A	1241	14Mar51	557	46 Andrews Pl	7-2291	Indef
75.	M	Watkins, Ray M.	A0665745	1Sep51	SP-6	Combat Opns Off	Hq 6DWg	1416	0251	10Mar51	2205	37 Langley Pl	7-3345	Indef
76.	M	Williams, John H.	A0824024	1Jun53	SP-6	Acft Comdr B-36	39thBSq	1234A	0651	18Jun51	2203	1009 W Mathews	2412	Indef
77.	M	Wonacott, Eldon D.	A0427083	15Feb51	P-9	Adm Mat Officer	Hq 6DWg	6016	C243	24Nov53	595	1 Langley Pl	7-6661	Indef
78.	M	Young, Robert W.	10403A	5Dec52	NDR	Radar Opr B-36	40thBSq	1524A	0548	16Apr50	557	32 Geiger Pl	7-2190	R-AF
CAPTAINS														
1.	M	Adams, James M. Jr.	A0592052	1Apr53	None	Intell Officer	Hq 6DWg	2054	0853	1Sep53	2213	Western Motel	None	Indef
2.	M	Archibald, Rennie III.	A02023999	27Sep50	NDR	Nav B-36	39thBSq	1524A	1145	16Oct51	2177	70 W Byrne St	7-3372	Indef
3.	S	Athanassion, Thomas J.	A0752799	20Jan47	NDR	Nav B-36	39thBSq	1524A	0548	2Jul52	2203	Hs #5, Govt. Hsg	2413	Indef
4.	M	Bannan, Richard J.	A0706779	1Jun52	NDR	Radar Opr B-36	40thBSq	1524A	1144	1May53	557	8 A West	None	Indef
5.	M	Basinger, L. C. Jr.	A0754311	15Feb51	SP-6	Acft Comdr B-36	40thBSq	1234A	0450	1Jul52	557	702 W DuenaVista	4190-W	Indef
6.	M	Bernz, Raymond E.	A02062631	1Sep51	NDR	Nav B-36	39thBSq	1524A	1250	1Jul52	2203	11 Hunsicker Pl	7-3364	Indef
7.	M	Blenis, Gordon L.	A0664729	1Jan51	P-6	Pilot B-36	40thBSq	1234A	0747	17Mar51	557	48 Andrews Pl	7-5545	Indef
8.	M	Bordeaux, Lyle D.	A02092627	1Sep51	SP-6	Acft Comdr B-36	24thBSq	1234A	1251	16Dec51	2209	115 E Church	4621-R	Indef
9.	M	Bowdish, Theodore R.	A0830396	12Oct53	E	Acft Perf Engr B-36	40thBSq	4324	1241	30Oct52	557	1411 S Kentucky	2099-NR	Indef
10.	M	Bowman, Harold V.	A0666128	16Apr50	P-6	Pilot B-36	40thBSq	1234A	1045	17Mar51	557	40 Langley Pl	7-2327	Indef

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CAPTAINS (Continued)														
11.	M	Bozeman, John W. Jr.	A0702692	14Apr53	P-6	Pilot B-36	24thBSq	1234A	0645	17Mar51	2209	56 W Wells	7-9991	Indef
12.	M	Bradshaw, Robert D.	A02089536	12Oct53	E	Acft Perf Engr B-36	39thBSq	4324	1147	14Aug52	2203	10 A West	7-2332	1054
13.	M	Britton, J. T.	A0727396	22May47	ECM,P-9	Sq ECM Officer	24thBSq	3024	1245	11Apr51	2370	30 Langley Pl	7-2228	Indef
14.	M	Britton, Thomas C.	230354	26Aug50	NDR	Radar Pred Team	Hq 6BWg	1524A	1245	25Jul52	2738	95 W Eyman Pl	7-2183	R-AF
15.	M	Brooker, Curtis I.	A0824091	12Oct53	P-6	Pilot B-36	40thBSq	1231A	0745	14Oct51	2743	8 Langley Pl	7-5539	Indef
16.	M	Brown, Alan W.	A0792679	16Jan51	SP-6	Maint Supervisor	6M&ESq	3234	1049	1Aug51	2255	4 W Wells	7-2198	Indef
17.	M	Brumfield, Galvin E.	A02249277	12Sep52	E	Sq Staff Flt Engr	40thBSq	4324	0143	12Sep52	405	1017 S Penn	3131-R	Indef
18.	M	Burke, Virgil L.	A0975034	15Apr52	P-6	Pilot B-36	40thBSq	1231A	0645	8Feb53	557	11 Gillespie Pl	7-4440	Indef
19.	S	Cahill, Eugene M.	A0788703	1Apr53	P-5	Pilot B-36	40thBSq	1234C	1053	12Nov53	2277	BOQ 908, Apt A	2066	0055
20.	M	Carson, Clarence L.	14127A	29Jul50	SP-6	Acft Comdr B-36	40thBSq	1234A	1251	12Dec51	557	83 Holloman Pl	7-5595	R-AF
21.	M	Clemens, Merle C. Jr.	A0689300	30Jul52	P-9	Sq Adjutant	6FMS	1234A	0045	8Feb53	2145	14 Langley Pl	7-6635	Indef
22.	M	Coester, Frederick N.	A0565063	19Dec50	E(NF)	Wg Logistics Off	Hq 6BWg	6424	0452	27Apr52	2219	24 W Byrne St	7-2442	Indef
23.	M	Cole, Norman G.	A0782178	15Feb51	SP-6	Acft Comdr B-36	39thBSq	1234A	0942	2Jul52	2203	102 W Byrne St	7-2307	Indef
24.	M	Coleman, Leslie	A0756400	23May49	SP-6	Pilot B-36	24thBSq	1234A	1150	25May50	2209	1600 E Mland	2175	Indef
25.	M	Collett, Clifford T.	A0587681	1Jun52	None	Wg Sup & Liaison O	Hq 6BWg	6424	0353	8Apr53	609	300 E Frazier	3259-J	Indef
26.	M	Compall, Theodore C.	A02240791	12Oct53	None	Ass't Ch Surg Sv	6th Med	9416C	1241	11Oct52	618	109 E Summit	2203-J	1054
27.	M	Cowick, Donald E.	A02101220	12Oct53	E	Acft Perf Engr B-36	40thBSq	4324	0247	1Dec52	557	55 Kelly Pl	7-2216	Indef
28.	M	Daniels, Kenneth W.	A01637256	31Oct50	None	Sq Supply Officer	6M&ESq	6424	0251	1Apr51	2170	47 A West St	7-2230	Indef
29.	M	Darrah, Roy R.	A02099667	22Jul50	E	Acft Perf Engr B-36	24thBSq	4324	0640	11Sep52	2209	35 Langley Pl	7-6656	Indef

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CAPTAINS (Continued)														
30.	M	Dean, Robert E.	A02260444	12Oct53	AOM	Av Med Examiner	6th Med	9326	1241	16Aug53	358	1517 N Ohio	3572-R	0455
31.	M	DeJarnette, John F. Jr.	A01919597	21Oct53	None	Ob & Gyn	6th Med	9326	1241	5Nov53	607	21 W Wells	7-2161	0655
32.	M	DiFloure, Thomas Jr.	A02092540	14Mar53	P-9	TOC Officer	Hq 6DWg	4341	0546	3Apr53	482	67 Luebke Pl	None	Indef
33.	M	DiSanto, Alexander J.	A02066100	1Apr53	N	Nav B-36	24thBSq	1521A	0751	20Jul51	2209	28 A West St	7-2302	Indef
34.	M	Dowling, Ernest R.	A0833936	19Dec50	SP-9	Maint Standbl Off	Hq 6DWg	4344	1149	9Jul53	2019	59 A West St	7-2333	Indef
35.	M	Ely, Edmund J.	A0750062	19Feb51	P-6	Pilot B-36	40thBSq	1234A	1045	23Mar51	2162	52 Riverside Dr	3609	Indef
36.	M	Feemster, Frederick O.	A0774963	1Apr53	P-8	Pilot B-36	40thBSq	1231A	0645	5May53	2277	106 E Albuq	3006-NW	Indef
37.	M	Flores, Ramon M.	A0758441	1Mar53	P-5	Pilot B-36	24thBSq	1231A	1151	5May53	2209	16 A Street	7-2354	Indef
38.	M	Fowler, William A.	A0804142	19Oct50	SP-6	Pilot B-36	39thBSq	1234A	0346	1Jul52	2203	89 Holloman Pl	7-2357	Indef
39.	S	Fred, Arthur L.	A02064559	16Jan51	NDR	Nav B-36	40thBSq	1524A	0551	25May51	2277	BOQ 915, Apt F	None	Indef
40.	S	Gannon, Thomas F.	A0811505	19Dec50	NDR	Nav B-36	40thBSq	1524A	0351	8Jul51	2277	BOQ 915, Apt F	None	Indef
41.	M	Garner, Vernon W.	A0828146	1Apr53	SP-6	Wg Planning Team	Hq 6DWg	1435	0152	6Feb52	2659	304 E McCune	4013-M	Indef
42.	M	Gatchell, Charles C.	A0673140	16Jan51	NDR	Radar Opr B-36	39thBSq	1524A	0251	16Oct51	2203	33 Alden Pl	7-2450	Indef
43.	M	Geuder, Malcom E.	A0792701	17Jan53	P-9	Pilot B-36	39thBSq	1231A	0645	8Feb53	2203	17 Off's Circle	2442	Indef
44.	M	Goldberger, Arthur E.	A01049880	1Apr53	None	Wg Pers Off, Off's Dr	Hq 6DWg	7324	1252	13Jan53	2709	410 S Kentucky	3540-W	Indef
45.	M	Goldsbury, Errol L.	A02088306	1Apr53	NDR	Nav B-36	39thBSq	1524A	0946	16Oct51	2203	6 Bailey Pl	7-4454	Indef
46.	S	Harper, Frank G.	A0760002	19Dec50	NDR	Radar Opr B-36	24thBSq	1524A	0850	2Jul52	2209	1402 W Tilden	2646-R	Indef
47.	M	Hayter, Thomas D. Jr.	A02062662	21Dec49	N	Nav B-36	40thBSq	1534P	1045	2Jan40	2277	39 W Wells	7-2309	Indef

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CAPTAINS (Continued)														
48.	M	Hazle, Robert J.	A0760039	11Dec50	P-8	Sq Acft Maint Off	6PMS	4344	0747	9Mar51	2254	515 S Spruce	3663-W	In
49.	M	Heider, Kalman L.	A0707403	31Oct50	NDR	Radar Opr B-36	40thBSq	1524A	0251	18Mar51	2677	34 Langley Pl	7-6651	Inde
50.	M	Heller, Russell M. Jr.	16500A	13Jan52	P-9	Pilot B-36	39thBSq	7024	1049	30Oct53	2203	1614 W Walnut	1517-NM	R-[illegible]
51.	M	Henderson, DeMoyne	A0690556	10Nov50	NDR	Nav B-36	40thBSq	1524A	1244	7Aug52	557	DOQ 915, Apt E	None	Inde
52.	M	Henderson, Donovan E.	A0945981	15Dec51	NDR	Sq Staff Observer	24thBSq	1524A	0551	25May51	704	600 S Cedar	4202-J	Inde
53.	M	Henderson, Morris T.	A0697405	31Oct50	SP-9	Acft Comdr B-36	40thBSq	1234C	1053	16Nov53	557	301 S Atkinson	3400-J	Inde
54.	M	Henderson, Robert E.	A0724750	11Mar52	SP-6	Pilot B-36	39thBSq	1234A	1145	30ct52	2733	11 A West St	7-6649	Inde
55.	S	Hernandez, Santiago	A0934619	1Jun52	SP-9	Student Officer	39thBSq	2124	1250	22Oct53	2213	DDY Fort Bliss, Texas 16 Feb 54		Inde
56.	M	Hewes, Frederick A.	A02023014	14pr53	NDR	Nav B-36	40thBSq	1524A	0450	18Feb53	557	63 A West St	7-6671	Inde
57.	M	Insley, Lewis E.	A0662930	20Mar52	P-6	Pilot B-36	39thBSq	1234A	0345	8Feb53	2203	67 W Wells	7-4496	Inde
58.	M	James, Harry E.	A0605075	15Feb51	NDR	Radar Opr B-36	40thBSq	1524A	0451	14May51	2677	61 Luebke Pl	7-5529	Inde
59.	M	Johnson, Waldo E.	A0721772	1Apr53	P-6	Pilot B-36	24thBSq	1231A	0352	8Jan52	2209	Rt #2, Box 256	3164-R	Ind
60.	M	Jillson, Edwin T.	A02056802	16Jan51	NDR	Radar Opr B-36	39thBSq	1524A	0542	14May48	2203	716 E Pear St	1715-W	Inde
61.	S	Kochan, Chester T.	A01903100	1Apr53	P-9	Photo Interpreter	Hq 6DWg	2041	0851	24Sep53	2226	DOQ 910, Apt E	None	Inde
62.	M	Kohle, Arthur F.	A0794143	20Jul50	N	Nav B-36	24thBSq	1534P	0851	21Oct51	2209	42 W Byrne St	7-2203	Inde
63.	M	Krolinsky, Stephen P.	A0671377	30Jun50	NDR	Radar Opr B-36	39thBSq	1524A	0250	1Jul52	2203	29 A West St	7-3330	Inde
64.	M	Lang, Edgar E.	A0933702	1Jun52	NDR	Radar Opr B-36	24thBSq	1524A	0448	15Dec51	2209	36 Geiger Pl	7-9903	Ind
65.	M	Lange, Eugene A.	A02056522	1Apr53	P-6	Pilot B-36	39thBSq	1234A	1152	10Jan53	2203	23 A West St	7-2430	Inde

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66.	M Larson, Jack A.	A0676586	31Oct50	NDR	Radar Opr B-36	39thBSq	1524A	0549	17Sep51	2203	75 Fitzgerald Pl	7-2460	In
67.	M Lefky, Anton F.	A0748696	16Jan53	P-C	Pilot B-36	40thBSq	1231A	1245	8Feb53	557	BOQ 912	2321	In
68.	M Machek, George R.	A0689787	19Dec50	SP-6	Pilot B-36	39thBSq	1234A	0647	30ct52	2203	79 Holloman Pl	7-5538	In
69.	M Mahoney, James R.	A0805312	7Jun48	NDR	Radar Opr B-36	24thBSq	1524A	0451	2May51	2209	302 E Frazier	4651-J	In
70.	M Mallory, John S. Jr.	17691A	1Jun52	NDR	Radar Opr B-36	24thBSq	1524A	1241	11Sep52	2209	710 W DuenaVista	4332-W	R-
71.	M Mallory, Lue D.	A0888730	9Aug50	SP-6	Acft Comdr B-36	24thBSq	1234A	0451	25Apr51	2209	57 Kelly Pl	7-2250	Ind
72.	M McCormick, Robert E Jr.	A0888103	31Oct50	N	Nav B-36	39thBSq	1534P	0551	25May51	2203	1704 S Stanton	2224-M	Ind
73.	M McGill, Charles L.	A0928710	4Jan51	P-C	Sq Acft Maint Off	24thBSq	4344	0945	17Mar51	2209	302 E Frazier	4651-J	Ind
74.	M Miller, Stephen W.	A0443069	1Nov49	N	Nav B-36	40thBSq	2324	1253	15Dec53	DDALV Rptg: 8 Jan 54			Inde
75.	M Moore, Edwin V.	A0675364	15Feb51	SP-6	Pilot B-36	40thBSq	1234A	0652	9Jul52	557	318 E Church St	4065-W	Inde
76.	M Morton, Ernest R.	A0688975	17Jul50	NDR	Nav B-36	40thBSq	1524A	0545	1May53	557	69 W Byrne St	None	Inde
77.	M Muse, Chauncey W.	A0676090	31Oct50	NDR	Radar Opr B-36	24thBSq	1524A	0445	5Nov48	2209	5 W Eyman St	7-2349	Inde
78.	M Myers, John E.	A0741678	3Sep51	NDR	Nav B-36	40thBSq	1521A	0652	16Dec53	2277	508 S Cypress	None	Inde
79.	S Neukam, Curt F.	A0861956	2Jul50	E	Acft Perf Engr B-36	40thBSq	4324	1252	12Feb53	557	BOQ 917	None	Inde
80.	M O'Dagy, Paul	A0733963	1Jun52	SP-6	Pilot B-36	39thBSq	1234A	1241	22Dec51	2203	77 Fitzgerald Pl	7-9965	Inde
81.	M O'Brien, William D.	A0764417	15Dec50	E	Acft Perf Engr B-36	40thBSq	4324	1249	16Sep51	405	BOQ 915, Apt F2	None	Inde
82.	M Olsen, Preston B.	A0773211	15Mar53	P-C	Pilot B-36	40thBSq	1231A	1245	3Apr53	2277	16 A West St	None	Indef
83.	M O'Neil, Lloyd L.	A01025248	15Feb53	P-C	Pilot B-36	40thBSq	1231A	0849	11Mar53	2277	63 Luebke Pl	7-6604	Indef
84.	M Oyler, Robert E.	A0699236	5Nov50	N	Nav B-36	40thBSq	1534P	1151	25Jul53	2277	121 E Frazier	3130-M	Indef

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CAPTAINS (Continued)														
85.	M	Parrish, C. T.	A0704047	14Apr53	N	Nav B-36	39thBSq	1534P	0152	20Jan52	2203	18 Langley Pl	7-2126	Ind
86.	M	Pipes, Charles D.	A0780708	1Jun52	P-6	Pilot B-36	24thBSq	1231A	1241	13Aug53	2209	68 W Wells	7-5501	125
87.	M	Prawdzik, Stanley	A0673625	19Dec50	N(NF)	Sq Supply Officer	39thBSq	6424	0551	19Jul51	395	210 E McGaffey	974-J	Ind
88.	M	Quesenberry, Joseph	A0667768	19Dec50	E	Acft Perf Engr B-36	24thBSq	4324	0349	6Dec52	2370	3 W Byrne St	7-2101	Ind
89.	M	Radzinski, John J.	AO2004992	14Apr53	NDR	Nav B-36	39thBSq	1524A	0451	1May51	2203	39 A West St	7-2277	Ind
90.	S	Rau, Margaret L.	24179W	14Apr53	None	Nurse Gen Dy	6th Med	9754	0653	1Jul53	356	Bldg (D) 911	2517	R-A
91.	M	Regnier, Guilbert L.	AO2093141	14Apr53	NDR	Nav B-36	39thBSq	1524A	0152	4May53	2203	12 A West St	7-2964	Ind
92.	M	Rider, Hulburt H.	A0678325	1Mar51	SP-6	Wg Inspector	Hq 6DWg	1234A	0449	10Mar51	2003	1600 N Delaware	3068-J	Inde
93.	S	Riley, James A.	A0678133	1Sep51	None	Spec Wpns Off	24thBSq	3254	1241	30Sep48	2717	2006 N Missouri	3092-J	Inde
94.	M	Roesch, Donald F. E.	A0744335	15Feb51	NDR	Radar Opr B-36	39thBSq	1524A	0645	16Apr50	2203	500 S Union	2349-W	Inde
95.	M	Rogers, William D.	A0730734	15Feb51	NDR	Nav B-36	40thBSq	1524A	0951	25Jul52	2277	Air Base Rd	325-R	Inde
96.	M	Rummel, Leonard N.	A0933339	1Sep51	SP-6	Flt Test Maint Off	Hq 6DWg	1234A	0651	16Jun51	509	7 A West St	7-2194	Inde
97.	M	Russell, Lawrence L.	A0672216	13Jan52	P-9	Pilot B-36	40thBSq	1231C	0545	24Nov53	557	1202 N Lea	2639	Inde
98.	M	Russell, Roy J. Jr.	AO2001601	19Dec50	N	Nav B-36	40thBSq	1534P	1251	18Jul52	2277	46 W Byrne St	7-2476	Inde
99.	M	Scharmen, Merrill E.	A0692892	3Mar51	SP-6	Acft Comdr B-36	24thBSq	1234A	0345	11Sep52	2209	27 A Street	7-2142	Inde
100.	M	Schroeder, George Z.	16573A	10Nov46	P-4(NF)	Dir of Personnel	Hq 6DWg	0011C	0651	18Nov51	517	21 Langley Pl	7-2160	R-AF
101.	M	Seeley, Harold A.	A0590061	14Apr53	None	Arm Systems Off	6AESq	3234	0251	1Jul52	2330	304 Ryan St	None	Inde
102.	M	Shellenberger, Robert A.	AO2230909	22Jul52	None	Dental Off Gen Dy	6th Med	9026	1241	14Aug52	456	2 Langley Pl	7-5520	0454
103.	M	Shuping, William C.	AO2100125	14Apr53	E	Acft Perf Engr B-36	39thBSq	4324	0948	2May51	2203	1420 W Tilden	2045-M	Inde

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104.	M	Simon, Eugene E.	A01307473	16Jan51	NDR	Nav B-36	24thDSq	1524A	1150	11Sep52	2209	67 Holloman Pl	7-5573	Indef
105.	M	Skibbe, Harold W.	AC2070308	21Dec49	NDR	Nav B-36	24thDSq	1524A	0551	1May53	2209	113 E Bland	541	Indef
106.	M	Skordas, Pete J.	A0801732	6Feb51	SP-6	Pilot B-36	40thDSq	1234A	0347	1Jul52	2277	39 Kelly Pl	7-4467	Indef
107.	M	Slater, Henry G. Jr.	A02064666	31Oct50	NDR	Student Officer	39thDSq	1524P	0645	150ct53	DDY Mather AFB, Calif 7 wks	10 Jan 54		Indef
108.	M	Sommer, Frederick J.	A0804749	30Jun50	SP-6	Acft Comdr B-36	39thDSq	1234A	0551	5Jun51	2203	15 Hunsicker Pl	7-5520	Indef
109.	M	Stein, David M.	148674	31Oct50	NDR	Nav B-36	40thDSq	1524A	0645	10Mar52	2100	910 W Deming	3120-M	R-AF
110.	M	Stewart, John W.	A0682375	4Dec48	NDR	Sq Staff Observer	24thDSq	1524A	1146	160ct51	2209	52 W Byrne St	7-2439	Indef
111.	M	Taylor, William J. D.	A0753567	14Jan51	SP-6	Acft Comdr B-36	40thDSq	1234A	1046	10Mar51	557	65 W Wells	7-2242	Indef
112.	M	Turner, William L.	A0725231	12Mar51	SP-6	Pilot B-36	24thDSq	1234A	1241	15Apr51	2209	134 E Pear St	267-R	Indef
113.	M	Wagner, Harry T.	A0716694	7Apr52	R	Acft Maint Off	6FMS	4344	1053	16Nov53	2751	305 E Church St	3014	Indef
114.	M	Waldon, Edward L.	A0810089	19Dec50	SP-6	Acft Comdr B-36	39thDSq	1234A	0551	5Jun51	2203	54 Andrews Pl	7-3377	Indef
115.	M	Waller, Robert E.	A0707457	15Feb51	B	Spec Wpns Off	39thDSq	3251	0552	1Dec53	2717	16 Langley Pl	7-2127	Indef
116.	M	Walsh, John R.	A0790405	15Feb51	NDR	Radar Opr B-36	24thDSq	1524A	0351	14Apr51	2209	Smith Tr Park	None	Indef
117.	M	Ward, Harlan A.	A0864804	16Jan51	None	Sq Acft Maint Off	40thDSq	4344	0549	22Jul52	592	110 W Alameda	1907-J	Indef
118.	M	Ward, Sidney J. Jr.	A02074273	1Jun53	SP-6	Acft Comdr B-36	39thDSq	1234A	0749	10ct52	2203	1512 W Walnut	4607-M	Indef
119.	M	Warren, Richard L.	A0834542	1Jun52	P-9	Sq Acft Maint Off	6FMS	4344	0746	1Jul52	433	37 A West St	7-5526	Indef
120.	M	Wathen, Vincent T.	A0864598	29Oct51	None	Air Elect Off	6A&ESq	3034	0252	14Nov53	473	1714 W Walnut	None	Indef
121.	M	Watson, Lowell L.	A0812339	10Jan53	P-9	Pilot B-36	40thDSq	1231A	1045	8Feb53	2277	BOQ 908, Apt A	None	Indef

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122.	M	Weeks, James H.	A0837237	1Sep51	P-6	Acft Comdr B-36	40thBSq	1234A	0249	16Apr51	2277	312 E Church St	2792-J	Indef
123.	M	Wiegman, Lawrence A.	A0739136	19Dec50	NBR	Nav B-36	24thBSq	1524A	1150	16Oct51	2209	141 E Pear St	2176-R	Indef
124.	M	White, Guinn C.	A02067415	1Jun52	E	Acft Perf Engr B-36	40thBSq	4324	1042	10Mar51	557	907 W Hedricks	1068-W	Indef
125.	M	Winsor, William J.	A0762062	11Aug50	SP-6	Acft Comdr B-36	40thBSq	1234A	0451	2May51	557	1104 W Summit	2308-R	Indef
126.	M	Wise, Donald	A0752796	19Dec50	NBR	Nav B-36	40thBSq	1524A	0949	3Oct52	2277	9 A West St	7-5509	Indef
127.	M	Wise, John Q.	A01909440	1Apr53	P-6	Pilot B-36	40thBSq	1234A	0551	14May51	557	1 A West St	7-9974	Indef
128.	M	Woford, Charles B.	A0720656	1Jun52	P-6	Pilot B-36	39thBSq	[illegible]	0146	17Mar51	2203	917 Davidson Dr	None	Indef
129.	M	Wright, Frederick C.	A0311191	6Aug46	None	Intell Officer	Hq 6BWg	2054	[illegible]	12Dec52	2659	13 Langley Pl	7-3368	Indef
130.	M	Zalonka, Charles C.	A0733573	7May50	NBR	Nav B-36	40thBSq	1521A	0645	9Jul53	2277	Goodnight Tr Ct	None	Indef
FIRST LIEUTENANTS														
1.	S	Astrella, Ralph J.	24609A	5Jun53	NBR	Nav B-36	39thBSq	1524A	[illegible]	[illegible]	2203	BOQ 912, Apt C	2846	R-AF
2.	M	Austin, Cooper J.	A0947473	5Jun53	None	Sq Adjutant	6A&ESq	[illegible]	[illegible]	9Aug53	2264	408 S Holland	3175-NW	Indef
3.	M	Baggaley, John H.	A0942880	30Jul51	P-6	Pilot B-36	24thBSq	1234A	1251	1Jan52	2680	712 W BuenaVista	4372-J	Indef
4.	S	Bateman, Richard M.	A02206090	30Mar53	None	Dental Off Gen Dy	6th Med	9826	1241	30Mar53	456	Med BOQ	620	0355
5.	M	Baulch, Henry L.	22106A	4Dec52	P-9	Pilot B-36	24thBSq	1234C	0953	23Sep53	2209	1615 W Hendricks	975	R-AF
6.	M	Benedict, Robert H.	A0876509	29Feb52	E	Acft Perf Engr B-36	39thBSq	4324	[illegible]	10ct52	2203	1714 S Monroe	2296-R	Indef
7.	M	Bentley, Max H.	A01909024	19Apr51	P-8	Pilot B-36	39thBSq	[illegible]	[illegible]	9Mar53	2203	1700 N Ohio	1845-M	Indef
8.	S	Boles, Ismael W.	A0697251	15May52	P-9	SD, 812th ABGp OIC, Base Surv Sch	24thBSq	1231A	[illegible]	5May53	2732	BOQ 918, Apt D	None	Indef

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FIRST LIEUTENANTS (Continued)														
9. M Borman, Glenn O.	A02093837	19Apr52	E	Acft Perf Engr B-36	39thBSq	4324	1241	23Jul52	2203	112 S Washington	2270-J	I...
10. S Bouillon, Richard L.	A0788140	27Jan52	P-9	Acft Maint Off	6PMS	4341	0852	11Oct52	2254	BOQ 918, Apt B	2505	In...
11. M Bridges, Allan C.	A02059961	20Apr49	P-9	Sq Supply Officer	6PMS	6424	1049	5May53	528	1708 S Monroe	None	Ind...
12. M Briggs, Wayne D.	A02099837	4Jul51	E	Acft Perf Engr B-36	39thBSq	4324	1241	13Dec52	2203	Box 240, RFD #2	None	01...
13. M Brown, Bruce B.	A0590820	8Feb51	R, N	Nav B-36	24thBSq	1554	0953	17Oct53	2209	807 W 2d St	None	Ind...
14. M Brown, Glendon W.	A0784852	28Dec50	P-6	Pilot B-36	24thBSq	1234A	0645	14Aug50	2209	32 A... West	7-6674	035...
15. M Brown, Marvin L.	18676A	27Feb51	NDR	Nav B-36	39thBSq	1524A	0946	7Dec51	2203	204 S Missouri	1124-M	R-AF
16. M Buckwalter, Charles R.	A0945156	15Feb52	P-5	Pilot B-36	40thBSq	1231C	1253	18Dec53	DDALVP	Rptg 10 Jan 54		0955
17. M Bush, Jay S.	A02260702	24Mar53	None	Dental Off Gen Dy	6th Med	9826	1241	24Mar53	456	209 S Ohio	2069-W	055...
18. M Butler, William P.	A02221875	22Nov52	NDR	Nav B-36	40thBSq	1524A	1241	20Jul51	557	47 W Wells	7-2202	0554
19. S Bynum, Paul H.	A02234690	20Jan53	P-9	Pilot B-36	24thBSq	1231A	1241	25Sep53	2209	BOQ 918, Apt D	None	0356
20. M Carroll, Roland C.	A0783707	13Feb53	P-8	Pilot B-36	24thBSq	1231A	0442	5May53	2209	205 E Summit	None	Inde
21. M Chamness, Benjamin H. Jr.	A02230638	13Feb53	ECM	Sq ECM Officer	39thBSq	3024	1241	19Jul52	2612	1403 W Tilden	4012-W	Inde...
22. M Chaney, Hugh F.	A02089391	8Sep51	NDR	Nav B-36	39thBSq	1524A	0451	10Oct52	2733	509 S Fir St	4008-J	Inde...
23. M Christenson, Albin L Jr.	A02101775	13Mar52	E	Acft Perf Engr B-36	39thBSq	4324	1241	10Jul52	2203	Sunset McGaffey	053-J1	0455
24. M Christenson, Arnold P.	24610A	5Jun53	NDR	Nav B-36	39thBSq	1524A	1241	7Feb52	2203	306 E Frazier	3259-MJ	R-AF
25. M Collins, Kriebel N.	A02073483	10Mar51	NDR	Nav B-36	24thBSq	1524A	0442	25Jul52	2209	602 W Alameda	3895-M	Inde...
26. M Diliberti, Charles	A02260808	11Jul53	None	Med Off Gen Dy	6th Med	9326	1241	11Jul53	358	92 W Byrne St	7-2494	0755

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FIRST LIEUTENANTS (Continued)

