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AUTH: CO 26th SRW  
DATE 7 Aug 53  
NAME Charles A. Wright

HISTORY

OF

26th STRATEGIC RECONNAISSANCE WING, MEDIUM

801st Air Division

Second Air Force

For Period of Activation

From

28 May 1952 through 31 May 1953

ASSIGNED UNITS

Headquarters Squadron Section  
3rd Strategic Reconnaissance Squadron, Medium  
4th Strategic Reconnaissance Squadron, Medium  
10th Strategic Reconnaissance Squadron, Medium  
26th Armament and Electronic Squadron  
26th Air Refueling Squadron, Medium  
26th Periodic Maintenance Squadron  
26th Field Maintenance Squadron  
26th Medical Group

Collected and Compiled for the  
Wing Historical Officer by

S/Sgt Robert C. Franklin

EDITED BY:

*Robert C. Sullivan, Jr.*  
R. SULLIVAN, JR.  
1st Lt  
USAF

HISTORICAL OFFICER:

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major  
USAF  
Adjutant

Form No  
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No 1

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COLONEL HENRY R. SULLIVAN, JR.

COMMANDER

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26th Strategic Reconnaissance Wing

(Medium)

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No 2

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COLONEL GEORGE W. HUMBRECHT

DEPUTY COMMANDER

---

26th Strategic Reconnaissance Wing

(Medium)

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CHAPTER I  
ORGANIZATION AND ADMINISTRATION

The 26th Strategic Reconnaissance Wing, Medium, was activated at Lockbourne Air Force Base, Columbus, Ohio on 28 May 1952.<sup>1</sup> Components were its Headquarters, the 3rd, 4th, and 10th Strategic Reconnaissance Squadrons, Medium, the 26th Air Refueling Squadron, Medium, the 26th Field Maintenance Squadron, the 26th Periodic Maintenance Squadron, the 26th Armament and Electronics Maintenance Squadron, and the 26th Medical Group.<sup>2</sup>

Upon activation, the 26th Wing was assigned to Second Air Force's 801st Air Division also stationed at Lockbourne Air Force Base.<sup>3</sup> The air division assignment was in accordance with the SAC combat wing organizational pattern for a two-wing base.<sup>4</sup> Rounding out the 801st Air Division with the 26th Wing were the 91st Strategic Reconnaissance Wing, Medium, the 801st Air Base Group, and the 4207th WAF Squadron.<sup>5</sup>

Plans, at the time of the 26th Wing's activation, did not call for immediate development of operational readiness. Actual manning and equipping of the wing were to come later. Accordingly, wing headquarters, and all assigned squadrons, with the exception of the 26th Air Refueling Squadron were temporarily manned at record strength of one officer and

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1. GO 27, Hq SAC, 16 May 1952. Exhibit 1
  2. Ibid.
  3. Ibid.
  4. SAC Reg 20-15, 16 May 1952.
  5. GO 27, Hq SAC, 16 May 1952, Exhibit 1



one airman.<sup>6</sup> The exception, the 26th Air Refueling Squadron, absorbed the personnel of the 68th Air Refueling Squadron which was inactivated at Lockbourne on 28 May 1952.<sup>7</sup> The 26th Air Refueling Squadron was attached to the 91st Wing for administrative and operational control, while the record strength of the 26th Wing Headquarters and its other elements of record strength were attached for the same purposes to the 801st Air Base Group.<sup>8</sup>

From the date of activation throughout the remainder of 1952, development of the 26th Wing other than in its 26th Air Refueling Squadron was at a standstill. There had been some manning, other than in the air refueling squadron, but it was negligible. The slowness of manning for the 26th Wing was in accordance with Headquarters Second Air Force Letter which gave the manning and the effectiveness of same.<sup>9</sup>

With the commencement of a New Year and the 10 January 1953 arrival and assignment of Colonel Henry R. Sullivan, Jr., as 26th Wing Commander and the additional assignment of Colonel George W. Humbrecht to Deputy Commander, the outlook for the 26th wing started to brighten. Colonel Sullivan immediately started making plans for the future of the wing.<sup>10</sup>

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6. GO 2, Hq 801st ADiv, 28 May 1952. Exhibit 2
  7. TWX, Hq 2AF to CO 91st Strat Recon Wg, 2AFFLC 4091, 28 May 1952. Exhibit 3
  8. GO 27, Hq SAC, 16 May 1952. Exhibit 1
  9. GO 2, Hq 801st ADiv, 28 May 1952. Exhibit 2
  10. Since the 26th ARSq was operational during this period and was attached to the 91st Strat Recon Wg for operational control, its activity is included in the 91st Wg Histories covering the period.
  11. Ltr, Hq 2AF to Cdr 801st ADiv, Personnel Cadre for 26th Wing, 5 December 1952, 2AFFLC 320. Exhibit 10
  12. Recon Recorder, 13 February 1953. Exhibit 6
  13. GO 1, Hq 801st ADiv, 10 January 1953. Exhibit 4
  14. Ibid.

On 1 February 1953 he appointed Lieutenant Colonel Gene C. Williams,<sup>15</sup>  
Director of Personnel, followed by the appointments of Lieutenant  
Colonel William C. Dodds,<sup>16</sup> Director of Material and Colonel Alan F.  
Adams,<sup>17</sup> Director of Operations on 2 and 5 February 1953 inclusive.

To fulfill the mission of the 26th Wing in performing long range  
Strategic Reconnaissance Operations, alone or jointly, with permanent  
fixed bases or overseas bases, Colonel Sullivan began writing regulations,  
directives and policy letters, having completed the first of these written  
publications on 6 February 1953.<sup>18</sup> His next step was to procure suitable  
quarters for the housing of airmen assigned to the 26th Wing, and to  
find desirable day rooms and orderly rooms in so far as all orderly  
rooms were temporarily being utilized in the Headquarters Building,  
26th Wing under very crowded conditions. Before Colonel Sullivan could  
complete this part of his program he was transferred on 10 February  
1953 for ten weeks to B-47 Aircrew Recognition School (Phases 1 and 2)  
at Pinecastle Air Force Base, Florida. At this time Colonel Humbrecht<sup>20</sup>  
assumed command and knowing the desires of Colonel Sullivan carried on  
his work and had the first group of airmen moved into the newly built

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15. GO 6, Hq 26th SR Wg, 9 April 1953. Exhibit 5
  16. Ibid.
  17. Ibid.
  18. Pol Ltr 1, Hq 26th SR Wg, 6 February 1953. Exhibit 7
  19. LO 207, Hq 801st ADiv, 26 January 1953. Exhibit 8
  20. GO 1, Hq 26th SR Wg, 10 February 1953. Exhibit 9

<sup>21</sup> barracks on Monday, 2 March 1953. <sup>22</sup> Orderly rooms and day rooms were  
also moved to the new barracks at that same time giving ideal working  
conditions and creating closer relationship among the airmen in their  
new quarters. <sup>25</sup> New mess halls were opened to better serve personnel and  
alleviate the crowded conditions formerly encountered.

By 10 April 1953 the first staff meeting <sup>26</sup> was scheduled to be held  
in the Colonel's office with this to be a recurring event each week.

<sup>27</sup> 27 April 1953 saw the return of Colonel Sullivan to the 26th Wing  
from Pinecastle AFB to re-assume command and carry on his work of pre-  
paring for aircraft to be later assigned and to fully man the squadrons  
to complete their missions. One of his first tasks upon his return was to  
lead the 26th Wing in a Division Parade held 9 May 1953. <sup>28</sup> The next step  
to face the Commander was the inspection held by Second Air Force inspec-  
tors of all records maintained by orderly rooms and staff sections. <sup>29</sup>

<sup>30</sup> 29 May 1953 brought about the final staff meeting for the month along  
with the closing of the month and at which time it was definitely announced  
the 26th ARS would on 1 June 1953 be transferred from the 91st Wg to the  
26th for administration and control.

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21. Photograph of New Concrete Barracks. Exhibit A
  22. Interview by S/Sgt R. Franklin with Major F. Riedy Asst Dir Materiel
  23. Photograph of New Orderly Rooms. Exhibit B
  24. Photograph of New Day Rooms. Exhibit C
  25. Photograph of New Mess Hall Interior. Exhibit D
  26. 26th Strat Recon Wing Staff Meeting Minutes., 10 April 1953 Exhibit 11
  27. Recon Recorder, 1 May 1953. Exhibit 15 and Exhibit 12.
  28. Photograph of Division Parade. Exhibit E
  29. Excerpt from 2AF inspectors inspection. Exhibit 13
  30. 26th Strat Recon Wing Staff Meeting Minutes, 29 May 1953. Exhibit 14

CHAPTER II

PERSONNEL

With the 1 February 1953 appointment of Lieutenant Colonel Gene C. Willms as Director of Personnel,<sup>31</sup> the manning program for the 26th Wing went into high gear showing some of the manning as follows:

The 26th Field Maintenance Squadron was formed on 1 February 1953 with an authorized strength of 8 officers and 356 airmen, under the command of Major Walter R. Thompson, having been on a one officer and one airman basis since date of activation.<sup>32</sup> By 1 March 1953 the 26th FM Sq had procured a total of 3 officers and 220 airmen transferred in from other organizations and stations. This manning continued growing and by 1 April 1953 though there had been no officer change, there were 281 airmen assigned and by 1 May 1953, 4 officers and 339 airmen. With the close of May there were 5 officers and 343 airmen. Airmen manning at that time did not reflect the true capabilities of the squadron however to perform their assigned mission as there was a vast shortage of supervisory personnel.

The 26th Armament and Electronics Maintenance Squadron under the command of Major John A. Nicholson commenced manning on 1 April 1953<sup>33</sup> from a one officer and one airman basis with an authorization of 14 officers and 386 airmen. By 1 May 1953, there had been assigned 4 officers and 181 airmen and on 31 May 1953 these totals had jumped to 5 officers and

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31. GO 6, Hq 26th SR Wg, 9 April 1953. Exhibit 5  
32. Recon Recorder, 13 February 1953.  
33. Interview by S/Sgt R. Franklin with Squadron Commander.  
34. Ibid.

212 airmen, making the squadron approximately 55 per cent manned with complete manning expected sometime after August of this year. The majority of personnel assigned were technical school graduates or overseas returnees. Although the airmen assigned from school lacked practical experience, they were well versed in theory and along with the excellent shop supervision they received, soon obtained a desired technical knowledge.

The 3rd Strategic Reconnaissance Squadron (Medium), under the command of Major <sup>35</sup> ~~Gerald L. Auerbach~~, remained on a one officer and one airman basis until 1 March 1953 at which time they started manning and by 1 April 1953 had obtained 82 officers and 25 airmen of their authorized strength of 57 officers and 107 airmen. By 31 May 1953 the strength had grown to 94 officers and 79 airmen. Although the 3rd showed an overage of officer personnel, these officers were being maintained to be utilized at a later date for either the 4th SR Sq or the 10th SR Sq at such time as they should begin manning. As yet both the 4th SR Sq and the 10th SR Sq are still on a one officer and one airman basis.

The 26th Medical Group commenced manning on 1 May 1953 under the command of Captain Paul R. Zaugg <sup>36</sup> (MC) with an authorized T/O of 27 officers and 98 airmen. By 31 May 1953 they had procured from the 91st Medical Group 13 officers and 73 airmen.

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35. Interview by S/Sgt R. Franklin with 3rd SR Sq First Sergeant  
36. Interview by S/Sgt R. Franklin with Squadron Commander

The 26th Periodic Maintenance Squadron, commanded by Captain John  
37  
P. Moore, started manning from a one officer one airman basis on 1 April  
1953 with an authorized strength of 5 officers and 161 airmen. By 30  
April 1953 they had assigned 4 officers and 125 airmen against a total  
of 4 officers and 156 airmen assigned on 31 May 1953.

Headquarters Section with Major Orval D. Collings in command, com-  
menced manning on 1 February 1953 with an authorized strength of 51  
officers and 108 airmen and by 28 February 1953 had been assigned 24  
officers and 36 airmen. On 21 March 1953, Major Collings was relieved  
38  
of command by Captain Richard B. Franz who was showing on 31 March 1953  
a strength of 36 officers and 64 airmen. By 30 April 1953 these totals  
had arisen to 25 officers and 131 airmen which showed a large influx of  
personnel, however, Headquarters Section by this time was acting as a  
processing section for incoming personnel to be transferred to various  
squadrons within the wing for duty. 31 May 1953 set the figures at 32  
officers and 118 airmen.

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37. Interview by S/Sgt R. Franklin with Squadron First Sergeant  
38. Interview by S/Sgt R. Franklin with Captain Franz

CHAPTER III

OPERATIONS

The operations section of the 26th Wing was initiated on 5 February 1953 with the appointment of Colonel Alan F. Adams as Director of Operations. Being minus of aircraft with the exception of two T-33's received in April, operations were extinct. On 1 May 1953 the operations section moved their offices from Headquarters to the second floor of the newly built reconnaissance building for the 801st Air Base Group. The major problem at this time was to build offices and set up control rooms in preparation for the assignment and arrival of aircraft at which time they would then commence operations as required.

In addition to the building of offices, Major John Fagan started a training program for the 26th Wing and its supporting units to utilize all facilities available, to insure proficiency and to accomplish the required training needed to meet its specified objective.

The lack of proper equipment severely hampered the on-the-job training program, however all available facilities were utilized to maintain Ground Training requirements as directed by regulations. Utilization of KC-97 and B-47 Mobile Training Detachments have been used to the maximum extent possible with outstanding results. Tech Order familiarization, USAF Training Schools and the requirements of SAC Reg 50-6 and 50-22 were fulfilled as much as possible to procure a perfect proficiency

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39. GO 6, Hq 26th SR Wg, 9 April 1953. Exhibit 5  
40. Interview by S/Sgt R. Franklin with Colonel Adams  
41. Interview by S/Sgt R. Franklin with Major Fagan

in all units of the 26th Wing.

Personnel of the Aero Repair and Fabrications Branch were organized and performed duties in the various shops of the 91st SR Wg to learn their respective duties. Power Plant personnel were assigned to the 91st SR Wg engine build-up sections to augment their training.

Approximately 30 per cent of airmen assigned to the 26th Wing have or are now attending USAF Technical Schools to better their knowledge and to aid them in performing of duties respective to their AFSC's.

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CHAPTER IV

MATERIEL

Under the directorship of Lieutenant Colonel William C. Dodds, the procurement of Unit essential equipment, Base support equipment, including furniture and heavy maintenance equipment normally retained by the base should this organization move and the Air Force shipping document list, shipped automatically by Hq AMC began arriving to fully equip the squadrons in order to fulfill their missions. Although this equipment has not reached a stage of 100 per cent effectiveness, the materiel section is continually striving to reach this goal within the quickest possible date.

The following per cent tables show the procurement of equipment by months in the three fields:

UNIT ESSENTIAL EQUIPMENT				
Squadron	February	March	April	May
Headquarters Section	13.5	21	45	43
Field Maintenance	74	69	76	76
Armament & Electronics	76	55	78	80
Periodic Maintenance	61	58	71	78
3rd Strat Recon	76	54	60	57
4th Strat Recon	74	40	51	69
10th Strat Recon	74	44	44	42
Air Refueling	92	92	92	84
Medical Group	79	79	79	93

h2. GO 6, Hq 26th SR Wg, 9 April 1953. Exhibit 5

h3. Interview by S/Sgt Franklin with Major F. Riedy, Asst Dir Materiel

<u>BASE SUPPORT UNIT</u>				
<u>Squadron</u>	<u>February</u>	<u>March</u>	<u>April</u>	<u>May</u>
Headquarters Section	10	28	41.2	49.9
3rd Strat Recon	0	1	15	45.6
4th Strat Recon	0	1	1	5
10th Strat Recon	0	1	2	4
Air Refueling	74	74	74	77.3
26th Armament & Electronics	0	3	10	22
Field Maintenance	2	2	2	16
Periodic Maintenance	0	3	20	24
Medical Group	0	0	0	0

<u>AIR FORCE SHIPPING DOCUMENT</u>				
Headquarters Section	72.3	67	74.3	74.7
Field Maintenance	64	64.8	70.7	72.7
Armament & Electronics	66	67.3	72.2	76.3
Periodic Maintenance	61	73.1	75.7	77.2
3rd Strat Recon	69.2	75.4	79.5	80.1
4th Strat Recon	68.2	72.7	76.2	77.4
10th Strat Recon	69.1	73.7	77.3	78.4

Among the critical items not received are R-4360 flyaway engine stands, J-47 engine build-up and transportation dollies, engine and airframe slings, and aircraft and engine special tools. Equipment shortages were not greatly noticed in sections and shops that shared facilities with the 91st SR Wg.

Equipment shortages and delay in receiving such shortages is believed to have been a failure of AMC to meet shipping dates or contractual agreements have not been met.

ROSTER OF KEY PERSONNEL

26th STRATEGIC RECONNAISSANCE WING, MEDIUM

STAFF SECTIONS

Colonel Henry R. Sullivan, Jr.----- Commander  
Colonel George W. Humbrecht ----- Deputy Commander  
Major Charles A. Wright----- Adjutant  
Lieutenant Colonel Gene C. Willms ----- Director of Personnel  
Colonel Alan F. Adams ----- Director of Operations  
Lieutenant Colonel William C. Dodds ----- Director of Materiel

SQUADRON COMMANDERS

Headquarters Section ----- Captain Richard B. Franz  
Armament & Electronics Maintenance ----- Major John A. Nicholson  
Periodic Maintenance ----- Captain John P. Moore  
Field Maintenance ----- Major Walter R. Thompson  
3rd Strategic Reconnaissance ----- Major ~~Gerald L. Auerbach~~ <sup>Col</sup>  
*Robert C. Householder*  
4th Strategic Reconnaissance -----\* Captain Edward J. Majeskie  
10th Strategic Reconnaissance -----\* Captain Joseph E. Carr  
Medical Group ----- Captain Paul R. Zaugg(MC)

\* One officer and one airman basis.

SOURCES OF INFORMATION FOR HISTORY

General Orders

Staff Meeting Minutes

Base Newspaper (Recon Recorder)

Public Information Files

Personnel Charts and Records

Staff Sections Files

Message Center Files

Classified Files

Daily Bulletin

In addition to the above sources of information, additional data was procured through interviews with key personnel of staff sections, squadrons and/or personnel concerned along with personal observations of the Historian.

APPENDIX

LIST OF ILLUSTRATIONS

- A Three Floor concrete Airmen's living quarters.
- B Interior view of new Orderly rooms.
- C Interior of Day rooms as set up in new concrete living quarters.
- D Interior of New Mess Halls.
- E Troops at Parade Rest in Division Review

APPENDIX

LIST OF INCLOSURES

- 1 General Order 27, Headquarters Strategic Air Command, 16 May 1952
- 2 General Order 2, Headquarters 801st Air Division, 28 May 1952
- 3 TWX 2AFPLC 14091 Headquarters Second Air Force, 28 May 1952
- 4 General Order 1, Headquarters 801st Air Division, 10 January 1953
- 5 General Order 6, Headquarters 26th Strategic Reconnaissance Wing  
9 April 1953
- 6 Recon Recorder, 16 January 1953
- 7 Policy Letter, Headquarters 26th Strategic Reconnaissance Wing  
6 February 1953
- 8 Letter Order 207, Headquarters 801st Air Division, 26 January 1953
- 9 General Order 1, Headquarters 26th Strategic Reconnaissance Wing  
10 February 1953
- 10 Letter AFPLC 320 Headquarters Second Air Force 5 December 1952
- 11 Staff Meeting Minutes 26th Strategic Reconnaissance Wing 10 April 1953
- 12 General Order 9, Headquarters 26th Strategic Reconnaissance Wing  
27 April 1953
- 13 Excerpts from Second Air Force Inspection
- 14 Staff Meeting Minutes 26th Strategic Reconnaissance Wing 29 May 1953
- 15 Recon Recorder, 1 May 1953
- 16 Recon Recorder, 13 May 1953

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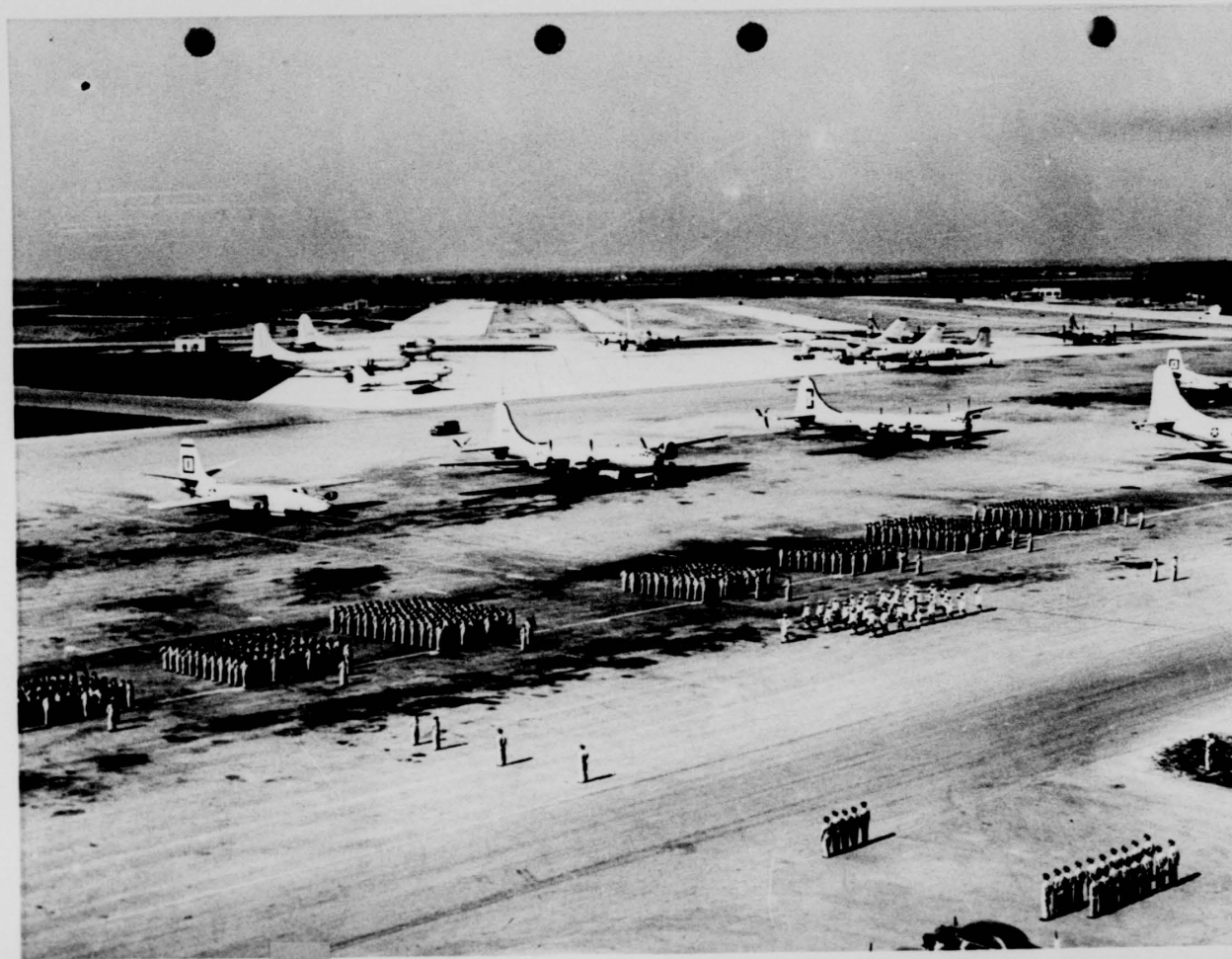
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GO 27

GENERAL ORDERS)

HEADQUARTERS STRATEGIC AIR COMMAND

NUMBER 27)

Offutt Air Force Base, Omaha, Nebraska  
16 May 1952

ACTIVATION, INACTIVATION, REDESIGNATION, AND REORGANIZATION OF UNITS..I  
ACTIVATION, INACTIVATION, AND REORGANIZATION OF UNITS.....II

SECTION I

ACTIVATION, INACTIVATION, REDESIGNATION, AND REORGANIZATION OF UNITS.-1.  
Effective 28 May 52:

- a. The units listed below are redesignated as indicated:

Present Designation	New Designation
Hq & Hq Sq, 91st Strategic Recon Wg, Medium	Hq 91st Strategic Recon Wg, Med.
91st Maint Sq	91st Fld Maint Sq

- b. The units listed below are inactivated at Lockbourne Air Force Base, Ohio:

Hq 91st Strategic Recon Gp, Medium

Hq & Hq Sq, Air Base Gp  
68, 91

Hq 91st Maint & Sup Gp

Communications Sq  
68, 91

Supply Sq  
68, 91

Motor Veh Sq  
68, 91

Air Police Sq  
68, 91

Food Sv Sq  
68, 91

Instl Sq  
68, 91

68th Air Refueling Sq, Medium

91st Recon Tech Sq

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c. The units listed below are discontinued at Lockbourne Air Force Base, Ohio:

Hq 37th Air Division

4211th Orgnl Maint Sq

4211th Armt & Elect Maint Sq

Operations Sq  
4211, 4068

d. The units listed below are activated at Lockbourne Air Force Base, Ohio and assigned as indicated:

Unit	T/O	Auth OFF	Str AMN	Asgmt
Hq 801st Air Division	1-1045P 1 May 52 1 x Part II	10	7	801st Air Division
91st Periodic Maint Sq	1-7467P 1 May 52 1 x Part II	5	166	91st Strat Recon Wg, Med.
91st Armt & Elect Maint	1-7466P 1 Mar 52 1 x Part II	11	270	"
Hq 801st AB Gp	1-8033P 1 Feb 52 1 x Part II	41	130	801st AB Gp
801st Opr Sq	1-8157P 1 Feb 52 1 x Part II	21	241	"
801st Sup Sq	1-8160P 1 Feb 52 1 x Part II	14	377	"
801st Mtr Veh Sq	1-8158P 1 Feb 52 1 x Part II	6	254	"
801st AP Sq	1-8035 1 Apr 52 1 x Parts IIB, C 2 x Parts IIE 3 x Parts IIH 7 x Parts IID	14	449	801st AB Gp

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CO 27	Unit	T/O	Auth OFF	Str AMN	ASGHT
	801st Food Sv Sq	1-8015 1 Jan 52 1 x Parts IICA, VA	7	382	801st AB Gp
	801st Instl Sq	1-8159P 1 Feb 52 1 x part II	5	297	"
	801st Recon Tech Sq	1-2213 1 Jan 52 1 x Parts IIAA, CF, CH: 2 x Parts IIBA 3 x Parts IICA, OC 5 x Part IICB	48	268	"
	Hq 26th Strategic Recon Wg, Medium	1-1047P 1 May 52 1 x Part II	51	108	26th Strat Recon Wg, Medium
	Strategic Recon Sq Medium: 3, 4, 10	1-1173P 1 May 52 1 x Part II	57 (each)	107	"
	26th Fld Maint Sq	1-7169P 1 May 52 1 x Part II	8	356	"
	26th Periodic Maint Sq	1-7171P 1 May 52 1 x Part II	5	182	"
	26th Armt & Elect Maint Sq	1-7170P 1 May 52 1 x Part II	13	318	"
	26th Air Refueling Sq, Medium	1-1179P 1 May 52 1 x Part II	70	209	"
	26th Medical Gp	1-9022 1 Jan 52 1 x Parts IIAB AB, AF f x Part ILAD	27	98	"

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GO 27

The units listed below are reorganized as indicated:

Unit	T/O	Auth OFF	Strength AMN
Hq 91st Strategic Recon Wg, Medium	1-1474P, 1 March 52 1 x Part II	50	105
Strategic Recon Sq, Medium, Photo 322, 323, 324	1-1469P, 1 Mar 52	54 (each)	100
91st Air Refueling Sq, Medium	1-1174P, 1 Jan 52 1 x Part II	90	209
91st Fld Maint Sq	1-7468P, 1 Mar 52 1 x Part II	8	297
91st Medical Gp	1-9022, 1 Jan 52 1 x Parts IIAB AB, AF 4 x Part IIAD	27	98

2. Concurrently with the activation of the Headquarters, 801st Air Division, the 801st Air Division is assigned to the Second Air Force.

3. Concurrently with the activation of the Headquarters, 801st Air Division, the following units are assigned to the 801st Air Division:

801st Air Base Group  
91st Strategic Recon Wg, Medium  
26th Strategic Recon Wg, Medium  
4227th WAF Sq

4. Records of the units listed in paragraphs 1 a, b and c, above will be disposed of in accordance with paragraphs 37 and 38, AFM 161-5, Jun 50, as amended.

5. a. The above units, while in the ZI, are authorized UEE as listed in their UPREAL. UPREALS will be prepared based upon the MMAL in accordance with the above T/O composition.

b. The above units, while in the ZI, are authorized additional equipment from T/A sources in accordance with existing T/A 1-1 authorizations with this exception: In lieu of the equipment contained in 20-series ECL's now contained in T/A 1-1 the squadrons to which the following ECL'S apply are authorized as T/A equipment the items contained in Base Support columns thereof:

4.

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GO 27

91st Strat Recon Wg, Medium

ECL 20-00-23

ECL 20-00-30  
(20 KB-29F acft per ANS)

ECL 20-00-33  
(15 RE-45 acft per Recon Sq)

ECL 20-00-43  
(4 RE-45 docks plus 2 KB-29 docks  
from ECL 20-00-40)

ECL 20-00-53  
(plus equip for 20 acft from ECL 20-00-50  
as fol: Sec II, Part A, Classes 18 and  
19 G with "A" and "D" notes applying;  
Part B, Classes 17A, 17B, 17C, 18, 19A,  
19F and 19G with A and D notes applying;  
Sec IV, Part A, Classes 17A, 17C, 18 and 19G with  
"A", "D", "K" and "O" notes applying).

c. Units of the 91st Strategic Reconnaissance Wing are authorized retention of present T/O&E equipment until receipt of new UPREAL's. Upon receipt of new UPREAL's existing T/O & equipment authorizations are rescinded.

6. Precedence category for units of the 26th Strategic Reconnaissance Wing, Medium, Hq 801st Air Division, and 801st Air Base Group is established as XXIII-14.

7. Authority: Message, Hq USAF, APOHO-A 59180, 9 May 1952.

\* \* \* \* \*

BY COMMAND OF GENERAL LeMAY:

OFFICIAL:

GLENN P. NELL  
Colonel, USAF  
Adjutant General

THOMAS S. POWERS  
Major General, USAF  
Deputy Commander

A CERTIFIED TRUE COPY  
*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF

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HEADQUARTERS  
801ST AIR DIVISION  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

2

GENERAL ORDERS)

28 May 1952

NUMBER 2)

ATTACHMENT OF UNITS: 1. Effective 28 May 1952, the following units having been activated at this station are attached to organizations indicated for operational and administrative control:

UNIT	AUM OFF	STRENGTH AMN	ATTACHED TO
801st Air Base Group	41	130	91st Strat Recon Wg. (M)
26th Air Refueling Squadron, M.	70	209	do
*Hq 26th Strategic Recon Wg, M	51	108	801st Air Base Group
*Strategic Recon Sq, M 3, 4, 10	57 (each)	107	do
*26th Fld Maint Sq.	8	356	do
* 26th Periodic Maint Sq.	5	182	do
*26thArmt & Elect Maint Sq	13	318	do
*26th Medical Group	27	98	do

\*(Record Units - attached for administration to 801st Air Base Group)

2. Authority: Msg 2AFPLC 4091, Hq 2AF dtd 28 May 1952.

## DISTRIBUTION:

"D" PLUS:  
5 - Hq SAC  
5 - Hq 2AF

/s/ Charles B. Dougher  
/t/ CHARLES B. DOUGHER  
Colonel, USAF  
Commanding

A TRUE COPY:

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF  
Adjutant

RESTRICTED

SECURITY INFORMATION

3

L

JESEA D 35  
MMW EDEO

DE JESEA 132  
NM 281920Z ZNY  
FM COMENAF TWO BARKSDALE AFB LA  
TO COSTRATRONG NINE ONE LOCKBOURNE AFB OHIO  
/R E S T R I C T E D/ 2AFPLC 4091. ATTN MANPOWER & ORGN. THE FOL  
ADDITIONAL INSTRUCTIONS AND CLARIFICATION ARE PROVIDED ON SAC GO 27  
TD 16 MAY 52: A. THE AIR DIV HQ WILL CONTINUE TO BE MANNED AT  
MINIMUM RECORD STRENGTH OF ONE (1) OFF AND (1) APO AND ALL  
COMMUNICATIONS FOR LOCKBOURNE AFB WILL BE ADDRESSED TO THE 91ST STRAT  
RECON UC. RECOMMEND ATTACHMENT OF THE 801ST AIR BASE GP TO THE 91ST  
STRAT RECON WG FOR ALL PURPOSES. B. ALL PERS ASSIGNED TO THE 68TH AIR  
REFUEL SQ WILL BE TRANSFERRED TO THE 26TH AIR REFUEL SQ. ATTACHMENT TO  
THE 91ST MAINT SQUADRONS OF AIR REFUEL MAINT PERS WILL CONTINUE AS  
DIRECTED BY 2AF MSG 2AFPLC 5467 DTD 14 MAY 52. C. CORRECT T/O AUTHORIZED

PAGE TWO JESEA 132

FOR THE 801ST RECON TECH SQ IS 1-2313. REFERENCE IN GO TO 1-2213 IS IN  
ERROR. D. HQ SAC HAS BEEN REQUESTED TO ADVISE CONCERNING PLANS TO  
INACTIVATE OR TRANSFER THE 68TH MEDICAL GROUP  
28/2039Z MAY JESEA

"CERTIFIED TRUE COPY"

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major USAF  
Adjutant

HEADQUARTERS  
801ST AIR DIVISION  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

GENERAL ORDERS)  
NUMBER 1)

10 January 1953

4

1. APPOINTMENT OF WING COMMANDER. Announcement is made of the appointment of COLONEL HENRY R SULLIVAN JR., 1655A, United States Air Force, this station, Strategic Air Command, as Commanding Officer of the 26th Strategic Reconnaissance Wing (Medium), this station, effective 10 January 1953.

2. APPOINTMENT OF WING DEPUTY COMMANDING OFFICER. Announcement is made of the appointment of COLONEL GEORGE W HUMBRECHT, 3591A, United States Air Force, this station, Strategic Air Command, as Deputy Commanding Officer of the 26th Strategic Reconnaissance Wing (Medium), this station, effective 10 January 1953.

BY ORDER OF COLONEL DOUGHER:

OFFICIAL:

SIDNEY L. JOHNSON  
Captain, USAF  
Acting Adjutant General

s/t JAMES B. MC CUMBER  
1st Lt., USAF  
Asst. Adj. General

Distribution:

3- CG 2AF  
3- CG SAC  
2- Ea orgn this sta  
5- 91MDPO  
1- SO Sec  
15- HQ 26th Strat Recon Wg

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*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF

CORRECTED COPY DESTROY ALL OTHERS

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

GENERAL ORDER)

9 April 1953

NUMBER 6)

STAFF ASSIGNMENTS

1. COLONEL ALAN F ADAMS 4429A this Headquarters is appointed Director of Operations (AFSC 0036D) of Headquarters 26th Strategic Reconnaissance Wing (M) this station effective 5 February 1953.
2. LIEUTENANT COLONEL GENE C WILLMS 9324A this Headquarters is appointed Director of Personnel (AFSC 0016) of Headquarters 26th Strategic Reconnaissance Wing (M) this station effective 1 February 1953.
3. LIEUTENANT COLONEL WILLIAM C DODDS 6157A this Headquarters is appointed Director of Material (AFSC 0041) of Headquarters 26th Strategic Reconnaissance Wing (M) this station effective 2 February 1953.

BY ORDER OF COLONEL HUMBRECHT:

OFFICIAL:

/s/ Charles A Wright  
/t/ CHARLES A WRIGHT  
Major, USAF  
Adjutant

*Charles A. Wright*  
CHARLES A WRIGHT  
Major, USAF  
Adjutant

DISTRIBUTION:

15 - Hq 26th Strat Recon Wg  
3 - CG SAC  
3 - 2AF  
2 - 801st AD  
5 - D/P, 26th Wg  
2 - Ea orgn this Wg  
1 - Central Files

5

## Col. Henry R. Sullivan Assumes Command 26th Strat Recon Wing At Lockbourne Base Heads For Full Two-Wing Operation Status

The arrival of Col. Henry R. Sullivan to Lockbourne Air Force Base marks a major step in the formation of the newly created 26th Strategic Reconnaissance Wing. Col. Sullivan, who was formerly chief of operations for the Strategic Air Command, has assumed duties as commanding officer of the wing, putting Lockbourne closer to being a full-strength two wing base.

To be equipped soon with Boeing B-47 aircraft, the 26th Wing will also contain a refueling squadron using the Boeing KC-97 refueling tankers.

Col. Sullivan's service record began in 1935 and includes 19 months in the China-Burma-India theater where he flew 19 combat missions in B-29 type aircraft and was awarded the Legion of Merit, Distinguished Flying Cross, Air Medal and Unit Citation.

He was assistant to Gen. Curtis E. LeMay from 1945 to 1947 and Chief of Operations Division, Armed Forces Special Weapons Project from 1947 to 1949. This latter project was concerned with atomic weapons.

The Colonel was born in Owingsville, Ky., and attended high school at Mt. Sterling. A graduate of West Point, he was declared "Outstanding Athlete" of the academy in 1939, playing basketball and football with a major "A" for three years. He is a member of Delta Kappa Epsilon fraternity.

Col. Sullivan is married to the former Jane Vaughn, at one time national women's skating champion, and has two children—a son, David Scott, and a daughter, Susan.



COL. SULLIVAN AND HIS FAMILY are shown as they posed for pictures shortly after their arrival at Lockbourne. From left to right are the Colonel's son, David; Col. Sullivan, newly appointed commander of the 26th Wing; his wife, Jane; and daughter, Susan. Col. Sullivan is the former chief of operations for the Strategic Air Command.

RECON RECORDER  
16 JANUARY 1953

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

WING POLICY LETTER)

6 February 1953

NUMBER 1)

HEADQUARTERS CHARGE OF QUARTERS

1. A Charge of Quarters will be provided in Building T-261 during all non-duty hours to Operate the Wing Locator Section, guard the building and assist the Officer of the Day.
2. The responsibility for the Charge of Quarters has been delegated to the Wing Sergeant Major. The Charge of Quarters is responsible for the Operation of the Wing Locator, giving unclassified information requested, and for the security and orderliness of the Headquarters Building T-261 during non-duty hours.
3. Headquarters Charge of Quarters will be furnished by the various squadrons, using only Airmen First Class (A/1C) and Staff Sergeants. The Wing Adjutant pro-rates according to the strength of these ranks a series of days, for which the squadron will furnish the CQ. The squadron in turn notifies the Adjutant Section of the assigned NCO's.
4. The Charge of Quarters will report at 1630 hours daily, Monday thru Friday and 1200 hours on Saturday to the Wing Sergeant Major. The Sergeant Major will give him the CQ's instruction book and any special instructions. The instruction book is a guide to performing the duty.
5. At 1700 hours on Saturday and 0800 and 1700 hours on Sunday. The new CQ will relieve the old CQ. The old CQ will pass on the instruction book plus any special instructions or information. The Holiday procedure will be the same as the Sunday schedule.

BY ORDER OF COLONEL SULLIVAN:

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF  
Adjutant

7

HEADQUARTERS  
801ST AIR DIVISION  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

Ltr Order 207

26 January 1953

SUBJECT: Temporary Duty Travel

TO: Personnel Concerned  
Orgn Indicated  
Lockbourne AFB, Ohio

1. Fol Off will pro o/a 8 Feb 53 fr this sta to Pinecastle AFB, Fla for aprx ten (10) wk TDY for purpose of attending B-47 Aircrew Rgn (phases 1 & 2) rept NLT 1600 hr 11 Feb 53. Off w/b equip w/Crash Helmets and Oxygen Masks (DBUO) & upon compl thereof will rtrn proper orgn this sta.

COL HENRY R SULLIVAN JR 1655A Hq 26th Strat Recon Wg (M)  
MAJ LEWIS S FRANCK 11876A Hq Sq Sec 91st Strat Recon Wg (M)

2. Tvl by mil or coml acft, coml rail and/or bus auth. TPA tvl time nec in excess of that req by common carr is one (1) day which is auth as delay enroute and chargeableas lv.

- a. TDN: 5733400 364-4440 P443-02.03 07 S22-603
- b. Fin O making pmt against this order will fwd copies pd vous to Bud & Acctg Sec TTAF Gulfport Miss
- c. Govt qrs & mess fac w/b utilized to max extent aval
- d. Clr Status: Top Secret for pd of TDY only
- e. Tvl vous w/b submitted to Fin O w/i five (5) working days upon compl of tvl
- f. Off w/handcarry flt, med, and dental rec

3. AUTH: SAC Msg DPPTO 34690, 30 Oct 52, SAC Msg DPPTO 47865, & Jan 53 & AFR 35-52 dt 23 Jul 52.

BY ORDER OF COLONEL DOUGHER:

DISTRIBUTION:

10- Hq 26th Strat Recon Wg  
10- Hq Sq Sec 91st SR Wg  
3- Bud & Acctg Sec this sta  
3 -Bud & Acctg Sec TTAF Gulfport Miss  
1- CG 2AF  
1- SO Sec  
2- 91WDPO  
1- 801st Recon Tech Sq 1- 801AG  
1- 91AG 1- MR Stat Control

/s/ Sidney L Johnson  
/t/ SIDNEY L JOHNSON  
Capt, USAF  
Asst Adjutant General

"A TRUE COPY"

*Charles A. Wright*  
CHARLES A WRIGHT  
Major, USAF

8



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

GENERAL ORDER)

10 February 1953

NUMBER 1)

ASSUMPTION OF COMMAND

Under the provisions of AFR 24-1 dated 10 November 1950, the undersigned hereby assumes command of the 26th Strategic Reconnaissance Wing (M), Lockbourne Air Force Base, Columbus 17, Ohio in the temporary absence of COLONEL HENRY R SULLIVAN, 1655A.

/s/ George W Humbrecht  
/t/ GEORGE W HUMBRECHT  
Colonel, USAF  
Commanding

9

DISTRIBUTION:

5 - Hq 26th Strat Recn Wg  
3 - C: 2A<sup>2</sup>  
1 - Central Files  
1 - Ea Sq this Wg

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*Charles A. Wright*  
CHARLES A WRIGHT  
Major, USAF  
Adjutant

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HEADQUARTERS  
SECOND AIR FORCE  
Barksdale Air Force Base, La.

DATE: 4 Dec 52  
NAME: A M Holtorf, Capt

2AFFTC 320

5 December 1952

SUBJECT: Personnel Cadre for 26th Wing

TO: Commanding Officer  
801st Air Division  
ATTN: Manpower and Organization  
Lockbourne Air Force Base  
Columbus 17, Ohio

1. Reference letter, your headquarters, DDP 210.3 and 220.3, dated 7 November 1952, Subject: "Personnel Cadre for 26th Wing."

2. In reference to your request for manning of the 26th Wing Headquarters and manning of the maintenance squadrons of the 26th Wing to include YRB-47 maintenance capabilities, this headquarters has prepared tentative manning tables (See Inclosure 1) for these units based on the following ground rules:

a. That the 26th Wing will have one YRB-47 squadron authorized at full strength on or about 1 March 1953. Therefore, the 26th Wing Headquarters will be authorized one-third strength (See Column 2, Inclosure 1 for officer and airmen AFSC's).

b. Maintenance squadrons will be given one-third of their YRB-47 maintenance capabilities concurrently with the authorization for full manning of the first YRB-47 tactical squadron. Tentative AFSC tables for the three maintenance squadrons are inclosed.

c. The Armament and Electronics Maintenance Squadron table is predicated upon recent information obtained from Headquarters Strategic Air Command to the effect that the only difference between the RB-47 tables and B-47 tables is in the camera repair section where 1 officer and 80 airmen are authorized for YRB-47 maintenance. These tables will be revised if necessary upon receipt

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SECURITY INFORMATION

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2AFPLC 320, Subj: Personnel Cadre for 26th Wing

of further information from Headquarters Strategic Air Command.

d. Column 2 of the Wing Headquarters proposed manning table represents an increment to be added upon the authorization of full T/O strength of a second YB-47 tactical squadron.

3. Administrative personnel will be authorized in bulk as required for administration of units which have restricted manning.

BY COMMAND OF MAJOR GENERAL ARMSTRONG:

1 Incl  
Tentative Manning  
Tables

/s/ Kenneth O Sanborn  
/t/ KENNETH O SANBORN  
Colonel, USAF  
Chief of Staff

A TRUE COPY:

NORMAN B BENNETT, JR  
Lt Col, USAF

COPY \_\_\_\_\_ OF 4 COPIES

*Charles A. Wright*  
CHARLES A WRIGHT  
Major, USAF

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26th A&E MAINTENANCE SQUADRON  
T/O, 1-7170P

AFSC	ARS (Pres)	1/3 (1 March)	2/3 (1 Jul)
30130	2	1	1
30150	3	7	8
30170	1	1	2
30171	2	1	1
30230		1	2
30250	14	2	2
30250	2	1	2
30271	4	1	
32030E		1	2
32150B		1	1
32150C		1	1
32150D		17	17
32150E		1	1
32170		8	9
32171E		2	2
32330C		12	12
32350C		2	3
32370		4	4
32371C		5	6
40330		17	17
40350		5	5
40370		1	
40433			
40453	4		
40471	1		
44130		2	2
44170		1	1
46230		1	1
46250		1	9
46270		1	2
47151		1	1
47171		1	1
64131			1
64151		1	3
64173		1	1
99970	1		
TOTAL	34	101	130

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SECURITY INFORMATION

26th FIELD MAINTENANCE SQUADRON  
T/O 1-7169P

AFSC	ARS (Pres)	1/3 (25 Jan)	2/3(25Jun)
40433		1	1
40453		4	4
40470			1
42330	4		
42350	2		
42371		1	2
42430		1	
42450		1	1
42530	2	1	
42550	3	3	3
42570			1
42571	1	1	
42630	1		
42650	8	1	1
42670		1	1
42671	3	1	
43131B		1	1
43131J		2	2
43132A	1	2	1
43133		1	2
43134B		1	2
43136		1	2
43151B	5	2	3
43151J		3	3
43152A	25		
43153		7	5
43154B	5	7	7
43156	6	2	2
43170		2	2
43171J		3	3
43171B	1		
43372		1	
43373			1
47131		1	1
47151		1	1
53130			1
53150		1	
53170		1	1
53230			1
53250		1	1
53430	2	3	3
53450	3	7	8
53470		1	1
53471	3		1
55230			1
55231		1	1
55250		1	
55251		1	1
58130	1		1
58131		1	1

SECURITY INFORMATION

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26th Fld Maint Sq (Cont'd)

AFSC	ARS (pres)	1/3 (25 Jan)	2/3 (25 Jun)
58150	1	2	3
58151		3	4
58170		1	1
58250		1	
60330			
60350		1	1
64131			3
64151		4	1
64173		1	
99970	1		
Total	<u>78</u>	<u>85</u>	<u>88</u>

SECURITY INFORMATION

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26TH WING

PERIODIC MAINTENANCE SQUADRON:  
T/O 1-7171P

AFSC	ABS	1/3 (1 March)	2/3 (1 Jul )
4316	1		1
4344		1	1
6424		1	
7324			
Total	1	2	1

FIELD MAINTENANCE SQUADRON:  
T/O 1-7169P

4316	1		
4344		1	1
4364			1
6424		1	
7324			
Total	1	2	2

ARE MAINTENANCE SQUADRON:  
T/O 1-7170P

3054		1	
3216	1		
3224		2	1
3254			1
6424		1	
7324			
Total	1	4	2

26TH PERIODIC MAINTENANCE SQUADRON  
T/O 1-7170P

AFSC	ABS (Pres)	1/3 (25 Jan)	2/3 (25 Jun)
43131B	2		
43131J		1	2
43132A	8		
43133		3	3
43151B	10		
43151J		3	4
43152A	16		
43153		17	17
43154B	2	5	5
43156		2	1
43170	2	2	2
43171B	4		
43171J		3	4

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SECURITY INFORMATION

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26th Periodic Maintenance Squadron (T/O 1-7170F) Cont'd

AFSC	AiS (Pres)	1/3 (25 Jan)	2/3 (25 Jun)
47151			1
64131			2
64151	2	1	8
64173		1	
99970			
Total	<u>47</u>	<u>38</u>	<u>18</u>

SECURITY INFORMATION

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26TH WING HEADQUARTERS

AFSC	FULL	1/3	2/3	AFSC	FULL	1/3	2/3
<b>Command:</b>				<b>Intelligence (Cont'd)</b>			
0002	1	1		70250	1	1	
0066	1		1	99350	1		1
6024	1			<b>Opn &amp; Training:</b>			
70251	1		1	1244	4	1	2
<b>Hq Squadron:</b>				1416	3	1	1
7024	1	1		1435	2	1	
7324	1		1	1444	2	1	
64131	1	1		2044	1		
64151	1		1	3024	1		1
70230	1			3244	1		
70250	1	1		3254	2		1
73150	1	1		7524	1	1	
73250	1	1		20471	1		1
99970	1			27170	3	1	1
<b>Adjutant:</b>				70230	3	1	1
7024	1	1		70250	2		1
7024	1			70250	3	1	1
70230	2		1	70270	1	1	
70250	1	1		99350	1	1	
70250	3	1	1	99570	1		
70270	1	1		<b>Communications:</b>			
72171	1			3016	1	1	
<b>Personnel:</b>				29370	1		1
7316	1	1		70230	1		
7324	2		1	<b>Dir/Materiel:</b>			
70230	1		1	0046	1	1	
70250	1	1		70250	1		1
70251	1			<b>Supply:</b>			
73250	2	2		6424	2	1	1
73270	1	1		64151	2		1
73270	1			64173	1	1	
<b>Operations:</b>				70250	1	1	
0036	1	1		<b>Logistics:</b>			
1416	1		1	6416	2	1	1
70230	1	1		43170	1		
70270	1			64175	1	1	
<b>Intelligence:</b>				70250	1		1
2016	1	1		<b>Maintenance:Control:</b>			
2044	1		1	4316	1	1	
2044	1			4344	3	2	1
2054	3	1	1	4355	1	1	
20450	1		1	6424	1	1	
20451	1	1		29150	1		1
20470	1	1		30270	1	1	
20470	1						

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SECURITY INFORMATION

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Intelligence: (Cont'd)

AFSC	FULL	1/3	2/3
20471	1		1
70230	1		

Flight Test:

AFSC	FULL	1/3	2/3
4334	1	1	
4334	1		1
30271	1	1	
32171E	1		
32371	2		1
43171	6	1	3
43171	9	4	2
70250	2	1	1

Comptroller:

AFSC	FULL	1/3	2/3
0056	1	1	
70251	1		
6746	1		1
80170	1		

Maintenance Control(Cont'd)

AFSC	FULL	1/3	2/3
32170	1	1	
32370	1		
43170	4	3	
43171	3	1	1
64151			1
64171	1	1	
70230	1		1
70250	3	1	1
70250	5	2	1
70251	1		
80170	1	1	
80270	1	1	
83150	1		

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SECURITY INFORMATION

26TH STRAT RECON WING STAFF MEETING MINUTES

10 April 1953

I. WEATHER

Request that Operations and Maintenance Control personnel get together and make a study of specific action to be taken to combat severe weather phenomena which will occur at this station. Reference Col. Fricker's (of Weather Station) study which he presented to Division on Phase I and II on severe weather. - Capt. Mullins is working on an alert plan as to who will be notified and the sequence to follow. - a TWX has been sent to 2AF for exact stations for flyways.

II. COMPTROLLER

Division Comptroller gave a complete run down to the staff at the Div. Staff Meeting on items such as flying time, AOCF rates by organization or type of aircraft, utilization of MIT Acft, WOL's (14 this month, 9 Air Base Grp and 5 91st Wing) the 26th Wing had none. - A negative report was submitted on Ground Accidents.

III. TRAINING

Sqdn Cmdrs will require complete utilization of synthetic trainers and physical conditioning room. Steps are being taken immediately to restrict use of the physical conditioning room to combat crews. Names of those individuals who fail to meet the schedule and the reason will be submitted to the Wing Commander.

IV. NCO & OFFICER'S CALL

There will be no NCO & Off call Sat. 11 Apr 53. However, the 26th Wing personnel will attend a mandatory orientation at 9:30 in the Theater, Saturday, 11 Apr 53.

V. GROUND SAFETY

Signs of WARNING for operation of jet engines will be clearly posted on the flight line. This item will be inspected by the AO, who will submit a report as to whether or not such WARNING SIGNS are posted. - "Lets see that our signs are displayed properly."

VI. MOBILITY PLANS

A letter from General Armstrong, copies will be forwarded down to us, indicating that the Mobility Plan will be a special subject. Steps will be taken to insure submission of our mobility plan (26th Air Refueling Sqdn - with dead line of 29 April) is completed on time. No extensions will be granted. The submission for the 26th Wing Mobility Plan is due 1 Sept.

//

STAFF MEETING ( 26 SRW) 10 Apr 53

VII. GARDEN PLOTS

Consideration will be given by the Base to the designation of a suitable area on the station to be used as garden plots.

VIII. MAINTENANCE STANDS

Official word is expected to be forthcoming Monday for a go-ahead on the Maintenance Stands.

IX. CHARACTER GUIDANCE

General Armstrong, Col Clansby - 2AF Chaplain, and Col Dougher are placing more emphasis on Character Guidance. A regulation will be written implementing a Wg Character Guidance Program. It is also requested that each Sqdn Cdr appoint an Officer and NCO's as a Sqdn Character Guidance Council. Ideas for a Ten Point Program is suggested in the Agenda for Base Character Guidance Council meeting, dtd 6 Apr 53, copies of which will be distributed to all Sqdn Cdrs. Some of these items have limitations, such as the Sports Program - a happy medium must be met as to when, who and how many may be excused from duty for such participation - excusing of such personnel must not interfere with the Squadron mission.

X. DINING HALL AREA

Request that each Squadron do something to improve the dining hall area, such as, planting shrubs, flowers, proper landscaping, not driving on non-paved areas. Also inside the mess hall, such as, entrance to mess hall could be improved, signs about not wasting food, etc. Sqdn CO's should coordinate their contributions and submit their recommendations and comments by Friday, 17 April.

XI. FLIGHTS

Individuals going on leave should be encouraged to take advantage of military aircraft if at all possible to get them to or near to their destination.

XII. OFFICERS & NCO CLUB

A letter must be submitted to the Base Commander if an Officer or Airman wants to resign from the respective clubs stating why he does not want to belong to the club, however, the policy of the Commanding Officers is that all Officers and NCO's should belong to the club. This is a social obligation that goes with belonging to the Military Service. The purpose of the clubs are to promote better relations, and weld the organization to a unified force. It definitely affects your career in the Air Force. The Wing Commander will talk with anyone who submits such a resignation.

STAFF MEETING ( 26SRW) 10 Apr 53

XIII. REPORTS

Sqdn Cmdrs are responsible for all reports. - Some of these reports should be disseminated among your individual supervisors - Be sure to meet your dead lines and your commitments.

XIV. FLYING CLOTHING

Flying Clothing will not be worn off the Flight Line, (North of Hangar Avenue) except to and from Operations or Office when scheduled for flight.

XV. WIP

Flight line should be policed constantly for loose items that can be picked up by the wind and blown into aircraft doing considerable damage. - See that all objects are either removed or secured. Supplies stored outside will be secured. - Maintenance personnel will refer to and comply with MAINTENANCE DIRECTIVE NO 1, Dtd 3 April 1953.

XVI. INSPECTION

A team organized within the Wing consisting of 2 members from Personnel, 2 administrative members and 2 supply members. These people will try to get to the Sqdns at the same time.

Col. Kumbrecht's schedule will run as follows:

A - 1	0900 - 1030 - Monday
Hq Sq	1030 - 1300 - "
3rd SQ	1400 - 1700 - "
Per Maint Sq	0900 - 1100 - Tuesday
Fld Maint Sq	1100 - 1500 - "
A & B Sq	0800 - 0930 - Thursday
	1300 - 1500 - "
A - 4	1500 - 1700 - "
Maint Control	1000 - 1200 - Friday
A - 3	1500 - 1700 - "

Items such as the following will be inspected. What's the Sqdn Mission? Do you have a Training Officer? Do you have a Conference Hour, Job Procedures, Orgn Chart, Functional Chart, SOP's? What TOCs are you organized under. How do you control leaves? What is the purpose of the 3 day pass? Do you need any help or assistance from Wg Cmdr? How many AMO's have you had? How many ground accidents? Do you have a Sqdn Policy File? Do you get copies of TIC Briefs? How do you implement your alert plan? etc.

STAFF MINUTES (26 SW) 10 Apr 1953

XVII. REPORTS & RECORDS

It is most gratifying to find in the past three (3) months that the number of morning report errors has showed a noticeable decrease in numbers. However there is much room for improvement and it is suggested that close coordination and checking be made on all basic records to eliminate improper reporting. Common errors were duty and primary AFSC's improperly entered, service category entries, and total strength reporting. We can not over emphasize the importance of more rigid control in checking on the C & A List. The improper entries of AFSC's distorts the picture to such an extent that proper manning of organizations is most difficult.

XVIII. WING PLAQUE

It was suggested that all Sqdn Cdr's submit a tentative score that might be used as a guide in awarding the proposed plaque for the most outstanding squadron based on a quarterly basis.

XIX. BASE AUDIT TEAM

The Base Audit Team will be made available to the Squadrons who desire their services beginning the week of 5 May. It is requested that Squadrons submit their desires to the Adjutant Section, 26th Wing, not later than 2 May, so that proper scheduling may be arranged.

*George W. Huerbert*  
GEORGE W. HUERBERT  
Colonel, USAF  
Commanding

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

GENERAL ORDER)

27 April 1953

NUMBER 9)

RE-ASSUMPTION OF COMMAND

Under the provisions of AFR 24-1 dated 10 November 1950 as amended and AFR 35-54 dated 24 August 1951, the undersigned hereby re-assumes command of the 26th Strategic Reconnaissance Wg (M), Lockbourne Air Force Base, Columbus 17, Ohio

/s/ Henry R Sullivan  
/t/ HENRY R SULLIVAN  
Colonel, USAF  
Commanding

DISTRIBUTION:

7 - Hq 26th Strat Recon Wg  
3 - CG, 2AF  
3 - SAC  
1 - Central Files  
1 - Ea Sq this Wg

"CERTIFIED TRUE COPY"

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF  
Adjutant

12

A. DIRECTOR OF PERSONNEL (26th Strategic Reconnaissance Wing)

The Director of Personnel has been performing this duty since 5 Feb 53. He is a flying officer and his background and qualifications for this staff assignment consists of approximately 6 months as a personnel officer in 1946. His office is manned with 7 airmen, of which only 2 are qualified, and 2 flying officers with little or no personnel or administrative background.

This office is not manned or organized to carry out the functions and responsibilities of the Director of Personnel. Charts, graphs, and schedules covering A/COL, OJT, Formal Schooling, personnel trends and staff visits were not adequate or available for keeping the 26th Wing Commander and Director of Personnel informed.

Staff visits, by the Director of Personnel have not been made to assist the squadrons in solving personnel problems. P&A inspections, giving full coverage to all phases of personnel and administration have not been made as evidence by the unsatisfactory condition of the 26th Air Refueling, 3rd SR Sq, and Headquarters Squadrons.

Administration throughout the 26th Wing is seriously hampered by the low experience level of personnel, including supervisors.

A personnel officer had not been appointed on Special Orders as Combat Crew Control Officer. Information pertaining to crew status of the 26th ARS was not available.

The Director of Personnel office was not monitoring any part of the Mobility Plan. Information was not available of support personnel from the Air Base Group. Little or no effort had been made to assist or encourage the squadrons in establishing an immunization program.



A. Director of Personnel (26th Strategic Reconnaissance Wing) - Cont'd

The use of individual SOP's throughout the Wing was practically non-existent. This fact, plus the lack of supervision and comprehensive coverage by staff visits, are contributing factors to the unsatisfactory conditions of the squadron's administration and records maintenance.

Recommend that the most qualified personnel be assigned to the Director of Personnel office in order to maintain the proper supervision and guidance required by the squadrons. Further recommend that a qualified airman with initiative be placed on special orders as Wing Administrative Inspector and pattern his system after that used in the 91st Wing.

B. SQUADRON ADMINISTRATION (26TH STRATEGIC RECONNAISSANCE WING)

An analysis of the Orderly Room procedures and record maintenance, based on approximately 10% of the records, reflected that the 26th A&E and 26th Periodic Maintenance Squadron were considered average compared with other Second Air Force Squadrons. The Field Maintenance Squadron was slightly below this average, while the 3rd SR Sq, Headquarters, and the 26th Air Refueling Squadrons were unsatisfactory. Numerous small errors were pointed out during the inspection and "on-the-spot" corrections were made wherever possible.

The following outstanding deficiencies and/or irregularities were discussed with the Squadron Commanders or Adjutants:

1. From a personnel planning picture, the 26th Air Refueling Squadron was not capable of performing its mission in the Emergency War Plan due to an outdated mobility plan, and the mission was jeopardized by a delinquent immunization program.
2. Individual SOP files were practically non-existent throughout all squadrons of the Wing except for the A&E and Periodic Maintenance Squadrons.
3. Leaves taken by officers and airmen as far back as 3 months were not entered on leave records. (Hq Sq, 3rd SR Sq, 26th ARS, 26th A&E, Sq).
4. Squadron Commanders were authorizing airmen to ration separately on squadron orders in violation of AFR 24-1. (All Sq. except Hq. Sq.)

B. SQUADRON ADMINISTRATION (26TH SRU) - Cont'd

5. Clothing account numbers were not entered on S/R and 66.  
(All Squadrons).
6. Officers' leave records not requisitioned or utilized (All Squadrons).
7. Military pay orders were not prepared from the Military Pay Information Cards and submission was delayed for extended periods.  
(26th ARS, Hq Sq, 3rd SR Sq).
8. Squadron Clerks were not posting basic records from the Morning Report and personnel statistics were not reliable as a source of information for reporting and planning. (26th Fld Maint, 3rd SR Sq, 26th ARS, and Hq Sq).
9. Several airmen performing OJT for extended periods of time had not been carried on the Morning Report as OJT; nor were they on PAM's for duty with the Air Base Training Flight. (26th Periodic Maintenance).
10. Records review program was not current in all squadrons.
11. SOP's and publications files were not on file. Requisitions for publications had not been submitted. (All Sq except M&E and Periodic Maintenance).
12. Experience level and supervision by top WCO's was inferior to many of the Airmen they were supervising. First Sergeants were not spot-checking entries made on basic records. (3rd SR Sq, Hq Sq, 26th ARS, Fld Maintenance Sq).
13. Forms 66 were in need of reaccomplishment and brought up to date.  
(All Squadrons).

B. SQUADRON ADMINISTRATION (26TH SRM) - Cont'd

A Concentrated effort or interest has not been displayed by Squadron Personnel Officers and First Sergeants to improve administration and records maintenance, except for the M&E and Periodic Maintenance Squadrons. This deficiency is primarily due to the limited P&A background of personnel placed in supervisory capacities who are currently incapable of performing these duties, and the overall shortage of administrative personnel at the 3 and 5 skill levels.

C. ADJUTANT (26TH STRATEGIC RECOMMISSIONING WING)

The Wing Adjutant was performing the majority of his duties in a satisfactory manner. His office was well organized but only approximately 50% of the airmen were qualified.

The Classified Files Section was operating satisfactorily but the clearance status of personnel authorized to sign for and receive classified material had not been cleared with the Base Provost Marshal's office.

An excessive number of WOCO confirmations and amendments were noted in the Wing Special Orders file indicating a lack of coordination and the failure to establish firm administrative procedures.

The Wing publications files were being maintained in a current status and included the only near complete file of publications within the Wing. In addition, required requisitions for shortages were on file.

AFR 24-1 was being violated in that squadrons were issuing orders authorizing airmen separate rations. Squadron Commanders should submit letter of request to the Base Commander for all separate ration personnel, through the Wing Commander. These authorizations are then published on Wing Special Orders pending written approval by the Base Commander.

26TH STRATEGIC RECONMISSAOC MINE

Personnel and Administration

A. 26th Air Refueling Squadron

1. Squadron Commander authorizing airmen to ration separately.
2. New officers leave records not in use.
3. Forms 66 need reaccomplishing.
4. Clothing account numbers not entered on 66 and Service Record.
5. Military pay information cards not posted from Morning Report nor reviewed semi-annually.
6. Records review program not current.
7. Basic records were not posted from the morning report. Supervisors were not supervising the maintenance of basic records.
8. The immunization program was not established to bring shots up to date for mobility personnel
9. Individual SOP's were non-existent.

26TH STRATEGIC RECONNAISSANCE WING

Personnel and Administration

B. Headquarters Squadron Section

1. New officers' leave records were not in use.
2. Forms 66 require reaccomplishing and entries posted up to date.
3. Officers and airman's leaves not posted to Service Record and 617 for extended periods of time.
4. Military Pay Orders were submitted several weeks late and were not being prepared from Military Pay Information Cards.
5. Clothing account numbers not entered on 66 and Service Record.
6. Individual SOP's not being used.
7. F/Sgt not supervising individual airmen.

26TH STRATEGIC RECONNAISSANCE WING

Personnel and Administration

C. 3rd Strategic Reconnaissance Squadron

1. Squadron Commander authorizing airmen to ration separately.
2. Officers' leave records Form 617 not used.
3. Officers' and airmen's leaves not posted for fiscal year 1952 in several cases. Leaves not summarized. Officers's leave cards not available.
4. Clothing account numbers not entered on 66 and Service Record.
5. Squadron Clerks were not posting remarks from Morning Report to basic records. First Sergeant not supervising Squadron Clerks.
6. Individual SOP's were not being maintained.
7. Immunization program not current.
8. Low level experience of personnel assigned.



26TH STRATEGIC RECONNAISSANCE WING

Personnel and Administration

D. 26th Field Maintenance Squadron

1. Squadron Commander authorizing airmen to ration separately.
2. Squadron Clerks not posting Morning Report remarks to basic records. First Sergeant not supervising personnel.
3. Airmen on separate rations continue to draw them while on TDY.
4. Clothing account numbers not entered on 66 and Service Record.
5. 201-files require screening of excess and out-dated material.
6. Immunization program not current.

26TH STRATEGIC RECONNAISSANCE WING

Personnel and Administration

E. 26th Periodic Maintenance Squadron

1. Squadron Commander authorizing airmen to ration separately.
2. A/3C Alston, primary 64010 since August 1952, duty 64130.

Not carried OJT on Morning Report nor on PAM with Air Base Training Flight.

3. Officers' leave records Form 617 not being used.
4. 201-files require screening of obsolete and outdated material.
5. Excellent mobility program.
6. Excellent supervision and SOP files.

26TH STRATEGIC RECOMMISSIONING

Personnel and Administration

F. 26th Armament & Electronics Maintenance Squadron

1. Squadron Commander authorizing airmen to ration separately.
2. Officers' leave records, Form 617, not in use.
3. Excellent squadron mobility program being maintained on a current basis. Immunization program current.
4. Excellent supervision and SOP Files.

26TH STRAT RECON WING STAFF MEETING MINUTES

29 May 1953

I. SODN SEMI-MONTHLY MEETINGS

Wing Personnel Officer will check to see if there is a SAC or 2nd Air Force Directive stating that squadrons have a semi-monthly meeting with their personnel.

II. TRAINING PROGRAM

Wing Personnel Officer is also to check to see if the Training Program for the B-27 mechanics has been changed due to recommendations that were resolved by Operation SKYTRY.

III. KC-97 ANFE

The subject of KC-97 ANFE came up in the Division Staff Meeting. Division D/M indicated that the ANFE of KC-97 had not been followed through with proper staff action; i.e., Supply Difficulty Letters, Command Letters, etc., that should be done had not been submitted. Since the 26th SRW has not had operational control over the 26th ARS up to this time, it has been impossible for this Wing to accomplish any of these functions.

IV. GENERAL INFO

Movement of Hangar #14 has been given #1 priority in SAC. The money will be available from this fiscal year funds. It is feasibly considered now that the movement of that hangar will start in July.

V. GENERAL INFO

We have received word that the addition to the Officer's Club has been approved in the amount of \$12,000.00. SAC will furnish about \$8,000.00 of the funds. The Club will furnish the rest. This is a high priority project and should be completed in the near future.

VI. SPACE IN NEW BASE HANGARS

Availability of space in the new Base Hangars was discussed. Deputy CO stated that eventually one (1) hangar would go to the 91st SRW and one (1) would go to the 26th SRW. Due to the unavailability of dock space for the 26th SRW, six (6) spaces will be occupied by the Periodic Maintenance Squadron for dock maintenance during the coming winter months. This will take up one complete hangar, with additional space available on the 2nd floor, on the mezzanine above the prop shop, the third floor and on both ends of the building on the sides. Possibly next year the Louria docks will be available.

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Staff Meeting Minutes, 26th SRW, 29 May 53 (Cont'd)

VII. TRANSFER OF 26TH ARS

The 26th SRW will assume operational control over the 26th ARS on 1 June 1953. Physical transfer of the aircraft will take place on that date. Everyone in the Wing has certain responsibilities concerning the transfer. It was agreed that the transfer of equipment would be one of the biggest problems. Division requested that we submit to them a list of critical items needed to support the ARS with their EWP. This list was submitted for the 26th ARS and the three (3) support squadrons. Division will make the decision as to whether critical items will be transferred from the 91st SRW or obtained from other sources. With proper coordination all the problems can be solved.

VIII. LUNCH HOURS

Several recommendations have been made from various sections to "let go" the lunch hour of personnel to eliminate over-crowding the mess halls. Captain Franz will coordinate the recommendations of other staff members and Squadron Commanders before the next staff meeting and come up with an overall recommendation of staggering the lunch hour.

IX. NEW DEPUTY COMMANDING OFFICER

Colonel Meng was introduced as the new Deputy Commanding Officer, assuming this position upon Colonel Humbrecht's departure.

X. WING CONFERENCE AND BRIEFING ROOMS

Deputy CO stated that the Conference Room where it is presently located, is a permanent set-up and that the center room of Hq Bldg T-261 is to be used as a Wing Briefing Room.

XI. LINE DISPENSARY

It is requested that all personnel be made aware of the fact that there is a Line Dispensary, and that it be utilized rather than going to the already over-crowded main dispensary.

XII. LUMBER SITUATION

It was reported that the lumber situation is such that it is going to be very difficult in the future to obtain any. It was requested that squadrons get their requirements in for packing cases needed for Mobility purposes. Everything possible will be done to see that we get enough lumber for that. We are going to try to make this a one-time requirement.

XIII. UAL

UAL for the Units are in. We have thirty (30) days to review them, screen them and have them back in 2nd by 29 June. They have to go through the Base and Wing Equipment Review Boards. The maximum length of time the organizations can have them is twenty (20) days.

Staff Meeting Minutes, 26th SRW, 29 May 1953 (Cont'd)

XIV. REPRODUCTION WORK ORDER FORM

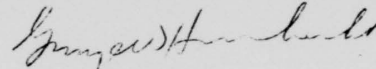
Adjutant requested that everyone utilize the Reproduction Work Order Form #50, 80LABG, 6 Feb 53, when submitting request for reproduction so that an accurate and quicker job can be performed.

XV. BASE FUND DRIVE

The Base Fund Drive was discussed. Project Officer requested that responsible officers be put on "Pledge Detail", as this is an important project. Pledge forms will be given out the first of the month. Our donation for the United Appeals will be taken from the Base Fund Drive. It has been pledged that the amount will be greater than last year, which was approximately \$7,000.00. Any balance from the Base Fund Drive will go into the Airmen's Living Improvement Fund. That, incorporated with the assets that are obtained from the race in August, will make up a net amount, 10% of which will go to the Air Force Aid Society; the remaining amount to be divided between the NCO Club and the Airmen's Living Improvement Fund. A verbal report will be made Tuesday, 2 June, on how each of the squadrons are doing with their pledges.

XVI. PAY SCHEDULES

Pay-day schedules will be in accordance with 2nd AF Regulation 11-1, dated 13 May 1952, subject: Pay-day Schedule.



GEORGE W HUMBRECHT  
Colonel, USAF  
Deputy Commanding Officer

**COL. SULLIVAN  
RETURNS FROM  
B-47 TRAINING**

Col. Henry R. Sullivan has returned to Lockbourne Air Force Base after completing combat crew training in the Boeing B-47 and reassumed command of the 26th Strat Recon Wing. He is the first member of the 26th to complete this training.

Since his return to the base last Sunday Col. Sullivan has been actively catching-up on recent developments within the new wing and preparing for the arrival of the giant six-engine Stratojets, scheduled in the very near future.

According to SAC policy all wing commanders must be qualified in the tactical aircraft the wing possesses. In conjunction with this policy, Col. Sullivan left Lockbourne in mid-February for the training at Wichita, Kansas. During the 10-week course he underwent extensive training in many phases of the giant reconnaissance plane.

RECON RECORDER

1 MAY 1953

15

## 26th Personnel Build-Up Goes Into High Gear

### Airmen, NCO's And Key Officers Arrive At LAFB

The long awaited-build up of personnel in the 26th Strat Recon Wing has started in earnest!

Since the first of February, more than 200 Airmen have been assigned from other bases and from other squadrons at Lockbourne. Among these are several veteran non-coms who will hold down key

positions in the new unit there.

Two new squadrons have been formed since Feb. 1st.—the 26th Fuel Maintenance and the Wing Headquarters Section. The 3rd Strat Recon Squadron will be organized within a few days.

This will bring the 26th up to four squadrons, counting the initial 26th Air Refueling outfit.

In addition to the new airmen, three new key staff officers have joined the Wing this month. They are Col. Alan Adams, Director of Operation; Lt. Col. William Dodds, Director of Materiel; and Maj. Francis Reidy, who will serve as Chief of Supply, in Col. Dedd's office.

A sizeable percentage of the crews needed to man the 3rd Recon Squadron when it becomes active already are at Lockbourne, serving with the 91st Wings 323rd Squadron.

The majority of the airmen who reached Lockbourne after Feb. 1 were just out of basic training and are scheduled to be away from

(Continued on Page 2)

#### 26TH PERSONNEL ARRIVES

(Continued from Page 1)

their new unit much of the time, in the months ahead, for specialized training.

The 26th Wing's new Director of Operations brings to Lockbourne the know how of B-47s that will be vitally needed when the unit starts receiving the RB versions of these sleek Boeing bombers.

For more than a year and a half before coming here, he commanded the first squadron in SAC to be equipped with the Stratojets, he supervised the flying phase of the B-17 transitional program at the same time for the entire 306th Bomb Wing at MacDill AFB, and for another four months held down the job of Deputy Director of Operations for the 306th.

Col. Adams also was the first USAF pilot to be checked out as a quadruple rated flier. He and his wife, Jean, and three children—Sherry, ten, Cherry, two, and Jerry, one—live at 832 South Roosevelt Ave.

Col. Dodds for the past two years has been in the same outfit with Col. Adams at MacDill, where he served initially as Deputy Director of Materiel for the 306th Wing and, later, in the same position at 6th Air Division Headquarters there. A graduate of both the USAF Engineering School and the Boeing Airplane Co. factory school for B-47 aircraft, he has spent practically his entire career since 1940 in materiel work. He and his wife, Betty, and their 8 year old daughter, Sally, are living in the Mayfair Apts in Columbus.

Maj. Reidy brings to the 26th Wing more than 13 years' experience in the supply field. Since he first entered the AF in 1939, he has been involved with most of the duties under Materiel Division. A graduate of the Air Command and Staff Schools logistics course, he also worked with the B-17 program in the 306th Wing. Since entering the service he has served three tours overseas; one in Panama, one in Germany and another on Okinawa. He and Mrs. Reidy live at 2974 E. Moreland Drive in Columbus.

RECON REORDER  
13 FEBRUARY 1953



## 26TH BEGINS FLYING IN NEW TANKERS FLIGHT BEGINS TRAINING PLAN

On Saturday morning, June 7th the 26th Air Refueling Squadron flew its first operational mission. Total time in the air the mission was 4 hours and 10 minutes, marking the commencement of phase II of the KC-97 advanced training plan for the 26th Air Refueling Squadron.

Aircraft Commander for the flight was Capt. Allen B. Cotton. Its two pilots were Major Madison M. McBrayer and Capt. James C. Harris. The navigator was 1st Lt. John L. Bean, Capt. Milton Wind was the instructor pilot. Other members of the crew were; T/Sgt. Stephen T. Kertsz, crew chief, M/Sgt. Walter F. Collins, flight engineer, M/Sgt. Thomas P. Wise, instructor flight engineer, S/Sgt. Milton L. Metzler, boom operator, and S/Sgt. Paul Minot, assistant boom operator.

The KC-97 is capable of flying non-stop from Lockbourne to England. It can refuel jet aircraft at better than 21,000 feet, has a cruising speed of more than three hun-

(Continued on page 7)



Captain Allen B. Cotton, aircraft commander, makes final check prior to first operational mission made by the 26th Air Refueling Squadron last week.

### NEW TANKERS

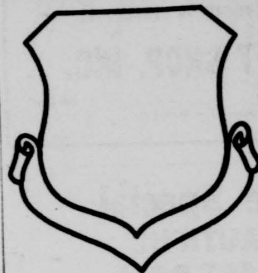
(Continued from page 1)  
dred miles per hour, and can transfer more than 10,000 gallons of fuel on one mission.

The 26th was the third squadron of its kind in the Air Force. There are two squadrons with KC-97s at MacDill Air Force Base, Tampa, Florida and one being formed now at March Air Force Base, Riverside, California. The 26th at present has 17 KC-97s. More are expected to be delivered to the squadron in the future. The squadron expects to be fully manned by the end of July.

The squadron recently received a letter of commendation from Colonel Charles B. Dougher, 37th Air Division Commander, for its fine operational performance. The squadron readied itself for operations within three weeks prior to flying its first mission.

RECON REORDER  
13 JUNE 1952

## By Jet To Any SAC Base Prize For 26th Insignia



THIS IS the shield, reduced 2½ times, upon which ideas for the insignia must be submitted.

### Contest For Wing Banner Thru Feb.

According to Col. George W. Humbrecht, deputy commander of the 26th, the special insignia contest will run for the remainder of February and still offers an excellent chance for victory by late entries. Participation so far has been comparatively light, he said.

In addition to awarding a jet ride to any other SAC base of the winner's choice, there will be a local jet flight in a T-33 for the top-most two runners-up. Prizes will be awarded early next month.

Col. Humbrecht had a few pointers for prospective contenders. For one thing, the official insignia for an Air Force unit of wing size must conform to the design of a shield, as shown with this story, and the motto, or slogan, should be as symbolic of the unit's mission, past history or attitude of its members as possible. Above all, both the insignia and slogan should be

(Continued on Page 2)

### INSIGNIA CONTEST

(Continued from Page 1)  
clear and simple to read.

One logical way to develop a truly effective insignia is to first compose an appropriate motto, then design the insignia to spell out in picture form the words of the slogan. In this, legendary stories and Indian signs may prove useful.

Since the 26th Strat. Recon. Wing is a new organization, there is no opportunity to lean on history for ideas. According to Col. Humbrecht, the Wing's mission probably offers the most inspiration.

Following this thought, would-be heraldic students here might keep in mind the primary aspects of a reconnaissance wing: It procures and assembles intelligence information; it operates in high-speed, long-range air machines; other units of the Defense Department rely heavily on it for intelligence information, and it operates worldwide.

Above all, nothing should be reflected either in the insignia or motto which would date the work. In other words, the ideal insignia—and the only one that will be approved by USAF—is one that will remain appropriate and applicable as long as the unit it represents remains in existence. Any piece of modern equipment or machinery that would identify the work with a particular period or era would defeat this rule.

This does not mean that ancient machines or modes of travel, legendary or old methods of gleaning vital information about an enemy, are taboo. On the contrary, such devices are found frequently in approved insignia.

The colors most often used in insignia are red, blue, green, purple, and black, plus the yellow of gold and the whiteness of silver. There is no rule for the tint of the colors used.

Final advice offered by the 26th's deputy chief was to lean heavily on some good book that discusses heraldry in detail.

**Oops!  
Recon Slips Up On  
26th Design Prizes**

Due to an error in make-up, last week's story on the 26th Strat. Recon. Wing's insignia contest was left hanging in the air. As the RECORDER came off the presses, the story was minus its lead paragraph.

The missing information was that a jet flight to any other base in SAC, plus \$15 in spending money for an overnight stop there will be awarded the man at Lockbourne who devises the best insignia and motto, or slogan, for the new wing. The contest will run until early next month.

According to Col. George W. Humbrecht, deputy commander of the 26th who is ramrodding the contest, entries need not be developed in final form or even in color. Rough sketches, with colors indicated by words, will have the same chance to win as the work of a professional artist.

RECON RECORDER

20 FEBRUARY 1953

### Col. Adams Heads New Officers' Mess Board of Governors

New Board of Governors for the Lockbourne Officers' Mess, with Col. Alan F. Adams at its head, was elected at a special meeting of Mess members in the base theater last Friday afternoon. The newly-chosen body will take over leadership of the Mess on March 1.

Lt. Col. John DesPortes, director of operations for the 91st Strat. Recon. Wing, was elected to serve as vice president to his counterpart from the 26th directorate of operations. Col. Adams was named to that post in the new wing early this month following his arrival here from MacDill AFB.

Other members of the Board of Governors were: Lt. Col. Jaul J. Heran, Capt. Paul A. Griffith and 2nd Lt. George Steinbrenner from the 801st Air Base Group; Maj. James P. Knox and Capt. Allen B. Cotton from the 26th Strat. Recon. Wing, and Maj. William O. Ross and Capt. W. W. Williams from the 91st Wing. Term of office for the new body will be one year.

The retiring Board of Governors included Lt. Col. Maynard White, president; Lt. Col. William Ahrens, vice president, and Lt. Col. Harry Young, Maj. William Stewart, Maj. Robert Hassel, Maj. Wayne Chambers, Capt. Joseph Giraudo and Capt. F. C. Vanatta.

RECON REORDER  
20 FEBRUARY 1953

## M/Sgts. With Long Careers Take Over Sgt. Maj. Spots



NEW SERGEANT MAJORS of the 801st Air Base Group and the 26th Wing are M/Sgt. Jack Edwards, on the left, and M/Sgt. August Bonniot. Both men bring long records in associated fields to qualify them for the important jobs.

Two Lockbourne Master Sergeants have recently assumed duties as Sergeant Major of the 801st Air Base Group and the 26th Strat. Recon. Wing. As a part of the build-up of the new Wing, M/Sgt. August Bonniot was picked Feb. 1st to fill the position. The Air Base Group job went to M/Sgt. Jack Edwards, who took over his new duties Monday.

Sgt. Benniot, who was formerly attached to the Base Adjutant Section, brings to the position of Wing Sgt. Major twenty-four years of administrative experience. Sgt. Edwards recently re-enlisted in the Air Force at Lockbourne after his discharge from Truax Field, Madison, Wis. where he completed ten years of service.

Entering the service in 1929, Sgt. Bonniot started a long career which was not to be interrupted except for ten days when he was discharged on one coast and—re-enlisted on the other. He enlisted at Tampa, Fla., his home town, and joined the 29th Infantry at Ft. Benning, Georgia. After fourteen years at the Georgia Camp a long succession of transfers followed, many of which saw him returning to his Tampa home.

It was when he returned to Macdill A.F.B. in 1947 that he got his first taste of over-seas duty. He was transferred to Erlangen, Ger-

### SERGEANT MAJORS

(Continued from Page 1)

many, where he first served in the billeting office, processing dependents coming from the States to join their husbands. He later moved to Industrahoven Air Base at Nurnberg, operating a post exchange and theater.

After a brief return to Macdill, where he worked in the Staff Judge Advocate's section and the Base Air Inspector's office Sgt. Bonniot moved to Lockbourne A.F.B. in January, 1952.

Sgt. Edwards has had what could be called an "enviable" Air Force career. While serving on Guam from 1949 to 1951 he was in charge of the Air Force V.I.P. quarters where, beside meeting all the top A.F. brass who passed through, he catered to such notables as Bob Hope, Marilyn Maxwell, Jimmy Wakeley and others en route to entertain the boys in the Pacific theater.

Later, while in Germany, he was director of the recreational area at Garmish and Bad Weissee. The center was situated on Lake Tegernsee and was operated for Armed Forces personnel on leave.

He began his career here in his home town of Columbus in 1941. After basic training at New Orleans he went to Guam. In 1948 he returned to the states for a year. Then he joined the 9th A.F. Service Command Hqs. and saw service in England, France, Luxemburg, and Germany.

From 1951 until his discharge he was stationed at Truax Field, Wisconsin, under the Air Defense Command.

RECON RECORDED

27 FEBRUARY 1953

## Alert Tanker Crew Named Crew of Month



CREW OF THE MONTH for Lockbourne was chosen from the 26th Strat Recon Wing this month, marking the first time that a squadron from the new wing has received this distinction. Members of the 26th Air Refueling Squadron, who met an in-flight refueling emergency with calm teamwork, are from left to right: Capt. Donald Doddington, aircraft commander; 1/Lt. William McDonald, pilot; 1/Lt. John Wendroth, navigator; M/Sgt. Lawrence Logue, flight engineer; A/IC Paul Barlser, boom operator; and A/2C Richard Stafford, asst. boom operator.

### 26th Air Refueling Sq. Cops Top Honors

The "Crew of the Month" for January was taken from the 26th Air Refueling Squadron. This was the first time that the organization has been awarded this privilege.

During a normal refueling operation of an RB-45 the tanker crew spotted flames coming from the jet craft. Displaying quick thinking the tanker crew warned the RB-45 crew that their craft was afire and that they were going to break off the refueling operation. The 45 crew then had time to bail out before the plane crashed near Pine Bluff, Arkansas.

For their alert teamwork in this operation these men were named "Crew of the Month."

MARCH IS THE MONTH  
FOR THE RED CROSS

RECON RECORDER

27 FEBRUARY 1953

SECRET

**Col. Sullivan Here  
For Brief Rundown  
On 26th Build-up**

Col. Henry R. Sullivan, commander of the 26th Strat Recon Wing, made a hurried trip to Lockbourne last week to get a progress report on the build-up of the new wing. Taking time off from his training at Wichita, Kansas Col. Sullivan flew here last Friday evening and met with his staff Saturday morning. He then returned Monday for completion of B-47 combat crew training.

All of the key staff positions of the 26th have been filled and eight squadrons have been activated although only five of them have been manned. The Headquarters, Field Maintenance, Periodic Maintenance, Armament & Electronics and 3rd squadrons are partially manned. The 4th and 10th Strat Recon Squadrons are on a one to one status; having one officer and one airman.

The Wing now possesses two T-33's and is anticipating the arrival of the Boeing B-47 Stratojets. Originally scheduled to arrive at Lockbourne in March the '47's are now expected some time next month.

RECON RECORDER

10 APRIL 1953

SECURITY INFORMATION

SECRET

JUNE

SECRET

1953

*Trans  
5-3957  
[initials]*

*K-106-206-42  
June 1953*

# HISTORY



26TH STRATEGIC RECONNAISSANCE WING

LOCKBOURNE AIR FORCE BASE

OHIO

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*5-975  
2605A-68*

*3-1082-68*



SECRET

SECRET

AUTH: CO 26th SRW

DATE *27 Aug 1953*

NAME *Charles A. Wright*

HISTORY

OF

26th STRATEGIC RECONNAISSANCE WING, MEDIUM

801st Air Division

Second Air Force

For Period of Activation

From

1 June 1953 through 30 June 1953

ASSIGNED UNITS

Headquarters Squadron Section  
3rd Strategic Reconnaissance Squadron, Medium  
4th Strategic Reconnaissance Squadron, Medium  
10th Strategic Reconnaissance Squadron, Medium  
26th Armament and Electronic Squadron  
26th Air Refueling Squadron, Medium  
26th Periodic Maintenance Squadron  
26th Field Maintenance Squadron  
26th Medical Group

Collected and Compiled for the  
Wing Historical Officer by

S/Sgt Robert C. Franklin

APPROVED BY:

*Henry R. Sullivan Jr.*  
HENRY R. SULLIVAN, JR.  
Colonel USAF  
Commander

HISTORICAL OFFICER

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major USAF  
Adjutant

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COVER PAGE

---

COLONEL WILLIAM J. MENG  
DEPUTY COMMANDER

---

26th Strategic Reconnaissance Wing  
(Medium)

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

The 26th Strategic Reconnaissance Wing, Medium started its June operations on a large scale. First, on 1 June 1953 they acquired the 26th Air Refueling Squadron, Medium along with 21<sup>1</sup> aircraft (KC-97) for operation and administration. Secondly, Addendum I of the 26th Strategic Reconnaissance Wing Mobility<sup>2</sup> Plan was written.

Continuing on to 3 June 1953, the 801st Air Division<sup>3</sup> requested the 26th Wing to inspect the publications and publication files of all staff sections and squadrons assigned to them. An inspection team was formed and took immediate action of checking publications and files with an answer of their conditions to be made no later than 6 July 1953. Along with the inspection of publications and files the squadrons and staff sections were striving to correct the deficiencies as noted in Second Air Force's Inspection of 11 - 22 May 1953.

Next on the agenda was the 5 June 1953 staff meeting covering such items as transportation and mess hours, which were the<sup>5</sup>

- 
1. GO 5, Hq 801st ADiv, 14 May 1953. Exhibit 1
  2. Addendum I, 26th SR Wg Mobility Plan, 1 June 1953. Exhibit 2
  3. Ltr, Hq 801st ADiv to Comdr 26th SR Wg, "Maintenance of Publication Files," 3 June 1953 DDP 300. Exhibit 3
  4. Inspection Report from the Inspector General Second Air Force 11 - 22 May 1953.
  5. 26th SR Wg Staff Meeting Minutes, 5 June 1953. Exhibit 4

major problems confronting the personnel assigned. These problems were checked into and definite hours were set-up for various squadrons of the 26th Wing to ease as to eliminate the overcrowded transportation system and to give faster service in the mess halls.

By order of Colonel Henry R. Sullivan, Jr., Commander 26th Strategic Reconnaissance Wing, Major Charles A. Wright, Adjutant, on 9 June 1953 compiled a Wing Regulation, Number 210-1 as to the Historical Program for the 26th Wing, and Wing Regulation Number 123-2<sup>7</sup> setting up a Wing Inspection System to be followed by the Supply Directorate Inspector.

10 June 1953 saw the first major loss of key personnel to the 26th Wing, when they lost Colonel George W. Humbrecht, Deputy Commander for the purpose of attending Air War College at Maxwell Air Force Base.<sup>8</sup> However the 26th Wing was fortunate in receiving Colonel William J. Meng, former Director of Material for the 91st Strategic Reconnaissance Wing to replace Colonel Humbrecht as the new Deputy Commander.<sup>11</sup>

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6. 26WR 210-1, Hq 26th SR Wg, 9 June 1953. Exhibit 5
  7. 26WR 123-2, Hq 26th SR Wg, 9 June 1953. Exhibit 6
  8. SO 122, Hq 801st ADiv, 22 May 1953. Exhibit 7
  9. Photograph of Colonel George W. Humbrecht and Colonel Lewis E. Lyle, Base Commander showing location of Air War College to be attended by both. Exhibit 8
  10. Recon Recorder (Lockbourne AFB, Ohio) 12 June 1953 p 1. Exhibit 9
  11. GO 10, Hq 26th SR Wg, 9 June 1953. Exhibit 10

This more or less rounded up the activities for the organization and administration of the 26th Wing with the exception of the staff meetings conducted on the 12<sup>th</sup> and 13<sup>th</sup> of June 1953 covering such items as the establishment of operations briefings, priority lists for ground training, promotion boards, review of officers records and Wherry housing.

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12. 26th SR Wg Staff Meeting Minutes, 13 June 1953. Exhibit 11
  13. 26th SR Wg Staff Meeting Minutes, 27 June 1953. Exhibit 12

CHAPTER II

PERSONNEL

The 26th Air Refueling Squadron, Medium, under the command of Lieutenant Colonel Madison M. McBrayer was transferred to the 26th Strategic Reconnaissance Wing, Medium with a total of 88 officers and 209 airmen against an authorized total of 85 officers and 208 airmen. In the past there was a problem of obtaining a maximum number of checked out combat ready crews due to the turnover of personnel being transferred and discharged. With the assignment to the 26th Wing it is believed the fluxion of personnel will diminish, making the squadron more stable and will give a greater performance rate for capability and combat readiness.

As of 30 June 1953, six officers and 355 airmen were assigned to the 26th Field Maintenance Squadron, against an authorized total of seven officers and 356 airmen. Overages existed in the electric shop with 39 authorized and 75 assigned, and in the propellor shop with seven authorized and 18 assigned. Shortages of personnel existed in the parachute shop with 24 authorized

- 
1. GO 5, Hq 801st ADiv, 14 May 1953. Exhibit 1
  2. TO 1-1179P (Tentative) Department of the Air Force, 1 March 1953.
  3. Interview by S/Sgt R. Franklin, Historian, with Lt. Col. M. M. McBrayer, Comdr 26 ARS, 20 August 1953.
  4. TO 1-7169P (Tentative) Dept of the Air Force, 1 March 1953.



and 16 assigned; in the sheet metal shop with 44 authorized and 33 assigned; in the paint, fabric and dope shop with 11 authorized and four assigned, and in the engine build-up with 63 authorized and 52 assigned. Shortages of seven level airmen existed throughout the squadron. Major Walter R. Thompson, Commander was<sup>5</sup> reassigned 27 June 1953 to the Northeastern Air Command, with First Lieutenant Ronald B. Pettit<sup>6</sup> assuming command from 27 to 29 June 1953 and First Lieutenant John S. Russ<sup>7</sup> assuming command on 29 June 1953 having been the senior officer present.

Headquarters Section found very little change in personnel having 39 officers and 113 airmen assigned making a total of 152 against the 31 May 1953 total of 150. There were however a total of four airmen in an AWOL status during the month. Of these four, one, was apprehended and placed in the hospital at Maxwell AFB, Alabama, two returned voluntarily and were tried by Summary Courts, and one still remained in an AWOL status.

The 26th Periodic Maintenance Squadron with five officers and 181 airmen authorized<sup>8</sup> against an assigned strength of three officers and 173 airmen shows them to be nearly 100 per cent manned. Initially the majority of assigned personnel were inexperienced

- 
5. SO 149, Hq 801st ADiv, 25 June 1953, par 27. Exhibit 13
  6. SO 31, 26th FM Sq, 27 June 1953. Exhibit 14
  7. SO 32, 26th FM Sq, 29 June 1953. Exhibit 15
  8. TO 1-7171P (Tentative) Dept of the Air Force, 1 March 1953

and according to its structure, the unit<sup>9</sup> should operate two KC-97 docks and five B-47 docks, but during this period there was only one KC-97 dock in operation and none of the B-47 docks due to a lack of assignment of the RB-47 aircraft. This situation created two problems; first, inadequate facilities to properly train personnel and; two, insufficient work to keep assigned personnel busy. Both of these problems were remedied however by sending the qualified inexperienced personnel to formal technical schools.

The 26th Armament and Electronics Maintenance Squadron had assigned on 30 June 1953 eight officers and 221 airmen<sup>10</sup> against a new authorized strength of 14 officers and 406 airmen. Due to the change in the Table of Organization the 26th Armament and Electronics Maintenance Squadron was only 54 per cent manned with complete manning expected sometime after August of this year. The majority of personnel assigned are technical school graduates or overseas returnees. While the airmen assigned from school lacked in practical experience, they were well versed in theory and the excellent supervision available in the maintenance shops soon gave them the complete

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9. Interview by S/Sgt R. Franklin, Historian with T/Sgt F. Brown, 1st Sgt., 26th PM Sq.  
10. TO 1-7475P (Tentative) Dept of Air Force, 1 March 1953.

technical knowledge desired. During the month a total of one airman was promoted to the grade of Staff Sergeant, one airman was promoted to Airman First Class and two airmen promoted to Airman Second Class.

The 26th Medical Group still maintained an assigned strength of 13 officers and 74 airmen against their authorized strength<sup>11</sup> of 27 officers and 98 airmen. There was one AWOL reported during the month. The airman concerned returned, was tried by summary courts, convicted with a sentence of 30 days confinement, with the sentence being suspended for six months.

The 3rd Strategic Reconnaissance Squadron, Medium with 92 officers and 84 airmen assigned in comparison to their authorized strength<sup>12</sup> of 57 officers and 79 airmen shows a large overage of personnel. However, of the officers assigned, 78 were in a TDY status to various school for training in the RB-47 aircraft and 58 airmen were on TDY or DS to schools for the purpose of training in the maintenance of the RB-47 aircraft. During the month, Cap-<sup>13</sup>tains James A. Roberts and William J. Thompson were promoted to Major.

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11. TO 1-9022 Dept of Air Force, 1 Jan 52.  
12. TO 1-1479P (Tentative) Dept of Air Force, 1 March 1953  
13. GO 105, Dept of Air Force, 1 June 1953, par 16.

CHAPTER III

OPERATIONS AND TRAINING

1

Colonel Alan F. Adams, Director of Operations knowing the 26th Air Refueling Squadron, Medium was being transferred to the 26th Wing on 1 June 1953, work hard the preceeding month in setting up the operations section and equipping the control room<sup>2</sup> for the incoming KC-97's. With the Air Refueling Squadron's arrival, Colonel Adams called Lieutenant Colonel Madison M. McBrayer<sup>3</sup> into his office along with some of his pilots to discuss future operations and flight plans. During the month of June the Air Refueling Squadron flew 48 training missions with 25 in flight refueling sorties flown and a total of 452,217 pounds of fuel transferred. There were 18 cross country missions flown with a total of 511;40 hours. Various flights were to Turner, Bergstrom, Tinker, Hunter, Dow, MacDill or Barksdale Air Force Bases and return.

Training. Major Kenneth S. Knowlton<sup>4</sup>, Training Officer for the 26th Wing with the aid of his staff set-up ground and flying training schedules for the squadrons as related.

- 
1. Photograph of Colonel A. Adams, Dir of Ops. Exhibit 16
  2. Photograph of Control Room, 26th Wg Ops. Exhibit 17
  3. Photograph of Colonel A. Adams and Lt. Col M. McBrayer in conference, D/O's office. Exhibit 18
  4. Photograph of Major K. Knowlton and Staff. Exhibit 19

The training goal of the 46th Armament and Electronics Maintenance Squadron is to utilize all available facilities to accomplish their required training and to insure proficiency in their specified objectives. Due to a lack of equipment, they have been able to use all training facilities to a maximum, except on-the-job training programs. During the month of June, three airmen attended F-1 Automatic Pilot School; five airmen, A-12D Automatic Pilot School; nine airmen, K-system Indoctrination Course; 10 airmen, Auxiliary Radar; four airmen Base Drivers School, and a total of 25 airmen to Formal Schools off Base. Also during this period, 107 airmen attended ABC Defense Lectures; 128 airmen to Base Defense Lectures; one officer to Base Management Course; three airmen, Primary Management Course; 34 airmen received security training and 97 airmen fired carbines and attended a course in familiarization of basic weapons.

During June, 49 airmen of the 26th Field Maintenance Squadron had gone TDY to Amarillo AFB, Texas to attend the B-47 Special Maintenance Course. The remaining personnel attended courses in instruction of the B-47 and KC-97 at the Base Mobile Training Detachment School as follows:

<u>B-47</u>		<u>KC-97</u>	
<u>COURSE</u>	<u>HOURS</u>	<u>COURSE</u>	<u>HOURS</u>
General	360	General	652
Instrument	216	Hydraulic	144
Hydraulic	280	Engine	60
Engine	120	Propellor	120
Electric	160		

In addition to the Mobile Training Detachment School, 39 per cent of assigned personnel completed range familiarization of basic weapons and 90 per cent completed security training.

The 26th Air Refueling Squadron had 532;50 hours training completed in navigation; 108 hours, flying safety; 40 hours, code training; 80 hours, link trainer; 315 hours, physical conditioning and 99 hours, judo training along with their flying missions for the month.

## CHAPTER IV

## MATERIEL

The materiel viewpoint of the 26th Strategic Reconnaissance Wing is advancing in a steadfast manner. Although there are still several major items that have not been received, there is a continued effort on the part of the materiel section to procure them. Some items of a critical nature are rectifiers, benches, stools, dollies, fork lifts and cranes. Critical shortage lists have been prepared by all squadrons and forwarded to the Director of Materiel who has expounded the procurement of these items as quickly as possible. The following chart shows the progress for the month of Unit Essential Equipment, Base Support Equipment, and the percentage of requisitioned equipment that was cancelled on Air Force Shipping Documents.

Squadron	Percentage UEE	Percentage BSE	Percentage Requisition
3rd Strat Recon	81	70	31
4th Strat Recon	75	18	24
10th Strat Recon	76	68	13
26th Air Refueling	79	77	26
26th A & E	74	54	35

1. Interview by S/Sgt R. Franklin, Historian with Maj F. Riedy Asst Dir of Mat.

<u>Squadron</u>	<u>Percentage UEE</u>	<u>Percentage BSE</u>	<u>Percentage Requisitions</u>
26th Field Maint.	81	41	27
26th Periodic Maint.	86	49	12
26th Medical Group	94	0	0
Headquarters Section	65	56	11

Although there are several critical items yet needed, the squadrons have not been hampered completely as they have been using equipment of the 91st Strategic Reconnaissance Wing to maintain their training and maintenance problems as needed.



CHAPTER V  
MAINTENANCE

The 26th Air Refueling Squadron flew 102 sorties<sup>1</sup> for the month of June. This was 14<sup>2</sup> over the required number as set by operations. Of the 102 sorties flown, there was one aborted mission due to excessive mag drop. A total of 520 hours and 40 minutes were flown for an average of 25 hours and 25 minutes per aircraft on hand. This is a considerable improvement over past months operations and is reflected by the high AOCF of near 16 per cent or an average of over three aircraft each day, bearing out the fact that heavy flying can surpass our supply capabilities. Less than one per cent of the aircraft available hours were expended on Tech Order Compliance. Review of records reveal that there had been an average of 20 Tech Orders outstanding per aircraft on hand of which only an average of ten involved waiting for parts or kits. This was a definite indication of a weakness that warranted a drive for Tech Order Compliance. It was obvious that a condition of this type could easily accelerate<sup>3</sup> itself into a very dark situation.

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1. Aircraft Status Chart. Exhibit 20
  2. Ibid.
  3. Interview by S/Sgt R. Franklin, Historian with 1Lt G. Andeskie OIC, Reports and Analysis. 24 August 1953

The first 15 days of June evidenced an in commission rate of over 70 per cent. Gradually falling from that period, the in commission rate for the month was pulled down to 58 per cent. This was attributed to the increase in inspection time and AOCF rates, and the increase of unscheduled maintenance, and Tech Order Compliance in alternator and generator replacement and inspection requirements the last five days of the month.

The T-33 picture is troubled greatly by lack of parts. The AOCF rate for the month was a high 32 per cent. With an average of less than one aircraft in commission a day, it is evident that there is much room for improvement if it is desirable to fly this type of aircraft.

<sup>4</sup>  
Engine Analysis. There were no engine removals for the month. A study is being made on hours flown on the R-4360 engines in increments of 50 hours every 15 days. It has been noted that ignition trouble is prevalent around the 200 to 250 hour mark resulting in the problem with mag drops presently being experienced. Records are being kept to watch for some sort of pattern of failures formulating so that a conclusive report can be submitted on this subject.

---

4. Ibid.

5

Periodic Inspections. Six inspections were performed on the KC-97F aircraft for the month of June with an average of 1154 manhours expended per inspection. This is relatively high but consideration should be given to the fact that there was a definite lack of skilled experienced personnel. An increase of expended manhours per inspection is to be anticipated with conditions as such along with the ageing of aircraft.

Periodic Inspection				
<u>Average Manhour Expenditures</u>	<u>DOCKS</u>	<u>FMS</u>	<u>A&amp;ES</u>	<u>TOTAL</u>
KC-97F	801	353	10	1164
T-33A	144	29	4	177

Quality Control inspections uncovered an average of 24 discrepancies per aircraft inspected. Only one safety of flight item was found in all. This was a favorable indication but no conclusions will be drawn until Quality Control is in full operation, and fully manned.

6

Manhour Utilization. The maintenance activities expended 43 direct manhours for every hour flown by the KC-97F aircraft and 35 direct manhours for every hour flown by the T-33A aircraft. This is a very acceptable figure. It must be pointed out, however, that the Wing as a whole only expended 30 per cent of its available time in direct support of the aircraft.

---

5. Ibid.

6. Maintenance Manpower Data Chart. Exhibit 21

The Wing manhours available averaged 60 per cent of its assigned personnel. A look at the Maintenance Manpower Data Chart shows that a third of the absent time is accounted for as TDY; a fifth, as squadron duty; another fifth, as other; about a sixth on leave; and the remaining tenth under pass, sick, and AWOL. Considering the present status of the Wing, this data appears to be logical.

The percent direct time of available, 30 per cent is quite low but again is easily understood. It is expected that this figure will gradually increase as the Wing receives its aircraft.

The 26th Air Refueling Squadron presents a typical picture. The per cent direct time, 66 per cent, is a good round figure. Comparison with the other squadrons does not reveal much this first month of operation. It will be interesting to follow the trend toward increasing efficiency during the future months as each squadron takes a more active part in the mission of the wing.

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7. Ibid.

ROSTER OF KEY PERSONNEL

26th STRATEGIC RECONNAISSANCE WING, MEDIUM

STAFF SECTIONS

Colonel Henry R. Sullivan, Jr. ----- Commander  
Colonel William J. Meng ----- Deputy Commander  
Major Charles A. Wright ----- Adjutant  
Lieutenant Colonel Gene C. Wilms ----- Director of Personnel  
Colonel Alan F. Adams ----- Director of Operations  
Lieutenant Colonel William C. Dodds ----- Director of Materiel

SQUADRON COMMANDERS

Headquarters Section ----- Captain Richard E. Franz  
Armament & Electronics Maintenance ----- Major John A. Nicholson  
Periodic Maintenance ----- Major William J. Bausser  
Field Maintenance ----- First Lieutenant John S. Russ  
3rd Strategic Reconnaissance ----- Major Henry M. Henington  
4th Strategic Reconnaissance -- \*First Lieutenant William R. Ward  
10th Strategic Reconnaissance ----- \*Captain Joseph E. Carr  
Air Refueling ----- Lieutenant Colonel Madison M. McBrayer  
Medical Group ----- Captain Paul R. Zaugg(MC)

\* One officer and one airman basis.

SOURCES OF INFORMATION FOR HISTORY

General Orders

Staff Meeting Minutes

Base Newspaper (Recon Recorder)

Public Information Files

Personnel Charts and Records

Staff Sections Files

Message Center Files

Classified Files

Daily Bulletin

Wing Regulations

Personnel Charts and Records

Special Orders

In addition to the above sources of information, additional data was procured through interviews with key personnel of staff sections, squadrons and/or personnel concerned along with personal observations of the Historian.

APPENDIX

LIST OF INCLOSURES

- 1 General Order 5, Headquarters 801st Air Division, 14 May 1953
- 2 Addendum I, 26th Strategic Reconnaissance Wing Mobility Plan  
1 June 1953
- 3 Letter DDP 300 Headquarters 801st Air Division, 3 June 1953
- 4 Staff Meeting Minutes 26th Strategic Reconnaissance Wing  
5 June 1953
- 5 Headquarters 26th Strategic Reconnaissance Wing Regulation 210-1  
9 June 1953
- 6 Headquarters 26th Strategic Reconnaissance Wing Regulation 123-2  
9 June 1953
- 7 Special Order 122, Headquarters 801st Air Division, 22 May 1953
- 8 Photograph, Colonel's George W. Humbrecht and Lewis E. Lyle.
- 9 Recon Recorder (Lockbourne AFB) 12 June 1953
- 10 General Order 10, Headquarters 26th Strategic Reconnaissance Wing  
9 June 1953
- 11 Staff Meeting Minutes 26th Strategic Reconnaissance Wing  
13 June 1953
- 12 Staff Meeting Minutes 26th Strategic Reconnaissance Wing  
27 June 1953
- 13 Special Order 149, Headquarters 801st Air Division, par 27  
25 June 1953
- 14 Special Order 31, 26th Field Maintenance Squadron, 27 June 1953
- 15 Special Order 32, 26th Field Maintenance Squadron, 29 June 1953
- 16 Photograph, Colonel Alan F. Adams, Director of Operations
- 17 Photograph, newly equipped operations control room.

- 18 Photograph, Colonel Alan F. Adams and Lieutenant Colonel Madison M. McBrayer in conference.
- 19 Photograph, Staff section Ground Training Office.
- 20 Aircraft Status Chart
- 21 Maintenance Manpower Data Chart



HEADQUARTERS  
801ST AIR DIVISION  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

GENERAL ORDERS)

14 May 1953

NUMBER 5)

The 26th Air Refueling Squadron (Medium) is relieved from attachment to the 91st Strategic Reconnaissance Wing (Medium) for operational and administrative control and reverts to the 26th Strategic Reconnaissance Wing (Medium) for operational and administrative control effective 1 June 1953.

BY ORDER OF COLONEL DOUGHER:

OFFICIAL:

JAMES H HARRIS  
Major, USAF  
Adjutant General

*Donald J. Waligowski*

DONALD J WALIGOSKI  
2nd Lieutenant, USAF  
Assistant Adjutant General

DISTRIBUTION:

20- 91st Strategic Reconnaissance Wing  
20- 26th Strategic Reconnaissance Wing  
20- 26th Air Refueling Squadron  
1- Each Squadron this station  
1- 801AG  
2- CG 2AF  
1- 91AG  
1- 26AG

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CONFIDENTIAL

2

ADDENDUM I

26th Strategic Reconnaissance Wing  
Mobility Plan

1 June 1953

SECURITY CLASSIFICATION:

CONFIDENTIAL

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C O N F I D E N T I A L

Addendum I  
26th SRW Mobility Plan

Contents

Section A- General

Section B- Organizational Station Set Listing

C O N F I D E N T I A L

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C O N F I D E N T I A L

ADDENDUM I

A-1

Section A

General

1. Reference:  
Section D, Part II, SAC Manual 400-1.
2. The purpose of this addendum is to provide a list of station set equipment that is available for airlifting to a forward base in event the pre-positioned station set is incomplete.
3. The items shown are those considered essential to launching of the initial strike only.
4. Squadron commanders will insure the items listed herein are in a serviceable status and available for deployment at all times.

C O N F I D E N T I A L

C O N F I D E N T I A L

STOCK NO	NOMENCLATURE	WEIGHT	CUBE	NO REQUIRED
Addendum I				
Section B- Organizational Listing				
26th Air Refueling Squadron				
B-I				
<u>Class 08-A</u>				
7700-333245	Floodlight	50	5	6
<u>Class 17-A</u>				
8100-209750	Compressor-Air Port	1185	88.4	1
<u>Class 19-A</u>				
8200-215022	Extinguisher-Fire CO <sup>2</sup> 50 lb	70	15	10
8200-333450	Heater-Type F-4	180	15	10
8200-630025	Stand Assy-Maint B-1	1000	240	15
8200-630040	Stand Assy-Maint B-2	2100	184	1
8200-953530	Trailer-Oxygen E-3A	3200	84	1
<u>Class 19-F</u>				
8210-322700	Generator-Type C-1B	350	48	3
8210-325910	Generator-Type C-21B	1600	101	10

C O N F I D E N T I A L

## C O N F I D E N T I A L

Addendum I		26th Field Maintenance Sq	B-5	
<u>STOCK NO</u>	<u>NOMENCLATURE</u>	<u>WEIGHT</u>	<u>CUBE</u>	<u>NO REQUIRED</u>
<u>Air Frame Shop</u>				
<u>Class 08-A</u>				
7700-247075	Cord-Ext 50 Ft	2.8	.21	1
7700-247110	Cord-Ext 100 Ft	5.5	.35	1
7700-333245	Floodlight-incandescent	30	5	1
7700-526830	Lantern-Electric	2	.5	1
7700-529799-5	Light-Ext 50 Ft	3	.5	1
<u>Class 13-A</u>				
8310-300400-555	Gloves	1	.5	1
<u>Class 17-A</u>				
8100-134640	Beadbreaker Acft type heavy	50	12	1
8100-207750	Compressor-Air port 3 stage	105	28.4	1
8100-211460	Compressor-Air port single stage	100	28	1
<u>Class 17-B</u>				
7900-486520	Lubricator-Auto airline	25	3	1
7900-810240	Visc-Bench machanist swivel base	35	1.8	1
<u>Class 17-C</u>				
7CAD-271200-5	Detector-Carbon Monoxide	1	1	1
7CAD-NSL	Tester Assy-Fressurized cabin	700	128	1
<u>Class 19-A</u>				
8200-030075	Air Conditioner	200	6	1
8200-030825	Bag-Airplane lifting	240	14.8	1
8200-082146	Bar Assy-Towing and Steering	75	7	1
8200-116000	Blower-Gasoline	137	6	1
8200-33460	Heater-Engine and shelter	75	6	1
8200-400725	Jack Assy- Hydraulic	76	2.9	1
8200-408700	Jack-Aircraft hyd folding adj	100	8	1
8200-411193	Jack Assy-Aircraft folding adj	1215	23.67	1
8200-631500	Manifolding Set-Hyd jacking	600	25	1
8200-399701	Jack Assy	294	20.31	1
8200-871569	Stand Assy	875	47.34	1
<u>Class 19-F</u>				
8210-310600	Generator Set Diesel eng 100 KW	7,000	65	1
8210-321550	Generator Set-Gasoline eng 3 KW	200	50	1
8210-322700	Generator Set-Gasoline eng 5 KW	200	8	1

C O N F I D E N T I A L

C O N F I D E N T I A L

Addendum I

B-3

26th Periodic Maintenance

<u>STOCK NO</u>	<u>NOMENCLATURE</u>	<u>WEIGHT</u>	<u>CUBE</u>	<u>NO. REQUIRED</u>
<u>Class 08-A</u>				
7700-247075	Cord, ext. 50' MD	2.8	.21	3
7700-247110	Cord, ext. 100' HD	5.5	.35	6
7700-247112	Cord, ext. 100' MD	5.2	.3	3
7700-333250	Floodlight	115.0	7.4	6
<u>Class 17-A</u>				
8100-209750	Compressor, air port 3 stage eng driven	1185.0	88.4	3
8100-340075	Grinder, bench 2 six in wheels	40	.8	1
<u>Class 17-B</u>				
7900-670950	Seperator, oil	3	.3	2
7900-810240	Vice, bench	35	1.8	1
7900-812410	Vice, drill	18	.35	1
<u>Class 19-A</u>				
8200-411193	Jack, assy, type B-4, 30 ton	1215	23.67	6
8200-630025	Stand, Maint, B-1 3 to 10 ft adj	1000	240	6
8200-630040	Stand, Maint B-2 13 to 20 ft adj	2100	184	2
8200-630020	Maint, platform B-4 3 to 7 ft adj	850	120	2
<u>Class 19-G</u>				
8220-755100	Trailer, platform	850	40	1

C O N F I D E N T I A L

## C O N F I D E N T I A L

Addendum I		26th Field Maintenance Squadron		E-7	
<u>STOCK NO</u>	<u>NOMENCLATURE</u>	<u>WEIGHT</u>	<u>CUBE</u>	<u>NO REQUIRED</u>	
<u>Class 19-G (Air Frame Shop Cont'd)</u>					
8220-234100	Cradle-Supercharger installing	300	10	1	
8200-751915	Trailer-Boom overcompt	2,000	50	1	
8220-773600	Truck-Aircraft Eng roll over	2,000	50	1	
8220-NSL	Truck-Dolly IFR Tank 1800 gal	5,000	80	1	
8220-401100	Crane-Port eng or turret 5000 lb	2,000	50	1	
8220-752700	Trailer-General purpose 4 wh	800	50	1	
<u>Engine Build-up and Unit Change</u>					
<u>Class 04-B</u>					
6600-523600	Hose-water braided 5/8"	12	4	1	
<u>Class 08-A</u>					
7700-529794	Light-Explosion proof 100 ft	25	6	1	
<u>Class 17-A</u>					
8100-192850	Cleaner Vapor press type port	13	3.5	1	
8100-200000	Compressor-Air port 2 stage	125	33	1	
8100-247000	Drilling Machine-Upright mtd	97	16	1	
8100-340075	Grinder-Bench type 2 wh 6" dia	40	.8	1	
8100-405950	Hoist-Elect cable 6000 lb cap	220	3.5	1	
8100-566000	Press-Arbor hand oper bench mtd	63	8.5	1	
<u>Class 17-B</u>					
7900-013100	Bar-Crow pinch point 60"	12	2	1	
7900-684500	Sledge-Blacksmith dbl face 8 lb	9	.5	1	
7900-810240	Vise-Bench mach swivle base	3.5	1.8	1	
<u>Class 17-C</u>					
7CAC-807525	Tester-Mecelle elec	215	24	1	
7CAD-801854-5	Tester-Assy Fuel flow	80	8.5	1	
7CGE-LC728	Pipe	3	1	1	
<u>Class 19-G</u>					
8220-797000	Truck-Platform hand non-tilt	180	20	1	
8220-802700	Truck-shelf hand 3 shelves	36	14.6	1	
8220-772100	TruckFrame eng trans bomb bay	1500	50	1	
8220-773600	Truck Aircraft eng trans airb	2,000	60	1	
8220-774800	Truck-Aircraft eng trans	1,600	50	1	

C O N F I D E N T I A L



## CONFIDENTIAL

Addendum I		26th Field Maintenance Squadron	E-9	
<u>STOCK NO</u>	<u>NOMENCLATURE</u>	<u>WEIGHT</u>	<u>CUBE</u>	<u>NO REQUIRED</u>
<u>Propeller Shop</u>				
<u>Class 04-B</u>				
6600-523600	Hose-Water braided 5/8"	15	2	1
<u>Class 17-A</u>				
8100-151000	Buffer and Polisher	15	2	1
8100-176500	Cleaner-Metal part 24 x 36 "	25	8	1
8100-200000	Compressor-Air port 2 stage	125	33	1
8100-258788-25	Electroplater-Brush 110-120V	80	9	1
8100-352000	Grinder-Flexible shaft port	50	7	1
8100-406250	Hoist-Electric chain 2000 lb	25	4	1
8100-559713	Post-Propeller assy	50	3	1
8100-631095	Rectifier-Port 28V 400 amp	200	10	1
8100-803750	Stand Assy-Propeller	1200	16	1
8100-890000	Trolley-Steel plain	15	1	1
<u>Class 17-C</u>				
7CAD-631700	Pick-up-Assy-Direct Vibration	1	.5	1
7CAD-731870	Stand-Hydraulic prop test	700	20	1
7CHF-49F1278	Post-Test size 60 shaft	50	3	1
<u>Class 18-B</u>				
9BHP-HSF1675	Sleeve-stop lever adj	4	1	1
9BHP-HSF1787	Fuller-Integral oil sys	5	2	1
9BHP-HSF1850	Fuller-Solenoid pack oil sys	1	1	1
9BHP-HSF1916	Template-Balder ang checkings	.5	.5	1
9BHP-HSF1936	Wrench-Reverse stop sleeve adj	2	1	1
9BHP-HSF1975	Adapter-Slip ring assy	10	2	1
9BHP-HSF2063	Wrench-Servo valve nut	2	1	1
9BMD-43D10068	Fixture-Assy propeller	2	1	1
9BMD-43B10070	Lap-Propeller rear cone seat	5	1	1
9BMD-42D10069	Lap-Propeller hub rear cone	5	1	1
<u>Class 19-G</u>				
8200-750600	Trailer-Aircraft prop in eng	2400	75	1

CONFIDENTIAL

## C O N F I D E N T I A L

Addendum I

26th Field Maintenance Squadron

B-11

<u>STOCK NO</u>	<u>NOMENCLATURE</u>	<u>WEIGHT</u>	<u>CUBE</u>	<u>NO REQUIRED</u>
<u>Hydraulic Shop</u>				
<u>Class 17-A</u>				
8100-050963	Assembling Machine-Hose and fit	2000	72	1
8100-108000	Bench-Work laminated hardwood	120	60	1
8100-114000	Bender-Production tube compl	3000	120	1
8100-136000	Buffing and polishing machine	75	3	1
8100-177600	Cleaner-Farts agitating power	100	32	1
8100-209750	Compressor-Air port 3 stage	500	48	1
8100-232525	Cut-off-Machine hose bench type	700	8	1
8100-461825	Machine-Flaring tube	100	60	1
8100-475000	Machine-Rotary flaring	300	60	1
8100-560000	Press-Arbor hand oper bench mtd	20	4	1
8100-586855	Pump-Air hi-pres air oper	20	5	1
8100-835000	Stool-Mechanics adj 20-3"	10	12	1
<u>Class 17-B</u>				
7900-163840	Cutter-pipe 1/8 to 2"	6	1	1
7900-670950	Separator-Oil and moisture	5	2	1
<u>Class 17-C</u>				
7CAD-731100	Stand Assy-Hydraulic Test pres	4000	128	1
7CAD-732615(c)	Stand Assy-Port hyd 0-3000 psi	700	48	1
<u>Class 19-A</u>				
8200-898720	Tank-Hydraulic servicing	20	3	1
<u>Electrical and Battery Shop</u>				
<u>Class 08-A</u>				
7700-529799-5	Light-Ext 50 Ft	3	5	1
<u>Class 17-A</u>				
8100-108000	Bench-Work laminated hardwood	20	6	1
8100-233100	Degreaser-Vaportype working	300	95	1
8100-247000	Drill-Press bench type	40	5	1
8100-260000	Fan-Electric 6500 cfm prop	20	8	1
8100-395000	Grinder and buffer-Fed 8"	25	2	1
8100-498629-5	Machine-Wire marking and iden	15	1.5	1
8100-617000	R ctifier-Battery 6 amp	50	4.5	1
8100-631095	Rectifier-Port 28V 400 amp	85	12	1
<u>Class 17-B</u>				
7900-670950	Separator-Oil and moisture	5	2	1

C O N F I D E N T I A L

## C O N F I D E N T I A L

Addendum I

26th Field Maintenance Squadron

B-13

<u>STOCK NO</u>	<u>NOMENCLATURE</u>	<u>WEIGHT</u>	<u>CUBE</u>	<u>NO REQUIRED</u>
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Instrument ShopClass 08-A

7700-529799-5	Light-Ext 50 Ft	3	25	1
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Class 17-C

7010-738412	Stand-Vertical gyro	25	3	1
7010-809585	Tester-Port tach fld type M-4	75	4	1
7010-520050	Manometer-U type 30" w/table mtd	50	4	1
7010-521310	Manometer-Well type single tube	50	7	1
7010-521340	Manometer-well type single tube	50	7	1
7010-803550	Tester-Dead weight hyd pres	150	6	1
7010-803600	Tester-Dead weight hyd pres	50	4	1
7010-803730	Tester-Dead weight hyd pres gage	50	4	1
7010-40J5754	Pump Assy-port vacuum AC 110-120	150	6	1

Sheet Metal ShopClass 17-A

8100-200000	Compressor-Air port 2 stage	125	33	1
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Class 17-B

7900-806410	Vise-Bench and machine comb	5	1.5	1
7900-810240	Vise-Bench Machinist swivel	55	6	1

Welding, Heat Treating & Plating ShopClass 17-A

8100-293000	Furnace-Electric heat treating	1900	120	1
8100-293507	Furnace-Electric heat treating	1200	62	1
8100-293580	Furnace-Electric 2500 deg F	300	21	1
8100-337000	Grinder and Buffer-Ped 1750 rpm	600	72	2
8100-524300	Outfit-Cadmium plating	1900	102	1
8100-370000	Grinder-Fedestal type 2 wh	450	20	1
8100-651012-6	Sander-Disc port 7"	25	3	1
8100-695000	Sawing Machine Hack horiz	400	24	1
8100-789000	Shear-Slitting bench type	120	18	1
8100-835000	Stool-Mechanics adj 2'-30" hi	20	4	1
8100-872000	Tank-Oil bath 22 x 24"	110	6	1
8100-876450	Tank-Wood asphalt lined	90	9	1
8100-905000	Truck-band 2 wh port	65	30	1
8100-927000	Welder-Arc port 10 to 200 amp	650	64	1

Class 17-B

7900-002050	Anvil-Blacksmith 150 lb	150	3	1
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Class 17-C

7010-476700	Machine hardness testing	100	3	1
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C O N F I D E N T I A L

C O N F I D E N T I A L

Addendum I

26th Field Maintenance Squadron

B-15

<u>STOCK NO</u>	<u>NOMENCLATURE</u>	<u>WEIGHT</u>	<u>CUBE</u>	<u>NO REQUIRED</u>
<u>Machine Shop</u>				
<u>Class 17-B</u>				
7900-110100	Counterbore-Interchangeable	2	.5	1
7900-158340	Cutter-Milling side 2-1/2" OD	2	.5	1
<u>Parachute Shop</u>				
<u>Class 08-A</u>				
7700-529799-5	Light Ext 50 ft	3	.5	1
<u>Class 17-A</u>				
8100-192100	Cleaner-Vacuum port mtr AC DC	21	2.5	1
<u>Class 17-B</u>				
7900-810150	Vise-Bench machinist swivel base	42	5	1
<u>Class 18-D</u>				
9DMD-066347-1	Tool-Folding seat lap	2	1	1
9DMD-066347-2	Tool-folding back parachute	2	1	1

C O N F I D E N T I A L

CONFIDENTIAL

Addendum I

26th Armament & Electronic Squadron

B-17

<u>STOCK NO</u>	<u>NOMENCLATURE</u>	<u>WEIGHT</u>	<u>CUBE</u>	<u>NO REQUIRED</u>
<u>Class 17-A</u>				
8100-307818	Generator Set-AC Motor, 60 cyc input and Gen 400 cyc, 120 V, 3 Ph, 50 KW, Type F-1	1800	200	1
8100-628500	Rectifier-Metalic DC Power Supply, Fort, 28 V 200 AMP, AC 220-440V, 3 ph 60 cyc, Type B-8	215	12	2
<u>Class 19-F</u>				
8210-325-10	Generator Set- Gas Eng 8 <sup>EW</sup> DC 28V 2200 RPM Fort Type C-21B	1600	86	1

CONFIDENTIAL

HEADQUARTERS  
801ST AIR DIVISION  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

(S: 6 Jul 53)

DDP 300

3 June 1953

SUBJECT: Maintenance of Publication Files

TO: Commanding Officers  
26th Strat Recon Wing  
91st Strat Recon Wing  
801st Air Base Group  
Lockbourne AF Base, Ohio

1. It is requested that necessary action be taken by your office to inspect the publication files consisting of USAF, SAC, and Second AF Regulations and other numbered publications currently maintained by your staff Sections and all squadrons assigned to your command to determine if they are current and up to date. Publication index to USAF, SAC, and Second AF should be used as a guide.
2. It is suggested that one (1) airman from the Adjutant Section and one (1) airman from the Material Section of your Headquarters be used to perform this inspection of publications.
3. Report of completed action and a list of discrepancies found during this inspection will be forwarded to this headquarters so as to arrive not later than 6 July 1953.