27. S Dokken, James P.	A02221879	12Dec52	NDR	Nav B-36	39thBSq	1524A	1241	20Jul51	2203	DOQ 911, Apt B	None	0454
28. S Duborg, George F Jr.	A02222033	18Feb53	NDR	Sq Staff Observer	40thBSq	1524A	1241	16Oct51	405	DOQ 912, Apt C	None	0754
29. M Duffey, Willis A.	A02249350	27Sep52	E	Acft Perf Engr B-36	24thBSq	4321	0345	12Oct46	2209	1703 S Stanton	3274-J	Indef
30. M Emmons, Curtis G.	A02222775	28Jul53	NDR	Nav B-36	39thBSq	1524A	1241	14Apr52	2203	707 N.Missouri	4696-NW	0155
31. M Ensor, Nelson H.	A02101785	11Apr51	E	Acft Perf Engr B-36	40thBSq	4324	1150	1Nov52	2277	1612 S Kansas	1934-W	Indef
32. M Erickson, Walter E.	A0939447	13Feb53	E	Acft Perf Engr B-36	24thBSq	4324	1241	11Aug52	2209	1602 S.Kansas	1934-NW	Indef
33. M Estrada, John J.	A0931240	8Apr51	NDR	Nav B-36	24thBSq	1524A	1151	7Aug52	2209	1602 W Juniper	2750-M	Indef
34. M Eubanks, Ben H. Jr.	A0785489	27Jun48	NDR	Nav B-36	24thBSq	1524A	1151	7Aug52	2141	24 Langley Pl	7-3394	Indef
35. M Fisher, Charles H.	A02061812	18Jun52	NDR	Nav B-36	24thBSq	1521A	1241	9Jul53	2209	Goodnight Tr Ct	None	Indef
36. M Forcier, Gerard O.	A02218094	12Aug53	None	Sq Intell Officer	24thBSq	2051	0349	17Oct53	2209	DOQ 908, Apt D	None	1054
37. M Gardner, LeeRoy S.	A0946205	12Aug52	P-6	Pilot B-36	24thBSq	1231A	0346	10ct53	2209	DOQ 910, Apt C	2502	Indef
38. M Goldman, Herbert I.	A02240860	8Nov52	None	Pediatrician	6th Med	9366D	1241	8Nov52	607	1205 N Kentucky	3203	1154
39. M Hargraves, Jack R.	A02249353	27Sep52	E	Sq Staff Flt Engr	24thBSq	4324	1246	5Dec52	2136	1521 W 2d St	2760-R	Indef
40. M Harrington, Cleo R.	A02099868	25Jul51	E	Acft Perf Engr B-36	39thBSq	4324	0351	6Dec52	2203	Box 256, RR #2	None	Indef
41. M Haskins, Clifford O.	A02101844	30Oct52	E	Acft Perf Engr B-36	24thBSq	4324	1241	1Aug52	2209	1024 Crescent Dr	2321-NJ	Indef
42. M Hohmann, James C.	A01911919	22Apr52	P-6	Pilot B-36	39thBSq	1234A	0352	34pr52	2203	1612 W Tilden	4726	Indef
43. M Hill, Dunne S.	A01856061	12Aug52	P-6	Pilot B-36	39thBSq	1234A	0342	18Feb52	2203	1305 W 7th St	4212-M	0255
44. M Hilliard, Joseph C.	A02101078	13Oct52	E	Acft Perf Engr B-36	39thBSq	4324	1241	16Jul52	2203	1612 W Walnut	2677-NW	Indef

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45.	M	Jackson, Charles L.	A0779472	5Jan53	E	Acft Perf Engr B-36	39thBSq	4324	1241	18Aug52	2203	17 Off's Circle	2537	Indef
46.	M	Kasdorf, Henry H.	A0745409	25Mar52	P-6	Pilot B-36	39thBSq	1234A	1145	11Mar53	2203	21 Off's Circle	2547	Indef
47.	S	Kast, Dorothy M.	AN2242404	5Sep53	None	Nurse Gen Dy	6th Med	9754	1241	5Sep53	2229	Nurses Qrs	2527	0955
48.	M	Kessler, Charles W.	18437A	27Feb51	NDR	Radar Opr B-36	40thBSq	1524A	1241	20Jul51	2277	1700 N Pontiac	3681-M	R-AF
49.	M	Kendrick, Arthur L.	A02249283	16Sep52	E	Acft Perf Engr B-36	24thBSq	4321	0346	16Sep52	2209	636 E 6th St	1602-W	Indef
50.	M	Knothe, William C.	A0945457	13Feb53	E	Acft Perf Engr B-36	40thBSq	4324	1241	1Dec52	557	Base Side Tr Ct	7-6697	Indef
51.	M	Kromer, Edward E.	A02249359	27Sep52	E	Acft Perf Engr B-36	39thBSq	4324	0449	27Sep52	2203	1035 Crescent Dr	3536-W	Indef
52.	S	Lane, William C.	A01996951	19Aug51	P-6	Pilot B-36	24thBSq	1231A	0646	24Dec50	2630	39 A West	None	Indef
53.	M	Leeper, Donald A.	A02249360	27Sep52	E	Acft Perf Engr B-36	40thBSq	4324	0246	27Sep52	557	203 E Church St	702-J	Indef
54.	S	Limpus, Grace E.	AN1912757	22Dec52	None	Anethestist	6th Med	9741	1241	9Jan52	618	BOQ 917, Apt D	2508	0654
55.	M	Matula, Karl J.	A0945526	2Mar53	E	Sq Staff Flt Engr	39thBSq	4324	0451	10Aug51	2203	27 Off's Circle	2546	Indef
56.	M	Mays, Forrest D.	A0687052	1Jul52	P-6	Pilot B-36	39thBSq	1234A	1241	34pr53	2203	Rt #2, Box 25	003-R1	Indef
57.	M	Morrow, Elmer W.	A0944053	10Nov52	P-6	Student Officer	39thBSq	1224P	0846	23Sep53	2203	DDY Mather AFB, Calif 11 wks. 21 Jan 54		0956
58.	S	Miller, John H.	A01052922	5Jan53	None	Fab & Repair Off	6FMS	4364	0745	1Jul52	397	BOQ 915, Apt E	2847	Indef
59.	M	Miller, John W.	A02222043	23Mar53	NDR	Nav B-36	24thBSq	1524A	0246	16Oct51	2209	637 E Apple St	1852-W	Indef
60.	M	Monroe, Donald F.	A02230805	12Jun51	None	Hospital Registrar	6th Med	9025	1251	14Dec51	359	10 W Wells	7-6625	Indef
61.	M	Nehring, Charles A Jr.	A02239066	2Mar53	None	Lab Officer	6th Med	9151	1241	13Aug51	458	609 N Louisiana	4497-W	0854
62.	M	Nielsen, Donald C.	A02216351	17Apr53	None	Student Officer	40thBSq	2051	0753	4Dec53	DDY Lowry AFB, Colorado 12 wks 17 Feb 54			Indef

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63. M	Nelson, John E. Jr.	A02224653	22Jul53	P-5	Pilot B-36	24thBSq	1234C	1053	10Nov53	2209	1100 N Lea	None	0855	
64. M	Pearsall, Thomas E.	1989CA	23Nov51	NDR	Radar Opr B-36	39thBSq	1524A	0146	7Dec51	2203	19 A West St	7-2432	R-AF	
65. M	Peck, Andros O.	A0771122	20Jun52	P-9	Ass't Flt Test Off	Hq 6BWg	4331	1245	3Apr53	589	20 Off's Circle	2564	Indef	
66. M	Peterson, Dale M.	A01909199	15Jan51	P-5	Pilot B-36	39thBSq	1231A	1241	4Dec53	2203	1706 N Kansas	1393-J	Indef	
67. M	Pietschner, Paul W.	A02101113	19Dec52	E	Acft Perf Engr B-36	39thBSq	4324	1241	1Aug52	2203	910 W Summit	3740-J	1054	
68. M	Pisciotta, Alex Jr.	A0975151	10Mar52	P-8	Sq Pers Equip Off	40thBSq	1431	0546	1Jun52	693	1712 N Union	3690-M	1054	
69. S	Rhodes, Delbert D.	A02224679	10ct53	R	Ass't Wg Adjutant	Hq 6BWg	1554	1053	6Nov53	2009	BOQ 916, Apt D	None	0855	
70. M	Rigan, Otto W.	A0940207	13Feb53	E	Acft Perf Engr B-36	39thBSq	4324	0244	1Dec52	2203	9 Off's Circle	2751	Indef	
71. M	Rogers, Charles O.	A0735927	18Apr51	ECM, D	SD, 812th AD Gp CIC, Base ECM Sch	40thBSq	3024	0745	7Sep52	2214	30 West A St	7-2466	Indef	
72. M	Rosenblatt, Seymour	A02240771	30ct52	None	Psychiatric Sv Off	6th Med	9506D	1241	30ct52	607	13½ Riverside Dr	2912-W	1054	
73. M	Russell, Robert B.	A0945514	25Jul50	NDR	Nav B-36	39thBSq	1524A	1251	25Jul52	2203	1709 S Stanton	3274-NR	Indef	
74. M	Rutkovitz, Daniel E.	A01849044	19Mar52	E	Acft Perf Engr B-36	40thBSq	4324	0145	16Sep52	557	25 Langley Pl	7-2243	Indef	
75. M	Ruzic, James V.	A02101576	12Dec51	E	Acft Perf Engr B-36	24thBSq	4324	1246	8Jul52	2209	34 A West	7-5571	Indef	
76. M	Ryan, Harold V.	A0765324	14Jul51	P-6	Sq Pers Equip Off	39thBSq	1234A	0345	15Oct52	2132	31 Off's Circle	2501	Indef	
77. M	Saunders, Robert W.	A02102096	14Jan52	E	Acft Perf Engr B-36	40thBSq	4324	0949	17Jul52	2277	1207 W Deming	237-W	Indef	
78. S	Scott, Geneva A.	AN2214356	40ct52	None	Nurse Gen Dy	6th Med	9754	0353	18May53	2095	Nurses Qrs	2527	Indef	
79. M	Seright, Edward M.	A02238904	24Sep52	None	Med Supply Off	6th Med	9034	0253	10Apr53	617	BOQ 908, Apt E	2533	0854	
80. M	Sifford, Bill D.	A01911001	29May52	P-6	Pilot B-36	24thBSq	1234A	0452	7May52	2209	Box 460, Rt #1	3077-R	Indef	

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FIRST LIEUTENANTS (Continued)														
81.	M	Sikora, Joseph E.	A0010747	20Jun52	P-9	Pilot B-36	40thBSq	1231A	1245	5May53	557	1705 S Monroe	3635-M	Inde
82.	M	Sonnier, James H.	A02091239	21May52	E	Acft Perf Engr B-36	24thBSq	4324	1241	12Dec52	2136	45 A West	7-4493	Inde
83.	M	Sorensen, Eugene W.	A02249292	18Sep52	E	Acft Perf Engr B-36	40thBSq	4324	1245	18Sep52	557	610 W Deming	3496-J	Inde
84.	M	Sparks, Avrit G.	A02249293	18Sep52	E	Acft Perf Engr B-36	24thBSq	4324	0146	18Sep52	2209	423 E 5th St	1566-M	Inde
85.	S	Stanick, John J.	A01997016	28Jun51	P-9	Pilot B-36	24thBSq	1231A	0845	8Oct53	2209	BOQ 908, Apt D	2866	Inde
86.	M	Stelzer, Frank A.	22355A	8Dec52	P-9	Wg Security Off	Hq 6BWg	1431	1241	7Jan53	485	305 W 3d St	3829-M	R-AF
87.	M	Stephenson, Ralph W Jr.	20364A	10Oct50	1-5	Sq Pers Equip Off	24thBSq	1431	0952	10Oct52	385	22 Langley Pl	7-9988	R-AF
88.	M	Stewart, Lawrence W.	A0868600	1Mar51	E	Acft Perf Engr B-36	24thBSq	4324	0945	8Dec52	2136	14 Off's Circle	None	Inde
89.	M	Szappanyos, Bela J.	A02260934	6Jun53	None	Chief of Med Sv	6th Med	9326	1241	6Jun53	607	20 Byrne St	7-2304	0655
90.	M	Taylor, Carl L.	A01850826	10Nov53	E	Acft Perf Engr B-36	24thBSq	4321	0351	1Jun53	2209	Mt View Tr Ct	325-NJ	Inde
91.	M	Tickel, William E Jr.	A01911519	12Jun52	NDR	Nav B-36	39thBSq	1524A	1241	1May53	2203	Box 256, Rt #2	3163-J	0456
92.	M	Tulloh, Clifton, C.	A02079532	30May51	N	Nav B-36	24thBSq	1534P	1241	11Sep52	2136	38 A West St	2175	Inde
93.	M	Tuttle, Donald D.	18689A	19Jan51	NDR	Nav B-36	40thBSq	1524A	0745	1Jul52	2277	1710 N Delaware	2893-J	R-AF
94.	S	VanClief, Harold O.	A0591273	2Jul51	None	Student Officer	6A&ESq	3234	0752	1Aug53	DDY Chanute AFB, Ill 8 wks 10 Jan 54			Inde
95.	M	Vanderveen, Walter S.	A02087601	22Jul52	R(NF)	Adm Opns Officer	Hq 6BWg	7021	0952	13Sep52	2205	Rt #2, Box 238	7-2297	Inde
96.	M	Varise, Anthony F.	A02081030	20Dec51	E	Acft Perf Engr B-36	40thBSq	4324	1241	30Oct52	2277	1700 Pontiac Dr	3691-W	Inde
97.	M	Waller, Jack T.	A02081797	1Jan51	NDR	Nav B-36	39thBSq	1524A	1241	16Aug53	2203	BOQ 910, Apt D	None	0756
98.	M	Weiler, Bernard S.	A02241523	14Jan52	None	Dental Off Gen Dy	6th Med	9026	1241	14Jan53	456	1412 W 7th St	2038-W	0755

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FIRST LIEUTENANTS (Continued)														
99.	M	Wilds, Ausbun J Jr.	A0709206	4Feb50	E	Acft Perf Engr B-36	24thBSq	4324	0342	3Dec52	2209	306 Ryan St	7-9904	Indef
00.	M	Williams, John D.	A02240211	22Jan52	None	Dental Off Gen Dy	6th Med	9826	0342	22Jan52	456	1517 N Delaware	1117-W	0154
01.	M	Williams, LeRoy L.	A0946313	5Jun52	E	Acft Perf Engr B-36	40thBSq	4324	0442	7Dec52	557	31 A West St	7-4457	Indef
02.	S	Wilson, Richard L.	A02222754	17Jul53	NDR	Nav B-36	24thBSq	1524A	0342	16Aug53	2209	504 S Aspen	3226-J	0155
03.	M	Young, Raymond D.	A0771206	6Jul51	P-5	Prod Control Off	Hq 6DWg	4344	1252	13Jan53	730	18 Off's Circle	2521	Indef
SECOND LIEUTENANTS														
1.	M	Blinn, Harold O.	A02251166	30ct52	None	Wg Comm Officer	Hq 6DWg	4341	1241	22Sep53	2240	303½ N Kentucky	2756-W	1054
2.	S	Brown, Clarence Z.	A02229594	4Sep52	None	Intell Officer	Hq 6DWg	2051	1241	26Apr53	243	DOQ 916, Apt F	2324	0954
3.	M	Brown, Richard T.	A02237280	12Aug52	P-9	Pilot B-36	24thBSq	1231C	1241	14Dec53	2209	1007 N Lea	None	0956
4.	S	Christy, Leona I.	AN2241910	15Feb53	None	Nurse Gen Dy	6th Med	9754	1241	15Feb53	352	Nurses Qrs	2527	0255
5.	M	Clark, Bob J.	A02230459	9Aug52	None	Sq Supply Officer	24thBSq	6424	1241	12Sep52	2158	1109 E Brown St	None	0054
6.	S	Collins, Patricia A.	AN2242381	4Sep53	None	Nurse Gen Dy	6th Med	9751	1241	4Sep53	2229	Nurses Qrs	2527	0955
7.	S	Conley, Edward L.	A03022696	17Aug53	NDR	Nav B-36	39thBSq	1521A	1241	16Dec53	2203	Transient DOQ	None	0056
8.	S	Hake, Donald H.	A02230428	13Aug52	ECM	Sq ECM Officer	40thBSq	3021	0247	2Aug53	2214	DOQ 915, Apt D	2323	Indef
9.	S	Hamilton, Robert D.	A03022499	16Sep53	P-9	Pilot B-36	39thBSq	1224P	1241	10ct53	2203	DOQ 913, Apt 5	None	0956
10.	M	Haslem, Samuel P.	A02237287	14Jul52	U	Sq Gunnery Off	39thBSq	3241	1241	10Jul53	2320	405 W 10th St	2104-W	0754
11.	S	Heinrichs, John W.	A01056344	14Aug53	None	Student Officer	6FMS	6421	1241	14Aug53	DDY FE 11 wks	Warren AFB, Wyoming	20 Jan 54	0055
12.	M	Jacobs, Reed D.	A03009218	23May53	U	Sq Gunnery Off	24thBSq	3241	1241	10Jul53	2209	309 E 8th St	2611-R	0556

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SECOND LIEUTENANTS (Continued)														
13.	S	Johnson, Darrel W.	A01364978	24Jul53	None	Sq Adjutant	Hq 6DWg	7321	1241	24Jul53	2603	DOQ 916, Apt D	2048	0755
14.	S	Jones, Bernard S.	A03022501	16Sep53	P-5	Pilot B-36	39thBSq	1224P	1241	10ct53	2203	DOQ 912, Apt D	2321	0956
15.	S	Jones, Billie J.	AN2251912	10Nov52	None	Nurse Gen Dy	6th Med	9754	1241	5Jan53	601	DOQ 910, Apt D	2477	0155
16.	S	MacKessy, Patricia E.	AN2242454	10Oct53	None	Nurse Gen Dy	6th Med	9754	1241	10Oct53	721	DOQ 911, Apt D	2517	1055
17.	S	Meyers, Stephen P.	A03021628	16Sep53	P-5	Pilot B-36	40thBSq	1224P	1241	23Sep53	2277	Off's DOQ	None	0956
18.	S	Perry, Lewis C. Jr.	A03021620	16Sep53	P-5	Pilot B-36	40thBSq	1224P	1241	23Sep53	2277	Off's DOQ	None	0956
19.	S	Phillips, James L.	A01355054	25Jul53	None	Wg Pers O, Amn's Dr	Hq 6DWg	7321	1241	25Jul53	754	DOQ 916, Apt A	2048	0755
20.	S	Piches, Chris S.	A03005271	16Sep53	P-5	Pilot B-36	40thBSq	1224P	1241	23Sep53	2277	Off's DOQ	None	0956
21.	S	Pawloski, Raymond	A03009228	13Jun53	U	Sq Gunnery Off	40thBSq	3241	1241	1Aug53	2214	DOQ 912, Apt A	2321	0656
22.	M	Sadler, Farren M.	A02249400	2Jan53	None	Arm Systems Off	6A&ESq	3231	1241	1Nov53	2360	203 S Union	1003-N	Inde
23.	S	Sprinkle, Joan F.	AN2260266	21Feb53	None	Physical Therapist	6th Med	9231	1241	21Feb53	352	Nurses Qrs	2508	0255
24.	S	Stan, Betty H.	AN2242007	27Jun53	None	Nurse, Opr Room	6th Med	9754	1241	27Jun53	618	Nurses Qrs	2477	0655
25.	M	Stedman, Thomas W.	A02249219	19Aug52	ECM	Ass't Wg ECM Off	Hq 6DWg	3021	1241	21Jul53	2340	403 W Reed	4624-M	Inde
26.	S	Straka, Alvin J. A.	A03022704	17Aug53	NDR	Nav B-36	24thBSq	1521A	1241	16Dec53	2209	Off's DOQ	None	0856
27.	M	Tansley, Frank J.	A02247643	13Aug53	P-5	Pilot B-36	40thBSq	1231C	1241	23Sep53	2277	DDY Mather AFB,	Jan 54	0956
28.	M	Tenley, Robert E.	A03009241	25Jul53	U	Ass't Sq Gun Off	39thBSq	3241	1241	11Sep53	2203	213 W Summit	1014-R	0756
29.	S	Webster, James D.	A03004826	26Mar53	NDR	Nav B-36	24thBSq	1524A	1241	25Sep53	2209	DOQ 916, Apt A	2516	0356
CHIEF WARRANT OFFICERS														
1.	M	Core, Willian E.	AW2123753	1May51	None	Arm Systems Off	6A&ESq	32000	0246	19Nov52	2330	35 A West St	7-2136	Inde

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CHIEF WARRANT OFFICERS (Continued)														
2.	M Jeffries, John C. Jr.	051503E	6Mar44	None	Acft Maint Off	Hq 6BWg	43100	0047	22Jan51	402	21 West A St	None	R-AF	
WARRANT OFFICERS JUNIOR GRADE														
1.	M Stuber, Harold E.	AW2200201	15Mar51	None	Arm Systems Off	6A&ESq	30100	0251	1Aug52	2330	324 E Church St	4864-W	Inde	

Losses

Between Period 1 Dec 53 to 31 Dec 53 (inc)

MAJORS							
1.	Gross, Willis C.	189524	0026	None	Seperated		Par 27 SO 215, Hq 47ADiv, Dept AF, Eff 17 Nov 53
CAPTAINS							
1.	Jacobson, Edward F.	A0735072	1554	R	Reassigned	3605th Nav Tng Wing, Ellington AFB, Tex	Par 15 SO 245, Hq 47ADiv 16Nov53, EDCSA: 1 Dec 53
FIRST LIEUTENANTS							
1.	Benedict, Donald D.	AO2210439	2051	None	Reassigned	42d Bomb Wing, Limestone AFB, Me	Par 2 SO 240, Hq 47ADiv 17Nov53, EDCSA: 5 Dec 53
2.	Dew, Edward C.	AO1910355	1554	R	Reassigned	3605th Nav Tng Wing, Ellington AFB, Tex	Par 5 SO 240, Hq 47ADiv 19Nov53, EDCSA: 12 Dec 53
3.	Bowersox, Barbara A.	AN2244057	9754	None	Seperated		Par 48 SO 207, Hq 47ADiv 16Dec53, Eff dt: 22 Dec 53
4.	Rehr, Wilmer I. III	AO2219009	1554	R	Reassigned	3605th Nav Tng Wing Ellington AFB, Tex	Par 15 SO 245, Hq 47ADiv 16Nov53, EDCSA: 1 Dec 53
5.	Young, David T. Jr.	AO1911097	12344	P-6	Seperated		Par 27 SO 259, Hq 47ADiv 7 Dec 53, Eff Dt: 10 Dec 53

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Losses (Continued)

SECOND LIEUTENANTS

1.	Smith, Charles E.	AO2240551	9721	None	Reassigned	19th Air Division, CAFD, Ft Worth, Tex	Par 17 SO 257, Hq 47thDiv, 3 Dec 53, EDCSA: 16 Dec 53

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WING CREW STATUS
(as of 30 November 1953)

	SELECT	LEAD	READY	NON-READY
Wing TOTAL	8	16	1	5
24th Bomb Sq	3	6	0	1
39th Bomb Sq	2	6	1	1
40th Bomb Sq	3	4	0	3

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CREW STATUS

24th Bomb Squadron

Crew No	Crew Commander	Rank
S-01	EASTLING, Donald M.	Lt Colonel
S-02	NADON, Norman C.	Major
L-03	RASMUSSEN, Kenneth C.	Major
L-04	HANIGAN, Edward J. Jr.,	Major
L-05	MALLORY, Lue B.	Captain
L-07	BORDEAUX, Lyle B.	Captain
N-10	POTTER, Eliot H.	Major
L-29	TREWITT, Harvey S.	Major
L-31	SHARMEN, Merrill E.	Captain
S-37	McCUTCHEON, Claude C.	Lt Colonel

3 Select Crews

6 Lead Crews

0 Ready Crews

1 Non-ready Crew

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CREW STATUS

39th Bomb Squadron

Crew No	Crew Commander	Rank
L-11	MILLER, William J.	Major
L-12	COLE, Norman G.	Captain
S-13	MELLBERG, Carl L.	Major
L-14	PEARSON, James M.	Major
L-15	WALDON, Edward L.	Captain
L-16	COBB, John T.	Major
R-17	WARD, Sidney J. Jr.	Captain
L-18	GAMBEL, Burrel B.	Major
N-19	WILLIAMS, John H.	Major
S-20	JACKMAN, Gordon L.	Major

2 Select Crews

6 Lead Crews

1 Ready Crew

1 Non-ready Crew

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CREW STATUS

40th Bomb Squadron

Crew No	Crew Commander	Rank
S-09	LUDLOW, Harold K.	Major
S-21	WALKER, Lyle H.	Major
L-22	BASINGER, L. C. Jr.	Captain
L-23	WINSOR, William J.	Captain
L-24	STEINER, Irwin O.	Major
S-26	METIVIER, Joseph R.	Major
N-27	MOORE, Edwin V.	Captain
N-32	CARSON, Clarence L.	Captain
L-28	TAYLOR, William J. D.	Captain
N-34	O'NEAL, Lloyd L.	Captain

3 Select Crews

4 Lead Crews

0 Ready Crews

3 Non-ready Crews

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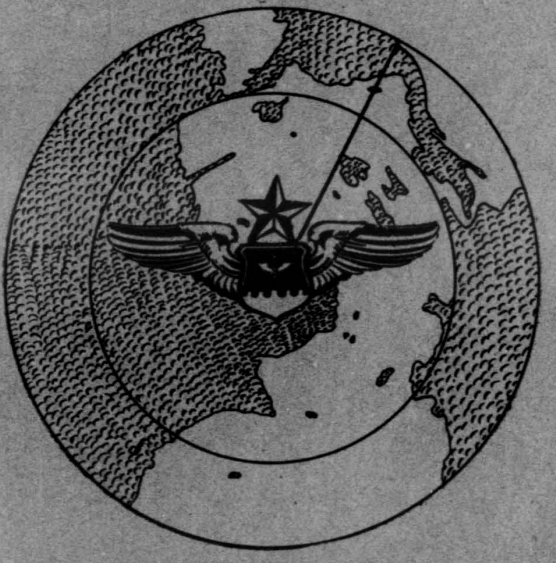
RADAR PIP

AND NAVIGATION DIGEST



6TH BOMBARDMENT WING, (H)
WALKER AFB, NEW MEXICO

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FORWARD

The PIP this month sees addition of several new features we believe will make it more informative, and a better balance publication. The biggest change is in the photographs concerning the false beacon return in the arctic and "K" award.

Congratulations for the "K" Maintenance Man Award this issue goes to T/Sgt Douglas for his flight on 16 November. His name was submitted by Captain Edwin T. Jillson, staff observer for the 39th, while runner-up was Sgt Bielinski submitted by the 24th. Some individuals may criticize the basis of selection that has been established, but just as success in combat is the aim of all training ---- recognition must be given to performance when the "chips are down."

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MARVIN L. BROWN
1/Lt, USAF
Editor

FLASH REPORT

An interpretation of SAC Regulation 51-11, Subject: " Navigation Training," has been received from higher headquarters in regards to scoring of celestial navigation missions. In the future, only NIGHT celestial navigation missions must be scored by O-15 photography in order to receive record credit towards 50-8 or 51-26 requirements.

/s/t/ JAMES L. TAYLOR
Major, USAF
Wing Staff Navigator

FLASH REPORT

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HEADQUARTERS 47TH AIR DIVISION
Walker Air Force Base
Roswell, New Mexico

6'OAT

SUBJECT: Observer's Evaluation Committee Meeting

TO: Commander
Eighth Air Force
ATTN: Director of Operations
Fort Worth, Texas

1. In compliance with Eighth Air Force Regulation 345-1, Subject: "Observers' Evaluation Committee," dated 4 December 1951, the 6th Bombardment Wing Evaluation Committee met at 1000 hours, 3 December 1953. The following personnel were present:

Major	James L. Taylor
Major	Richard L. Davisson
Major	Edwin C. Jenkins
Major	Sidney M. Friedman
Captain	Donald Henderson
Captain	Thomas F. Gannon
Captain	Raymond E. Bernz
Captain	John W. Stewart
Captain	Edwin Jillson

2. Eighth Air Force Letter ODT3A 060, Subject: "RAF Pilotage Charts," was discussed. In the opinion of those present at the meeting, the charts, although desirable, are not needed by observers of this organization.

3. It was recommended that an Aircraft Performance Engineer be included as a member of the Observers' Evaluation Committee.

4. The attention of the Committee was focused on the fact that Aircraft Performance Engineers are of the unanimous opinion that the Engineer's Master Temperature Gauge should be changed from one unit to individual gauges. It was felt that this modification might be made locally, but that those aircraft turned over to SAC be so modified at that time.

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5. All observers agreed that the A-11 amplifier for the E-6 autopilot is located in an inaccessible a position as could be found. Changes to the calibration settings are made with great difficulty, and the actual reading of the calibration knobs' position is oftentimes impossible to do. It was recommended that the A-11 amplifier be re-positioned.

6. It was recommended that the Ballistic Control Unit be slightly re-positioned to allow greater movement of the PPI scope and mount.

7. It was recommended that oxygen mask containers for the Radar Observer's position (similar to those at the navigator's position) be fabricated.

8. The incidence of lost plotting equipment at the radar operator's position being high, it was recommended that a low guard rail or ridge be mounted at the rear of the radar observer's desk.

9. It was recommended that the rack for HO 218's, mounted at the side of the Loran set at the navigator's position, be removed, as it serves no useful purpose and interferes with the calibration of the Loran. It was further recommended that removal of the entire Loran set be considered, and that an auxiliary PPI scope be mounted in its place. It was felt that Loran is used infrequently, if at all, even under peacetime conditions, and that an auxiliary PPI has fewer limitations as an aid to navigation and bombing.

10. Due to the fact that vertical photography of visually released bombs is often times missed, due either to operator error or the recycling period of the vertical camera, it was recommended that a "Hollywood" type button and cord be installed which would enable the radar observer to take a vertical photograph of the bomb burst the instant it was observed through the optics.

11. It was recommended that an access flap to the special weapons' salvo handles be cut in the observors' bunk. At the present time it is impossible to salvo a special weapon manually with the bunk in the up position, and it was felt that under conditions which might warrant the salvo of a unit, the area between the observors' compartment and the escape hatches should be free of obstructions.

12. The meeting adjourned at 1130, 3 December 1953.

FOR THE COMMANDER:

/s/t/ SHERMAN F. MARTIN
Colonel, USAF
Director of Operations

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"K" MAINTENANCE MAN AWARD

The Wing Commander, Colonel W. K. Martin, has long been concerned with the lack of appreciation shown all to often for the role played by the support personnel. Starting with this issue of the PIP and for each issue henceforth a "K" Maintenance Man will be selected by an observers staff committee from those nominated by the squadron staff observer.

In order that the maximum number of observers may recommend deserving "K" Maintenance men to their staff observers, the basis for selection is as follows:

a. Man must be asigned to and present for duty with the 6th Armament and Electronics Squadron, Walker Air Force Base.

b. Man must have been flying as radar mechanic aboard a tactical aircraft assigned to the 6th Bomb Wing on a regularly scheduled mission.

c. Man must have contributed knowledge and experience toward repairing --- in-flight --- some component of the "K" set for which the observers of the crew feel they were not qualified.

d. Repair of the set as stated above must have resulted in a regularly scheduled part of the mission not being aborted.

Examples are as follows:

(1) Radar RBS Runs

(2) Visual RBS Runs

(3) Actual bomb drops - visual or reflector

(4) Scored night celestial legs

(5) "K" grid navigation legs

(6) Radar navigation legs

(7) Clearing of aircraft on gunnery range when weather prevented visual clearance.

e. Time in the service, service schools attended, after duty hours worked, ingenuity shown in ground repair, military bearing, etc., will not be used as a basis for selection.

f. Failure of a man to be selected upon one recommendation will not preclude his being nominated again for performance on the same flight if the squadron staff observer so desires.

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c. Man shall receive an appropriate certificate signed by the Wing Commander and have recognition given in the PIP, but there will be no other official award. However, when special missions outside the United States are flown by the 6th Wing, special passes and leaves, promotions, etc., are considered, cognizance will be taken of his having been selected as "K" Maintenance man of the month.