BY ORDER OF COLONEL BOUGHER:

/s/ /t/ K P H TOWNSEND  
Colonel, USAF  
Executive Officer

"CERTIFIED TRUE COPY"

*Charles A Wright*  
CHARLES A WRIGHT  
Major, USAF  
Adj, 26th Wing

26TH STRAT RECON WG STAFF MEETING MINUTES

5 June 1953

I. MESS HALL STUDY

After contacting various squadrons concerning the proposal for earlier mess hours a majority are of the opinion that the squadrons would prefer to have a earlier mess hour, from 1100 - 1130 controlled by a special pass for those eating earlier than the normal mess 1200 - 1230. Col. Humbrecht will contact Col. Young and Col. Conner.

II. TRANSPORTATION:

26th Wing needs transportation of their own during these mess periods. - Col. Dodds will compile the information on this subject.

III. FUND DRIVE

The Wg Cmdr is giving his full support to this drive and request that the Sqdn Cmdrs do the same. Information as to what the money will be used for will be forthcoming. - Capt Wolf will brief the staff every Friday at Wg Staff Meeting.

IV. It is requested that Sqdn Cmdrs submit their reports on AWOL's and Ground Accidents in more detail, and as soon after the accident or AWOL as possible.

V. WG CONTROL ROOM

The Wg Control room is semi-staffed and is operational 24 hours a day.

VI. CLUB DUES

Club dues should be paid by the 10th of the month.

VII. JAPANESE JUDO TEAM

Japanese Judo Team will visit the base 13 - 17 June. All Combat Crew are requested to attend.

VIII. UAL's

UAL's have been distributed to the units - and are due back to Wing Headquarters not later than 18 June.

IX. OPERATIONS

1 July will be the first Wing Operations Briefing for the Wing Staff, Sqdn Cmdrs, Operations Officer and other essential personnel.

307  
Charles G. Wright, MAJ, USAF  
GEORGE W HUMBRECHT  
Colonel, USAF  
Deputy Commander

Reg 210-1

WING REGULATION) HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING  
Lockbourne Air Force Base, Columbus, Ohio  
NUMBER 210-1) 9 June 1953

HISTORICAL

Historical Program

	<u>Paragraph</u>
Purpose. . . . .	1
Scope. . . . .	2
Responsibility . . . . .	3
Organization and Duties of Historical Sections . . . . .	4
Preparation of Narrative Accounts. . . . .	5
Supporting Documents . . . . .	6
Cooperation. . . . .	7
Classification . . . . .	8
Submission . . . . .	9
Remarks. . . . .	10
References . . . . .	11

1. Purpose. To prescribe procedures for the conduct of the historical program of the 26th Strategic Reconnaissance Wing.

2. Scope. The provisions of this regulation are directive upon all organizations of the 26th Strategic Reconnaissance Wing.

3. Responsibility. Commanders will be responsible for the preparation of monthly historical reports of their units or organizations. The Wing Historian will be responsible for the preparation of the monthly Wing Historical Report.

4. Organizations and Duties of Historical Sections. Each unit or organization of this command will maintain historical sections comprised of such personnel as may be required to adequately perform their duties.

a. The duties of such sections will be to collect, arrange, and forward to the 26th Wing Historian, all documents and photographs telling the administrative and operational history of the unit. These documents will be accompanied by a detailed narrative account of the entire unit's activities.

5



Reg 210-1

b. The Wing Historian will be kept currently informed of the names and telephone numbers of historical personnel of all units of this command.

5. Preparation of Narrative Accounts. Each narrative account will be prepared under the direction of the commanding officer of the unit. It will be documented carefully and the authority for statements of fact will be indicated by the use of references in the text or by footnotes and by the attachment of copies of supporting documents. Photographs and other evidence of the life and activities of the unit and its members, organizational charts, tables showing key personnel and changes of strength, and charts and figures to show the nature and extent of the units activities will be included. Particular attention will be paid to missions and assignments charged by higher authority, to the problems and difficulties encountered, and to the degree of success achieved in executing them.

6. Supporting Documents. Supporting documents will include general and special orders, administrative memoranda, mission reports, correspondence, interviews, minutes of meetings, air plans, intelligence data, routing sheets, teletypes, notes of telephone conversations, diaries, manning tables, briefing notes, maps and target charts, interrogation reports, commendations, awards, citations, et cetera.

7. Cooperation. All 26th Strategic Reconnaissance Wing activities on Lockbourne Air Force Base, will assist in furnishing historical personnel with all data of historical importance, whether or not current, and regardless of classification. All documents, of whatever kind, which are concerned with the events, actions, operations, and administration of any Wing Activity will be considered as having historical value.

8. Classification. Unit historical reports prepared within this command will be classified in accordance with pertinent security regulations.

9. Submission. One copy of the historical report of each unit assigned or attached will be submitted directly to the Wing Historical Officer not later than the 15th of the following month for which the history is prepared. Should there be a delay in the submission of this report, the Wing Historical Officer will be notified, giving the reason for the delay, and the date when the report may be expected to reach this office. In the event there is an item in the Appendix of Exhibits to this report that is of unusually significant value, four copies of this document will be forwarded to the Wing Historical Office when the squadron report is submitted on equipment, parts, etc, final mission reports, project reports of unusual projects that the squadron participated in, photographs of unusual activities such as pictures taken during a mission, et cetera.

Reg 210-1

10. Remarks. All unit historians will pay particular attention to the criteria established in Strategic Air Command Manual 210-1, in regards to topics to be considered and format for a unit history.

11. References. Air Force Regulation 210-3, dated 13 January 1950 and Change 3A dated 14 August 1952 thereto, Strategic Air Command Regulation 210-1, dated 7 October 1952, Strategic Air Command Manual 210-1, dated June 1951, and Second Air Force Regulation 210-1, dated 10 January 1953.

BY ORDER OF COLONEL SULLIVAN:

OFFICIAL:

CHARLES A. WRIGHT  
Major, USAF  
Adjutant

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF  
Adjutant

DISTRIBUTION

"B"

WING REGULATION)  
NUMBER 123-2)

26TH STRATEGIC RECONNAISSANCE WING (M)  
Lockbourne Air Force Base, Ohio  
9 June 1953

SUPPLY DIRECTORATE INSPECTOR  
WING INSPECTION SYSTEM

1. Purpose: To establish responsibilities and procedures for inspection of supply functions of the 26th Strategic Reconnaissance Wing as directed in Air Force Regulation 123-1, dated 13 January 1953, paragraph 48, Part III, AF Manual 67-1.
2. Scope: The provisions of this regulation are applicable to all organizations assigned or attached to the 26th Strategic Reconnaissance Wing.
3. General: The elimination of Wing Inspection functions require the Staff Directors to assume the duties formerly performed by the Wing Inspection Section.
4. Responsibilities:
  - a. Appointment of Supply Inspectors: The Director of Materiel will designate personnel of the Wing Supply Section to be known as Supply Inspectors. They will be charged with inspection responsibilities for all supply functions in the Wing.
  - b. Semi-annual Inspection: Materiel Directorate will conduct a semi-annual inspection of each Supply function of the Wing.
  - c. Semi-annual Staff Visits: Staff Visits will be conducted by the Materiel Directorate and scheduled so that they will fall approximately half-way between the semi-annual inspections or as determined necessary by the Materiel Directorate.
  - d. Scheduling of Inspections: It will be the responsibility of the Director of Materiel to publish and make available to all sections concerned, a schedule of Inspections and Staff Visits for each six (6) month period.
  - e. Past Inspection Report File: A Wing Supply Inspection File will be established and maintained by the Office of the Director of Materiel for reference purposes.
5. Procedure:
  - a. Processing Inspection Reports: Upon completion of an inspection, the report will be routed to the Commander of the organization inspected for processing in accordance with paragraph 17, Section IV, AFR 123-1, dated 13 January 1953. Upon completion of processing by the unit, the report will be forwarded through the Director of Materiel to the Wing Commander.
  - b. Processing Staff Visit Comments: Any irregularities discovered during a Staff Visit will be reported to the Organization Commander on an informal inter-office memorandum for his information only. These comments will not be forwarded to the Wing Commander, nor will an indorsement to the Director of Materiel be necessary.

Wg Reg 123-2  
Page 2 of 2 pages

c. The Wing Supply Inspection File: This file will be used on follow-up inspections to insure that corrective action is being taken on all previous discrepancies.

BY ORDER OF THE COMMANDER:

OFFICIAL:

*Charles A. Wright.*  
CHARLES A WRIGHT  
Major, USAF  
Adjutant

CHARLES A WRIGHT  
Major, USAF  
Adjutant

DISTRIBUTION:  
"D"

HEADQUARTERS  
801ST AIR DIVISION  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

SPECIAL ORDERS)

22 May 1953

NUMBER 122)

E X T R A C T

14. COL LEWIS E LYLE 4115A (Shipping AFSC 0026B) is rel fr asgmt & dy w/Hq 801st AB Gp this sta, SAC, is asg & WF Hq Sq, Air War College, Air univ, Maxwell AFB, Ala, o/a 10 Aug 53 RUAT CO NLT 14 Aug 53 for the purpose of attending cl 1953-54 of the Air War College. Off possesses Top Secret Clearance IAW AFR 205-6 EDCSA: 16 Aug 53, TPA w/4 days off tvl time. If pvt-owned conveyance is not used tvl time w/b the time of the common carr used. Tvl by mil or coml air, coml rail &/or bus auth, FCA, PCS, TDN: 5743500 448-331 P533.4-02-03-07 899-999. AUTH: AFR 35-99, Ltr Hq 2AF 2AFPGB 353 Subj: 1953-54 Senior Sv Sch, dt 10 Apr 53, As quoted Ltr Hq SAC DPMOS 210.3 dt 31 Mar 53. Ltr Hq USAF AFPMP-A Subj: School Order dt 3 Mar 53.

15. COL GEORGE W HUMBRECHT 3591A (Shipping AFSC 0026B) is rel fr asgmt & dy w/Hq 26th Strat Wg this sta, SAC, is asg & WF Hq Sq, Air War College, Air univ, Maxwell AFB, Ala, o/a 10 Jun 53 RUAT CO NLT 3 Aug 53 for the purpose of attending cl 1953-54 of the Air War College. Off possesses Top Secret Clearance IAW AFR 205-6. EDCSA: 20 Jul 53, Fifty-Two (52) DDALVP. TPA w/4 days off tvl time. If pvt-owned conveyance is not used tvl time w/b the time of the common carr used. Tvl by mil or coml air, coml rail &/or bus auth, FCA, PCS, TDN: 5743500 448-331 P533.4-02-03-07 899-999. AUTH: AFR 35-99, Ltr Hq 2AF 2AFPGB 353 Subj: 1953-54 Senior Sv Sch, dt 10 Apr 53, As quoted Ltr Hq SAC DPMOS 210-3 dt 31 Mar 53. Ltr Hq USAF AFPMP-A Subj: School Order dt 3 Mar 53.

BY ORDER OF COLONEL DOUGHER:

OFFICIAL:

JAMES H HARRIS  
Major, USAF  
Adjutant General

*Donald J. Waligowski*

DONALD J WALIGOSKI  
2nd Lt, USAF  
Asst Adjutant General

DISTRIBUTION:

30-Hq 801st AB Gp  
30-Hq 26th Strat Recon Wg  
10-Hq 2AF ATTN: 2AFPGB  
20-Commandant Air War College, Maxwell AFB, Ala  
20-DMP Hq USAF, Washington 25, D.C. ATTN: Colonel's CP  
20-Hq SAC, ATTN: Senior Off Sec, DMP  
10-Bud & Acctg Sec this sta 5-Coml Trans 0  
3-Stat Sv  
5-91AG  
5-26AG  
5-BP

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

**Col. Meng Dpt. CO  
26 Wing: Replaces  
Col. Humbrecht**

Col. William J. Meng was assigned to Headquarters, 26 Wing effective Tuesday, June 10 as Deputy Commander. He replaces Col. George W. Humbrecht, who leaves Lockbourne to attend the Air War College at Maxwell Air Force Base, Montgomery, Alabama.

Col. Meng previously held the position of Director of Materiel for the 91 Wing. He has worked with Col. Humbrecht for the past few weeks and will immediately fill the position left vacant by him.

9

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

9 June 1953

GENERAL ORDERS)

NUMBER 10)

STAFF ASSIGNMENTS

1. COLONEL WILLIAM R MENG 1510A this Headquarters is appointed Deputy Wing Commander of Headquarters 26th Strategic Reconnaissance Wing (M) this station effective 10 June 1953, VICE COLONEL GEORGE W HUMBRICHT 3591A.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A. WRIGHT  
Major, USAF  
Adjutant

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF  
Adjutant

DISTRIBUTION:

15 - Hq 26th Strat Recon Wg  
1 - SAC  
1 - CG 2AF  
2 - 801st AD  
5 - Adj, 26th Wing  
2 - Ea orgn this Wg  
1 - Central Files

10



26TH STRAT RECON WG STAFF MEETING MINUTES

13 June 1953

I. SPORTS CAR RACES:

One officer and two (2) airmen will be appointed to a committee for the purpose of determining exactly how the proceeds from the Sports Car Races will be utilized. One airman will be chosen from a tactical organization and the other from a maintenance organization. Objectives of this race are: A consolidated base drive for charity organizations such as United Appeals, Air Force Aid Society, etc, the rest of the proceeds will be divided up between the squadrons to be used for barracks improvement, etc.

II. 2AF CMDRS BOOKLET

The Commanders booklet received by Wg Cmdr at 2AF Conference will be passed around to the staff officers, request they extract the items pertaining to their sections.

III. GROUND POWERED EQUIPMENT

A check list will be published by 2AF for the operators of ground powered equipment.

IV. CHECK LIST

A suggestion was made to compile a check list for every man who has a part in the mobility plan or base evacuation plan.

V. ROUTING SLIPS

Request that all correspondence that requires Wg Cmdrs action have a memo routing slip attached informing him as to what action must be taken.

VI. OPERATIONS BRIEFING

Beginning Monday, 15 June and every morning thereafter (Incl Sat.) Director of Operations will conduct an Operations briefing in the Wg Control Room at 0800. Items to be discussed will be what operations were scheduled, what was accomplished, what is to be accomplished in the future, etc. Personnel required to attend: Wg Cmdr, D/Comdr, D/M, D/P, Adj, Wg Cmptr. - Sqn Cmdrs if they feel that they should attend.

VII. GROUND TRAINING PROGRAM

Capt. Franz is compiling a priority list for command decision as to what requirements must be accomplished for both airmen and officers in Headquarters Squadron Section.

11

26th SRW Staff Mtg Minutes (Cont'd)

VIII. RECORDS

An office will be established by Hdq Sqdn Section in Wing Headquarters (Bldg T-261) for the purpose of checking airmen and officers records. - These records will be checked by appointment.

IX. PHYSICAL CONDITIONING PROGRAM

SAC Reg 50-2 will be used as a guide for these requirements.

X. WAR ROOM

The War Room is in the process of construction.

XI. REPORTS

Wg Comptroller is preparing a list to be submitted to all Squadrons as to what reports are their responsibility. (This does not include one time and special reports.)

XII. TO&E's

New TO's will be available at base personnel on the 20th of June for all squadrons of the Wing.

XIII. AO PROCEDURE

Wg Adjutant will brief Wg Cmdr as to what procedure is used to pick Airdrome Officers.

XIV. WASH RACKS

There is one (1) wash rack for aircraft on the station, 26th Wg will rotate everyother day with the 91st Wg in using this wash rack. It was suggested that prisoners be used on this wash rack, Chief of Maintenance said he would inquire if this was possible.

XV. BASE STAT

1. Base Stat has completed a reports control file for the 26th Wing. In the future Wg Comptroller will send out suspense slips.

2. Base Stat also requests that NEGATIVE reports be submitted in letter form and not IOM's.

26th SRW Staff Mtg Minutes (Cont'd)

XVI. 2AF MAINTENANCE PERSONNEL

Major Riedy gave a brief resumé of the comments and suggestions made by 2AF Maintenance Personnel (Maj. Colia, Capt. Field, WO Pruden) who were here on a staff visit.

XVII. PARADES

It was requested that Sqdn Cmdrs and Staff Officers submit a list of personnel that are to be excused from parades to the Wg Cmdr.

XVIII. MILITARY TRAINING

A suggestion was made to use Saturday morning for military training. - Ground training officer will check into this matter.

*Charles P. Wright* *may. USAF*  
H. R. SULLIVAN  
Colonel, USAF  
Commanding

26TH STRAT RECON WG STAFF MEETING MINUTES

27 June 1953

I. DUTY ROSTERS

Beginning 1 July Air Division will maintain all duty rosters. The only personnel who will be excused are Medical Officers, Chaplain and Provost Marshal.

II. AIRMEN PROMOTION BOARDS

Request Sqdn Cmdrs inform the Wg Cmdr (by memo) as to whether or not they think they should attend or be on promotion boards. - Sqdn Cmdrs will see recommendations of the promotion boards before they are approved.

III. BARRACKS INSPECTION

There will be a barracks inspection 27 June 1953 at 0830 - Adjutant Section has notified all Sqdn Cmdrs as to uniform. - Air Refueling Squadron will be excused.

IV. TWX - OFFICERS RECORDS

Personnel has received a TWX from Washington indicating that we will review all Officers records for possible discharge of sub-standard officers. A list will be sent to us from higher headquarters as to some of those officers whose records should be reviewed.

V. AIRMEN CLASSIFICATION

Wg Personnel will work with the Squadrons to get the PAM's cut on those personnel who have returned from school, but have not been reclassified. This must be done at the supervisory level and should be done as soon as possible. - PAM action must be made on each airman.

VI. COMPLAINTS

It is requested that any personnel having problems to present to Second Air Force clear them through the Wing Commander and/or Division Staff before contacting 2AF. This does not apply to routine info matters.

VII. TENTATIVE MONTHLY SCHEDULE FOR SATURDAYS

July 11 - Monthly AD Review, 18th of July will be for Sqdn Cmdrs and 25 July - NCO Call at Base Theatre at 1000 and Officers call at 1100.

VIII. WHERRY HOUSING

It was announced that the Wherry Housing Act has been extended, and that they are proceeding with engineering for Lockbourne, however, there is still nothing firm enough to set a target date.

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26SRW Staff Minutes (Cont'd)

IX. POLICY FOR HARDSHIP DISCHARGES

A TWX was received indicating that airmen requesting hardship discharge, whose case falls on the boundary line, should be approved, if he has completed two years service. - An attempt should be made by Sqdn Cmdrs to see how he stood with his Selective Service Board before entering the Air Force as to whether this hardship existed before his enlistment or has happened since.

X. SPORTS CAR RACE

Capt. Wolfe gave a brief resume of the sports car race and brought the Wing Staff up to date. - This briefing indicated that the 26th Wing has fallen way behind the Air Base Group and 91st Wing. Our average per person is way too low. - It is requested that each squadron appoint an officer to attend the weekly meetings held by the Sports Car Race headquarters in order that they may brief the squadrons as to what is being accomplished.

XI. OFFICERS CLUB

Col. Adams requested all Squadron Officers to let him know if they were not receiving the Minutes of the Board of Governors Meeting and the Financial Report.

XII. MATERIEL

Major Riedy will be acting Director of Materiel in the absence of Lt. Col. Dodds who will be at ECM School.

XIII. ERRORS ON REPORTS

It is requested that Squadron Commanders make a closer check on morning reports and C&A List, Base Stat indicates that these two (2) reports in particular have an excessive amount of errors. Squadron clerks should be reminded of their responsibility.

*Charles A. Wright*  
for  
H. R. SULLIVAN  
Colonel, USAF  
Commander

HEADQUARTERS  
801ST AIR DIVISION  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

SPECIAL ORDERS)

25 June 1953

NUMBER 149)

## E X T R A C T

24. Fol Amn orgn indicated 26th Strat Recon Wg (M) this sta are dsgd as non-cr/m IAW par 5c AFR 39-47 & as such are required to participate in reg & frequent aerl flts for a pd of fifteen (15) days off dt indicated. AUTH: AFR 39-47 & 1st Ind Hq USAF AFDMC-A 10 Jul 51 to Ltr Hq SAC 220.49 Subj: Req for fly status for non-cr/m.

	<u>26TH AIR REFLG SQ</u>	<u>EFF DT</u>
S SGT DONALD C WILSON	AFL5445982	1 Jul 53
A/2C ROGER E FOLLETTE	AFL2409622	16 Jul 53
<u>HQ 26TH STRAT RECON WG</u>		
M SGT CHARLES T STEFFENHAGEN	AFL2024046	1 Jul 53
<u>26TH PERIODIC MAINT SQ</u>		
A/1C MARSHAL H GRAVITT	AFL4396805	1 Jul 53
A/1C EDWIN F HAWKINS	AFL2346407	16 Jul 53
<u>26TH FLD MAINT SQ</u>		
A/1C JOHN H MCBROOM JR	AFL7291180	16 Jul 53
<u>26TH AFMT &amp; ELECT MAINT SQ</u>		
S SGT ERWIN A CARROLL	AFL4333966	1 Jul 53
A/1C DONALD O BERNARD	AFL5434428	16 Jul 53

25. Fol Amn (Shipping AFSC 62010) are rel fr asgmt & dy w/801st Food Sv Sq 801st AB Gp this sta & rsg in gr to 26th Med Gp 26th Strat Recon Wg (M) this sta rpt NLT 1 Jul 53 for dy. PCA. No tvl involved. DCSA: 1 Jul 53. AUTH: AFR 35-59 & Ltr Hq 801st AB Gp dt 23 Jun 53 Subj: Rsgmt of pers file BFB 220.01.

A/3C DANIEL MC KENZIE	AFL4431597	A/3C JOSEPH T ROGAN	AFL3433511
A/3C CHARLES L FARFELL	AFL9433421	A/3C PATRICK D VERCHER	AFL8398105
A/3C ROBERT I MC CREARY	AFL2429650	A/3C LINWOOD WILLIAMS	AFL3460078
A/3C ERNEST FERKINS JR	AFL7359110		

26. Fol Amn (Shipping AFSC indicated) are rel fr asgmt & dy w/801st Food Sv Sq 801st AB Gp this sta & rsg in gr to 26th Med Gp 26th Strat Recon Wg (M) this sta rpt NLT 1 Jul 53 for dy. PCA. No tvl involved. EDCSA: 1 Jul 53. AUTH: AFR 35-59 & Ltr Hq 801st AB Gp dt 23 Jun 53 subj: rsgmt of pers file BFB 220.01.

T SGT (62270) HAROLD H MILSTEAD	AFL4057063	A/3C (62230) WILLIAM MCFALL	AF38568714
S SGT (62150) CLIFFORD KIRK JR	AF35888279	A/3C (62230) LUTHER F TICE	AFL4425627
A/1C (62150) JOHN R BYARS	AFL4396215	A/3C (62230) ARTHUR E TURNER	AFL3445195
A/1C (62150) ROBERT A COMER	AFL4373220	A/3C (62230) JOSEPH WRIGHT	AFL3425892
A/2C (62350) CURTIS W WILSON JR	AFL4360242	A/2C (62230) JOSEPH C SANSONE	AFL2352028
A/2C (62230) JOHN S BARNETT	AFL4427069	A/B (62230) ANDREW E BASTER	AFL3442700
A/3C (62230) JESSIE D DALTON	AFL4432340	A/B (62230) KERPLIE BISHOP	AFL3422258
A/3C (62230) DONALD V DIODATO	AFL1240615	A/B (62230) JOSEPH DUTREE	AFL4432109
A/3C (62230) ROBERT L GRIFFITH	AFL3417493	A/B (62230) JAMES E WORSLEY	AFL3382560

13

SO 149 Hq 801st ADiv, LAFB, Ohio, dt 25 Jun 53, cont'd.

27. MAJ WALTER R THOMPSON 13792A (Shipping AFSC 4316) is rel fr asgmt & dy w/26th Fld Maint Sq 26th Strat Recon Wg (M) this sta (SAC) is asg & WP 2266th Pers Processing Sq Cp Kilmer N J o/a 26 Jun 53 RULT Cmdr NLT 18 Jul 53 for further asgmt to Hq NEAC APO 862 c/o PM New York N Y against pg 3 ln 7 NEAC Jul supply rep. Off w/b processed for this asgmt IAW AFR 35-59, SAC Reg 35-4 & SAC Ltr 35-1. AFR 35-6 w/b complied with & imm dird therein w/b accomp immed. All mail & bag w/b addressed to show gr, name, AFNS, 2266th Pers Processing Sq Cp Kilmer N J. EDCSA: 18 Jul 53. TPA w/two (2) days ofl tvl time. If tvl is not performe d by pvt the tvl time w/b the time of the common carr used. Tvl by mil or coml acf t coml rail and/or bus auth. Concurrent tvl of depns is not auth. Shpmt of pvt-owned automobile auth IAW AFR 75-59. ICA PCS TDN: 5733500 348-341 F533.5-02 03 07 S99-999. AUTH: AFR 35-59 & msg 21F 2AFPEA 2784 dt 25 Mar 53.

28. SMOF 15 SO 73 this Hq cs pertaining to rel fr EMD of 1ST LT RALPH E RIDGEMAN 10785510 Hq 801st AB Gp as reads "WP his home of red: RR #5 Eaton Oh o/e 30 Mar 53 arr threath NLT 31 Mar 53 on which dt he is rel fr EMD" is amnd to read "WP his HOR RR 5 Eaton Ohio o/e 30 Mar 53 arr threath NLT 1 Apr 53" & as reads "eff 1 Apr 53 off is asg VRS 1st AF Mitchel AFB N Y" is amnd to read "eff 2 Apr 53 off is asg N/RS Hq 1st AF Mitchel AFB N Y".

29. 1/2C CHRISTOPHER O DUFFY AF13464074 (W)(M)(Reg/F) is rel fr asgmt & dy w/91st Med Gp 91st Strat Recon Wg (M) this sta (SAC) & w/B disch fr the USAF eff 25 Jun 53 by rason of convn of govt to acpt com . Ann HOR 4215 Jenifer St NW Washin ton 15, D C. ICA PCS TDN: 5733500 348-401 F534.1-02 03 07 S99-999. Unused acrd lv w/b carried fwd IAW AFR 35-22 into com status. AUTH: AFR 39-14 par 3a.

30. Par 15 SO 142 this Hq cs pertaining to rsgmt of 1/1C ERNEST C FERRETT AF18151595 fr 801st Sup Sq 801st AB Gp to 2750th Med Gp Wright Patterson AFB Ohio (Patient) is amnd to delete "TDN: 5733400 367-6900 F478.1-02 03 S33-617" & further amnd to add "ICN: 5733500 348-391 F533.15-02 03 07 S99-999".

BY ORDER OF THE COMMANDER:

OFFICIAL:

JAMES H HARRIS  
Major, USAF  
Adjutant

*Phanuel J Hamilton*  
PHANUEL J HAMILTON  
2d Lt, USAF  
Asst Adjutant

DISTRIBUTION:

10- 26th Air Rflg Sq	10- 2266th Pers Processing Sq Cp Kilmer N J
5- Hq 26th Strat Recon Wg	1- Post O Cp Kilmer N J
10- 26th Periodic Maint Sq	5- N/RS Hq 1st AF Mitchel AFB N Y
35- 26th Fld Maint Sq	5- 26WDFA
10- 26th A&E Maint Sq	5- BPA
100-801st Food Sv Sq	5- BFB
5- 26th Med Gp	5- 26WDFO
10- Hq 801st AB Gp	15- BF Disch Sec (Par 28)
20- 91st Med Gp	5- 91WDFA
5- 801st Sup Sq	5- CRB
5- 2750th Med Gp Wright Patterson AFB Ohio	3- CRR
	5- Coml Trans O

26TH FIELD MAINTENANCE SQUADRON (M)  
Lockbourne Air Force Base  
Columbus 17, Ohio

SPECIAL ORDERS)

27 June 1953

NUMBER 31)

ASSUMPTION OF COMMAND

Under the provisions of Air Force Regulation 24-1 dated 10 November 1950, the undersigned hereby assumes command of the 26th Field Maintenance Squadron (M), Lockbourne Air Force Base, Columbus 17, Ohio

/s/Ronald B Pettit  
RONALD B PETTIT  
1st Lt USAF  
Commanding

A TRUE EXTRACT COPY

*Armin F. Herold Jr.*  
ARMIN F HEROLD JR  
Capt., USAF

14



26TH FIELD MAINTENANCE SQUADRON (M)  
Lockbourne Air Force Base  
Columbus 17, Ohio

SPECIAL ORDERS)

29 June 1953

NUMBER 32)

ASSUMPTION OF COMMAND

Under the provisions of Air Force Regulation 24-1 dated 10 November 1950, the undersigned hereby assumes command of the 26th Field Maintenance Squadron (M), Lockbourne Air Force Base, Columbus 17, Ohio.

/s/John S. Russ  
JOHN S. RUSS  
1st Lt. USAF  
Commander

A TRUE EXTRACT COPY

*Armin F. Herold Jr.*  
ARMIN F. HEROLD JR.  
Capt., US F

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	AIRCRAFT STATUS					
	Hours		Per Cent		Average	
	<u>T-33A</u>	<u>KC-97F</u>	<u>Hours on Hand</u>		<u>No. Acft</u>	
		<u>T-33A</u>	<u>KC-97F</u>	<u>T-33A</u>	<u>KC-97F</u>	
On Hand	2160	14,749	-	-	3	20.5
In Commission	653	8,531	30.3	57.8	0.9	11.8
ACCF	690	2,299	32.0	15.6	1.0	3.2
TOC	0	127	0	0.9	0	0.2
Inspection	477	1,669	22.1	11.3	0.7	2.3
Unscheduled Maintenance	340	2,123	15.6	14.4	0.4	3.0
Flying	39:45	520:40	1.8	3.6	-	-
Required Flying Hours	-	500	-	-	-	-
Required No. of Sorties	-	88	-	-	-	-
No. of Sorties Flown	29	102	-	-	-	-

20

A TRUE COPY

*Charles A. Wright*  
 CHARLES A. WRIGHT  
 Major USAF  
 Adjutant

	26ARS		3RD SRS		Hq Sect (Maint Control)		FMS		FMS		AGE		WING	
	Manhours	%	Manhours	%	Manhours	%	Manhours	%	Manhours	%	Manhours	%	Manhours	%
Assigned	17856	-	10960	-	5072	-	28384	-	61894	-	31920	-	156086	-
Available	11532	65	5687	52	4484	88	17880	64	34768	56	19029	60	93380	60
Direct	7560	66	883	16	0	0	5899	33	12599	36	1495	8	28436	30
Indirect	3972	34	4804	84	4484	100	11981	67	22169	64	17534	92	64944	70
Overtime	1319	-	0	-	6	-	0	-	8	-	0	-	1333	-
Absent (total)	6013	34	5272	48	738	15	11775	42	21071	34	12013	38	56882	36
Sick	229	4	56	1	152	21	212	2	639	3	481	4	1769	3
Squadron Duty	608	10	332	6	292	40	1783	15	4436	21	4035	34	11486	20
AWOL	40	1	8	0	0	0	140	1	326	2	0	0	514	1
Leave	1572	26	672	13	124	17	1468	12	2992	14	2556	21	9384	17
Pass	680	11	418	8	64	8	196	2	1483	7	1341	11	4182	7
TDY	1642	27	2106	40	8	1	6024	51	6647	32	924	8	17333	31
Other	1260	21	1680	32	98	13	1952	17	4548	21	2676	22	12214	21

A TRUE COPY

Charles O. Wright  
 CHARLES A. WRIGHT  
 Major USAF  
 Adjutant

SECRET

### **Sgt. Alsteen Wins First Prize For Trailer Park Lot**

The Base Trailer Park celebrated the climax of the recent clean-up and beautification program and the first anniversary of the park with a huge picnic and party on the park grounds last Saturday.

One of the main events of the day was the judging of Trailer Park lots by Col. H. R. Sullivan, commander of the 26 Strat Recon Wing. First prize, a \$25 bond, was won by T/Sgt. Felix Alsteen, 801 AIO Sq. Second prize went to T/Sgt. Edward Ralls, 801 Air Base Group. Third prize, a special one for new residents, was given to M/Sgt. Paul Green, 26 Strat Recon Wing.

The entertainment for the event included bingo, games and outdoor movies. S/Sgt. R. J. Cloutier was in charge of the program and M/Sgt. Gillis Scott handled refreshments.

Special guests of the Trailer Park were Col. Charles B. Dougher, commander of the 801 Air Division, and Col. H. R. Sullivan, commander of the 26 Strat Recon Wing, and their families.

*RECON RECORDER  
19 JUNE 1953*

SECRET  
SECURITY INFORMATION



JULY

SECRET

1953

*Trans*  
*5-5344*  
*Sept*

*K-106-26-41*  
*July 1953*

# HISTORY



26TH STRATEGIC RECONNAISSANCE WING  
LOCKBOURNE AIR FORCE BASE  
OHIO

*Incl 2*  
RSI Cont# No  
S01108

SECRET

COPY 1 OF 5  
PAGE OF PAGES

*5-1524* SECURITY INFORMATION

**RESTRICTED**

*3-1127-13A*

*2604-85*

Serial Control No  
S 01108

REGISTER OF PERSONNEL HANDLING SECRET MATERIAL				DATE
DIVISION	OFFICE			
<i>Historical</i>				
SUBJECT & DESCRIPTION OF INCLOSURES <i>3-1127-12A</i>			NO. OF INCLOSURES	
<i>History of 26th Strategic Recon Wing</i>				
INSTRUCTIONS: The above described Secret document has been received in this office this date. The circulation of this material will be limited to the minimum number of persons necessary for completion of the required action. The names of all persons handling or having knowledge of the subject document will be recorded below as indicated. The document will be returned to the Top-Secret Control Officer (Room _____) for record prior to dispatch from this office or other disposition. This form will not be removed from the subject document except by him when forwarding.				
NAME	DATE	TIME	PURPOSE	ALL PAPERS ATTACHED
<i>Wm Allison</i>	<i>6 OCT 1953</i>	<i>0800</i>	<i>Log</i>	<input checked="" type="checkbox"/>
<i>V. Murphy</i>	<i>7 Oct. 53</i>		<i>Accession</i>	<input type="checkbox"/>
MEMORANDUM FOR THE RECORD				

AU FORM 65A  
1 JUL 53

USAF - GAFB, ALA (540028) 30M

SECRET

SECRET

M.U.H. CO 26th SRW  
DATE 10 Sept 1953

NAME Charles A. Wright

HISTORY

OF

26TH STRATEGIC RECONNAISSANCE WING, MEDIUM

801st Air Division

Second Air Force

From

1 July 1953 through 31 July 1953

ASSIGNED UNITS

26th Medical Group  
Headquarters Squadron Section  
26th Field Maintenance Squadron  
26th Periodic Maintenance Squadron  
26th Air Refueling Squadron, Medium  
3rd Strategic Reconnaissance Squadron, Medium  
4th Strategic Reconnaissance Squadron, Medium  
10th Strategic Reconnaissance Squadron, Medium  
26th Armament and Electronics Maintenance Squadron

Collected and Compiled for the  
Wing Historical Officer by

S/Sgt Robert C. Franklin

APPROVED BY:

*Henry R. Sullivan Jr.*  
HENRY R. SULLIVAN, JR.  
COLONEL USAF  
Commander

HISTORICAL OFFICER:

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major USAF  
Adjutant

RSI Cont. No.  
S 01108

SECRET  
SECURITY INFORMATION

8-1127-12A

• COVER PAGE

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Seated

Colonel Charles B. Dougher, Commander 801st Air Division

Standing Left to Right

Colonel K. P. H. Townsend, Executive Officer 801st Air  
Division; Colonel H. R. Sullivan, Jr., Commander 26th  
Strategic Reconnaissance Wing, Medium; Colonel J. Preston  
Commander 91st Strategic Reconnaissance, Wing, Medium  
Colonel L. B. Lyle, Base Commander.

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

There were two major problems to be given immediate action with the start of July. The first problem to confront Colonel Henry R. Sullivan, Jr., Commander of the 26th Strategic Reconnaissance Wing, Medium, his Staff and Squadron Commanders was in answer to the letter received from the Executive Officer, 801st Air Division, Colonel K. P. H. Townsend, requesting that all publications files maintained in Staff Sections and Squadrons be screened to determine if they were current and up to date. Immediately there was an inspection team of one non-commissioned officer from the Adjutant Section and one Airman first class from the Materiel Section of the 26th Wing organized to make this inspection of the files. The inspection was completed and the answer forwarded to Colonel Townsend on 6 July 1953 with comments or action taken. The next problem, was the forwarding

1. Photograph of Colonel Henry R. Sullivan, Jr., alighting from an RB-47. Exhibit I
2. Ltr, 801 ADiv to CMDR 26th SR Wg, "Maintenance of Publication Files", 3 June 1953, DDP 300. Exhibit 1
3. Ibid.
4. Ibid.
5. IOM, CMDR 26th SR Wg to DDP 801 ADiv, "Maintenance of Publication Files", 6 July 1953, DDP 300. Exhibit 2

on 8 July 1953 of the answer to Second Air Force as to completed  
action taken in regards to the Records and Administration Ins-  
pection as conducted by Second Air Force Inspectors 11-22 May  
1953.

Immediately following these two major problems was the change  
in Staff assignment of the Director of Personnel to Major George  
D. Sampson vice Lieutenant Colonel Gene C. Willms effective 13  
July 1953.

The 4th Strategic Reconnaissance Wing with Major William E.  
Beaty, Jr., assuming command on 17 July 1953 commenced manning  
this same date from a one officer, one airman basis. There were  
38 officers and seven airmen transferred to the 4th from various  
squadrons of the 26th Wing. The remainder of the authorized  
strength for the 4th Strategic Reconnaissance Squadron was ex-  
pected to be filled by the latter part of August from school  
returnees and supporting units of the 26th Wing in accordance with  
program planning as set forth by Second Air Force. With the

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6. 1st Ind, 801 ADiv to CMDR 2AF, 8 July 1950 to IG 2AF 22  
May 1953. Exhibit 3
  7. Inspection Report from the Inspector General Second Air Force  
11-22 May 1953.
  8. GO 11, Hq 26th SR Wg, 12 July 1953. Exhibit 4
  9. Photograph, Major George D. Sampson, Director of Personnel.  
Exhibit II
  10. 2AF Programming Plan 35-52, 7 January 1953. Exhibit 5



manning of the 4th Squadron underway this left the 10th Strategic Reconnaissance Squadron as the only squadron still on a one officer one airman basis.

11  
On 20 July 1953 a new mess schedule was set up to utilize all available transportation and to eliminate overcrowding in the mess halls. This new schedule is found to be working perfectly for all personnel concerned.

12  
To round out the month, a revised wing inspection system was devised by the Wing Inspector to be followed by all personnel concerned.

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11. WPL 19, Hq 26th SR Wg, 20 July 1953. Exhibit 6
  12. 26WR 123-1, Hq 26th SR Wg, 29 July 1953. Exhibit 7

CHAPTER II

PERSONNEL

The total assigned strength of the 26th Strategic Reconnaissance Wing, Medium and her supporting units as of 31 July 1953 was 246 officers and 1350 airmen against an authorized strength of 381 officers and 1670 airmen in comparison with the Second Air Force Programming Plan of 1462 officers and airmen.<sup>2</sup> These figures show the 26th Wing to be a trifle over the programming plan totals but under the authorization due to the 10th Strategic Reconnaissance Wing still being on a one officer and one airman basis and the 4th Strategic Reconnaissance Squadron being only partially manned.

There was a slight regression in officer strength during the month which resulted from officers being released from active duty earlier than their scheduled release dates and normal input was not sufficient to overcome the regression caused by these releases. Increase in airmen personnel was a normal input from Air Training Command formal schools and overseas returnees. On

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1. Interview by S/Sgt R. Franklin, Historian, with Major George D. Sampson, Director of Personnel, 4 September 1953.
  2. 2AF Programming Plan, 7 January 1953. Exhibit 5

2 July 1953 Captain Thomas H. Bassford<sup>3</sup> assumed duties as Personnel Officer, and Second Lieutenant Lester D. Strohl,<sup>4</sup> who was acting Personnel Officer was reassigned to the 26th Armament and Electronics Maintenance Squadron with a reporting date of 14 July 1953 where he assumed duties of the Squadron Adjutant.

Major George D. Sampson<sup>5</sup> former Chief of the Technical Training Branch of Second Air Force reported on 9 July 1953 to this organization and assumed duties as Director of Personnel<sup>6</sup> on 13 July 1953 vice Lieutenant Colonel Gene C. Willms who assumed duties as Wing Inspector.<sup>7</sup>

Reorganization of the Directorate of Personnel was started immediately. The office was formed into three sections; assignments and actions, control and training, and the administrative section. Each section was given a list of their responsibilities and a set of Internal Operating Procedures was being written for each duty assigned. 90 per cent of the Internal Operating Procedures were in draft form by 31 July 1953. In addition to the procedures, many charts and graphs were accomplished by each section. Among these were combat crew training school status

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3. PAM 28, Hq 26th SR Wg, 2 July 1953. Exhibit 8
  4. SO 94, Hq 26th SR Wg, 13 July 1953. Exhibit 9
  5. Photograph of Major George D. Sampson. Exhibit II
  6. GO 11, Hq 26th SR Wg, 12 July 1953. Exhibit 4
  7. Interview by S/Sgt R. Franklin, Historian, with Major George D. Sampson, Director of Personnel.

charts for pilots and navigators; charts to reflect authorizations and assignments within each squadron; organization charts, reports control chart and the alert notification plan.

<sup>8</sup>  
During the month of July, this organization was required to submit many nominations for overseas assignments but few were selected as the last permanent change station dates and foreign service selection dates were too recent as compared to personnel of other units at Lockbourne. Airmen who were selected for these assignments were volunteers.

<sup>9</sup>  
Several officers were processed for school during July with 31 observer pilot's, six B-47 pilot's and six single rated pilots departing for Phase I of the B-47 Combat Crew Training Schools.

<sup>10</sup>  
Classification action for the month was mainly in entering personnel into Mobile Training Detachment training for the B-47 type aircraft and redesignating Air Force Specialty Code suffixes appropriately. Many duty Air Force Specialty Codes were elevated in a normal career ladder progression to advance qualified personnel and to fill many T/O vacancies.

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8. Interview by S/Sgt R. Franklin, Historian with Captain Thomas H. Bassford, Personnel Officer.

9. Ibid.

10. Ibid.

Three changes of Squadron Command took place during this period. Major William E. Beaty, Jr., assumed command of the 4th Strategic Reconnaissance Squadron vice First Lieutenant William R. Ward who reverted to Squadron Adjutant on 17 July 1953, this change taking place with the commencement of manning the same date. Major John H. Atkins, Jr., assumed command of the 26th Field Maintenance Squadron 16 July 1953 having been the senior officer present. Major Robert C. Householder 3rd Strategic Reconnaissance Squadron assumed command on 18 July 1953, having returned from B-47 Crew Training, Wichita, Kansas vice Major Henry M. Hennington, relieved.

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11. SO 1, 4th SR Sq, 17 July 1953. Exhibit 10
  12. SO 40, 26th FM Sq, 21 July 1953. Exhibit 11
  13. SO 33, 3rd SR Sq, 21 July 1953. Exhibit 12
  14. Photograph, Staff Section, 3rd SR Sq. Exhibit III

CHAPTER III

OPERATIONS AND TRAINING

1 July 1953 was an all important date not only for the Operations section but also for the 26th Reconnaissance Wing and the 3rd Strategic Reconnaissance Squadron, one of the components assigned to the wing. The first YRB-47<sup>1</sup> arrived this date piloted by Colonel Henry R. Sullivan, Jr., Commander of the 26th Wing and was assigned to the 3rd Strategic Reconnaissance Squadron. In all there were 14 YRB-47's delivered during July and two additional T-33's to the 3rd Squadron with one yet to come. In as much as this was the first month of operation for the 3rd Squadron they only logged 88:15 hours flying time in the YRB-47 and 28:10 hours in the T-33.

One of the tragedies that is bestowed upon us from time to time happened to strike on the 24th day of July when one of the newly assigned YRB-47 aircraft<sup>2</sup> crashed and was consumed by fire having gone out of control while attempting a touch and go on a transition flight<sup>3</sup>. Majors John Childs and Eugene Broemmelsiek<sup>4</sup> along with Captain Melvin Skiff all crew members of the plane

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1. Recon Recorder (Lockbourne AFB, Ohio) 10 July 1953 p 1. Exhibit 13
  2. Photograph of Lockbourne Firemen fighting fire of crashed YRB-47 aircraft. Exhibit IV
  3. Photograph of crashed YRB-47 Aircraft. Exhibit V
  4. Ibid. Exhibit VI

were quite unfortunate in that they could not escape from the plane causing the loss of their lives and a detriment to the service, their families and the community.

Ten of the newly assigned aircraft underwent acceptance, inspection and flight test performances to report a state of mission readiness to operations.

With 11 combat-ready crews available for assignment during July, the 26th Air Refueling Squadron was able to perform all assigned operations with a high skilled level of efficiency. Among the leading missions carried out under orders from Operations and Higher Headquarters were:

1. Ten crews involved in a coordinated maneuver with ADC-SAC out of Harmon Air Force Base, Newfoundland, with a total of 219:00 hours flown by authority of the Strategic Air Command.<sup>5</sup>

2. Participation of two aircraft in the Detroit Air Show at Wayne Major Air Field, Michigan, showing a total of 26:35<sup>6</sup> hours.

3. Refueling of F-34 aircraft at Turner Air Force Base, Georgia with 10:30 hours flown.<sup>7</sup>

4. Ferrying of Reserve Officer Training Corps Cadets from

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5. Ops Order 61-53, Hq Sac, 6 July 1953.

6. Ops Order 117-53, Hq 26th SR Wg, 1 July 1953.

7. Ops Order 204-53, Hq 26th SR Wg, 3 July 1953.

Turner Air Force Base, Georgia to Eglin Air Force Base, Florida.  
8  
9:50 hours flown.

5. Flying of eight aircraft to Griffiss Air Force Base,  
9  
New York for annual weighing. 93:50 hours flown.

The most interesting July mission was the 26th Air Refueling  
10  
Squadron's participation in "Operation Tailwind." This was a  
Strategic Air Command practice penetration of the Air Defense  
Command radar and fighter interceptor network safeguarding the  
North American Continent.

With ten aircraft from the 26th Air Refueling Squadron  
committed on this operation, flying from Harmon Air Force Base,  
Newfoundland, it was the squadron's mission to penetrate the  
Goose Bay, Eastern Canadian and Northeastern United States De-  
fense nets.

11  
On 9 July 1953 squadron participation began with the depar-  
ture at 1000Z of one KC-97 aircraft containing Lieutenant Colonel  
Madison M. McBrayer and Captain Kenneth Sauer. Arriving at Harmon  
Air Force Base they established the necessary liaison for the  
crews who were scheduled to arrive the following day.

The nine remaining aircraft which were to fly in "Operation  
Tailwind" departed Lockbourne Air Force Base 10 July 1953. The

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9. Ops Order 856, 26 ARS, 7 July 1953.  
9. Ops Orders 916 917, 922-925 and 927, 26 ARS, 11 July 1953.  
10. Ops Order 61-53, Hq SAC, 6 July 1953.  
11. Interview by S/Sgt R. Franklin with Lt. Col McBrayer,  
Cmdr, 26 ARS 3 August 1953.



flight to Harmon Air Force Base was extended to afford maximum opportunity for 50-8 accomplishments including long range cruise control, day celestial and radar navigation legs.

12

These aircraft arrived over Harmon Air Force Base at approximately 1740Z but the presence of a heavy ground fog over most of Southern Newfoundland made landing impossible. Captain Donald Evans, commander of aircraft 269 attempted two Ground Control Approaches but was unable to see the runway when down to 200 feet altitude. In view of the prevailing conditions and the weather forecast, the flight was then directed to Limestone Air Force Base, Maine by Lieutenant Colonel McBrayer. Landing was completed at Limestone Air Force Base shortly after 2015Z. Here the crews found the cool, clean, pine-scented atmosphere a refreshing change from the muggy summer evenings of central Ohio.

13

The following day, 11 July 1953, these aircraft proceeded to Harmon Air Force Base without further delay arriving at 1350Z. Briefing was conducted upon arrival and the afternoon and evening were left for crew rest and enjoyment.

Final preparations were completed late the evening of 11 July 1953 and in the early Newfoundland morning the first flights left on the mission. For purposes of deception the first leg was on

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12. Interview by S/Sgt R. Franklin with 1Lt George Collins, Historian 26 ARS.

13. Ibid.

course toward England with dummy flight clearances filed accordingly. This formation of six aircraft was led by Major John Frazier with Captain Judson Campbell as lead navigator.

<sup>14</sup>  
Take-offs were made at one minute intervals and after circling Harmon Air Force Base Radio Range the flight departed on course climbing to five thousand feet. Flying a 040° course the steep wooded Newfoundland cliffs were soon visible in the early morning twilight. Groais Island was passed at 0643Z and the planes were soon at sea. Surface vessels were reported, logged and swiftly passed on this leg and the flight continued smoothly.

The first turning point was reached at 0841Z and the flight's direction was altered to the west toward Goose Bay Radio. Icebergs floating down the cold Labrador current were sighted at 0855Z twenty miles left of course in the vicinity of 55° 00' N 57° 12' W. The entry point of "Enemy Territory" was reached at 0930Z with the planes now at 20,000 feet.

The flight droned on with the Canadian coast line showing ahead under broken cloud layers. At 1005Z the first radio message from the ground control station was intercepted. It was received over 113.20 Mcs., and was intended for Hotel Red and Hotel Blue aircraft.

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14. Interview by S/Sgt R. Franklin, Historian with 1Lt George Collins, 26 ARS Historian.

15. Ibid.

Fourteen minutes away from Goose Bay radio the six KC-97's were first sighted by the fighters. Immediately following at 1015Z the first pass was made coming at the lead element from five o'clock low. The attacking aircraft was identified as an F-94 marked with red tail and tip tanks. Attacks continued in the Lake Melville area for approximately ten minutes.

Goose Bay radio was passed at 1028Z and the course was altered to Lake Mistassini. No fighters were encountered on this leg. Upon reaching this turning point at 1246Z the lead navigator Captain Campbell turned off course to control the arrival time at the control point of Mount Laurier, Ontario.

Fighters were again sighted at 1306Z while at 49° 36' N 75° 30' W. Later contrails were observed ahead about twenty miles. Attacks were resumed at 1355Z by three F-86's with Canadian markings.

The control point time was made good at 1400Z and the aircraft divided into two flights of three planes, one flight headed to the target of Buffalo, New York, the other to Cincinnati, Ohio.

Attacks continued to be made, the flight attacking Cincinnati being intercepted by Meteors, Vampires and more Sabrejets. Not until London, Ontario was reached did the intermittent attacks end. From London the flight continued uneventfully to the target and thence to Lockbourne Air Force Base.

The last flight of KC-97 aircraft departed Harmon Air Force Base later 11 July 1953. This flight was led by Captain Charles Longshore in aircraft 259 with Major Frank Shimek as lead navigator.

The flight log of Major Shimek contains excellent coverage of the interceptor attacks made upon these aircraft in their flight from Harmon Air Force Base to the target of Syracuse, New York. Following is a summary of Major Shimek's remarks:

Fighter Report

<u>Time (Z)</u>	<u>Pass No.</u>	<u>Position</u>	<u>Remarks</u>
1235	1	48° 57' N 70° 51' W	Two F-86's attacking from 11 o'clock high
1237	2		3 o'clock high, Canadian flag on tail
1238	3		3 o'clock high, Bulls eye on wing
1239	4		7 o'clock level, #661
1240	5		3 o'clock level, yellow band on nose
1241	6		3 o'clock level
1241½	7		3 o'clock level
1242	8		7 o'clock low
1247		48° 14' N 71° 18' W	Fighters Broke Off
1322	9		One British type Jet 6 o'clock high, red wing tips red tail
1323	10		On tail, Bulls eye on Wing
1327		46° 02' N 73° 07' W	
1328	11		On tail
1330		45° 50' N 73° 15' W	Fighter broke away

<u>Time (Z)</u>	<u>Pass No.</u>	<u>Position</u>	<u>Remarks</u>
1414 $\frac{1}{2}$		43° 53' N 75° 54' W	Six F-86's above formation
1418	12		On tail, Yellow USAF markings tail and nose
1418 $\frac{1}{2}$	13		11 o'clock high (2 in formation)
1419	14		9 o'clock high, black wing tips, yellow tail
1419 $\frac{1}{2}$	15		8 o'clock high
1420	16		On tail high
1421	17		8 o'clock high
1421 $\frac{1}{2}$	18		8 o'clock low
1422	19		On tail
1422 $\frac{1}{2}$	20		8 o'clock low
1423	21		Tail level
1423 $\frac{1}{2}$	22		Tail level
1424	23		Tail level
1424 $\frac{1}{2}$	24		7 o'clock low
1425	25		Tail level
1425	26		8 o'clock high
1426	27		Pass over high
1427	28		Tail level
1427 $\frac{1}{2}$	29		3 o'clock level, 3 aircraft
1428	30		5 o'clock level
1429	31		30 o'clock level
1429 $\frac{1}{2}$	32		7 o'clock high
1429 $\frac{1}{2}$	33		3 o'clock level
1430	34		3 o'clock high
1430	35		3 o'clock high

These attacks had continued until the target, Syracuse, New York, was reached at 1430Z. No other attacks were made between Syracuse and Lockbourne Air Force Base.

While "Operation Tailwind" was run primarily as a test operation against the Air Defense Command, it provided exceptional

training opportunities for the 26th Air Refueling Squadron, particularly in navigation. Mention has been made of the opportunities for radar and day celestial navigation legs en-route to Harmon Air Force Base. The overwater legs of the mission provided practice in the use of the SCR-718 altimeter, pressure pattern and loran navigation techniques. Also the lead crews accomplished controlled Estimated Time of Arrival missions while the navigators in the other aircraft used follow-the-pilot techniques.

The pilots received the benefit of a lengthy formation flight and what amounted to a night formation rendezvous after take-off from Harmon Air Force Base. In all, "Operation Tailwind" proved to be an invaluable experience.

There was a total of 626;15 hours flying time flown by the 26th Air Refueling Squadron which showed an increase of 114:35 hours over the flying time for June 1953. In-flight-refueling showed 53,095 pounds of fuel transferred for the squadron.

During July dual emphasis was placed upon flight training. Besides the normal attention devoted to checking out combat ready crews it was necessary to concentrate upon checking out co-pilots due to the necessity of transfers between squadrons.

\*\*\*

In the navigation section emphasis upon 50-8 training was intensified and the APS-42 equipment was utilized in flying radar "form x" missions with varying success.

Approximately 80 per cent of personnel assigned to the 26th Strategic Reconnaissance Wing and her supporting units have completed ground training in ABC Defense, Phase I and Phase II; Basic Weapons, Security and Character Guidance Training as scheduled.

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CHAPTER IV

MATERIEL

Several new items of equipment were received during the month of July including among these the arrival of 14 YRB-47 aircraft and two T-33 aircraft that were all transferred to the 3rd Strategic Reconnaissance Squadron.

Property that had not been received by Air Force Shipping Documents were requisitioned by all squadrons to bring their supply shortages to fulfillment as quickly as possible.

Padlocks that were previously unavailable to the maintenance squadrons and were delaying the issuance of tool boxes were received. Tool boxes were made available for issue with the receipt of the new locks. New tool boxes were also received and kits were prepared as quickly as possible and issued to personnel concerned.

The 26th Air Refueling Squadron, 26th Field Maintenance Squadron, 26th Periodic Maintenance Squadron, 26th Armament and Electronics Maintenance Squadron and the 26th Medical Group were all inspected during the month to determine their mobility status.

Administration and logistics Annexes were prepared for Operations Orders 114-53, 117-53, 204-53, 206-53 and 207-53.



CHAPTER V  
MAINTENANCE

KC-97 Aircraft. The 26th Air Refueling Squadron flew a total of 627 hours and 20 minutes for an average of 29 hours 48 minutes per aircraft. This was an all time high for this group of KC-97F aircraft. Of the 110 sorties flown, there were five aborts for a 4.5 per cent abort rate. Abort declared reflected failures of small constituent parts such as seals, gaskets, fittings, and so forth. A concerted effort by the Materiel Section to confront this situation through an aggressive Unsatisfactory Reporting Program and continued stress on high quality maintenance was recommended. There was a slight decrease in the in commission rate over June and in turn a corresponding increase in the Aircraft Out of Commission Part and unscheduled maintenance rate. Time spent on Technical Order Compliance was doubled reflecting the efforts made to reduce the rate. There was an average of 18 Tech Orders outstanding for the month as compared to an average of 20 in June. Of the 18 outstanding, an average of 12 involved waiting for parts or kits, thus indicating that 67 per cent of the difficulty is with supply of parts. There is still room for improvement there.

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1. Aircraft Status Chart. Exhibit 14.

YRB-47B Aircraft. The 3rd Strategic Reconnaissance Squadron flew 89 hours 40 minutes in 13 sorties. The in commission rate was 34 per cent. This can be accounted for by the time expended toward acceptance checks and aircraft familiarization. The Aircraft Out of Commission Part rate was seemingly high for new aircraft - 13.5 per cent. Technical Order Compliance-wise, the aircraft are in the process of screening all Technical Orders accumulated in the past 90 days to initiate compliance action. Results of this action will be evident in the near future. In all, the YRB-47B aircraft are undergoing the transition period and should reveal more substantial operating results during the month of August.

T-33A Aircraft. The T-33 aircraft flew 26 hours for the month. Two new aircraft were received. There was a 100 per cent improvement in the in commission rate over June. Aircraft Out of Commission Part's dropped way off to a low rate. There was an average of 4.8 Technical Orders outstanding per aircraft with 1.6 involved in waiting on parts or kits. The overall T-33 picture is very favorable for greater operational use.

Engine Analysis. Three engine were removed during the month of July as follows:

- 
2. Aircraft Status Chart. Exhibit 14
  3. Ibid.
  4. Ibid.

<u>Type</u>	<u>No. Removed</u>	<u>Avg Flying Hours</u>
R-4360	1	187:30
J-47-23	2	21:42

The R-4360 and one of the J-47 engines were removed due to internal failures. The other J-47 engine was removed for minor repair, this station, for an accessory case oil seal replacement.

Nothing conclusive was formulated from the study on hours flown on R-4360 engines in increments of 50 hours every 15 days. It is expected that a trend will appear as the KC-97 aircraft approaches the 600 airframe flying hour mark.

Excessive mag drops resulting in ignition trouble around the 200 to 250 hour mark, has been pin-pointed to wear on the felt type materiel used on the cam side off the breaker points, thus causing a retarded spark and eventually a mag drop. It is believed that a new type felt materiel has been developed that when impregnated with a new specific type oil has tremendous wearing and endurance qualities. As yet, the Air Force has not accepted this materiel. It has been recommended to the 26th Engineering Section that repeat Unsatisfactory Reports be submitted in all cases when the above conditions occur. It is only in this way that the Air Materiel Command can become aware of the discrepancy and expedite action toward correcting it.

Periodic Inspections. Six inspections were performed on the KC-97F aircraft with an average of 999 manhours expended per inspection. This is a favorable decrease over last month's average of 1154 manhours.

<u>Periodic Inspection Average Manhour Expenditures</u>	<u>Docks</u>	<u>FMS</u>	<u>ASE</u>	<u>Total</u>
KC-97F	742	242	15	999
YRB-47B	NA	NA	NA	NA
T-33A	292	44	0	292

Quality Control inspections revealed an average of 32 discrepancies per KC-97F aircraft inspected by the 26th Periodic Maintenance Squadron. A total of four safety of flight items were found. This is an increase over June's averages.

Manhour Utilization. Maintenance activities expended 75<sup>5</sup> direct manhours for every hour flown by the YRB-47B aircraft; 31 direct manhours for every hour flown by the KC-97F aircraft. The high figure on the YRB-47B aircraft is understandable with the transition period they were in. The KC-97F aircraft average is a good low figure over past performances and is an improvement over June's averages.

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5. Manhours Utilization Chart. Exhibit 15

AVERAGE MANHOURS PER FLYING HOURS

	KC-97F	YRB-47B
Flight Line	14	49
Periodic	9	0
Field	6	9
A&E	2	17
Total	31	75

The Wing averaged 64 per cent of manhours available of its assigned personnel for an increase of 4 per cent over June's average. Absent time decreased slightly. The maintenance Manpower Data Chart gives each code breakdown of absent time and its percentage of the total. TDI has taken the greatest percentage. The UN 10.2, other, code is broken down as follows:

- 81 per cent Mobile Training Unit
- 8 per cent Squadron Training Requirements
- 4 per cent Parades
- 3 per cent Compensatory Time
- 4 per cent Miscellaneous

The overall picture is one of improvement but not yet of satisfactory efficiency. Again this is easily understood with the status of the Wing at the present time. The per cent direct time of available average 37 per cent for a 7 per cent improvement over June. It is still expected that this figure will proportionally increase as the Wing receives more aircraft and begins flying the YRB-47 aircraft. The goal for this percentage is a 70 per cent mark.

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6. Maintenance Manpower Data Chart. Exhibit 15

The 26th Air Refueling Squadron again presented a typical efficient picture even better than the one they presented for June. This squadron hit an all time high of 72 per cent utilization of personnel available toward direct support of their aircraft. Along with the high number of hours flown by this squadron they are to be commended for July's achievements.

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ROSTER OF KEY PERSONNEL

26TH STRATEGIC RECONNAISSANCE WING, MEDIUM

STAFF SECTIONS

Colonel Henry R. Sullivan, Jr. ----- Commander  
Colonel William J. Meng ----- Deputy Commander  
Major Charles A. Wright ----- Adjutant  
Major George D. Sampson ----- Director of Personnel  
Colonel Alan F. Adams ----- Director of Operations  
Lieutenant Colonel William C. Dodds ----- Director of Materiel

SQUADRON COMMANDERS

Headquarters Section ----- Captain Richard B. Franz  
Armament & Electronics Maintenance ----- Major John A. Nicholson  
Periodic Maintenance ----- Major William J. Bausser  
Field Maintenance ----- Major John H. Atkins, Jr.  
3rd Strategic Reconnaissance ----- Major Robert C. Householder  
4th Strategic Reconnaissance ----- Major William E. Beaty, Jr.  
10th Strategic Reconnaissance -----\* Second Lieutenant Elroy D. Angen  
Air Refueling ----- Lieutenant Colonel Madison M. McBrayer  
Medical Group ----- Captain Paul R. Zaugg(MC)

\* One officer and one airman basis.

SOURCES OF INFORMATION FOR HISTORY

General Orders  
Staff Meeting Minutes  
Base Newspaper (Recon Recorder)  
Public Information Files  
Personnel Charts and Records  
Staff Sections Files  
Message Center Files  
Classified Files  
Daily Bulletin  
Wing Regulations  
Maintenance Charts and Records  
Special Orders  
Pilot's Log Books  
Squadron Historians  
Interviews

In addition to the above sources of information, additional data was procured through interviews with key personnel of staff sections, squadrons and/or personnel concerned along with personal observations of the Historian.