For additional information concerning the award or basis of selection please contact Major Adleman, or Major Taylor in the 6th Wing Headquarters, or Lt Brown in the 39th Bomb Squadron.

EDITOR

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39TH BOMBARDMENT SQUADRON, (H)
6th Bombardment Wing, (H)
Walker Air Force Base
Roswell, New Mexico

39BS 10 December 1953

SUBJECT: Radar Mechanic of the Month

TO: Director of Operations
6th Bombardment Wing, (H)
ATTN: Staff Observer
Walker Air Force Base
Roswell, New Mexico

1. T/Sgt Parker (NMI) Douglas, AF-14234567, 6th A & E Squadron, is nominated for Radar Mechanic of the Month by the 39th Bombardment Squadron.

2. On 16 November 1953 T/Sgt Douglas was flying a training mission with Crew M-19 in aircraft #1072 when a malfunction occured in the Y-3 periscope. The optics were stuck in the outer limit and the operator was unable to get them to drive in range. The cause of this is the gear train in the lower part of the periscope which is a material failure. T/Sgt Douglas removed the plate on the back side and was able to re-engage the gears so that the operator could continue his mission and make visual RBS Runs.

3. It is felt by the Staff Observers that the RBS portion of the scheduled mission would have been aborted if T/Sgt Douglas was not aboard this aircraft.

/s/t/ EDWIN T. JILLSON
Captain, USAF
Staff Observer

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COL WEMPLE AWARDS CERTIFICATE TO THE
OBSERVERS "K" MECHANIC OF THE MONTH.

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Auth: Comdr 6 BW
Initials: Stie
Date: 10 Mar 57

RETURN TO
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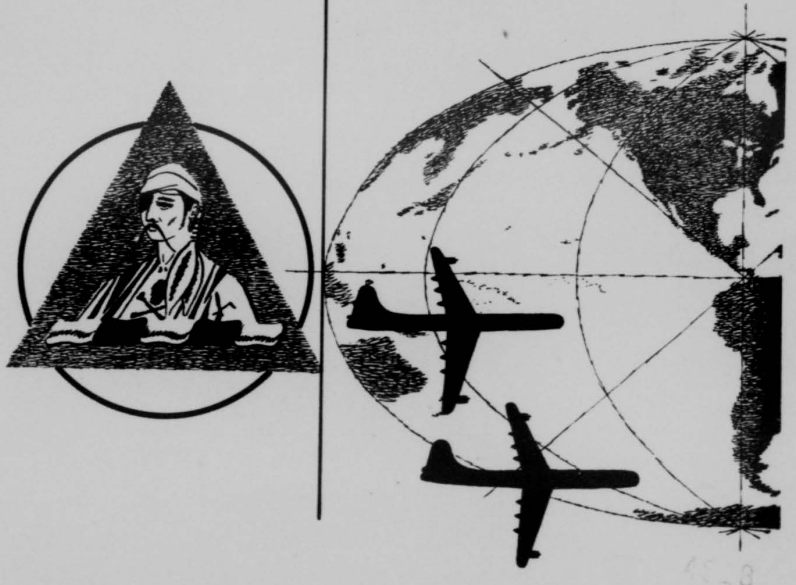
6th BOMBARDMENT WING (H)

MONTHLY WING HISTORY *

JANUARY 1954



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ROSWELL - NEW MEXICO

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KWG-6-H
Jan. 1954

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HISTORY OF

SIXTH BOMBARDMENT WING, HEAVY

1 January - 31 January 1954

Dalton B. Stover, II
Technical Sergeant.
Historical Technician

HAROLD E. HUMFELD
Colonel, USAF
Deputy Commander

47TH AIR DIVISION

EIGHTH AIR FORCE

STRATEGIC AIR COMMAND

RCS: 1 - AF - D2A

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SIXTH BOMBARDMENT WING, HEAVY

UNITS ASSIGNED

Headquarters Squadron

24th Bomb Squadron, Heavy

39th Bomb Squadron, Heavy

40th Bomb Squadron, Heavy

6th Field Maintenance Squadron

6th Periodic Maintenance Squadron

6th Armament Electronics and Maintenance Squadron

6th Medical Group

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C H R O N O L O G Y

January

1. Holiday
2. Holiday
3. Holiday
4. First day of work in the new year
7. 0200 - Base Alert

   Eighth Air Force Commanders Meeting

   Eighth Air Force Supervisory Staff Meeting
13. Lt Col M.A.Cobeaga assumes new duties of Chief of Maintenance Control, Material(6th Bomb Wing SO#8 para 2, 13 Jan 54).
16. Lt Col R.P.Flinn assumes new duties as Commander of 6th Armt Elect and Mant Sq(6th Bomb Wing SO# 11, para 1,
18. Colonel Harold E. Humfeld assumes duties as Deputy Commander of 6th Bomb Wing,H - Colonel Neil W. Wemple to 509th Bomb Wing M. (47th AD SO# 11, para 6, 18 Jan 54)

    Lt Col Julian E. Smitherman, new Commander of 24th Bomb Squadron (47th AD SO# 8, para 4, 13 Jan 54)

    Lt Col Royce G. Olson assumes new duties as Deputy Director of Operations (47th AD SO# 13, para 3, 20 Jan 54)

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C H R O N O L O G Y

January
(continued)

29. Colonel William K. Martin assumes Command of the 47th Air Division, during the temporary absence of Brigadier General Thomas C. Musgrave,Jr. (47th AD GO #1 29 Jan 54)

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CHRONOLOGY

January

(Flying time)

	Daily	Total
1.	1:30	1:30
2.		1:30
3.		1:30
4.	20:15	21:45
5.		21:45
6.	105:10	126:55
7.	107:10	234:05
8.		234:05
9.	44:55	279:00
10.	3:25	282:25
11.		282:25
12.	35:25	317:50
13.	18:35	336:25
14.	62:35	399:00
15.	75:20	474:20
16.	34:15	508:35
17.	1:25	510:00
18.		510:00
19.	96:45	606:45
20.	47:25	654:10

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C H R O N O L O G Y

Janaury

Flying Time

(continued)

	Daily	Total
21.	22:30	676:40
22.	70:00	746:40
23.	92:45	839:25
24.	4:00	843:25
25.	94:30	937:55
26.	42:30	980:25
27.	43:05	1023:30
28.	38:00	1061:30
29.	130:40	1192:10
30.	5:45	1197:55
31.	64:40	1262:35

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GLOSSARY

(except for Medical terms)

AD	Air Division
AC&SS	Air Command and Staff School
AOB	Air Order of Battle
AOCM	Aircraft Out of Commission, Maintenance
AOCP	Aircraft Out of Commission, Parts
AOFP	Air Objective Folder Program
AOS	Air Observers School
BAL	Dase Allowance List
CAA	Civil Aeronautical Authority
COMDR	Commander
CWO	Chief Warrant Officer
DCS/I	Deputy Chief of Staff, Intelligence
DCS/M	Deputy Chief of Staff, Material
DCS/O	Deputy Chief of Staff, Operations
DCS/P	Deputy Chief of Staff, Personnel
ECM	Electronics Counter Measure
E & E	Escape and Evasion
ER	Effectiveness Report
EWP	Emergency War Plans

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GLOSSARY
(continued)

Flying Time: 110 Time: Is that time taken from midnight of the last day of the month, to midnight of the last day of the next month.

T-12 Time: (used by Operations only) Is that time taken from take-off of flights of the 1st day of the month to completion of the flights, even though the aircraft has taken-off a few hours before the end of the month and not due to return until well into the following day of the next month.

GCA	Ground Control Approach
hp	pressure altitude
MTD	Mobile Training Detachment
MR	Morning Report
NCOIC	Non-Commissioned-Officer-in-Charge
OIC	Officer-in-Charge
PCS	Permanent Change of Station
SAAMA	San Antonio Air Material Area
SAC	Strategic Air Command
SAM-SAC	(A combination of the two (2) above, as used for overhaul of B-36Fs at Carswell Air Force Base)
SEC	Strategic Evaluation Squadron
SO	Special Orders

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GLOSSARY
(continued)

TDY	Temporary Duty
TCC	Technical Order Compliance
T/O&E	Table of Organization and Equipment
TWX	Teletypewriter Exchange
UAL	Unit Allowance List
UPREAL	Unit Property Record and Equipment Authorization List
UR	Unsatisfactory Report
URT	Unit Readiness Test
WEMP	Written Evaluation Maintenance Personnel
ZI	Zone of Interior

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SIXTH BOMBARDMENT WING, HEAVY

MISSION

The mission of the 6th Bombardment Wing, Heavy, as a tactical component of the Eighth Air Force, Strategic Air Command is primarily one of organizing and training a force capable of immediate and sustained long range offensive bombardment operations in any part of the world, utilizing the latest technical knowledge and advance weapons; being prepared to perform those tasks assigned in current emergency plans and related operations orders; participating in the Reserve training program to the maximum extent by training and administering assigned Reserve personnel and units; being prepared to participate in disaster relief and other domestic emergencies; and performing such special missions and assignments as the Commanding General, Eighth Air Force may assign.

Eighth Air Force
Regulation 24-11
dated 9 Dec 52

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GENERAL

JANUS - the god of gates - hence, of all beginning, the two-faced god, able to see both the past and the future. At this time we look back to the reactivation of the Sixth Bomb Wing, in January 1951.[1] The Wing started as a Medium unit flying B-29s but later in June 1952 it was redesignated as a Heavy unit to fly B-36s. It was not until August 1952 that delivery was made on the first B-36, and then the following month it looked as if the program for this Wing would be retarded when terrific winds hit Carswell AFB, and Convair plant at Fort Worth, Texas. Later investigations revealed that the damages were not as great as at first thought and by December 1952 the Sixth Bombardment Wing H, had received its full complement of B-36s to replace the B-29s. Since then the Wing has progressed steadily in proficiency and flying hours.

As is noted in the History for January 1952 "the month ends with the highest flying hours yet logged by this organization", the same statement holds true this year except that the time logged is much greater. Total flying hours for this month are 1262:35 hours.[2]

1/ Newsclipping: Atomic Blast, Vol XI, No. 5, 29 Jan 54.
2/ Graph: Flying hours for the Wing since Sep 52.

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January was also marked by many changes in Staff Personnel, Colonel Harold E. Humfeld is the new Deputy Commander of the 6th Bomb Wing. He replaced Colonel Neil W. Wemple who left to be Deputy Commander of the 509th Bomb Wing, M.[3] Lt. Colonel M. A. Cobeaga transferred from the 24th Bomb Squadron to Headquarters, 6th Bomb Wing.[4] Lt. Colonel R. P. Flinn transferred from Headquarters, 6th Bomb Wing to 6th Armament and Electronics Squadron,[5] Lt. Colonel J. E. Smitherman arrived from the 509th Bomb Wing, M, to assume command of the 24th Bombardment Squadron[6] and Lt Colonel R. G. Olson was newly assigned to the Wing as Deputy Director of Operations.[7]

Continued emphasis is being placed on Flying Safety as the Wing completed 531 days of being accident free at the end of January. The 40th Bombardment Squadron won the safety plaque for the month.[8]

Character Guidance Award, given by the Chaplain Service, was won again by the Headquarters Squadron. This makes the third time in a row and may well forecast the permanent possession of the Second trophy ending this year.[9]

3/ See Chronology (18 Jan) and biographical Sketch, pg 29
4/ Ibid. (13 Jan) and biographical sketch, pg 30
5/ Ibid. (16 Jan) and biographical sketch, pg 32
6/ Ibid. (18 Jan) and biographical sketch, pg 34
7/ Ibid. (18 Jan) and biographical sketch, pg 35
8/ See Chapter III, Flying Safety
9/ Character Guidance Summary, Walker AFB, New Mexico, Jan 54.

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The 40th Bombardment Squadron seems out to garner all the awards this month. They also placed their man in the Maintenance-Man-of-the-Month Award. This is also the second time in a row that they have won this award.[10/]

Crew-of-the-Month Award went to the 40th Bombardment Squadron, to L-22, Captain L. C. Basinger, Jr and crew;[11/] this makes the second time that L-22 has won the award, the previous time was June 1953. This makes the sixth time within the year for this honor to go to the 40th Bomb Squadron.

The 24th Bomb Squadron was the winner in the Tactical Squadron-of-the-Month Award.[12/] This makes their sixth win in the year since the award was started last February.

Support-Squadron-of-the-Month was won by the 6th Periodic Maintenance Squadron.[13/] This makes the third time in a row that this unit has won this award and the fifth time in the last year. It was given permanently to the 6th Periodic Maintenance Squadron and a new Flag will be used for the next year.

10/ 1st Ind, Office of Chief, Maintenance to Comdr 6th Bomb Wing, 10 Feb 54, to ltr, 40th Bomb Squadron to Commander, 6th Bomb Wing, "Maintenance Man of the Month" 1 Feb 54.
11/ "Wing Management Control System, January 1954" from the Office of the Wing Comptroller, dated 9 Feb 54.
12/ Ibid.
13/ Ibid.

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PERSONNEL

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PERSONNEL

General

Personnel-wise the Sixth Bomb Wing is in better shape at this time than at any time since reactivation. 14/ Officer effectiveness is 89.73% and Airmen 86,29%. There still exists a shortage in Pilots and Flight Engineers and in the Airmens field, the largest shortage is in the 431 Field (Engine Mechanics). 15/

OFFICER SECTION

During the month the 6th Bomb Wing lost a total of seven (7) officers, this includes the 6th Medical Group. 16/ They are lost to the following places:

3750th Medical Group	1
509th Bomb Wing, M	2
3302nd Pilot Training Sq.,Spence AFB,Ga	1
810th Air Division, Biggs AFB, Texas	1
4515th Technical Training Wing, Keesler AFB, Mississippi.	1
Separated from the service	1

14/ See Incl # 3, "Strength Report of the 6th Bomb Wing, as of 31 Jan 54.

15/ See Incl # 4, "Monthly Analysis - January 1954" Office of the Wing Comptroller

16/ See Incl # 5, " Roster of Officers" as of 31 Jan 54.

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The following list of schools were attended by officers of this Wing during the month of January:

Field Officers Course, AC&SS, Maxwell AFB, Ala	1
Squadron Officers Course, AC&SS, Maxwell AFB, Ala	3
A/C Maintenance Officers Course, Chanute AFB,Ill.	2

S/Sgt William R. Ritter was assigned as an instructor to Chanute AFB, Illinois. The replacement is A/1C Donald W. Buckland, who is now assigned to handle the redords of the three (3) Support Squadrons and Headquarters Squadron.

AIRMEN'S SECTION

During the month there were 88 requests for reclassification processed through this office. Fifty-one were approved and confirmed on 47th AD Personnel Motion Memorandum. This leaves 29 still pending and eight (8) that were disapproved.

The Wing has a total of 351 ineffective positions, as of 25 Janaury 1954, for an effective manning of 86.29%, which gives the Sixth 50 per cent in the SAC Rating System.

Forty-six airmen were administered the Air Force Proficiency Test during January. The results from these tests should result in the upgrading of these airmen as soon as the results are returned to this base.

TROOP MOVEMENT SECTION

This Section forwarded to Base Technical School Section ten (10) applications for school training. All of these were to fill mandatory school quotas. The following is a breakdown by school course, title and number, of applications:

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COURSE TITLE AND NUMBER	Number
Special Training AN/APN-70 Loran Receiver	2
Aircraft Maintenance Technician (43171)	2
Turret System Technician (32371A)	2
Special Training B-10 Power Plant	4

This Section received 36 nominations for transfer. These were processed and 31 names were forwarded to Base Personnel for final selection. Fourteen were selected for transfer. Of these, nine (9) were shipped to overseas stations, and the remaining five (5) were transferred to ZI stations.

CIVILIAN PERSONNEL

This Wing has the following civilian personnel:

Headquarters Squadron	3
6th Armt & Elect Sq	4
6th Field Maintenanne Sq	29
6th Medical Group	25
Wing TOTAL	61

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INTELLIGENCE

PERSONNEL AND ADMINISTRATION

During the month of January 1954, there was the loss of two (2) airmen. M/Sgt Charles S. McCalment (20470), was assigned PCS to the 8th Air Force NCO Academy at Bergstrom Air Force Base, Austin, Texas as an instructor. T/Sgt James E. Thompson Jr. (20470), was assigned PCS to FEAF.

A/2C John R. Paulson (20451), returned to duty 29 January 1954 from TDY at Lowry AFB, Colorado. He is assigned to Target Intelligence Section.

S/Sgt Kenneth C. Morrell (20470), NCOIC of the Air Room Section was assigned a secondary duty as NCOIC of the Administration Section.

During the month of January, all sections of Intelligence carried out their part during a Wing Mobility Practice.

OPERATION AND TRAINING

Partitions were erected in the Air Room which divided the Intelligence working section from the main part of the Air Room. The safes and desks etc., were rearranged. The new ACB books arrived and work was started on posting them. The Air Room also accomplished some requirements on the coming USCM. Top Secret Control was transfered from the Air Room to the Adjutant's Section.

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A/1C Horace D. Sisney (99350), departed TDY to Bergstrom AFB, for the purpose of being interviewed for possible assignment as a draftsman at the Eighth Air Force NCO Academy.

The Target Intelligence Section lost T/Sgt James E. Thompson Jr. (20470), PCS to FEAF on 8 January 1954. A/2C John R. Paulson (20450), returned to duty 29 January 1954.

Captain Chester T. Kochan (2041), OIC, departed on 18 January 1954 on ordinary leave for 12 days. A/2C Ronald G. Wood (20451), departed on 21 January 1954 on an ordinary leave for 11 days.

During the month of January, the following was accomplished by the overall analysis section: 32 Visual Bomb Runs, 67 Camera Attacks, 136 RBS Runs, 43 Form X's and 26 Recce Runs.

The 24th Squadron Operations took over a room in the Operational Intelligence Section to be made into a crew member's lounge.

During the month 2nd Lt Clarence Z. Brown (2051), supervised a party of six (6) to the Ruidoso Mountains, for the Intelligence Survival Training Course.

The Wing Briefing Room and Library in the Operations Section is in the process of redecoration.

With the turn-over of personnel, a considerable degree of effectiveness has been maintained and at the same time great progress has been made to attain the high level of Intelligence necessary to support the Wing's Mission.

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OPERATIONS and TRAINING

III

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OPERATIONS

GENERAL

In January 1954 we scheduled 1200:00 hours of training flying and accomplished 1283:55 (T-12 Time). This time was broken down into the following parts on these items which had been assigned priorities in the following way:

	Scheduled	Accomplished
1st priority - SAC Regulation 51-26	240:00	228:10
2nd priority - SES Evaluation	70:00	33:35
2A priority - Gunnery Evaluation	48:00	32:00
3rd priority - 8th Air Force Order #84-53	0	0
4th priority - SAC Regulation 51-19	60:00	65:35
5th priority - Non-ready crew training	160:00	130:30
6th priority - Combat ready crew training	35:00	41:10
7th priority - Select and lead crew training	428:00	596:15
8th priority - Standardization Board rides	84:00	88:20
9th priority - Test and Ferry Flights	75:00	68:20

The number of men assigned to crews that were not checked out under SAC Regulation 51-19 was reduced from 114 to 99 this month. The

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Wing has 5 non-ready crews, one (1) combat ready crew, 16 lead crews and eight (8) select crews. 17/

During the month of January an Operations Analysis Section was instituted with a roster of three (3) people, Captain R. Archibald, 1st Lt W. Vanderveen and M/Sgt F. Wright. To date the section has put up and maintained a crew board; instituted a board showing the status of accomplishments as required by SAC Regulations 50-8 and 51-26, set up and maintained ledgers recording accomplishments as required by SAC Regulations 50-8 and 51-26; instituted charts on all crews showing bombing quality progress and instituted small portable bar graphs showing accomplishments of all combat ready crews as required by SAC Regulation 50-8 and SAC Pamphlet 170-1.

NAVIGATION

The quantity of bombing during January was higher than ever before; the quality was lower than in the past, for two reasons: (1) The capability of the Wing was lowered by a restriction placed on the use of offset equipment by higher headquarters; (2) Due to the new scoring criteria as stated in SAC Pamphlet 170-1 the Profficiency Index showed a marked decrease.

17/ See Incl #6 (Crew Roster, as of 25 Jan 54)

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Thirty-one (31) record navigation night X missions were completed during the month for an average CE of 10.5 N.M.

GUNNERY

During the month of January the Gunnery Sections percentage of Fire-out increased by about five (5) percent.

Two (2) meetings were held with personnel from the support squadrons and the Armament and Electronics Squadron attending. These meetings were designed for the purpose of bringing about closer cooperation and eliminating some of the major problems existing.

A total of 40 people were started in SAC Gunnery School located on the Base with the first class of 22 scheduled for completion on 3 February.

Three (3) crews were evaluated during the month with one failure and one man, S/Sgt Charles J. Davis, establishing a score of ninety-six (96). This score is the highest evaluation grade to be made by a gunner from this wing to date.

A new Armament Operations Officer, 2nd Lt States, was assigned to the 24th Bomb Squadron as Assistant Gunnery Officer there during the month.

During the reporting period of January, 37 long range missions and five (5) practice long range missions were accomplished.

All missions were scorable with a performance index of 100%.

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ENGINEERING

T/Sgt W.W.Woodruff and T/SGT James Cochran, newly assigned engineers are attending B-36 MTD school in preparation for check-out in the B-36.

There are presently assigned nine (9) engineers who are not checked out in their positions in this Wing. It is anticipated that by 20 April 1954, these engineers will have completed SAC Regulation 51-19 check out requirements and are qualified in their position.

A survey was made of heavy gross weight versus altitude and power on routine training flights. This survey revealed that several aircraft were flown to 25,000 feet hp. in excess of 300,000 pounds gross weight. This may be the cause of several engine failures due to the power required to fly long range airspeeds. Immediate steps were taken to alleviate this condition by better planning and close monitoring of proposed flight plans.

TRAINING

As was stated in our December History we received authority to send men to Biggs Air Force Base for Altitude Indoctrination during January. The Wing had 51 men to complete the training during the month.

the 40th Bombardment Squadron selected Major Lyle N. Walker's Crew, Crew S-21, to fill our quota for Advanced Survival on the

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3rd of January. On the 9th of January a crew from the 39th Bombardment Squadron entered the seven day Basic Survival School. They entered Advanced Survival School at Stead Air Force Base, Reno, Nevada, on the 23 of the month.

The Mobile Training Detachment (MTD) 1-AF-T4 (SAC L) Report shows the 6th Wing Utilized 7202 man hours during January.

The E-26 Gunnery Trainer was out of commission during the entire month. The Wing used 74.7 per cent of the time scheduled for the T-1A Trainer.

The Synthetic Trainers utilization of time scheduled for the month of January on all trainers averaged 96.2 per cent.

The ECM Trainer Reports show the Wing utilized 97.7 per cent of the time scheduled there.

The Wing utilized 75.8 per cent of the time scheduled for the Physical Conditioning Unit.

2nd Lt. Julian W. Whitely was assigned as Assistant Wing Ground Trainer Officer on the 19th of the month.[18] Captain David M. Stein remained as Wing Ground Training Officer and A/2C Thomas C. Kaiser remained as Clerk.

18/ 47th AD SO # 12, para 27, 19 Jan 54

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SECURITY

In accordance with SAC message DOCOC 46256, dated 9 December 1953, Control Team members were processed for Cryptographic clearances. Letters were signed by the Wing Commander granting subject personnel access to Interim Cryptographic matter pending review of subjects' investigation results. Background investigations were scheduled for review in accordance with AFR 100-34.

Pending effectiveness of the recent UCCM, the following procedures were followed in order to prevent any penetration into our area which might have affected the mission of the wing.

a. All personnel entering or leaving the outer ramp were required to use taxiway #6. The 24th, 39th and 40th Bomb Squadrons each provided one (1) guard to act as check point guards across taxiway #6. These guards examined all personnel for valid SAC Badges and insured that these passes had at least areas #4 and #6 designated on them. Guards on the aircraft on the outer ramp kept a constant vigil for any persons attempting to enter or leave the outer ramp without using taxiway #6. All violators were stopped and identified by the nearest point guard.

b. During normal duty hours point guards were posted in buildings S-66, S-58 and S-1050.

c. The Air Police furnished point guards on all aircraft and category 1 items during off-duty hours. However, it was necessary that adequate lighting be provided during hours of darkness. Therefore, squadrons were responsible in providing Christmas tree lights

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or other suitable lighting for the outer ramp.

COMMUNICATIONS

The 6th Bomb Wing ECM equipped C-47 #5566 was flown for 49:30 hours of ECM training during January.[19] This low number of flying hours was due to flights lost to the following: Eight (8) flights lost due to weather, ten (10) flights lost due to maintenance, two (2) flights lost due to Base alert. The curtailed three (3) day per week C-47 flight schedule was continued throughout the month and all efforts to fly make-up flights was made to no avail.

A/1C Albert C. Lazazzera failed to complete ECM re-evaluation at Carswell Air Force Base, Texas. Airman first failed evaluation in October 1953 and was re-scheduled for the evaluation class beginning 10 January 1954. The 6th Bomb Wing has two (2) crews now attending evaluation at Carswell and have not returned as of this report.

The request for installation of the new Bird Model 43 "Thruline" Wattmeter in each ECM equipped B-36[20] was indorsed by Eighth Air Force with a request for submission of an ECL change to ECL 20-00-32. The addition of the wattmeter to the ECL will enable the tactical squadron to retain the wattmeter in the event of transfer of the aircraft.

19/ See Incl #7 (ECM C-47 Accomplishments for Jan 54)
20/ History: 6th Bomb Wing-November 1953-Incl #14

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Each tactical squadron and the 6th A&E Squadron submitted a request for ECL change on form 25A to 47th Air Division. An additional copy of each form 25A is retained in this office.

Communications equipment at the 6th Bomb Wing Flight Control Room is now complete with batteries to be used in the event of commercial power failure. This installation will enable flight control to be on the air at all times, without depending on emergency power units.

There have been several changes in personnel since the last report. S/Sgt Wayne Brown was transferred to the 40th Bomb Squadron and assigned to a B-36 crew as a radio-ECM operator. S/Sgt Lyle E. Reisner, a former radio-ECM operator of the 40th Bomb Squadron was transferred to Wing Communications to fill this vacancy. During the month of January, T/Sgt George P. McGuire was assigned to the 6th Bomb Wing Flight Control Room and is presently on TDY at the 24th Bomb Squadron Communications Section.

Communications for the Mobility Control System was one of the primary projects during the month. Additional intercommunication stations were installed at the control points with the master control at the flight control room.

An inspection fo the 39th Bomb Squadron Communications and ECM was conducted on 11 January 1954 by Major John F. Burke, Wing Staff Electronics Officer and 2nd Lt Harold O. Blinn Wing Communications Officer. A Report of this inspection which included

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inspection of squadron aircraft was submitted to the Wing Commander. Only a few minor ddiscrepancies were noted and the inspection denoted a high rating for this section.

STANDBOARD

During the month the Wing administered Standardization Flight checks to L-29, L-16, L-18, and R-17 21/. Time was also devoted to revising the Flight Check forms used in the different crew positions on Standboard Flights.

Emergency procedure and proficiency examinations what are given in conjunction with Standboard Flights were revised and in some cases entirely rewritten.

PASSIVE DEFENSE

During the month of January 1954 the passive defense section conducted four (4) indoctrination courses in conjunction with the Base Flight Training held in the base theater and in compliance with Eighth Air Force Regulation 50-7. These classes consist of five hours each.

We also conducted two (2) specialized schools for Squadron passive defense teams consisting of 16 hours each, in building T-644. This also is in Compliance with Eighth Air Force Regulation 50-7.

21 / See Incl # 6, "Crew Roster"

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Also on the last three (3) Saturdays of the month three (3) Air Monitor couses were held in building T-644. These courses are in compliance with SAC Atomic S.O.P. 55-22.

FLYING SAFETY

A flying safety meeting of all organizations assigned to Walker Air Force Base was held on 23 January 1954. Colonel William K. Martin, 6th Bomb Wing Commander, opened the meeting with a review of the flying activities of 1953 and requested the continued support of all personnel for the Flying Safety Program of 1954. Major George D. Purna, 5th Strategic Reconnaissance Wing, Travis Air Force Base, California, related his experience involving a recent B-36 accident in the North Atlantic. He gave a complete review of the entire flight from take-off until his rescue and emphasized the inportance of familiartization with emergency SOP's which are important to survival in emergencies.

Squadron Flying Safety Officer conducted the required safety meetings and subjects covered were, "Emergency Prodedures", "Jet Starts at Altitudes", review current regulations and SOP's, and some crew members reviewed experiences of incidents happening while flying.

The 40th Bombardment Squadron won the Flying Safety A ward for the month.

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SPECIAL WEAPONS

A total of five (5) refresher classes were held with 18 students in attendance. One (1) student attended a Basic Course. This totaled 160 ground training hours.

A total of 132 cycles were completed on the IFI Mock-ups by members of this organization.

A total of seven (7) practice loadings were performed by combat crews.

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MAINTENANCE
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MAINTENANCE AND SUPPLY

Quality Control Unit accomplished the following inspections and flight tests for January:

Test flights - 20

Flight Line Inspections - 7

Periodic Inspections - 11 22/

Reciprocating engines changed and inspected - 14 23/

Reciprocating engines built up and inspected - 16

Jet engines changed and inspected - 2 24/

There was a total of 500 UR Station serial numbers assigned the 6th Bomb Wing activities during the month of January, as follows:

24th Bomb Sq	83
39th Bomb Sq	92
40th Bomb Sq	86
6th Per Maint Sq	167
6th Fld Maint Sq	20
6th Arm & Elec Sq	47
6th Wg Hq Sq	5
Total	500

22/ See Incl #8 (Periodic Inspections)
23/ See Incl #9 (Engine Changes)
24/ See Incl #10 (Jet engine changes)

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Quality Control is implementing a program of performing 100% in-commission spot inspection at the last post-flight inspection before the 100 hour inspection period. This inspection is being performed to reduce the number of flight line minor discrepancies before going into the dock.

A new procedure for weight and balance control involves periodic inspection of weight and balance hand book every 90 days. This inspection by the weight and balance officers should provide better control of the weight and balance of the aircraft and more accurate records.

There were 7 Technical Orders received during the month, effecting a total of 414 compliances.

There was a total of 301 Technical Order Compliances accomplished during the month.

Aircraft Nos. 50-1075, (24th) 50-1073 (24th), and 50-1077 (40th), have gone to Fort Worth, Texas for Project SAM-SAC.[25]

Aircraft Nos. 49-2678 (24th), and 49-2685 (39th), have returned from Project SAM-SAC.[26]

Maintenance Job Performance Evaluation has progressed to the extent that the B-36 WEMP testing is approximately thirty per cent complete for the tactical squadrons and the Periodic

25/ See Incl #11 (Aircraft on Project "SAM-SAC")
26/ Ibid.

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Maintenance Squadron. When these tests are all completed, the results will be of great value in determining where to begin improving personnel skill level in the Maintenance field.

A team from San Antonio Air Materiel Area is here on program "Assist Now" in connection with assisting in reducing our back-log of outstanding Tech Order Compliances. This team has accomplished forty-nine TOC's in expending 1962 man hours to date. This assistance is considered valuable to our maintenance effort.

A supply inspection of the 39th Bomb Squadron was conducted during the month of January. The condition of the account was satisfactory except for a number of minor irregularities and/or deficiencies that were noted and brought to the attention of responsible personnel during the course of the inspection.