APPENDIX

LIST OF ILLUSTRATIONS

- I Colonel Henry R. Sullivan, Jr., alighting from first YRB-47 received by the 26th Strategic Reconnaissance Wing.
- II Major George D. Sampson, Director of Personnel
- III Major Robert C. Householder, Commander of the 3rd Strategic Reconnaissance Squadron and his staff standing left to right Major H. Henington, Operations Officer; Captain R. Catching, Supply Officer; First Lieutenant B. Aukerman, Engineering Officer.
- IV Firemen fighting fire of crashed YRB-47.
- V Crashed YRB-47
- VI Crashed YRB-47

UNLISTED ILLUSTRATIONS

- A Colonel Henry R. Sullivan, Jr., Major Henry Henington and First Lieutenant William R. Ward, crew of the first YRB-47 to be flown and assigned to 26th Strategic Reconnaissance Wing.

APPENDIX  
LIST OF INCLOSURES

- 1 Letter DDP 300 Headquarters 801st Air Division, 3 June 1953.
- 2 ICM, Cndr 26 SR Wg to DDP 801st Air Division, 6 July 1953.
- 3 1st Ind to Second Air Force Inspection.
- 4 General Order 11, Headquarters 26th Strategic Reconnaissance Wing, 12 July 1953
- 5 Second Air Force Programming Plan 35-52, 7 January 1953
- 6 Policy Letter 19, Headquarters 26th Strategic Reconnaissance Wing, 20 July 1953
- 7 Regulation 123-1, Headquarters 26th Strategic Reconnaissance Wing, 29 July 1953
- 8 Pam 28, Headquarters 26th Strategic Reconnaissance Wing, 2 July 1953
- 9 Special Order 94, Headquarters 26th Strategic Reconnaissance Wing, 13 July 1953
- 10 Special Order 1, 4th Strategic Reconnaissance Squadron 17 July 1953
- 11 Special Order 40, 26th Field Maintenance Squadron, 21 July 1953
- 12 Special Order 33, 3rd Strategic Reconnaissance Squadron 21 July 1953
- 13 Recon Recorder (Lockbourne AFB) 10 July 1953
- 14 Aircraft Status Chart
- 15 Maintenance Manpower Utilization Chart

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2075  
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HEADQUARTERS  
801ST AIR DIVISION  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio (S: 6 Jul 53)

DDP 300

3 June 1953

SUBJECT: Maintenance of Publication Files

TO: Commanding Officers  
26th Strat Recon Wing  
91st Strat Recon Wing  
801st Air Base Group  
Lockbourne AFB, Ohio

1. It is requested that necessary action be taken by your office to inspect the publications files consisting of USAF, SAC, and Second AF Regulations and other numbered publications currently maintained by your staff sections and all squadrons assigned to your command to determine if they are current and up to date. Publications index to USAF, SAC, and Second AF should be used as a guide.
2. It is suggested that one (1) airman from the Adjutant Section and one (1) airman from the Materiel Section of your headquarters be used to perform this inspection of publications.
3. Report of completed action and a list of discrepancies found during this inspection will be forwarded to this headquarters so as to arrive not later than 6 July 1953.

BY ORDER OF COLONEL DOUGHER:

K. P. H. TOWNSEND  
Colonel, USAF  
Executive Officer

A TRUE COPY

*Charles R. Wright*  
CHARLES R. WRIGHT  
Major USAF  
Adjutant

DISPOSITION FORM		SECURITY CLASSIFICATION (If any)	
FILE NO.	SUBJECT Maintenance of Publication Files		
DDP 801 ADiv	FROM CMDR 26th SR Wg	DATE 6 Jul 53	COMMENT NO. 1
<p>1. In compliance with the attached basic letter the following discrepancies are noted:</p> <p>a. <u>Hq Sec 26th SR Wg</u>: AFR's checked and several operative regulations were missing from files. Numerous SAC and 2AFR's were not posted making it impossible to check them. Errata #2 and #3 of the SOM have not been posted. Form 446 has been submitted for missing regulations.</p> <p>b. <u>26th Air Refueling Squadron</u>: Files in very good order. Very few regulations missing. This Squadron is carrying an excessive amount of regulations that do not pertain to their operations. It was suggested they turn back to Base Publications those regulations not required by them. Errata #2 and #3 of the SOM have not been posted. It was also suggested a Form 446 be submitted to acquire the publications they do not have.</p> <p>c. <u>26th Periodic Maint</u>: Several AFR's were found to be missing however SAC and 2AFR's were nearly complete in operative regulations. Errata #2 was missing from the SOM. It was suggested they contact Manpower and get this change for posting. Form 446 has been submitted for missing regulations.</p> <p>d. <u>3rd Strat Recon Squadron</u>: This squadron has a very large stack of unposted regulations, what have been posted are in good order and shows very few missing items. Errata #2 and #3 have not been incorporated in the SOM.</p> <p>e. <u>26th Field Maint Squadron</u>: All Regulations checked and found to be in very good order with a very few missing. Form 446 has been submitted to procure those regulations that are needed in their operations. Errata #1, #2 and #3 were being posted in the SOM at the time of the inspection.</p> <p>f. <u>26th Armament and Electr Squadron</u>: Publications in very good order. Sufficient regulations for operation of Squadron. SOM posted.</p> <p>g. <u>26th Medical Group</u>: Unable to check regulations as this squadron has been newly activated, however, they do have readily available the 91st Med Gp regulations which are complete. SOM is being forwarded to them for their use.</p> <p>h. <u>4th and 10th Strat Recon Squadrons</u>: Unable to check their publications as they have not been activated to date.</p>			

2

2077

DISPOSITION FORM		SECURITY CLASSIFICATION (If any)
FILE NO.	SUBJECT	
0	FROM	DATE
DP300 Maintenance of Publication Files.		COMMENT NO. 1
i. <u>Adjutant Section</u> : All publications posted and in good order. SOM's posted to date.		
j. <u>Materiel</u> : All posted and in good order.		
k. <u>Operations</u> : All posted and in good order.		
FOR THE COMMANDER:		
Charles A. Wright CHARLES A. WRIGHT Major, USAF Adjutant		
C O P Y		

DD FORM 96 1 FEB 50 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED. 26-54801-2 U. S. GOVERNMENT PRINTING OFFICE

2078

SECRET

E X T R A C T

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1st Ind, Inspection, 801st AD, 26th SRW, 91SRW and 801ABG

3

V. PERSONNEL AND ADMINISTRATION

A. GENERAL

28. Noted.

B. DIRECTOR OF PERSONNEL

29. One qualified officer and three qualified airmen have been assigned to the office of the Director of Personnel within the past thirty (30) days. The office has been re-organized under the new T/O for reconnaissance wings. An AWOL chart listing all personnel in the wing that have been, or are presently AWOL, is currently posted listing all additional information. Charts and Schedules on OJT are maintained on all personnel of the wing who are in OJT, Schedules to enter OJT, and on those who have completed OJT. All formal schooling on officers and airmen of this wing is posted on a chart showing school attended, class number, starting date, etc. Personnel trends in the fields of maintenance, supply, and personnel and administration on both officers and airmen are kept up to date.
30. Staff visits have been made frequently to all squadrons of this wing, but up to the date of this inspection, no record of these visits was kept, due to the fact that the newly manned squadrons were not properly manned or organized to undergo a formal inspection. An inspection system is now in effect whereby each squadron will receive a complete inspection quarterly, and a written report made of this inspection to the Wing Commander. A chart showing all staff visits and inspections is posted currently in the Wing Personnel Section.
31. The Mobility Plan has been monitored by the Director of Personnel's office for the past sixty (60) days, and a complete list of all support personnel needed from the Air Base Group is on hand. 1st Lt. Lester E. Strohl had been placed on special orders as combat crew control officer. Since assuming operational and administrative control of the 26th Air Refueling Squadron on June 1st, a complete and up to date crew roster has been maintained in the Director of Personnel's office. During the month of April all squadrons were personally instructed on setting up an immunization program by personnel of the Director of Personnel's office. One day was set aside by each individual squadron and on this day immunization shots

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SECURITY INFORMATION

SECRET

Extract of 1st Ind, Inspection, 80LAD, 26SRW, 91SRW and 80LAFB

were given all personnel present for duty. Shots will be given all other personnel on their return from leave, School, etc. to bring each squadron to the 100% mark. At present approximately 75% of the wing personnel are complete on immunization shots. A project officer has been assigned in each organization.

32. Individual SOP's have been written covering all phases of Squadron administration and maintenance of personnel records. These SOP's cover each individual's duties and responsibilities and references pertaining thereto.
33. T/Sgt Richard A. Fuller has been placed on special orders as Wing Administrative Inspector. With the addition of the qualified personnel assigned to the Director of Personnel's office, and carrying on the programs outlined in the preceding paragraphs, it is believed that the functions and responsibilities of the Directorate of Personnel will be considered highly satisfactory in the near future.

C. SQUADRON ADMINISTRATION

34. Personnel from the Director of Personnel's office are assisting the 26th Field Maintenance Squadron, 3rd Strat Recon Sqdn, Hq Sqdn Sect, and Air Refueling Sqdn to improve their administration. A new Mobility Plan has been written which renders the Air Refueling Squadron capable of performing its mission in the EWP, and an improved immunization program has been affected.
35. Action has been taken by the Wing Commander to stimulate the interest of Squadron Personnel Officers and First Sergeants relative to Squadron Administration and records maintenance. A comprehensive inspection and check system has been instituted to insure administrative personnel in supervisory capacities accomplish their assigned duties in conformance with SAC Regulation 35-17 and SAC Manual 20-1.
36. Action has been taken to correct all discrepancies cited in personnel and administration Annex # 1.

D. ADJUTANT

37. Action has been taken to cross train airmen assigned to the Wing Adjutant Section.
38. The clearance status of personnel authorized to sign for, and receive classified material has now been cleared with the Base Provost Marshal's office. A Wing Policy Letter has been written establishing firm coordination and administrative procedures pertaining to special orders.

SECRET SECURITY INFORMATION

SECRET

Extract, 1st Ind, Inspection, 801AD, 26SRW, 91SRW and 801ABG

39. AFR 24-1A is now being complied with, and all orders authorizing airmen separate rations are being published on Division orders.

VI. OPERATIONS AND TRAINING

A. GENERAL

40. The Wing War Room and Tactical Plans have been constructed in basement vault and will be ready for occupancy and utilization in July.

B. 3D SQUADRON

41. Action has been taken to insure that two (2) observers do not simultaneously log flight time without either being designated as an instructor, and four (4) observers were designated as instructors effective 22 May 1953.
42. Noted.

VII. MATERIEL

A. GENERAL

43. Noted.
44. A Wing Regulation, 123-3 dated 9 June 1953, Supply Directorate Inspection, Wing Inspection System, was written, and staff visits are now being conducted in compliance with the above cited regulation.
45. Noted.

B. AIRCRAFT MAINTENANCE

Maintenance Control

46. Noted. Maintenance Control assumed control of the Wing Maintenance functions on 1 June 1953.
47. Motorized equipment inspection system being implemented. TOC's being entered in TOC records and necessary forms on requisition.

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CERTIFIED TRUE EXTRACT

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF

SECRET

SECURITY INFORMATION

C O R R E C T E D      C O P Y                      C O R R E C T E D      C O P Y

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

GENERAL ORDERS)

12 July 1953

NUMBER 11)

4

STAFF ASSIGNMENTS

1. MAJOR GEORGE D SAMSON AO 795833 this Headquarters is appointed Director of Personnel (AFSC 0011C) of Headquarters 26th Strategic Reconnaissance Wing (M) this station effective 13 July 1953, VICE LIEUTENANT COLONEL GENE C WILLMS, 9324A.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A WRIGHT  
Major, USAF  
Adjutant

*Charles A Wright*  
CHARLES A WRIGHT  
Major, USAF  
Adjutant

DISTRIBUTION:

15 - Hq 26th Strat Recon Wg  
3 - SAC  
3 - CG 2AF  
2 - 801st AD  
5 - D/P, 26th Wg  
2 - Ea orgn this Wg  
1 - Central Files



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SECRET  
AUTH: CG SECOND AF

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Date: 7 January 1953  
Init: \_\_\_\_\_

2AF PROGRAMMING PLAN 35-52

SUBJECT: Equipping the 801st Air Division with YRB-RB-47 And RB-47 Type Aircraft

OBJECTIVE: -

1. In accordance with Headquarters Strategic Air Command's Programming Plan 35-52, dated 14 November 1953, to develop a plan for the conversion of the 801st Air Division, from RB-B-45 aircraft to YRB-RB-47 type aircraft.

PRELIMINARY STAFF CONSIDERATION:

2. Representatives of interested staff agencies of this Headquarters met with Colonel J. J. Preston, Commanding Officer of the 91st Strategic Reconnaissance Wing, Medium, at Second Air Force Headquarters on 9 December 1952, for the purpose of analyzing the problem; and developing a suitable plan (list of conferees attached as Inclosure #1).

FACTORS BEARING ON THE PROBLEM:

3. A combat capability in RB-47 type aircraft must be established as soon as possible.

4. Based on aircraft availability schedules from Headquarters USAF, 4 October 1952, the first YRB-47 aircraft will be available to Strategic Air Command in April 1953. The First set of RB-47 aircraft will be available to this command beginning in August 1953.

5. The conversion and equipping of the 91st and 26th Strategic Reconnaissance Wings will be accomplished in a manner to insure that the present EWP mission of the 91st Strategic Reconnaissance Wing, Medium, can be maintained. To accomplish this, B and RB-45 aircraft in the 91st Strategic Reconnaissance Wing, Medium, must be held until new aircraft are received and then released on a one-for-one basis.

6. A shortage of pilots, AOB AFSC 1244 and Observer AOB AFSC 1524 exists within the wing.

7. Full utilization will be made of the jet experienced combat-ready crews in the 91st Strategic Reconnaissance Wing, Medium, in converting this unit. Similarly, the support personnel of the 91st Strategic Reconnaissance Wing, Medium, are jet experienced and will be retrained in B-47 operations.

8. Reorganization of the 322d Strategic Reconnaissance Squadron, Medium, 91st Strategic Reconnaissance Wing, Medium, to provide that squadron with twenty (20) RB-45 combat crews.

5

9. Since the 801st Air Division crews are not experienced in B-47 operations, it is considered advisable to withdraw eight (8) standardization type AOB-124's from the 6th Air Division for assignment to the 801st Air Division. This withdrawal will be completed in time to meet the first aircraft deliveries to the 801st Air Division.

10. Present scheduling information indicates that all crew personnel of the 323d Strategic Reconnaissance Squadron, Medium, may be expected to have entered B-47 training in January 1953.

11. It is anticipated that all crews of the 323d and 324th Strategic Reconnaissance Squadrons will be entered B-47 training by or not later than 1 March 1953.

12. A maintenance personnel training package plan has been developed for the conversion and equipping of units with B-47 aircraft. The plan stipulates that Strategic Air Command will enter for each converting or equipping wing, approximately 235 qualified maintenance personnel into Air Training Command Technical Training Schools and Air Training Command will enter another 235 unskilled personnel into these schools. The 470 personnel, when graduated, should be assigned to each wing of the 801st Air Division.

13. Approximately 150 staff and supervisory personnel from both the 26th and 91st Strategic Reconnaissance Wings will be selected to attend the B-47 Indoctrination School at MacDill Air Force Base.

14. All aircrews and twelve (12) supervisory personnel from each wing will receive indoctrination in the Air Training Command COTS.

AGREED COURSE OF ACTION:

15. Retention of existing combat capability in RB-45 aircraft until a similar combat capability exists in RB-47 type aircraft.

16. Authority for requisitioning property against the 91st Strategic Reconnaissance Wing RB-47 UPRAL authorization will be forthcoming in the immediate future.

17. EWP air refueling commitments assigned to the 91st Strategic Reconnaissance Wing, Medium, subsequent to 1 January 1953 will be assigned to the 26th Air Refueling Squadron, Medium.

18. On or about 15 January 1953, all B and RB-45 aircraft in the 91st Strategic Reconnaissance Wing, Medium will be transferred to 322d Squadron of the wing. This squadron will maintain the capability of executing the task assigned to the 91st Strategic Reconnaissance Wing, Medium, in the current operational plan. Approximately nine (9) B-45 and twelve (12) RB-45 aircraft are projected to be available to the 91st Strategic Reconnaissance Wing, Medium, during the period 1 December 1952 until YRB-47's become available, approximately 1 April 1953.

19. The 322d Squadron will continue to provide RB-45 crews and aircraft against present FEAF requirement.

20. The remaining two (2) squadrons of the 91st Strategic Reconnaissance Wing, Medium, will be equipped with thirty (30) YRB-47 aircraft in April, May and June 1953.

21. One (1) squadron of the 26th Strategic Reconnaissance Wing will be equipped with fifteen (15) YRB-47 aircraft in June 1953.

22. As RB-47 aircraft become available, presently estimated August 1953, the 91st Strategic Reconnaissance Wing will be equipped with forty five (45) RB-47's and will transfer thirty (30) YRB-47's to the 26th Strategic Reconnaissance Wing.

23. B and RB-45 aircraft will be transferred from the 91st Strategic Reconnaissance Wing as RB-47 aircraft are assigned. If the YRB/RB-47 delivery schedule slips, the release of B and RB-45 aircraft will be delayed accordingly.

24. The 324th Strategic Reconnaissance Squadron of the 91st Strategic Reconnaissance Wing composed of fifteen (15) crews (2 pilot AOB AFSC 1244 and one observer AOB AFSC 1524), will be phased into B-47 training following the 323rd Strategic Reconnaissance Squadron.

25. Additional crews required to establish fifty (50) combat crews will be phased into RB-47 training from pipeline input to the 91st Strategic Reconnaissance Wing.

26. All crews of the 323d and 324th Strategic Reconnaissance Squadrons will have entered B-47 training by or not later than 1 March 1953.

27. On 1 March 1953, B-45A-5 aircraft should be processed for delivery to designated receiving units during the month of April, upon receipt of YRB-47 aircraft. Crews from the 322d Strategic Reconnaissance Squadron will ferry the B-45A-5 aircraft to the receiving units.

28. In the event of implementation of the EWP, it will be necessary to withdraw B-45 crews from B-47 training to provide B-45A-5 courier crews.

THE GENERAL PLAN FOR MANNING THE 26TH STRATEGIC RECONNAISSANCE WING IS AS FOLLOWS:

29. Action will be taken to man the 801st Air Base Group to current authorization, as required, at the earliest practicable date.

30. The headquarters and all supporting organizations of the 26th Strategic Reconnaissance Wing will be manned to authorized strength in accordance with the inclosed chart (see Inclosure # 2).

31. One (1) tactical squadron of the 26th Strategic Reconnaissance Wing and the supply section of the two (2) remaining tactical squadrons will be manned to authorized strength at the earliest practicable date. The remainder of the two (2) tactical squadrons will be manned in sufficient time so that personnel will be available to begin training in the Air Training Command CCTS approximately 1 April 1953.

32. The 26th Strategic Reconnaissance Wing will be manned from Second Air Force resources to the maximum extent possible.

THE GENERAL PLAN FOR TRAINING PERSONNEL OF THE 801ST AIR DIVISION IN B-47 OPERATIONS IS AS FOLLOWS:

33. The initial crew flow from the 801st Air Division will be in accordance with existing Air Training Command B-47 CCTS flow schedule. In order to insure an early combat capability in YRB-47 aircraft, nine (9) of the initial trainee crews will be composed thusly; Aircraft Commander, AFSC 1324B; Pilot, AFSC 1244; and Observer, AFSC 1524. The Observers require K-System and high speed navigation training at Mather Air Force Base, California. They will be phased into training so as to complete same prior to the time the YRB-47 aircraft are delivered. The aircraft commander and pilot of these crews require Air Training Command Phase I and II training only.

34. The remaining crews for the 801st Air Division will consist of two (2) 1244's and one (1) 1524 to be phased into B-47 CCTS training in accordance with existing and future schedules.

35. Training of all support personnel of the 801st Air Division will be accomplished through the use of established Air Training Command schools.

36. Training of key staff and supervisory personnel of the 801st Air Division will be accomplished at Air Training Command schools and the Strategic Air Command B-47 Indoctrination School.

37. Since the majority of the aircrew and top skill level personnel as well as the key supervisors from two (2) squadrons of the 91st Strategic Reconnaissance Wing will be on TDY receiving B-47 training after 1 January 1953, the 91st Strategic Reconnaissance Wing will be relieved from the Strategic Air Command Reconnaissance Wing Rating System, effective that date. This will not relieve the Commanding Officer, 91st Strategic Reconnaissance Wing, Medium, from maintaining the capability in one (1) Squadron to perform the task assigned in the current operations plan.

38. This plan will be amended to include scheduling of additional 801st Air Division personnel into various B-47 schools subsequent to 1 January 1953.

IMPLEMENTATION REQUIRED:

39. The Director of Personnel will:

a. In coordination with the Directors of Operations and Materiel, be responsible for the assignment of personnel to meet the requirements of this program.

b. Prepare a schedule of entrance dates for personnel to attend the Strategic Air Command B-47 Indoctrination School at MacDill Air Force Base.

c. Coordinate with the Directors of Operations and Materiel and prepare necessary schedules for individual training program and obtain quotas for Air Training Command schools.

40. The Director of Operations will:

- a. In coordination with the Director of Personnel, monitor the flow of aircrews into the Air Training Command CCTS and prepare or revise crew flow schedules for the CCTS, where necessary, to conform with the concept of this plan.
- b. Insure that a capability remains in the 91st Strategic Reconnaissance Wing to implement the present operations plan of requirement until delivery of RB-47 aircraft begins.
- c. Establish requirements for an MTD to be assigned to the 801st Air Division at the appropriate time.
- d. Issue necessary instructions relieving the 91st Strategic Reconnaissance Wing of SAC Regulation 50-8 requirements in accordance with the concepts of this plan.
- e. Establish requirements and training aids, other than MTD's, assign this equipment to the 801st Air Division, and monitor the utilization.
- f. Determine the disposition of B and RB-45's made excess by the conversion of the 91st Strategic Reconnaissance Wing and provide guidance to the Director of Materiel for transfer of these aircraft.

41. The Director of Materiel will:

- a. Take action to position supplies and equipment at Lockbourne Air Force Base, to support the 91st Strategic Reconnaissance Wing in accordance with the schedules contained herein.
- b. Maintain accurate B-47 delivery schedule and inform the Directors of Plans, Operations and Personnel, of the variation in the schedules necessitating changes to this plan.
- c. Establish technical representative requirement and take action to insure timely assignment of same to the 801st Air Division.
- d. Examine the report on construction and rehabilitation projects for Lockbourne Air Force Base and keep interested staff agencies advised of the capabilities of Lockbourne Air Force Base to accommodate programmed personnel, aircraft, equipment and supplies.
- e. Assign or transfer aircraft in accordance with instructions from the Director of Operations.

42. The Director of Plans will:

- a. Issue necessary revisions to this plan when changes in the B-47 warrant.
- b. Monitor distribution of this plan.

43. The Comptroller will:

a. Evaluate the progress of this plan in its progressive phase and render reports as required by Staff Memorandum 11-12, 26 November 1952.

b. Take necessary action to obtain TDY funds to cover the requirements generated by this plan.

c. Recommend removal of the 91st Strategic Reconnaissance Wing from the Strategic Air Command Reconnaissance Wing Rating System at the appropriate time.

4. The Adjutant General will:

a. Forward ten (10) copies of SAC Manual 150-1, "B-47 Planning Factors," to the 801st Air Division.

BY COMMAND OF MAJOR GENERAL ARMSTRONG:

2 Incls  
1. List of Conferees  
2. Chart

/s/Kenneth O. Sanborn  
KENNETH O. SANBORN  
Colonel, USAF  
Chief of Staff

DISTRIBUTION:  
D/Personnel  
D/Intelligence  
D/Operations  
D/Materiel  
D/Plans  
D/Electronics  
Comptroller  
Inspector General  
Adjutant General  
CO, 801st Air Div

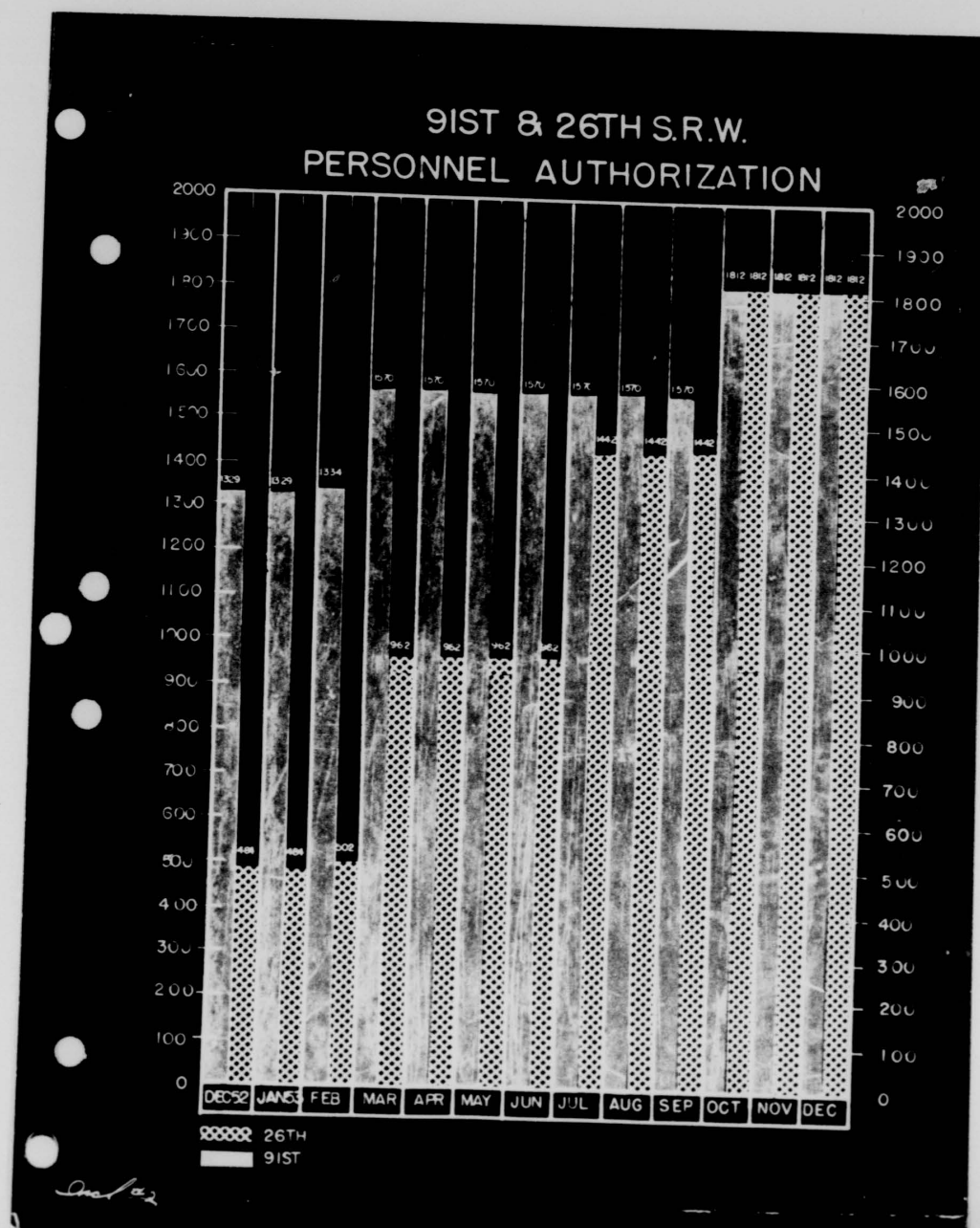
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*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKEBOURNE AIR FORCE BASE  
Columbus 17, Ohio

WING POLICY LETTER)

20 July 1953

NUMBER 19)

MESS SCHEDULE

To eliminate overcrowding in the Mess Hall serving line, and to fully utilize the transportation available for transporting 26th Wing Personnel between their place of duty and the 26th Wing Mess Hall area, for the noon day meal, the following mess schedule will apply to all Squadrons of the 26th Strat Recon Wing.

Field Maint. Sq.	-	1120 to 1220 hours
Air Refueling Sq.	-	1130 to 1230 hours
Periodic Maint. Sq.	-	" " "
A & E Sq.	-	1140 to 1240 hours
3rd SR Sq.	-	" " "
Hqs Sec.	-	1150 to 1250 hours
4th SR Sq.	-	" " "
10th SR Sq.	-	" " "

BY ORDER OF THE COMMANDER:

*Charles A. Wright.*  
CHARLES A. WRIGHT  
Major, USAF  
Adjutant

6



WING REGULATION)

NUMBER 123-1)

HEADQUARTERS

26TH STRATEGIC RECONNAISSANCE WING (M)  
Lockbourne Air Force Base, Columbus, Ohio  
29 July 1953

WING INSPECTOR

Wing Inspection System

(This Regulation supersedes 26th Wg Reg 123-1, 19 Mar 53).

1. PURPOSE: To establish responsibilities and procedures at Wing level for inspection functions as outlined in AFR 123-1, 13 January 1953.

2. SCOPE: The provisions of this regulation are applicable to all organizations of the 26th Strategic Reconnaissance Wing (M).

3. RESPONSIBILITY:

a. Administrative Inspections. The Wing Inspector will conduct quarterly administrative inspections of all organizations of this Wing, and of all activities. Inspections will be conducted more frequently when recommended by the Wing Inspector and approved by the Wing Commander or Deputy Commander.

b. Other Inspections. The Wing Inspector will conduct technical inspections whenever deemed necessary by the Wing Commander or Deputy Commander.

c. Inspection Reports. Inspection reports will be prepared by the Wing Inspector and will be processed in accordance with Section IV, AFR 123-1, 13 Jan 53. Inspection reports will be indorsed by the activity inspected, to the Wing Commander, through the Wing Inspector. Indorsements will be signed personally by organization commanders, or the Officer in charge of an inspected activity, within seven (7) working days after receipt of report.

d. Inspection Report Format. Reports accomplished by the Wing Inspector will follow procedures outlined in AFR 123-1.

e. Command and Special Subjects.

(1) The Wing Inspector will perform inspections of Command and Special Subjects.

(2) The Wing Inspector will request the services of qualified technical personnel from officers of the various Directorates to assist in these inspections when necessary.

f. Preparation for Overseas Movement.

(1) The Inspector General, Headquarters Second Air Force is responsible for conducting POM Inspections of Units (Squadrons or higher), prior to overseas movements.

(2) The Wing Inspector will perform periodic inspections of the administrative phases of mobility plans.

(3) Technical Order handling will be the responsibility of the

Wg Reg 123-1)

(3) cont'd

Wing Maintenance Control officer under the direction of the Directorate of Materiel.

g. Administrative Inquiries and Investigations. The Wing Inspector, or any officer so appointed by the Wing Commander will perform administrative inquiries or investigations as required. The provisions of AFR 120-25 will be adhered to in all cases.

h. Case Reports. The Wing Inspector will process case reports in accordance with paragraph 20, AFR 123-1.

i. Personal Conference Hour. The Wing Inspector, or a qualified field grade officer appointed by the Wing Commander will conduct a personal conference period once each month in the Wing Conference Room from 1330 to 1630 hours, on the first Thursday of each month. Any person assigned to this Wing, military or civilian, may present a grievance, complaint, critica or suggestion without prior permission from their supervisor. In this respect, although prior permission is not required, a person is expected to inform his supervisor of his whereabouts at all times. The nature of his visit to the officer conducting the hearing need not be divulged. All personnel will be informed of final action in each case. Oral or written grievances, complaints, and criticisms will be handled in confidence.

4. General: Inspections in the field are considered to have a twofold purpose; namely, to keep the Wing Commander informed of conditions of mission performance within the Wing, and to assist organizations and activities by offering constructive criticism in respect to good management practices. The inspector will operate as a factfinding agency for the Wing Commander, and will at all times assist personnel in the performance of their mission by offering helpful suggestions, and by assisting in the interpretation of the intent of a directive. Staff Directorates are responsible for technical assistance within their areas of responsibility.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A. WRIGHT  
Major, USAF  
Adjutant

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF  
Adjutant

DISTRIBUTION:  
"D"

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

PERSONNEL ACTION MEMORANDUM)

2 July 1953

NUMBER 28)

1. CAPT THOMAS H BASSFORD AO565221, PAFSC 7324, Hq 26th SRWg (M), this sta, is aptd dy as Mil Pers Off, dy AFSC 7324.

\* \* \* \* \*

BY ORDER OF THE COMMANDER:

OFFICIAL

GENE C. WILLMS  
Lt Col., USAF  
Director of Personnel

LESTER E. STROHL  
2d Lt., USAF  
Personnel Officer

A TRUE EXTRACT COPY

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major USAF  
Adjutant

8

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (H)  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

SECRET ORDERS)

13 July 1953

NUMBER 94)

1. 2ND LT LESTER E STROHL, NO 1851207 (Shipping AFSC 7024) is rel fr  
asgmt & dy w/Hqs, 26th Strat Recon Wg (H) this sta & is rd to 26th MAE Maint  
Sq, this sta rept 14 Jul 53 for dy. No tvl involv'd. PCL. EDCSA: 14 Jul 53.

2. Polg Ann (Shipping AFSC indicated) are rel fr asgmt & dy w/26th MAE  
Maint Sq this sta - are rsg'd in pr to 26th MAE Maint Sq this sta rept 14 Jul 53  
for dy. No tvl involv'd. PCL. EDCSA: 18 Jul 53. AUTH: AFA 35-59.

A/2C DONALD F MEYER AF 21709299

A/2C DONALD B STETSON AF 15451316

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A. WRIGHT  
Major, USAF  
Adjutant

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF  
Adjutant

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4TH STRATEGIC RECONNAISSANCE SQUADRON (M)  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

SPECIAL ORDERS)  
NUMBER 1)

17 July 1953

1. UP AFR 24-1 dtd 10 Nov 50, the undersigned hereby assumes command of the 4th Strategic Reconnaissance Squadron 26th Strategic Reconnaissance Wing (M) this sta. Effective this date. VICE 1st Lt WILLIAM R WARD AO 788679 reld.

2. 1ST LT WILLIAM R WARD (1521F) AO788679, 4th Strat Recon Sq 26th Strat Recon Wg (M) this sta is assigned add dy as Sq Adjutant (7024) for the 4th Strat Recon Sq 26th Strat Recon Wg (M) this sta. Eff this date.

3. Confirming VOCO 15 Jul 53: UP AFM 67-1, par 36, Part III the fol amm, 4th Strat Recon Sq 26th Strat Recon Wg (M) this sta are designated as Unit Supply Inspectors and are authorized to sign AF Forms 50-B-C-D and E for the 4th Strat Recon Sq 26th Strat Recon Wg (M) this sta. Eff 15 Jul 53.

T SGT SAMUEL GLEDHILL AF31004658 A/IC WILLIAM R SIDBERRY AF19408621

OFFICIAL:

/s/William E Beaty Jr  
/t/WILLIAM E BEATY JR.  
Major, USAF  
Commander

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*William E Beaty Jr.*  
WILLIAM E. BEATY JR.  
Major, USAF  
Commander

10

26TH FIELD MAINTENANCE SQUADRON (M)  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

SPECIAL ORDERS)  
NUMBER 40)

21 July 1953

ASSUMPTION OF COMMAND

Under the provisions of Air Force Regulation 24-1, dated 10 November 1950, the undersigned hereby assumes command of the 26th Field Maintenance Squadron (M), Lockbourne Air Force Base, Columbus 17, Ohio. Effective 16 July 1953.

*John H. Atkins, Jr.*  
JOHN H ATKINS, JR.  
Major, USAF  
Commander

11

3RD STRATEGIC RECONNAISSANCE SQUADRON (M)  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

SPECIAL ORDER)

21 July 1953

NUMBER 33)

1. UP AFR 24-1, the undersigned hereby assumes command of the 3rd Strategic Reconnaissance Squadron (M), Lockbourne Air Force Base, Columbus 17, Ohio, VICE MAJOR HENRY M. HENINGTON, 9696A, RELIEVED, eff 18 Jul 53.

DISTRIBUTION:

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*Robert C. Householder*  
ROBERT C. HOUSEHOLDER  
Major USAF  
Commander

12

## First B-47 Flown In For Now Operational 26 Wing



THE CREW OF THE FIRST RB-47 to be assigned to the 26 Strategic Reconnaissance Squadron at Lockbourne posed for pictures shortly after touching down on the Lockbourne runway. The six-jet medium bomber, a special recon version for aerial photography work, was one of six which arrived last week. From L-R are: Col. Henry R. Sullivan, commander of the 26 Wing and pilot of the ship; co-pilot Maj. Henry Hennington; and radar-navigator Lt. Norman Bennett.

Colonel Henry Sullivan, 26 Strategic Reconnaissance Wing Commander, flew the first YRB-47 Stratojet assigned to the 26 Wing from Tulsa, Oklahoma to its new home at Lockbourne last week.

The first of six that landed at Lockbourne during the week, the speedy jet was to be only the beginning of the stream of aircraft for the newly formed wing. Each of Lockbourne's two wings are to receive a working force of the 600 mile-per-hour reconnaissance bombers. To date, the 91 Strat Recon Wing has received almost two-thirds of its allotment.

Crewing the plane for Colonel Sullivan was Major Henry Hennington, co-pilot, and Lt. Col. (Continued on Page 8)

### We're Sorry!

The Recon Recorder owes an apology to 1/Lt. William R. Ward, whose picture appeared in the July 10th issue as part of the crew of the first RB-47 to be used by the 26th Strategic Reconnaissance Wing. Lieutenant Ward was the radar-navigator on the flight from Tulsa, Oklahoma to Lockbourne. The Recorder erroneously listed the radar-navigator as a "Lt. Norman Bennett."

### B-47 for 26th

(Continued from Page 1)

Norman Bennett, radar-navigator. This crew is not, however, the permanent crew of the multi-million dollar aircraft.

Until such time as the full complement of planes have arrived, they will be used for training of other crews and maintenance men. At a later date, permanent air and ground crews will be assigned.

The arrival of the YRB-47 marked the beginning of the operational duties of the 26 Wing. With the necessary aircraft now on hand, those officers and airmen who have been to special 47 schools will be able to gain the necessary experience to go along with their special training.

Colonel Sullivan himself spent 10 weeks of extensive study into the many phases of operation of the RB-47. He received his training at Wichita, Kansas.

The swift bomber which landed here on the first of July took one hour and 35 minutes and averaged 450 knots-per-hour for the 750 mile trip.

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**Recon Recorder**  
Friday, July 10, 1953



AIRCRAFT STATUS CHART

	HOURS						PERCENT HOURS ON HAND					
	T-33A		KC-97F		YRB-47B		T-33A		KC-97F		YRB-47B	
	June	July	June	July	June	July	June	July	June	July	June	July
On Hand	2160	2876	14749	15624	NA	8034	--	--	--	--	--	--
In Commission	653	1847	8531	8572	NA	2726	30.3	64.2	57.8	NA	NA	34.0
AOCF	690	126	2299	2902	NA	1082	32.0	4.4	15.6	18.6	NA	13.5
TOC	0	0	127	284	NA	0	0	0	.9	1.8	NA	0
Inspection	477	549	1669	1159	NA	2050	22.1	19.1	11.3	7.5	NA	25.6
Unscheduled Maintenance	340	354	2123	2707	NA	2176	15.6	12.3	14.4	17.3	NA	26.9
Flying Hours	39:45	26	520:40	627:20	NA	89:40	1.8	.9	3.6	2.5	NA	1.1
REQ'D Flying Hours	-	-	500	500	NA	72	-	-	-	-	NA	-
REQ'D No. Of Sorties	-	-	88	86	NA	18	-	-	-	-	NA	-
No. of Sorties Flown	29	16	102	110	NA	13	-	-	-	-	NA	-

MAINTENANCE MANPOWER UTILIZATION CHART

	26 ARS		3rd SRS		Hq Sec Maint Control		FMS		A&E		FMS		WING	
	Manhours	%	Manhours	%	Manhours	%	Manhours	%	Manhours	%	Manhours	%	Manhours	%
Assigned	18,072	-	14,172	-	4,928	-	27,400	-	37,264	-	66,598	-	168,434	-
Available	11,925	66	10,458	74	4,422	90	19,729	72	24,861	67	37,616	57	109,011	64
Direct	8,538	72	5,558	53	-	-	5,110	26	4,502	18	16,193	43	39,901	37
Indirect	3,581	28	5,426	47	4,422	100	14,619	74	20,478	82	21,665	57	70,191	63
Overtime	194	-	526	-	-	-	-	-	119	-	242	-	1,081	-
Absent (total)	4,843	27	3,714	26	690	14	8,150	30	11,972	32	28,622	43	57,991	34
Sick	416	9	230	6	10	2	141	2	222	2	735	3	1,754	3
Squadron	1,164	24	487	13	210	30	1,532	19	5,174	43	2,634	9	11,201	19
AWOL	32	1	12	-	-	-	-	-	16	-	434	2	494	1
Leave	1,464	30	728	20	336	49	504	6	3,789	32	4,504	15	11,325	20
Pass	416	9	48	1	72	10	64	1	1,830	15	1,739	6	4,169	7
TDY	828	17	1,521	41	-	-	4,172	51	888	7	9,978	35	17,387	30
Other	523	10	688	19	62	9	1,737	21	53	1	8,598	30	11,661	20

A TRUE COPY  
*Charles A. Wright*  
 CHARLES A. WRIGHT  
 Major USAF  
 Adjutant

GERALD J. ANDESKIE  
 1st Lt., USAF  
 OIC, Reports & Analysis

### OLD AND NEW JAPAN INTERESTS LAFB MORNING REPORT CLERK

Dick Marshall has a busy schedule layed out for himself after he finishes his career in the Air Force. He's going to college, probably to the University of Virginia, and major in Structural Engineering. Traditionally a rough course, it's the one that he finds most interesting and he hopes that he'll be able to work in the field after school.

Dick enlisted in the Air Force in September of 1951 and went to Sampson for his basic. Then came a short and highly enjoyable stay at N. E. Missouri State Teachers College in Kirksville, Mo. where he took clerk-typist training. In March, he reported to Lockbourne's 801 Headquarters Squadron and was assigned to the Processing section.

Next move came when he was sent TDY to Okinawa, where he worked for six months in Supply with the 307th Bomb Wing. Back at Lockbourne, he was reassigned to the 26th Wing and is now the Morning Report Clerk in the 3rd Strat Recon Squadron.

While on Okinawa, Dick took an R and R to Japan and spent six days in Tokyo. He liked Tokyo, found lots to see and do and was particularly interested in the effects of Western life on the Japanese people. He noticed that it was the members of the higher classes who clung most closely to Japan's traditional clothing and customs. He'd be glad for a chance to go back.

His hometown is New Church, Va., which is about 60 miles N. of Norfolk. At school he played two years of football and baseball, did quite a bit of hunting and fishing. Duck hunting is his favorite way to spend a day in the field and he prefers salt water fishing to any other kind. The ocean is only about 6 miles from his home and Dick has pulled in flounders, trout

and croakers from his small boat.



A/IC Dick Marshall

Page Four

Recon Recorder

Friday, July 10, 1953

### LAFB Personnel Win USAFI Diplomas In Sq Officer Course

USAF Extension Course Institute, Gunter Air Force Base today announced that three Lockbourne officers and one airman had completed courses through Correspondence Study.

The officers, 1st Lt. Alfred J. Stabile, 91st Air Refueling Squadron; 1st Lt. William E. Creek, 26th Air Refueling Squadron; and 1st Lt. J. C. Westmoreland, Hq 26 Strat Recon Wing were awarded diplomas for successful completion of the Squadron Officer Correspondence Course.

A/IC Henry L. Baker of the 26 Air Refueling Squadron was awarded a diploma for the successful completion of the Officer Candidate Correspondence Course. Although he does not receive a commission for completing the course, A/IC Baker has studied personnel supervision, Air Force organization and squadron administration.

The ECI offers free correspondence courses on many Air Force subjects. The general courses are based upon the resident curricula of the Officer Candidate school of the Air Training Command, the Air University's Squadron and Field Officer Courses and the Air War College.

Page Eight  
Recon Recorder  
Friday, July 10, 1953

## Lt. Col. Wm Dodds First Entry In August 9 Sport Car Races

With only a few days remaining before the entry list closes, 100 of the top-ranking Sports Car Club of America competition drivers have entered the Ohio National Sports Car Races which will be held August 9 here at Lockbourne.

Drivers of the speedy, low-slung autos will converge on Lockbourne from points all over the country—including New York, Detroit, Chicago, Cincinnati, Milwaukee, Ann Arbor, Kansas City and many others.

The first entry received at Race Headquarters was that of Lt. Col. William C. Dodds, Director of Materiel for the 26 Wing. The "flying Colonel" will be driving his speedy little Crosley Super Sports in the class H 75-mile event.

Col. Dodds placed second in the four-hour Strategic Air Power Trophy Races and the 50-mile Sowega event at Turner Air Force Base. At the Chanute Air Force Base Regional races, the yellow Crosley powered around the course for 100 miles to take second place in the Class H race.

Also among the first to return an entry blank was James H. Kimberly of Chicago. Kimberly, a business executive, is one of the SCCA's top sports car pilots. The Chicago driver will enter a 4.1 litre Ferrari, which carries a \$17,000 price tag. Kimberly's Ferrari is the car which holds the SCCA-Strategic Air Command airport speed record. The fire-engine red continental car banged through an electrical speed trap at Turner Air Force Base at 168 miles per hour.

Another exciting and fairly unusual foreign auto has been entered by John Negley of New Cumberland, Penn. His car is an English built Allard, powered by an American built Chrysler motor. In the last eight events in which Negley has entered his car, it has taken five first place trophies and three third place ribbons.

Other makes of automobiles which have been entered in the August 9 races so far include the MG, the Allard-Le Mans, the Jaguar, the Porsche and the Bandinis.

**Recon Recorder**

**Friday, July 17, 1953**

Recon Recorder

Page Six

Friday, July 31, 1953



**RAIN NO DAMPNER DEPARTMENT:** Rain didn't spoil the picnic which the 26 Air Refueling Squadron had planned for last Saturday—it just moved it indoors! When the elements got contrary, Col. Madison McBrayer, squadron commander, made some quick arrangements with the Air National Guard for the use of their hangar. The hangar filled the bill and the squadron proceeded with the picnic. "Mission accomplished," was the official report. "A fine time was had by all."

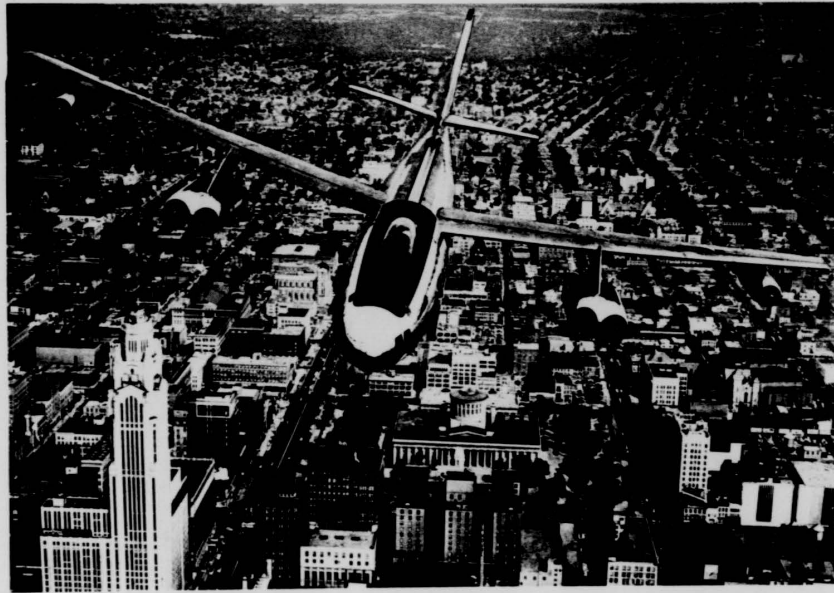
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*August 1953*

# HISTORY



26TH STRATEGIC RECONNAISSANCE WING  
LOCKBOURNE AIR FORCE BASE  
OHIO

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DATE 2 Oct. 1953

NAME Charles A. Wright

HISTORY

OF

26TH STRATEGIC RECONNAISSANCE WING, MEDIUM

801st Air Division

Second Air Force

From

1 August 1953 through 31 August 1953

ASSIGNED UNITS

26th Medical Group  
Headquarters Squadron Section  
26th Field Maintenance Squadron  
26th Periodic Maintenance Squadron  
26th Air Refueling Squadron, Medium  
3rd Strategic Reconnaissance Squadron, Medium  
4th Strategic Reconnaissance Squadron, Medium  
10th Strategic Reconnaissance Squadron, Medium  
26th Armament and Electronics Maintenance Squadron

Collected and Compiled for the  
Wing Historical Officer by

S/Sgt Robert C. Franklin

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HENRY R. SULLIVAN, JR.  
Colonel USAF  
Commander

HISTORICAL OFFICER:

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major USAF  
Adjutant

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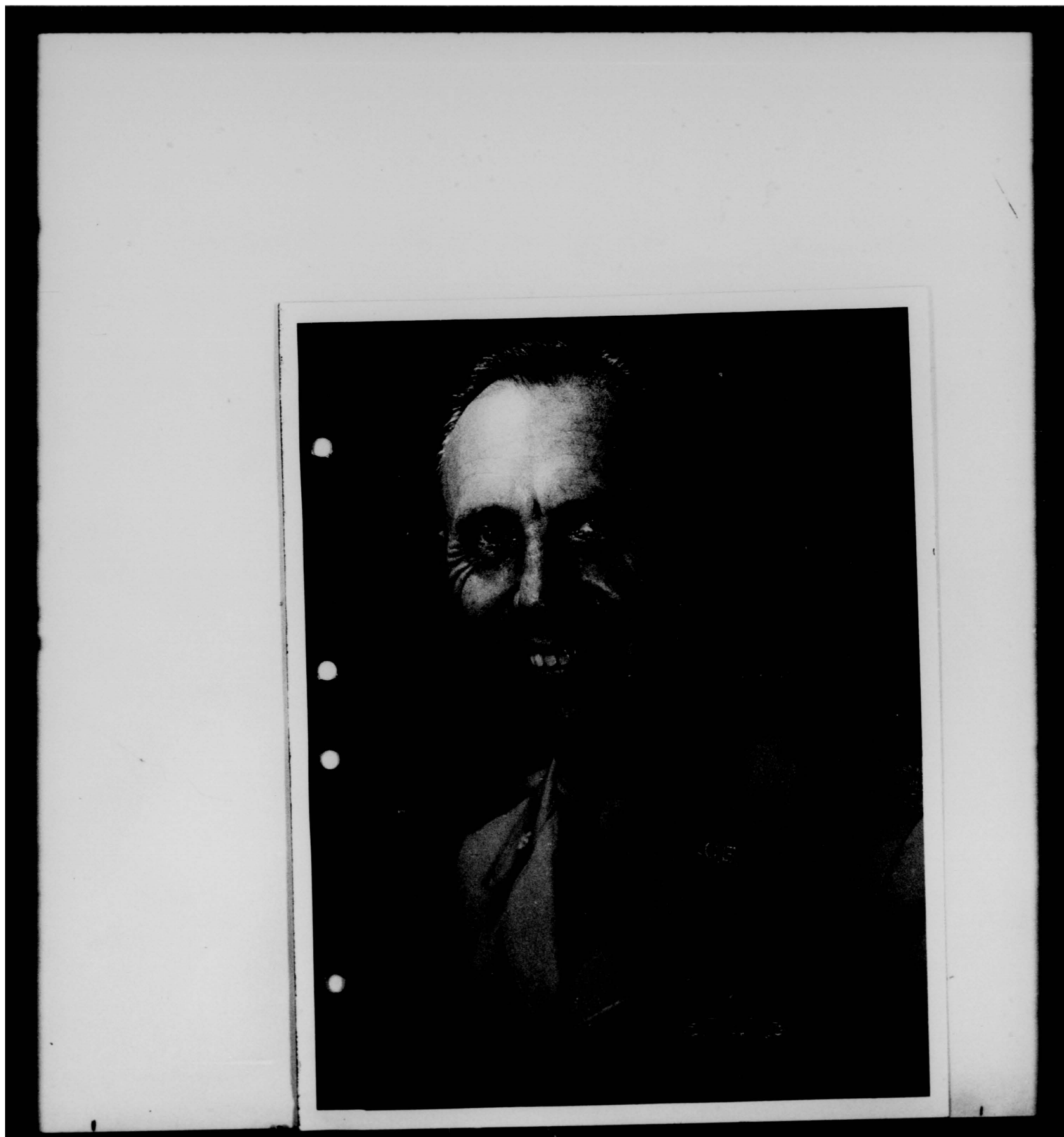
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Major Charles A. Wright, Adjutant 26th Strategic  
Reconnaissance Wing, Medium

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CHAPTER I  
ORGANIZATION AND ADMINISTRATION

The 26th Strategic Reconnaissance Wing, Medium established an Inspectors Office on 1 July 1953, with the assignment of Technical Sergeant Richard A. Fuller as Wing Administrative Inspector.<sup>1 2</sup>

The month of July was utilized to activate the Inspection Office and to compile inspection check lists by screening all directives pertaining to functional requirements of units. Familiarization visits were accomplished in each organization to determine exact, existing conditions and to enable the inspector to know just where to place particular emphasis on formal inspections, that is; personnel, administration, classification and so on. The 26th Strategic Reconnaissance Wing Regulation for the Wing Inspection System was rewritten on 29 July 1953 to establish responsibilities and procedures at Wing level for inspection functions.<sup>3</sup>

Administrative inspection and personnel audits were accomplished in August with ratings for the 3rd Strategic Reconnaissance<sup>4</sup>

- 
1. PAM 27, Hq 26 SR Wg, 1 July 1953.
  2. TO 1-104SP, Dept of the Air Force, 1 March 1953.
  3. 26WR 123-1, H2 26 SR Wg, 29 July 1953. Exhibit 1
  4. Interview by S/Sgt R. Franklin with T/Sgt R. Fuller, 26 SR Wg Inspector.

Squadron and the 26th Periodic Maintenance Squadron being unsatisfactory. Headquarters Section, 26th Air Refueling Squadron, 26th Armament and Electronics Maintenance Squadron and the 26th Medical Group were all rated as satisfactory.

The general condition of the units that were inspected, indicated there was a shortage of personnel as well as a lack of skilled personnel. Recommended trends were, therefore, toward intensive on-the-job training for assigned personnel.

Follow-up inspections within 30 days was deemed warranted for those units rated as inadequate and are planned for the month of September.

6  
Thorough critiques were held at the termination of each inspection in order to familiarize unit personnel of the exact status of administrative and personnel accomplishments.

Three moves were made during August for the improvement of operational procedures of the 26th Air Refueling Squadron and the 3rd and 14th Strategic Reconnaissance Squadrons. Each of the aforementioned squadrons moved the location of their orderly rooms, operation and engineering sections from the barracks areas to new locations on the flight lines where each squadron would have a

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5. Ibid.

6. Ibid.

complete building of their own to house their entire staff. This move is believed to be one of the most important accomplished by the 26th Strategic Reconnaissance Wing as yet, having created a much higher morale among the personnel concerned as well as improving the suave working conditions.

---

CHAPTER II

PERSONNEL

On 31 August there were 260 officers and 1745 airmen assigned to the 26th Strategic Reconnaissance Wing against an authorized strength of 381 officers and 1448 airmen. The increase of airmen personnel was normal input from Air Training Command Schools and overseas returnees. A majority of the airmen influx was apprentice level personnel in the aircraft and engine mechanic career field. The 26th Wing is authorized 90 apprentice level mechanics in this field but has a total of 608 assigned. It is estimated that 22% of these apprentice level mechanics will be utilized to fill other vacancies within their career field and others will be trained as senior level mechanics. In contrast to the 26th Wing's overage in apprentice level mechanics, there is an acute shortage of supervisory personnel in the aircraft and engine mechanic career field. At present there are 74 supervisors assigned as compared to an authorized strength of 181.

Throughout the month of August, the 26th Strategic Reconnaissance Wing continued its stride towards the goal of 100 per

---



cent body and effective manning. However, the status of body and effective manning for the month shows a slight decrease for officer personnel and an increase in airmen personnel.

Body manning for officers during August was 65 per cent in comparison to 66 per cent in July. Effective manning also dropped slightly from 45 per cent in July to 43 per cent in August.

Body manning for airmen during August was 95 per cent in comparison to 87 per cent in July. Effective manning increased from 52 per cent in July to 58 per cent for August.

School quotas for officers were steady throughout the month of August. Three officers were reassigned to Ellington Air Force Base, Texas to attend Primary Observer Course for pilots, while 13 pilots and six observers departed from the 26th Wing for Combat Crew Training Schools at Pinecastle, Florida and Wichita, Kansas. Returnees from Combat Training Schools numbered 21 (1241 Aircraft Observers Bombardiers and 1244 Instructor Pilots) plus five single rated pilots.

Although school quotas were somewhat limited to airmen personnel, there were approximately 113 airmen processed through the 801st Air Base Group Mobile Training Detachment located at

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Lockbourne Air Force Base during August. This training conducted by the 801st Air Base Group specializes in various phases of the KC-97 and RB-47 type aircraft.

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CHAPTER III

OPERATIONS AND TRAINING

The Operations Directorate of the 26th Strategic Reconnaissance Wing, Medium scheduled 114 sorties with a total of 651:13 hours to be flown for the month of August in the KC-97 and YRB-47 aircraft. To show a breakdown of the scheduled sorties, the KC-97 was flown 74<sup>1</sup> sorties, for a total of 444:15 hours while 23<sup>2</sup> sorties were flown in the YRB-47 for a total of 100:50 hours making a combined total of 97 sorties or 17 sorties short of their schedule and 645:55 hours flown which was 5:13 hours short of the scheduled flying hours. The above figures do not include test hops as flown by the two type aircraft, nor do they include the T-33 type aircraft that were flown for a total of 52:30<sup>3</sup> hours for the month.

Ten non-combat ready crews of the YRB-47 returned from B-47 school making 14 of the assigned 15 non-combat crews within the 26th Wing available for training.

Nine YRB-47 aircraft converted to combat equipped status during August and one YRB-47 aircraft was returned from Grand

- 
1. SAC-F-1A, Cndr 26 SR Wg, 5 Sep 53.
  2. Ibid.
  3. Aircraft Status Chart. Exhibit 3

Central Aircraft Company, Tucson, Arizona where it had been delayed for pick-up by maintenance reasons. With the nine conversions and the one return, this brought the 14 presently assigned aircraft to a combat equipped status.

Three KC-97 crews converted from a non-combat to a combat ready status during the month of August and one KC-97 crew was gained to non-combat ready status on 29 August 1953 when the aircraft commander was returned to duty from the base hospital.

Seven KC-97 aircraft were converted to a combat equipped status during the month bringing to a total 19 of the 21 assigned aircraft as combat equipped. Two aircraft remained non-combat equipped awaiting parts.

The 26th Air Refueling Squadron maintained an average of 12 1/2 combat-ready crews (including the Standby Crew) out of a total of 18 complete crews during August being the same number that was available in July. Lockbourne Air Force Base having been preoccupied with the National Sports Car Races in the fore part of the month and with much operational attention being devoted to carrying out Operation Longstride, this presented a limited amount of available time for flight training purposes.

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Among the leading missions carried out under orders from higher headquarters by the 26th Air Refueling Squadron was; one crew furnished a static display for Reserve Officer Training Corps Cadets at Turner Air Force Base, Georgia; an In-flight refueling was furnished F-84's of the 508th and 31st Strategic Fighter Wings on a profile mission and the participation of 13 KC-97 aircraft in Operation Longstride.

Execution of Operation Longstride engaged the 26th Air Refueling Squadron's attention during most of August which involved the dual problem of staging from foreign located bases and the overwater refueling of F-84 aircraft. This operation provided the most realistic simulation of possible combat operations so far experienced by the squadron. While the refueling phase of the mission was completed as scheduled in a comparatively brief time on 20 August 1953, the squadron had been actively engaged in various phases of mission preparation which commenced early in the month. The assignment of flight and ground crews for the mission were made and aircraft maintenance discrepancies corrected. As a final step, one crew was sent TDY to Turner Air Force Base, Georgia for familiarization of the 508th Strategic Fighter Wing with air refueling techniques. Flying for four days out of Turner, the crew provided Instrument Flight

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Rules and Electronic rendezvous practice for many of the fighter pilots who were later to fly in Operation Longstride. On one flight, one of the fighter pilots was invited to fly in the KC-97, with the feeling that this would provide fighter personnel with a closer insight of the tanker's capabilities and practices. The offer was accepted by one of the fighter pilots and proved to be a recommendable type of cross training.

In conjunction with the fighter training, these flights also provided an opportunity to check-out several boom operators of the 26th Air Refueling Squadron under the supervision of the non-commissioned officer in charge.

The 508th Strategic Fighter Wing's profile mission was flown 11 August 1953 with the 26th Air Refueling Squadron providing IFR support over Columbus and Cincinnati, Ohio. This was the longest F-84 mission ever to be flown in the United States.

Following the profile mission, concentration was centered on the final preparation of planes and crews. The week of mid-August drew to a close with continuous activity on the flight line as flight crews completed final preflights amidst the quickening pace of adjustments, replacements and inspection by the ground crews. The final test flights were on 15 August 1953 and as the day ended all was in readiness for the first detachment to leave the evening of 16 August 1953.

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With a long overwater flight facing the Lajes, Azores detachment of Operation Longstride, departure began at one minute intervals after 2400Z the evening of 16 August 1953. The route was direct from Lockbourne Air Force Base, Ohio to Boston, Massachusetts, through the control areas and overseas to the Azores, for a distance of 2573 nautical miles with approximately 11 hours of expected flight.

Having undergone celestial, loran, pressure pattern and radio navigation methods enroute, the flight proved uneventful for the five aircraft as they arrived on schedule the morning of 17 August 1953.

With all aircraft in commission the day for Operation Longstride arrived - 20 August 1953. The 31st Strategic Fighter Wing was attempting to blaze a new trail for fighter aircraft across the Atlantic. Eight F-64's participated in the operation with the role of the 26th Air Refueling Squadron proving vital to their success.

The weather reconnaissance aircraft departed at 0632Z to relay weather information from the rendezvous area, with the four remaining aircraft departing Lajes shortly after 1420Z and quickly formed in the Orbit area. At 1448Z the fighters

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4. Ops Order 39-53, Hq 26 SR Wg, 12 Aug 53. Exhibit 4

were visible on the leads ship's APN-12 at a range of 180 miles with the tankers at 38<sup>h</sup>6N 270<sup>h</sup>W. Once contact was established, the rendezvous was quickly made with the refueling commencing about 1533Z and terminating at approximately 1545Z. The eight F-6h's having been serviced, they quickly continued to their goal of Nouassuer, Morocco.

The following day, 21 August 1953, the KC-97's headed homeward to Lockbourne again practicing navigational problems while enroute. Four of the crews experienced no difficulty and returned as briefed, while the fifth crew ran into considerable engine trouble which altered their flight to Argentia, Newfoundland. Number two engine backfired, cutting out in flight. Pulled back to minimum torque, mixture rich, backfiring still continued. The engine was then feathered. Ten minutes later the turbo on number four was lost resulting in partial power failure. Altitude could not be maintained. The aircraft was vectored into Argentia by Gander Control and met near the coastline by an Air Sea Rescue aircraft. The landing however, was accomplished without difficulty.

Ground maintenance remedied the six dead jugs on number two and repaired the broken wire on the cannon plug of number four turbine. The aircraft then proceeded to Lockbourne on 22 August 1953 without further mishap.

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The Goose Bay, Labrador detachment of Operation Longstride,<sup>5</sup> consisting of eight KC-97 aircraft, departed on one minute intervals from 1330Z, 17 August 1953, with the route being from Lockbourne to Bangor, Maine and then by airways to Goose Bay. While enroute, most of the crews attained day celestial and radar navigation 50-8 accomplishments.

The flight to Goose Bay was uneventful with the planes remaining closely grouped throughout the trip. Cloud conditions between Seven Islands and Goose Bay made instrument flying mandatory for those aircraft above 16,000 feet. As Goose Bay was approached, the cloud conditions were found to be more favorable than reported. Instrument flight rules were cancelled at approximately 5000 feet and the only hazard encountered was a gusty wind of 30 to 40 knots which required the use of extreme caution in landing.

All landings having been completed by 1900Z, the crews were soon billeted with instructions for necessary maintenance and flight personnel to report to the aircraft at 0800 hours the following day.

On the morning of 18 August 1953, an air compressor, oxygen cart, maintenance stands and power units were borrowed from the

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5. Recon Recorder (Lockbourne AFB, Ohio) 28 August 1953, p 1  
Exhibit 5

Transient Aircraft Section in order to perform necessary maintenance problems. A fuel boost pump change was made on aircraft number 268 and a rate of climb instrument was changed on number 266 while two tachometer generators were removed and repaired on 243. Aircraft number 244 was test flown twice for UHF checks and on the second test landing, gear trouble developed but a safe landing was made. Immediately a retraction check was pulled and to remedy its malfunctions, the left landing gear actuator was removed and replaced. A UHF set was repaired for 266 which readied all aircraft for their mission.

The briefing staff prepared their materials and along with final instructions from the 40th Air Division the main briefing was held. With all details for the mission in hand, the accidental severance of the communication cables leading out of Goose Bay proved no hindrance to the mission.

The actual mission for this detachment began in the early darkness of 20 August 1953 with the first crew taking off at 0615Z to provide weather reconnaissance for the flight. An orbit was established in the Cape Harrison Radio area and weather reports were relayed every thirty minutes.

Operation Longstride was an extremely beneficial mission

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5. TX 508079, Cdr 40 ADiv, 17 August 1953. Exhibit 6

for the squadron. There are few flights of greater value than a long-range overwater flight in building crew confidence and coordination. As has been previously mentioned there were a multitude of navigational opportunities for the two detachments. Besides those already mentioned, other crew members also profited. Much information and instrument flying was accomplished, boom operators transferred 168,975 pounds of fuel, radio operators familiarized themselves with overwater reports and the engineers received practical experience in fuel transfers, long range and formation cruise control techniques. Probably most important however was the squadron spirit built in the accomplishment of the two missions.

Of the 74 sorties flown, there were; 25 rendezvous', 99 wet hook-ups and 49 dry hook-ups attempted. Of these, 21 rendezvous', 91 wet hook-ups and 49 or all of the dry hook-ups were successful.

Flying Safety. For the month of August, the 26th Strategic Reconnaissance Wing operated without accident or incident to any aircraft. Flying Safety is being stressed particularly now that the Wing is in the transition period to RB-47's. There were

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6. Ltr, 801 ADiv to Cmdr 2AF, "Aircraft Accident Follow-up Report (RCS: AF-F3(SAC-1)(2AF-1)(Part II))", 2 Sep 53, 26DO 373.2 Exhibit 7

three Flying Safety Meetings held within the Wing. Two were in  
the 26th Air Refueling Squadron and one was in the 3rd Strategic  
Reconnaissance Squadron.

An inspection of airfield facilities has shown an improvement  
in the rough area within the clear zones and seeding of the erosion  
area is proceeding as planned.

Dissemination of revisions of aircraft operating procedures  
and all flying safety material was monitored by the Flying Safety  
Office.

Indoctrination of tower operators in B-47 procedures has  
progressed satisfactorily. The 26th Wing Operations section has  
worked out a manning plan for the operation of the Mobile Control  
Unit and the unit should be in operation soon, which should be of  
great assistance to the control tower.

Ground Training. With the full attendance of airman in the  
base wide lecture for Ground Safety and the Uniform Code of Military  
Justice, the 26th Strategic Reconnaissance Wing shows a 100 per  
cent accountability in that there were no accidents during August.

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7. Ltr, 26 ARS to Cmdr 26 ARS, "Flying Safety Meeting Report",  
10 August 1953. Exhibit 6
  8. Ltr, 26 ARS to Cmdr 26 ARS, "Flying Safety Meeting Report",  
25 August 1953. Exhibit 9
  9. Ltr, 3rd SR Sq to Cmdr 3 SR Sq, "Flying Safety Meeting Report",  
28 August 1953. Exhibit 10
  10. Ltr, 26 SR Wg to Cmdr 26 SR Wg, "Flying Safety Officer's  
Activity Report for Month of August, 2650. Exhibit 11.

Officers and airmen were given swimming proficiency tests and aquatic survival. Ground training at present time only shows an approximate figure of 73 per cent of personnel attending which is due to the transfer of personnel between squadrons, TDI's and personnel in school.

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CHAPTER IV

MATERIEL

During the month of August, new unit property record and equipment authorization lists were received for all units of the 26th Strategic Reconnaissance Wing. These documents were processed in compliance with the Strategic Air Command Regulation 67-7, and the old lists were held pending closed out action. All squadrons of the 26th Wing also received new unit allowance lists and all new authorized items have been placed on requisition AF 56 SO for procurement.

The monthly supply meeting for the 26th Strategic Recon-<sup>1</sup>naissance Wing was held 9 August 1953 with personnel from all squadrons in attendance.<sup>2</sup> The main topics for discussion was the closing out and processing of unit property record and equipment authorization lists as well as the E-21 or Selected Critical Items report.

An inspection chart was devised and four units were inspected for supply receipts, storage and accounting methods. Of the four units inspected, the 26th Medical Group was rated excellent, 26th Periodic Maintenance Squadron, satisfactory; 4th Strategic Recon-

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1. Supply Meeting Minutes, 17 August 1953. Exhibit 12  
2. Ibid

naissance Squadron and Headquarters Squadron both unsatisfactory.

Supply difficulty letters were submitted on approximately forty critical items of supply, such as: rectifiers, truck stands, engine stands and test stands.

The 26th Strategic Reconnaissance Wing Mobility Plan 1-53, dated 1 June 1953, as revised, was approved by Headquarters Second Air Force and Headquarters Strategic Air Command<sup>3</sup>. This message also established a deadline date of 1 December 1953 for submission of the YRB-47 portion of the 26th Wing Mobility Plan. In furtherance of this project, action has been initiated to have the individual squadrons prepare phased listings of personnel and equipment to support the 3rd, 4th and 10th Strategic Reconnaissance Squadrons.

It is the policy of Strategic Command Headquarters that each combat wing should survey their forward operating station and enroute bases to determine capabilities as opposed to requirements of the 26th Wing. Considerable research has been accomplished during the month, designed to establish authority, prepare check lists of items to be surveyed and to establish a balanced survey team.

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3. TWX, DM 2B 18600, Cmdr SAC, 11 August 1953. Exhibit 13

Annexes were prepared for Operations Plan 34-53 dated 31 August 1953.

The monthly Flyaway Kit Panel meeting was held on 18 August 1953. The main topic under discussion was the lack of proper Technical Order Compliance action on Flyaway Kit items. This subject will be followed up to alleviate the present condition.

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CHAPTER V  
MAINTENANCE

KC-97F Aircraft. The 26th Air Refueling Squadron flew a total of 468 hours and 25 minutes for an average of 22 hours and 25 minutes per aircraft. Of the 93 sorties flown, there was one abort for a five per cent abort rate. The abort declared, reflected failure of prop reverse solenoid. There was an increase in the in-commission rate over July by five per cent and a decrease of four per cent in the Aircraft Out of Commission Parts rate. There also was an increase of four per cent of Unscheduled maintenance. The Technical Order Compliance rate was reduced by eight per cent over July which reflected the efforts made to reduce the rate. There was an average of 20.25 per cent Technical Orders outstanding per aircraft for the month and an average of 14.1 per cent involved waiting for parts or kits.

YRF-47B Aircraft. The 3rd Strategic Reconnaissance Squadron flew 110 hours and 50 minutes for an average of 7 hours and 55 minutes per aircraft. Of the 23 sorties flown, there were

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1. Aircraft Status Chart. Exhibit 3
  2. SAC-F-1A, Cmdr 26 SR Wg, 5 Sep 53.
  3. Aircraft Status Chart. Exhibit 3
  4. SAC-F-1A, Cmdr 26 SR Wg, 5 Sep 53

three aborts for an average of two per cent abort rate. The aborts declared, reflected failures of airspeed indicator, access panel number four and number five engines, number three boost pump and fuel leaking from tank vents. There was a decrease of seven per cent in-commission rate over July and an increase of two per cent Aircraft Out of Commission Parts rate. There was an increase of 26 per cent of unscheduled maintenance. The following are the main reasons for the unscheduled maintenance: fuel leaks, low exhaust gas temperatures, retraction tests, grounding technical orders and trouble getting bearings for engine screens and canopy adjustment. Technical Order Compliance rate was increased by three per cent. Periodic Maintenance has been of great assistance to the 3rd Strategic Reconnaissance Squadron in complying with technical order compliances in their idle time. There was an average of 53.1 per cent technical orders outstanding per aircraft for the month and 27.35 per cent involved awaiting for parts or kits.

T-33A Aircraft. The T-33A aircraft flew 52 hours and 30 minutes for an average of 10 hours and 45 minutes per aircraft. The in-commission rate decreased 20 per cent and the Aircraft Out of Commission Parts rate increased 18 per cent. Some of the

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5. Aircraft Status Chart. Exhibit 3

parts are not available at the depot even though the depot has them on order. There was an increase of 18 per cent of unscheduled maintenance. The following are the main reasons for unscheduled maintenance; fuel leaks and right strut. The Technical Order Compliance rate was increased by one per cent over July, however, there were no aircraft out for Technical Order Compliance. There was an average of seven per cent technical orders outstanding per aircraft and three per cent involved waiting for parts or kits.

Engine Analysis.

<u>Type</u>	<u>No. Removed</u>	<u>Average Flying Hours</u>
R-4360	3	320:05
J-47-23	1	23:05

Two of the R-4360 and the one J-47-23 engines were removed due to internal failures while the third R-4360 engine was changed due to an oil leak. All of the engines were shipped to the depot for repair.

During the month of August, there were two R-4360 engines torn down and three engines built-up. There were six J-47-23 engines torn down and eight engines built-up.

Periodic Inspections. Four inspections were performed on the KC-97F aircraft with an average of 1019 manhours expended

per inspection. This shows a slight increase over July.

PERIODIC INSPECTIONS

<u>Average Manhour Expenditures</u>	<u>Docks</u>	<u>FMS</u>	<u>ARE</u>	<u>Total</u>
KC-97F	813	12h	22	1019
YRB-47B	NA	NA	NA	NA
T-33A	NA	NA	NA	NA

Quality Control inspections revealed an average of 19 discrepancies per aircraft prior to their leaving the docks. A total of two safety of flight items were found. The discrepancies have decreased showing better quality maintenance.

Manhours Utilization. Maintenance activities expended 134 direct manhours for every hour flown by the YRB-47B aircraft. This was an increase of 59 manhours over July which was due to the extreme amount of unscheduled maintenance. There were 29 direct manhours expended per flying hour flown by the KC-97F aircraft. There was a decrease of three manhours per flying hour over July. An average of manhours per flying hours is broken down as follows:

	<u>KC-97F</u>	<u>YRB-47B</u>
Flight Line	11	93
Periodic Maint	8	13
Field Maint	5	11
A & E	2	17
Total	29	134

The 26th Strategic Reconnaissance Wing averaged 63 per

5  
cent manhours available of its' assigned personnel for a decrease of one per cent over July. The maintenance Manpower Data Chart gives each code of breakdown of absent time and its percentage of the total. TDY has taken the greatest percentage. The absent time 10.7 per cent (other) is broken down as follows:

- 70 per cent MTD and MTU
- 20 per cent Preparing for Sport Car Races
- 3 per cent Squadron Training
- 2 per cent Compensatory Time Off
- 5 per cent Miscellaneous

The overall picture is one of improvement but as yet it is not of satisfactory efficiency. This is understandable as the 26th Wing is not fully manned and has too few aircraft for the personnel to spend many direct manhours. The percentage of direct manhours available, average 40 per cent for an increase of three per cent over July. This percentage should increase to approximately 70 per cent when the 26th Wing is completely equipped.

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5. Manpower Data Chart. Exhibit 14

WALL OF THE FORT  
WALL OF THE FORT

STAFF SECTIONS

Colonel Henry P. Sullivan, Jr. ----- Commander  
Colonel William J. Meng ----- Deputy Commander  
Major Charles A. Wright ----- Adjutant  
Major George D. Sampson ----- Director of Personnel  
Colonel Alan F. Adams ----- Director of Operations  
Lieutenant Colonel William C. Dodds ----- Director of Material

WALL OF THE FORT

Headquarters Section ----- Captain Richard D. Evans  
Armament & Electronics Maintenance ----- Major John A. Nicholson  
Periodic Maintenance ----- Major William J. Bausser  
Field Maintenance ----- Major John B. Atkins, Jr.  
3rd Strategic Reconnaissance ----- Major Robert C. Householder  
4th Strategic Reconnaissance ----- Captain James R. Tucker  
10th Strategic Reconnaissance --\* Second Lieutenant Eloy D. Angen  
Air Refueling ----- Lieutenant Colonel Madison H. McBrayer  
Medical Group ----- Captain Paul R. Zaugg (MC)

\* One officer and one airman basis.

SOURCES OF INFORMATION FOR HISTORY

General Orders  
Staff Meeting Minutes  
Base Newspaper (Beacon Recorder)  
Public Information Files  
Personnel Charts and Records  
Staff Sections Files  
Message Center Files  
Classified Files  
Daily Bulletin  
Wing Regulations  
Maintenance Charts and Records  
Special Orders  
Pilot's Log Books  
Squadron Historians  
Interviews

In addition to the above sources of information, additional data was procured through interviews with key personnel of staff sections, squadrons and/or personnel concerned along with personal observations of the Historian.

APPENDIX

LIST OF INCLOSURES

1. Regulation 123-1, Headquarters 26th Strategic Reconnaissance Wing, 29 July 1953.
2. Aircraft Status Chart.
3. Operations Order 39-53, 26th Strategic Reconnaissance Wing 12 August 1953.
4. Recon Recorder (Lockbourne AFB, Ohio) 28 August 1953.
5. TWX 508079, Cmdr 40th Air Division, 17 August 1953.
6. Letter 26DO 373.2 Headquarters 601st Air Division, 2 September 1953.
7. Letter 26th Air Refueling Squadron, 10 August 1953.
8. Letter 26th Air Refueling Squadron, 25 August 1953.
9. Letter 3rd Strategic Reconnaissance Squadron, 28 August 1953.
10. Letter, 26DO, 26th Strategic Reconnaissance Wing, Undated.
11. Supply Meeting Minutes, 17 August 1953.
12. TWX DM 2B 18600, Cmdr Strategic Air Command, 11 August 1953.
13. Manpower Data Chart.



WING REGULATION)

NUMBER 123-1)

HEADQUARTERS

26TH STRATEGIC RECONNAISSANCE WING (M)  
Lockbourne Air Force Base, Columbus, Ohio  
29 July 1953

WING INSPECTOR

Wing Inspection System

(This Regulation supersedes 26th Wg Reg 123-1, 19 Mar 53).

1. PURPOSE: To establish responsibilities and procedures at Wing level for inspection functions as outlined in AFR 123-1, 13 January 1953.
2. SCOPE: The provisions of this regulation are applicable to all organizations of the 26th Strategic Reconnaissance Wing (M).
3. RESPONSIBILITY:
  - a. Administrative Inspections. The Wing Inspector will conduct quarterly administrative inspections of all organizations of this Wing, and of all activities. Inspections will be conducted more frequently when recommended by the Wing Inspector and approved by the Wing Commander or Deputy Commander.
  - b. Other Inspections. The Wing Inspector will conduct technical inspections whenever deemed necessary by the Wing Commander or Deputy Commander.
  - c. Inspection Reports. Inspection reports will be prepared by the Wing Inspector and will be processed in accordance with Section IV, AFR 123-1, 13 Jan 53. Inspection reports will be indorsed by the activity inspected, to the Wing Commander, through the Wing Inspector. Indorsements will be signed personally by organization commanders, or the Officer in charge of an inspected activity, within seven (7) working days after receipt of report.
  - d. Inspection Report Format. Reports accomplished by the Wing Inspector will follow procedures outlined in AFR 123-1.
  - e. Command and Special Subjects.
    - (1) The Wing Inspector will perform inspections of Command and Special Subjects.
    - (2) The Wing Inspector will request the services of qualified technical personnel from officers of the various Directorates to assist in these inspections when necessary.
  - f. Preparation for Overseas Movement.
    - (1) The Inspector General, Headquarters Second Air Force is responsible for conducting FOM Inspections of Units (Squadrons or higher), prior to overseas movements.
    - (2) The Wing Inspector will perform periodic inspections of the administrative phases of mobility plans.
    - (3) Technical Order handling will be the responsibility of the

Wg Reg 123-1)

(3) cont'd

Wing Maintenance Control officer under the direction of the Directorate of Materiel.

g. Administrative Inquiries and Investigations. The Wing Inspector, or any officer so appointed by the Wing Commander will perform administrative inquiries or investigations as required. The provisions of AFR 120-25 will be adhered to in all cases.

h. Case Reports. The Wing Inspector will process case reports in accordance with paragraph 20, AFR 123-1.

i. Personal Conference Hour. The Wing Inspector, or a qualified field grade officer appointed by the Wing Commander will conduct a personal conference period once each month in the Wing Conference Room from 1330 to 1630 hours, on the first Thursday of each month. Any person assigned to this Wing, military or civilian, may present a grievance, complaint, criticism or suggestion without prior permission from their supervisor. In this respect, although prior permission is not required, a person is expected to inform his supervisor of his whereabouts at all times. The nature of his visit to the officer conducting the hearing need not be divulged. All personnel will be informed of final action in each case. Oral or written grievances, complaints, and criticisms will be handled in confidence.

4. General: Inspections in the field are considered to have a twofold purpose; namely, to keep the Wing Commander informed of conditions of mission performance within the Wing, and to assist organizations and activities by offering constructive criticism in respect to good management practices. The inspector will operate as a factfinding agency for the Wing Commander, and will at all times assist personnel in the performance of their mission by offering helpful suggestions, and by assisting in the interpretation of the intent of a directive. Staff Directorates are responsible for technical assistance within their areas of responsibility.

BY ORDER OF THE COMMANDER:

OFFICIAL:

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF  
Adjutant

CHARLES A. WRIGHT  
Major, USAF  
Adjutant

DISTRIBUTION:

"D"

	AIRCRAFT STATUS CHART						PERCENT HOURS ON HAND					
	T-33		KC-97F		YRE-47B		T-33		KC-97F		YRE-47B	
	July	Aug	July	Aug	July	Aug	July	Aug	July	Aug	July	Aug
On Hand	2876	3720	15624	15624	8034	10167	-	-	-	-	-	-
In Commission	1847	1657	8572	9338	2726	2827	64.2	44.5	54.8	59.7	34.0	27.8
AOCF	126	826	2902	2152	1082	1548	4.4	22.2	18.6	13.7	13.5	15.2
TOC	0	38	284	144	0	312	0	1.0	1.8	1.0	0	3.0
Inspection	549	56	1159	665	2050	167	19.1	1.6	7.5	4.3	25.6	1.6
Unscheduled Maintenance	354	1143	2707	3325	2176	5313	12.3	30.7	17.3	21.3	26.9	52.4
Flying Hours	26:00	52:30	627:20	468:25	89:40	100:50	.9	1.4	2.5	3.0	1.1	1.8
REQ'D Flying Hours	-	-	500	481:30	72	169:43	-	-	-	-	-	-
REQ'D No. of Sorties	-	-	86	74	18	40	-	-	-	-	-	-
No. of Sorties Flown	16	38	110	93	13	27	-	-	-	-	-	-

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
12 August 1953

26TH STRATEGIC RECONNAISSANCE WING (M)

OPERATIONS ORDER 39-53

Security Information

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
12 August 1953

OPERATIONS ORDER 39-53

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APPENDIX I - Navigation Flight Plan for  
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NECTAR ALFA-1 (no wind)

26th SRW  
OPNS ORDER 39-53

*Security Information*  
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~~SECRET~~

CLASS: **RESTRICTED**  
AUTH: Cmdr, 26th SRW  
INITIAL: W. Jones  
DATE: 12 August 1953

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
12 August 1953

OPERATIONS ORDER  
NUMBER 39-53

CHARTS AND MAP REFERENCES - See Annex "D".

TASK ORGANIZATIONS:

26th Air Refueling Squadron	Lt Col Madison M McBrayer
26th Field Maintenance Squadron	Major John Atkins
26th Armament & Electronics Squadron	Capt William E Borders

1. GENERAL SITUATION: A requirement exists for testing alternate fighter deployment routes from ZI to European and North African Deployment Bases.

a. Intelligence: See Annex "A".

b. Friendly Forces:

(1) MATS:

- (a) Provide necessary base facilities at Kindley and Lajes.
- (b) Provide necessary rescue facilities and Duckbutt aircraft.
- (c) Provide communication support by AACS, and necessary air/ground radio facilities.
- (d) Provide one heavy transport to operational control of 26th ARS, to furnish airlift for eight (8) persons and 13,300 lbs of cargo from Lockbourne on X minus three (3) to Turner, to Lajes and return via Kindley, to Turner to Lockbourne.

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(2) NEAC:

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- (a) Provide necessary base facilities at Goose Bay.
- (b) Provide necessary rescue facilities and Duckbutt aircraft.

(3) USAF:

- (a) Provide necessary rescue facilities and duckbutt aircraft.

(4) ARS:

- (a) Provide necessary rescue facilities and duckbutt aircraft.

(5) CINCLANT:

- (a) Provide communication facilities at Ocean Station ECHO.

ECHO Station will be at  $34^{\circ}40'N$   $51^{\circ}48'W$  on X Day for  
COCA ALFA-1.

- (b) Provide ocean station vessel at  $57^{\circ}25'N$   $52^{\circ}00'W$  and ALFA  
Station at  $62^{\circ}25'N$   $33^{\circ}20'W$ , and "India" station at  
 $60^{\circ}57'N$   $14^{\circ}00'W$  on X Day for NECTAR ALFA-1.

- (c) Provide Communication relay functions.

(6) 8th Air Force:

- (a) Provide facilities necessary at Dow AFB.

2. MISSION: During the period of this exercise, aircraft of this command will fly designated routes to accomplish inflight refueling of fighter aircraft of the 31st SFW and 508th SFW.

3. TASKS FOR SUBORDINATE UNITS:

a. 26th Air Refueling Squadron:

- (1) Deploy eight (8) KC-97 aircraft to Goose Bay on X minus 3  
to IFR twenty (20) F-84's of NECTAR ALFA-1 flight on X-Day.

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- (2) NECTAR ALFA-1 flight will arrive at 55°19N 57°18W at H plus 3:45 rendezvous and inflight refuel twenty (20) F-84's at H plus 4:38 on course to Keflavik. A minimum of six tankers will be on station.
- (3) Deploy five (5) KC-97 aircraft to Lajes on X minus 3 to IFR eight (8) F-84's of COCA ALFA-1 flight on X-Day.
- (4) COCA ALFA-1 flight will be on station (over Lajes Radio) not later than H plus 6:46 and will rendezvous and IFR eight (8) F-84's at H plus 7:46. A minimum of three (3) tankers will be on station during IFR.
- (5) Refueling procedure w/b as outlined in SAC Manual 50-31 and 55-2.
- (6) Refueling altitude at 15,000 feet unless weather dictates otherwise.
- (7) Rendezvous will be accomplished using APN-12 and APN-76 equipment. (See paragraph 7, Annex "C".)
- (8) Weather scout aircraft will be dispatched to refueling location to be on station one (1) hour prior to scheduled departure time of fighter aircraft from Turner AFB.
  - (a) NECTAR ALFA-1 flight (Goose Bay) Weather scout will be on station at 0700Z (H hour minus 1).
  - (b) COCA ALFA-1 flight (Lajes) weather scout will be on station 0645Z (H hour minus 1).
  - (c) Weather scouts will remain until tanker aircraft arrive on station. Where practicable weather scout aircraft will be one of the participating tanker aircraft.

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SECURITY INFORMATION

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- (d) On completion of one orbit of refueling area, weather scout will transmit to both primary and secondary communication control stations (addressed to Commander SAC) a clear text unclassified report of weather encountered. Use of radio call assigned to tanker force plus suffix WS.
  - (e) Weather report will include temperature, wind, contrail and cloud data for refueling altitudes plus any significant comment on Weather trends or activity in adjacent areas or at adjacent altitudes. On completion of above transmission Weather Scout will contact Blackjack or alternates as listed in Annex "C", Par 2f.
  - (f) On contact with Blackjack a phone patch w/b provided to SAC Hq Controller (RAMROD) and Weather w/b repeated directly to him. Above reports (to communication control stations and to Controller via Blackjack) w/b repeated anytime that a change in weather occurs or if no change, at least once each thirty minutes until fighters pass.
- b. 26th Field Maintenance Squadron:
    - (1) Provide necessary specialist maintenance as required to fulfill this mission.
  - c. 26th Armament and Electronics Squadron:
    - (1) Provide necessary maintenance and equipment as necessary to fulfill this mission.

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x. General Instructions:

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- (1) X-Day is 20 August 1953. This Operations Order will be executed upon receipt of execution orders from Higher Hqds.
- (2) H-hour for COCA ALFA-1 flight is 0745Z. H-hour for NECTAR ALFA-1 flight is 0800Z.
- (3) Information pertaining to movement of participating aircraft w/b unclassified after F-84 aircraft depart Turner AFB. Aircraft performance and procedures will retain appropriate classification. Messages regarding Weather planning information may be classified restricted. Caution w/b exercised to insure such messages do not divulge purpose of or aircraft participating in mission.
- (4) Call signs during rendezvous will be as follows:

COCA ALFA-1	-	"SWEET PEA 3"
NECTAR ALFA-1	-	"TAR BABY 2"

  - (a) Call signs during IFR w/b that number painted on nose of fighters suffixed by either Tanker or receiver.
- (5) Commander of Unit providing aircraft for missions on X-day will request necessary altitude reservation from CAA ten (10) days prior to X-Day.
- (6) Weather minimums for flights will be as specified in current Pilot Handbooks and Facility Charts.
- (7) All tanker aircraft, Duckbutts and ocean station vessels will transmit homing signal one hour prior to ETA of fighters.

SECURITY INFORMATION

26th SRW  
OPNS ORDER 39-53

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- (8) JP-4 fuel requirement for Tankers:
- (a) NECTAR ALFA-1 (TAR BABY-2) - 5,000 gal per Tanker  
(Approximately 900 gal fuel per fighter to be transferred)
  - (b) COCA ALFA-1 (SWEET PEA-3) - 6400 gal per Tanker  
(Approximately 800 gal fuel per fighter to be transferred)
- (9) Tanker Force Commander will transmit to both primary and secondary communication control station a report of total force on station. (EXAMPLE: OPNS IMMEDIATE TO CMDR, SAC XYAC COCA ALFA-1 (or NECTAR ALFA-1), SWEET PEA-3 or (TAR BABY-2 as appropriate) on Station with (number of aircraft) at (Time). Appropriate remarks w/b added to explain aborts, etc.)
- (10) Tanker Force Commander will upon completion of refueling, transmit to both primary and secondary Communication control stations following information. EXAMPLE: "Ops IMMEDIATE to CMDR, SAC, XYAC, COCA ALFA-1 (or NECTAR ALFA-1, as appropriate), SWEET PEA-3 or (TAR BABY-2, as appropriate) (number of refueled fighters) complete and enroute at (time zebra). Appropriate remarks w/b added to explain and refueling failures and status and intention of un-refueled fighters.
- (11) Tanker Commander ASAP after landing will transmit to Cmdr, SAC, by OPNS IMMEDIATE FLICOM a detailed report of refueling operation to include number of pounds on-loaded by each fighter and any difficulties experienced.

4. ADMINISTRATION & LOGISTICS: - See Annex "B".

26th SRW  
OPNS ORDER 39-53

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5. COMMAND AND COMMUNICATIONS:

- a. Command - Normal.
- b. Communications: - See Annex "C".

ANNEXES:

"A" - Intelligence  
"B" - Administrative & Logistics  
"C" - Communications  
"D" - Navigation

SULLIVAN  
Colonel, USAF  
Commanding

OFFICIAL:

*Alan F Adams*  
ALAN F ADAMS  
Colonel, USAF  
Director of Operations

DISTRIBUTION:

Cmdr, 2AF 3 cys  
Cmdr, 31st SFW 3 cys  
Cmdr, 508th SFW 3 cys  
Cmdr, 801st AD 3 cys  
Cmdr, 26th SRW 1 cy  
DO, 26th SRW 5 cys  
DM, 26th SRW 3 cys  
DP, 26th SRW 1 cy  
Cmdr, 26th ARS 5 cys  
Cmdr, 26th FMS 5 cys  
Cmdr, 26th A&ES 5 cys

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
12 August 1953

ANNEX "A"

TO

OPERATIONS ORDER 39-53

INTELLIGENCE

ANNEX "A" to  
26th SRW  
OPNS ORDER 39-53

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
12 August 1953

ANNEX A

TO

OPERATIONS ORDER

SERIAL 39-53

INTELLIGENCE

1. Intelligence Summary

a. General Situation

- (1) The mission of the 26th Wing is to furnish IFR for fighters testing deployment procedures, and in support of this mission organizational A/C will be flying outside the continental limits of the UNITED STATES in the direction of EUROPE and AFRICA.
- (2) At the present time this country is at peace, and no interference of this mission is expected from foreign sources.

2. Intelligence Requirements

a. Radar Jamming Reports Code F-5

- (1) All Radar Operators will be on the alert for jamming at all times while outside the continental limits of the UNITED STATES. In the event jamming is ascertained or suspected, reports will be rendered in accordance with SAC Manual 55-6. (Formats of reports are attached.).

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3. Intelligence Activities

- a. Weapons will not be displayed at any time by crew members while in AZORES.
- b. Civilian clothing may be worn by personnel during off-duty periods in AZORES.
- c. Survival and personal equipment items will be thoroughly checked for completeness and readiness prior to departure.
- d. No military information of any nature will be discussed at any time, except in the line of duty, and then in a need to know only basis.
- e. Reports will be submitted in accordance with instructions contained in Par 2, a. above and S.C Regulation 55-11, Incl. 3.

APPENDICIES:

1. Procedure for forced landing in foreign countries, and instructions for the conduct of air crew personnel.
2. Format F-5 Report.

SULLIVAN  
Colonel, USAF  
Commander

OFFICIAL:

*Alan F. Adams*  
ALAN F. ADAMS  
Colonel, USAF  
Director of Operations

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See basic order

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
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APPENDIX I

TO

ANNEX "A"

TO

OPERATIONS ORDER 39-53

PROCEDURE FOR FORCED LANDING IN FOREIGN  
COUNTRIES AND INSTRUCTIONS FOR THE  
CONDUCT OF AIR CREW PERSONNEL

APPENDIX I to  
ANNEX "A" to  
26th SRW  
OPNS ORDER 39-53

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
12 August 1953

APPENDIX I

TO

ANNEX A

TO

OPERATIONS ORDER

SERIAL 39-53

PROCEDURES FOR FORCED LANDING IN FOREIGN COUNTRIES AND  
INSTRUCTIONS FOR THE CONDUCT OF AIRCREW PERSONNEL

(Extract from SAC Intelligence Brief #176, dated 6 May 1953)

I. PURPOSE

This Brief describes proceduree and instructions to be followed by all aircrew personnel of this command in the event of a forced landing in a foreign country including the USSR or satellite countries.

II. APPLICATION

This Brief applies to "peacetime" operations only. In cases of conflict with theater instructions or procedures on the same subject the provisions contained in this Brief will not apply. The provisions of this Brief apply only to aircrews under the operational control of this headquarters.

III. PROCEDURES

1. Forced landing in friendly territory on cleared missions:

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OPNS ORDER 39-53

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a. If the aircraft is properly cleared and flown over established routes assistance can be expected from friendly foreign government authorities in the event of a forced landing in friendly foreign territory.

b. The aircraft commander of an aircraft making a forced landing on friendly foreign territory will attempt to contact by radio the last base from which the aircraft departed, the base of destination or the nearest US base, reporting the decision to land and if possible reasons for forced landing.

c. Upon landing, the aircraft commander or his appointed representative will take immediate action to communicate with the nearest US military authorities or the nearest US Embassy or Consular Post or the nearest foreign government authorities.

d. If the procedures outlined in paragraph c are not possible, contact the nearest village magistrate and arrange to have that official notify the nearest US or foreign government authorities.

e. The aircraft commander will insure that the aircraft and equipment are properly safeguarded at all times in accordance with AFR 205-1.

f. The aircraft commander (or in the absence of the commander the senior ranking officer) will insure that aircrew conduct is such that friendly relations can be maintained with the foreign officials and/or government.

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g. Take-off from a non-scheduled landing place in friendly territory will not be attempted without proper foreign government clearance.

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
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APPENDIX II

TO

ANNEX "A"

TO

OPERATIONS ORDER 39-53

FORMAT F-5 REPORT

APPENDIX II to  
ANNEX "A" to  
26th SRW  
OPNS ORDER 39-53

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
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APPENDIX II

TO

ANNEX ..

TO

OPERATIONS ORDER

SERIAL 39-53

ELECTRONIC COUNTERMEASURES

RADAR OPERATORS REPORT OF JAMMING (SEARCH)

REPORT CODE NUMBER: F-5

a. Report Due Time; Radar log will be submitted within five hours after aircraft makes initial landing. When aircraft makes initial landing subsequent to the completion of the mission at either the post-strike staging base or the operating base, the radar scope photos and completed forms (as outlined) will be dispatched by the most expeditious means to the supporting Reconnaissance Technical Squadron. The Reconnaissance Technical Squadron will forward copies within twelve hours to the following addressees:

Headquarters USAF, ATTENTION: Director of Intelligence.

Headquarters Area Command, ATTENTION: Director of Intelligence,

Headquarters Strategic Air Command, ATTENTION: ZIPPO.

b. Precedence: "OP" for radar operators log.

c. Contents:

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APPENDIX II  
ANNEX "A"  
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(Radar Operators Log of Jamming)

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1. ZIPPO.
2. Report code number.
3. Strike unit designation.
4. Inclusive date of mission
5. Project number.
6. Mission number.
7. Operations order number, date, and issuing headquarters.
8. (a) Aircraft No \_\_\_\_\_ (b) Type Radar Set \_\_\_\_\_
9. Time radar set turned on and off.
10. (a) Time Jamming started \_\_\_\_\_ (b) Coordinates \_\_\_\_\_  
(c) Course \_\_\_\_\_ (d) True Heading \_\_\_\_\_ (e) Altitude \_\_\_\_\_  
(f) True bearing of jamming \_\_\_\_\_
11. (a) Time jamming ended \_\_\_\_\_ (b) Coordinates \_\_\_\_\_  
(c) Course \_\_\_\_\_ (d) True Heading \_\_\_\_\_ (E) Altitude \_\_\_\_\_  
(f) True bearing of jamming \_\_\_\_\_
12. If course was changed during jamming:  
(a) Time \_\_\_\_\_ (b) Coordinates \_\_\_\_\_ (c) New Course \_\_\_\_\_  
\_\_\_\_\_  
(d) True bearing of jamming just before change in course \_\_\_\_\_  
\_\_\_\_\_  
(e) True heading \_\_\_\_\_ (f) Altitude \_\_\_\_\_
13. (a) Was jamming continuous or intermittent \_\_\_\_\_  
(b) Type of jamming \_\_\_\_\_  
(c) Width of jamming on Scope in degrees at initial detection \_\_\_\_\_  
\_\_\_\_\_

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- (d) Widest point \_\_\_\_\_
14. Effectiveness of jamming \_\_\_\_\_
15. Could jamming be tuned out? \_\_\_\_\_
16. Could targets be seen through jamming? \_\_\_\_\_
17. Remarks:

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
12 August 1953

ANNEX "B"

TO

OPERATIONS ORDER

39-53

Administration and Logistics

ANNEX "B" to  
26th SRW  
OPNS ORDER 39-53

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
12 August 1953

Annex "B"

Operations Order 39-53

Administration and Logistics

1. Supply.

- a. Class I. In-flight type rations to be furnished by Lockbourne Air Force Base and TDY station.
- b. Class II & IIL. To be provided deploying personnel by 26th Air Refueling Squadron and support task units in accordance with applicable EOL's and T/A's.
- c. Class IIIA. To be provided by Lockbourne Air Force Base and TDY station.
- d. Class IVA. An enroute or special kit of spares, assembled from station stocks, in accordance with paragraph 45, Section VII, Part III, AFM 67-1, is authorized. UEE equipment to be deployed as determined by organizational commander.
  - (1) Supply support, enroute and at TDY station, will be from enroute kit.
  - (2) One (1) complete R-4360 power pack will be included in enroute kit to support GOCA MFA-1. Power pack to air lifted by MATS aircraft under operational control of Commanding Officer, 26th Air Refueling Squadron.
  - (3) Repairable items generated during TDY period will be returned

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OPRS ORDER 39-53

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to Lockbourne Air Force Base for processing through local supply system.

(4) Radio crystals to be carried as shown in Communications Annex.

c. Class V. To be provided by 26th Air Refueling Squadron and support task units as required.

2. Armament-Electronics.

a. Individuals will carry one "basic load" of ammunition for authorized weapon as defined in SAC Reg 136-9.

b. Fire arms will not be displayed by personnel while TDY at the Azores.

3. Maintenance.

a. Maintenance support, while TDY, will be provided by 26th Air Refueling Squadron, support task unit personnel, and local forces available.

b. Maintenance support required, which is beyond the combined capabilities of the SAC and local forces at any point, will be reported to SAC headquarters in accordance with SAC Reg 65-15. A similar report will be furnished the Commander, 26th Strategic Reconnaissance Wing, ATTN: Director of Materiel.

4. Transportation.

a. Personnel and cargo will be limited to that specified in basic order.

b. Cargo will be prepared for shipment in accordance with SAC Reg 400-2, as amended.

c. Personnel, supplies, and equipment will be transported in unit aircraft.

(1) Control teams to be transported in unit aircraft.

(a) 26th Air Refueling Squadron will provide space for transporting 31st SFW Liaison Officer and 40th Air Division Control Team.

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(2) Support airlift for cargo, not scheduled in unit aircraft, will be as specified in basic order.

(a) Two (2) unit personnel, for security purposes, will accompany each support aircraft carrying cargo.

d. Personnel transported in unit aircraft will be limited by SAC Reg 60-19, as amended.

5. Medical.

a. Personnel involved in the movement will be immunized in accordance with AFR's 160-101 and 160-102 and SAC Reg 160-1.

b. Hospitalization will be in accordance with prevailing procedures at TDY station.

c. Personnel.

a. Personnel will be those required for effective operation during TDY mission.

b. Following personnel are designated for COCA ALFA-1.

<u>AFSC</u>	<u>NUMBER</u>	<u>ORGANIZATION</u>
1234C	10	26th ARS
1534A	5	26th ARS
29353	5	26th ARS
43132A	5	26th ARS
43151B	1	26th ARS
43152A	11	26th ARS
43159	5	26th ARS
43170	1	26th ARS

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<u>AFSC</u>	<u>NUMBER</u>	<u>ORGANIZATION</u>
43171B	1	26th ARS
43179	5	26th ARS
43271B	5	26th ARS
43152A	5	26th PMS
43131E	1	26th PMS
42550	4	26th FMS
43154	3	26th FMS
43156	3	26th FMS
43250	2	26th FMS
30150	2	26th A&E
30151	2	26th A&E

c. Following personnel will compose the control team for COCA ALFA-1 as designated in basic order.

<u>AFSC</u>	<u>NUMBER</u>	<u>POSITION</u>	<u>ORGANIZATION</u>
0066A	1	Senior Controller	26th ARS
2016	1	Ass't Controller	Hq Sq 26 SRW
3016	1	Comm Officer	26th ARS
20450	1	Senior Clerk	Hq Sq 26 SRW

d. Following personnel are designated for NECTAR ALFA-1.

<u>AFSC</u>	<u>NUMBER</u>	<u>ORGANIZATION</u>
1234C	16	26th ARS
1534A	8	26th ARS
29353	8	26th ARS

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<u>AFSC</u>	<u>NUMBER</u>	<u>ORGANIZATION</u>
43132A	4	26th ARS
43151B	1	26th ARS
43152A	9	26th ARS
43159	8	26th ARS
43171B	5	26th ARS
43179	8	26th ARS
43271B	8	26th ARS
42550	5	26th FMS
43154	4	26th FMS
43156	4	26th FMS
43250	3	26th FMS
30150	2	26th A&E
30151	1	26th A&E

e. The provisions of paragraphs 26, 27, 28, 29, 31, 32, 33, and 34, SAC Regulation 400-3, as applicable, will apply to TDY movement.

7. Adjutant General.

a. Orders covering movement of individuals will indicate TDY, and will be prepared in accordance with paragraph 17, Chapter 3, AFM 30-3, 15 May 1951. CIPAP will be included in travel orders.

b. Each order written implementing this movement will contain the statement, "Testing Deployment Procedures."

c. Mail will be held at Lockbourne Air Force Base pending return of affected personnel.

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8. Comptroller.

- a. Reports will be submitted as specified in basic order.
- b. Expense summary reports for units concerned will be prepared and submitted in accordance with paragraph 3196, Section III, SAC Manual 172-1, as amended, and AFL 177-4.
- c. SAC Funding ENOM-37 will apply.

9. Judge Advocate.

- a. The provisions of paragraph 46, SAC Reg 400-3 will apply for purpose of courts-martial and Article 15, UCMJ.

10. Security.

- a. For purposes of evaluation of a subversive situation, SAC Reg 205-3 and SAC Vulnerability Analysis, Volume I, No. I, and revisions, will be used as a guide.
- b. Aircraft security procedures, including anti-sabotage and inspection of aircraft prior to flight, will be in accordance with SAC Reg 205-8, as amended.
- c. Aircraft commanders will monitor aircraft security procedures during TDY and will insure that personnel are properly cleared in accordance with AFR 205-6, as amended, and SAC Reg 205-14, as amended.
- d. SAC restricted area badges will be utilized by personnel participating in TDY movement.

11. Miscellaneous.

- a. Necessary regulations, technical orders, stock lists, SAC forms, and any other directives required for effective operation while TDY, will be carried.

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- b. Aircraft will carry a minimum of two (2) aerosol bombs. Aircraft will be completely sprayed thirty (30) minutes prior to landing at the first stop subsequent to crossing the United States boundary.
- c. Lockbourne Air Force Base is designated as foreign clearing station.
- d. The provisions of paragraphs 5a, 5c, 5f, 11, 14, 22, 30, 35, 36a, 37b, 38, 39a, and 45, SAC Reg 400-3, will not apply to this mission.

OFFICIAL:

*W. C. Dodes*

W. C. DODES  
Lt Col., USAF  
Director of Materiel

SULLIVAN  
Colonel, USAF  
Commanding

DISTRIBUTION:

See basic order.

SECURITY INFORMATION

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
12 August 1953

ANNEX "C"

TO

OPERATIONS ORDER 39-53

COMMUNICATIONS

ANNEX "C" to  
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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
12 August 1953

ANNEX "C"

TO

OPERATIONS ORDER 39-53

COMMUNICATIONS AND ELECTRONICS

1. GENERAL REMARKS:

- a. All fighter aircraft will be UHF equipped only.
- b. It is expected that radio communications on this mission will be monitored by USAFSS to determine whether correct procedures are being used.
- c. All HF radio will be checked carefully to insure operation within allowable frequency tolerances.

2. INSTRUCTIONS COMMON TO COCA ALPHA ONE AND NECTAR ALPHA ONE:

- a. SACCOM-2, JANAPS's, ACP's and ICAO procedures will apply except as modified herein.
- b. Aircraft call signs will be IAW SACDAL except as specified herein.
- c. Tanker aircraft will contact Communication Control Stations on frequencies listed in current Radio Facility Charts. Maximum use will be made of Voice transmissions.
- d. Reports from ground stations, tankers and duckbutts concerning progress of the mission will be transmitted in clear text bearing Operational Priority precedence.
- e. Fighter passing reports received by tanker aircraft and other reports required by this order from tankers will be relayed immediately upon receipt or origin by tankers via HF channels to both primary and secondary communication control stations.

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f. For the purpose of providing data regarding the progress of IFR, etc., one tanker and alternate of each tanker force will be designated to maintain Voice communication with one of the following ground stations.

Preference will be given to working 2nd Air Force Hq (BLACKJACK).

<u>STATION</u>	<u>CALL WORD</u>	<u>FREQUENCIES</u>
Hq 2AF	BLACKJACK	7540 or 14650 Kcs
Hunter	COTTERPIN	7540 or 14650 Kcs
Hq SAC	RAMROD	7540 or 14650 Kcs
Hq 5AD	SHANGHAI	7475 or 13990 Kcs

Contact will be established at least one hour prior to refueling and re-established every 15 minutes thereafter unless advised to the contrary by the ground station.

g. IFF Mark X will be operated continuously during all flight legs by aircraft so equipped unless this action is contrary to theater directives.

h. Authentication will be IAW AFSOL 5104 ( ) or theater COI's, as appropriate.

i. Direct RTTY circuits will be activated by Hq SAC to be used for TELECON purposes at the discretion of Hq SAC Controller and SAC Controllers at distant stations.

j. All participating tanker crews will be fully qualified in rendezvous and IFR procedures used by F84G aircraft.

k. All tanker aircraft except those responsible for working "BLACKJACK", or alternate, will transmit homing signals one hour prior to ETA of fighters. (See paragraph 7 or this annex)

3. HF AND VHF CHANNELIZATION:

a. HF channelization for tanker aircraft will be AACS Yellow Family

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plus 12755, 4397.5, 9320 and ICAO frequencies 6595 and 6523 Kcs.

b. VHF channelization for tanker and duckbutt aircraft will be as follows:

(1) From ZI to French Morocco and UK:

<u>CHANNEL</u>	<u>FREQUENCY</u>	<u>USE</u>
A	135.00 135.9	CAA Airways
B	126.8	USAF Control Towers
C	137.88	USAF Approach Control
D	121.5	Military Emergency
E	138.42	SAC Common
F	118.1	ICAO Towers and WX Vessels
G	136.8	GCA Search
H	134.1	GCA Final Approach

(2) Channel "D" will be used for VHF Communication between tankers and duckbutts and between tankers, duckbutts and Ocean Station Vessels as required.

(3) Tanker aircraft will carry crystal 116.10 mcs. (Joint Scene of Action Common) on aircraft for in-flight insertion as required.

4. URC-h:

a. URC-h equipment, if available, will be crystallized on 121.5 and 243.0 mcs. Tanker aircraft will each carry two URC-h's, one in front and one in the rear compartment. If used, the Primary frequency will be 243.0 mcs, secondary 121.5. A thirty second signal will be transmitted every three minutes for Air Rescue planes to home on.

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5. UHF CHANNELIZATION:

- a. See paragraphs 8b and 9b of this annex.
- b. UHF Guard (243.0 mcs) will be used for contact between fighter aircraft and Ocean Station Vessels and Goose Bay Tower. Further use of this frequency is restricted to emergency communication with towers, duckbutts and other air rescue aircraft.
- c. UHF frequency 266.2 mcs (Channel 11) will be used as Primary air refueling channel between tankers and fighters. Frequency 279.8 (Channel 9) will be used as Secondary.
- d. UHF frequency 311.0 mcs (Channel 7) will be used for normal communication between fighters and duckbutts. All duckbutts and air rescue aircraft will operate on this frequency while on station in support of this mission.

6. NAVIGATION AIDS:

- a. Navigation aids will be IAW current Radio Facility Charts or as briefed at station of departure.

7. RENDEZVOUS EQUIPMENT:

- a. Rendezvous equipment will be checked against a frequency standard to insure correct preset frequencies in both fighter and tanker aircraft.
- b. Tanker rendezvous equipment frequencies will be as follows:
  - (1) APN 12 transmit on 229.0 mcs.
  - (2) APN 76 receive on 219.0 mcs.
- c. Frequency 526 Kcs will be used for homing signals, if required to effect rendezvous, as follows:
  - (1) Lajes Tanker Force will transmit identification signal SP3 (SIERRA PAPA THREE) followed by a series of M's (METRO) on

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CW equipment.

- (2) Goose Bay Tanker Force will transmit identification signal TB2 (TANGO BRAVO TWO) followed by a series of M's (METRO) on CW equipment.

8. INSTRUCTIONS FOR COCA ALPHA ONE MOVEMENT:

a. Communication Control Stations for tanker and duckbutt aircraft between ZI and French Morocco and south of 40 degrees North Latitude:

- (1) ZI to 50 degrees West longitude:

<u>STATION</u>	<u>VOICE CALL</u>	<u>FREQUENCIES</u>
KINDLEY (PRIMARY)	KINDLEY AIRWAYS	4724.5 or 11228 Kcs
ANDREWS (SECONDARY)	ANDREWS AIRWAYS	" "
MACDILL (ALTERNATE)	MACDILL AIRWAYS	" "

- (2) 50 degrees West longitude to French Morocco:

<u>STATION</u>	<u>VOICE CALL</u>	<u>FREQUENCIES</u>
LAJES (PRIMARY)	LAJES AIRWAYS	11228 or 4397.5 Kcs
SIDI SLIMANE (SECONDARY)	SIDI AIRWAYS	4397.5 or 11228 Kcs
CROUGHTON (ALTERNATE)	CROUGHTON AIRWAYS	11228 or 4397.5 Kcs

- (3) If contact cannot be made on above frequencies, use other frequencies listed in current Radio Facility Charts.

b. UHF Channelization will be IAW current Radio Facility Charts and as follows:

<u>CHANNEL</u>	<u>FREQUENCY</u>	<u>USE</u>
5	279.4 mcs	Joint Scene of Action Common
6	295.8	Fighter Common, Primary
7	311.0	SAC Common
8	260.8	Fighter Common, Secondary

ANNEX "C" to  
26th Strat Recon Wg  
OPERATIONS ORDER 39-53

SECURITY INFORMATION

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9	279.8	Air Refueling Common, Secondary
10	364.2	GCI Common (ZI)
11	266.2	Air Refueling Common, Primary
12	351.0	Fighter Bomber Common (ZI)
16		As required

c. Hq SAC is taking action to secure the installation of one UHF control tower frequency (236.6 mcs) and two UHF GCA frequencies (335.8 and 289.4 mcs) at Lajes. Results of this action will be furnished all concerned at a later date.

d. Call Words.

- (1) All air/air, air/ground, and point-to-point progress reports will be identified by the phrase "COCA ALPHA ONE" inserted as the first words of the message text.
- (2) Call words will be as follows:
  - (a) Rescue aircraft--DUCKBUTT ALPHA thru DUCKBUTT KILO
  - (b) 31st SFW aircraft--DINAH ONE thru DINAH EIGHT
  - (c) Tanker force West of Kindley--SWEET PEA ONE
  - (d) Tanker force between Kindley and Lajes--SWEET PEA TWO
  - (e) Lajes Tanker force--SWEET PEA THREE
  - (f) Ocean Station Vessel--STATION ECHO
- (3) During IFR, the call word will be the number painted on the nose of the fighter suffixed by either "TANKER" or "RECEIVER".
- (4) Tanker aircraft assigned responsibility of working "BLACK-JACK", or alternate, on SAC frequencies will use the voice call "SWEET PEA".

9. INSTRUCTIONS FOR NECTAR ALPHA ONE MOVEMENT:

ANNEX "C" to  
 26th Strat Recon Wg  
 OPERATIONS ORDER 39-53

*Security INFORMATION*

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a. Communications Control Stations for tanker and duckbutt aircraft between ZI and UK and north of 40 degrees North latitude:

(1) Turner to 30 degrees West longitude:

<u>STATION</u>	<u>VOICE CALL</u>	<u>FREQUENCIES</u>
ERNEST HARMON (PRIMARY)	HARMON AIRWAYS	12755 or 4220 Kcs
GOOSE BAY (SECONDARY)	GOOSE AIRWAYS	" "
ANDREWS (ALTERNATE)	ANDREWS AIRWAYS	12755 or 11228 Kcs
LAJES (ALTERNATE)	LAJES AIRWAYS	" "

(2) If contact cannot be made on above frequencies, use other frequencies listed in current Radio Facility Charts.

b. UHF channelization will be LAW current Radio Facility Charts and as follows:

<u>CHANNEL</u>	<u>FREQUENCIES</u>	<u>USE</u>
5	279.4 mcs	Joint Scene of Action Common
6	295.8	Fighter Common Primary (ZI)
7	311.0	SAC Common
8	260.2	Fighter Common Secondary (ZI)
9	279.8	Air Refueling Common Secondary
10	364.2	GCI Common (ZI)
11	266.2	Air Refueling Common Primary
12	272.0	GCA Lakenheath
13	267.0	Keflavik Tower and Airways
16		Alternate Base Tower

c. Call Words.

(1) All air/air, air/ground and point-to-point progress reports will be identified by the phrase "NECTAR ALPHA ONE" inserted

ANNEX "C" to  
26th Strat Recon  
OPERATIONS ORDER 39-53

SECURITY INFORMATION

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as the first words of the message text.

- (2) Call words will be as follows:
- (a) Rescue Aircraft--DUCKBUTT ONE thru DUCKBUTT SIX
  - (b) 508th SFW aircraft--NIMROD ONE thru NIMROD TWENTY
  - (c) Boston Tanker force--TAR BABY ONE
  - (d) Goose Bay Tanker force--TAR BABY TWO
  - (e) Keflavik Tanker Force--TAR BABY THREE
  - (f) Ocean Station Vessels--per Radio Facility Charts
- (3) During IFR, the call word will be the number painted on the nose of the fighter suffixed by "TANKER" or "RECEIVER".
- (4) Tanker aircraft assigned responsibility of working "BLACK-JACK", or alternate, will use the voice call "TAR BABY".

10. INTERFERENCE AND/OR JAMMING:

- a. Any radio interference or jamming encountered will be accurately logged and reported upon completion of this mission.

OFFICIAL:

SULLIVAN  
Colonel, USAF  
Commanding

*Alan F Adams*  
ALAN F ADAMS  
Colonel, USAF  
Director of Operations

DISTRIBUTION:  
See Basic Order

ANNEX "C" to  
26th SRW  
OPNS ORDER 39-53

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
12 August 1953

ANNEX "D"

TO

OPERATIONS ORDER 39-53

NAVIGATION FLIGHT PLANNING

ANNEX "D" to  
26th SRW  
OPNS ORDER 39-53

*SECURITY INFORMATION*

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
12 August 1953

ANNEX "D"

TO

OPERATIONS ORDER 39-53

NAVIGATION FLIGHT PLANNING

1. SCOPE: This annex consists of route and mission data for flight planning purposes. Air rescue facilities are also listed for information.
2. MAPS AND CHARTS: As required.
3. MISSION PLANNING:
  - a. The navigation flight plan (no wind) for COCA ALFA-1 will apply (Appendix 1).
  - b. The navigation flight plan (no wind) for NECTAR ALFA-1 will apply (Appendix 2).
4. MATS, NEAC, USAFE, ARS - will provide Air Rescue facilities.
  - a. Normal standby facilities will be available.
  - b. Duckbutt aircraft will be at the following coordinates on X-day.

(1) COCA ALFA-1	DUCKBUTT ALFA	31°55N	75°42W
	DUCKBUTT BRAVO	32°08N	70°17W
	DUCKBUTT COCA	34°17N	53°52W
	DUCKBUTT DELTA	36°12N	42°35W
	DUCKBUTT ECHO	37°08N	37°05W
	DUCKBUTT FOXTROT	36°48N	19°52W
	DUCKBUTT GOLF	35°20N	14°35W
	DUCKBUTT HOTEL		Standby at Hunter

ANNEX "D" to  
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INDIA Standby at Kindley  
DUCKBUTT JULIET Standby at Lajes  
DUCKBUTT KILO Standby at Nouasseur

(2) NECTAR ALFA-1

DUCKBUTT 1 56°00N 55°30W  
DUCKBUTT 2 59°20N 49°00W  
DUCKBUTT 3 62°00N 38°20W  
DUCKBUTT 4 63°20N 28°20W  
DUCKBUTT 5 62°26N 18°05W  
DUCKBUTT 6 59°05N 10°30W

5. The following Ocean Vessel Stations will be at locations as listed:

a. COCA ALFA-1

(1) Ocean Station "ECHO" 34°40N 51°48W

b. NECTAR ALFA-1

(1) Ocean Station "BRAVO" 75°25N 52°00W

(2) Ocean Station "ALFA" 62°25N 33°20W

(3) Ocean Station "INDIA" 60°57N 14°00W

6. Navigation logs will contain all rendezvous and flight information necessary to complete overlays of the missions as flown.

APPENDICES:

1. Navigation flight plan for COCA ALFA-1 (no wind)
2. Navigation flight plan for NECTAR ALFA-1 (no wind)

SULLIVAN  
Colonel, USAF  
Commanding

OFFICIAL:

*Alan F Adams*  
ALAN F ADAMS  
Colonel, USAF  
Director of Operations

SECURITY INFORMATION

DISTRIBUTION:  
See basic order

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ANNEX "D" to  
26th SRW OPNS ORDER 39-53

AF Form 21  
Approved 1 June 45

**AIR FORCE NAVIGATOR'S LOG**

MC-97 Deployment, 2nd AF Ops Order 39-53  
Coca Alpha - 1

PILOT		NAVIGATOR	
ENG. START	T. O.	LAND	FLIGHT TIME

~~SECRET~~

ORGANIZATION \_\_\_\_\_ TYPE \_\_\_\_\_ DATE \_\_\_\_\_

Departure Lockbourne Destination Lajes, Azores

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

RESTRICTED

ALTERNATE--

TIME TO ALTERNATE--

FUEL REQUIRED TO ALT--

HRS M

GAL

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

WATCH \_\_\_\_\_ FAST SLOW \_\_\_\_\_ Rate sec/hr \_\_\_\_\_ GAIN \_\_\_\_\_ LOSE \_\_\_\_\_

**FLIGHT PLAN**

10-44701-2

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	TIME	ELAPSED TIME :02	TOTAL FUEL CONSUMED DIST	FUEL REMAINING
1kn 17 (10-09N 81-15W)	071				+2		9.3 191			57	:18	:20	57	
11-17N 77-00W	072				+5		11.0 220			226	1:00	1:20	283	
Position Radio	076				+12		11.0 225			277	1:14	2:34	560	
12-22N 70-10W Boston	100				+16		11.0 224			11	:04	2:38	574	
12-15N 69-15W Enter ADZ	100				+16		11.0 224			12	:11	2:49	616	
12-09N 68-51W N. Nantucket	100				+16		11.0 224			11	:11	3:00	657	
12-02N 68-00W EEL	100				+16		11.0 224			10	:11	3:11	697	
11-50N 65-10W Leave ADZ	096				+18		11.0 224			128	:34	3:45	825	
11-06N 55-37W (CR Pt)	096				+21		11.0 217			134	2:00	5:45	1259	
10-20N 16-15W (CR Pt)	096				+24		11.0 216			132	2:00	7:45	1691	
35N 37-03W (CR Pt)	096				+23		11.0 212			124	2:00	9:45	2115	
39-08N 31-30W (CR Pt)	096				+22		11.0 209			261	1:30	11:15	2376	
Lajes, Azores	096				+19		11.0 207			205	:32	12:14	2581	

Appendix I Annex D  
26th SW, Ops Order 39-53

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AF Form 21  
Approved 1 June 48

**AIR FORCE NAVIGATOR'S LOG**

KC-97 Deployment, 2nd AF Ops Order 39-53  
Nectar Alpha - 1

**SECRET**

PILOT \_\_\_\_\_ NAVIGATOR \_\_\_\_\_

ENG. START	T. O.	LAND	FLIGHT TIME

Departure Lockbourne Destination Goose Bay

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

ALTERNATE--  
TIME TO ALTERNATE--  
FUEL REQUIRED TO ALT--

HRS. M.  
GAL.

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

WATCH \_\_\_\_\_ FAST SLOW \_\_\_\_\_ Rate sec/hr \_\_\_\_\_ GAIN LOSE \_\_\_\_\_

AT \_\_\_\_\_ GCT (DATE) \_\_\_\_\_

**FLIGHT PLAN**

FROM--	TO--	TRUE COURSE	DRIFT	WIND USED	TRUE HEADING	VAR.	MAG. HEADING	TEMP. °C	IAS	TAS (K)	G. S. (K)	DISTANCE THIS LEG	Wind	ELAPSED TIME	Tot FUEL CONSUMED Dist	FUEL REMAINING
Lockbourne AFB		060				+2		87	194			71	:22	:24	71	
Level Off	(110-26N 81-33W)					+9		185	232			444	:55	2:19	515	
Enter Bangor ADIZ	(43-45N 72-37W)	063				+17		185	230			175	:46	3:05	690	
Bangor Radio		068				+20		185	230			49	:13	3:18	739	
Millinocket Radio	(B-84)	010				+21		185	229			69	:18	3:36	808	
Fresque Isle Radio	(A-7)	019				+22		185	228			110	:29	4:05	918	
Mont Joli Radio	(A-7)	357				+25		185	228			127	:34	4:39	1045	
St. John's Radio	(R-1)	040				+31		185	227			285	1:15	5:54	1330	
Goose Bay Radio	(R-1)	049														

Appendix II to Annex D  
26th SRW Ops Order 39-53

**SECRET**

## 2 AF Sends Congratulations As 100 & 26 Air Refuel Sqs Return From Big Mission

In a message from Second Air Force this week, General Charles B. Dougher, commander of the 801 Air Division, was congratulated on the high efficiency of his tanker crews and their supporting units as displayed in the recent refueling of fighters deployed to England and North Africa.

The message, which was signed by General Frank Armstrong, commander of Second Air Force, read as follows: Congratulations on

the successful refueling of the fighters deployed to the United Kingdom and North Africa. Success of the mission demonstrated the high state of effectiveness of your tanker crews maintenance and supervisory personnel.

The participating personnel, members of the 26 Air Refueling Squadron and the 100 Air Refueling Squadron, departed this base on the 16th and 17th of August for their destinations. They were divided into groups and each went to their designated area to wait for the mission which was to take place later in the week. After successfully completing the mission without incident the aircraft returned to Lockbourne.

The planes being refueled were F-84 Thunderjets being assigned to England and North Africa as part of the 508 Strategic Fighter Wing. Led by Wing Commander Cy Wilson, they left from Turner AFB at Albany, Ga. and flew non-stop to their destinations.

(Continued on page 8)

### 2 AF SENDS CONGRATULATIONS

(Continued from page 1)

Eight of the fighter planes flew the 4,470 miles from Georgia to French Morocco and twenty others flew 4,485 miles non-stop across the North Atlantic to Lakenheath, England.

These flights were the last legs of training flights that had carried the 508 Fighter Wing over most of the eastern United States in the longest sustained flight of jet fighters ever made in the U. S.