Consolidated change requests have been submitted for all units of the 6th Bomb Wing. The 6th A&E, 6th Fld Maint, and 6th Per Maint Squadrons have all submitted their consolidated change requests during the month of January. Changes have been reviewed by the Base Equipment Review Board and indorsed on to 8th Air Force for action.

Latest information received on two (2) very critical items, the time rite indicator and friction brake is that delivery is scheduled for February 1954.

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Supply support of specialized aircraft maintenance in accordance with SAC Manual 65-2 is being fully implemented by all units of the 6th Bomb Wing. The operation appears to be entirely satisfactory except that considerable difficulty is being experienced at Base Supply by various crew chiefs of the 6th Wing who are ordering numerous parts and then turning the items back in to Base Supply unused or else refusing them at the time of delivery stating that they are not required.

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The annual inspection report of the 24th Bomb Squadron was consolidated and coordinated with the staff sections and forwarded to the Squadron Commander, directing a detailed answer be submitted to theWing Commander on all recurring discrepancies.

Special Orders were published officially appointing specialists in all applicable fields to assist in the inspection of the 39th Bomb Squadron.[27]

The annual inspection of the 39th Bomb Squadron commenced 8 January 1954. This inspection also included follow-up action on previous inspection reports to bring to light any recurring discrepancies. The inspection pertained to all phases of squadron functions; materiel, administration, operations, and personnel. A final report for the information and necessary action by the Squadron Commander will be distributed upon consolidation of all phases.

Inspection notes on the 39th Bomb Squadron were received from team members, consolidated into a final report and forwarded to the Squadron Commander directing a detailed answer to be submitted to the Wing Commander on all recurring discrepancies. Also included in the final report were a list of new discrepancies noted during the inspection.

27/ 6th Bomb Wg SO #3, para 6, dated 6 Jan 54.

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The 40th Bombardment Squadron was reminded of their forthcoming inspection visit which will be accomplished in February. They also were furnished copies of their last inspection report for final follow-up action. Recurring discrepancies found in the forthcoming inspection will require a detailed answer to the Wing Commander outlining corrective action which will be taken by the unit.

Captain Hulbert H. Rider made a visit to the Inspector's Office of the 28th Strategic Reconnaissance Wing, Heavy, Ellsworth Air Force Base, South Dakota. He viewed the systems and policies used in their section. Some information was gained on inspections that may be of value to this section.

The 509th Bomb Wing Inspector visited this office several times and discussed out present system and plans. This will assist both wings to standardize their policies in accordance with existing directives.

Captain Rider conducted monthly personnel conference period 28 January 1954. Personnel from the 6th Bomb Wing, 812th Air base Group and attached units were conselled. Each complaint was discussed with the appropriate Commander or Director.

Action was completed on the following special subjects, and a report of completed a ction was submitted to the Wing Commander:

a. 6th Periodic Maintenance Squadron, training and manning.

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b. Study of traffic conditions at Main Gate

Projects which we started, but require further action in February include:

a. Complete study of files, records and systems of the 6th Adjutant Section

b. Recheck oil cooler door and air plug trouble.

c. Engine conditioning problems and spark plug difficulties.

d. Jet minor repair program.

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HEADQUARTERS 6TH MEDICAL GROUP
Walker Air Force Base
Roswell, New Mexico

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6MDG 10 February 1954

SUBJECT: Historical Data for Month of January 1954

TO: Commander
Walker Air Force Base
Roswell, New Mexico

The following data of 6th Medical Group activities is submitted for the month of January 1954.

ORGANIZATION AND MISSION This Medical Group is organized for operation per Section V, Par 1c GO 33, Hq SAC, dtd 1 June 1952, as follows:

a. T/O number 1-9022, dtd 1 Jan 52, 1 x parts II AC, AE, AF, and 3 x parts II AC. auth strength: Off 35 Amn 137

b. Non T/O, SAC 088, formerly auth to 509th Med Gp, has been transferred to 6th Med Gp, eff June 1953. Off auth 13 Amn auth 26, thus making a grand total of Off auth for this group 48 Amn 163. Personnel assigned as of 31 Jan 54. Off 30 Amn 149

While in garrison this medical group is attached to the USAF Hospital, to provide personnel for the operation of the hospital. The mission of this group in garrison is the furnishing of medical care and treatment for military personnel and their dependents (whenever possible) of Walker Air Force Base.

PERSONNEL. Inclosed is a list of gains and losses for the period 1 Jan 54 to 31 Jan 54. 28/

TRAINING. Emphasis continues to be placed on training of airmen assigned to the group for medical support of tactical units. 29/

PROFESSIONAL ACTIVITIES A copy of monthly report of professional activities attached. 30/

FOR THE COMMANDER:

DONALD F. MONROE
1st Lt USAF (MSC)
Adjutant

3 Incls
28/. List of gains & losses (Incl # 12)
29/. Training Info (Incl # 13)
30/. Prof Acts Rept (Incl # 14)

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ROSTER

Key Personnel

Wing Commander	Colonel William K. Martin
Deputy Wing Commander	Colonel Harold E. Humfeld
Wing Adjutant	Major David F.C.Stein
Director of Personnel	Captain George Z. Schroeder
Director of Intelligence	Major Jim T. Meridith
Director of Operations	Lt Colonel Roy C. Crompton
Diector of Material	Colonel Collier H. Davidson
Chief of Maintenance	Lt Colonel Mitchell A. Cobeaga
Comptroller	Lt Colonel Daniel J. Sweeney
24th Bomb Squadron	Lt Colonel Julian E. Smitherman
39th Bomb Squadron	Lt Colonel Frank N. Yokem, Jr.
40th Bomb Squadron	Major Clyde B. Netherton
6th Armt & Elect Maint Sq	Lt Colonel Robert P. Flinn
6th Field Maintenance Sq	Major John W. Edenbo
6th Periodic Maint Sq	Major Max J. Sanny
6th Hq & Hq Squadron	Major Eldon D. Wonacott
6th Medical Group	Colonel John T. Heavey

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BIOGRAPHICAL SKETCH

HAROLD E. HUMFELD

Colonel USAF

Harold E. Humfeld was born November 1915, in Clay Center Kansas. Entered the military service in 1939 from the Aviation Cadet Program. Assigned from 1939 to 1941 at Fort Riley, Kansas to the 1st Observation Squadron. From 1941 to 1944 was Pilot-Aide to Lt General Ben Lear. Was assigned overseas as Commanding Officer of the 72nd A ir Service Group. Returned stateside in A pril 1946. Was assigned as Senior Instructor for the Air National Guard for the States of Alabama and Florida. From 1947 to 1949 was a student at UCLA, studying International Relations. From there he was assigned as Commanding Officer of the 341st Bomb Squadron. In the early part of 1951 was assigned as Director of Operations for the 97th Bomb "ing, Biggs Air Force Base, Texas. Served there until March of 1953 when he was assigned as Deputy Commander of the 509th Bomb Wing,Medium, here at Walker Air Force Base, New Mexico. Served in that capacity until 17 January 1954. Transferred to the 6th Bomb "ing, Heavy, 18 January 1954, as Deputy Commander, per 47th AD SO #11, para 6, 18 January 1954.

In 1944 Colonel Humfeld attended Command and General Staff School, at Fort Leavenworth, Kansas.

Colonel Humfeld, with his wife and son, reside at 2 Walker Place (Wherry Housing) on the Base.

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BIOGRAPHICAL SKETCH 30

Mitchell A. Cobeaga

Lt Colonel USAF

Mitchell A. Cobeaga was born 11 December 1917 in Lovelock, Nevada. Attended the University of Nevada. 15 May 1940 entered the Service as Cadet. In June of 1941 transferred to overseas assignment with the 72nd Bomb Squadron, 5th Bomb Group as a B-17 pilot in Hawaii. In August of 1942 reassigned to the 19th Bomb Group, 5th Air Force in Australia and later with the 43rd Bomb Group. Flew 47 combat missions for a total of 310 combat hours. In February 1943 changed to 12th Air Depot Group as Chief Test Pilot until transferred to the States in April of 1944. Back in the States reporting to Gulfport, Mississippi, to the Training Command as Air Inspector. In March 1945 transferred to Patterson Field, Ohio, as Chief of the Test Flight Section; in October 1945 was discharged.

Recalled to active duty December 1948 and reported to the 43rd Bomb Wing at Tuscon, Arizona, as Assistant Wing A-4. In May 1949 transferred to 97th Bomb Wing, Biggs AFB, Texas, as Wing A-4 and Maintenance Control Officer. In March 1951 reported to 6th Bomb Wing, Walker AFB, New Mexico. Was Maintenance Control Officer

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until September 1951 and then Director of Material until May of 1953. Transferred to 24th Bomb Squadron and was Commander of that organization until January of 1954 when reassigned as Chief of Maintenance, Material.

Colonel Cobeaga resides at 26 Byrne Street (Wherry Housing) with his wife and two (2) children and his parents.

DECORATIONS: Distinguished Flying Cross and the Air Medal.

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BIOGRAPHICAL SKETCH

Robert P. Flinn

Lt Colonel USAF

Robert P. Flinn was born 16 August 1915 at Olive Branch, Mississippi. Attended public school at Memphis, also the Southwestern University and the University of Memphis Law School. Entered Military service in 1942, and completed navigation school at Salman Field, Louisiana. To England in October 1943 as a Navigator for a B-17 crew. After completing a combat tour was returned Stateside as navigation instructor at Drew Field for Air Training Command. In October 1945 requested relief from Active Duty to return to the study of law.

In 1947 was recalled to active duty for an assignment in the Directore of Legislation and Liaison, Office of the Secretary of the Air Force, Washington, D. C. Remained in that assignment until August 1950, when he went to Mather AFB, California to attend Air Observers School. After completion of this course he was assigned to 6th Bomb Wing in March 1951. Since that time he has served as Wing Radar Observer; Operations Officer of the 40th Bomb Squadron; Chief, Combat Operations; Chief, Operations and Training and Deputy Director of Operations.

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Colonel Flinn has just completed the Field Officers Course, AC&SS and upon return to Walker AFB was assigned as Commander, 6th Armament and Electronic Squadron of the Sixth Bombardment Wing.

Colonel Flinn resides with his wife and two (2) children at 47 Wells (Wherry Housing) on the Base.

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BIOGRAPHICAL SKETCH

JULIAN E. SMITHERMAN

Lt Colonel USAF

Julian E. Smitherman was born 28 September 1921, at Bessemer Alabama. Entered the military service 19 March 1942 and trained at Gunter Field, Alabama. Then to Fort Meyers, Florida to train and instruct in T-6s, 18 and 17s and B-17s, 24s,34s,50s and B-29s. Also other positions up to Wing Director of Operations. In May 1945 was transferred ovefseas as a B-29 Aircraft Commander with the 313th Bomb Wing, on the Tinian Island of the Mariannas Group. A total of 22 Combat Missions was flown against the enemy. Back to Stateside and to Randolph Field in May 1946. Here Colonel Smitherman was an instructor in the Central Instruction Schbol. A lso held the positions of Flight Commander, Select Crew A/C of the Wing Standboard, Operations Officer and Director of Operations. In January 1949 was transferred to 509th Bomb Wing, M., Here at Walker AFB, New Mexico. Was with that organization until January of 1954 when he was transferred to the 6th Bomb Wing, H., as Commander of the 24th Bomb Squadron.

Colonel Smitherman lives with his wife and two (2) children at 48 West Byrne (Wherry Housing) on the Base.

DECORATIONS: Distinguished Flying Cross and the Air Medal with two (2) clusters.

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BIOGRAPHICAL SKETCH

ROYCE G. OLSON

Lt Colonel USAF

Royce G. Olson was born 24 March 1917, in Thawville, Illinois. Entered the military service 25 November 1940 at Chanute Field, Rantoul, Illinois. After graduating from flying training school served as flying Instructor, Squadron and Group Commanding Officer and President of Advisory Training Board until late 1945. 1946 to 1949 a part of the Berlin Air Lift with the 61st Troop Carrier Group in Rhein-Main, Germany. Returned Stateside to the position of Assistant Director of Operations, Headquarters, MATS, until 1953. Attended Armed Forces Staff College in the first half of 1953 and was a student at B-29 School, Randolph AFB, Texas during last half of 1953. Assigned as Deputy Director of Operations for the Sixth Bomb Wing.

Colonel Olson resides with his wife and two (2) children at 44 Andrews Place (Wherry Housing) on the Base.

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Wing Classified Files(of each Staff Section)

Wing Unclassified Files

Reports

DCS/M Daily Reports

DCS/O Daily Reports

Wing Comptroller Daily Summery

Staff Meetings

Wing Weekly Staff Meeting

47th AD Staff Meeting

Charts

Wing Comptoller Monthly Staus Charts

Wing Operations Monthly Status Charts

Wing Material Monthly Status Charts

Histories

Former Wing & Squadron Histories

Current Squadron Histories

Staff Mistories

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A P P E N D I X

1. Newsclipping: Atomic Blast, Vol XI, No. 5, 29 Jan 54. "6th Bomb Wing 3rd Anniversary"
2. Graph: Flying Hours of the Wing since Sep 52.
3. Strength Report for the month of January 1954
4. Monthly Analysis - January 1954. Office of the Wing Comptroller
5. Roster of Officers - 31 January 1954
6. Crew Roster - as of 25 Janaury 1954
7. ECM C-47 Accomplishment for January 1954.
8. Periodic Inspections - January 1954
9. Reciprocating Engine Changes - January 1954
10. Jet Engine Changes - January 1954
11. Aircraft on Project " SAM-SAC"
12. Gains and Losses of the 6th Medical Group
13. Hospital Training Program - January 1954
14. Monthly Report of Professional Activities

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Sixth Bomb Wing Has Third Birthday; Reactivated at Walker AFB in 1951—

This month the 6th Bomb Wing celebrates its third anniversary of its reactivation. By SAC GO No. 84 dated 29 December, the 6th was again brought into being at Walker AFB to fly B-29s. Officers and Airmen were drawn from the 7th Bomb Wing at Carswell, 97th Bomb Wing at Biggs, 28th Strategic Recon Bomb Wing at Rapid City AFB, and our sister organization, the 509th Bomb Wing here at Walker.

The original 6th was activated at France Field, Panama, in September 1919, and reactivated again at Grand Island Nebr., in 1939. Serving in WWII again in Panama, and in the South Pacific, flying the then new B-29s.

In January '51, squadrons were organized and superimposed on like organization of the 509th until office space and barracks were ready for them. Also the embryo organization had to get their new personnel indoctrinated and in shape to handle their own affairs. Little by little they broke away and stood on their own feet.

The original organization of the 6th called for a bombardment group, a maintenance and supply group, an air base group and the medical group, but in Feb 51 a new SAC GO No. 11 placed the 6th under the newly activated 47th Air Division and we had left, the bombardment group—24th, 39th, and 40th Bomb Squadrons, a Headquarters Squadron and the support squadrons—4019th Organizational Squadron, 4019th Armament and Electronics Maintenance Squadron and the 6th Field Maintenance Squadron, plus the 6th Medical Group.

As of the end of Jan 51 the Wing had only four aircraft and they were assigned to the 24th and 40th Bomb Squadrons, the 39th got their two aircraft in the middle of February of 1951. The first mission was flown in a 24th Bomb Squadron B-29 for a flight of two hours and 45 minute duration. The 24th that month flew 38 hours and 30 minutes. The 40th flew their first mission on 12 Feb for 2:40 and a monthly total of flying hours of 35:30 minutes.

Col. Thomas S. Jeffrey, Jr., deputy commander, was in temporary command of the wing on 10 Jan 51 until Col. Wiliam K. Martin, the commander, could come over from the 509th Bomb Wing. Colonel Martin assumed command on 15 Jan 51 and has been at the helm ever since.

In the spring of 52 the 6th began training for conversion to B-36s by sending crews and personnel to other bases to train. The first B-36 arrived on 28 Aug 52, and was christened "The Capitan." Then on Labor Day '52 a terrific wind storm hit Carswell AFB, Texas, and it was thought that the B-36 program would be delayed. But later estimations minimized the loss and the Wing moved forward. The last B-29s left in Dec '52 as B-36s filled the allotment for the Wing. In May of '53 the Wing had reached a coveted goal by attaining 1,000 hours flying time in a single month, an award was made on 31 July '53 by representatives of Convair. The Wing has continued to higher goals and has flown over 1,100 hours in a single month. The goal for this month is 1,200 hours.

A list of personnel who have been with the Wing since its reactivation [illegible] included in each squadron column. It is hoped that this list is complete.

ATOMIC BLAST

Vol XI No 5

29 Jan 1954

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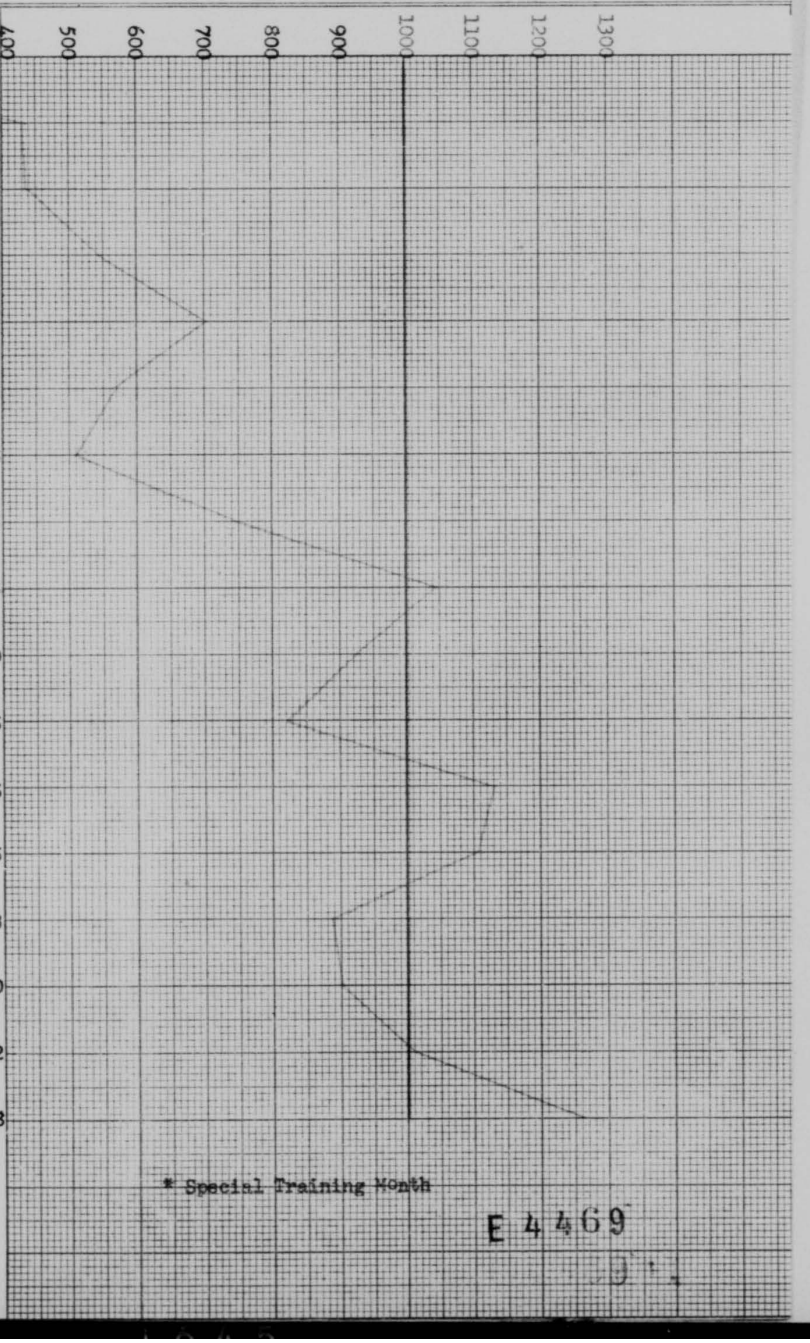
Flying Hours of the Wing since Sep 52

Sep	52.92
Oct	431.75
Nov	435.66
Dec	546.58
Jan	700.42
Feb	564.75
Mar	509.58
Apr *	744.05
May	1044.15
Jun	922.30
Jul *	821.35
Aug	1130.35
Sep	1107.25
Oct *	887.33
Nov	901.50
Dec	1012.42
Jan	1262.58



* Special Training Month

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STRENGTH REPORT OF 6TH BOMBARDMENT WING, HEAVY
FOR THE MONTH OF JANUARY 1954.

	Authorized Officers	Airmen	T/O	Assigned 1 Jan 54 Off	Amn	31 Jan 54 Off	Amn
Headquarters Squadron	46	114	1-1175P	44 1 WO	139	46	144
24th Bombardment Squadron	109	240	1-1176P	87	236	89	232
39th Bombardment Squadron	109	240	1-1176P	88	258	90	255
40th Bombardment Squadron	109	240	1-1176P	88	245	86	240
6th Armt & Elec Maint Sq	12	288	1-7166P	9 2 WO	265	11 2 WO	265
6th Periodic Maint Sq	5	238	1-7167P	4	248	5	240
6th Field Maintenance Sq	7	476	1-7168P	7	462	7 1 WO	455
6th Medical Group	48	163	1-9022	31	161	30	148
Wing GRAND TOTAL	445	1999		358 3 WO	2014	364 3 WO	1979

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OFFICE OF THE WING COMPTROLLER
HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Walker Air Force Base
Roswell, New Mexico

MONTHLY ANALYSIS - JANUARY 1954

PART I. ANALYSIS OF POINTS LOST UNDER SAC MANAGEMENT CONTROL SYSTEM

Part I. not applicable until the end of the training quarter.

PART II. ANALYSIS OF UNIT ACTIVITIES

MANNING

During the month of January the Wing was 89.73% effectively manned in Officer Personnel and 86.29% effectively manned in Airmen Personnel. The 6th Periodic Maintenance Squadron is short in Engine Mechanics, AFSC 43152A, however, it is 91.1% manned in the ladder as an overage of 43132A's have been assigned to offset a shortage in the 5 skill level. Seventeen (17) airmen will become eligible to take the proficiency test to the 5 level in the month of April.

The Wing is adversely affected in the maintenance field by shortages of 5 skill level personnel. In grouping the following areas; Airplane General (43151A), Engine Mechanic (43152A) and Jet Engine Mechanic (43153) we find that the total authorized is 487 while the total assigned is 363. The percent manned in this area is 74.5%.

MATERIEL

The Wing's percentage of sorties delivered over those required under SAC Regulation 60-9 has increased markedly in January. During the month the Wing delivered 89 sorties against a requirement of 93 sorties for a percentage of 94.7%. If the Wing were being rated this month, 49.7 points out of a possible 60 points would have been attained. The 4 non-deliveries were caused by a communications system failure, fuel leak and two attritutable to engine difficulties.

The condition of the Wing's Flyaway Kits is moving upwards as expected. As of the end of the month the general percentage of completion was 76.52%. This item has been explained in our last two reports.

OPERATIONS

The Wing completed 53.5% of its Training Minimums under SAC Regulation 50-8 for the training quarter. This relatively high percentage of completion will stand us in good stead since the Wing is to run a USCM in February with the resulting diminishing of 50-8 accomplishments expected.

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PART II. ANALYSIS OF UNIT ACTIVITIES

The Wing had programmed 1200 flying hours for the month and flew 1261 hours.

PART III. SPECIAL STUDIES

In accordance with our study of maintenance capability to deliver sorties, as mentioned in previous reports, we find that our system is in need of further refinement, however, the results obtained were good. As explained previously we subtract our limiting factors, such as, periodic inspections, engine change time, AOCP days, etc. from our resources which is simply the estimated average number of aircraft on hand multiplied by the number of calendar days in the month. This results in the total aircraft calendar days available to the Wing. This figure divided by our expected aircraft turn-around factor will give the number of sorties to be expected. Multiplying the sortie figure by 15 hours which we estimate to be the average length of a mission the number of flying hours which can be expected will result. Our computations for January showed that we should have achieved 86.5 sorties for 1297.5 flying hours. We actually had 89 sorties delivered and flew 1261 hours.

PART IV. COMMANDERS COMMENTS

With regard to the continuing study mentioned in Part III of this report I feel that the system when finally refined will be of great benefit to this command. Any assistance which your headquarters can give with regard to the stabilization of factors within this area will be appreciated.

HAROLD F. HUMFELD
Colonel, USAF
Commander

DANIEL J. SWEENEY
Lt. Col., USAF
Comptroller

DISTRIBUTION

1 ea 6WCO
1 ea 6DCO
1 ea DM, DI, DO, WC
3 ea Support Squadron
3 ea Tactical Squadron
3 ea Chief of Maintenance
4 ea WHO
1 ea 509th Bomb Wing Info

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8th AF Reg 36-4 dated 17 Nov 52

HEADQUARTERS 6TH BOMBARDMENT WING HEAVY
Walker Air Force Base
Roswell, New Mexico

RCS: 8AF-P1

ROSTER OF OFFICERS
31 January 1954

1. Number of Items within Grade
2. Marital Status
3. Name
4. AFSN or ASN
5. Date of Rank in Grade
6. Air Crew Data - Aeronautical Rating

   P-1 - Fighter Pilot, Jet
   P-2 - Fighter Pilot, Single Engine
   P-3 - Pilot, Single Engine (other)
   P-4 - Fighter Pilot, Twin Engine
   P-5 - Pilot, B-29
   P-6 - Pilot, B-36
   P-7 - Pilot, B-50
   P-8 - Pilot, Four Engine (other)
   P-9 - Pilot, Twin Engine (other)
   E - Flight Engineer
   R - Radar Observer
   N - Navigator

6. Aircrew Data - Aeronautical Rating
   B - Bombardier
   NBR - Navigator, Bmbdr, Rad Observer
   ECM - Radar Observer, ECM
   U - Aerial Gunnery Officer
   F - Flight Surgeon
   AOM - Aviation Observer, Medical
7. Duty Assignment Title
8. Organization to which assigned
9. Primary AFSC
10. Foreign Selection Date
11. Date Assigned Present Station
12. Office Phone
13. Home Address
14. Home Phone
15. Date of Seperation

Incl 1 to Eighth AF Reg 36-4, dtd 17 Nov 52

REQUEST ANY ERRORS OR CHANGES BE REPORTED TO SQUADRON ORDERLY ROOM

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
COLONELS														
1. M Davidson, Collier H.	4945A	15Apr53	SP-5	Dir of Materiel	Hq 6BWg	0046C	1243	19Jun52	595	12 W Wells		7-2123	R-AF	
2. M Heavey, John T.	A0308440	4Mar51	F	Base Surgeon	6th Med	9356C	0447	20Jun51	351	17 W Wells		7-2287	Indef	
3. M Humfeld, Harold E.	3857A	10Jan51	SP-7	Dep Wg Commander	Hq 6BWg	0066C	0447	1Mar53	2225	2 Walker Pl		7-9994	R-AF	
4. M Martin, William K.	1697A	7Jul44	SP-6	Wg Commander	Hq 6BWg	0066C	0545	5Jul50	409	3 Walker Pl		7-2402	R-AF	
LIEUTENANT COLONELS														
1. M Cobeaga, Mithcell A.	A0401371	20Feb51	SP-6	Chief of Maint	Hq 6BWg	0066A	0251	25Mar51	482	28 W Byrne St		7-2301	Indef	
2. M Crompton, Roy C.	8791A	1Dec51	SP-6	Dir of Operations	Hq 6BWg	0036C	0949	17Jul52	485	9 Walker Pl		7-3324	R-AF	
3. M Eastling, Donald M.	A0728614	12Oct53	SP-6	Acft Comdr B-36	24thBSq	1234A	0751	20Jul51	2209	106 W Byrne St		7-2179	Indef	
4. M Evans, Ivor P.	15353A	12Oct53	NBR	Radar Opr B-36	24thBSq	1524A	0944	10Oct52	2680	706 DuenaVista		4332-J	R-AF	
5. M Flinn, Robert P.	A0808026	1Jun53	NBR	Sq Commander	6AESq	1416	1144	16Mar51	2264	47 W Wells		7-2254	Indef	
6. M Harrison, Charles D.	10826A	12Oct53	NBR	Radar Opr B-36	24thBSq	1524A	0751	6Jul51	2209	17 Hunsicker Pl		7-5590	R-AF	
7. M Jdynes, Jay	8913A	20Feb51	NBR	Ch Planning Team	Hq 6BWg	1416	0645	6May51	2659	55 W Byrne St		7-6686	R-AF	
8. M McCutcheon, Claude C.	A0664627	12Oct53	SP-6	Acft Comdr B-36	24thBSq	1234A	0749	10Oct52	2680	71 Holloman Pl		7-2474	Indef	
9. M McKinney, Russell M.	13622A	12Oct53	NBR	Radar Opr B-36	40thBSq	1524A	1045	30Oct52	693	24 A Street		7-4478	R-AF	
10. M Miner, William D.	A0793946	10Mar51	SP-9	Acft Maint Officer	Hq 6BWg	4316	1045	22Mar51	482	44 W Byrne St		7-2449	Indef	
11. M Olson, Royce G.	7714A	14Dec50	SP-5	Dep Dir of Opns	Hq 6BWg	1416	0849	25Jan54	435				R-AF	
12. M Pennstrom, John H. Jr.	13751A	12Oct53	N	Nav B-36	40thBSq	1534P	0246	20Nov48	2172	19 W Eyman		7-6665	R-AF	
13. M Smitherman, Julian E.	13276A	11Mar52	SP-7	Sq Commander	24thBSq	0036C	0646	7Jun49	2141	48 Byrne St		7-2303	R-AF	

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LIEUTENANT COLONELS (Continued)														
14.	M	Sweeney, Daniel J.	A0420809	1Jun52	N	Wg Comptroller	Hq 6DWg	1416	0853	17Sep53	2177	23 A Street	7-2375	Indef
15.	M	Vose, Marshall T.	A0401268	27Apr53	SP-9	Pilot B-36	39thBSq	1411	0844	4Dec53	2203	Off's DOQ	None	Indef
16.	S	Yochem, Frank N. Jr.	A0430013	4Jun51	P-6	Sq Commander	39thBSq	0066A	0645	19Jun51	2142	Hs #2 Govt Hsg	753	Indef
MAJORS														
1.	M	Adleman, Julius J.	6470A	24Nov50	NDR	Wg Staff Observer	Hq 6DWg	1524A	0551	3May51	2202	83 Fitzgerald	P17-3306	R-AF
2.	M	Andersen, Paul C.	A01551783	15Feb51	None	Prod Control Off	Hq 6DWg	4376	0651	16Nov53	482	501 S Fur	2600	Indef
3.	M	Barber, George A.	6925A	14Dec50	SP-9	Chief Spec Wpns	Hq 6DWg	1416	1045	25Mar51	485	2 A Street	7-3359	R-AF
4.	M	Bell, John N.	A0733516	12Oct53	NDR	Radar Opr B-36	24thBSq	1524A	0450	2Jul52	2209	19 A Street	7-2414	Indef
5.	M	Borgmann, Robert W.	21764A	21Jun52	None	Dental Off, Gen Dy	6th Med	9826	1253	13Dec53	456	Med DOQ	620	R-AF
6.	M	Bingham, Frank G.	A02261536	14Aug53	None	Dental Off, Gen Dy	6th Med	9826	1241	14Aug53	456	15 W Eyman	7-2492	0855
7.	M	Booth, Ernest E.	A0412515	1Sep51	SP-6	Sq Opns Officer	39thBSq	1435	0351	1Jul51	2203	6 Zettle Pl	7-6696	Indef
8.	S	Boyle, Patricia I.	21053W	1Jun52	None	Chief Nurse	6th Med	9716	1152	25Nov52	356	Nurses Qrs	2527	R-AF
9.	M	Burke, John F.	12997A	15Dec51	ECM	Wg Staff ECM Off	Hq 6DWg	3016	0248	16Mar53	2240	37 W Wells	7-4400	R-AF
10.	M	Bush, Burton M.	A0747205	19Dec52	P-6	Pilot B-36	24thBSq	1231A	1244	8Feb53	2209	21 W Eyman	7-4498	Indef
11.	M	Camp, Clyde H.	9982A	14Dec50	SP-9	Student Officer	39thBSq	1234C	1053	10Nov53	DDY 26 wks	Maxwell AFB, Ala 4 Aug 54		R-AF
12.	M	Camp, Fred P.	A0564977	1Jun52	NDR	Nav B-36	24thBSq	1524A	0751	25Jul52	2209	25 ALden Way	7-9972	Indef
13.	M	Carson, Kenneth R.	A0662005	1Sep51	NDR	Nav B-36	39thBSq	1416	0447	7Aug48	2203	34 Geiger Pl	7-4450	Indef
14.	M	Clayton, Roy F.	-7979A	30Jun50	SP-9	Acft Comdr B-36	24thBSq	1234C	1053	10Nov53	2209	60 B Mitchell	P17-3348	R-AF