Both maintenance and supervisory personnel accompanied the tankers, as did observers from Headquarters SAC.

Recon Recorder

Friday, August 28, 1953

CRYPTO NER 35/18J6  
 DTG 171825Z  
 PRIORITY OPERATIONAL IMMEDIATE  
 CLASS SECRET  
 FM COMDR HQ A-1V TURTLE AFB GA  
 TO COMDR HAWG 306 FAIRFORD ENGLAND  
 COMDR AIR RFLG SO 26 GOOSE BAY

CITE 508079. REF TWO AF OPS ORD 39-53. FOLG EXTRACTED FR F LHMJOTFM  
 COIDEQSMIAH ORD 39-53 FOR YOUR INFO. PAR 3X (7): AIR RFLG. (A) RFLG  
 PROCS WILL BE AS OUTLINED IN ANNEX B. (B) RFLG ALTITUDE WILL BE 15000  
 FT UNLESS WEA DICTATES OTHERWISE. (C) RV PROCS WILL BE ACCOMPLISHED  
 BY USE OF AN-APN 68 and ART 13. (D) CALL SIGNS DURING RV: TANKERS  
 WILL BE TARBABY 1 (BOSTON), TARBABY 2 (CAPE HARRISON AREA), TAR BABY  
 3 (KOPFLAVIK). (E) CALL SIGNS DURING IFR WILL BE THAT PAINTED ON  
 THE NOSE OF THE ACFT SUFFIXED BY EIGHT "TANKER" RECEIVED INQUOTE.  
 PAR 5b (2): (A) UHF CHANNELIZATION: ALL FTR ACFT ASSIGNED TO THIS MSG  
 WILL BE CHANNELIZED AS OUTLINED BELOW: AREA RFLG COMMON (MCD) 279.8,  
 AREA RFLG COMMON (PRIMARY) 266.2. PAR 5b (3): CODE WORDS: FTR ACFT,  
 NIMROD 1 THRU 20. KOPFLAVIK TCR FORCE, TAR BABY 3. PAR 5b (6): ALL  
 TKRS EQUIPPED WITH LOW FREQ HOWERS WILL TRANSMIT ON 1742 KCS. ANNEX  
 B IN-FLT IFR PROCS. 1. INITIAL CONTACT OF TKRS AND PTRS: A. PTRS WILL  
 TURN ON AIRRPR OPN 68 AT MINIMUM DISTANCE OF 200 MILES FR ORBIT  
 POINT OF TKRS. B. TKRS WILL HOLD OVER STATED RADIO FIX IN NORMAL  
 2 WPN RACE TRACK PATTERN. C. FTR COMDR WILL ATTEMPT TO CONTACT TKRS  
 ON UHF CHANNEL 11 AT APPROX 150 MILES FR ORBIT POINT. D. IF NO APN  
 68 OR ART 13 CONTACT IS MADE, TKRS WILL REMAIN ON ORBIT UNTIL VISUAL  
 CONTACT IS ESTD BY PTRS. E. IF APN 68 CONTACT IS ESTD, TKRS WILL  
 ADVISE PTRS OF DISTANCE BETWEEN THEM IN 10 MILE INCREMENTS. F. AT  
 65 NAUTICAL MILES FR TKRS, PTRS WILL BEGIN LET DOWN AND TKRS WILL  
 LEVEL ON RFLG COURSE. 2. VISUAL CONTACT: A. AT FIRST VISUAL CONTACT OF  
 TKRS BY FTR, PTRS WILL BREAK FORMATION TO ASSEMBLE ON AND  
 APPROACH TKRS, EXAMPLEN RED FLT WILL ASSEMBLE ON TKR NO 1, WHITE  
 FLT ON TKR NO2, BLUE FLT ON TKR NO 4, GREEN FLT ON TKR NO 5,  
 BLACK FLT ON TKR NO 6. B. TKR FORMATION: (1) TKRS WILL FORM IN  
 V FORMATION WITH 2000 FT SIDE CLEARANCE BETWEEN TKRS AND  
 1000FT ASTERN CLEARANCE. (2) LEAD TKR ACFT WILL BE SPARE ACFT. (3)  
 EXTREME LEFT TKR WILL BE TANKER NO 1. NEXT TANKER TO THE RIGHT AND  
 FORWARD WILL BE TKR NO 2. LEAD TKR WILL BE TKR NO 3. FIRST TKR TO  
 THE RIGHT OF LEAD TKR WILL BE TKR NO 4. THE NEXT IN ECHELON TO THE  
 RIGHT WILL BE TKR NO 5 AND THE EXTREME RIGHT HAND TKR WILL BE NO 6.  
 C. UPON ROLLING OUT ON RFLG HEADING, TKR WILL LOWER BOOMS TO READY  
 POSITION AND CHECK ALL TKR EQUIP FOR USABILITY. D. PTRS UPON ASSEMBLING  
 IN RIGHT ECHELON TO IMMED REAR AND RIGHT SIDE OF TKR WILL OPEN IFR DOORS  
 AND CHECK INSTR CTO S.E. IF READY LIGHT IS ON. 3. ACTUAL  
 CONTACT: A. PTRS WILL FORM IN RIGHT ECHELON TO USE IMMED REAR AND  
 RIGHT OF APPROP TKR. LEAD TKR ACFT WILL POSITION HIMSELF IN ENVELOPE  
 TO TKR BOOM, BOOM OPERATOR WILL, UPON STABILIZATION OF FTR, INSERT  
 BOOM INTO IFR RECEPTACLE. ALL RFLG WILL BE MAXIMUM LOADS WITH  
 PRESSURE DISCONNECTS. 4. COMMUNICATIONS: A. ALL COMM BETWEEN FTR AND  
 TKR ACFT WILL UTILIZE LARGE NO PAINTED ON NOSE OF FTR. UPON RECEIVING  
 PRESSURE DISCONNECTS PILOT WILL MOVE TO LEFT AND REAR OF TKR TO AWAIT  
 OTHER 3 PTRS TO REFUEL. AS SOON AS TKR ENGINEER DETERMINES  
 (APPROX 50 CHARACTERS MISSING DUE TO GARBLE)  
 PTRS NOSE NO AND AMOUNT OF UEL TRANS, IN POUNDS. AFTER ALL PTRS IN  
 FLT HAVE BEEN REFUELED, THEY WILL REJOIN AT 1000 FT ABOVE AND APPROX

6

THIS PAGE IS DECLASSIFIED IAW EO 13526

1 MILE TO THE FRONT AND LEFT OF THE FORMATION. WHEN ALL PERS HAVE  
REJOINED, THEY WILL THEN CONTINUE ON THE CLIMB TO ALPITUDE.

THIS PAGE IS DECLASSIFIED IAW EO 13526



SECRET

HEADQUARTERS  
801ST AIR DIVISION  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

26DO 373.2

2 September 1953

SUBJECT: Aircraft Accident Follow-Up Report (RCS: AF-F3(SAC-1)(2AF-1)  
(Part II))

TO: Commander  
Second Air Force  
Barksdale Air Force Base  
Louisiana

7

Subject report, as required by SAC Regulation 62-16, dated 16 June 1952 and Second Air Force Regulation 62-1, dated 31 October 1952, is submitted as negative since 26th Strat Recon Wing aircraft were not involved in any accidents during month of August.

FOR THE COMMANDER:

/s/t/DONALD B. HENTE  
2nd. Lt. USAF  
Ass't Adjutant

THIS IS A TRUE COPY:

*Reginald C. Brunson*  
REGINALD C. BRUNSON  
Capt., USAF  
Flying Safety Officer

SECRET  
SECURITY INFORMATION

ENCLOSURE #1

SECRET

26TH AIR REFUELING SQUADRON  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

10 August 1953

SUBJECT: Flying Safety Meeting Report

TO: Commander  
26th Air Refueling Squadron  
Lockbourne Air Force Base  
Columbus 17, Ohio

8

1. 7 August 1953
2. 23 Officers and 38 Airmen
3. 64% of Officers present. 56% of Airmen present. (Aircraft Member)
4. No guest speaker
5. Subject Presented:
  - a. Compiling of TWX, regarding changing of training operating procedure affecting safety in flight.
  - b. Aircraft accident rate January to June 1953.
  - c. TWX DOFS #14903 regarding accidents during VFR flight conditions.
  - d. Memo on overloading of control tower frequencies and duties.
  - e. TWX of B-47 fatal accident during turn into final approach.
  - f. Message 2AF0 0408 dated 5 August 1953, clearance for take-off by tower operator.
  - g. TWX DOOPF #84027, violation of ADIZ procedures.
  - h. TWX 2AF00 #0161, improper logging of IP time in T-33 and T-6 type aircraft.
6. Audience participation - Good.
7. Remarks: None

THIS IS A TRUE COPY:

*Reginald C. Brunson*  
REGINALD C. BRUNSON, Capt, USAF  
Flying Safety Officer

/s/t/DONALD E. DODDINGTON  
Capt., USAF  
Flying Safety Officer

SECRET  
SECURITY INFORMATION

ENCLOSURE 2

SECRET

26TH AIR REFUELING SQUADRON  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

25 August 1953

SUBJECT: Flying Safety Meeting Report

TO: Commander  
26th Air Refueling Squadron  
Lockbourne Air Force Base  
Columbus 17, Ohio

1. 27 August 1953
2. 36 Officers
3. 86% of Officers present. (Aircrew Member)
4. No guest speaker
5. Subject Presented:
  - a. Explanation and discussion of operation TOMCIS (ADC survey regarding entering of East Coast Defense area)
6. Audience participation - Good.
7. Remarks: None.

THIS IS A TRUE COPY:

/s/t/DONALD E. DODDINGTON  
Capt., USAF  
Flying Safety Officer

*Riginald C Brunson*  
REGINALD C. BRUNSON, Capt, USAF  
Flying Safety Officer

SECRET

SECURITY INFORMATION

INCLOSURE # 2

SECRET

3RD STRATEGIC RECONNAISSANCE SQUADRON  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

28 August 1953

SUBJECT: Flying Safety Meeting Report

TO: Commander  
3rd Strategic Reconnaissance Squadron  
Lockbourne Air Force Base  
Columbus 17, Ohio

1. 26 August 1953, 07:30, 3rd Strategic Reconnaissance Squadron's briefing Room.
2. 48 Officers present
3. 77% officers present
4. No guest speaker
5. Accident report of RB-47B 51-2253
6. Accident was discussed throughly by the operation officer with aircrew participation.
7. None

*Reginald C Brunson*  
REGINALD C. BRUNSON, Capt, USAF  
Flying Safety Officer

SECRET  
SECURITY INFORMATION

INCLOSURE # 2

10

SECRET

26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

26DO

SUBJECT: Flying Safety Officer's Activity Report for Month of August

TO: Commander  
26th Strategic Reconnaissance Wing  
Lockbourne Air Force Base  
Columbus 17, Ohio

1. The 26th Strategic Reconnaissance Wing is still in the transition period to the RB-47. One Aircraft Commander has been checked out.
2. On 20 August 1953 an inspection was taken of air field facilities. The area is still rough graded and a certain amount of soil erosion is present. Work is proceeding on grading of the runway clear zones and will continue until the smooth grading program is completed. B-47 indoctrination of tower operators is proceeding satisfactory. Completion of the new ramp (approximately 1 October 1953) will eliminate about 90 per cent of the traffic problem.
3. Flying Safety and Combat Crew Magazines were received and distributed to all aircrew members of the Wing.
4. Three briefings were attended. Local prohibited areas were brought to the attention of the pilots. Air Force Regulation 60-22 was discussed with the pilots.
5. The maintenance problem of the 3rd Strategic Reconnaissance Squadron is improving. Personnel assigned to the Squadron have been undergoing MTD training on the base.
6. No aircraft incidents were reported for the month of August.
7. Recommend that the grading of the rough areas of the runway clear zones be completed as soon as possible and seeded down to prevent further erosion.

SECRET

SECURITY INFORMATION

*Reginald C. Brunson*  
REGINALD C. BRUNSON, Capt, USAF  
Flying Safety Officer

ENCLOSURE # 3

SUPPLY MEETING

17 August 1953

1. A monthly Supply meeting was held in the Wing Conference Room at 0900 hours, 11 August 1953. The following personnel were present:

Major Riedy	Wing Supply Officer
M Sgt Conrad	Wing Supply Section
S Sgt Thomason	" " "
Major Mills	Base Supply
Lt Varga	Hq Sqdn Sect
S Sgt Durham	" " "
Lt McKinney	3rd Strat Rcn Sqdn
Capt Catching	" " " "
S Sgt Klein	" " " "
Lt Ward	4th Strat Rcn Sqdn
T Sgt Gledhill	" " " "
Lt Angen	10th Strat Rcn Sqdn
W/O Fahenstock	26th Periodic Maint Sqdn
S Sgt Nicholson	" " " " "
T Sgt Geoheghan	26th A&E Sqdn
Lt Hines	26th Field Maint Sqdn
S Sgt Andrews	" " " " "
A/2C Meadowbrook	26th Medical Group

2. The following items were discussed:

a. Safeguarding of Weapons. Squadrons who have not as yet submitted Work Orders for safeguarding of weapons should do so immediately.

b. Expendable Records. The Base has, for the balance of this quarter, \$14,000 for obtaining local purchase items. All squadrons were directed to use 2AF Form 155 immediately so that an adequate and proper forecast of expendables can be made.

c. Serial Numbers. All squadrons were again urged to record serial numbers of property to avoid loss.

12

Supply Meeting (Cont'd)

d. Shortages. Shortages on UPREALS can be adjusted by means of transfer from Plant Account. This is a SAC concept and will be followed.

e. Excess Items. The organizations in the Wing that have had recent TO conversion, and with the recent submission of UAL changes, may be required to submit SAC S-7 Reports in the near future.

f. Condemned Items. Major Mills, Base Supply Officer, stated that Salvage would accept condemned property direct from the units in the near future. However, until a new SOP Change is printed, all items will be turned in to Base Supply.

g. Authorizations. A new MEAL dated July 1953 is available within the Wing. Squadrons are urged to borrow this book and check their current UPREAL authorizations.

The Wing has received a TWX which stops all request for UAL changes until after 30 September.

h. Reports.

(1) E-21. An improvement in the E-21 Report has been seen, but the following discrepancies still are noted: Excessive quantity on items of E-21 remain on back order to Base Supply. These should be screened and reduced to the quantity as shown on the E-21 Report.

(2) E-1. The Wing has received a letter from 2AF stating that percentages are changing without reference to the cause. All changes in the quantities authorized in the E-1 Report will be foot-noted with a remark stating the authority for the change, either upward or downward in quantities.

i. Requisitions. Major Mills indicated that all 446's should be reduced by one (1) copy due to the saving of the Cost Accounting copy. This will reduce the confusion caused by the return of two (2) copies of the 446 when issues are made by Base Supply.

j. Follow-ups. Major Mills again urged personnel to make their arrangements with the units not later than Thursday evening on the Saturday they desire to follow-up in any unit. He further urged that in each case the following personnel should be contracted in the units so that adequate arrangements were made:

UNIT 1

T Sgt Brokaw  
T Sgt Massey  
S Sgt Richey

Supply Meeting (Cont'd)

UNIT 2	Sgt Davis Sgt McDonald Miss Saul
UNIT 3	Sgt Drake Mr. Walker
UNIT 4	Sgt Drakulich Mr. Hayes
UNIT 5	Mr. Eveland Sgt Lucas Sgt Walkey

k. Supply Difficulty. A new Supply Difficulty Form was introduced and discussed. The wing Regulation for this form will be published in the very near future. This is a joint use form with the 91st Wing and was designed to assist both the squadrons and Base Supply.

l. Critical Items. All items on the B-21 are considered critical, and the above Supply Difficulty Form will be used so that provisions of SAC regulation 67-3 can be complied with. If any USAL item is considered critical, a request should be submitted through Base Materiel for the item. If available on the Base and approved by the Base Equipment Review Board, Base Materiel will stamp "issue if in Base Stocks". If it is not in Base Stocks we will have to wait until the approved UAL comes back.

m. Substitutions. Major Mills indicated that most substitutions are made at the Depot level. However, if a substitution is not suitable you may refuse it, but you must be able to substantiate the refusal.

n. Signature Cards. Several instances wherein unauthorized people have received and receipted for property were mentioned. Major Mills assured the personnel that every effort will be made to enforce the use of signature cards by his drivers. The squadron Supply Officers and each of their authorized representatives will have signature cards in their possession.

o. Computer Assembly. A FAX was received from 2AF in regard to a Computer Assembly Flight Range. All the squadrons need to obtain are the holders and case. The cards are being obtained by Director of Operations. They are to be used with personnel flying the T-33 aircraft. Stock Number is 6203-50024077.

3. Meeting was adjourned at 1030 hours.

F E HIRBY  
Major, USAF  
Wing Supply Officer



TXB~~23~~  
JED MH YOC~~34~~  
MM JEDBO JESBA 222  
DE JEDMH 422  
M 11212~~0Z~~ ZNJ  
FM COMDRSAC OFFUTT AFB NEBR  
TO JESBA/COMDRAF 2 BARKSDALE AFB L  
INFO JEDBO/COMDRAIRDIV 8~~01~~ LOCKBOURNE AFB OHIO  
/R E S T R I C T E D/ DM 2B 186~~00~~. C 2 TO 26TH STRAT RECON WG MOBILITY PLAN  
REV. THIS PLAN IS APPR. 1 DEC 53 IS ESTBD AS DUDAT FOR INC OF YRB-47  
MOBILITY PLAN. THIS REVISION SHOULD REFLECT STAGING TM CONCEPT  
OUTLINED IN PART IV-A, SAC MANUAL 4~~00~~-1. MAINT FOR ENTOURTS SPT  
TO WFD OPR B IS NOT W/I STAGING TM CONCEPT.  
11/2146Z AUG JEDMH

*Sw 26<sup>W</sup>  
5716*

*2/0229*

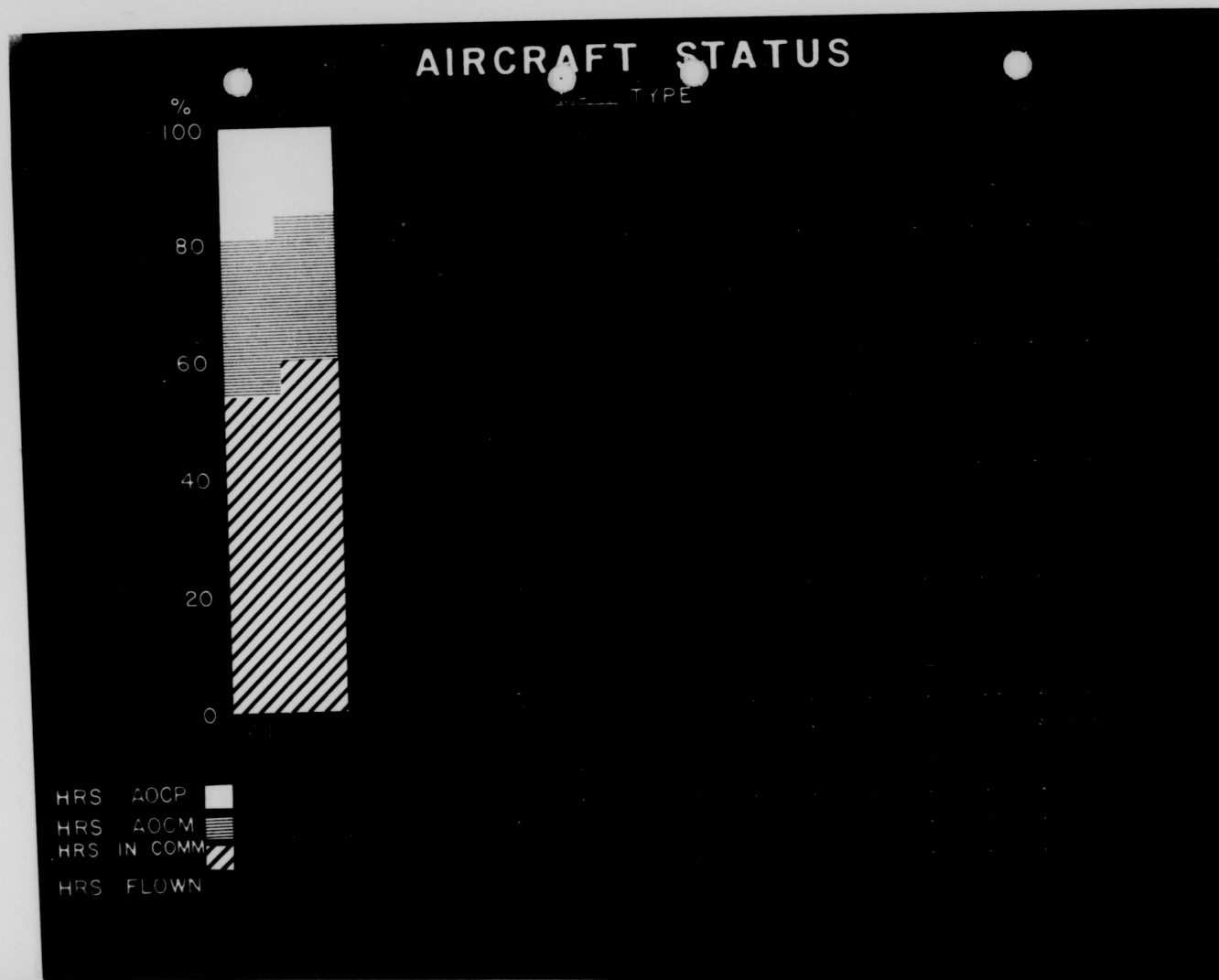
11

	MAINTENANCE MANPOWER DATA CHART													
	26 ARS		3rd SRS		MAINT CONTROL		PMS6		FMS		A&E		WING	
	MANHOURS	%	MANHOURS	%	MANHOURS	%	MANHOURS	%	MANHOURS	%	MANHOURS	%	MANHOURS	%
ASSIGNED	18924	-	20528	-	4512	-	27140	-	65680	-	41828	-	178612	-
AVAILABLE	11390	60	17891	82	3854	85	16028	59	39477	60	24732	59	113372	63
DIRECT	7850	69	11014	62	-	-	4314	27	17686	45	4834	20	45698	40
INDIRECT	4184	31	7787	38	4104	100	11714	73	22498	55	19968	80	70265	60
OVERTIME	654	-	910	-	250	-	-	-	707	-	70	-	2591	-
ABSENT (TOTAL)	6442	33	4877	24	906	20	10132	37	22639	35	16133	39	61129	34
SICK	<b>440</b>	<b>2.3</b>	263	1.3	116	2.6	20	.1	504	.8	442	1.1	1785	1.0
SQUADRON	939	5.0	1270	6.2	212	4.7	1152	4.3	2959	4.5	6399	15.3	12931	7.2
A W O L	-	-	-	-	-	-	72	.3	464	.7	16	.1	552	.3
LEAVE	1352	7.2	768	3.7	360	8.0	1450	5.4	3547	5.6	3288	7.8	10765	6.0
PASS	1453	7.5	154	.8	98	2.2	603	2.2	3182	4.8	3523	8.5	9013	5.0
T D Y	1628	8.0	452	2.2	28	.4	4891	17.8	8670	13.2	1702	4.1	17371	9.5
OTHER	630	3.0	1970	9.8	92	2.1	1944	6.9	3313	5.4	763	2.1	8712	5.0

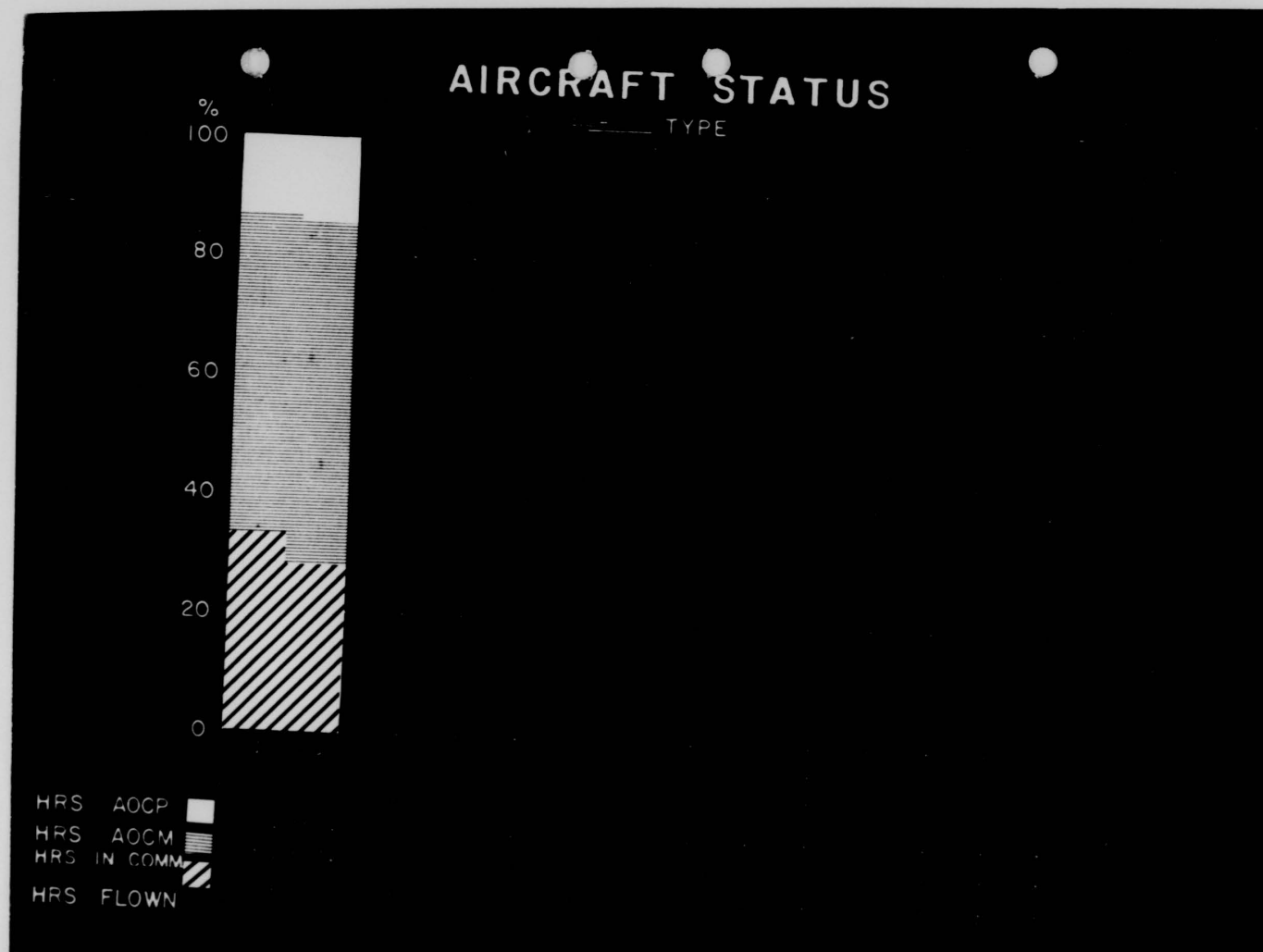
A TRUE COPY

*Charles A. Wright*  
 CHARLES A. WRIGHT  
 Major USAF  
 Adjutant

Bernard A. Simons  
 S/Sgt, AF 17267320  
 NCOIC OF REPORTS & ANALYSIS



2201





### **Stockwell Designs 26 Wing Insignia -Wins T-33 Flight**

A/1C Jo D. Stockwell has been adjudged the winner in the 26 Strat Recon Wing's insignia design contest. The contest, begun in February, was over at base level by March but, due to the necessity of Department of the Air Force confirmation, the winners were not announced until this week.

Second and third places went to A/1C A. O. Haverfield of the 322 Strat Recon Squadron and Maj. W. H. Edwards of the 324 Strat Recon Squadron. Airmen Stockwell is a member of the 801 Headquarters Squadron.

The prize winning insignia is described as an "all seeing" eye crossed by twin bolts of lightning, representing force or power, and encased in strips of light indicating penetration. Above and to the sides are blue sky, while below are the rolling hills and stormy seas of the earth.

Blue, orange and blue-green are the prominent colors in the in-

(Continued on Page 8)

#### **26TH INSIGNIA**

(Continued from Page 1)

signia and the motto inscribed under it is "Saber Es Poder," an old Spanish proverb meaning that knowledge is power.

First prize for Airmen Stockwell is a flight in a T-33 to any SAC base. In addition, he will receive \$15 "spending money" for his trip. The other winners are scheduled for a local flight in a T-33.

**Recon Recorder**

**Friday, August 21, 1953**

SEPT

SECRET

1953

# HISTORY



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**LOCKBOURNE  
AIR FORCE BASE**

**COLUMBUS, OHIO**

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SECRET  
AUTH: CO 26th SRW  
DATE 29 Oct 1953

NAME Charles A. Wright

HISTORY

OF

26TH STRATEGIC RECONNAISSANCE WING, MEDIUM

801st Air Division

Second Air Force

From

1 September 1953 through 30 September 1953

ASSIGNED UNITS

26th Medical Group  
Headquarters Squadron Section  
26th Field Maintenance Squadron  
26th Periodic Maintenance Squadron  
26th Air Refueling Squadron, Medium  
3rd Strategic Reconnaissance Squadron, Medium  
4th Strategic Reconnaissance Squadron, Medium  
10th Strategic Reconnaissance Squadron, Medium  
26th Armament and Electronics Maintenance Squadron

Collected and Compiled for the  
Wing Historical Officer by

T/Sgt Curtis H. Watson  
S/Sgt Robert C. Franklin

APPROVED BY:

*Henry R. Sullivan, Jr.*  
HENRY R. SULLIVAN, JR.  
Colonel USAF  
Commander

HISTORICAL OFFICER:

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major USAF  
Adjutant

SECRET

SECURITY INFORMATION

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COVER PAGE

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GROUND CREW OF THE MONTH

FOR

3.D STRATEGIC RECONNAISSANCE SQUADRON (M)

A/IC Melvin R. Riley

A/2C Leonard Bernardo

---

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CHAPTER - I  
ORGANIZATION  
AND  
ADMINISTRATION

CHAPTER I  
ORGANIZATION AND ADMINISTRATION

The 14th Strategic Reconnaissance Squadron commenced manning from a one officer one airman basis on 2 September 1953. By the close of the month they had processed and assigned 305 airmen and 78 officers for duty. Of these figures, 59 officers were in a TDY status for combat crew training while 146 of the airmen were assigned to "Project Schoolhouse". Priority was given to the completion of the Mobile Training Detachment course which 29 Airmen completed and 15 of this total were placed on on-the-job training with the 26th Field Maintenance Squadron to raise their proficiency as mechanics. The processing and assigning of these airmen was handled in a very exemplary manner by the administrative personnel of the squadron.

The Wing Adjutant Section reviewed and published four initial Wing Regulations during the month. Three of the regulations were submitted by the Wing Personnel Section, namely; Submission of Monthly Officer's Roster, Officers Effectiveness Report, and Promotion of Airmen, while the fourth regulation was

1. 26WR 36-1, Hq 26th SR Wg, 3 September 1953. Exhibit 1.
2. 26WR 36-2, Hq 26th SR Wg, 15 September 1953. Exhibit 2
3. 26WR 39-1, Hq 26th SR Wg, 15 September 1953. Exhibit 3

submitted by Materiel with regards to Mobile Control.<sup>1</sup>

The Wing Inspector's Office conducted one follow-up inspection and one routine administrative inspection during the month of September. The 26th Periodic Maintenance Squadron was the subject of the follow-up inspection. During the month of August irregularities in the performance of the squadron's orderly room functions were most outstanding. Although all deficiencies had been corrected, it was noted that some were not corrected properly. The Wing Inspector, judging from the results of attempted corrective action on certain irregularities deemed it advisable to discuss the situation with orderly room personnel to determine if they fully understood recommendations given during the August inspection. From this discussion it was observed that responsible clerical personnel were not sufficiently skilled in their duties to effect proper maintenance of correspondence, files and records administration. Therefore, it was deemed worthwhile for the inspector to spend considerable time in the actual instruction of orderly room personnel, effecting corrective action to deficiencies at the same time. It is anticipated that this squadron's efficiency level in administration and personnel functions will be improved by the next inspection period.

---

1. 26WR 55-2, Hq 26th SR Wg, 29 September 1953. Exhibit 4



A routine administrative inspection of the 26th Field Maintenance Squadron was conducted on 15, 16 and 17 September. Performance of orderly room duties was rated as satisfactory. While a number of minor irregularities and deficiencies were noted, none were of major importance, either in content or number so as to hamper the squadron mission.

Deficiencies were found in the maintenance of the general information files and squadron correspondence file. Considerable instruction was given by the Wing inspector to the responsible clerical personnel in order to remedy the situation. The most serious irregularity was the general operation of the Unit Mail Room. Conditions were discussed with the Unit Postal Officer and a newly assigned mail clerk was orientated in postal procedures and regulations.

One major project undertaken by the Wing Inspectors office during the month was the drafting of administrative regulations requiring specific accomplishment of those items noted as Wing wide irregularities and deficiencies. This action was deemed worthwhile, in that it would effect immediate corrective action and establish permanent procedures. The proposed regulations are now in draft form awaiting approval.

---

MORALE Morale within the 26th Strategic Reconnaissance Wing remained at a high level. The Wing personnel has access to all recreational facilities provided by Lockbourne Air Force Base. During the month of September the Wing's increased<sup>5</sup> flying hours kept men and planes in the blue and as usual, in a flying organization, this kept most personnel well satisfied with their duties and accomplishments.

GROUND SAFETY<sup>6</sup> During the month of September there was one ground accident charged to personnel of the Wing.

AWOL STATUS<sup>7</sup> The AWOL percentage of the Wing was 3.5 per cent per 1000 in comparison to 6.2 per cent for the 801st Air Base Group and 2.7 per cent for the 91st Strategic Reconnaissance Wing.

- 
5. Aircraft Status Chart. Exhibit 5  
6. Ground Accident Chart. Exhibit 6  
7. AWOL Chart. Exhibit 7

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CHAPTER - II  
PERSONNEL

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CHAPTER II  
PERSONNEL

On 30 September there were 285 officers and 1723 airmen assigned to the 26th Strategic Reconnaissance Wing against an authorized strength of 381 officers and 1670 airmen. The increase of airmen personnel was a normal input from Air Training Command Schools and overseas returnees.

The desired goal of 100 per cent effective and body manning shone much brighter during September. Accomplishments towards this goal were effected through redesignation and reclassification of personnel in proportions with positions held or training received, thereby filling authorized T/O vacancies within the Wing.

There was a total of 43 officers awarded redesignation of Air Force Specialty Codes commensurate with position held, or training received.

During September there was a total of 65 airmen reclassified. Reclassification effected, consisted of upgrading of air force specialty codes, awarding of suffix's and redesignation of primary air force specialty codes. A total of 69 airmen specialty codes in the munitions field and the personnel field were converted in accordance with Part II Air Force Manual

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1. Manning Chart. Exhibit 18

35-1. There were 98 airmen placed on OJT during the month.

Joining the performance cite above with the actual personnel (ski led) assigned, the Wing's Body and Effective Manning percentage made a climb during the month.

Body manning for officers during September was 75 per cent in comparison to 65 per cent in August. Effective manning increased from 43 per cent in August to 62 per cent for September.

Body manning for airmen during September was 103 per cent in comparison to 95 per cent in August. Effective manning increased from 58 per cent in August to 66 per cent in September.

SCHOOLS School quotas for officers were steady throughout the month of September. Eighteen pilots were assigned to attend B-47 combat crew training schools Phase I and II training and one observer departed for K-training.

Returnees from B-47 combat crew training Phase II numbered six, and 15 observers returned from K-training at Hather Air Force Base.

Although school quotas were somewhat limited to airmen personnel there were approximately 15 airmen processed through the 801st Air Base Group Mobile Training Detachment at this station.

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CHAPTER - III  
OPERATION  
AND  
TRAINING

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CHAPTER III

OPERATIONS

September found the 26th Strategic Reconnaissance Wing to have flown more hours than in any previous month. The Operations Directorate showed 177 sorties for a total of 849:25 hours. Of these the 26th Air Refueling Squadron flew 130 sorties totaling 649:50 hours as compared with 105 sorties confirmed for 629:00 hours, while the 3rd Strategic Reconnaissance Squadron flew 47 sorties that totaled 199:35 hours in comparison to 69 sorties for 287:00 hours confirmed by maintenance. The T-33A aircraft was flown for a total of 65:45 hours which is not included in the above figures. The highest number of hours flown heretofore was in July for a total of 717:00 hours or 132:25 hours less than completed during September.

One non-combat ready KC-97 crew was transferred to Hunter Air Force Base, Georgia on 15 September 1953 to regress the total number of KC-97 crews assigned to the 26th Strategic Reconnaissance Wing to 17. One non-combat ready crew was gained to combat ready status the same date maintaining a total of 14 KC-97 crews combat ready and three KC-97 crews non-combat ready.

- 
1. YRB-47 Aircraft Status Chart. Exhibit 8. KC-97F Aircraft Status Chart. Exhibit 9
  2. Aircraft Status Chart. Exhibit 5

A total of 34 non-combat ready LRB-47 crews were assigned to the 26th Strategic Reconnaissance Wing for the month of September. Of this total, 14 crews had completed B-47 school and were available at this station for training.

Three outstanding missions were completed by the 26th Air Refueling Squadron in September. The first of these was the refueling of B-47's from the 306th Bomb Wing<sup>3</sup> on its non stop flight from England to MacDill Air Force Base, Florida via the National Air Show which was being held at Dayton, Ohio. For this mission of 6 September 1953 the squadron dispatched fifteen KC-97 aircraft. Flying with them were the Commanders from the 801st Air Division and the 26th Strategic Reconnaissance Wing, respectively, Brigadier General Charles Dougher and Colonel Henry Sullivan.

The lead crew took off from Lockbourne at 1720Z with the remaining aircraft departing at one minute intervals and thirty minutes later were on course abeam Mansfield GNI. The rendezvous point of Buffalo, New York was reached at 1834Z where the aircraft assembled in four flights over Buffalo for the fuel transfer together with four KC-97's from MacDill. APN 11 and APN 12-76 electronic equipment were used for the rendezvous with the B-47's.

---

3. Ops Order 71-53, 26th SR Wg, 2 September 1953.



Contact with the B-47's being established, the tankers aircraft departed Buffalo at 1922Z, three minutes prior to the bombers estimated time of arrival. The KC-97's departed at 20,000 feet on a magnetic heading of 233° at a TAS of 250 knots. Refueling contact was quickly made with the Amber Flight leader at 1937Z. A total of 483,830 pounds of jet fuel was transferred to the 14 B-47's and upon completion the KC-97's returned to Lockbourne with the lead ship landing at 2050Z having expended 3:40 hours on the mission.

A commitment for tanker support on 24-25 September was coordinated between the 26th Strategic Reconnaissance Wing and the 31st Strategic Fighter Wing, Turner Air Force Base, Georgia. Five KC-97's were required to refuel 16 F-84's enroute from Luke Air Force Base, Arizona to Turner Air Force Base, Georgia. This was understood to be the first mass night refueling of fighter aircraft. The route was from Lockbourne to Flippin Omni Station, Oklahoma at an altitude of 5000 feet, climbing soon after to 15,000 feet to the rendezvous point of Abilene, Texas. The planes became airborne at 2046Z and proceeded to Flippin Omni by way of Dayton, Ohio on a day celestial mission enroute to Flippin. Passing over Dayton at 2106Z compass deviations were

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4. Ops Order 210-53, 26th SR Wg, 22 September 1953. Exhibit 10

checked. At 2130Z celestial observation with the sun at an observed altitude of  $23^{\circ}22\frac{1}{2}'$  showed the most probable position to be 3903N 8555W. Celestial computations were plotted at 2200Z 2220Z and 2240Z with a final estimated time of arrival of 2329Z for Flippin. The rendezvous point for the KC-97's was reached at 2325Z and the tanker formation departed Flippin at 2335Z reaching the fighter rendezvous at 0150Z.

The AFN 12-76 equipment was used to relay range information to the fighters and was accomplished by the deputy lead aircraft. Electronic identification of the fighters was made at a range of 190 nautical miles.

The tanker formation left Abilene at 0224Z on the refueling leg. The 15 F-84's were refueled in approximately 20 minutes with a total of 70,720 pounds of fuel being transferred.

Another commitment for tanker support was coordinated by telephone between the 26th Wing and Second Air Force, requiring two KC-97's of the 26th Air Refueling Squadron to accomplish an airlift of personnel. Personnel were airlifted from various Strategic Air Command Bases in the None of Interior to Stead Air Force Base, Nevada, 10-14 September 1953 for the purpose of attending a survival school. An airlift returning graduating personnel from Stead to their home stations was accomplished by the same two KC-97's.

On 24 September 1953 the 26th Air Refueling Squadron received word that it would supply one KC-97 aircraft for a classified mission to the Far East.

The 801st Air Division Director of Operations in a telephone conversation with the Strategic Air Command Operations coordinated a mission of one KC-97 to the Far East. The Division Director of Operations in turn relayed this information to the Deputy Commander of the 26th Strategic Reconnaissance Wing and he along with the Director of Operations for the Wing completed all requirements as well as the addition of one more KC-97 to be included.

On 25 September 1953 the first tanker was dispatched to Wright Patterson Air Force Base to procure 3700 gallons of special jet fuel to be ferried to Kadena Air Force Base, Okinawa, while the second tanker departed the following day.

The two aircraft proceeded to Okinawa by way of Travis Air Force Base, California; Hickam Air Force Base, Honolulu; Kwajalein, Naval Air Station and Anderson Air Force Base, Guam. The elapsed time from Wright Patterson Air Force Base, Ohio to Kadena Air Force Base, Okinawa was 54:11 hours. Total flight time was 42:50 hours, which meant that only 11:21 hours were spent on the ground enroute.

FLIGHT TRAINING The 26th Air Refueling Squadron established new records for themselves during September having transferred

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632,100 pounds of fuel in 115 sorties flown and showed 242:00 hours pilot proficiency. They also attempted and completed 12 rendezvous, 99 wet hookups and 66 dry hookups.

GROUND TRAINING The Wing Training Section made a strenuous effort during September to complete the maximum of Ground Training requirements. An increase has been shown over previous months, however, there is still much training to be completed in the months to come. Planning, hard work and cooperation are the primary tools of the training section which they are using to achieve their goal.

With the increase of crew training in the Wing and the increase of personnel, the training section has likewise been enlarged, thus causing a shortage of equipment, such as desks and typists chairs, etc. Coupled with this shortage is the occasional shortages of administrative supplies. It is anticipated, however, that these shortages will not exist in the near future.

One of the highlights of the month within the training section was the beginning of what is referred to within the Wing as "Project Schoolhouse". The doors to this project were opened on 1 September 1953 with 134 Airmen being assigned. These airmen in most cases were at the "3" level and assigned to the 14th Strategic Reconnaissance Squadron. Since the inception of this project,

---

approximately 100 additional airmen have entered "Project Schoolhouse". The goal of this project is to increase the technical skill of the assigned ground crew members. In addition to the technical training the requirements of Strategic Air Command Regulation 50-8 and Second Air Force Regulation 50-6 are being met. From time to time the program has included general information on the Air Force through the media of conducted tours of the Base and the North American Aviation Plant, Port Columbus, Ohio along with lectures and films on various subjects relating to their skill. The Mobile Training Detachment number 10 has done much in the technical upgrading of this group. To date, approximately 30 airmen have completed this training with another 150 airmen in various stages of completion.

Two predominate problems have been encountered; the lack of classroom space and the non availability of qualified instructors.

There is a continuing problem as how to best utilize graduates of the Mobile Training Detachment. The shortage of available aircraft and the acute shortage of qualified supervisors on the flight line intensify this problem. However with much planning, continued hard work and cooperation, this problem will be solved in the near future.

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INTELLIGENCE Preparations were made to properly execute Operations Order 71-53, in which the 26th Wing Operations personnel controlled the mission from Lockbourne and submitted all reports directed by Strategic Air Command Manual 55-6. Beginning 4 September 1953 a twenty four hour shift was set up in order to dispatch and receive reports and successfully carry out the mission as planned. Three officers and three airmen were utilized in the three eight hour shifts. One officer and one airman made up one team for an eight hour period. In working together with all other personnel this was found to be the most effective way to handle all incoming and outgoing traffic.

The radar prediction section recently received Target Complex Charts and Target Complex Mosaics for use in the Target Folders. This section will soon be in full operation.

Lt. Colonel John Fagan, Director of Intelligence and numerous other Staff officers are presently engaged in the preparation and planning of a future alert. A conference was held 15 September 1953 for the purpose of establishing a system of notifying off-base personnel in the event of an alert during off-duty hours. The procedure decided upon will be utilized by all organizations of the 26th Strategic Reconnaissance Wing.

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6. Ops Plan 201-53, Hq 26th SR Wg, 15 September 1953. Exhibit 12

FLYING SAFETY For the month of September, the 26th Strategic Reconnaissance Wing again operated without accident to any of their aircraft.

Three flying safety meetings were held within the wing. One each in the 26th Air Refueling Squadron and the 3rd Strategic Reconnaissance Squadron and one in the entire wing.

Dissemination of revisions of aircraft operating procedures and all flying safety material was monitored by the flying safety office as well as an inspection of the airfield facilities showing there is still a need for improvement of the landing area.

The control tower is receiving new VHF equipment and should be installed in the very near future. At present the mobile control unit is in operation and is proving to be of great assistance to the tower.

- 
7. Flying Safety Meeting Report, 26 ARS, 26 September 1953. Exhibit 13
  8. Flying Safety Meeting Report, 3rd SRS, 26 September 1953. Exhibit 14
  9. Flying Safety Meeting Report, 3rd SRS, 26 September 1953. Exhibit 15
  10. Flying Safety Officer's Activity Report for Month of September, 26th SR Wg, Exhibit 16

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CHAPTER - IV  
MATERIEL

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CHAPTER IV

MATERIEL

LOGISTICS The Logistic Section, during September, spent considerable effort in preparing a Wing regulation governing the inspection system for mobility purposes. This regulation is now in draft form and waiting approval of the Wing Commander. Publication and distribution should be accomplished within the next reporting period. Another major project of this section was the review of RB-47 personnel figures to be included in the Wing Mobility Plan. The suspense date for this plan has been set by Second Air Force as 1 December 1953.

The Logistic Staff visited two squadrons during the month. Two noted discrepancies were found. The squadrons were not up to date in the recording of immunization records and clothing checks. Squadron mobility officers were directed to correct these discrepancies immediately.

SUPPLY The status of T/O&E equipment on hand is slowly increasing with four squadrons having 80 per cent of the equipment. The lowest of these is the 26th Medical Group with only 50 per cent of the authorized equipment on hand. This is due to non-receipt of the newly standardized 36 bed infirmary, required for hospitalization of patients in a permanent status.

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During the month of September, approximately 23 supply difficulty letters were re-accomplished and accepted by Base Supply for necessary action and forwarding to higher headquarters. Of this amount, 70 per cent pertained to the 26th Armament and Electronics Maintenance Squadron. Prompt answers were received only in a few cases due to the fact there was a major hold up within Base Supply while accomplishing their particular part of the supply difficulty forms.

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CHAPTER - V  
MAINTENANCE

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CHAPTER V  
MAINTENANCE

KC-97 AIRCRAFT The 26th Air Refueling Squadron flew a total of 649 hours and 50 minutes for an average of 31 hours per aircraft. Of the 130 sorties flown, there was one abort for a five per cent abort rate. The abort declared, reflected mag drops on number one and two engines. Corrective action reflected 12 spark plugs replaced in number one engine and 30 spark plugs replaced in number two engine. There was an increase of 0.3 per cent in the in-commission rate over August and an increase of .7 per cent for aircraft out of commission parts rate. The aircraft out of commission parts rate has shown considerable decline during the past months. Unscheduled maintenance declined by 6.7 per cent over August. Continued maximum effort was enforced during the month to reduce the rate of technical order compliance. However, there was an average of 25.15 per cent outstanding tech orders per aircraft. At least 5.00 per cent involved waiting for parts or kits through automatic distribution and 13.05 per cent awaiting parts or kits through requisitions. A general summary of technical orders accomplishments on KC-97F aircraft from 1 June 1953 through 30 September 1953 reflects there was approximately 20

- 
1. Aircraft Status Chart, Exhibit 5
  2. Aircraft Status Chart, Exhibit 5

technical orders outstanding per aircraft on 1 June 1953. There has been an average of 42 new technical orders added per aircraft. This represents an overall total of approximately 720 individual compliances.

YB-47B AIRCRAFT The 3rd Strategic Reconnaissance Squadron flew a total of 199 hours and 35 minutes<sup>3</sup> during September for an average of 14 hours and 28 minutes per aircraft. Of the 14 assigned aircraft, four did not fly during the month, which held the average flying time per aircraft to this low figure.

There were five aborts caused by defective ST 7A pressure transmitters (which were replaced), fuel leak in aircraft cavity seal drain in number two cell of the forward tank. Aircraft was turned over to aero repair for final corrective action and hydraulic leak between number five and six engines. The cause of the hydraulic leak was a ruptured seal on hydraulic pressure return line. The seal was replaced and pressure checked with no further leakage encountered. Two aborts occurred during flight. One abort was credited to loss of artificial fuel in elevator system. This was caused by failure of the ram air shut off spring valve, which was replaced by a serviceable one.

There was a decrease of 6.6 per cent in-commission rate

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3. Aircraft Status Chart. Exhibit 5

as compared to August and the aircraft out of commission part rate increased by 9.3 per cent over August. Unscheduled maintenance decreased by 5.7 per cent. There was an average of 49.57 per cent technical orders outstanding per YRB-47B aircraft for the month, 10.64 per cent involved waiting parts or kits through automatic distribution and 20.57 per cent involved waiting for parts or kits through requisitions. A general summary of technical orders accomplishments on YRB-47B aircraft from 1 July 1953 through 30 September 1953 showed that there were approximately forty technical orders outstanding beginning 1 July and an average of 47 technical orders added per aircraft since that time, with an average of 32 compliances per aircraft. This represents an overall total of approximately 450 individual compliances.

QUALITY INSPECTION Quality inspection reports reflected an upward trend in the quality of maintenance over August. However, to insure and aid the reduction of discrepancies found on aircrafts prior to their leaving the Periodic Maintenance Docks inspectors spent time working with maintenance personnel, instructing them in proper procedures of locating part numbers and repair instructions in maintenance publications.

Inspections completed on seven KC-97 aircraft showed an average of 16 discrepancies per aircraft. One KC-97 engine

change revealed six discrepancies. All KC-97's were inspected for proper installation of hydraulic air filters and 20 filters were found to have been improperly installed. All discrepancies were corrected before the aircraft cleared the maintenance docks.

Quality inspections completed on YRB-47 aircraft prior to their leaving the Periodic Maintenance Docks revealed the following number of discrepancies. Dock number three had an average of forty seven discrepancies and two safety flights. Dock number four had 48 discrepancies and three safety flights. One YRB-47 engine change was inspected and seven discrepancies were found. Radio and radar inspections on five aircraft revealed nine discrepancies. The jacket files on 12 aircraft revealed 15 discrepancies. The total number of unsatisfactory reports completed during the month was 43.

ENGINE ANALYSIS A break-down of jobs completed by the Engine Analysis Section during the month of September was as follows:

Type	No. Removed	Average of Flying Hours
R-4360-59B	1	322:05
J-47 GE-23	1	36:35

The 4360 engine was removed due to the cylinder ball down, studs and loose. The J-47 engine was removed due to the compressor blades being damaged. Also during the month there were

six R-4360-59B engines built up and one torn down. Three J-47ST-25 and one J-33A-35 were built up and two J47GE-23 engines were torn down.

PERIODIC INSPECTION Five inspections were performed on the KC-97's and one on the YRB-47 aircraft. The average manhours per inspection for the KC-97's was 915 hours. For the YRB-47 the average time was 549 manhours. The following is the average breakdown of manhours expended per inspection:

Type A/C	Docks	Fld Maint	A&E	Total
KC-97F	721	163	31	915
YRB-47B	482	67	17	549

CANNIBALIZATION The following breakdown shows items which were cannibalized during manhours used to complete the mission of the Wing:

<u>KC 97F</u>		<u>Hours</u>	<u>YRB-47B</u>		<u>Hours</u>
Switch overhead ignition panel	1	1	Tank Hydraulic	2	
1 FR pump	1	1	Valve LFR	2	
Actuator	2	2	Valve assy Q		
1 FR tie	1	1	Spring	1	
Amplifier fuel flow 1 FR	1	1	Fitting	1	
Actuation Assy (#2 Engine)	1	1	Block assy	1	
Metering assy (A prop)	1	1	Block assy fwd ldg	3	
Actuation wing flap motor	1	1	Fitting	1	
Switch overhead panel ignition	1	1	1 Knob, fuel		
Actuator assy, cowl flap	1	1	selector	1	
Valve (LFR)	1	1	Shield assy Art	2	
			178/ARC-27		

MANPOWER UTILIZATION During September, maintenance activities expended 135 direct manhours for every hour flown by the



YRF-47B aircraft. This is an increase of one hour over August.  
 On the KC-97F aircraft 42 manhours were expended per flying hours.  
 This was an increase of 11 manhours over August. Average man-  
 hours per flying hour is broken down as follows:

<u>Units</u>	<u>KC-97F</u>	<u>YRF-47B</u>
Flight Line	17	76
Periodic Maintenance	8	14
Field Maintenance	14	28
Armament & Electronics	3	17
TOTAL	42	135

The Wing averages 73 per cent manhours available of its  
 assigned personnel for an increase of 10 per cent over August.  
 The percentage of direct manhours of the available personnel,  
 reflects an increase of six per cent over August. The absent  
 time 10.7 (other) is broken down as follows:

76 per cent	Compensatory time off
5 per cent	Base Parades
2 per cent	Miscellaneous
17 per cent	Mobile training unit and detachment

The maintenance manhour data chart gives each code breakdown  
 of absent time and the percentage of the total.

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h. Maintenance Manpower Utilization Chart. Exhibit 17

ROSTER OF KEY PERSONNEL

Colonel Henry R. Sullivan, Jr. -----	Commander
Colonel William J. Meng -----	Deputy Commander
Major Charles A. Wright -----	Adjutant
Colonel Alan F. Adams -----	Director of Operations
Lieutenant Colonel William C. Dodds -----	Director of Materiel
Major George D. Sampson -----	Director of Personnel
Major Robert C. Householder -----	Commander, 3rd Strategic Reconnaissance Squadron
Captain James R. Tucker -----	Commander, 4th Strategic Reconnaissance Squadron
Major John J. Scherer -----	Commander, 10th Strategic Reconnaissance Squadron
Lieutenant Colonel Madison M. McBrayer--	Commander, 26th Air Refueling Squadron
Major John A. Nicholson -----	Commander, 26th Armament & Electronics Maintenance Squadron
Major William J. Bausser -----	Commander, 26th Periodic Maintenance Squadron
Major John H. Atkins, Jr. -----	Commander, 26th Field Maintenance Squadron
Captain Paul R. Zaugg (MC) -----	Commander, 26th Medical Group
Captain Richard B. Franz -----	Commander, Headquarters Section Squadron

BIBLIOGRAPHY

Staff Meeting Minutes  
Personnel Charts and Records  
Staff Sections Files  
Classified Files  
Adjutant Section Files  
History of the Director of Personnel  
History of the Director of Operations  
History of the Director of Materiel  
History of the 26th Armament & Electronics Maintenance Squadron  
History of the 26th Periodic Maintenance Squadron  
History of the 26th Field Maintenance Squadron  
History of the 3rd Strategic Reconnaissance Squadron  
History of the 4th Strategic Reconnaissance Squadron  
History of the 10th Strategic Reconnaissance Squadron  
History of the 26th Air Refueling Squadron  
History of the Headquarters Section Squadron  
History of the 26th Medical Group

In addition to the above sources of information, additional data was procured through interviews with key personnel of staff sections, squadrons and/or personnel concerned along with personal observations of the Historian.

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APPENDIX

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APPENDIX I

- 1 Wing Regulation 36-1, Headquarters 26th Strategic Reconnaissance Wing, 3 September 1953. Exhibit 1
- 2 Wing Regulation 36-2, Headquarters 26th Strategic Reconnaissance Wing, 15 September 1953. Exhibit 2
- 3 Wing Regulation 39-1, Headquarters 26th Strategic Reconnaissance Wing, 15 September 1953. Exhibit 3
- 4 Wing Regulation 55-2, Headquarters 26th Strategic Reconnaissance Wing, 29 September 1953. Exhibit 4
- 5 Aircraft Status Chart. Exhibit 5
- 6 Ground Accident Chart. Exhibit 6
- 7 AWOL Chart. Exhibit 7
- 8 YRB-47 Aircraft Status Chart. Exhibit 8
- 9 KC-97F Aircraft Status Chart. Exhibit 9
- 10 Operations Order 210-53, Headquarters 26th Strategic Reconnaissance Wing, 22 September 1953. Exhibit 10
- 11 Operations Order 209-53, Headquarters 26th Strategic Reconnaissance Wing, 10 September 1953. Exhibit 11
- 12 Operations Plan 201-53, Headquarters 26th Strategic Reconnaissance Wing, 15 September 1953. Exhibit 12
- 13 Flying Safety Meeting Report, 26 ARS, 26 September 1953  
Exhibit 13
- 14 Flying Safety Meeting Report, 3rd SRS, 26 September 1953  
Exhibit 14
- 15 Flying Safety Meeting Report, 3rd SRS, 26 September 1953  
Exhibit 15
- 16 Flying Safety Officer's Activity Report for Month of  
September, 26th Strategic Reconnaissance Wing. Exhibit 16
- 17 Maintenance Manpower Utilization Chart. Exhibit 17
- 18 Manning Chart. Exhibit 18

APPENDIX II

LIST OF ILLUSTRATIONS

- I View of new type Operations Buildings and Orderly Rooms being utilized by the 26th Air Refueling Squadron and the 3rd and 4th Strategic Reconnaissance Squadrons.
- II View of the old Operations Building used by the 26th Air Refueling Squadron
- III Typical classroom scene in new Operations Building
- IV Old type classroom
- V Post Flight Chief giving his Crew daily instructions and assignments
- VI The removal of an engine heating duct cover is one phase of on-the-job-training
- VII Performing a Post Flight Inspection
- VIII Camera Technicians undergoing a pre flight inspection of mounted cameras
- IX Mobile Radio Communications in conversation with Maintenance Control
- X Pre flight discussion
- XI Flight Crew Board in new Operations Building
- XII Lieutenant Colonel Madison McDrayer and crew before mission take-off
- XIII Extracts from Recon Recorder (Base Newspaper) Lockbourne Air Force Base, Ohio

1

WING REGULATION)  
NUMBER 36-1)

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE, Columbus, Ohio  
3 September 1953

MONTHLY OFFICER'S ROSTER

Submission of Monthly Officer's Roster

1. Purpose: To insure that all Squadrons comply with all applicable regulations, directives and policies concerning the Monthly Officer's Roster.
2. Scope: This regulation applies to all Squadrons of the 26th Strategic Reconnaissance Wing (M).
3. Responsibility: It is the responsibility of the Custodian of Records of each Squadron to insure that the provisions of this regulation are strictly adhered to.
4. Procedure: Each Squadron will begin preparation of the roster in order to allow ample time for preparation, verification, mimeographing, assembling and submission to the Directorate of Personnel not later than 1200 hours the 7th day of each month. This suspense date is necessary in order for the Directorate of Personnel to monitor the rosters and meet the suspense date assigned by the 201st Air Division.
  - a. All information for said roster will be extracted each month from the DAFO Form 66's of all officers assigned to the Squadron as of the 5th day of each month. If known errors exist on the Form 66, the correct information will be transferred to the roster and action will be immediately taken to correct the Form 66.
  - b. Each Squadron will be responsible for the mimeographing and assembling of the roster prior to submission to the Directorate of Personnel.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A. WRIGHT  
Major, USAF  
Adjutant

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF  
Adjutant

DISTRIBUTION:

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WING REGULATION)  
NUMBER 36-2)

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE, Columbus, Ohio  
15 September 1953

2

COMMISSIONED OFFICERS  
(26th Wg Reg 36-2, dtd 10 Sep 53 is rescinded)

Officer Effectiveness Reports

1. PURPOSE: To prescribe the procedure for the correct and timely submission of Officer Effectiveness Reports within the 26th Strategic Reconnaissance Wing.
2. SCOPE: The provisions of this regulation are directive upon all organizations of the 26th Strategic Reconnaissance Wing.
3. RESPONSIBILITY: The responsibility for the submission of OER's rests with the officer who is charged with the responsibility for the development, control or supervision of the officer on whom the report is being submitted. The Commander of the squadron to which the rated officer is assigned is responsible for the timely preparation of Sections I & II of the AF Form 77 and the delivery of this form to the proper reporting officer. The Director of Personnel, 26th Wing will monitor all Officer Effectiveness Reports to insure full compliance with existing instructions in the preparation and submission of OER's.
4. PROCEDURE: The custodian of the officer's records will prepare and hand-carry in triplicate to the rating officer, the OER with Sections I & II completed as soon as the information that requires an OER is available. In no instance will this be later than the last day covered by the period of report.
  - a. The officer preparing the OER, normally the rated officer's supervisor, will complete Sections III, IV, V, and VII. He will then hand-carry the OER to the Indorsing Officer within four (4) days after receipt of the report. If the Reporting Officer does not deliver the report to the Indorsing Officer within four (4) days after the last day of the period of report, he will be responsible for preparing a certificate of delay. The certificate of delay will consist of detailed account of the reason for delay and will be made an attachment to the OER.
  - b. All maintenance and supply officers will be rated by their Squadron Commanders and indorsed by the Wing Commander.
    - (1) The Wing Commander's indorsement will be prepared in rough draft by the Director of Materiel and forwarded to the Wing Commander for his concurrence.
    - (2) All OER's accomplished on Maintenance Squadron Commanders will be prepared in rough draft by the Director of Materiel and forwarded to the Wing Commander for his concurrence.
  - c. The Indorsing Officer will complete Section VIII and deliver the report to the Directorate of Personnel, Hq, 26th Strat Recon Wing within three (3) days after receipt from the Reporting Officer. In the event that the report is



Wg Reg 36-2)

c. cont'd

not delivered within three (3) days, a certificate of delay will be required.

d. The Assignments and Actions Section, Director of Personnel, will check within two (2) days after receipt of the OER, all sections of the report to assure that it has been prepared in accordance with applicable directives. The reports will then be hand-carried to the OER Section, Base Personnel Office, complete with WD AGO Form 66A. Officer Effectiveness Reports being delivered at Base Personnel Office will be signed for by a representative of the OER Section, Base Personnel, on the suspense copy of 801st AD Form 17.

e. Under the provisions of this paragraph, 801st Air Division Regulation 36-1, 27 April 1953, is further supplemented as follows: At the time of assignment of a new officer, it will be the responsibility of the squadron of assignment to furnish the officer with 801st Air Division Form 16, listing all officers for whom he will be responsible to rate.

5. SUBMISSION: Officer Effectiveness Reports will be submitted to Base Personnel by the 26th Wing Personnel Office within ten (10) days after the last day of the period of report.