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MAJORS (CONTINUED)

1	2	3	4	5	6	7	8	9	10	11	12			
15.	M	COBB, JOHN T	8870A	24Nov50	P-6	Acft Cmdr B-36	39thBSq	1234A	0551	5Jun51	2203	43 W Dyrne St	7-2163	R-AF
16.	M	Costo, Bill J	AO 577213	18Jun51	E	Wg Staff Flt Engr	Hq 6BWg	4324	0547	3Nov53	2714	43 W Wells	7-5548	Indef
17.	S	Davisson, Richard L	AO709763	1Sep51	NDR	Sq Staff Obsr	39thBSq	1524A	0344	26Mar51	2203	Gunison Hse	2413	Indef
18.	M	DeWitt, Earl M	AO733413	1Sep51	N	Nav B-36	40thBSq	1534P	0340	18Jul52	2277	9 Gillespie Pl	7-7662	Indef
19.	M	Dickert, James R	10498A	1Jun52	SP-6	Wg Fly Safety Off	Hq 6BWg	1444	0551	24May51	2100	22 W Dyrne St	7-5556	R-AF
20.	M	Edenbo, John W	7161A	14Dec50	SP-6	Sq Commander	6FMS	1435	0551	22May51	2143	57 Luebke Pl	7-5597	R-AF
21.	M	Friedman, Sidney M	AO704628	12Oct53	NDR	Nav B-36	24thBSq	1524A	0151	10ct52	2600	1700 N Pontiac	3486-R	Indef
22.	M	Fulwider, Richard B	AO937148	12Oct53	N	Nav B-36	39thBSq	1534P	0746	1Feb47	2203	41 W Wells	7-5541	Indef
23.	M	Gambel, Darrel D	AO725711	25Feb51	SP-6	Acft Cmdr B-36	39thBSq	1234A	1241	17Mar51	2203	12 A Street	7-5514	Indef
24.	M	Garrett, Henry C	AO790127	15Feb51	NDR	Nav B-36	24thBSq	1524A	0450	25Jul52	2209	37 W Dyrne St	7-2180	Indef
25	M	Gordon, Carl F	AO724163	1Jun52	NDR	Radar Opr B-36	24thBSq	1524A	0843	94pr49	2136	609 S Missouri	4077	Indef
26.	M	Graham, James E	AO674757	14pr53	NDR	Radar Trng Team	Hq 6BWg	1524A	0351	18Mar51	2730	31 Langley Pl	7-3346	Indef
27.	M	Grieger, Wallace J	AO867931	12Oct53	E	Acft Perf Engr B-36	24thBSq	4324	1048	1oct52	2600	51 W Wells	7-2152	Indef
28.	M	Gwinn, Lloyd W	AO734879	14pr53	NDR	Radar Opr B-36	39thBSq	1524A	0645	17Sep51	2100	26 A Street	7-3339	Indef
29.	M	Hanigan, Edward J Jr	18222A	15Feb51	SP-6	Acft Cmdr B-36	24thBSq	1234A	0049	16Sep49	2209	2 W Dyrne St	7-6600	R-AF
30.	M	Hayes, Louis W	AO740647	12Oct53	N	Nav B-36	24thBSq	1534P	0047	1oct52	2600	30 W Wells	7-4470	Indef
31.	M	Highfill, Thompson N	AO740810	29Jan51	SP-6	Sq Opns Officer	24thBSq	1435	0944	1Jul51	2209	41 W Dyrne St	7-6690	Indef
32.	M	Holmes, Robert S	AO439410	17Jul52	P-9	Pilot B-36	24thBSq	1231A	1241	5May53	2209	31 Alden Pl	7-4472	Indef

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MAJORS (Continued)												
33. S Jackman, Gordon L	AO486196	15Dec51	SP-6	Acft Cmdr B-36	39thBSq	1234A	0749	5Oct52	2203	5 Off's Circle	2413	Indef
34/ M Jenkins, Edwin C	A01703834	1Apr53	NBR	Sq Staff Obsr	40thBSq	1524A	0943	18Jul52	2277	40 Byrne St	7-5563	Indef
35. M Kilness, Kenneth F	10255A	6Dec51	NBR	Nav B-36	24thBSq	1524A	1144	1Nov50	2209	317 E Fraxier	4017-J	E-AF
36. M Kowalski, Konrad J	AO669066	1Jun52	R	Radar Opr B-36	40thBSq	1554	0351	8Jul51	2277	1 W Eyman Pl	7-5537	Indef
37. M Lambert, Henry K	AO695504	120ct53	NER	Nav B-36	40thBSq	1524A	1049	210ct51	2277	1312 N Kentucky	3588-M	Indef
38. M Leone, Ralph N	AO667732	1Jun52	SP-9	Sq Acft Maint Off	40thBSq	4355	0645	17May51	592	47 Kelly Pl	7-5574	Indef
39. M Linder, Edgar W	AO1704110	1Jun52	SP-5	Pilot B-36	39thBSq	1234C	1253	13Jan54	DDALV Rptg 10 Feb 54			Indef
40. M Ludlow, Harold K	AO783594	120ct53	SP-6	Acft Cmdr B-36	40thBSq	1234A	0251	30ct52	2277	300 E Church St	3179-W	Indef
41. M Markowitz, Israel B.	AO1304419	120ct53	N	Nav B-36	24thBSq	1524P	0651	2Jul52	2209	49 Kelly Pl	7-2165	Indef
42. M May, James F Jr	AO675716	5Mar53	P-9	Student Officer	39thBSq	4344	0145	22Apr53	DDY Chanute AFB, Ill 8 wks	5 Feb 54		Indef
43. M Mellberg, Carl L	AO660584	1Apr53	SP-6	Acft Cmdr B-36	39thBSq	1234A	1245	26Dec47	2203	39 Langley Pl	7-2438	Indef
44. M Meredith, Jim T	17706A	1Sep51	None	Dir Of Intell	Hq 6BWg	2016	0251	1Sep51	2213	28 A Street	7-2196	E-AF
45. M Motivier, Joseph R	AO825672	120ct53	SP-6	Acft Cmdr B-36	40thBSq	1234A	0951	220ct51	557	1509 S Adams	3855-W	Indef
46. M Miller, William J	AO1999017	1Jun52	SP-6	Sq Opns Officer	40thBSq	1435	0251	1Jul52	557	45 Kelly Pl	7-6664	Indef
47. S Misuraca, James I	AO685087	120ct53	NBR	Radar Opr B-36	40thBSq	1524A	0251	18Mar51	2277	1402 W Tilden	2646-R	Indef
48. M Monroe, Duncan A	AO718392	120ct53	NBR	Nav B-36	40thBSq	1524A	0150	30ct52	693	14 B St West	7-2361	Indef
49. M Moore, David L	AO569454	1Jun52	None	Acft Maint Off	6FMS	4344	1145	19Mar51	2015	31 W Wells	7-2345	Indef

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MAJORS (Continued)															
50.	M	Moore, Robert	AO 806112	1Jun52	SP-5	Orgn Maint Off	6A&ESq	3234	0651	2Jun51	2330	6W Dyrne St	7-2187	Indef
51.	M	Nadon, Norman C	A0824704	1Apr53	SP-6	Acft Cmdr B-36	24thBSq	1234A	0651	2Jul52	2209	303 E McCune	2407-J	Indef
52.	M	Netherton, Clyde B	111264	21Sep50	SP-6	Sq Commander	40thBSq	0065A	0451	1May51	2162	94 Will Pl	7-2486	R-AF
53.	M	Pearson, James M	A0796871	1Jun52	SP-6	Acft Cmdr B-36	39thBSq	1234A	0351	25May51	2203	27 Langley Pl	7-2220	Indef
54.	M	Potter, Eliot H	A0669106	1Sep51	P-6	Acft Cmdr B-36	40thBSq	1234A	0251	18Mar51	557	20 Vaughn Pl	7-2322	Indef
55.	M	Rademaker, Gerald C	A02101950	12Oct53	NDR	Radar Opr B-36	39thBSq	1524A	0150	13May48	2203	23 Off's Circle	2542	Indef
56.	M	Rasmussen, Kenneth C	A0753304	1Jun52	SP-6	Acft Cmdr B-36	24thBSq	1234A	0246	2Jul52	2209	36 Meise Pl	7-2107	Indef
57.	M	Reese, Robert T	19629A	1Jun52	None	Grnd Surgeon	6th Med	9825	0653	14Jul53	456	60 Meise Pl	7-2394	R-AF
58.	M	Renfro, Robert J	A01546620	8Sep51	None	Engr Mbr	6th Med	9825	0945	1Jun53	352	11 W Eyman	7-9969	Indef
59.	M	Rothkrug, Edward	A0794053	1Apr52	NDR	Radar Opr B-36	40thBSq	1524A	0745	11Sep53	557	8 W Dyrne St	7-2276	0556
60.	M	Rumyard, Gerald D	A0753033	12Sep51	N	Nav B-36	39thBSq	1534P	1145	1Feb47	2203	4 W Dyrne St	7-5523	Indef
61.	M	Sanny, Max J	A0424549	23Jan51	SP-6	Sq Commander	6PMS	4384	0753	25Jul53	2221	35 [illegible] Wells	7-5543	Indef
62.	M	Scarano, Vincent T	A02098791	12[illegible]53	NDR	Radar Opr B-36	40thBSq	1524A	0951	22Oct51	557	10 Langley Pl	7-3396	Indef
63.	M	Schlupp, John A	8330A	14Dec50	None	Asst Sp[illegible] Off	6ASFSq	3216	1242	14Jun51	2264	4 Thiel Pl	7-2390	R-AF
64.	M	Scott, Robert I.	129054	15Dec51	NDR	Asst Ch Wg Plan Team	Hq 6DWg	1416	0147	5May51	2659	81 Holloman Pl	7-2182	R-AF
65.	M	Sheppard, Meyles A	A0678773	1Jun52	R, N	Radar Opr B-36	39thBSq	1521A	0551	25May51	2203	5 Langley Pl	7-3393	Indef
66.	M	Smith, Clyde H	13287A	1Sep51	NDR	Nav B-36	24thBSq	1534P	0551	16Jun51	2209	10 Zettle Pl	7-2188	R-AF
67.	M	Staples, George W	10717A	15Dec51	N	Nav B-36	39thBSq	1521A	0143	2Jul52	2203	64 Mitchell Pl	7-5515	R-AF

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4	5	6	7	8	9	10	11	12	13	14	15
MAJORS (Continued)											
68. M Stein, David F C	A0576383	1Jun52	None	Wing Adjutant	Hq6DWg	7024	1046	1Feb50	411	73 Fitzgerald Pl 7-3395	Indef
69. M Steiner, Irwin O	11270A	1Sep51	SP-6	Acft Comdr B-36	40thDSq	1234A	0350	18Jul52	2277	63 Eyman Pl 7-2444	R-AF
70. M Sterner, Kenneth Y	A0669246	11Mar52	NDR	Radar Opr B-36	39thDSq	1524A	0545	10ct52	2733	6 Thiel Pl 7-2119	Indef
71. M Taylor, James L	12483A	1Jun52	NDR	Wg Staff Observer	Hq6DWg	1524A	0551	25May51	2202	100 W Dyrne St 7-2318	R-AF
72. M Thorn, James M	A0707137	120ct53	N	Nav B-36	40thDSq	1534P	0951	220ct51	557	1505 S Adams 3855-J	Indef
73. M Trewitt, Harvey S	10274A	1Sep51	SP-6	Acft Comdr B-36	24thDSq	1234A	0147	11Sep52	2136	34 Wiese Pl 7-2193	R-AF
74. M Walker, Lyle H	A0733752	1Apr53	SP-6	Acft Comdr B-36	40thDSq	1234A	1241	14Mar51	557	46 Andrews Pl 7-2291	Indef
75. M Watkins, Ray M	A0665745	1Sep51	SP-6	Combat Opns Off	Hq6DWg	1416	0251	10Mar51	2205	37 Langley Pl 7-3345	Indef
76. M Williams, John H	A0824024	1Jun53	SP-6	Acft Comdr B-36	39thDSq	1234A	0651	18Jun51	2203	1009 W Mathews 941	Indef
77. M Wonacott, Eldon D	A0427088	15Feb51	P-9	Sq Commander	Hq6DWg	6816	0243	24Nov53	595	1 Langley Pl 7-6661	Indef
78. M Young, Robert W	10483A	5Dec52	NDR	Radar Opr B-36	40thDSq	1524A	0548	16Apr50	557	32 Geiger Pl 7-2190	R-AF
CAPTAINS											
1. M Adams, James M Jr	A0572052	14pr53	None	Intell Officer	Hq6DWg	2054	0853	1Sep53	2678	302 N Union 3662-J	Indef
2. M Archibald, Rennie III	A02023999	27Sep50	NDR	Nav B-36	39thDSq	1524A	1145	16Oct51	2177	70 W Dyrne St 7-3372	Indef
3. S Athanassion, Thomas J	A0752799	20Jan47	NDR	Nav B-36	39thDSq	1524A	0548	2Jul52	2203	Hs #5, Govt Hsg 2413	Indef
4. M Bannan, Richard J	A0706779	1Jun52	NDR	Radar Opr B-36	40thDSq	1524A	1144	1May53	557	8 A West None	Indef
5. M Basinger, L C Jr	A0754311	15Feb51	SP-6	Acft Comdr B-36	40thDSq	1234A	0450	1Jul52	557	702 W Duena Vista 4190-W	Indef
6. M Bernz, Raymond E	A02062631	1Sep51	NDR	Nav B-36	39thDSq	1524A	1250	1Jul52	2203	11 Hunsicker Pl 7-3364	Indef

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CAPTAINS (Continued)

1	2	3	4	5	6	7	8	9	10	11	12	13		
7.	M	Mlenis, Gordon L	A0664729	1Jan51	P-6	Pilot B-36	40thBSq	12344	0747	17Mar51	557	48 Andrews Pl	7-5545	Indef
8.	M	Bordeaux, Lyle B	A02092627	1Sep51	SP-6	Acft Comdr B-36	24thBSq	1234A	1251	16Dec51	2209	115 E Church	4621-R	Indef
9.	M	Bowdish, Theodore R	A0830396	120ct53	E	Act Perf Engr B-36	40thBSq	4324	1241	30ct52	557	1411 S Kentucky	2099-NR	Indef
10.	M	Bowman, Harold V	A0666128	16Apr50	P-6	Pilot B-36	40thBSq	12344	1045	17Mar51	557	40 Langley Pl	7-2327	Indef
11.	M	Bozeman, John W Jr	A0782692	1Apr53	P-6	Pilot B-36	24thBSq	1234A	0645	17Mar51	2209	56 W Wells	7-9991	Indef
12.	M	Bradshaw, Robert D	A02089536	120ct53	E	Acft Perf Engr B-36	39thBSq	4324	1147	1Aug52	2203	18 A West	7-2332	1054
13.	M	Britton, J T	A0727396	22May47	ECM,P-9	Sq ECM Officer	24thBSq	3024	1245	11Apr51	2370	30 Langley Pl	7-2228	Indef
14.	M	Britton, Thomas C	23835A	26Aug50	NDR	Radar Prod Team	Hq6DWg	15244	1245	25Jul52	2738	95 W Eyman Pl	7-2138	R-AF
15.	M	Brooker, Curtis I	A0824091	120ct53	P-6	Pilot B-36	40thBSq	1231A	0745	140ct51	2743	8 Langley Pl	7-5539	Indef
16.	M	Brown, Alan W	A0792679	16Jan51	SP-8	Maint Supervisor	6A&ESq	3234	1049	1Aug51	2255	4 W Wells	7-2198	Indef
17.	M	Brumfield, Calvin E	A02249277	12Sep52	E	Sq Staff Flt Engr	40thBSq	4324	0143	12Sep52	405	1017 S Penn	3131-R	Indef
18.	M	Burke, Virgil L	A0675034	15Apr52	P-8	Student Off	40thBSq	1231A	0645	8Feb53	557	DDY Maxwell AFB, Ala 10 Wks 22 Mar 54		Indef
19.	M	Carson, Clarence L	141274	29Jul50	SP-6	Acft Comdr B-36	40thBSq	12344	1251	12Dec51	557	83 Holloman Pl	7-5595	R-AF
20.	M	Clemens, Merle C Jr	A0639300	30Jul52	P-9	Sq Adjutant	6FMS	1234A	0845	8Feb53	2145	14 Langley Pl	7-6635	Indef
21.	M	Coester, Frederick N	A0565063	19Dec50	E(NF)	Wg Logistics	Hq6DWg	6424	0452	27Apr52	2219	24 W Dyrne St	7-2442	Indef
22.	M	Cole, Norman G	A0782178	15Feb51	SP-6	Acft Comdr B-36	39thBSq	12344	0942	2Jul52	2203	102 W Dyrne St	7-2307	Indef
23.	M	Coleman, Leslie	A0756498	23May49	SP-6	Pilot B-36	24thBSq	1234A	1150	25May50	2209	1600 E Bland	2175	Indef
24.	M	Collett, Clifford T	A0587681	1Jun52	None	Wg Sup & Liaison O	Hq6Dwg	6424	0353	8Apr53	689	300 E Frazier	3259-J	Indef

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	4	5	6	7	8	9	10	11	12	13	14	15
25. M Compall, Theodore C	A02240791	130ct53	None	Ass't Ch Surg Sv	6th Med	9416C	1241	110ct52	618	109 E Summit	2283-J	1054
26. M Conley, Joseph J	A02044524	11Sep51	U	Wg Gunnery Off	Hq 6DWg	3244	0645	1Jan54	2725	1603 S Stanton	4927	Indef
27. M Cowick, Donald E	A02101220	120ct53	E	Acft Perf Engr B-36	40thBS	4324	0247	1Dec52	557	55 Kelly Pl	7-2216	Indef
28. M Daniels, Kenneth W	A01627256	310ct50	None	Sq Supply Officer	6M&E Sq	6424	0251	1Apr51	2170	27 A West St	7-2230	Indef
29. M Darrah, Roy R	A02099667	22Jul50	E	Acft Perf Engr B-36	24thBS	4324	0648	11Sep52	2209	35 Langley Pl	7-6656	Indef
30. M Dean, Robert E	A02260444	120ct53	AOM	Avn Med Examiner	6th Med	9326	1241	16Aug53	721	1517 N Ohio	3572-R	0455
31. M DeJarnette, John F Jr	A01919597	210ct53	None	Ob & Gyn	6th Med	9326	1241	5Nov53	721	21 W Wells	7-2161	0655
32. M DiFloure, Thomas Jr	A02092540	14Mar53	P-9	TOC Officer	Hq 6DWg	4341	0546	3Apr53	2835	67 Luebke Pl	7-9981	Indef
33. M DiSanto, Alexander J	A02066100	14Apr53	N	Nav B-36	24thBSq	1521A	0751	20Jul51	2209	28 A West St	7-2382	Indef
34 M Dowling, Ernest R	A0833936	19Dec50	SP-9	Maint Stand Bd Off	Hq 6DW	4344	1149	9Jul53	2019	50 A West St	7-2333	Indef
35. M Ely, Edmund J	A0750962	19Feb51	P-6	Pilot B-36	40thBSq	1234A	1045	23Mar51	2162	52 Riverside Dr	3609	Indef
36. M Feemster, Frederick O	A0774983	1Apr53	P-8	Pilot B-36	40thBSq	1231A	0645	5May53	2277	106 E Albuq	3806-W	Indef
37. M Flores, Ramon N	A0758441	1Mar53	P-5	Pilot B-36	24thBSq	1231A	1151	5May52	2209	16 A Street	7-2354	Indef
38. M Fowler, William A	A0804142	190ct50	SP-6	Pilot B-36	39thBSq	1234A	0346	1Jul52	2203	69 Holloman Pl	7-2357	Indef
39. S Freed, Arthur L	A02064559	16Jan51	NDR	Nav B-36	40thBSq	1524A	0551	25May51	2277	DOQ 915, Apt F	None	Indef
40. S Gannon, Thomas F	A0811505	19Dec50	NDR	Nav B-36	40thBSq	1524A	0351	8Jul51	2277	DOQ 915, Apt F	None	Indef
41. M Garner, Vernon W	A0828146	1Apr53	SP-6	Wg Planning Team	Hq 6DWg	1435	0152	6Feb52	2659	304 E McCune	4013-M	Indef
42. M Gitchell, Charles C	A0673140	16Jan51	NDR	Radar Opr B-36	39thBSq	1524A	0251	16Oct51	2203	33 Alden Pl	7-2458	Indef

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43. M Geuder, Malcom E	A0792701	17Jan53	P-9	Pilot B-36	39thBSq	1231A	0645	8Feb53	2203	2002 N Garden	4383-NJ	Indef
44. M Goldberger, Arthur E	A01849880	1Apr53	None	Wg Pers Off,Off Br Hq 6BWg		7324	1252	13Jan53	2709	410 S Kentucky	3548-W	Indef
45. M Goldsbury, Errol L	A02088306	1Apr53	NBR	Nav B-36	39thBSq	1524A	0946	16Oct51	2203	6 Bailey Pl	7-4454	Indef
46. S Harper, Frank G	A0760002	19Dec50	NBR	Radar Opr B-36	24thBSq	1524A	0850	2Jul52	2209	BOQ 915	2323	Indef
47. M Hayter, Thomas B Jr	A02062662	21 Dec49	N	Nav B-36	40thBSq	1534P	1045	2Jan48	2277	39 W Wells	7-2309	Indef
48. M Haxle, Robert J	A0760839	11Dec50	P-8	Sq Acft Maint Off	6PMS	4344	0747	9Mar51	2254	515 S Spruce	3663-W	Indef
49. M Heifer, Kalman L	A0707483	31Oct50	NBR	Radar Opr B-36	40thBSq	1524A	0251	18Mar51	2677	34 Langley Pl	7-6651	Indef
50. M Heller, Russell M Jr	165004	13Jan52	P-9	Pilot B-36	39thBSq	7024	1049	8Oct53	2203	1614 W Walnut	1517-NM	R-AF
51. M Henderson, DeMoyne	A0698556	10Nov50	NBR	Nav B-36	40thBSq	1524A	1244	7Aug52	557	600 S Cedar	None	Indef
52. M Henderson, Donovan E	A0945981	15Dec51	NBR	Sq Staff Obsr	24thBSq	1524A	0551	25May51	704	BOQ 915 Apt D	None	Indef
53. M Henderson, Morris T	A0697485	31Oct50	SP-9	Acft Cmdr B-36	40thBSq	1234C	1053	16Nov53	557	301 S Atkinson	3408-J	Indef
54. M Henderson, Robert E	A0724750	11Mar52	SP*6	Pilot B-36	39thBSq	1234A	1145	50ct52	2733	11 A West St	7-6649	Indef
55. S Hernandez, Santiago	A0934819	1Jun52	SP-9	Student Officer	39thBSq	2124	1250	220ct53	2213	DDY Fort Bliss, Tex 16 Feb 54		Indef
56. M Hewes, Frederick A	A02023014	1Apr53	NBR	Nav B-36	40thBSq	1524A	0450	18Feb52	557	63 A West St	7-6671	Indef
57. M Insley, Lewis E	A0662938	28Mar52	P-6	Pilot B-36	39thBSq	1234A	0345	8Feb53	2203	67 W Wells	7-4496	Indef
58. M James, Harry E	A0685075	15Feb51	NBR	Radar Opr B-36	40thBSq	1524A	0451	14May51	2677	61 Luebke Pl	7-5529	Indef
59. M Johnson, Waldo E	A0721772	1Apr53	P-6	Pilot B-36	24thBSq	1231A	0352	8Jan52	2209	Rt #2, Box 256	3164-R	Indef

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CAPTAINS (Continued)														
60.	M	Jillson, Edwin T	A02056802	16Jan51	NBR	Radar Opr B-36	39thBSq	1524A	0542	14May48	2203	716 E Pear St	3437-NJ	Indef.
61.	S	Kochan, Chester T	A01903100	1Apr53	P-2	Photo Interpreter	Hq 6BWg	2041	0851	24Sep53	2226	BOQ 918, Apt e	2327	Indef.
62.	M	Kohle, Arthur F	A0794143	28Jul50	N	Nav B-36	24thBSq	1534P	0851	21Oct51	2209	42 W Byrne St	7-2203	Indef
63.	M	Krolinsky, Stephen P	A0671377	30Jun50	NBR	Radar Opr B-36	39thBSq	1524A	0250	1Jul52	2203	29 A West St	7-3830	Indef
64.	M	Lang , Edgar E	A0933702	1Jun52	NBR	Radar Opr B-36	24thBSq	1524A	0448	13Dec51	2209	36 Geiger Pl	7-9903	Indef.
65.	M	Lange, Eugene A	A02056522	1Apr53	P-6	Pilot B-36	39thBSq	1234A	1152	10Jan53	2203	23 A West St	7-2430	Indef
66.	M	Larson, Jack A	A0676586	31Oct50	NBR	Radar Opr B-36	39thBSq	1524A	0549	17Sep51	2203	75 Fitzgerald Pl	7-2460	Indef.
67.	M	Lefky, Anton F	A0748696	18Jan53	P-8	Pilot B-36	40thBSq	1231A	1245	8Feb53	557	BOQ 912	2321	Indef.
68	M	Machek, George R	A0689787	19Dec50	SP-8	Pilot B-36	39thBSq	1234A	0647	30Oct52	2203	49 Holloman Pl	7-5538	Indef
69.	M	Mahoney, James R	A0805312	7Jun48	NBR	Radar Opr B-36	24thBSq	1524A	0451	2May51	2209	302 E Frazier	4651-J	Indef
70.	M	Mallory, John S jr	17691A	1Jun52	NBR	Radar Opr B-36	24thBSq	1524A	1241	11Sep52	2209	710 W BuenaVista	4332-W	Indef
71.	M	Mallory, Lue B	A0868730	9Aug50	SP-6	Acft Cmdr B-36	24thBSq	1234A	0451	25Apr51	2209	57 Kelly Pl	7-2250	Indef
72.	M	McCormick, Robert E Jr	A0808103	31Oct50	N	Nav B-36	39thBSq	1534P	0551	25May51	2203	1704 S Stanton	2224-M	Indef.
73.	M	McGill, Charles L	A0928710	4Jan51	P-8	Sq Acft Maint Off	24thBSq	4344	0945	17Mar51	2209	302 E Frazier	4651-J	Indef
74.	M	Miller, Stephen W	A0443069	1Nov49	N	Nav B-36	40thBSq	2324	1253	15Dec53	2277	1702 N Kentucky	2340	Indef
75.	M	Moore, Edwin V	A0675364	15Feb51	SP-6	Pilot B-36	40thBSq	1234A	0652	9Jul52	557	318 E Church St	4865-W	Indef
76.	M	Morton, Ernest R	A0688975	17Jul50	NBR	Nav B-36	40thBSq	1524A	0545	1May53	557	69 W Bryne	NONE	Indef
77.	M	Muse, Chauncey W	A0676098	31Oct50	NBR	Radar Opr B-36	24thBSq	1524A	0445	5Nov48	2209	5 W Eyman St	7-2349	Indef

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CAPTAINS (Cont)														
78. M	Myers, John E	A0741678	3Sep51	NDR	Nav B-36	40thBSq	1521A	0652	16Dec53	2277	508 S Cypress	None	Indef	
79. S	Meukam, Curt F	A0861956	2Jul50	E	Acft Perf Engr B-36	40thBSq	4324	1252	12Feb53	557	BOQ 917	None	Indef	
80. M	O'Dagy, Paul	A0733963	1Jun52	SP-6	Pilot B-36	39thBSq	1234A	1241	22Dec51	2203	77 Fitzgerald Pl	7-9965	Indef	
81. M	O'Brien, William D	A0764417	15Dec50	E	Acft Perf Engr B-36	40thBSq	4324	1249	16Sep51	405	BOQ 915 Apr F2	None	Indef	
82. M	Olsen, Preston B	A0773211	15Mar53	P-8	Pilot B-36	40thBSq	1231A	1245	3Apr53	2277	16 A West St	None	Indef	
83. M	O'Neil, Lloyd L	A01825248	15Feb53	P-8	Pilot B-36	40thBSq	1231A	0849	11Mar53	2277	63 Luebke Pl	7-6604	Indef	
84. M	Oyler, Robert E	A0699236	5Nov50	N	Nav B-36	40thBSq	1534P	1151	25 Jul53	2277	121 E Frazier	3130-M	Indef	
85. M	Parrish, C T	A0704047	14Apr53	N	Nav B-36	39thBSq	1534P	0152	20Jan52	2203	18 Langley Pl	7-2126	Indef	
86. M	Pipes, Charles D.	A0780708	1Jun52	P-6	Pilot B-36	24thBSq	1231A	1241	13Aug53	2209	68 W Wells	7-5581	1254	
87. M	Prawdzik, Stanley	A0673625	19Dec50	N(NF)	Sq Supply Officer	39thBSq	6424	0551	19Jul51	395	210 E McGaffey	974-J	Indef	
88. M	Quesenberry, Joseph	A0867768	19Dec50	E	Acft Perf Engr B-36	24thBSq	4324	0349	6Dec52	2370	3 W Dyrne St	7-2101	Indef	
89. M	Radzinski, John J	A02064992	14Apr53	NDR	Nav B-36	39thBSq	1524A	0451	1May51	2203	39 A West	7-2277	Indef	
90. S	Rau, Margaret L	24179W	14Apr53	None	Nurse Gen Dy	6th Med	9754	0653	1Jul53	356	Bldg (D) 911	2517	R-AF	
91. M	Regnier, Guilbert L	A02093141	14Apr53	NDR	Nav B-36	39thBSq	1524A	0152	4May53	2203	12 A West	7-9964	Indef	
92. M	Rider, Hulbert H	A0678325	1Mar51	SP-6	Wg Inspector	Hq6BWg	1234A	0449	13Mar51	2004	1600 N Delaware	3868-J	Indef	
93. S	Riley, James A	A0876133	1Sep51	None	Spec Wpns Off	24thBSq	3254	1241	30Sep48	2717	2006 N Missouri	3092-J	Indef	
94. M	Roesch, Donald F E	A0744335	15Feb51	NDR	Radar Opr B-36	39thBSq	1524A	0645	16Apr50	2203	500 S Union	2349-W	Indef	
95. M	Rogers, William D	A0738734	15Feb51	NDR	Nav B-36	40thBSq	1524A	0951	25Jul52	2277	Air Base Rd	325-R	Indef	

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96. M Rummel, Leonard W	A0933339	1Sep51	SP-6	Flt Test Maint Off	Hq6DWg	1234A	0651	16Jun51	589	7 A West	7-2194	Indef
97. M Russell, Lawrence L	A0672216	13Jan52	P-9	Pilot B-36	40thDSq	1231C	0545	24Nov53	557	1202 N Lea	2639	Indef
98. M Russell, Roy J Jr	A02001601	19Dec50	N	Nav B-36	40thDSq	1534P	1251	18Jul52	2277	46 W Byrne	7-2476	Indef
99. M Scharmen, Merrill E	A0692892	8Mar51	SP-6	Acft Comdr B-36	24thDSq	1234A	0345	11Sep52	2209	27 A Street	7-2142	Indef
100. M Schroeder, George Z	16578A	10Nov46	P-4(NF)	Dir Of Personnel	Hq6DWg	0011C	0651	18Nov51	517	21 Langley Pl	7-2160	R-AF
101. M Seeley, Harold A	A0590061	1Apr53	None	Arm Systems Off	6A&ESq	3234	0251	1Jul52	2330	304 Ryan St	None	Indef
102. M Shellenberger, Robert E	A02238909	22Jul52	None	Dental Off Gen Dy	6th Med	9826	1241	14Aug52	456	2 Langley Pl	7-5520	0454
103. M Shuping, William C	A02100125	1Apr53	E	Acft Perf Engr B-36	39thDSq	4324	0948	2May51	2203	1420 W Tilden	2625	Indef
104. M Simon, Eugene E	A01307473	16Jan51	NDR	Nav B-36	24thDSq	1524A	1150	11Sep52	2209	67 Holloman Pl	7-5573	Indef
105. M Skibbe, Harold W	A02078308	21Dec49	NDR	Nav B-36	24thDSq	1524A	0742	1May53	2209	113 E Bland	541	Indef
106. M Skordas, Pete J	A0301732	6Feb51	SP-6	Pilot B-36	40thDSq	1234A	0347	1Jul52	2277	39 Kelly Pl	7-4467	Indef
107. M Slater, Henry G Jr	A02064666	31Oct50	NDR	Nav B-36	39thDSq	1524A	0645	15Oct53	2203	303 E Frazier	4013-NW	Indef
108. M Sommer, Frederick J	AC804749	30Jun50	SP-6	Acft Comdr B-36	39thDSq	1234A	0551	5Jun51	2203	15 Hunsicker Pl	7-5528	Indef
109. M Stein, David M	14867A	31Oct50	NDR	Nav B-36	40thDSq	1524A	0645	10Mar52	2130	910 W Deming	3128-M	R-AF
110. M Stewart, John W	AC682375	4Dec48	NDR	Sq Staff Observer	24thDSq	1524A	1146	16Oct51	2209	52 W Byrne St	7-2439	Indef
111. M Taylor, William J D	A0753567	14Jan51	SP-6	Acft Comdr B-36	40thDSq	1234A	1046	18Mar51	557	65 W Wells	7-2242	Indef
112. M Turner, William L	A0725231	12Mar51	SP-6	Pilot B-36	24thDSq	1234A	1241	15Apr51	2209	134 E Pear St	267-R	Indef
113. M Wagner, Harry T	AC716694	7Apr52	R	Acft Maint Off	6FMS	4344	1053	16Nov53	2751	305 E Church St	3614	Indef
114. M Waldon, Edward L	AC810889	19Dec50	SP-6	Acft Comdr B-36	39thDSq	1234A	0551	5Jun51	2203	54 Andrews Pl	7-3377	Indef

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115.	M	Waller, Robert E	AC7C7457	15Feb51	D	Spec Wpns Off	39thBSq	3251	C552	1Dec53	2717	16 Langley Pl	7-2127	Indef
116.	M	Walsh, John R	AC798405	15Feb51	NDR	Radar Opr B-36	24thBSq	1524A	C351	14Apr51	2209	Smith Tr Park	4645	Indef
117.	M	Ward, Harlan A	AC864804	16Jan51	None	Rpts & Analysis Off	Hq6DWg	4344	C549	22Jul52	2025	110 W Alameda	1907-J	Indef
118.	M	Ward, Sidney J Jr	AC2074273	1Jun53	SP-6	Acft Comdr B-36	39thBSq	1234A	0749	10Oct52	2203	1512 W Walnut	4687-M	Indef
119.	M	Warren, Richard L	AC834542	1Jun52	P-9	Sq Acft Maint Off	6FMS	4344	0746	1Jul52	433	37 A West St	7-5526	Indef
120.	M	Wathen, Vincent T	AC864598	29Oct51	None	Air Elect Off	6A&ESq	3034	C252	14Nov53	473	12 Langley Pl	7-2398	Indef
121.	M	Watson, Lowell L	AC812339	18Jan53	P-9	Pilot B-36	40thBSq	1231A	1045	8Feb53	2277	BOQ 908, Apt A	None	Indef
122.	M	Weeks, James H	AC837237	1Sep51	P-6	Acft Comdr B-36	40thBSq	1234A	C249	16Apr51	2277	312 E Church St	2792-J	Indef
123.	M	Wiegman, Lawrence A	AC739136	19Dec50	NDR	Nav B-36	24thBSq	1524A	1150	16Oct51	2209	141 E Pear St	2176-R	Indef
124.	M	White, Guinn C	AC2067415	1Jun52	E	Acft Perf Engr B-36	40thBSq	4324	1042	10Mar51	557	907 W Hendricks	1060-W	Indef
125.	M	Winsor, William J	AC762062	11Aug50	SP-6	Opns & Tng Off	Hq6DWg	1234A	C451	2May51	2205	1104 W Summit	2303-R	Indef
126.	M	Wise, Donald	AC752796	19Dec50	NDR	Nav B-36	40thBSq	1524A	0949	30Oct52	2277	9 A West St	7-5509	Indef
127.	M	Wise, John Q	AC1909440	14Apr53	P-6	Pilot B-36	40thBSq	1234A	0551	14May51	557	1 A West St	7-9974	Indef
128.	M	Woford, Charles B	AC720656	1Jun52	P-6	Pilot B-36	39thBSq	1234A	0146	17Mar51	2203	917 Davidson Dr	4261-J	Indef
129.	M	Wright, Frederick C	AO311191	6Aug46	None	Intell Officer	Hq6DWg	2054	1152	12Dec52	2659	13 Langley Pl	7-3363	Indef
130.	M	Zalonka, Charles C	AC733573	7May50	NDR	Nav B-36	40thBSq	1521A	0645	9Jul53	2277	Goodnight Tr Ct	None	Indef
FIRST LIEUTENANTS														
1.	S	Astrella, Ralph J	24609A	5Jun53	NDR	Nav B-36	39thBSq	1524A	1241	7Feb52	2203	BOQ 912, Apt C	2846	R-4F
2.	M	Daggaley, John H	AC942800	30Jul51	P-6	Pilot B-36	24thBSq	1234A	1251	1Jan52	2680	712 W DuenaVista	4372-J	Indef

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	4	5	6	7	8	9	10	11	12	13	14	15
3. S Bateman, Richard M	AC2206090	30Mar53	None	Dental Off Gen Dy	6thMed	9026	1241	30Mar53	456	Mod DOQ	620	0355
4. M Baulch, Henry L	221064	4Dec52	P-9	Pilot B-36	24thBSq	1234C	0953	23Sep53	2209	1615 W Hendricks	975	R-AF
5. M Benedict, Robert H	AC876509	29Feb52	E	Acft Perf Engr B-36	39thBSq	4324	0149	10Oct52	2203	1714 S Monroe	2296-R	Indef
6. M Bentley, Max H	AO1909024	19Apr51	P-C	Pilot B-36	39thBSq	1231A	1241	9Mar53	2203	1700 N Ohio	1845-M	Indef
7. S Boles, Ismael W	AC697251	15May52	P-9	SD, 812th ADGp OIC, Base Surv Sch	24thBSq	1231A	0944	5May53	2732	DOQ 910, Apt D	None	Indef
8. M Borman, Glenn O	AC2093837	19Apr52	E	Acft Perf Engr B-36	39thBSq	4324	1241	23Jul52	2203	112 S Washington	2270-J	Indef
9. M Bouillon, Richard L	AC788140	27Jan52	P-9	Acft Maint Off	6PMS	4341	0852	11Oct52	2254	1202 N Lea	2639	Indef
10. M Bridges, Allan C	AC2059061	20Apr49	P-9	Sq Supply Officer	6PMS	6424	1049	5May53	520	1700 S Monroe	None	Indef
11. M Briggs, Wayne D	AC2099837	4Jul51	E	Acft Perf Engr B-36	39thBSq	4324	1241	13Dec52	2203	Box 240, RFD #2	None	0155
12. M Brown, Bruce D	AO590820	8Feb51	R, N	Nav B-36	24thBSq	1554	0953	17Oct53	2209	807 W 2d St	None	Indef
13. M Brown, Glendon W	AO784852	28Dec50	P-6	Pilot B-36	24thBSq	1234A	0645	14Aug50	2209	32 A West	7-6674	0355
14. M Brown, Marvin L	18676A	27Feb51	NDR	Nav B-36	39thBSq	1524A	0946	7Dec51	2203	204 S Missouri	1124-M	R-AF
15. M Bush, Jay S	AC2260702	24Mar53	None	Dental Off Gen Dy	6th Med	9026	1241	24Mar53	456	209 S Ohio	2069-W	0554
16. M Butler, William P	AC2221875	22Nov52	NDR	Nav B-36	40thBSq	1524A	1241	20Jul51	557	406 W 14th St	2500-NJ	0554
17. S Bynum, Paul H	AC2234690	20Jan53	P-9	Pilot B-36	24thBSq	1231A	1241	25Sep53	2209	DOQ 910, Apt D	2051	0356
18. M Carroll, Roland C	AC783707	13Feb53	P-C	Pilot B-36	24thBSq	1231A	0442	5May53	2209	205 E Summit	None	Indef
19. M Chaney, Hugh F	AC2089391	8Sep51	NDR	Nav B-36	39thBSq	1524A	0451	10Oct52	2733	509 S Fir St	4008-J	Indef
20. M Christenson, Albin L Jr	AC2101775	13Mar52	E	Acft Perf Engr B-36	39thBSq	4324	1241	10Jul52	2203	Sunset McGaffey	053-J1	0455

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FIRST LIEUTENANTS (Cont)

21. M Christenson, Arnold P	246104	5Jun53	NDR	Nav B-36	39thBSq	1524A	1241	7Feb52	2203	306 E Frazier	3259-NW	R-AF
22. M Collins, Kriebel H	A02073483	10Mar51	NDR	Nav B-36	24thBSq	1524A	0442	24Jul52	2209	602 W Alameda	3095-M	Indef
23. M Diliberti, Charles	A02260808	11Jul53	None	Med Off Gen Dy	6thMed	9326	1241	11Jul53	350	92 W Byrne St	7-2494	0755
24. S Dokken, James P	A02221079	12Dec52	NDR	Nav B-36	39thBSq	1524A	1241	20Jul51	2203	DDQ 911 Apt B	None	0454
25. S Duborg, George F Jr	A02222033	10Feb53	NDR	Sq Staff Obsr	40thBSq	1524A	1241	160ct51	405	DDQ 912, Apt C	None	0754
26. M Duffey, Willis A	A02249350	27Sep52	E	Acft Perf Engr B-36	24thBSq	4321	0345	120ct46	2209	1703 S Stanton	3274-J	Indef
27. M Emmons, Curtis G	A02222775	20Jul53	NDR	Nav B-36	29thBSq	1524A	1241	14Apr52	2203	707 S Missouri	469?-NW	0155
28. M Ensor, Nelson H	A02101705	11Apr51	E	Acft Perf Engr B-36	40thBSq	4324	1150	1Nov52	2277	1612 S Kansas	1934-W	Indef
29. M Erickson, Walter E	A0939447	13Feb53	E	Acft Perf Engr B-36	24thBSq	4324	1241	11Aug52	2209	1602 S Kansas	1934-NR	Indef
30. M Estrada, John J	A0931240	6Apr51	NDR	Nav B-36	24thBSq	1524A	1151	7Aug52	2209	1602 W Juniper	2750-M	Indef
31. M Eubanks, Den H Jr	A0785409	27Jun48	NDR	Nav B-36	24thBSq	1524A	1151	7Aug52	2141	24 Langley Pl	7-3304	Indef
32. M Fisher, Charles H	A02001012	10Jun52	NDR	Student Officer	24thBSq	1524A	1241	9Jul53	2209	DDY Maxwell AFB, Ala 10 wks 22 Mar 54		Indef
33. M Forcier, Gerald O	A02210094	12Aug53	None	Sq Intell Off	24thBSq	2051	0349	170ct53	2678	DDQ 906, Apt D	2066	1054
34. M Gardner, LeeRoy S	A0946285	12Aug52	R-6	Pilot B-36	24thBSq	1231A	0346	10ct53	2209	DDQ 910, Apt C	2502	Indef
35. M Goldman, Herbert I	A02240860	6Nov52	None	Pediatrician	6th Med	9366D	1241	6Nov52	607	1205 N Kentucky	3203	1154
36. M Hargraves, Jack R	A02249353	27Sep52	E	Sq Staff Flt Engr	24thBSq	4324	1246	5Dec52	2136	1521 W 2nd St	3033-NJ	Indef
37. M Harrington, Cleo R	A02090866	25Jul51	E	Acft Perf Engr B-36	39thBS	4324	0351	6Dec52	2203	Box 256, RR #2	None	Indef
38. M Haskins, Clifford O	A02101044	30Oct52	E	Acft Perf Engr B-36	24thBSq	4324	1241	1Aug52	2209	1024 Crescent Dr	2321NJ	Indef

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FIRST LIEUTENANTS (Cont)												
39. M Hehmann, James C	A01911019	22Apr52	P-6	Pilot B-36	39thBSq	12344	C352	3Apr52	2203	1612 W Tilden	4726	Indef
40. M Hill, Duane S	A01056061	12Aug52	P-6	Pilot B-36	39thBSq	12344	0342	10Feb52	2203	1305 W 7th St	4212-M	0255
41. M Hilliard, Joseph C	A02101070	130ct52	E	Acft Perf Engr B36	39thBSq	4324	1241	16Jul52	2203	1612 W Walnut	2677-NW	Indef
42. M Jackson, Charles L	A0779472	5Jan53	E	AcftPerfEngr B36	39thBSq	4324	1241	10Aug52	2203	17 Off's Circle	2537	Indef
43. M Kasdorf, Henry H	A0745409	25Mar52	P-6	Pilot B-36	39thBSq	12344	1145	11Mar53	2203	21 Off's Circle	2547	Indef
44. S Kast, Dorothy M	AN2242421	5Sep53	None	Nurse Gen Dy	6th Med	9754	1241	5Sep53	2361	Nurses Qtrs	2527	0955
45. M Kessler, Charles W	10437A	27Feb51	NDR	Radar Opr B-36	40thBSq	1524A	1241	20Jul51	2277	1700 N Pontiac	3681-M	R-AF
46. M Kendrick, Arthur L	A02249263	16Sep52	E	Acft Perf Engr B-36	24thBSq	4321	0346	16Sep52	2209	636 E 6th St	1602-W	Indef
47. M Knothe, William C	A0945457	13Feb53	E	Acft Perf Engr B-36	40thBSq	4324	1241	1Dec52	557	Base Side Tr Ct	7-6697	Indef
48. M Kromer, Edward E	A02249359	27Sep52	E	Acft Perf Engr B-36	39thBSq	4324	0449	27Sep52	2203	1035 Crescent Dr	3536-NW	Indef
49. S Lane, William C	A01996951	19Aug51	P-6	Pilot B-36	24thBSq	1231A	0646	24Dec50	2680	39 A West	None	Indef
50. M Leeper, Donald A	A02249360	27Sep52	E	Acft Perf Engr B-36	40thBS	4324	0245	27Sep52	557	203 E Church St	702-J	Indef
51. S Limpus, Grace E	AN1912757	22Dec52	None	Anethestist	6th Med	9741	1241	9Jan52	610	BOQ 917, Apt D	2508	0654
52. M Matula, Karl J	A0945526	2Mar53	E	Sq Staff Flt Engr	39thBSq	4324	0451	10Aug51	2203	27 Off's Circle	2546	Indef
53. M Mays, Forrest D	A0687052	1Jul52	P-6	Pilot B-36	39thBSq	12344	1241	3Apr53	2203	Rt #2, Box 25	083-Fl	Indef
54. M Merrow, Elmer W	A0944053	10Nov52	P-6	Pilot B-36	39thBSq	1224A	0846	23Sep53	2203	119 E Pear	4925	0956
55. S Miller, John H	A01852922	5Jan53	None	Fab & Repair Off	6 FMS	4364	C745	1Jul52	397	BOQ 915 Apt E	2047	Indef
56. M Miller, John W	A02222043	23Mar53	NDR	Nav B-36	24thBSq	1524A	0246	16Oct51	2209	637 E Apple St	1852-W	Indef

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57. M Monroe, Donald F	A02238005	12Jun51	None	Hospital Registrar	6thMed	0025	1251	14Dec51	359	10 W Wells	7-6625	Indef
58. M Nehring, Charles A Jr	A02239066	2Mar53	None	Lab Officer	6th Med	9151	1241	13Aug51	458	609 N Louisiana	4479-W	0854
59. M Nielsen, Donald C	A02216851	17Apr53	None	Student Officer	40thBSq	2051	0753	4Dec53	DDY Lowry AFB, Colo 12 wks 17 Feb 54			Indef
60. M Nelson, John E Jr	A02224653	22Jul53	P-5	Pilot B-36	24thBSq	1234C	1053	10 Nov53	2209	1100 N Lea	None	0855
61. M Pearsall, Thomas E	19898A	23Nov51	NBR	Radar Opr B-36	39thBSq	1524A	0146	7Dec51	2203	19 A West St	7-2432	R-AF
62. M Peck, Andros O	A0771122	20Jun52	P-9	Ass't Flt Test Off	Hq 6BWg	4331	1245	3Apr53	589	28 Off's Circle	2564	Indef
63. M Peterson, Dale M	A01909199	15Jan51	P-5	Pilot B-36	39thBSq	1231A	1241	4Dec53	2203	1706 N Kansas	1393-J	Indef
64. M Pietschner, Paul	A02101113	19Dec52	E	Acft Perf Engr B-36	39thBSq	4324	1241	1Aug52	2203	910 W Summit	3748-J	1054
65. M Pisciotta, Alex Jr	A0975151	18Mar52	P-9	Sq Perf Equip Off	40thBSq	1431	0546	1Jun52	693	1712 N Union	1756-J	1054
66. S Rhodes, Delbert D	A02224679	10ct53	R	Photo Interpreter	Hq 6BWg	1554	1053	6Nov53	2738	BO, 916 Apt D	None	0855
67. M Rigan, Otto W	A0940207	13Feb53	E	Acft Perf Engr B-36	39thBSq	4324	0244	1Dec52	2203	927 Davidson Dr	4396-W	Indef
68. M Rogers, Charles O	A0735927	18Apr51	ECM, B SD, 812th ABGp		6thA&ESq	3024	0745	7Sep52	2214	30 West A St	7-2468	Indef
69. M Rosenblatt, Seymour	A02240771	30ct52	None	OIC, Base ECM Sch Psychiatric Sv Off	6th Med	9586D	1241	30ct52	607	13½ Riverside	2912-W	1054
70. M Russell, Robert B	A0945514	25Jul50	NBR	Nav B-36	39thBSq	1524A	1251	25Jul52	2203	1709 S Stanton	3274-NR	Indef
71. M Rutkovitz, Daniel E	A01849044	19Mar52	E	Acft Perf Engr B-36	40thBSq	4324	0145	16Sep52	557	25 Langley Pl	7-2243	Indef
72. M Ruzic, James V	A02101576	12Dec51	E	Acft Perf Engr B-36	24thBSq	4324	1246	8Jul52	2209	34 A West	7-2207	Indef
73. M Ryan, Harold V	A0765324	14Jul51	P-6	Sq Pers Equip Off	39thBSq	1234A	0345	150ct52	2132	31 Off's Circle	2501	Indef
74. M Saunders, Robert W	A02102096	14Jan52	E	Acft Perf Engr B-36	40thBSq	4324	0949	17Jul52	2277	1207 W Deming	237-W	Indef

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75. S Scott, Geneva A	AN2214356	40ct52	None	Nurse Gen Dy	6thMed	9754	0353	18May53	2059	Nurses Qrs	2527	Indef
76. M Scright, Edward M	A02238904	24Sep52	None	Med Supply Off	6thMed	9034	0253	10Apr53	650	BOQ 910, Apt E	2533	Indef
77. M Sifford, Bill B	A01911801	29May52	P-6	Pilot B-36	24thBSq	1234A	0452	7May52	2209	Box 460, Rt #1	3077-R	Indef
78. M Sikora, Joseph E	A0810747	20Jun52	P-9	Pilot B-36	40thBSq	1231A	1245	5May53	557	1705 S Monroe	3635-M	Indef
79. M Sonnier, James H	A02091239	21May52	E	Acft Perf Engr	B-36	24thBSq	4324	1241	12Dec52	2136	45 A West	7-4493	Indef
80. M Sorensen, Eugene W	A02249292	18Sep52	E	Acft Perf Engr	B-36	40thBSq	4324	1245	18Sep52	557	610 W Deming	3496-J	Indef
81. M Sparks, Avrit G	A02249293	18Sep52	E	Acft Perf Engr	B-36	24thBSq	4324	0146	18Sep52	2209	423 E 5th St	1566-M	Indef
82. S Stanick, John J	A01997816	28Jun51	P-9	Pilot B-36	24thBSq	1231A	0845	80ct53	2209	BOQ 908, Apt D	2866	Indef
83. M Stelzer, Frank A	22355A	8Dec52	P-9	Wg Security Off	Hq6BWg	1431	1241	7Jan53	485	305 W 3d St	3829-M	R-AF
84. M Stephenson, Ralph W Jr	20364A	100ct50	P-5	Sq Pers Equip Off	24thBSq	1431	0952	10ct52	385	22 Langley Pl	7-9988	R-AF
85. M Stewart, Lawrence W	A0868600	1Mar51	E	Acft Perf Engr	B-36	24thBSq	4324	0945	8Dec52	2136	14 Off's Circle	None	Indef
86. M Szappanyos, Bela J	A02260934	6Jun53	None	Chief of Med Sv	6thMed	9326	1241	6Jun53	615	20 Byrne St	7-2384	0655
87. M Taylor, Carl L	A01850826	10Nov53	E	Acft Perf Engr	B-36	24thBSq	4321	0351	1Jun53	2209	Mt View Tr Ct	325-NJ	Indef
88. M Tickel, William E Jr	A01911519	12Jun52	NBR	Nav B-36	39thBSq	1524A	1241	1May53	2203	Box 256, Rt #2	3136-J	0456
89. M Tulloh, Clifton, C	A02079532	30May51	N	Nav B-36	24thBSq	1534P	1241	11Sep52	2136	38 A West St	7-2175	Indef
90. M Tuttle, Donald B	18689A	19Jan51	NBR	Nav B-36	40thBSq	1524A	0745	1Jul52	2277	1710 N Delaware	2893-J	R-AF
91. S VanClief, Harold O	A0591273	2Jul51	None	Student Officer	6A&ESq	3234	0752	1Aug53	DDY Chanute AFB, Ill 8 wks	5 Feb 54		Indef
92. M vanderVeen, Walter S	A02087601	22Jul52	R(NF)	Sq Adjutant	39thBSq	7021	0952	13Sep52	2202	Rt #2, Box 238	7-2297	Indef

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93.	M	Varise, Anthony F.	A02081830	20Dec51	E	Acft Perf Engr	B-36	40thBSq	4324	1241	30Oct52	2277	1700 Pontiac Dr	3691-W	Indef
94.	M	Verner, William E.	A01909947	29Oct51	P-2	Pilot	B-36	40thBSq	1124P	1241	18Dec53	2277	No Record		Indef
95.	M	Waller, Jac T.	A02081797	1Jan51	NBR	Student Officer		39thBSq	1524A	1241	16Aug53	DDY Maxwell AFB, Alabama 10 wks 22 Mar 54			0756
96.	M	Weilse, Bernard S.	A02241523	14Jan53	None	Dental Off Gen Dy		6th Med	9826	1241	14Jan53	456	1412 W 7th St	2038-W	0155
97.	M	Wilds, Ausbun J. Jr.	A0709206	4Feb50	E	Acft Perf Engr	B-36	40thBSq	4324	0342	3Dec52	2209	306 Ryan St	7-9984	Indef
98.	M	Williams, LeRoy L.	A0946313	5Jun52	E	Acft Perf Engr	B-36	40thBSq	4324	0442	7Dec52	557	31 A West St	7-4457	Indef
99.	S	Wilson, Richard L.	A02222784	17Jul53	NBR	Nav	B-36	24thBSq	1524A	0342	16Aug53	2209	504 S Aspen	3226-J	0756
100.	M	Young, Raymond D.	A0771206	6Jul51	P-5	Prod Control Off		Hq 6BWg	4344	1252	13Jan53	730	18 Off's Circle	2521	Indef
SECOND LIEUTENANTS:															
1.	M	Blinn, Harold O.	A02251166	80ct52	None	Wg Comm Off		Hq 6BWg	4341	1241	22Sep53	2241	803½ N Kentucky	2756-W	1054
2.	S	Brown, Clarence Z.	A02229594	4Sep52	None	Intell Off		Hq 6BWg	2051	1241	26Apr53	2678	BOQ 916, Apt F	2324	0954
3.	M	Brown, Richard T.	A02237280	12Aug52	P-9	Pilot	B-36	24thBSq	1231C	1241	14Dec53	2209	1007 N Lea	None	0956
4.	S	Christy, Leona I.	AN2241910	21Feb53	None	Nurse Gen Dy		6th Med	9754	1241	21Feb53	721	Nurses Qrs	2527	0255
5.	M	Clark, Bob J.	A02238459	9Aug52	None	Sq Supply Off		24thBSq	6424	1241	12Sep52	2158	1109 E Brown St	None	0854
6.	S	Collins, Patricia A.	AN2242381	4Sep53	None	Nurse Gen Dy		6th Med	9751	1241	4Sep53	721	Nurses Qrs	2527	0955
7.	S	Conley, Edward L.	A03022696	17Aug53	NBR	Nav	B-36	39thBSq	1521A	1241	16Dec53	2203	Transient BOQ	None	0856
8.	M	Hake, Donald H.	A02230428	18Aug52	ECM	Sq ECM Off		40thBSq	3021	0247	12Aug53	2214	BOQ 915, Apt D	2323	Indef
9.	S	Hamilton, Robert D.	A03022499	16Sep53	P-9	Pilot	B-36	39thBSq	1224P	1241	10Oct53	2203	BOQ 913, Apt 5	None	0956

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SECOND LIEUTENANTS (Continued)

10. M Haslem, Samuel T.	A02237267	14Jul52	U	Sq Gunnery Off	39thBSq	3241	1241	10Jul53	2320	410 W Walnut	5016-W	0754
11. S Hinrichs, John W.	A01856344	14Aug53	None	Student Officer	6FMS	6421	1241	14Aug53	DDY FE 11 Wks	Warren AFB, Wyoming 23 Feb 54		0855
12. S Hofmann, Floyd G.	A03022585	31Aug53	R	Sq Adjutant	6A&ESq	1551	1241	25Jan54	BOQ 913, Apt 14		None	0856
13. M Jacobs, Reed M.	A03099218	23May53	U	Sq Gunnery Off	24thBSq	3241	1241	10Jul53	2209	309 E 8th St	2611-R	0556
14. S Johnson, Darrel W.	A01864978	24Jul53	None	Sq Adjutant	Hq 6BWg	7321	1241	24Jul53	2603	BOQ 916, Apt D	2848	0755
15. S Jones, Bernard S.	A03022501	16Sep53	P-5	Pilot B-36	39thBSq	1224P	1241	10Oct53	2203	BOQ 912, Apt D	2321	0956
16. S Jones, Billie J.	AN2241912	10Nov52	None	Nurse Gen Dy	6th Med	9754	1241	5Jan53	2362	Nurses Qrs	2527	0155
17. Koister, Frederick T.	A03022880	No records avail this station.										
18. S Kraus, James P.	A03022588	31Aug53	R	Sq Adjutant	6PMS	1551	1241	25Jan54	2221	Off's BOQ	None	0856
19. S Mackessy, Patricia E.	AN2242454	10Oct53	None	Nurse Gen Dy	6th Med	9754	1241	10Oct53	721	Nurses Qrs	2527	1055
20. S Meyers, Stephen F.	A03021628	16Sep53	P-5	Pilot B-36	40thBSq	1224P	1241	23Sep53	2277	Off's BOQ	None	0956
21. S Perry, Lewis C. Jr.	A03021620	16Sep53	P-5	Pilot B-36	40thBSq	1224P	1241	23Sep53	2277	603 S Lea	None	0956
22. S Phillips, James L.	A01855854	25Jul53	None	Wg Pers O, Amn's Dr	Hq 6BWg	7321	1241	25Jul53	2252	BOQ 916, Apt A	2848	0755
23. S Piches, Chris S.	A03005271	16Sep53	P-5	Pilot B-36	40thBSq	1224P	1241	23Sep53	2277	Off's BOQ	None	0956
24. S Iawloski, Raymond	A03009228	13Jun53	U	Sq Gunnery Off	40thBSq	3241	1241	1Aug53	2214	BOQ 912 Apt A	2321	0656
25. M Sadler, Farren M.	A02249480	2Jan53	None	Arm Systems Off	6A&ESq	3231	1241	1Nov53	2360	203 S Union	1303-NR	Indef
26. S Sprinkle, Joan F.	AN2260266	21Feb53	None	Physical Therapist	6th Med	9231	1241	21Feb53	428	Nurses Qrs	2588	0255

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1	2	3	4	5	6	7	8	9	10	11	12			
SECOND LIEUTENANTS (Continued)														
27.	S	Stan, Betty H.	AN2242087	27Jun53	None	Nurse, Opr Room	6th Med	9754	1241	27Jun53	618	Bldg 911D	2517	0655
28.	S	States, Stanley W.	AO3009333	30Oct53	U	Asst Sq Gunnery Off	24thDSq	3241	1241	3Jan54	2209	Off's DOQ	None	1056
29.	M	Stedman, Thomas W.	AO2249219	19Aug52	ECM	Sq ECM Off	39thDSq	3021	1241	21Jul53	2612	403 W Reed	4624-M	Indef
30.	S	Straka, Alvin J A	AO3022704	17Aug53	NDR	Nav B-36	24thDSq	1521A	1241	16Dec53	2209	Off's DOQ	None	0856
31.	M	Tansley, Frank J.	AO2247643	13Aug53	P-5	Pilot B-36	40thDSq	1231C	1241	23Sep53	2277	1613 N Ohio	3194-M	0956
32.	M	Tenley, Robert E.	AO3009241	25Jul53	U	Asst Sq Gunnery Off	39thDSq	3241	1241	11Sep53	2725	213 W Summit	1014-R	0756
33.	S	Webster, James D.	AO3004826	26Mar53	NDR	Nav B-36	24thDSq	1524A	1241	25Sep53	2209	DOQ 916, Apt A	2516	0356
34.	S	Whitley, Julian W.	AO3005795	23May53	B	Gnd Tng Off	Hq6DWg	1544	1241	25Jan54	2711	DOQ 913, Apt 9	None	0556
35.	S	Woodside, Earl C.	AO3023716	14Oct53	R	Sq Adj	40thDSq	1551	0442	10Jan54	2172	Off's DOQ	None	1056
CHIEF WARRANT OFFICERS														
1.	M	Core, William E.	AW2123753	1May51	None	Arm Systems Off	6A&ESq	32000	0246	19Nov52	2330	35 A West St	7-2136	Indef
2.	M	Jeffries, John C. Jr	951503E	6Mar44	None	Acft Maint Off	Hq6DWg	43100	0847	22Jan51	482	21 West A St	None	R-AF
WARRANT OFFICERS JUNIOR GRADE														
1.	M	Stuber, Harold E.	AW2200201	15Mar51	None	Arm Systems Off	6A&ESq	30100	0251	1Aug52	2330	324 E Church St	4364-W	Indef