6. REFERENCES: Publications applicable to the preparation of OER's are: AFR 36-10 as amended; SAC Manual 36-1; 2AF Regulation 36-1A as amended; 2AF Letter 2AFPRB 201.61 dated 22 October 1952; and 801st Air Division Regulation 36-1.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A. WRIGHT  
Major, USAF  
Adjutant

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF  
Adjutant

DISTRIBUTION:

"D"

WING REGULATION)  
NUMBER 39-1)

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE, Columbus, Ohio  
15 September 1953

ENLISTED PERSONNEL

3

PROMOTION OF AIRMEN

1. PURPOSE: The purpose of this regulation is to prescribe a uniform procedure for the promotion of airmen.
2. SCOPE: This regulation applies to units and activities to which airmen are assigned and attached within the 26th Strategic Reconnaissance Wing (M).
3. GENERAL: Promotion of airmen will be made under the provisions of AFR 39-29, 2 January 1953, SAC Regulation 39-6, 21 April 1953 and such other instructions as are disseminated by this and higher headquarters at the time promotion quotas are announced.
4. PROCEDURE:
  - a. Squadron Commanders will cause recommendations for promotions to be submitted (in one copy) to the Wing Director of Personnel (see inclosure 1) not later than the first day of each promotion month. Recommendations submitted will be numbered in order of preference.
  - b. Upon receipt of promotion quotas the Wing Director of Personnel will take the following action:
    - (1) Notify the President of the Wing Promotion Board as to number of airmen who will meet the board to be interviewed for possible promotion. The Wing Director of Personnel and the President will determine date, time and place the board will convene, the President will notify members of the promotion board.
    - (2) Notify the squadrons of the promotion allocations (see inclosure #2) and request the service records and form 20's of the airmen selected to meet the promotion board be forwarded to the Wing Director of Personnel.
    - (3) Compute and allocate the promotion quotas to the grades of A/1C and A/2C on a per capita, eligibility basis to the squadrons.
    - (4) Select and schedule, from preferences established by squadron commanders, the T/Sgts, S/Sgts, and A/1's to meet the promotion board of the next higher grade.
    - (5) The Wing Director of Personnel will be responsible for delivery of pertinent records of airmen and regulations to the promotion board.
    - (6) Upon completion of interviews by promotion board, airmen's records will be returned to the Wing Director of Personnel who will in turn return records to the squadrons.

Wg Reg 39-1)

- (7) Upon receipt of the promotion board's selections, the Wing Director of Personnel will cause promotion orders to be published on date directed by the 801st Air Division.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A. WRIGHT  
Major, USAF  
Adjutant

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF  
Adjutant

DISTRIBUTION:

"D"

2 INCLOSURES:

1. Promotion Data Sheet
2. Ltr 26DPA (Promotion of Airmen)

SQUADRON  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

PROMOTION DATA SHEET

Date \_\_\_\_\_

1. The following airman, this organization, is recommended for promotion to the grade of \_\_\_\_\_.

(Last Name) (First Name) (MI) (AFSN) (PAFSC) (DAFSC)

2. Recommendations:

\_\_\_\_\_  
(Signature of Recommending Officer)

INCL #1

1st Ind

\_\_\_\_\_, 26th Strategic Reconnaissance Wing (M),  
Lockbourne Air Force Base, Columbus 17, Ohio

TO: Commander, 26th Strategic Reconnaissance Wing (M), Lockbourne Air Force Base,  
Columbus 17, Ohio

1. Recommend approval.

2. Active Federal Service:

a. Months in the Air Force. \_\_\_\_\_

b. Months in Army \_\_\_\_\_

c. Months in Navy \_\_\_\_\_

d. Months in Marines or Coast Guard \_\_\_\_\_

TOTAL POINTS \_\_\_\_\_

3. Months in present grade served during current periods of continuous  
service. (Air Force only; 1 point per full month)

TOTAL POINTS \_\_\_\_\_

4. Of \_\_\_\_\_ airmen recommended for promotion to the grade of \_\_\_\_\_  
in order of performance, I consider his place on the promotion list as number \_\_\_\_\_

5. I certify that the information contained herein is true and correct as  
reflected in the records of this airman.

\_\_\_\_\_  
\_\_\_\_\_  
Commander

This promotion data sheet supercedes all previous forms.

DISPOSITION FORM		SECURITY CLASSIFICATION(If any)	
FILE NO.:	SUBJECT:		
SDPA	Promotion of Airmen		
TO:	FROM:	DATE:	COMMENT NO. 1
Commander (All Squadrons)	Director of Personnel 26th Strat Recon Wg (M)	_____ 53	

1. Reference message 2AFPRA \_\_\_\_\_, dated \_\_\_\_\_, copy attached, the following quotas are allocated to the 26th Strategic Reconnaissance Wing and squadrons:

	M/Sgt	T/Sgt	S/Sgt	A/1C	A/2C
26th Wing					
Hq Sq Sec					
26 A&E Maint Sq					
26th Periodic Maint Sq					
26th Fld Maint Sq					
3rd Strat Recon Sq					
4th Strat Recon Sq					
10th Strat Recon Sq					
26th Air Rflg Sq					
26th Medical Group					

2. The promotion board will convene at \_\_\_\_\_ hours, \_\_\_\_\_ at \_\_\_\_\_ . Schedule will be as follows: T/Sgt to M/Sgt \_\_\_\_\_, Sgt to T/Sgt \_\_\_\_\_, A/1C to S/Sgt \_\_\_\_\_. T/Sgts priority \_\_\_\_\_, S/Sgts priorities \_\_\_\_\_ and A/1C priorities \_\_\_\_\_ will appear before the promotion board. Request the service records, form 20's and letters of recommendation (if any) pertaining to the foregoing airmen be forwarded to arrive this office NLT \_\_\_\_\_.

3. Uniform for this formation will be \_\_\_\_\_.

1 Incl:  
Msg 2AFPRA \_\_\_\_\_.

\_\_\_\_\_  
\_\_\_\_\_  
Personnel Officer

INCLOSURE # 2

WING REGULATION

NUMBER 55-2

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE, Columbus, Ohio  
29 September 1953

OPERATIONS

Mobile Control

1. PURPOSE: To outline procedures to be followed for the joint use of the mobile control unit.
2. SCOPE: This regulation is applicable to all personnel involved in the operation of RB-47's.
3. RESPONSIBILITIES:
  - a. The 801st Air Base Group is accountable for the Mobile Control unit and additional equipment necessary, e.g. radio equipment, binoculars, aldis lamp, etc.
  - b. The 91st Wing A & E Squadron will maintain and perform daily pre-flights on the communication equipment in the unit.
  - c. The 26th Wing will man the Mobile Control Unit on even numbered months, commencing 1 October 1953. The 91st Wing will man the Control Unit on odd numbered months.
  - d. Squadron Commanders are responsible for furnishing qualified B-47 pilots for Mobile Control Officer duty as requested by Wing Operations.
  - e. Detailed instructions for the Mobile Control Officer are contained in inclosure enc.

BY ORDER OF THE COMMANDER

OFFICIAL:

CHARLES A. WRIGHT  
Major, USAF  
Adjutant

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF  
Adjutant

1 Incl  
Instructions for Mobile Control Officer

DISTRIBUTION:

"D"

INSTRUCTIONS FOR MOBILE CONTROL OFFICER

1. Report to the Officer in Charge, 91st Wing Control Room at the beginning of each duty, to receive special instructions, blank logs, and flying schedules for his tour of duty.

2. Draw equipment listed below from the Base Operations Personal Equipment Section before starting tour of duty.

- a. Binoculars
- b. Aldis lamp
- c. Pistol and flares
- d. Thermos jugs
- e. Fire extinguisher
- f. Flashlight

3. Call the transient Alert Section (543) and/or line meter pool (7151) and have them tow the Mobile Control Unit past Base Operations to pick you up before proceeding to the landing end of the active runway. Park the Control Unit in the designated area fifteen (15) minutes before the first scheduled take-off.

4. Starting Power Unit:

- a. Connect Battery.
- b. Open choke approximately one (1) inch from full closed position.
- c. Push starting switch (located to the right of belts on side of unit, facing tower) to "start" position.
- d. After unit has started permit it to run several seconds and then return choke to closed position.
- e. Permit the unit to idle at least four (4) minutes.
- f. Put starting switch in lead position.

5. Power Unit Operation:

- a. The power unit on the Mobile Control Unit under normal operation (VHF being used) shall be operated a minimum of 15 minutes per operating hour.
- b. The preferred times for operating the power unit are one (1) hour first thing in the morning at beginning of operation, and one (1) hour during noon time, one (1) hour in the late afternoon and anytime necessary to keep the voltage up to par, (not lower than 24 volts indicated by voltmeter

Incl #1



located underneath shelf). Low volume output from VHF received also indication of low voltage from battery.

c. The maximum continuous operation of the unit is eight hours.

6. Control Unit Operation:

a. To start operation, merely turn on-off switch on control box to ON.

b. To select frequency, turn selector to desired, as indicated on placard.

c. Do Not move any other controls. If maintenance is required, notify 91st A & E Squadron.

d. To shut down equipment, turn On-Off switch to OFF.

e. Leave door of transmitter cabinet open during operation, to prevent over-heating.

7. Observe all B-47 traffic patterns, landings, and take-offs. Record all take-off and landing information in the Mobile Control Officer's log. Make necessary entries in "Remarks" column to indicate information such as: Overshot Final, Landed Long, Steep Approach, Ballooned, Porpoised, Touch Down Nose Wheel First, Outrigger Gear First, etc. Be cognizant of flying safety hazards such as low visibility, dangerous traffic situations, gusty winds, etc. Take appropriate action to correct any dangerous situation.

8. The call sign of the Mobile Control Unit is "Mobile Control".

9. Standard R/T procedure as outlined in USAF Supplement to JNAP 125, Subject: Radio Telephone Procedures, will be used.

10. Radio silence will be maintained except while advising pilots of emergency conditions or hazards which jeopardize flying safety and making radio checks with the tower.

11. Monitor continuously VHF channel being utilized by the tower for airdrome control.

12. Special instructions to the Mobile Control Unit Officer will be relayed by the tower from the 91st Wing Control Room.

13. Advise pilots of emergencies such as drag chute failure, wing tip dragging, fuel leaks, objects falling from the aircraft, etc.

14. The following flare signals will be utilized only in case of power or radio failure:

a. Red-Red flare - go around or stop take off.

b. Green-Green flare - clear to land, take off, etc.

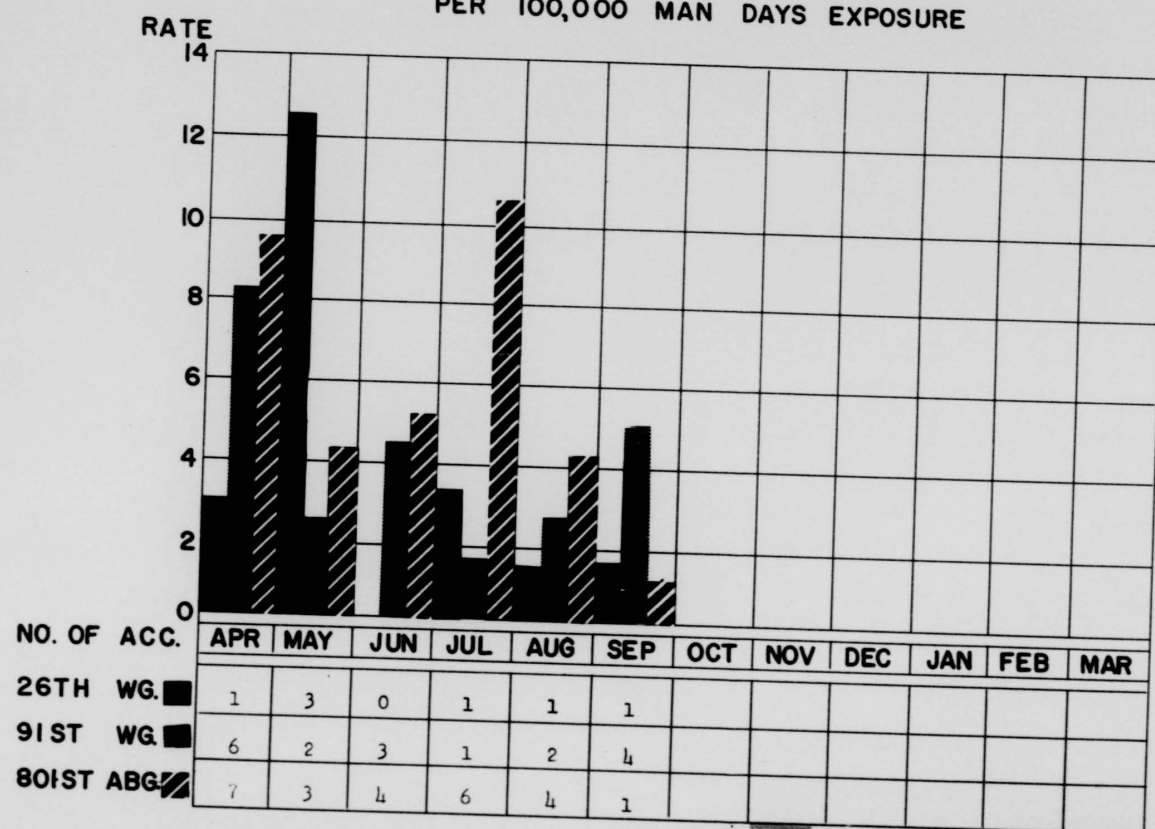
c. Yellow-Yellow flare - power failure send transportation to unit.

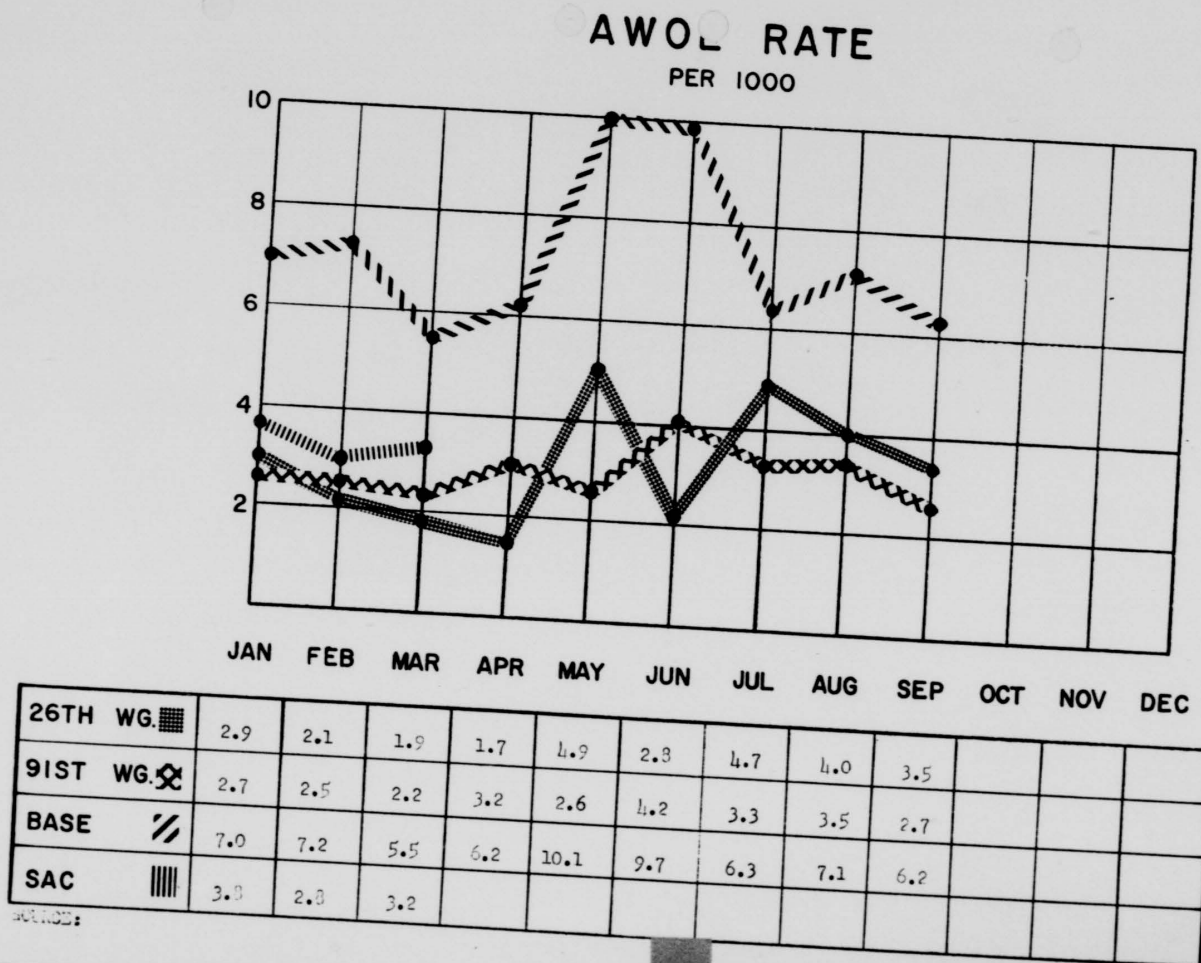
AIRCRAFT STATUS CHART

	HOURS						PERCENT HOURS ON HAND							
	Y1B-17B		KC-97F		T-33A		WING	WING	Y1B-17B		KC-97F		T-33A	
	Aug	Sept	Aug	Sept	Aug	Sept	Aug	Sept	Aug	Sept	Aug	Sept	Aug	Sept
On Hand	10167	10060	15624	15120	3720	3600	28800	-	-	-	-	-	-	-
In Commission	2827	2286	9338	10147	1657	983	13416	46.8	27.8	21.2	58.7	67.0	44.5	27.4
A O C P	1548	2651	2196	2196	826	471	5318	18.5	15.2	24.5	13.7	14.4	22.2	13.1
T O C	312	-	144	24	38	-	24	.6	3.0	-	1.0	.6	1.0	-
Inspection	167	823	665	907	56	616	2346	8.1	1.6	7.6	4.3	6.0	1.6	17.0
Unscheduled Maintenance	5313	4320	3325	18416	1143	1530	7696	25.8	52.4	46.7	21.3	12.0	30.7	44.5
Required Flying Hours	156	264	530	630	-	-	894	-	-	-	-	-	-	-
Flying Hours Flown	110:35	199:35	468:25	649:50	52:30	67:00	916:25	3.2	1.8	1.8	3.0	4.3	1.4	1.9
Required No. Sorties	38	66	76	103	-	-	169	-	-	-	-	-	-	-
No. Sorties Flown	27	47	93	130	38	36	213	-	-	-	-	-	-	-

### MILITARY GROUND ACCIDENT RATE

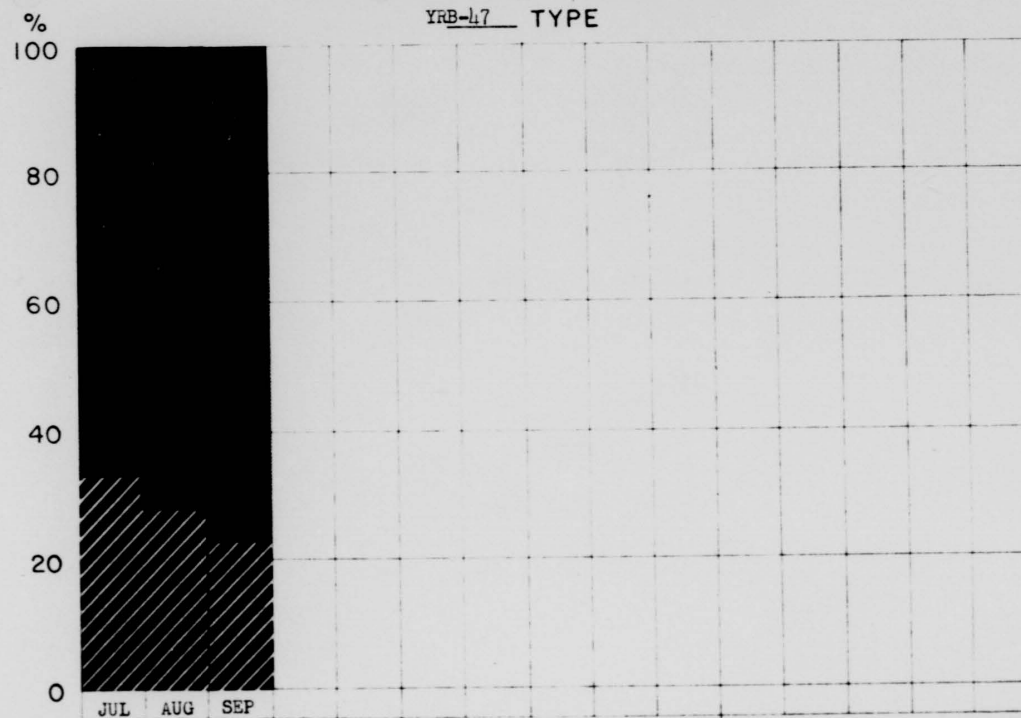
PER 100,000 MAN DAYS EXPOSURE



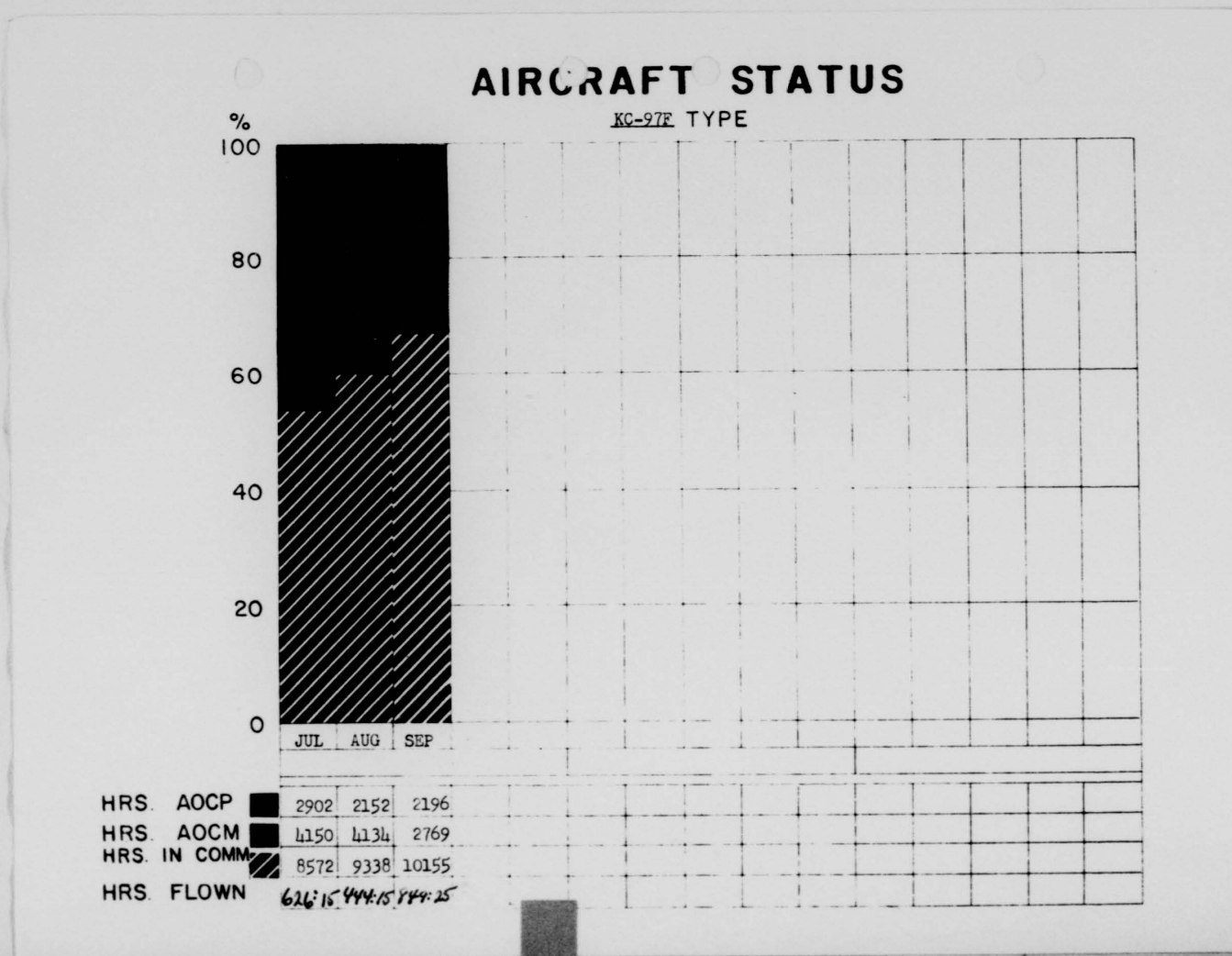


### AIRCRAFT STATUS

YRB-117 TYPE



	JUL	AUG	SEP
HRS. AOCP	1082	1548	2651
HRS. AOCM	4010	5792	5143
HRS. IN COMM	2726	2827	2286
HRS. FLOWN	89:40	100:50	159:35



*Restricted*

5093  
HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
22 September 1953

26TH STRATEGIC RECONNAISSANCE WING (M)

OPERATIONS ORDER

210-53 ✓

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SECURITY INFORMATION

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*Restricted*

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
22 September 1953

OPERATIONS ORDER  
NUMBER 210-53

CHARTS AND MAPS: As required.

TASK ORGANIZATIONS:

26th Air Refueling Squadron Lt. Col. Madison M McBrayer  
26th Armament & Electronics Squadron Major John A Nicholson  
26th Field Maintenance Squadron Major John Atkins

1. GENERAL SITUATION: A requirement exists for the continued training of SAC Refueling squadrons and SAC Fighter units in aerial refueling and rendezvous techniques.

- a. Intelligence: Omitted.
- b. Friendly Forces: Omitted.

2. MISSION: During this exercise aircraft of this command will fly designated routes to accomplish IFR of fighter aircraft of the 31st SFW.

3. TASKS FOR SUBORDINATE UNITS:

a. 26th Air Refueling Squadron:

- (1) Provide five (5) KC-97 aircraft for the IFR of sixteen (16) F-84 fighter aircraft enroute from Luke AFB, Arizona to Turner AFB, Georgia.

b. 26th Armament & Electronics Squadron:

- (1) Provide normal specialist maintenance as required to perform the mission.

26th SRW  
OPS O 210-53

SECURITY INFORMATION

*Restricted*



*Restricted*

c. 26th Field Maintenance Squadron:

- (1) Provide normal maintenance facilities as required to perform the mission.

x. General Instructions:

- (1) IFR to be accomplished in accordance with SAC Tactical Doctrine utilizing APN 12 and APN 76.
- (2) IFR point to be Abilene Radio Range. ABI - 379 Kc.
- (3) Refueling altitude to be 15,000 feet.
- (4) Each fighter aircraft will require 4,000 pounds of JP-4 fuel.
- (5) Each tanker aircraft will carry 6,350 gallons of 115/145 octane gasoline and 4,000 gallons of JP-4 fuel.
- (6) Route and Navigation:
  - (a) Depart Lockbourne AFB direct to Abilene Radio Range, accomplish IFR from Abilene Radio Range enroute to Turner AFB, Ga. Upon completion of IFR return to Lockbourne AFB.
  - (b) Take off for first aircraft will be 24 Sept 2100Z with one minute separation between <sup>aircraft</sup> ~~take-offs~~.
  - (c) Tankers to be on station September 25/0200Z.
  - (d) ETA of fighters for rendezvous Sept. 25/0230Z.

4. ADMINISTRATION & LOGISTICS: Normal.

5. COMMAND & COMMUNICATIONS:

a. Command: Normal.

26TH SRW  
OPS O 210-53

SECURITY INFORMATION

<sup>2</sup>  
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b. Communications:

- (1) Communications will be normal except as modified herein.
- (2) UHF & VHF channelization will be normal.
  - (a) PRIMARY Tanker-Fighter frequency will be 266.2 MCS,  
SECONDARY will be 279.8 mcs.
- (3) Voice call signs are as follows.
  - (a) 26th ARS - Room Service.
  - (b) 31st SFW - Runabout.
- (4) Rendezvous equipment frequencies will be as follows:
  - (a) APN 12 - Transmit on 229.0.
  - (b) APN 76 - Receive on 219.0.

OFFICIAL:

SULLIVAN  
Colonel, USAF  
Commanding

*Alan F Adams*  
ALAN F ADAMS  
Colonel, USAF  
Director of Operations

DISTRIBUTION:

Cmdr, 2AF 3 cys  
Cmdr, 31SFW 3 cys  
Cmdr, 801 AD 3 cys  
Cmdr, 26th SRW 1 cy  
DO, 26th SRW 5 cys  
DM, 26th SRW 3 cys  
DP, 26th SRW 1 cy  
Cmdr, 26th ARS 9 cy  
Cmdr, 26th A&ES 1 cy  
Cmdr, 26th FMS 1 cy

SECURITY INFORMATION

3  
*Restricted*

*Restricted*

HEADQUARTERS  
26TH STRATEGIC R. COMMISSAION WING (H)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
10 September 1953

OPERATIONS ORDER

NUMBER 209-53

11

26TH STR  
OPNS ORDER 209-53

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*Restricted*

*Restricted*

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (H)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
10 SEPTEMBER 1953

OPERATIONS ORDER  
NUMBER 209-53

CHARTS AND MAPS - As Required

TASK ORGANIZATIONS:

26TH Air Refueling Squadron                      Lt Col Malison H McBrayer

1. GENERAL SITUATION: A requirement exists to continue the transfer of  
2AF personnel on TDY to and from Stead AFB Nev.

a. Intelligence: Omitted

b. Friendly Forces:

- (1) 14th Air Division - Barksdale AFB La.
- (2) 6th Air Division - MacJill AFB Fla.
- (3) 38th Air Division - Hunter AFB Ga.
- (4) 40th Air Division - Turner AFB Ga.
- (5) 806th Air Division - Lake Charles AFB La.
- (6) 3904 Comp. Wg - Stead AFB Nev.
- (7) HOANA - Brookley AFB Ala.
- (8) Provide necessary base facilities to mission aircraft while enroute.

2. MISSION: To accomplish air lift of personnel from bases of 2AF Command  
to Stead AFB Nev. and return personnel presently TDY at Stead AFB to their  
home stations.

26th SRW  
OPNS ORDER 209-53

*Security Information*  
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*Restricted*

3. TASKS FOR SUBORDINATE UNITS:

a. 26th Air Refueling Squadron:

- (1) Provide two KC 97 aircraft, crews and support personnel as required to accomplish airlift of personnel as directed.

x. General Instructions:

- (1) Aircraft will accomplish pick-ups so as to be in place at Stead AFB by 11/1900Z Sep.
- (2) Aircraft will follow routes and accomplish personnel pick-ups and return drop-offs as indicated.
- (3) Route one; Depart Lockbourne AFB to Lake Charles AFB, pick-up 13 psgrs, to Barksdale AFB, pick-up 24 psgrs, to Stead AFB, drop-off 37 psgrs, pick-up 39 psgrs. Return from Stead AFB to Intermediate refueling point to Barksdale AFB, drop-off 18 psgrs, to Brookley AFB, drop-off 18 psgrs return to Lockbourne AFB with 3 psgrs.
- (4) Route two; Depart Lockbourne AFB to Hunter AFB, pick-up 9 psgrs, to Turner AFB, pick-up 8 psgrs, to Brookley AFB pick-up 22 psgrs to Stead AFB, drop-off 39 psgrs, pick-up 29 psgrs. Return Stead AFB to Intermediate refueling point to Turner AFB, drop-off 8 psgrs, to MacJill AFB, drop-off 2 psgrs, to Hunter AFB, drop-off 19 psgrs, to Lockbourne AFB.
- (5) Intermediate refueling points are to be determined by the individual Aircraft Commander concerned.
- (6) Personnel will be available for return pick-up at 13/0001 Sep 53.

26th SRW  
OPNS ORDER 709-53

*Security Information*  
2  
*Restricted*

*Restricted*

(7) Aircraft commanders will report in accordance with Incl 2,3 and 5 of SAC Reg. 55-11.

(a) Incl 2 for return trip will be transmitted from Stead AFB on 11 Sep 53.

(8) Liason Contacts:

(a) Barksdale AFB	Capt Harris	Ext 772, 169
(b) Hunter AFB	Capt Stevens	Ext 366
(c) Lake Charles AFB	Maj Borchart	Ext 414, 462
(d) Turner AFB	LT COL Hawkins	Ext 413, 403
(e) Brookley AFB	Maj Scholl Sgt Brindley	Ext 8426 Ext 8105
(f) Stead AFB	Maj Ducks or Capt Goisey (3904 Comp Sq)	

(9) Aircraft will arrive at Stead AFB with reduced fuel load so as to provide " High margin of Safety " take off.

4. ADMINISTRATION AND LOGISTICS \* Omitted

5. COMMAND AND COMMUNICATIONS:

a. Command - Normal.

b. Communications:

(1) Will be in accordance with SAC COM-2, JANAP's, ACP's and Radio Facility Charts.

(2) HF and UHF channelization will be for normal ZI operation.

SULLIVAN  
Colonel, USAF  
Commanding

OFFICIAL:

*W. F. Adams*  
W. F. ADAMS  
Colonel, USAF  
Director of Operations

26th Sig  
OPNS ORDER 209-53

*Security Information*  
3  
*Restricted*

*Restricted*

DISTRIBUTION:

Cmdr, 2AF	3cys
Cmdr, 801st AD	3cys
Cmdr, 26th SRW	1cy
DO, 26th SRW	5cys
DH, 26th SRW	3cys
DP, 26th SRW	1cy
Cmdr, 26th ARS	5cys

*Security Information  
Restricted.*

*Restricted*

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
15 September 1953

26TH STRATEGIC RECONNAISSANCE WING (M)

OPERATIONS PLAN

NO. 201-53

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*Restricted*

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*Restricted*

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
15 September 1953

OPERATIONS PLAN  
NUMBER 201-53

CHARTS AND MAPS: None required.

TASK ORGANIZATIONS:

26th Wing Director of Operations  
26th Wing Director of Materiel  
26th Wing Director of Personnel  
26th Wing Command Section  
26th Armament and Electronics Squadron  
26th Field Maintenance Squadron  
26th Periodic Maintenance Squadron  
26th Headquarters Squadron  
3rd Strategic Reconnaissance Squadron  
4th Strategic Reconnaissance Squadron  
10th Strategic Reconnaissance Squadron  
26th Air Refueling Squadron

1. GENERAL SITUATION:

a. Lockbourne AFB, due to its geographical location and importance is considered as being highly vulnerable to attack by unfriendly forces through the mediums of subversive activity, sabotage, land, and air attack. (This command will take necessary action to aid in the defense or evacuation of this base, commensurate with the appropriate actions as outlined in 801st Air Base Group Operations Plan 201-53, 26th SRW Mobility Plan 1-53, and

26th SRW  
Ops Plan 201-53

SECURITY INFORMATION

*Restricted*

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26th SRW Evacuation Plans 10-53, 114-53 and 40-53 insofar as facilities, and manning levels will permit.

b. The 10th Strat Recon Squadron is presently manned on a 1 and 1 basis but is included in this plan so that an accurate status of this command can be maintained, and a sound basis for future planning can be established.

(1) Intelligence: Omitted

(2) Friendly Forces:

(a) 801st Air Division

1. Provide normal command functions

(b) 801st Air Base Group

1. Provide normal base facilities at Lockbourne AFB.

2. Provide Warning Net for tenant organizations.

(c) 91st Strategic Reconnaissance Wing.

(1) Provide SOCS Communications

2. MISSION:

a. To effect the recall of all 26th SRW personnel to their Duty Stations in the event of an alert.

3. TASKS FOR SUBORDINATE UNITS:

a. All task organizations will prepare an annex to this plan which will contain the following:

(1) A detailed written plan for effecting the alert recall of all personnel. (Step by step procedure to be used in notification).

(2) A complete communications flow chart showing chain of alert notifications to all personnel within the unit. (To be prepared by job title rather than individual name).

26th SRW  
Opns Plan 201-53

SECURITY INFORMATION

*Restricted*

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b. Each unit within the Task Organizations indicated will prepare a detailed communications flow chart showing the job title and method of notification in event of an alert. This will be kept current and displayed for utilization of squadron duty personnel.

c. Each unit will prepare an alert list to be used by the Duty Officer or CQ for notifying personnel of an alert. This list will contain the names and phone numbers of personnel to be notified. These lists will be kept current on a daily basis

d. Each person within the unit will have in his possession at all times an alert list indicating by name and phone number the following:

- (1) Who will notify him
- (2) Who he will notify, when applicable
- (3) Who he will notify in the event that personnel in (2) above cannot be reached.

e. For purposes of this Plan the Command Section will include the alert chain of communications for the Wing CQ, the Wing Adjutant, and the Wing Comptroller.

**x. General Information:**

- (1) All personnel residing on the base will be notified by the 801st ABG through the Base Alert system.
- (2) No personnel residing off base will be required to notify personnel living on the base.

*Restricted*

- Control Test*
- (3) All personnel after completing their chain of communications will report to their duty stations in order to implement applicable Operations Order.
  - (4) The unit alert plan should be arranged to keep long distance call to an absolute minimum.
  - (5) (a) The Wing Duty Officer or MALTA Control will contact  
• BURGLAR Control and confirm the existence of an alert condition.
  - (b) After confirming the existence of an alert the 26th SRW Controller (MALTA) will proceed to effect the provisions of 26th SRW Opns Memo Number Z-5, dated 15 September 53.
  - (6) Personnel will report to their duty stations with necessary items of clothing required by the Wing Mobility Plan except when a practice alert is called during duty hours.
  - (7) Personnel will be retained at their duty station until the all clear is sounded or will be released to mess so as not to interfere with the mission to be performed.
  - (8) Task Organizations will report to Wing Intelligence (Phone 282) each half hour until such time as the all clear is sounded, their manning status in % of total assigned. Reports to indicate % present for duty and % accounted for by TDY, leave, etc.
  - (9) Each CQ in the alert chain of the 26th SRW Control Room MALTA will:
    - (a) Inform Control of his name and rank upon reporting to duty.
    - (b) Inform Control as to his whereabouts at all times.

26th SRW  
Opns Plan 201-53

SECURITY INFORMATION

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4. ADMINISTRATIVE & LOGISTICS: Omitted

5. COMMAND & COMMUNICATIONS:

a. Command:

- (1) The 26th SRW CP will be in the 26th Wing Control Room (Bldg. 820).
- (2) Squadron CP's will be located in respective orderly rooms or in the event of tactical squadrons in their respective operations.

b. Communications:

(1) Method of Alert

- (a) An alert will be sounded as directed by the Base Commander, and will be identified as follows:
  1. Practice Alert - Six (6) repeated short blasts of siren, whistle or horn.
  2. Yellow alert - One (1) minute fluctuating blasts of the siren, whistle or horn.
  3. Red Alert - Three (3) minute fluctuating blasts of the siren, whistle or horn repeated four times.
  4. All clear - One (1) long steady blast on the siren whistle, or horn.

ANNEXES:

"A" 26th DO  
"B" 26th DM  
"C" 26th DP  
"D" 26th Wg Command Sec  
"E" 26th A&ES  
"F" 26th FMS

SULLIVAN  
Colonel, USAF  
Commanding

SECURITY INFORMATION

5

26th SRW  
Ops Plan 201-53

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*Not Titled*

ANNEXES (Cont'd)

"G" 26th PMS  
"H" 26th Hq Sq  
"I" 3rd SRS  
"J" 4th SRS  
"K" 10th SRS  
"L" 26th ARS

OFFICIAL:

*Alan F. Adams*  
ALAN F. ADAMS  
Colonel, U.S.F.  
Director of Operations

DISTRIBUTION:

Cmdr, 801st AD	3 cys
Cmdr, 801st ABG	3 cys
DO, 26th SRW	10 cys
DM, 26th SRW	5 cys
DP, 26th SRW	5 cys
Adj, 26th SRW	5 cys
26th A&ES	5 cys
26th FMS	5 cys
26th PMS	5 cys
Hq Sq, 26th SRW	5 cys
3rd SRS	5 cys
4th SRS	5 cys
10th SRS	5 cys
26th ARS	5 cys
Cmdr, 91st SRW	1 cy
DO, 91st SRW	3 cys
(2-Control Room)	

26th SRW  
Ops Plan 201-53

SECURITY INFORMATION

6

*Not Titled*

*Restricted*

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio  
15 September 1953

ANNEX "A"

TO

OPERATIONS PLAN 201-53

DIRECTORATE OF OPERATIONS

CHARTS AND MAPS: None Required.

1. PURPOSE: To establish the responsibility and procedure to be followed within the 26th Directorate of Operations for notification of personnel in the event of an alert under 26th SR Wing Operations Plan 201-53.

2. GENERAL INSTRUCTIONS:

a. Whenever an alert is called, the Wing Control Room (Malta) will be responsible for implementing the provisions of 26th Wing Operations Memo Z-5 dated 15 September 1953.

b. Each person, upon being notified of an alert, will complete his portion of the alert notification cycle and then proceed immediately to his place of duty.

c. Each person within this directorate will prepare two (2) copies of that portion of the alert list applicable to him and maintain one (1) of these charts in his duty station and one (1) in his quarters or on his person.

3. METHOD OF NOTIFICATION:

a. Upon receiving notice from Malta Control that an alert has been called, the D/O will notify the DD/O that an alert has been called and to

ANNEX "A" to  
26th SR Wg  
Ops Plan 201-53

SECURITY INFORMATION

*Restricted*

*Restricted*

proceed with Opns Plan 201-53. In the event he cannot contact the DD/O he will call either the DOO, the DOI or the DOT and notify him of the alert and that the D/O has not been notified; who, upon being so notified, will assume the duties of the D/O in the alert chain in addition to his own.

b. When the DD/O is notified of an alert he will call the DOO, DOI, and the DOT. In the event that he cannot alert any or all of the above Officers he will alert the alternate personnel indicated in the alert notification chain.

c. The DOO upon receiving notification of an alert will notify the Wing Photo Officer, Wing Observer and Wing Communications.

(1) The Wing Observer will notify the KC-97 and YRB-47 Wing Standboard Aircraft Commanders who in turn will notify their crew members.

(2) Wing Communications will notify the ECM officer and such Communications personnel as live off base.

d. The DOI upon receiving notification of an alert will notify the Radar Prediction Officer, the Wing Aircraft Performance Engineer and the Intelligence WCOIC.

(1) The Radar Prediction Officer will notify the Plans Officer and the Mission Support Officer.

e. The DOT will notify the Air Training Officer, the Ground Training Officer, and the Flying Safety Officer.

(1) The Air Training Officer will notify his assistants and the Munitions Officer.

ANNEX "A" to  
26th SR Wg  
Opns Plan 201-53

SECURITY INFORMATION

*Restricted*



*Restricted*

(2) The Ground Training Officer will notify his assistants and the Gunnery Officer.

f. In order to insure that the provisions of Opns Plan 201-53 be expeditiously executed, it is imperative that all personnel know the phone numbers and/or address of all personnel they might be expected to notify. Particularly those to be notified in the event that alternate methods of notification should need to be used.

g. Alternates when notified that an alert has been called will assume the duties of the person that would have called them in addition to their own.

h. Alternates for each section will be as indicated below:

	DOO	DOI	DOT
1st Alternate - Wg Observer		Radar Prediction	Air Training Off
2nd Alternate - Wg Photo		Wg Engineer	Ground Training
3rd Alternate - Wg Communications	MOIC		Flying Safety

OFFICIAL:

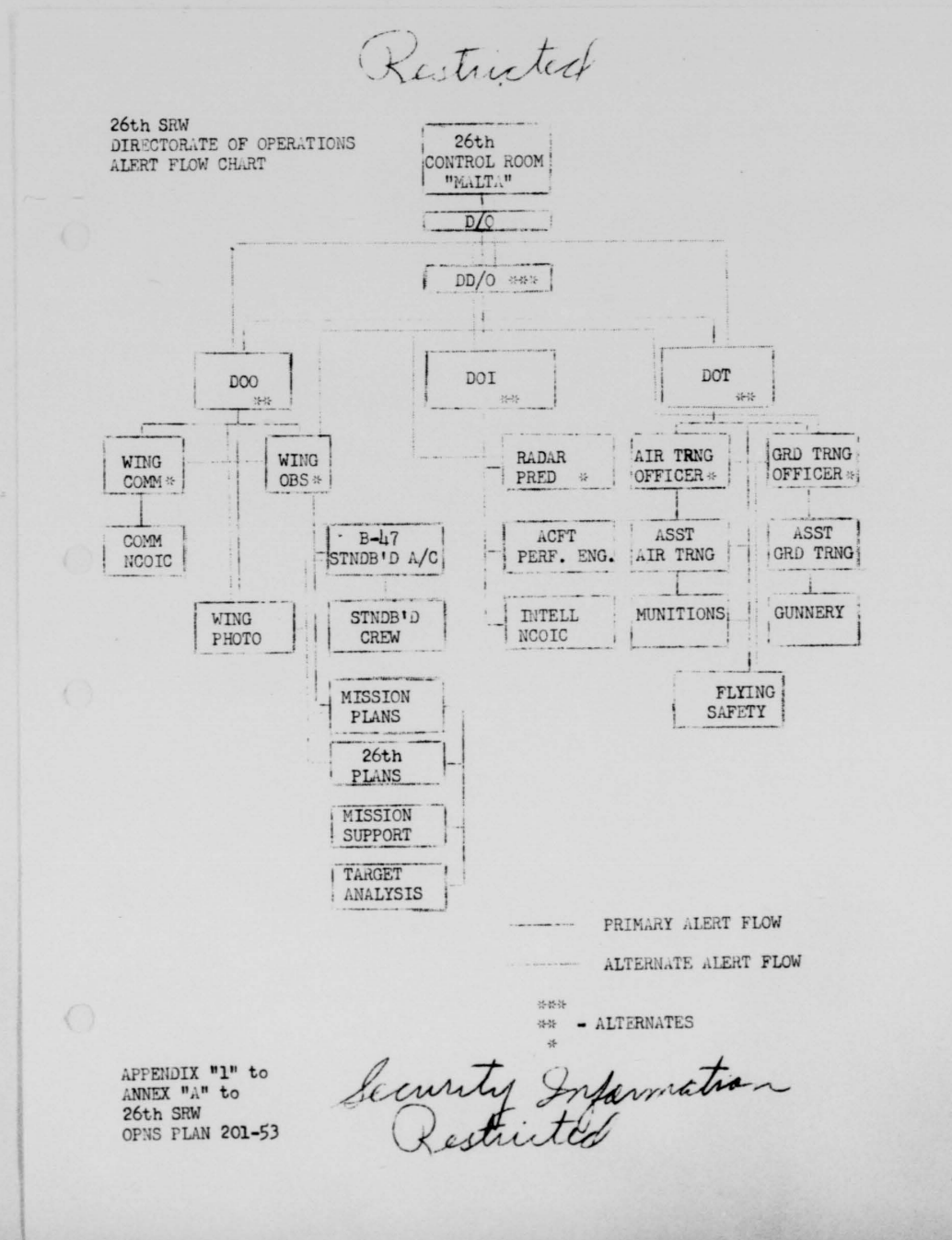
SULLIVAN  
Colonel, USAF  
Commanding

*Alan F. Adams*  
ALAN F. ADAMS  
Colonel, USAF  
Director of Operations

ANNEX "A" to  
26th SR Wg  
Opns Plan 201-53

SECURITY INFORMATION

1 Attachment:  
D/O Alert Flow Chart



*Restricted*

HEADQUARTERS  
26TH STRATEGIC RECONMISSANCE WING (II)  
LANKFOURNE AIR FORCE BASE  
Columbus 17, Ohio  
22 September 1953

ANNEX "B"

TO

OPERATIONS PLAN 201-53

Directorate of Materiel

1. PURPOSE: To establish the responsibilities and procedures to be followed within the Directorate of Materiel for notification and alerting of personnel.
2. GENERAL:
  - a. Organization Command Post will be the Directorate of Materiel's Office, Building 261, Phone Ext 213.
  - b. Personnel will report to normal duty stations with all clothing and personal effects required to perform mobility duties in accordance with 26th SRW Mobility Plan.
  - c. Half-hourly telephone reports will be made to the Wing Intelligence Officer, Phone Ext 282, giving the percentage the organization is manned.
  - d. These reports will terminate only when 100% strength is reached.
  - e. Wing Command Post will be the Control Room, Building S-820.
  - f. The two-level system of notification will be followed. Each individual charged with the responsibility of notifying personnel will be prepared to assume the additional responsibility of notifying the individuals one level lower. (See flow chart).
3. METHOD OF NOTIFICATION:
  - a. Upon notification to the Directorate of Materiel that a base alert is in progress, the alerting sequence will be initiated by telephone as follows:

ANNEX "B" to  
26th SRW  
OPS PLAN 201-53

SECURITY INFORMATION

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*Restricted*

- (1) Director of Materiel will notify Wing Logistics Officer, Wing Supply Officer, and the Chief of Maintenance.
  - (2) Wing Supply Officer will notify the Supply Supervisor NCOIC, Cndr of 26th FM Sq.
  - (3) Chief of Maintenance will notify OIC of Maintenance Control.
  - (4) Wing Logistics Officer will notify Cndr, 26th FM Sq, Cndr 26th A&E Sq and Logistics Personnel.
  - (5) Each individual section under the Director of Materiel will maintain at all times a current alert notification list by name, rank, home address, and home phone number of personnel to be alerted. Copies of this listing will be made available to the next higher level, in order that the two-level notification may be maintained.
- b. Alert List Format: (See Appendix 2).

OFFICIAL:

SULLIVAN  
Colonel, USAF  
Commanding

*W. C. Dodds*

W. C. DODDS  
Lt Colonel, USAF  
Director of Materiel

*Security Separation*

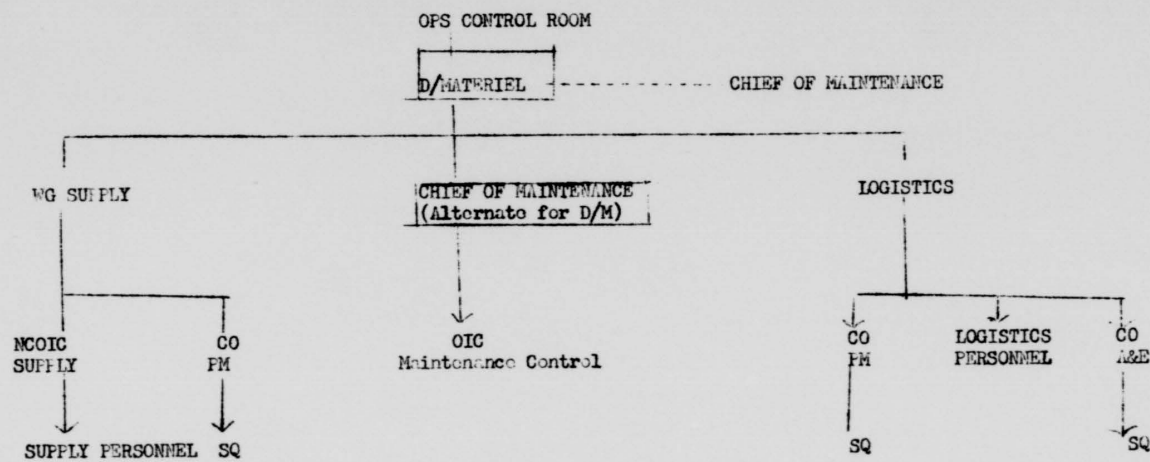
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ANNEX "B" to  
26th SRW  
OPNS PLAN 201-53

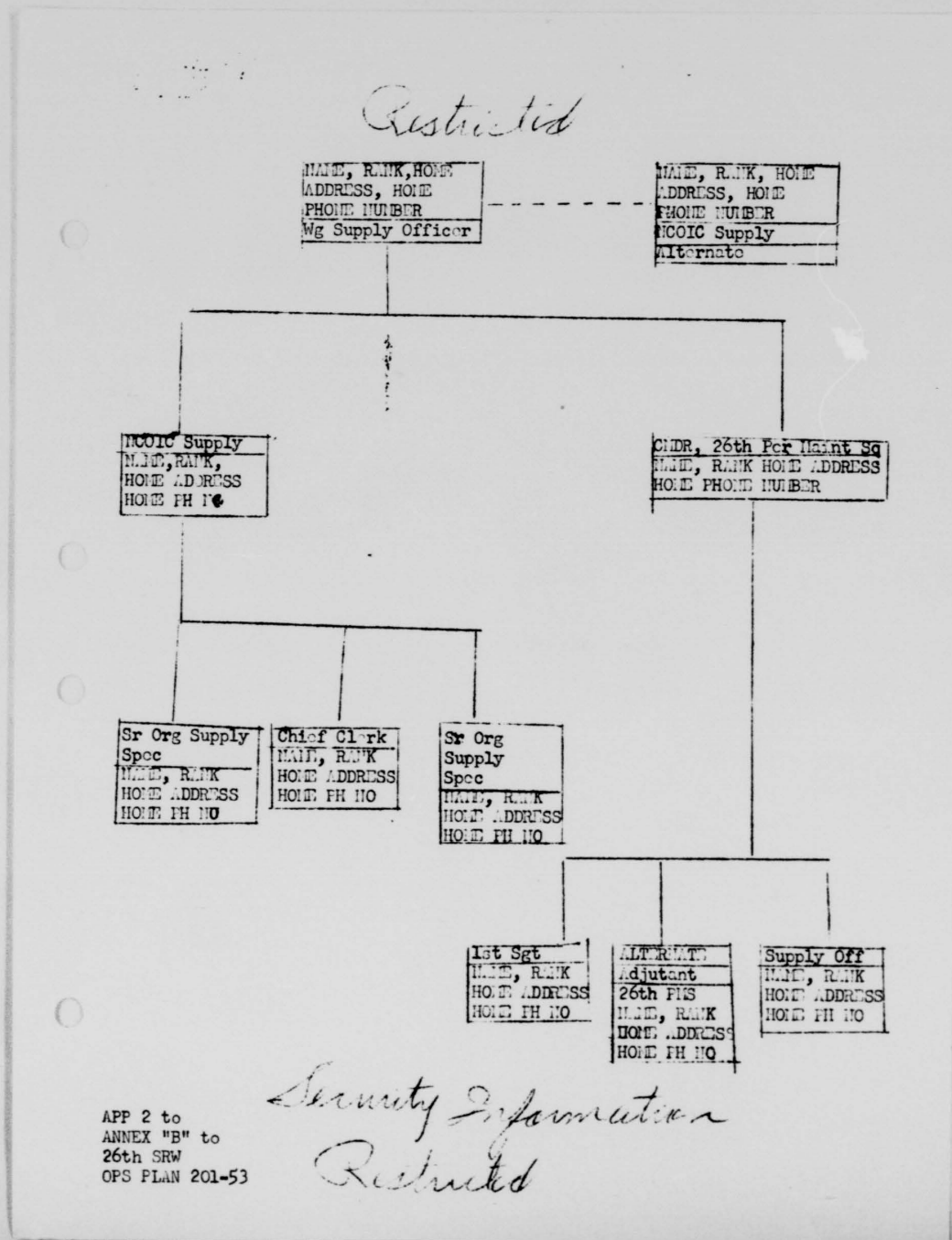
Appendix #1 to Annex G 26th SRW Ops Plan 201-53

*Restricted*

FLOW CHART



*Security Information  
Restricted*



*Restricted*

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
22 September 1953

"ANNEX "C"

TO

OPERATIONS PLAN 201-53

DIRECTORATE OF PERSONNEL

CHART & MAP REFERENCE: None required

1. PURPOSE: To establish the responsibilities and procedures to be followed within the Directorate of Personnel for notification and alerting of all personnel.
2. GENERAL INSTRUCTIONS: The Directorate of Personnel command post is located in Room 5, Building T-261, telephone extension 7417. All personnel will report for duty with all clothing necessary as outlined in the 26th Strategic Reconnaissance Wing (M) Mobility Plan. The Director of Personnel will notify the Wing command post (Control Room, Building S-820, telephone 282) every half hour, reporting percentage of personnel who have reported for duty. When all personnel have reported, the Director of Personnel will immediately report this information to the Wing command post at telephone extension 282. The alert notification system has been established to include the "2 level" system.
3. METHOD OF NOTIFICATION:
  - a. The Wing Adjutant will notify the Director of Personnel. Director of Personnel will notify the Personnel Officer; Personnel Officer will notify

ANNEX "C" to  
26th SRW  
OPS PLAN 201-53

*Security Information  
Restricted*

*Restricted*

the NCOIC's of the Administrative, Assignments and Actions, and Control and Training Sections. NCOIC, Administrative Section will notify one (1) clerk employed in that section; NCOIC, Assignments and Actions Section will notify two (2) clerks employed in that section. The NCOIC, Control and Training Section will notify two (2) clerks employed in that section.

1 Incl:  
Appendix 1

SULLIVAN  
Colonel, USAF  
Commander

OFFICIAL:

GEORGE D. SIMSON  
Major, USAF  
Director of Personnel

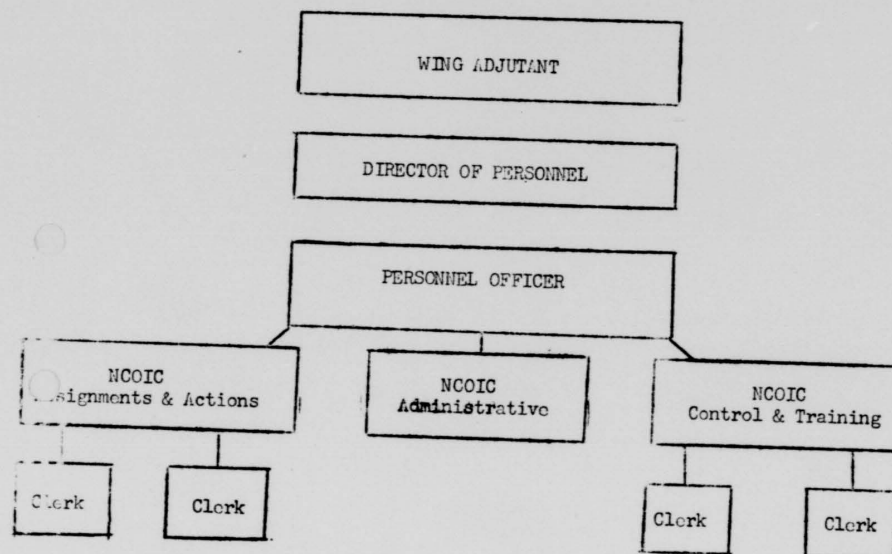
ANNEX "C" to  
26th SRW  
OPS PLAN 201-53

*Security Information*  
*Restricted*



*Restricted*

COMMUNICATIONS FLOW CHART



APPENDIX 1 to  
ANNEX "C" to  
26th SRW  
OPS PLAN 201-53

*Security Information*  
*Restricted*

*Restricted*

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio  
15 September 1953

ANNEX "D"

TO

OPERATIONS PLAN 201-53

COMMAND SECTION

1. PURPOSE: To establish the responsibilities and procedures to be followed within the Command Section of the 26th SRW (M) for the notification and alerting of personnel.

2. GENERAL:

a. Organization Command Post will be located in Room 2, Building S-261, Phone ext. 293 or 375.

b. Personnel will report to normal duty station with all clothing and personal effects required to perform mobility duties in accordance with 26th SRW Mobility Plan.

c. Semi-hourly telephone reports will be submitted to the Wing Intelligence Officer, Phone ext. 282, giving the percentage of organization manning. These reports will terminate only when 100% manning is reached.

d. Wing Command Post will be the Control Room located in Building S-820, Phone ext. 282.

e. The two-level system of notification will be followed. Each individual charged with the responsibility of notifying the individuals one level lower (See Appendix 1).

ANNEX "D" to  
26th SRW  
OP PLAN 201-53

*Security Information  
Restricted*

*Restricted*

3. METHOD OF NOTIFICATION: upon notification of an alert to the Command Section the alerting sequence will be initiated by telephone as follows:

a. The Wing Charge of Quarters will notify the following:

- (1) Deputy Wing Commander
- (2) Wing Adjutant
- (3) Headquarters Section Commander

b. The Wing Adjutant will notify:

- (1) Wing Comptroller
- (2) Director of Personnel
- (3) Personnel with-in the Adjutant's Section who reside off the Base.

c. Each individual section of the Command Section will maintain at all times a current alert notification list by name, rank, home address and home phone numbers of personnel to be alerted. Copies of this listing will be made available to the next higher level in order that the two-level notification may be maintained.

d. Alert list format: (See appendix 2).