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Losses

Between Period 1 Jan 54 to 31 Jan 54 (inc)

MAJORS							
1.	Hotaling, Monroe J.	A0563353	3216	None	Reassigned	3750th Medical Group Sheppard AFB, Texas	Par 2 SO 2, Hq 47ADiv, 5Jan54, EDCSA: 14 Jan 54
2.	Stiles, Richard H.	63084	1524A	NBR	Reassigned	810th AIR DIVISION, Biggs AFB, Texas	Par 27 SO 225, Hq 47ADiv, 9Dec53, EDCSA: 10 Jan 54
CAPTAINS							
1.	Cahill, Eugene M.	A0788703	1234C	P-5	Reassigned	830th BS, 509th BW, Walker AFB, N Mex	Par 19 SO 269, Hq 47ADiv, 21Dec53, EDCSA: 5 Jan 54
2.	Williams, John B.	A02240211	9826	None	Seperated		Par 8 SO 10, Hq 47ADiv, 15Jan54, Eff dt: 21 Jan 54
FIRST LIEUTENANTS							
1.	Austin, Cooper J.	A0947473	3241	None	Reassigned	4515th Tech Trng Wg, Keesler AFB, Miss	Par 2 SO 4, Hq 47ADiv, 7 Jan 54, EDCSA: 17 Jan 54
2.	Buckwalter, Charles R.	A0945156	1231C	P-5	Reassigned	812th Mtr Veh Sq, Walker AFB, N Mex	Par 8 SO 8, Hq 47ADiv, 13Jan54, EDCSA: 13 Jan 54
3.	Chamness, Benjamin H. Jr.	A02230630	3024	ECM	Reassigned	3302d Flt Trng Sq, Spence AFB, Ga	Par 1 SO 258, Hq 47ADiv, 4Dec53, EDCSA: 7 Jan 54

Incl 2 to Eighth AF Reg 36-4, dtd 17 Nov 52

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HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Office of the Director of Operations
Walker Air Force Base
Roswell, New Mexico

25 JANUARY 1954

24TH BOMB SQUADRON CREW ROSTER

CREW	A/C	P	CP	NAV	1/N	2/N	1/FE	2/FE	1/RO	2/RO	LUA	RUA	LLA	RLA	TG
SO1AO	EASTLING DONALD M. A0728614 L/COL	LOZEMAN JOHN W. A0782692 CAPT	FLORES RAMON N. A0758441 CAPT	HARRISON CHARLES D. 10826A L/COL	DISANTO ALEXANDER A0206610 CAPT	SKIBBE HAROLD W. A0278308 CAPT	HASKINS CLIFFORD A02101844 1/LT	TAYLOR CARL L. A01850826 2/LT	VOSE BURTON G. 11122415 M/SGT	HOGAN WILLIAM 23786383 A/1C	GREEN NORMAN S. 37527709 T/SGT	KRAUS DONALD E. 15434959 A/1C	HERRIED HUGH R. 16376474 A/2C	SCHNEIDER DONALD J. 17350317 A/2C	FRY JOHN A. 18380946 A/2C
SO2AO	NADON NORMAN C. A0824704 MAJOR	SIFFORD BILLY B. A01911881 1/LT	BYNUM P. H. A02234690 1/LT	BELL JOHN N. A0733516 MAJOR	MARKOWITZ ISRAEL B. A01304419 MAJOR	SIMON EUGENE E. A01307473 CAPT	RUZIC JAMES V. A02102676 1/LT	SPARKS AVRIT G. A02249293 1/LT	RINE DANIEL W. 17133454 S/SGT	DUNN EVERETT 14367559 A/1C	DAVENPORT BILLY B. 19271519 T/SGT	ERICKSON DAVID A. 17275504 A/1C	HRDLICKA DAVID L. 19308907 A/1C	GRAZIANI ARTHUR F. 11215363 A/2C	ROOT THOMAS P 12367133 A/1C
LO3DO	RASMUSSEN KENNETH C. A0824704 MAJOR	TURNER WILLIAM L. A0725231 CAPT	HOLMES ROBERT S. A0429410 MAJOR	HARPER FRANK G. A0760002 CAPT	GARRETT HENRY O. A0790127 MAJOR	COLLINS KRIEBEL N. A02073483 1/LT	DUFFEY WILLIS A. A02249350 1/LT	BARDWELL JERRY C. 14053960 T/SGT	ORTELL WILLIAM L. 16286252 S/SGT	CLEMERSON WILLIAM D. 15441860 A/1C	NELSON MARVIN W. 19370599 S/SGT	KILGORE WILLIAM O. 14424033 A/3C	GIURA CARMEN 35586665 A/1C	CALDWELL JIMMIE D. 184062228 A/3C	SICKLER ROBERT A. 12361006 A/2C
LO4CO	HANIGAN EDWARD J. 18222A MAJOR	GARDNER LEROY S. A0946285 1/LT	STANICK JOHN J. A01997816 1/LT	MUSE CHAUNCEY A0676098 CAPT	KOHLE ARTHUR F. A0794143 CAPT	ESTRADA JOHN J. A00931240 1/LT	ERICKSON WALTER E. A0939447 1/LT	KENDRICK ARTHUR L. A02249283 1/LT	PROTIVA THOMAS H. 17254084 S/SGT	PALMBY ROBERT J. 17315908 A/1C	EICHACKER DONALD E. 16346638 S/SGT	SMITH HENRY A. 11230519 A/2C	RODGERS RODNEY D. 24986721 A/3C	WHITE PETER G. 11203544 A/2C	SPENCER JOHN E. 12357816 A/1C
LO5DO	MALLORY LUE B. A0888730 CAPT	JOHNSON WALDO E. A0720772 CAPT	CARROLL ROLAND C. A0783707 1/LT	WALSH JOHN R. A0798495 CAPT	SMITH C. H. 13287A MAJOR	WEIGMAN LAWRENCE A0739136 CAPT	WILDS AUBUN J. A0709206 1/LT	COUNTS REX 13016481 M/SGT	DISNEY THOMAS E. 16346892 A/1C	SCHRANK H. H. 15466776 A/1C	NIX DARRELL 19369701 A/1C	JOHNSON RALPH C. 15459447 A/2C	EDDY G. C. 17366046 A/2C	SEDAM RICHARD C. 16412496 A/2C	SPEN NUMZIA 1234509 A/2C

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Hq 6th BW, 6WO, Subj: Crew Roster (24th Bomb Squadron

CREW	A/C	P	CP	VO	1/N	2/N	1/FE	2/FE	1/RO	2/RO	LUA	RUA	LLA	RLA	TG
L07KO	BORDEAUX LYLE B. A02092627 CAPT	COLEMAN LESLIE A0756498 CAPT	TELL ROGER 17365568 A/2C	MALLORY JOHN S. 17091A CAPT	MILLER JOHN W. A022220043 1/LT	FISHER CHARLES H. A02081812 1/LT	QUESENBERRY BERRY J. A0867768 CAPT	STEIL JOSEPH N. 17036531 M/SGT	GREEN MARION M. 16358084 A/1C	BROADDUS THOMAS A. 13370963 A/1C	ULCH CLARENCE 15059329 T/SGT	KEEN CHARLES 18281056 S/SGT	FREEDMAN BERNARD 13363268 A/1C	WIEBEL- HAUS R. 16395144 A/2C	HANSEN C. K. 17355267 A/2C
N10HO	CLAYTOR ROY F. 7979A MAJOR	PIPES CHARLES D. A0780708 CAPT	WISE DONALD E. 17360656 A/3C	LANG EDGAR E. A0933702 CAPT	CAMP FRED P. A0564921 MAJOR	WEBSTER J. L. A03004826 2/LT	STEWART LAWRENCE A0868600 1/LT	ADAMS C. E. 6545239 M/SGT	ECKLEY DAVID C. 13337046 S/SGT	SHERMAN LAWRENCE 11253368 A/2C	MINOR ROBERT G. 33740278 S/SGT	RICHARDS G. T. 18425129 A/3C	TREVINO GEORGE A. 18424979 A/3C	PEARSON GUY 18284094 S/SGT	MACAYEAL R. A. 11254041 A/2C
L29DO	TREWITT HARVEY S. 10274A MAJOR	BROWN GLENDON W. A0784852 1/LT	BAULCH HENRY L. 22106A 1/LT	GORDON CARL F. A0724163 MAJOR	KILNESS KENNETH E. 10255A MAJOR	WILSON R. L. A02222784 1/LT	DARRAH ROY R. A02099667 CAPT	CRITELLI NICHOLAS 12023695 M/SGT	MOORE STANLEY 21024394 T/SGT	JUDY RAYMOND 19261403 S/SGT	WAGNER ALBERT L. 12287928 S/SGT	ASHBY MARVIN 15321682 S/SGT	SECOR FRANK I. 16345126 A/1C	FARNIK WILLIAM 17330401 A/2C	WILLIAMS PAUL R. 6945951 M/SGT
L31HO	SCHARMEN MERRILL E. A0692892 CAPT	BUSH BURTON M. A0747205 MAJOR	NELSON JOHN E. A02224653 1/LT	MAHONEY JAMES B. A0805312 CAPT	TULLOH CLIFTON C. A02079532 1/LT	BROWN BRUCE B. A0590820 1/LT	SONNIER JAMES H. A02091289 1/LT	COOMER LISTON A. 6913382 M/SGT	HANBACK FLOYD D. 13289608 S/SGT	REID J. E. 14391728 A/1C	NORRIS HUGH 16294788 S/SGT	HESSER IVAL C. 18396024 A/2C	DODGE JAMES M. 19429597 A/3C	HENDERSON L. 18394797 A/2C	REARDON DANIEL 1236512 A/1C
S37BO	MCCUTCHEON CLAUDE C. A0664627 L/COL	BAGGALEY JOHN H. A0942880 1/LT	LANE WILLIAM C. A01996051 1/LT	EVANS IVOR P. 15353A L/COL	FRIEDMAN SIDNEY M. A0704628 MAJOR	HAYES LOUIS A0740647 MAJOR	GRIEGER WALLACE J. A0867931 MAJOR	COX CHARLES 6290385 M/SGT	BOWLES M. H. 15042285 T/SGT	NAYLOR R. J. 19255487 S/SGT	WALTERS ERNEST M. 13364766 T/SGT	NEHER ALBERT L. 12190692 S/SGT	DICKINSON ROBERT D. 16389485 A/3C	LANNI ALBERT 11223779 A/2C	MCCOWN E. J. 17329173 A/1C

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Hq 6th BW, 6WO, Subj: Crew Roster (24th Bomb Squadron)

UNASSIGNED CREW PERSONNEL - 24th Bomb Squadron

P	Boles, Ishmael W.	1/LT	[illegible]
P	Brown, R. T.	2/Lt	[illegible]
P	Keistor, F. T.	2/Lt	A03022880
O	Straka, Alvin J.	2/Lt	A03022704
RO	Davis, Robert L. S.	A/2C	AF14406928
RO	Goff, Everett R.	M/Sgt	AF39250773
RO	Ireda, R. R.	A/2C	AF11259922
G	Houts, J. C.	A/2C	AF17353839
G	Nicoson, E. H.	A/2C	AF16410148
G	Creegan, E. F.	A/1C	AF12322179
G	Young, E. D.	A/3C	AF13447277
G	South, William	S/Sgt	AF13070096

STAFF PERSONNEL - 24th Bomb Squadron

Smitherman, Julian E.	Lt Col	A0401371
Highfill, Thompson	Major	A0740810
Hargraves, Jack R.	1st Lt	A02249353
Stewart, John W.	Capt	A0682735
Britton, J. T.	Capt	A0727396
McGill, Charles L.	Capt	A0928710
Stephenson, Ralph W.	1st Lt	20364A
Henderson, Donovan E.	Capt	A0945081

ROY C. CROMPTON
Lt Col, USAF
Director of Operations

DISTRIBUTION:

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6WO	(26)
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HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Office of the Director of Operations
Walker Air Force Base
Roswell, New Mexico

25 JANUARY 1954

39TH BOMB SQUADRON CREW ROSTER

CREW	A/C	P	CP	VO	1/N	2/N	FE	2/FE	1/RO	2/RO	LUA	RUA	LLA	ELA	TG
L11EO	SOMMER FREDERICK A0894749 CAPT	FOWLER WILLIAM A. A0804142 CAPT	HILL DUANE S. A01856061 1/LT	JILLSON EDWIN T. A02056802 CAPT	BERNZ RAYMOND A02062631 CAPT	EGGENS CURTIS G. A02222775 2/LT	ROGER EDWARD E. A02249359 1/LT	BRIGGS WAYNE A02099837 1/LT	HIGGINS ROBERT T. 3573293 M/SGT	LOSSENMEYER JOHN J. 12366080 A/2C	MCCART EDGAR L. 6935687 S/SGT	LESHER CARL E. 17252197 S/SGT	HALLENIUS CHARLES J. 16337961 S/SGT	COMLS GARY L. 13256000 S/SGT	DAVIE RAYMOND 1236026 A/2C
L12FO	COLE NORMAN G. A0782178 CAPT	MACHEK GEORGE R. A0689787 CAPT	MULLIGAN JAMES E. 13434373 A/2C	GWINN LLOYD W. A0734899 MAJOR	STAPLES GEORGE N. 10717A MAJOR	BROWN MARVIN L. 18676A 1/LT	PIETSCHNER PAUL W. A02101113 1/LT	WADDLE WILLIAM P. 15056210 M/SGT	MILLER PERCY B. 14347095 A/1C	KROSS WAYNE H. 16349907 A/1C	ABRAMS HARRY J. 15438002 A/1C	STRADER BILLY J. 14419888 A/3C	CORTESE CHARLES 13355342 A/2C	THOMPSON ROY W. 14260711 S/SGT	CUGINI FRED 1194743 A/1C
S13EO	MELLBERG CARL L. A0660584 MAJOR	WOFORD CHARLES D. A0720656 CAPT	VOSE MARSHALL T. A0401260 L/COL	RADEMAKER GERALD C. A02101950 MAJOR	FULWIDER RICHARD B. A0937148 MAJOR	ATHANAS-SION T.J. A0752799 CAPT	BRADSHAW ROBERT D. A02039536 CAPT	HEINRICH OLEN R. 16008063 M/SGT	LLAIN SAMUEL B. 19039138 T/SGT	GILES ROBERT C. 17364875 A/2C	KEITH ROBERT C. 18313336 T/SGT	WICKERSHAM CHARLES R. 13384596 A/1C	ELMORE KENNETH 18384596 A/1C	TILL W. J. 16412229 A/3C	PAGE R. E. 1733810 A/3C
L14AO	PEARSON JAMES M. A0796871 MAJOR	O'LEARY PAUL A0733963 CAPT	PETERSON DALE M. AC1909199 1/LT	SHEPPARD MEYERS A. A0678773 MAJOR	MCCORMICK ROBERT E. A0808103 CAPT	CHRISTENSON ARNOLD P. 24610A 1/LT	BORMAN GLENN A02093837 1/LT	GRIFFIS JESS W. 17026005 M/SGT	COLLINS WILLIAM 13332145 S/SGT	ALLEN RICHARD 19445182 A/2C	PIANZIO RAYMOND 12169006 T/SGT	BENEDICT LEROY S. 19041021 T/SGT	CASH EDWARD B. 13234982 S/SGT	SWARM FRANK E. 12281977 A/1C	PERSING SIDNEY 1336703 S/SGT
L15FO	WALDON EDWARD L. A0810389 CAPT	HEHMAN JAMES C. A01911919 1/LT	BENTLEY MAX H. AC1909024 1/LT	LARSON JACK A. A0676586 CAPT	HUNYARD GERALD D. A0753033 MAJOR	TICKLE WILLIAM E. A01911519 1/LT	HILLAND JOSEPH C. A02101078 1/LT	BLACKWELL WILLIAM O. 14269183 M/SGT	COOPER WILLIAM 35791405 T/SGT	KRONKHITE WALTER G. 16423148 A/2C	KOUTS EDWIN A. 17289216 A/1C	BLANKENSHIP C. R. 19451413 A/2C	TURK NICHOLAS 11223821 A/1C	CREIGHTON D. 12368146 A/1C	FEIGAL P. S. 1340839 A/2C

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Hq 6th B.W, 6WO, Subj: Crew Roster (39th Bomb Squadron)

CREW	A/C	P	CP	VO	1/N	2/N	1/NE	2/NE	1/RO	2/RO	LUA	RUA	LLA	RLA	TG
L16DO	COBB JOHN T. 8870A MAJOR	INSLEY L.E. A0662938 CAPT	O'CONNER J. R. 17355547 A/2C	GATCHELL CHARLES C. A0673140 CAPT	PARRISH C. T. A07044047 CAPT	DOKKEN JAMES [illegible] A02[illegible] 1/LT	BENEDICT ROBERT H. A0[illegible]509 1/LT	PUENTE RUBEN 1700016 M/SGT	BAILEY R. E. 12373733 A/1C	LULING JEAN M. 13379042 A/2C	WERTZ ROBERT W. 17288011 S/SGT	SELL LEONARD 19387935 A/1C	TIDWELL CHARLES C. 17282192 S/SGT	STEELE ROBERT H. 15454793 A/2C	ROMARY EDWARD 12330674 A/1C
R17DO	WARD SIDNEY J. A02074273 CAPT	MAYS FORREST D. A0687953 1/LT	MILLER K. E. 18343996 A/1C	KROLINSKY STEPHEN P. A0671377 CAPT	ASTRELLIA RALPH J. 24609A 1/LT	WALLER JACK T. A02081797 1/LT	RIGAN OTTO W. A0940207 1/LT	GRIMM D. E. 38407064 M/SGT	JERRELS ROOSEVELT 19371934 A/1C	RAVENSCRAFT RUSSELL R. 17360607 A/2C	BALL JAMES F. 39417782 S/SGT	MACK GERALD A. 17275977 A/1C	HARRIS LOWELL C. 35884775 S/SGT	BACKSCHEIDER WILLIAM E. 57206317 A/2C	EARNE JOHN 18380 A/2C
L18BO	GAMBEL BURREL B. A0725711 MAJOR	KASDORF HENRY H. A0745409 1/LT	MILLARD RICHARD H. 28761505 A/3C	PEARSALL THOMAS E. 19898A 1/LT	RADZINSKI JOHN J. A02084982 CAPT	GOLDSBURY E. L. A02088306 CAPT	HARRINGTON CLEO R. A02099868 1/LT	MCGOWEN GEORGE N. 6928811 M/SGT	COLEMAN DON A. 35932649 S/SGT	MCCOLE BERNARD 12376556 A/2C	SMITH JAMES E. 6809251 T/SGT	KENNEDY BILLY S. 18056319 T/SGT	AYRES THEODORE 19379847 A/1C	KING PATRICK J. 12296905 A/2C	REHMEY TED 183902 A/2C
N19EO	WILLIAMS JOHN H. A0824024 MAJOR	LANGE E. A. A02056522 CAPT	HEILER RUSSELL M. 16500A CAPT	ROESCH DONALD F. A0744355 CAPT	REGNIER BUILBERT A02093141 CAPT	CARSON K. R. A0682005 MAJOR	SHUPING WILLIAM C. A02100125 CAPT	WOODRUFF W. W. 18289618 T/SGT	MARTINEZ JOSE C. 38716772 S/SGT	TOLLESON H. 19443052 A/2C	STUKA WALTER G. 17192334 S/SGT	CALLAWAY WILLIAM L. 19370593 A/1C	MANZI NICHOLAS 12319796 S/SGT	COOL WALTER E. 13407888 A/3C	JOHNSON GERALD 1840544 A/3C
S20BO	JACKMAN GORDON L. A0486196 MAJOR	HENDERSON ROBERT E. A0724750 CAPT	GEUDER M. E. A0792701 CAPT	STERNER KENNETH Y. A0669246 MAJOR	CHANEY HUGH F. A02089391 1/LT	RUSSELL ROBERT E. A0945514 1/LT	CHRISTENSON ALLIN L. JR. A02101775 1/LT	SIKORSKI MARION S. 16004951 M/SGT	SIGLER ROLAND 13207367 M/SGT	JENNINGS CHARLES S. 16357842 A/1C	OWENS RAYMOND F. 18109212 T/SGT	POTTER LACY 15066975 T/SGT	SMITH CHARLEY 17343408 A/3C	PAINTER DOYLE 14404508 A/2C	HEDGES GEORGE 3511035 T/SGT

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Hq 6th BW, 6WO, Subj: Crew Roster (39th Lomb Squadron)

UNASSIGNED CREW PERSONNEL - 39th Lomb Squadron

P	Hernandez, Santiago	Capt	[illegible]19
P	Morrow, E. W.	1/Lt	[illegible]53
P	Hamilton, R. D.	2/Lt	[illegible]99
P	Jones, L.	2/Lt	[illegible]501
P	Camp, F. P.	Major	[illegible]4977
C	Slater, H. G.	Capt	..02004666
O	Archibald, Rennie III	Capt	..020223999
O	Conley, Edward L.	2/Lt	..05022696
RO	Bainbridge, Paul L.	A/3C	..F13444732
RO	Cassel, Doxie	S/Sgt	..F38481317
RO	Modzrewski, Frank S.	A/2C	..F12393149
RO	Barnes, Calvin H.	S/Sgt	..F18251580
RO	Fry, David N.	S/Sgt	..F37406213
RO	Wilson, Alonza	T/Sgt	..F44148213
G	Clark, Harry D.	A/3C	..F17286624
G	Roberts, L. J.	A/3C	..F13428265
G	Lineberry, W. W.	A/2C	..F16418563
G	Iverson, C. A.	A/1C	..F13303753
G	Fischer, Phillip	A/3C	..F18419741
G	Hitchie, Alvin L.	A/ 3C	..F19446730
G	Hampton, Norman D.	A/2C	..F16408642
G	Dumas, A. E.	A/2C	..F25957161
G	Olschner, H. W.	A/1C	..F18300623
G	Fullmer, M. F.	A/2C	..F19410025

STAFF PERSONNEL - 39th Lomb Squadron

Yochem, Frank N.	Lt Col	..0430013
Looth, Ernest E.	Major	..0412515
Scott, Robert I. Jr.	Major	12905..
Davisson, Richard L.	Major	..0789763
May, James F.	Major	..0675716
Matula, Karl J.	1st Lt	..0945526
Ryan, Harold V.	1st Lt	..0765321

DISTRIBUTION:

47th ADiv	(3)
6WCO	(2)
6WO	(26)
6WOOT	(15)
6WI	(4)
3 ea Sqdn	(18)
TOTAL:	(68)

ROY C. CROMPTON
Lt Col, USAF
Director of Operat

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HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Office of the Director of Operations
Walker Air Force Base
Roswell, New Mexico

25 JANUARY 1954

40TH BOMB SQUADRON CREW ROSTER

CREW	A/C	P	CP	VO	1/N	2/N	[illegible]	2/FE	1/RO	2/RO	LUA	RUA	LLA	RLA	TG
S09AO	LUDLOW HAROLD K. A0783594 MAJOR	BLENIS GORDON L. A0664729 CAPT	SIKORA JOSEPH E. A0810747 1/LT	MCKINNEY RUSSELL M. 13622A L/COL	MONROE DUNCAN A. A0718392 MAJOR	[illegible] [illegible] A0222[illegible]875 1/LT	[illegible] [illegible] A0830396 CAPT	SCHOONOVER D. G. 17242422 T/SGT	ROBICHEAUX MARWIN A. 18353470 T/SGT	ALDRICH J. 17011160 M/SGT	DRYSDALE KENT E. 19370660 T/SGT	CUMMINS LAWRENCE 21992849 A/2C	MERRITT VERL D. 19344898 A/1C	OBERLY R. E. 13300972 S/SGT	SPIROPOU[illegible] C. 12346789 A/1C
S21CO	WALKER LYLE N. A0733752 MAJOR	WISE JOHN [illegible]. A01909440 CAPT	BROOKER CURTIS I. A0824091 CAPT	MISURACA JAMES I. A0635087 MAJOR	PENNSTROM JOHN M. 13751A L/COL	LAMBERT HENRY K. A0695504 MAJOR	SAUNDERS ROBERT W. A02102096 1/LT	CLINE RICHARD N. 13131641 M/SGT	MUSSELMAN EDWARD M. 13256520 S/SGT	CATLIN WILLIAM H. 15483700 A/2C	EVANS CALVIN C. 34135699 M/SGT	FISHER RICHARD E. 14330490 T/SGT	JOLY LUCIA 12346187 A/1C	WICKSTROM ELMER R. 42092719 T/SGT	STROBART C. 15296446[illegible] A/2C
L22DO	BASINGER L. C. A0754311 CAPT	BOWMAN HAROLD B. A0666128 CAPT	SHORT ALBERT JR. 15483297 A/2C	JAMES HARRY E. A0685075 CAPT	FRED ARTHUR L. A02064359 CAPT.	ZALONKA CHARLES C A0733573 CAPT	ENSOR NELSON H. A0210785 1/LT	EDDINGTON HORACE R. 19256110 T/SGT	CANNON LEONARD 19253266 S/SGT	LITTLE HAROLD P. 1544335 A/1C	MESSER DAVID C. 14165959 T/SGT	DAVIS CHARLES J. 13327655 S/SGT	LONGLEY WALTER D. 11090343 S/SGT	DAVIS CHARLES L. 25942050 S/SGT	WHITE WILLIAM [illegible] 18252555 S/SGT
L23DO	POTTER ELIOT H. A0669106 MAJOR	LEFKY ANTON F. A0748696 CAPT	ARONEY A. T. 13449013 A/2C	YOUNG ROBERT W. 10483A MAJOR	HAYTER THOMAS L. A02062662 CAPT	HENDERSON DEMOYNE A0698556 CAPT	VARISE ANTHONY F. A02081830 1/LT	ALFORD E. E. 18030769 M/SGT	LEE VICTOR 19141759 S/SGT	D'AGOSTINO ANTHONY C. 15449993 A/2C	WALKER HERSHEL 14351160 S/SGT	DAVIDSON W. O. 18418711 A/3C	BRINKER D. H. 17343110 A/2C	KARLS ROBERT F. 27997548 A/2C	COFFINGER E. J. 12407448 A/2C
L24GO	STEINER IRWIN O. 11270A MAJOR	SKORDAS PETE J. A0801732 CAPT	FERMSTER FREDRICK O. A0774983 CAPT	HEIDER KALMAN H. A0707483 CAPT	DEWITT EARL M. A0733413 MAJOR	ROGERS WILLIAM D. A0738734 CAPT	RUTKOVITZ DANIEL E. A01849044 1/LT	HORN RANDLE W. 18321878 T/SGT	BREITBACH RICHARD F. 17297372 A/1C	MCNALL THOMAS F. 11246890 A/2C	TAYLOR EARL 19370135 S/SGT	SELLER J. 18423716 A/3C	FERRELL EDWARD E. 18420934 A/2C	GREGORICH R. 15458717 A/2C	GRESS J. R. 17348641 A/3C

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Hq 6th BW, 6WO, Subj: Crew Roster (40th Bomb Squadron)

CREW	A/C	P	CP	VO	1/N	2/N	1/FE	2/FE	1/RO	2/RO	LUA	RUA	LLA	RLA	TG
S26BO	METIVIER JOSEPH R. A0825672 MAJOR	OLSEN PRESTON B. A0773211 CAPT	WATSON L. E. A0812339 CAPT	SCARANO VINCINT T. A02098791 MAJOR	THORN JAMES M. A0707137 MAJOR	HEWES FREDRICK A. A020222014 CAPT	COWICK DONALD E. A02101220 CAPT	REEVES DORRIS M. 37084942 M/SGT	MUNDEN GEORGE D. 13291375 T/SGT	TATMAN J. L. 19182488 T/SGT	WADHAMS WARREN W. 16265302 T/SGT	SMITH GEORGE E. 16269535 T/SGT	WILEY CHARLES H. 17368370 A/3C	LYNUM GEORGE 12365910 A/2C	CROUCH LEONARD 13376368 A/3C
N27IO	WEEKS JAMES H. A0837237 CAPT	MOORE EDWIN V. A0675364 CAPT	PICHES C. S. A03005271 2/LT	KESSLER C. W. 18437A 1/LT	TUTTLE DONALD E. 18689A 1/LT	MYERS JOHN E. A0741678 CAPT	SORENSON EUGENE W. A0248292 1/LT	O'BRIEN WILLIAM D. A0764417 CAPT	BROADWAY JOHN 14348195 A/1C	WALLIS GEORGE B. 19410258 A/2C	HUGHES WILLIAM 17179514 S/SGT	HOLLE IRVIN G. 17288772 A/1C	CAMPBELL CHARLES R. 18339355 A/1C	MEISENHEIMER D. C. 17357590 A/2C	LEAHY R. W. 123995(A/3C
N32DO	CARSON CLARENCE 14127A CAPT	ELY EDWARD J. A0750962 CAPT	TANSLEY F. J. A02247643 2/LT	LANNON RICHARD J. A0706779 CAPT	RUSSELL ROY J. A02001601 CAPT	OYLER ROBERT E. A0699236 CAPT	LEEPER DONALD A. A02259360 1/LT	GROSS WALLACE W. 37578424 M/SGT	WALKER W. L. 16415721 A/2C	LIESIEWSKI S. J. 12420220 A/3C	DLOUGHY WILLIAM 16255350 S/SGT	STEPHENSON DONALD L. 18314383 A/1C	CAGLE FELDON 18428266 A/3C	NIECIECKI W. F. 12383018 A/2C	MARE EUGENE E. 27060935 A/2C
L28HO	TAYLOR WILLIAM J. A0753567 CAPT	O'NEIL LLOYD A01825240 CAPT	RUSSELL LAWRENCE L. A0672216 CAPT	KOWALSKI K. A0669066 MAJOR	GANNON THOMAS F. A0811505 CAPT	MORTON ERNEST R. A0688975 CAPT	KNOTHE WILLIAM C. A0945347 1/LT	GRIMM A. R. 17196190 T/SGT	ISENBERG S. J. 16339766 S/SGT	LAZZZERA A. C. 13373660 A/1C	YANDLE JACK E. 1728928 A/1C	KRIEGER FRANCIS D. 12340186 A/1C	HATCH HOWARD J. 11197273 A/1C	SMITH T. L. 14399874 A/2C	TROXLER ALBERT D. 14409478 A/3C
N34EO	HENDERSON MORRIS T. A0697435 CAPT	BURKE VIRGIL L. A0675034 CAPT	MYERS S. T. A03021628 2/LT	ROTHKRUG E. A0794053 MAJOR	WISE DONALD A0752796 CAPT	MILLER S. W. A0443069 CAPT	WHITE GUINN C. A02067415 CAPT	WILLIAMS LEROY L. A0496313 1/LT	REISNER L. E. 46077932 S/SGT	WEEKS B. F. 24548405 A/2C	JUROSKA R. A. 18428253 A/3C	BRIDGES C. L. 18419881 A/2C	PATTON CHARLES M. 16422158 A/3C	LOSTON ROBERT L. 15451729 A/1C	HARRISON C. D. 16413062 A/2C

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Hq 6th BW, 6WO, Subj: Crew Roster (40th Bomb Squadron)

UNASSIGNED CREW PERSONNEL - 40th Bomb Squadron

P	Verner, W. E.	1/Lt	A01909947
P	Perry, L. C.	2/Lt	A03021620
O	Woodside, E. C.	2/Lt	A03023716
FE	Neukam, Curt F.	Capt	A0861956
RO	Brown, W. C.	S/Sgt	AF19363330
RO	Streck, Eldon E.	A/1C	AF17323691
RO	Smith, June K.	S/Sgt	AF38404176
RO	Ginther, O. J.	A/1C	AF13388355
G	Indoe, T. C.	A/2C	AF15462919
G	Fawcett, G. D.	A/3C	AF19410037
G	Friesen, D. K.	S/Sgt	AF16329737
G	Matthews, J. A.	A/2C	AF17311272
O	Stein, David M.	Capt	14867A

STAFF PERSONNEL - 40th Bomb Squadron

Netherton, Clyde B.	Major	11126A
Miller, William J.	Major	A01999017
Rogers, Charles O. B.	1st Lt	A0735927
Pisciotta, Alex	1st Lt	A0975151
Brumfield, Calvin B.	Capt	A02249277
Duborg, George F.	1st Lt	A02222033
Jenkins, Edwin C.	Major	A01703834

ROY C. CROMPTON
Lt Col, USAF
Director of Operations

DISTRIBUTION:

47th ADiv	(3)
6WCO	(2)
6WC	(26)
6WCOT	(15)
6WI	(4)
3 ea Sqdn	(18)
TOTAL:	(68)

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HEADQUARTERS 6TH BOMBARDMENT WING, HEAVY
Office of the Director of Operations
Walker Air Force Base
Roswell, New Mexico

6 Feburary 1954

6WOC

SUBJECT: ECM C-47 Accomplishment for January 1954

TO: See Distribution

1. ECM equipped C-47 aircraft were flown for 49:30 hours of ECM training for the 6th Bombardment Wing, Heavy, during the month of January 1954. A total of fourteen (14) flights, including four (4) make-up flights, were flown.

2. The following is a breakdown of ECM training accomplished and lost for the month of January 1954.

a. Total SAC Simulator runs: 180

b. Total ADC (5 Minute) attempts: 35

c. Total flights accomplished: 14

d. Total flights not completed as scheduled: 12
(See Incl, 1, C-47 Flight Log)

e. Scheduled Flights: 24 Make-up Flights: 9 Total: 33.

3. Utilization by Bombardment Squadrons for January 1954.

SQUADRON	FLIGHT TIME	FLIGHTS	ECM RECORD AND PRACTICE RUNS	RADIO-ECM OPS. TRAINED	AVERAGE RUN PER OPER.
24th BS	12:25	4	61	11	5.5
39th BS	15:05	4	92	15	6.1
40th BS	22:00	6	62	13	4.7
TOTALS:	49:30	14	215	38	5.3

1 Incl
1. C-47 Flight Log
DISTRIBUTION
Comdr, 6th A&E Sqdn, 812 Ops Sqdn
ADO, 47th AD
Base Flight Ops Off, Ops Eng Off
SAC Simulator NCOIC
6WOOT, 6WA (Historian) 4 Cys
Maint Control 6th BW

George A Barber
for ROY C. CROMPTON
Lt. Col., USAF major
Director of Operations

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INCL #1, C-47 FLIGHT LOG
SCHEDULED FLIGHTS

DATE	SQDN	ACFT	TAKE OFF	LAND	FLT. TIME	TRNG TIME LOST	REMARKS
4 Jan	39th	5566					Maintenance (Inspection)
4 Jan	40th	5566	1400	1602	2:05	1:55	Guinea Pig VHF malfunction
6 Jan	24th	5566				4:00	Maintenance AOCP
6 Jan	39th	5566	1417	1347	4:30		
8 Jan	40th	5566				4:00	Used for Base alert
8 Jan	24th	5566				4:00	Used for Base alert
11 Jan	39th	5566	0940	1220	2:20	1:40	Equip. not installed (work order #361)
11 Jan	40th	5566	1435	1835	4:00		
13 Jan	24th	5566				4:00	Weather (Low visibility)
13 Jan	39th	5566				4:00	Weather (Low visibility)
15 Jan	40th	5566				4:00	Maintenance (Gas leaks)
15 Jan	24th	5566				4:00	Maintenance (Gas leaks)
18 Jan	39th	5566	0800	1210	4:10		
18 Jan	40th	5566	1410	1825	4:15		
20 Jan	24th	5566	1025	1335	3:10	0:50	Weather (Called in)
20 Jan	39th	5566				4:00	Weather (Iced runways)
22 Jan	40th	5566	0935	1335	4:00		
22 Jan	24th	5566	1400	1805	4:05		
25 Jan	39th	5566					Maintenance (Inspection)
25 Jan	40th	5566					Maintenance (Inspection)
27 Jan	24th	5566					Maintenance (Inspection)
27 Jan	39th	5566					Maintenance (Inspection)
29 Jan	40th	5566					Maintenance (Inspection)
29 Jan	24th	5566	1610	1840	1:30	2:50	Late due to inspection & to hop. Aborted for rough eng
				TOTALS:	34:05	63:15	

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DATE	SQDN	ACFT	TAKE OFF	LAND	FLT. TIME	TRNG TIME LOST	
12 Jan	40th	5566				4:00	Weather (Snow)
14 Jan	24th	5566				4:00	Maintenance
21 Jan	40th	5566				4:00	Weather
21 Jan	24th	5566				4:00	Weather
23 Jan	39th	5566				4:00	Pilot late & ordered for 100 take off. No ops available
30 Jan	24th	5566	0345	0725	3:40	0:20	Weather
30 Jan	40th	5566	2030	0010	3:40	0:20	No reason
31 Jan	39th	5566	1155	1600	4:05		
31 Jan	40th	5566	1755	2155	4:30		
				TOTALS:	15:25	20:40	

NOTE: Flights scheduled during inspections are not included in flights lost total or training lost time.

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PERIODIC INSPECTION

(Layover from previous month)

	Assigned	Returned
50-1097	12 Oct 53	6 Jan 54
* 50-1075	19 Dec 53	13 Jan 54
* 49-2677	23 Dec 53	13 Jan 54
50-1077	10 Dec 53	16 Jan 54
* 50-1080	17 Dec 53	16 Jan 54

(In and Out During the Month)

* 50-1088	4 Jan 54	16 Jan 54
* 50-1081	6 Jan 54	16 Jan 54
* 50-1065	11 Jan 54	24 Jan 54
* 49-2675	8 Jan 54	27 Jan 54
* 50-1095	17 Jan 54	29 Jan 54
* 49-2681	21 Jan 54	31 Jan 54
* 50-1090	13 Jan 54	31 Jan 54
* 50-1064	22 Jan 54	31 Jan 54

* A/C in which dock maintenance was completed during January 1954.

From: 6th Periodic Maintenance
Squadron History for Jan 54.

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100 Hour Dock Inspections

	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan
Begun	1	4	4	6	5	9	9	8	10	10	8	9	10	11	9	11
Completed	1	0	3	2	3	7	12	10	9	9	9	11	4	10	12	11
Layover from previous month							10	7	7	7	3	5	3	9	8	6

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RECIPROCATING

ENGINE CHANGES

R-4360-53

A/C No	Engine Position	Engine Number	Hours	Squdron	Causes:
1097	3	F-500050	2:20	40th	Internal Failure
1073	4	P-9084	19:00	24th	Fire Damage(to kit)
1085	3	P-7845	233:40	40th	Internal Failure
1090	4	P-7838	525:55	24th	Oil spewing
1077	6	P-9279	270:40	40th	Internal Failure
1065	4	P-515025	19:55	40th	Overspeed
1090	6	P-9556	460:45	24th	Cracked mount
2682	4	P-9571	418:40	39th	Torque Metering system discrepency
1081	3	P-514690	138:20	39th	Internal Failure
2680	6	P-7661	197:55	40th	Fire Damage(to Kit)
1080	1	P-7476	805:25	39th	Time Change *
2671	6	P-8528	299:20	40th	Internal Failure
1087	3	P-7856	352:35	24th	Maintenance
2673	3	P-10988	260:15	39th	Internal Failure
Average Hours at Removal			286:03		

* This is the first engine in the 6th Bomb Wing to fly the maximum allowed time of 800 hours. According to Pratt & Whitney it is the highest time with only four (4) cylinder changes. One other engine has flown longer, but it had a complete set of cylinder changes.

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J E T E N G I N E C H A N G E S

Two (2) J47-19 Engines were removed during the month of January 1954. One (1) for Hot Start while attempting an altitude start, and one (1) while attempting normal ground start. In both cases exhaust gas temerature exceeded 1000° C. Average time for these two (2) engines: 32:55 hours. These engines will be returned to the depot for major overhaul.

From:

General Electric
Technicians Report
(for the month ending
31 Jan 54) of 1 Feb 54.

by;

R.F.SCOTT
Technical Representative
J47-GE-19 Engines

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AIRCRAFT ON

Project " SAM - SAC "

(as of 31 January 1954)

		To Carswell AFB
24th Bomb Squadron:		
	1068	3 Dec 53
	1073	21 Jan 54
	1075	22 Jan 54
39th Bomb Squadron:		
	1069	2 Nov 53
	1072	6 Nov 53
	1076	30 Dec 53
	1078	29 Jan 54
40th Bomb Squadron:		
	1070	28 Oct 53
	1074	2 Nov 53
	1077	25 Jan 54
	1079	4 Dec 53

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COMPLETED "SAM-SAC"
(as of 31 January 1954)

Aircraft Number	Date Returned
49 - 2670	27 August 1953
2675	30 August 1953
2673	25 September 1953
2672	3 October 1953
2671	10 October 1953
2674	16 October 1953
2677	6 November 1953
2680	24 November 1953
2681	7 December 1953
2682	23 December 1953
2678	10 January 1954
2685	22 January 1954

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B-36 Aircraft Inventory

	B-36F	B-36H
24 Bomb Sq	9	3
39th Bomb Sq	10	3
40th Bomb Sq	10	3
Wing Total	29	9

GRAND TOTAL 38 A/C

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B-36 Aircraft Inventory

24th Bomb Squadron

Type	S.N.	Date Received
F	49-2670	29 Oct 52 #
F	2675	11 Feb 53 #
F	2678	21 Jan 53 #
F	2681	7 Oct 52 #
F	1068	5 Dec 53 *
F	1071	23 Sep 52
F	1073	18 Oct 53 *
F	1075	4 Nov 52 *
F	1082	7 Nov 52
H	1087	3 Jul 53
H	1090	16 Jun 53
H	1096	12 Nov 52

* At SAM-SAC

\# Returned from SAM-SAC

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B-36 Aircraft Inventory

39th Bomb Squadron

Type	S.N.	Date Received
F	49-2673	18 Sep 52 #
F	2677	1 Nov 52 #
F	2682	19 Sep 52 #
F	2685	5 Dec 52 #
F	50-1069	17 Oct 52 *
F	1072	16 Oct 52 *
F	1076	21 Nov 52 *
F	1078	26 Sep 52 *
F	1080	8 Oct 52
F	1081	24 Oct 52
H	1088	25 Nov 52
H	1089	1 Jul 53
H	1095	20 Jun 53

* At SAM-SAC

\# Returned from SAM-SAC

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B-36 Aircraft Inventory

40th Bomb Squadron

Type	S.N.	Date Received
F	49-2671	31 Oct 52 #
F	2672	14 Oct 52 #
F	2674	28 Aug 52 #
F	2680	15 Nov 52 #
F	50-1064	16 Oct 52
F	1065	23 Oct 52
F	1070	10 Nov 52 *
F	1074	3 Oct 52 *
F	1077	10 Oct 52 *
F	1079	18 Oct 52 *
H	1085	23 Jun 53
H	1092	7 Jul 53
H	1097	28 Oct 52

* At SAM-SAC

\# Returned from SAM-SAC

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LIST OF GAINS AND LOSSES OF THE 6TH MEDICAL [illegible] DURING THE PERIOD
1 THRU 31 JANUARY 1954.

GAINS (Officers)

Major	Bergmann, Robert W.	Asgd fr 3909 Med Sq APO 167

LOSSES (Officers)

Major	Hotaling, Monroe J.	Reasgd to Sheppard, Tex.
Captain	Williams, John B.	Rel fr Sv

GAINS (Airmen)

A/1C	Andrade, Eugene A.	Asgd fr 6th Bomb Sq, this base
A/3C	Juarez,, Eugenio F.	Asgd fr 812th Food Sv, this base
A/3C	Jackson, Arthur D.	Asgd fr 812th Food Sv, This base
A/3C	Karbowski, Edward D.	Asgd fr 812th Food Sv, this base
A/B	Hastings, Coy J.	Asgd fr 2750th AF Sq, Wright-Patterson
A/3C	Cornell, Merrill D.	Asgd fr 509th Fld Maint Sq, this base

LOSSES (Airmen)

A/2C	Heltor, Arnold L.	Reasgd to Hm. Beaumont Army Hosp
M/Sgt	Elliott, Genevieve	Reasgd to March AFB
A/3C	Davenport, Bettye J.	Reasgd to March AFB
A/3C	Worley, Wandalee	Reasgd to March AFB
A/B	White, Sadie	Reasgd to March AFB
A/1C	Domm, Marilyn M.	Reasgd to Barksdale, La
S/Sgt	Hugoniot, Janice	Reasgd to [illegible], Tex
A/3C	Britt, Ula M.	Reasgd to March AFB
S/Sgt	Hamilton, Ardes E.	Reasgd to Barksdale, La
A/B	Bradham, Elnora	Reasgd to March AFB
A/2C	Armes, Doris	Reasgd to Brooke Hosp
A/1C	Allen, Henry A.	Rels Fr Sv
A/1C	Green, Doris	Reasgd to March AFB
A/B	Bufard, Lee A.	Reasgd to March AFB
A/3C	Walker, Peggy	Reasgd to March AFB
A/3C	Rider, Bertie J.	Reasgd to March AFB
S/Sgt	Lucero, Joe F.	Rels Fr Sv
A/3C	Cornell, Merrill D.	Reasgd to 1078th Hosp Sq, Hm Beaumont Army Hosp, Ft Bliss, Tex
A/1C	Lemas, Trevor H.	Reasgd to 509th Armt & Elect Maint Sq, this base

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USAF HOSPITAL
Walker Air Force Base
Roswell, New Mexico

B3G 11 February 1954

SUBJECT: Hospital Training Program 1 January to 31 January 1954

TO: Commander
Walker Air Force Base
Roswell, New Mexico

1. Lectures held to conform with 8th AF Reg. 50- 5 during month of Jan.

   a. Eight hours study completed by 30 men.

2. Posted Armed Forces Newsmaps.

   a. Monday - 18 January 1954 Vol 16 #21

   b. Monday - 25 January 1954 Vol 16 #22

FOR THE COMMANDER:

WILLIAM L. HOLDEN
2d Lt USAF (MSC)
Hosp Pers Officer

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USAF HOSPITAL
Walker Air Force Base
Roswell, New Mexico

ESC 10 February 1954

SUBJECT: Monthly Report of Professional Activities (RCS: AF-M9)

TO: The Surgeon General
United States Air Force
ATTN: Clinical Medicine Division
Washington 25, D. C.

1. In compliance with paragraph 4, AFR 160-69, dated 12 September 1950, the following information pertinent to this Air Force Hospital is submitted:

a. Total number of admissions 282

b. Diagnoses of patients transferred during the reporting period to:

(1) Other Air Force Hospitals 5

(a) Hydronephrosis, left, cause undetermined (Transferred for further urological assessment)

(b) Schizophrenic reaction, latent, moderate, acute, manifested by ideas of reference, transient mild turmoil state, memory impairment, early delusional formations, moderate stress of recent separation from wife and her request for divorce. (Transferred for further psychiatric evaluation)

(c) Cicatrix of skin, left epigastric area, due to burns (Transferred to receive maximum benefit of plastic surgery)

(d) Bronchitis, chronic, organism undetermined. Not PR. (Transferred for further respiratory evaluation and to meet a Physical Evaluation Board)

(e) Diagnosis undetermined (carcinoma of stomach suspected) (Transferred for further diagnostic and surgical evaluation)

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(2) Army Hospitals 3

(a) Fracture, simple, n.e.c., 7th cervical vertebra, no artery or nerve involvement. (Transferred for extensive orthopedic management)

(b) Meniere's Syndrome (Transferred for further evaluation and management)

(c) Coccidioidomycosis, upper lobe, left lung (Transferred for further evaluation and possible excisional therapy)

c. Improvements of the services effected.

(1) New tile flooring has been installed in Wards 3 and 5, airmen's day room, laboratory and the office of the nurses' supervisor. This improvement was sorely needed, particularly in wards 3 and 5.

(2) Authority has been obtained to employ additional civilian ward attendants. This should add greatly to the management of our wards and result in a more efficient method of caring for inpatients.

d. Improvements of the services recommended.

(1) Plans are being formulated to provide for the painting of several hospital buildings, among which are the obstetrical ward, flight surgeon's building, hospital dispensary and the outpatient clinic.

e. Medical officers sent to special schools 0

f. Professional meetings held during the month 4

g. Publications or speeches by medical officers at local or National medical societies 0

h. Attendance of medical officers at local or National medical societies 10

i. Visits made by expert civilian consultants 5

(1) Dr. John S. Moore, Orthopedic Consultant

On 7 January 1954 Dr. Moore was at the hospital for approximately 3 hours seeing one military and six dependents in the Orthopedic Clinic. Problem x-rays were reviewed and suggestions recorded. He also made ward rounds visiting orthopedic cases on the wards.

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(2) Dr. Richard P. Waggoner, Surgery Consultant

On 8 January 1954, Dr. Waggoner was at the hospital for approximately 3½ hours, making ward rounds and seeing several outpatients who presented surgical problems.

(3) Dr. Alton R. Pruitt, Obstetrical & Gynecological Consultant

On 13 January 1954 Dr. Pruitt was at the hospital for approximately 2½ hours, making ward rounds and seeing several outpatients who presented gynecological problems.

(4) Dr. Lindell M. Kinnan, Urological Consultant

Dr. Kinnan was at the hospital on 15 January and on 29 January 1954 for approximately 2½ hours each visit. He made ward rounds and saw several outpatients who presented urological problems.

j. Part time and full time physicians 0

k. Additional remarks and comments on aspects of professional activities.

(1) During the month, the facility was visited by an assistance visit made by the Surgeon, Eighth Air Force and his Deputy. Many suggestions were made relative to increasing the efficiency of operation of the hospital. There was also a visit by the Medical Material Officer, Headquarters, Eighth Air Force, who surveyed medical supply activities and rendered many valued suggestions and opinions aimed at betterment of this vital segment of the total operation.

(2) During the month the Chief Nurse returned from attendance at a Flight Nurse's Course, which she completed satisfactorily.

(3) An assistance visit was made during the month by the Chief of the Fourth Army Area Medical Laboratory, who spent 36 hours at this station evaluating clinical laboratory facilities. Many remedial deficiencies were pointed out and suggestions made as to how they might be corrected with the means and people available. In addition, a professional paper on Solitary Peripheral Pulmonary Lesions was presented to a joint meeting of the staff by our distinguished visitor.

(4) During the period of this report, the "tank cart" project was carried through to practical completion. Further testing of the installations will be required before they are accepted and the contract closed out.

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GLENN E. DOAN

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MONTHLY REPORT OF PROFESSIONAL ACTIVITIES
OF
AIR FORCE HOSPITAL
FOR
JANUARY 1954

I. SURGICAL SERVICE

1. Number of patients admitted to service 60

a. Diagnoses and number of each diagnosis

(1) Abrasion, pretibial area of left leg 1

(2) Abrasion, right cornea 1

(3) Abscess, perianal 1

(4) Abscess, periapical 10

(5) Abscess, perirectal 1

(6) Abscess without lymphangitis, n.e.c., left zygomatic area, organism undetermined 1

(7) Burn, n.e.c., 1° and 2°, dorsum of both hands and face 1

(8) Burn, n.e.c., 1° and 2°, dorsum right foot 1

(9) Calculus in ureter, left 1

(10) Cellulitis, oral structures, n.e.c. 2

(11) Cicatrix of skin, left zygomatic area, due to burn 1

(12) Concussion of brain 2

(13) Derangement, internal, of knee, rt, medial meniscus 1

(14) Dyskinesia, biliary 1

(15) Fistula, anus, cause undetermined 1

(16) Fracture, simple, comminuted 1

(17) Fracture, simple, n.e.c. 1

(18) Hemorrhoids, n.e.c., internal 1

(19) Hemorrhoids, thrombosed 1

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(20)	Hernia, inguinal, direct, right	2
(21)	Hernia, inguinal, indirect, right	2
(22)	Hydronephrosis, left, cause undetermined	1
(23)	Injury, cartilage of joint, tear of medial meniscus, rt knee	1
(24)	Impaction, tooth	1
(25)	Lymphadenitis, acute, with abscess, left cervical node, organism undetermined	1
(26)	Myositis, acute	3
(27)	Myositis, chronic	1
(28)	Observation, surgical, appendicitis suspected	2
(29)	Observation, surgical, herniation nucleus pulposus L-5 S-1 suspected	1
(30)	Periodontoclasia	3
(31)	Pterygium, right eye	1
(32)	Pyelitis, right, organism undetermined	1
(33)	Redundant prepuce	5
(34)	Cyst, pilonidal, inflamed	2
(35)	Strain, lumbo-vertebral muscles	1
(36)	Urethritis, chronic, nonvenereal	1
(37)	Wound, lacerated, rt cheek & rt parietal area, no artery or nerve involvement	1

b. Major Operations

(1) Emergency

(a)	Appendectomy	1
(b)	Debridement of wound-laceration and tendon repair left foot	1

(2) Elective

(a)	Appendectomy	1

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(b) Cholecystostomy	1
(c) Exploratory laparotomy, gastric enterotomy	1
(d) Herniorrhaphy, right inguinal	4
(e) Herniorrhaphy, left inguinal	1
(f) Saphenous vein stripping, right	1
c. Complications	0
2. Hospital deaths	0
3. Cases of unusual interest	0

THEODORE G. COMPALI
Captain, USAF (MC)
Chief, Surgical Service

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II. MEDICAL SERVICE

1. Number of patients admitted to service 122

2. Hospital deaths 1

a. This 32 year old white female was dead on arrival at the hospital, and was carded for record only on 4 January 1954 with a diagnosis of embolism, a.e.c., cerebral, due to auricular fibrillation due to rheumatic valvulitis, inactive, with deformity of valve, mitral. No autopsy was performed.

3. Cases of unusual interest 0

4. Diseases of unusually high incidence 0

ROBERT S. ZILLIS
1st Lt, USAF (MC)
Chief, Medical Service

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III. OBSTETRICAL AND GYNECOLOGICAL SERVICE

A. OBSTETRICAL

1. Number of patients admitted to service	76
a. Diagnoses and number of each diagnosis	
(1) Pregnancy, delivered	72
(2) Pregnancy, not delivered, false labor	4
b. Number and diagnoses of major operations	
(1) Caesarean section, low cervical	1
c. Number and diagnoses of minor operations	
(1) Episiotomy	53
(2) Low forceps	56
(3) Mid forceps	0
(4) Spontaneous	9
(5) Breech extraction	5
(6) Artificial rupture of membranes	0
(7) Repair of laceration, obstetric	1
(8) Forceps rotation, left occiput posterior to left occiput anterior	1
d. Complications of deliveries	
(1) Toxemia, preeclamptic, antepartum	2
(2) Dystocia, fetal, transverse position	1
2. Stillbirths	0
3. Hospital deaths	0
4. Cases of unusual interest	1

a. This 24 year old para 0 gravida I, RH positive, Wasserman negative, white female was admitted to the hospital on 8 January 1954. She was first seen in the Outpatient Clinic on 1 July 1953. Her LMP was 24 March and her EDC was 29 December 1953. The original physical examination was negative and her pelvic measurements adequate. The past history was unremarkable except for scarlet fever at four years of age.

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Her weight at the time of the original examination was 129. She was seen at monthly intervals and had a progressive marked increase in weight as follows: 137 - 149 - 156 - 162. It was during this period that the following series of events possibly could have been aborted, had she remained on her diet or been hospitalized when she refused to obey.

On 30 December on her prenatal check, her blood pressure was 140/90, weight 165, with complaints of occasional headache. She was cautioned about these findings and told to return in one week. At this time, her blood pressure was 170/104 and she was admitted to the hospital as a pre-eclamptic, with 3 plus albumin.

On admission, her chief complaint was a slight headache, no blurring of vision, nausea, vomiting, abdominal pain or vaginal bleeding. She had gained 36 pounds since the beginning of her pregnancy. Physical examination at this time revealed the following:

1. B/P 165/100 - Pulse 90 - R 25 - T99
2. Marked arteriolar spasm of the retinal vessels No papilledema although the left retina appeared wet; no exudates or hemorrhages seen
3. Soft blowing 2 plus murmur heard over left sternal border
4. Uterus 32 cm ceph presentation. FHT RLQ - 120
5. Very slight pre-tibial edema

She was placed on a pre-eclamptic regime (salt free high protein diet, hypertonic fluids, intake, output, retention catheter, phenobarb grs III 4 times daily) and observed. It was contemplated to treat her conservatively for 24 hours in an effort to reduce her blood pressure, then induce labor by rupturing the membranes and IV pituitrin. However, at 11:00 P.M. she began having seven minute contractions and by 2:00 A.M. was 3 cms dilated in active Labor - blood pressure 170/100. She was allowed to continue her labor, which was steady and progressive with her blood pressure varying between 165 to 180 systolic over 90 - 120 diastolic.

At 1100 she was completely dilated, taken to the delivery room where a low spinal anesthesia was given without effect. An LML episiotomy was done under local anesthetic, and under very light ether anesthesia she was delivered with low forceps of a normal female ROA - OA. It was noted during the repair of the episiotomy that her delirium was out of proportion to that seen in recovery from a normal ether anesthetic. Her blood pressure at this time was 165/90, lower than it had been during her labor. She was put back to bed on pre-eclamptic therapy.

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At 1220 she had a generalized convulsion lasting 2 minutes associated with marked cyanosis and was given phenobarbital gr 3 and 100 mg Luminal. Blood pressure was 205/100; albumin 4 plus.

At 1730 she had another convulsion lasting 1½ minutes. Blood pressure was 190/132. She was given 2 cc 50% magnesium sulphate intramuscularly. Her vision was reported in one hour. At 2000 she had another convulsion lasting one minute. Blood pressure was 180/120. She was given sodium phenobarbital gr V and morphine sulphate gr 1/6. By 2100 she was sleeping soundly and her blood pressure had dropped to 140/100. It was noted at this time that her pulse was 120 - 130 and it was thought she was now becoming decompensated.

The following morning her blood pressure was 110/100; pulse 140, weak. The precordium was dull to percussion to the post axillary fold. There were moist rales throughout both lung fields. It was apparent by this time that she had marked cardiac dilatation with pulmonary edema. The sedation given her for the convulsion had also treated her pulmonary edema. She was given 4 cc Cedelanid every 2 hours for 3 doses and 2 cc mercuhydrin. Her blood pressure improved from 110/100 to 132/100. It was decided to continue her on digitalis leaf the following day; but due to the continued pulse elevation, she was given digitalis gr 3, every 4 hours for 3 doses, then gr 3 daily. She was also given 2 cc mercuhydrin daily for 2 days.

During this time the patient remained very lethargic although she would respond to questioning. She gradually improved and was followed with chest x-rays and electrocardiograms. It was following her last convulsion, that the cardiac and pulmonary complication replaced the eclampsia in order of importance. She was given gr 3 digitalis leaf daily until 21 January when her pulse dropped to 60 and she began having dizziness and blurr of vision (carotid sinus effect from digitalis). Then digitalis was reduced to gr 1½ until 24 January when it was discontinued. The patient's blood pressure stabilized at 120/70 with a pulse of 72. She became asymptomatic and was discharged on 28 January, to be followed in the Outpatient Clinic.

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B. GYNECOLOGICAL

1. Number of patients admitted to service	24
a. Diagnoses and number of each diagnosis	
(1) Abortion, spontaneous, early, incomplete	1
(2) Abortion, spontaneous, early, complete	6
(3) Cyst, n.s.c., Gartner's duct cyst, anterior wall of vagina, primary site	1
(4) Menorrhagia, primary	1
(5) Metrorrhagia, primary	2
(6) Retention of placental fragments, postpartum	2
(7) Salpingo-oophoritis, acute, organism undetermined	6
(8) Toxemia, pre-eclamptic	5
b. Major Operations	
(1) Pelvic laparotomy - excision ovarian cyst, R	1
(2) Pelvic laparotomy - excision fibroid of uterus	1
(3) Excision cyst vaginal wall, plastic repair	1
c. Minor Operations	
(1) Dilatation and curettage, uterus	7
2. Hospital deaths	0
3. Cases of unusual interest	0

ROBERT E. DEAN
Capt, USAF (MC)
Chief, Ob & Gyn Svs

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IV. MISCELLANEOUS AND DIAGNOSTIC SERVICES

1. Outpatient

a. Number of patients seen	
(1) Military	9243
(2) Civilian	5278
b. Number of treatments	
(1) Military	11029
(2) Civilian	7289
c. There were 62 visits made to homes	
d. There were no special problems	

2. Laboratory

a. Total number and type of examinations	9599
(1) Hematology	2728
(2) Blood and spinal fluid chemistry	417
(3) Serology	457
(4) Bacteriology	703
(5) Parasitology	120
(6) U-inalysis	4174
(7) Sent to Brooke Army Medical Center	30
(8) Evaluation studies	12
b. There were no special problems or laboratory studies	

3. Roentgenological

a. Number of examinations, fluoroscopic and radiographic	1115
b. Number of x-ray films used	1827
c. Number of x-ray treatments	0

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4. Rehabilitation

a. Number of patients participating	178
b. Total man hours of functional activity	307

5. Dietary

a. Average daily rations served	
(1) Regular diets	37.68
(2) Special diets	13.16
(a) Liquid diets	4.13
(b) Soft diets	2.71
(c) Light diets	0
(d) Miscellaneous	6.32
b. Distribution of service between wards and dining room	
(1) Average daily ration served on wards	31.10
(2) Average daily ration served in dining room	9.74

c. Pertinent remarks concerning special problems or matters of outstanding interest.

(1) During the month 98% of the patients present for duty were immunized against influenza. Reactions, on the whole, appeared to be milder and fewer this year than to the immunizing agent utilized during the previous winter season.

(2) A nurses' aide class was started during the month under the auspices of the Chaves County Chapter of the American Red Cross.

GLENN B. DOAN
Major, USAF(MC)
Deputy Commander

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DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	K-WG-6-Hi	May/53			6th Bomb Wing	S	
206		Jun/53				S	
286		Jul/53				S	
420		Aug/53				S	
645		Sep/53				S	
917		Oct/53				S	
1208		Nov/53				S	
1386		Dec/53				S	
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