2 Incls:  
Appendix 1  
Appendix 2

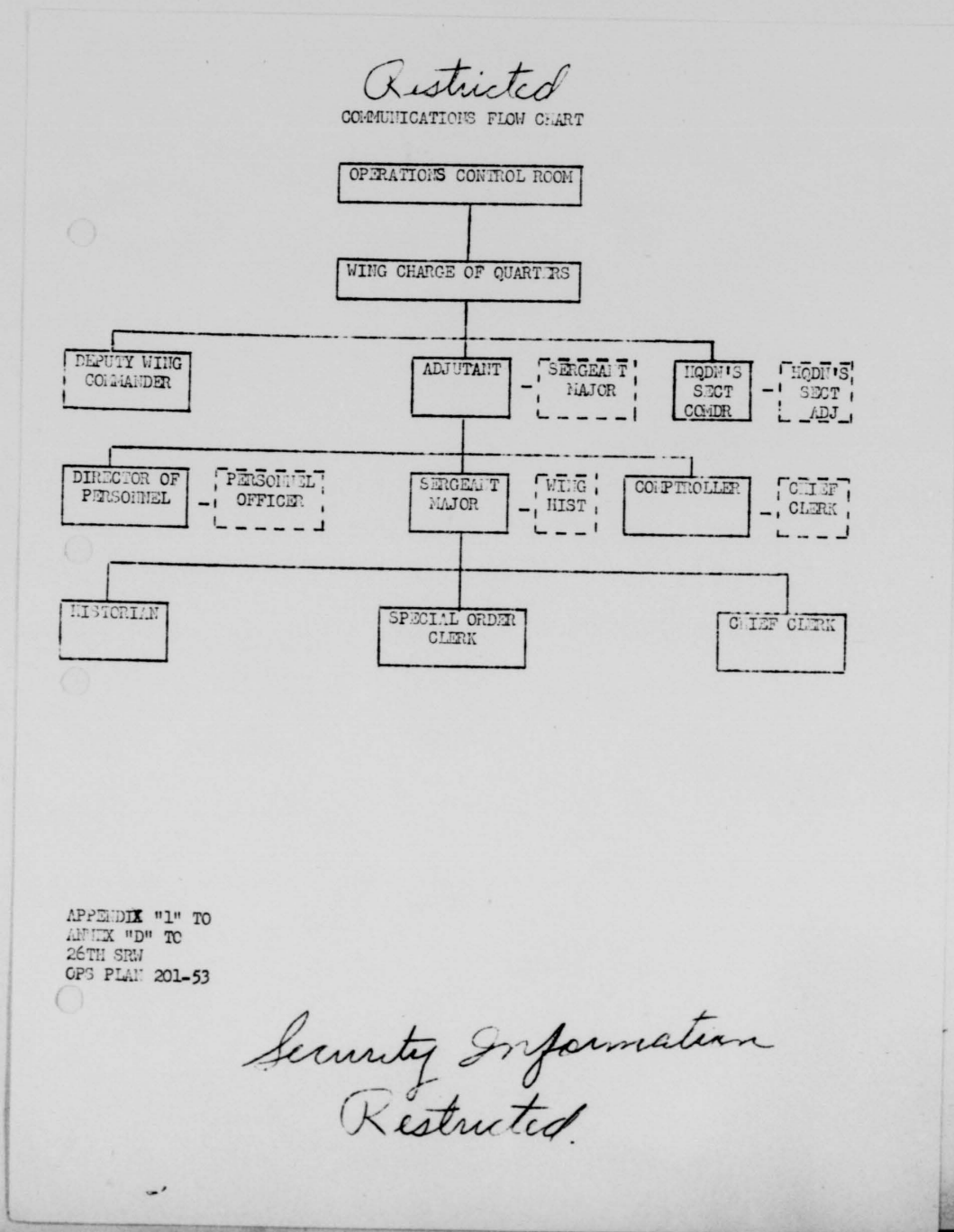
H. R. SULLIVAN  
Colonel, USAF  
Commander

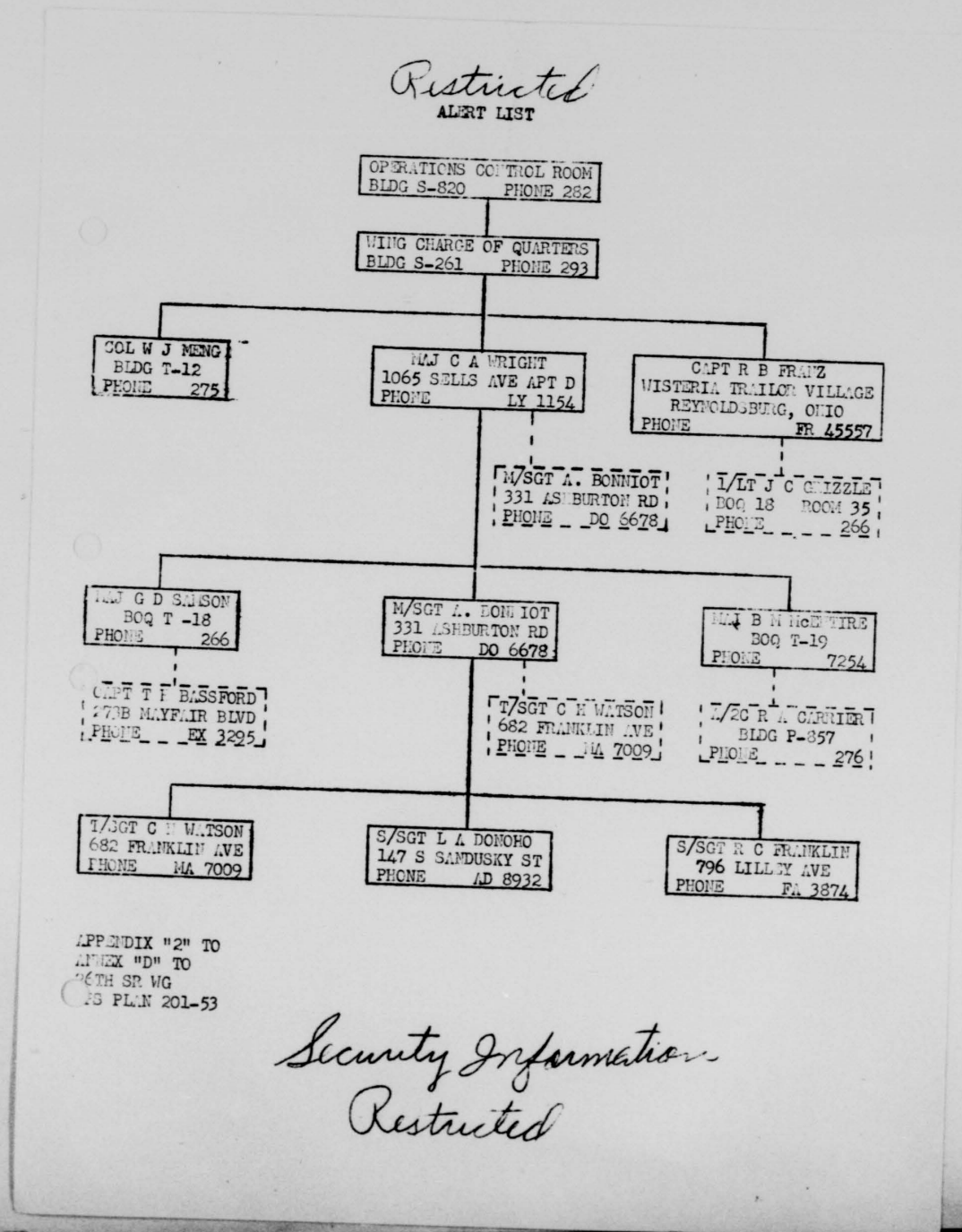
OFFICIAL:

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF  
Adjutant

ANNEX "D" to  
16th SFW  
OPS PLAN 201-53

*Security Information*  
*Restricted*  
2





*Restricted*

HEADQUARTERS  
26TH STRATEGIC RECON WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
15 September 1953

ANNEX "E"

TO

OPERATIONS PLAN 201-53

26th Armament and Electronics Maintenance Squadron

CHART & MAP REFERENCE: None Required.

1. PURPOSE: To establish the responsibilities and procedures to be followed within the 26th Armament and Electronics Maintenance Squadron for notification and alerting of all personnel.

2. GENERAL INSTRUCTIONS:

a. During normal duty hours the majority of personnel will be on the base and will be notified of an alert by means of the base warning system; however, the chain of communication and other procedures outlined herein will be employed at any time alert notification is received.

b. The Squadron Command Post (CP) will be located in the orderly room (Building T-522). CP phones are 261 and 283. Personnel will proceed to the Squadron CP for further instructions as soon as possible after alert notification is received.

c. The following personnel are considered key personnel for the implementing of the alert system: Commander (142), Maintenance Officer (130), Line Maintenance Officer (188), Field Maintenance Officer (130), Periodic Maintenance Officer (130), Supply Officer (288), and Adjutant (261).

d. Notification of alert will be received from Director of Material, 26th SR Wg. The Squadron Commander will receive notification direct from the DM during normal duty hours. Notification of alerts

ANNEX E to Security  
26th SRW  
OPS Plan 201-53

*Restricted Information*

*Restricted*  
During off-duty hours will be received from the Squadron Charge of Quarters. The Commander will notify personnel indicated in appendix #1. Personnel notified by the Commander will notify personnel as outlined in appendix 2 thru 6 as appropriate.

e. All personnel responsible for notifying other personnel in the chain of communication will be responsible to notify an alternate person in the event the individual to be notified cannot be reached.

f. Personnel residing off base will not be required to notify personnel residing on base. Personnel residing on base will be notified by the base warning system.

g. The Maintenance Supervision, Line Maintenance, Field Maintenance, Periodic Maintenance, and the Supply Officers, and the Adjutant will render a report indicating number of personnel present and absent to the Squadron CP thirty (30) minutes after receipt of alert notification. Additional reports will be submitted every thirty (30) minutes thereafter.

h. All personnel will have mandatory clothing and equipment available for immediate deployment.

3. METHOD OF NOTIFICATION:

a. Notification chain of communication is shown in appendices 1 thru 6. Each operating section will maintain a current chart to correspond with their respective appendix. Action will be taken to insure that all personnel are thoroughly familiar with their respective part in the alert system.

b. Each individual responsible for notifying other personnel will have in his possession at all times an alert list indicating by

name and phone the following:

ANNEX "E" to  
26th SRW (1) Who will notify him.  
OPS Plan 201-53

*Security*  
*Restricted*  
*Information*

*Restricted*

Operations Plan 201-53 26th A&E Maint Sq Cont'd

(2) Who he will notify.

(3) Who he will notify in the event that persons in (2)  
cannot be reached.

See appendix 6 for format.

**6 Incls**

1. Appendix 1
2. Appendix 2
3. Appendix 3
4. Appendix 4
5. Appendix 5
6. Appendix 6

SULLIVAN  
Colonel, USAF  
Commanding

OFFICIAL:

*John A. Nicholson*

JOHN A. NICHOLSON  
Major, USAF  
Commander

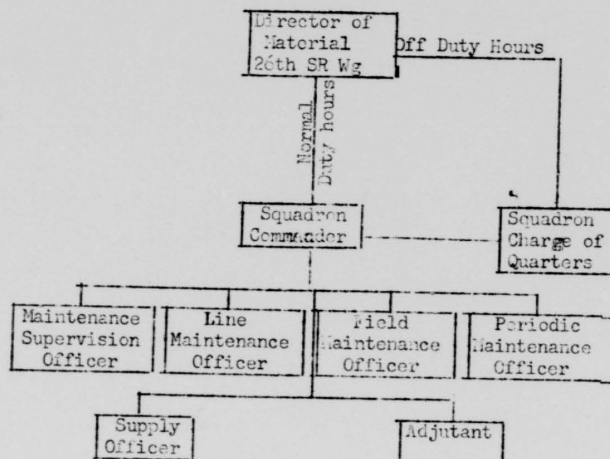
ANNEX "E" to  
26th SAWS  
OPS PLAN 201-53

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*3*  
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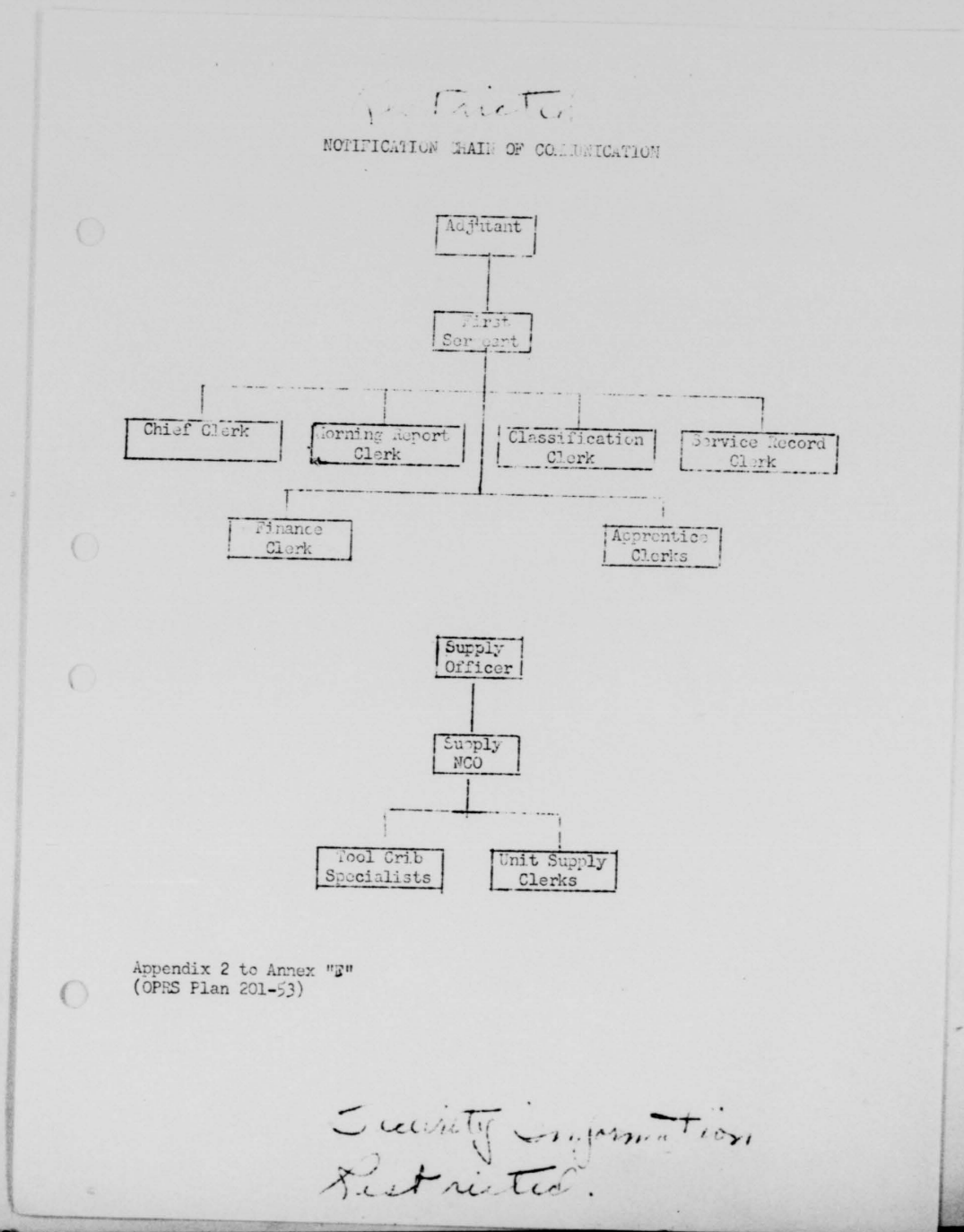
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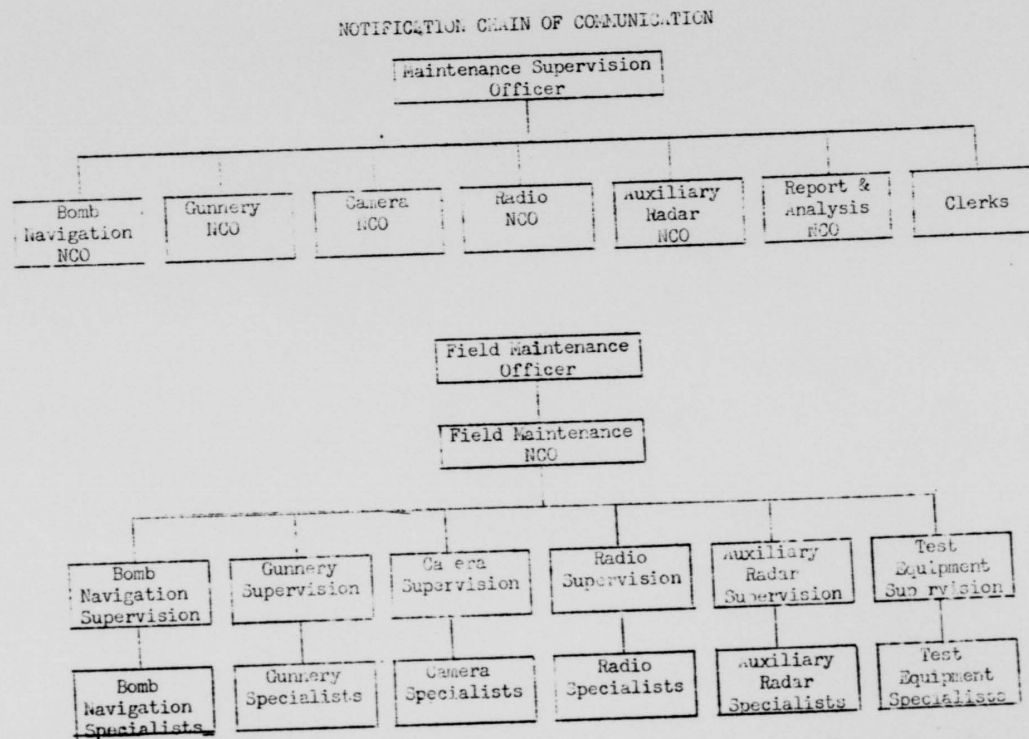
NOTIFICATION CHAIN OF COMMUNICATION



Appendix 1 to Annex "E"  
(OFS Plan 201-53)

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Restricted*

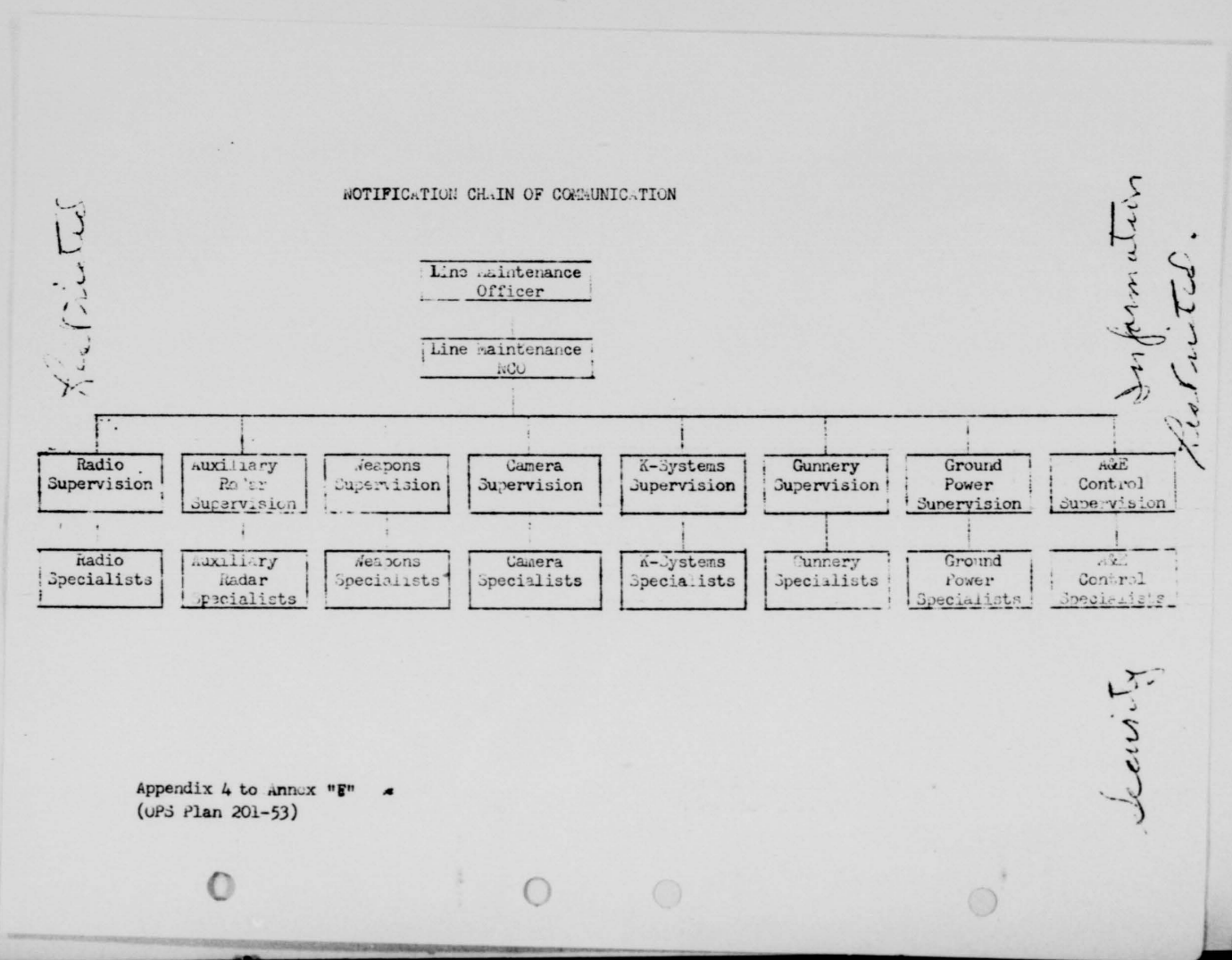


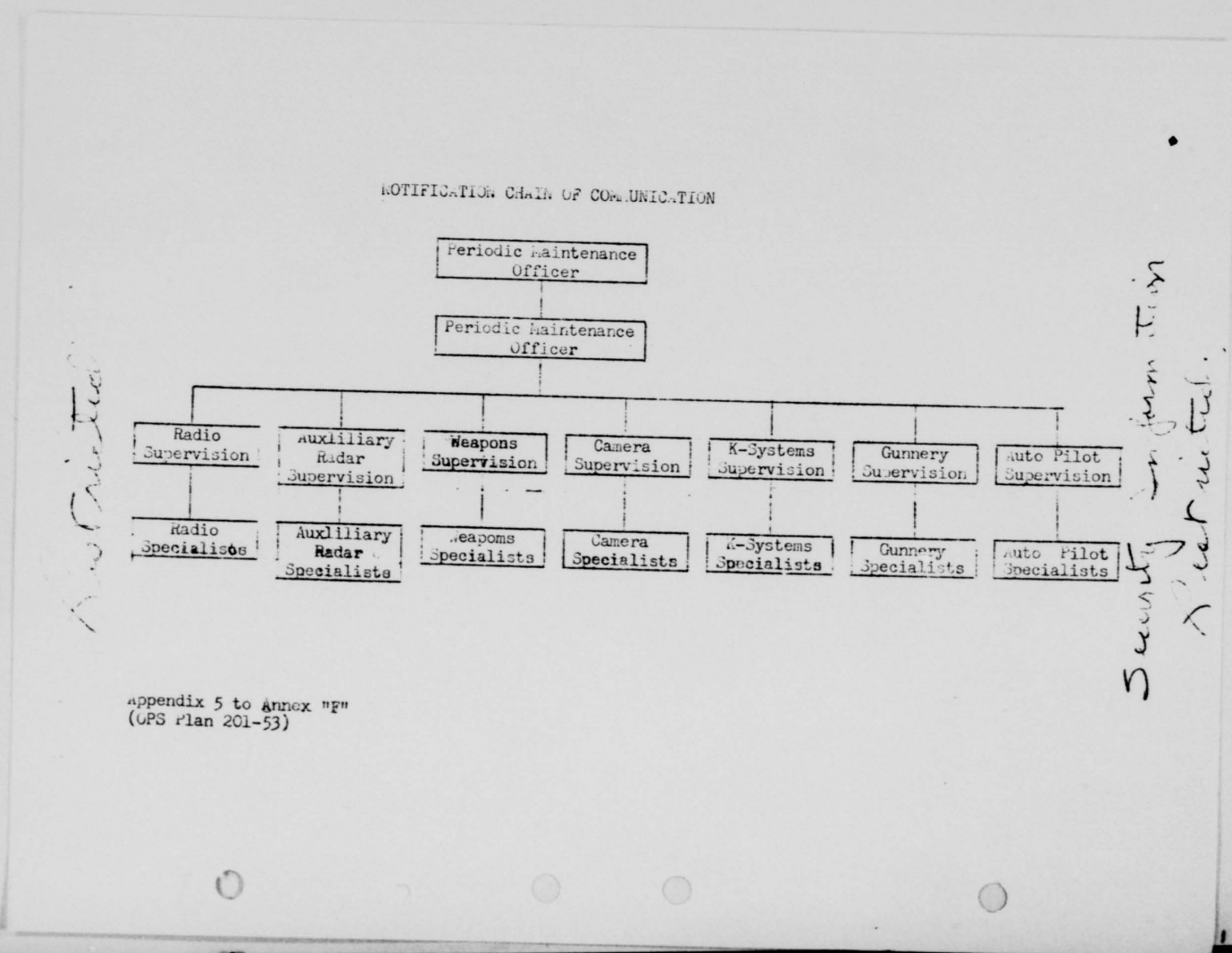


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Restricted*

Appendix 3 to Annex "B"  
(OPS P1 201-53)





*Restricted*  
NOTIFICATION CHAIN OF COMMUNICATION

ALERT LIST

JOB TITLE: Field Maintenance NCO  
NOTIFIED BY: Field Maintenance Officer

W. H. E. SIMON      CAPT      14-102  
(Name)                      (Grade)      (Phone)

NOTIFY THE FOLLOWING:

Bomb Navigation Supervisor:

JOHN DOE                      Sgt      14-103  
(Name)                      (Grade)      (Phone)

JOE MURKIN                      M/SGT      14-103  
(Name)      ((Alternate))      (Grade)      (Phone)

Gunnery Supervisor:

J. H. KELLY                      M/SGT      14-103  
(Name)                      (Grade)      (Phone)

JAMES PAUL                      M/SGT      14-103  
(Name)      ((Alternate))      (Grade)      (Phone)

Etc:

Appendix 6 to Annex "E"  
(OPRS Plan 201-53)

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*Restricted*

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO

29 September 1953

ANNEX F.

TO

OPERATIONS PLAN 201-53

26TH FIELD MAINTENANCE SQUADRON

1. PURPOSE: To establish the responsibilities and procedures to be followed within the 26th Field Maintenance Squadron for notification and alerting of all personnel.

2. GENERAL INSTRUCTION:

- a. The command post (CP) for this Squadron is located in Building CB-6. The phone numbers are 247 and 408.
- b. The 26th Wing CP is located in Building S-820. The phone number there is 202.
- c. In the event of an alert, the following will be carried out without exception.
  - (1) All Personnel, other than mobility personnel, will report to their duty station.
  - (2) All (NOTE) all personnel will carry with them to their duty station a barracks bag containing their mandatory clothing issue.
  - (3) Mobility personnel will (immediately upon sounding of alert report to Building T-244 (Squadron Supply) where they will be issued their mobility equipment. They will remain at this point until further notified.

ANNEX "F" to  
26th SRW  
OPS PLAN 201-53

*Security Information  
Restricted*

Operations Plan 201-53 (Cont'd)

*Restricted*

- (4) Each section head will keep a count of their personnel as they arrive and will advise the CP by phone every half(1/2) hours to his strength at that time.
- (5) The adjutant (stationed at the CP) will receive the above phone calls, total the squadron strength and report this information by percentage and total number to the Wing CP each half hour until the "All Clear" is sounded. The adjutant will also keep a record of the following information to be reported in writing to the Wing CP.
  1. The time the first man reported for duty.
  2. The time the Squadron was at 25%, 50% and 100% of strength. If 100% strength is not attained, the highest reached percentage will be reported.
  3. Personnel residing on Base will obviously be omitted from the attached plan of notification since the entire base will be accounted for in the base alert plan.
  4. Each man who is a part of the alert plan has been issued a card bearing instructions as to his duties. It is the responsibility of each individual to make certain that he checks the Squadron Alert board in the Orderly Room at least once daily and also that he follows the instructions on the afore-mentioned card.
  5. Attached to this Annex as Appendix I is the communications flow chart.
  6. Also attached is the alert plan annex in which a component N.C.O.

ANNEX "F" to  
26TH SRW  
OPS PLAN 201-53

*Security Information*  
*Restricted*  
2



Operations Plan 201-53 (Cont'd)

*Restricted*

who lives on base in the NCO Barracks is charged with the responsibility of obtaining a control number and making all necessary long distance calls.

7. NOTE: On the overall alert plan; if a man cannot reach a person whom he is to call it then becomes his responsibility to notify all the persons who would normally have been notified by his call, hence, if "A" cannot reach "B" then he must notify "C", "D", and "E".

1 Incl Appendix I

OFFICIAL:

HENRY R SULLIVAN JR  
Colonel USAF  
Commander

*John H. Atkins Jr*  
JOHN H ATKINS JR  
Major USAF  
Commander, 26th FMS

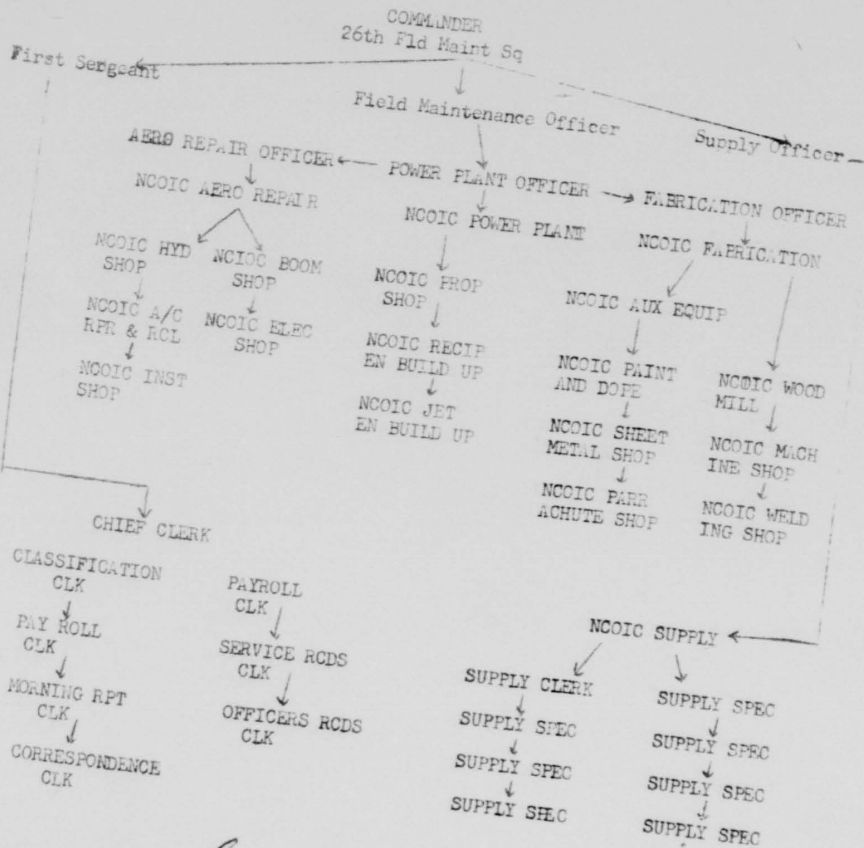
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ANNEX "F" to  
26TH SRW  
OPS PLAN 201-53

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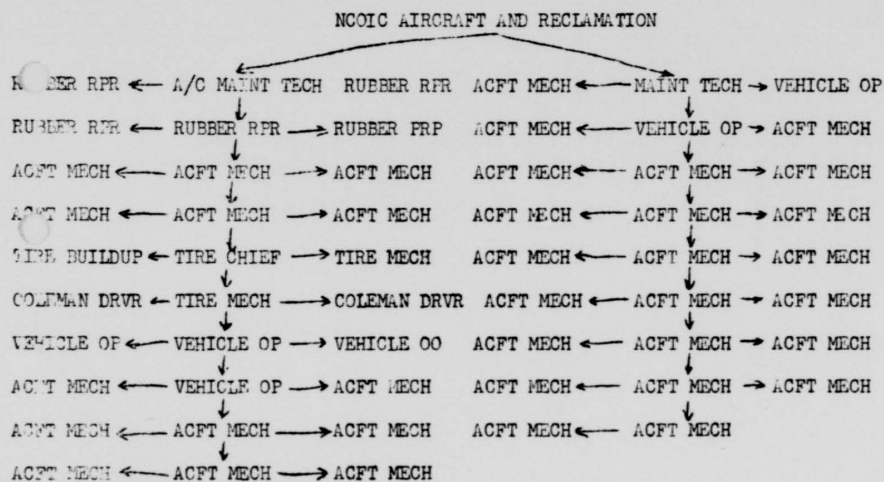
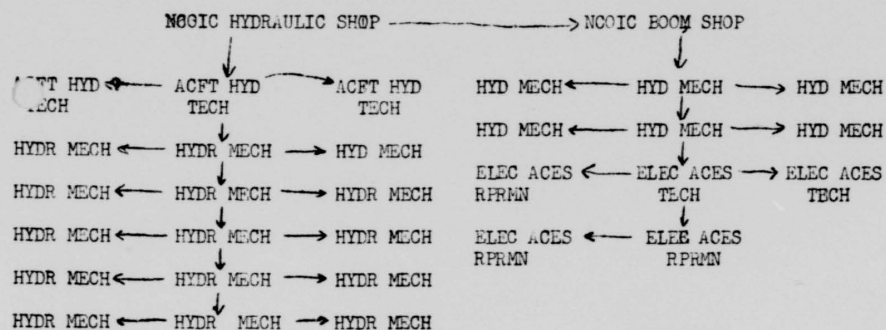
COMMUNICATIONS FLOW CHART



APPENDIX I to  
ANNEX "F" to  
26th SRW  
OPS PLAN 201-53

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Restricted*

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 26TH FIELD MAINTENANCE SQUADRON  
 ALERT PLAN (CONT'D PAGE 2 )

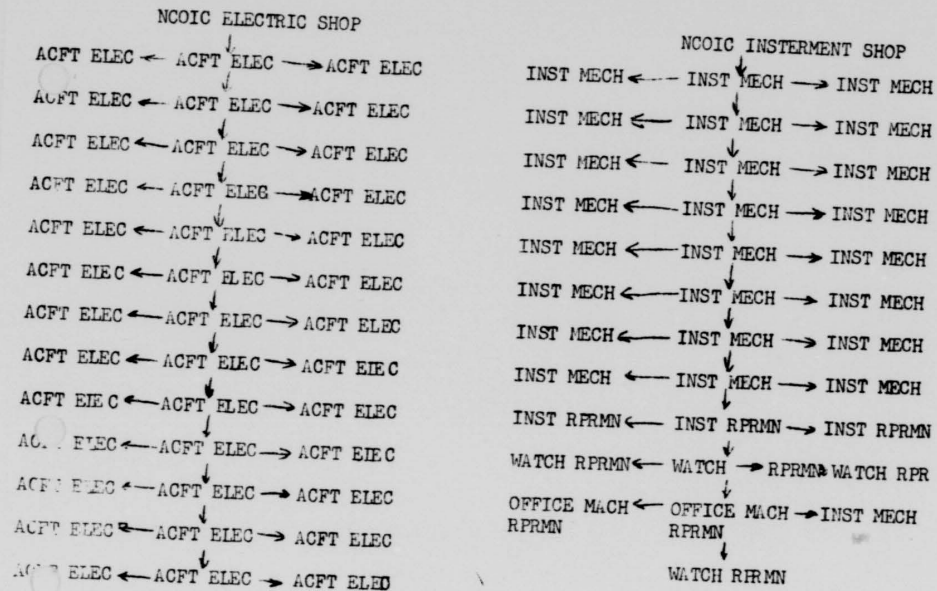


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*Restricted*

APPENDIX I to  
 ANNEX "F" to  
 26th SW  
 OPS PLAN 201-53

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26TH FIELD MAINTENANCE SQUADRON  
ALERT PLAN (CONTD PAGE 3)

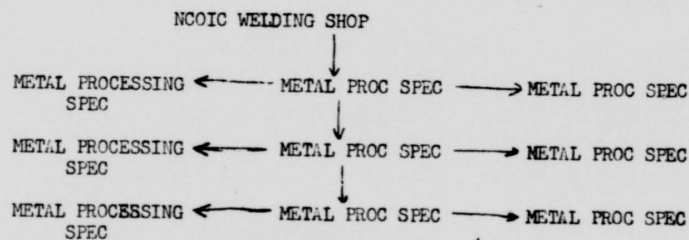
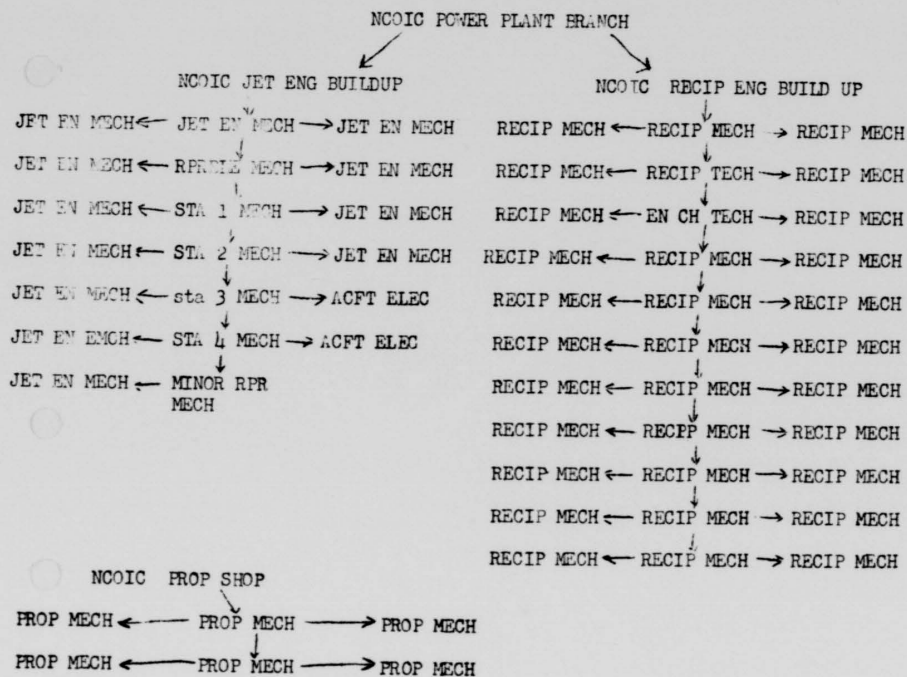


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APPENDIX I to  
ANNEX "F" to  
26TH SRW  
OPS PLAN 201-53

(3)

*Restricted*  
 26TH FIELD MAINTENANCE SQUADRON  
 SQUADRON ALERT (CONT'D PAGE 4)

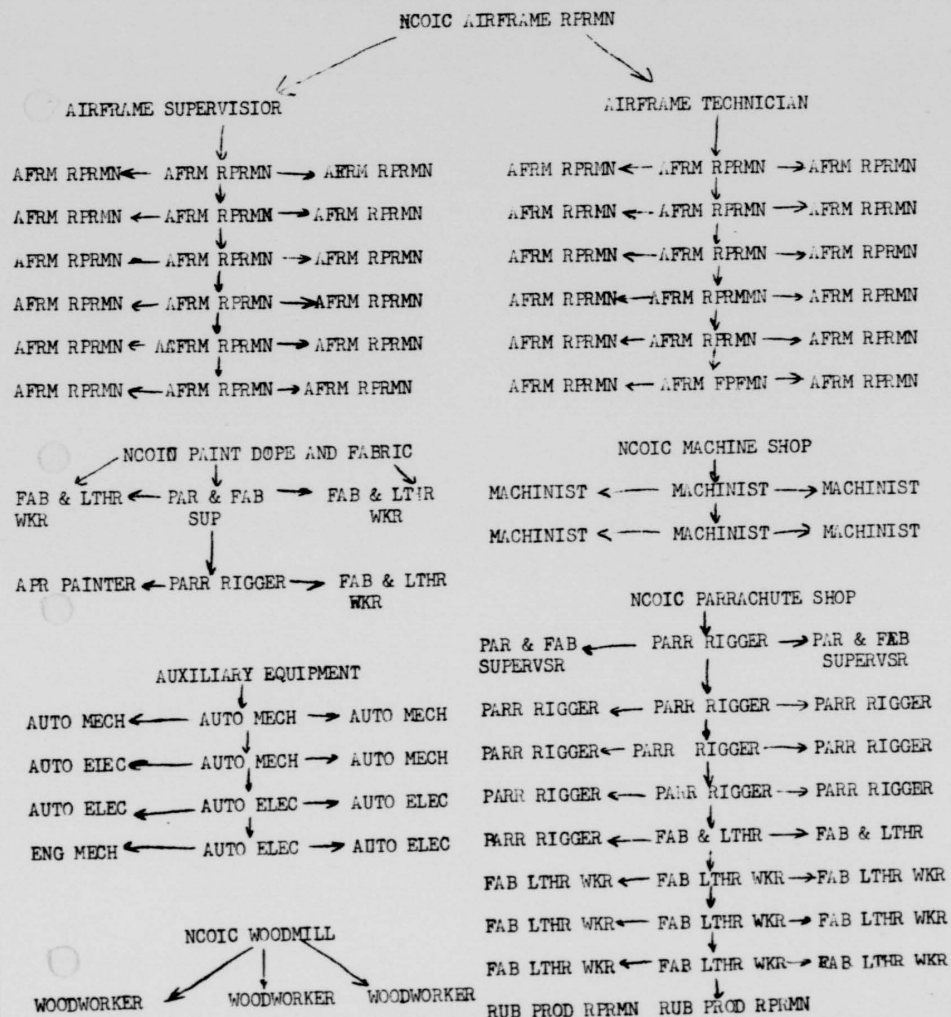


APPENDIX I to  
 ANNEX "F" to  
 26TH SRW  
 OPS PLAN 201-53

*Security Information*  
*Restricted*

(4)

*Restricted*  
 26TH FIELD MAINTENANCE SQUADRON  
 SQUADRON ALERT (CONT'D 5)



APPENDIX I to  
 ANNEX "F" to  
 26TH SRW  
 OPS PLAN 201-53

*Security Information*  
*Restricted*  
 (5)

*See the text*

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WG  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio  
22 September 1953

ANNEX "G"

TO

OPERATIONS PLAN 201-53

26TH PERIODIC MAINTENANCE SQUADRON

1. PURPOSE

a. To establish the responsibilities and procedures to be followed within the 26th Periodic Maintenance Squadron for notification and alerting of all personnel.

b. The following buildings, housing operations facilities are considered essential to the functions of the squadron and will be manned and protected during the alert by personnel of the squadron.

(1) Buildings - T-243, Docks KC-97, and B-47.

2. SCOPE

a. This SOP is directive upon all personnel upon the sounding of an alert.

3. RESPONSIBILITY

a. The Commanding Officer of the 26th Periodic Maintenance Squadron is responsible to the Defense Task Force Commander (Base CO) for the implementation of this plan by maintaining an efficient training program and adequate equipment for the fulfillment of the assigned mission. Squadron Commander is responsible that each section head is capable of carrying out special tasks and briefing personnel as to their specific responsibilities.

ANNEX "G" to  
26th SRW  
OPS PLAN 201-53

*Security Information  
Restricted*

*Restricted*  
b. Development of Passive Defense measures.

(1) Rosters.

a. The Orderly Room will maintain an upto date roster of all personnel assigned to the squadron living off base. This roster includes name, rank, current address, and phone number. Each locator card will also include duty status such as TDY, Hospital, etc., in order to expedite the location of personnel.

(2) Location of personnel:

a. Upon notification of alert, if during duty hours normal channels will be used for assembling personnel. After duty hours the C.O. will notify the Adjutant who will notify the Squadron Commander and First Sergeant, etc., according to the present chain of communications which is set up for the notification of all personnel living off base.

b. All personnel will bring their required mandatory clothing requirement to the base upon notification of an alert.

(3) Security

a. Personnel who are considered to be poor security risks will be placed in non-critical duties.

b. All personnel assigned to critical stations will be especially alert for attempted entry of unauthorized individuals, and such entry will be positively denied.

c. Each section head is responsible for destruction of classified documents in accordance with SAC Reg 205-7, dated 8 March 1953, if required.

4. SOUNDING OF ALERT:

a. The alert will be sounded as directed by the Base Commander and will be identified as follows:

ANNEX "G" to  
26th SRW  
CPC PLAN 201-53

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*2*  
*Restricted*



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(1) PRACTICE ALERT: - Six (6) repeated short blasts of the siren, whistle or horn.

(2) YELLOW ALERT: - One (1) minute fluctuating blasts or the siren, whistle or horn repeated three (3) times.

(3) RED ALERT: - Three (3) minute fluctuating blasts or the siren, whistle or horn repeated four (4) times.

(4) WHITE ALERT: - One (1) long steady blast on the siren whistle or horn.

5. SECURITY GUARDS:

a. Upon sounding of either PRACTICE or YELLOW ALERT, the engineering officer or NCOIC will immediately place armed security guards at all access points of facilities located in KC-97 and B-47 Docks.

b. Security guards will challenge all personnel approaching their post and allow no one to enter unless positive identification can be made and the individual can substantiate a positive necessity for entry into the area.

c. Prisoners will be placed under guard until they can be disposed of to the Security Task Force Command Post.

6. GENERAL:

a. There will not be normal shift changes during the alert, and shifts will be changed only by the order of the Squadron Commander, Personnel will remain on duty until the ALL CLEAR (WHITE ALERT) has been sounded.

b. The Squadron Supply Officer will be prepared to issue field equipment and ammunition to those personnel not possessing such, upon notification by the Squadron Commander.

c. Telephone calls will be held to an absolute minimum.

ANNEX "G" to  
26th SRW  
OPS PLAN 201-53

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*Restricted*

*Restricted*

d. Personnel, who are off base at sounding of alert, will, upon notification report to their Squadron Command Post. Personnel on duty but temporarily absent from their place of duty will report to their respective section immediately.

7. BLACK OUT:

a. If an alert occurs or extends into hours of darkness, all lights will be extinguished, if practical, since a light makes an easy target for either ground or air attacks. Sections required to have lighting to accomplish their mission will attempt to blackout the building if at all possible.

8. SECTIONS CONCERNED:

- a. Orderly Room personnel will draw carbines and report to the Orderly Room.
- b. Supply Personnel will report to supply officer.
- c. Engineering personnel will draw carbines and report to their respective docks. Dock chiefs or senior man present in the dock will be responsible for conduct and roll call of personnel, as well as protection of the working area.

9. SQUADRON RESERVE SECURITY FORCES:

a. The primary mission of this squadron is to prepare aircraft for evacuation, guard their working area, and after aircraft are evacuated all remaining personnel will report to the Squadron Command Post.

10. REPORTS:

a. Each section head will render a strength report to the Squadron Commander by runner, giving the number of personnel being kept on duty at their sections.

ANNEX "G" to  
26th SRW  
OPS PLAN 201-53

*Security Information*  
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*Restricted*

*Restricted*

b. The Squadron Commander will render a report by telephone to the Base Task Force Commander every thirty (30) minutes after the sounding of an **ALERT**. This report will contain the number of personnel present for duty at the Squadron. (This number to be arrived at by a personnel head count). If unable to make the report by phone the Squadron Commander will dispatch a runner to the Base Commanders Control Post (Ext. 282, Bldg 3-820).

11. TRAFFIC:

- a. Traffic rules and regulations will be observed at all times.
- b. All troop movements will be at "DOUBLL TIME".

12. LOCATION OF UNIT COMMAND POST:

a. Squadron Command Post will be in the Squadron Engineering Office. The Squadron Commander will remain at the Squadron Command Post.

13. COMMUNICATIONS:

a. Two (2) runners will be dispatched to the Defense Task Force Commander and remain there for the purpose of communication with the Squadron Commander in case of other normal communications failure.

1 Incl:  
Appendix 1

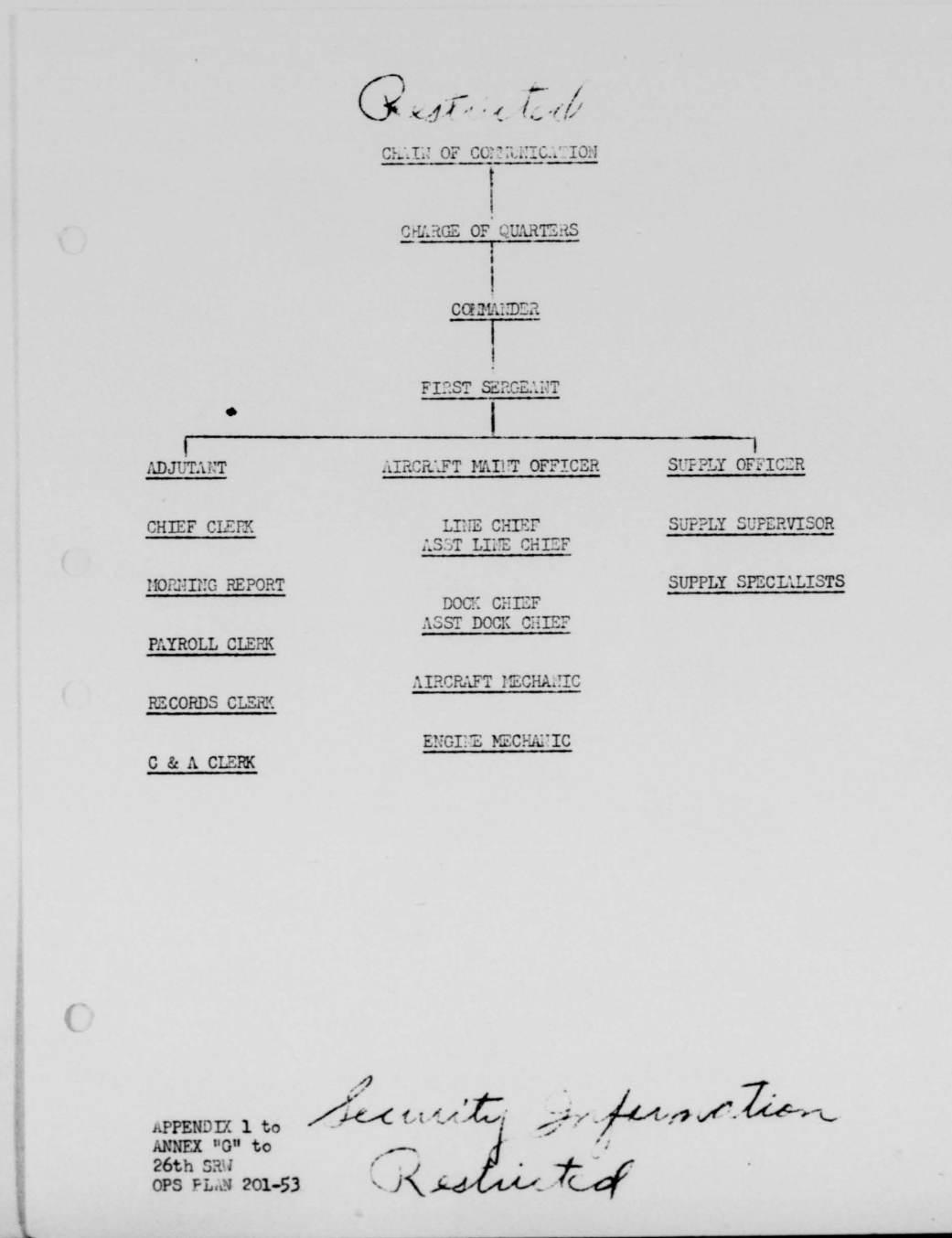
HENRY R. SULLIVAN JR.  
Colonel, USAF  
Commander

OFFICIAL:

*W. J. Bauser*  
WILLIAM J. BAUSER  
Major, USAF  
26th Per Maint Commander

ANNEX "G" to  
26th SRM  
CPS PLAN 201-53

*Security Information  
Restricted*



*Restricted*

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
Lockbourne Air Force Base  
Columbus 17, Ohio

ANNEX "H"

TO

OPERATIONS PLAN 201-53

Headquarters Squadron Section

1. PURPOSE: To establish the responsibilities and procedures to be followed within the 26th Headquarters Squadron Section Orderly Room, Supply and barracks for notification and alerting of all personnel in the event of a base alert.

2. GENERAL INSTRUCTIONS: During a base alert the Unit Command Post for Headquarters Squadron Section will be at the Orderly Room in Bldg 856. The unit commander will remain at the Command Post during the period of alert.

a. Telephone extension 332 will be utilized for all calls pertaining to the alert. In the event of telephone service failure, a runner system will be utilized immediately for periodic contacts with the Wing Control Room.

b. All personnel, upon receipt of notification of a base alert will report immediately to their duty post on the station.

c. In the event of a base alert during after duty hours, all personnel will report to their duty post with a 90 day subsistence requirement of toilet articles and summer and winter clothing.

ANNEX "H" to  
26th SRW  
OPS PLAN 201-53

*Security S. Jernette*  
*Restricted*

*Restricted*

d. The Unit Commander, Adjutant, First Sergeant and Supply Sergeant will notify the Squadron Charge of Quarters at any time during off-duty hours they intend to remain away from their normal off-duty residence for unusually long periods and furnish the CQ with a method of contact at their new location and estimated time of return to residence.

e. All personnel will remain at their duty posts until the all-clear signal is sounded or are properly relieved by the Unit Commander or his representative.

3. METHOD OF NOTIFICATION The following sequence of alerting personnel will be utilized after initial notification is received by the Unit Commander and Charge of Quarters during off-duty hours.

<u>INDIVIDUAL</u>	<u>TO BE ALERTED BY</u>
Charge of Quarters	Sound of Base Signal
Squadron Commander	26th Wing C Q
Squadron Adjutant	Squadron Commander
Officers Record Clerk	Squadron Commander
Morning Report Clerk	Squadron Adjutant
Wing Bedding Supply Sergeant	Officers Records Clerk
All Hq Sq Airmen in Bks CB-7	Squadron Charge of Quarters
First Sergeant	One Airman in CB-7 with automobile selected by CQ
Supply Sergeant	One airman in CB-7 Selected by CQ
Correspondence Clerk	First Sergeant
Classification Clerk	Base Alert Signal or CQ

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 ASK SEM  
 1 JAN 53

*Security Information*  
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*Restricted*

a. If notification of alert is received from an individual not designated, the person receiving the notification will notify the individual prior to him in the alert chain.

1 Incl  
Appendix 1

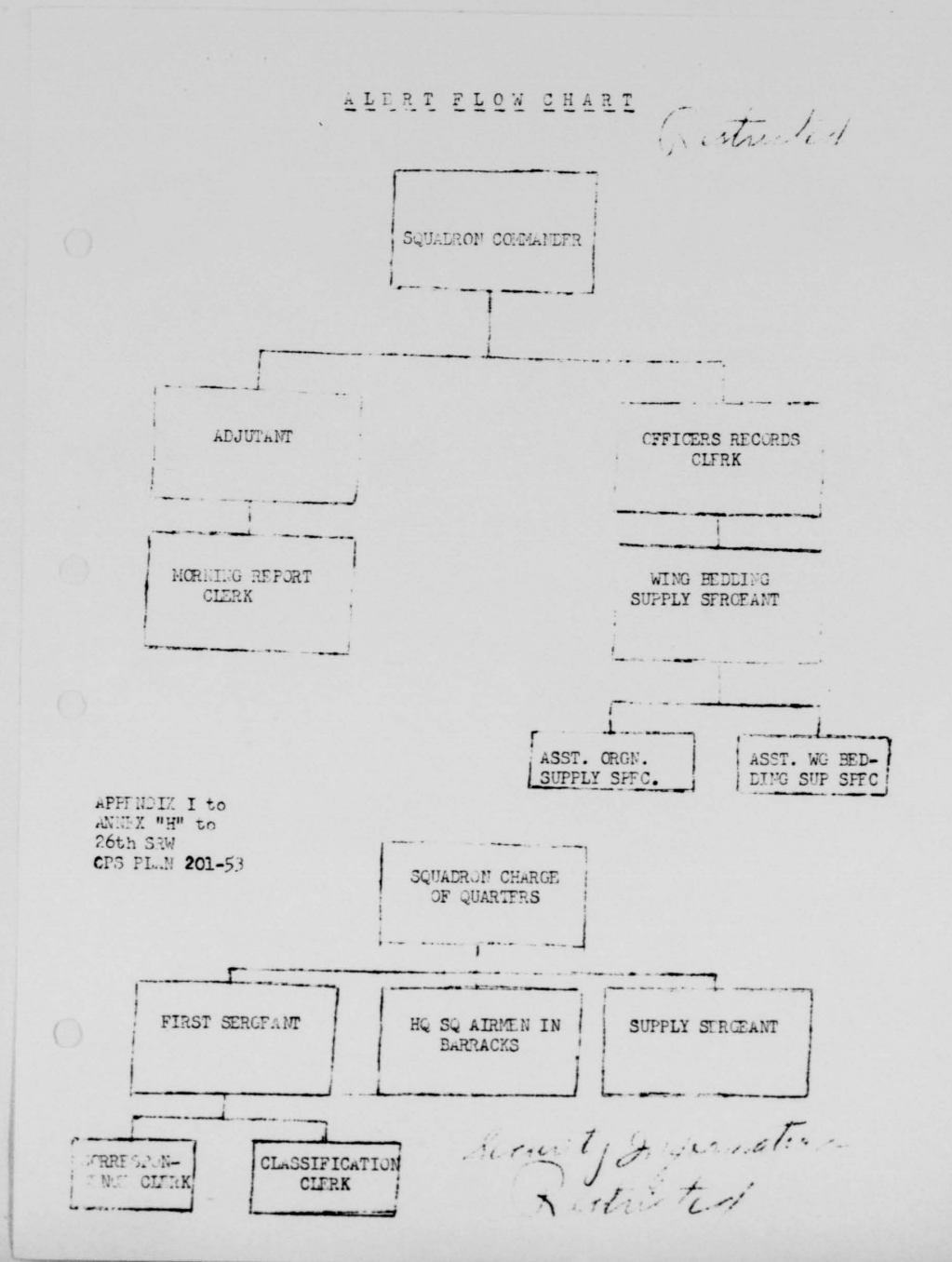
SULLIVAN  
Colonel, USAF  
Commanding

OFFICIAL:

*Richard E. Franz*  
RICHARD E. FRANZ  
Captain, USAF  
Commanding  
Eq Sq Sec

ANTEX RHM to  
2nd Lt  
070 1111 200-53

*Security Information*  
*Restricted*





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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO

23 September 1953

ANNEX "I"

TO

OPERATIONS PLAN 201-53

3RD STRATEGIC RECONNAISSANCE SQUADRON (M)

CHARTS & REFERENCE: None Required.

1. PURPOSE: To establish the responsibilities and procedures to be followed within the 3rd Strategic Reconnaissance Squadron for notification and alerting of all personnel.

2. GENERAL INSTRUCTIONS: Upon being notified of an alert by the Control Room of the 26th SR Wing, the Squadron CO, or the Squadron Duty Officer will notify the Squadron Commander. The Squadron Commander will notify the Operations Officer, the Adjutant, and the Engineering Officer, as outlined in the attached copy of the alert plan Flow Chart.

Upon being notified of an alert all personnel will report to their duty section for instructions; (Bldg # 836). Personnel not assigned a specific duty will report to Squadron Operations for instructions.

The Command Post for the 3rd SR Squadron is located at Squadron Operat-

ANNEX "I" to  
26th SRW  
OPS PLAN 201-53

*Security Information*  
*Restricted*

*Restricted*

ions; (Bldg 838, Ext 377).

The Command Post for the 26th SR Wing is located at the Control room in Bldg S-820.

3. METHOD OF NOTIFICATION:

A. Sounding of Alert:

The alert will be sounded as directed by the Base Commander; & all personnel will be familiar with the following signals.

1. Practice Alert: Six (6) repeated short blasts of the siren, whistle, or horn.
2. Yellow Alert: One (1) minute fluctuating blasts of the siren, whistle, or horn.
3. Red Alert: Three (3) minute fluctuating blasts of the siren, whistle, or horn.
4. White Alert: One (1) long steady blast of the siren, whistle, or horn.

B. During Duty Hours:

1. Personnel on the Base:
  - a. The Base Siren will be considered notification for alert of personnel on the Base.
  - b. In the event of failure of the Base Siren, telephone runners, and any other method of communications available, will be utilized to sound the alert.

ANNEX "I" to  
25th SRW  
Ops Plan 201-53

*Security Information*

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Restricted*

*Restricted*

C. During Off Duty Hours:

1. Personnel residing on the Base:
  - a. The Base Siren will be considered notification for alert of personnel on the Base.
  - b. In the event of failure of the Base Siren, telephone runners and any other method of communication available, will be utilized to sound the alert.
2. Personnel residing Off Base: •
  - a. An up to date Master Roster, showing the flow of alert information for all personnel residing off the Base, will be maintained in Squadron Operations, or such place as designated by the Squadron Commander.
  - b. Although this roster should follow as closely as possible the chain of command, allowances will be made for lack of telephones, and/or communications and transportation, so that notification will be completed with the least possible delay.
3. Individual Responsibilities:
  - a. Should a break occur in the chain of notification it will be the responsibility of the man above the break in the chain to carry out the calls of the missing person.

ANNEX "I" to  
26th SRW  
Ops Plan 201-53

*Security Information*

*Restricted*<sup>3</sup>

*Restricted*

b. It is therefore the responsibility of each member of this organization, residing off the Base, to keep a copy of that part of the Master Roster containing at least two steps of the notification chain below himself. It is also his responsibility to know the alert duties of the people filling these positions, so that in the event of a break in the chain of command, he can take over their duties. Each individual will also be familiar with the location of all personnel involved should there be a breakdown of communications.

4. Maintaining the Master Roster:

a. Due to the large turnover of personnel in this organization, it is essential that all off Base personnel keep the squadron informed as to changes in the Master Roster.

3 Incls:

1. Appendix 1
2. Appendix 2
3. Appendix 3

SULLIVAN  
Colonel, USAF  
Commander

"OFFICAL"

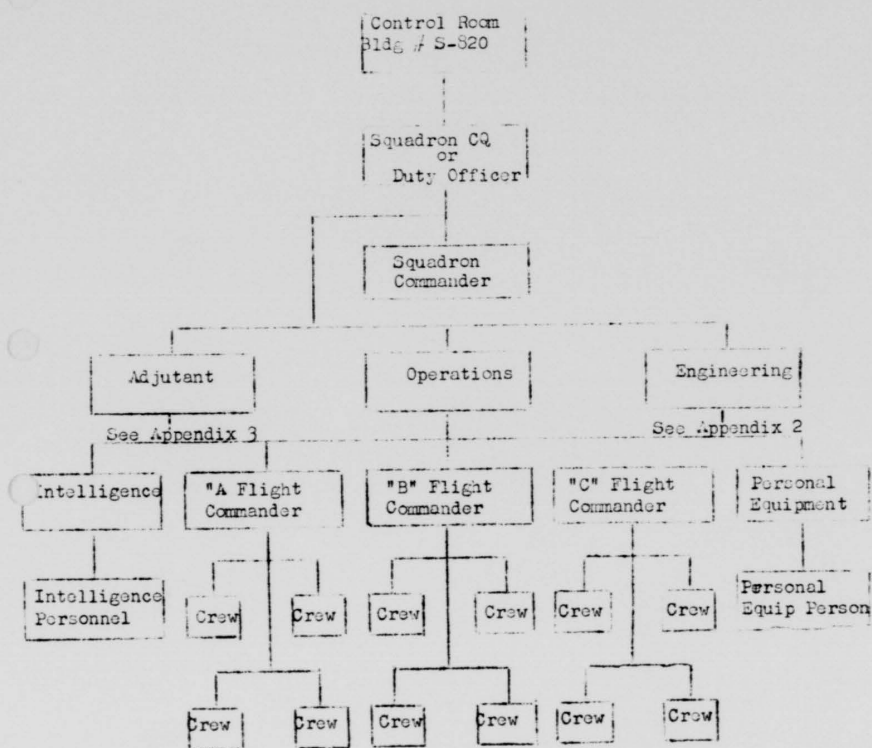
*Robert C. Householder*  
ROBERT C. HOUSEHOLDER  
Major, USAF  
Commander, 3rd SRS

ANNEX "I" to  
26th SRW  
Ops Plan 201-53

*Security Information*  
*Restricted*

*Restricted*

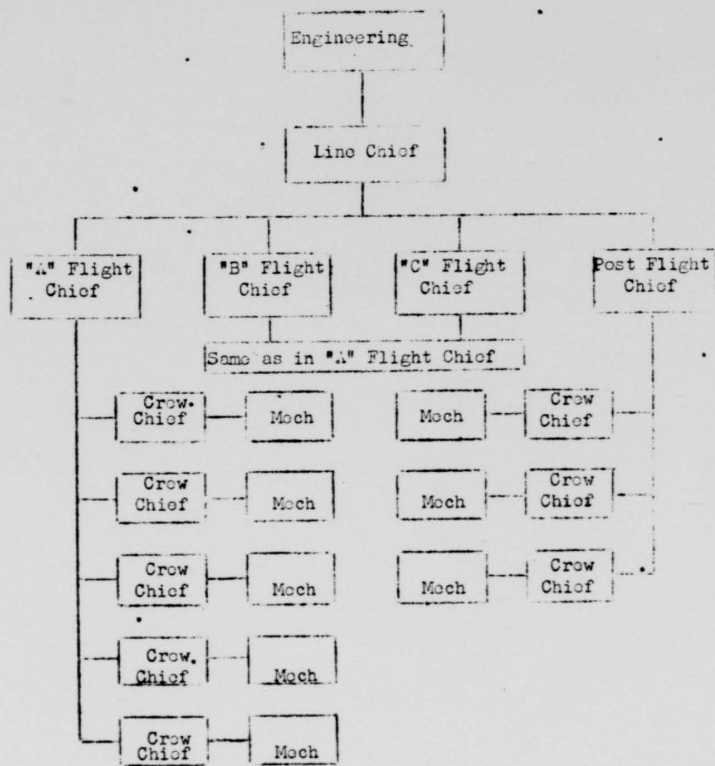
COMMUNICATIONS FLOW CHART



APPENDIX 1 to  
ANNEX "I" to  
26TH SRN  
OPG PLAN 201-53

*Security Information  
Restricted*

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COMMUNICATIONS FLOW CHART

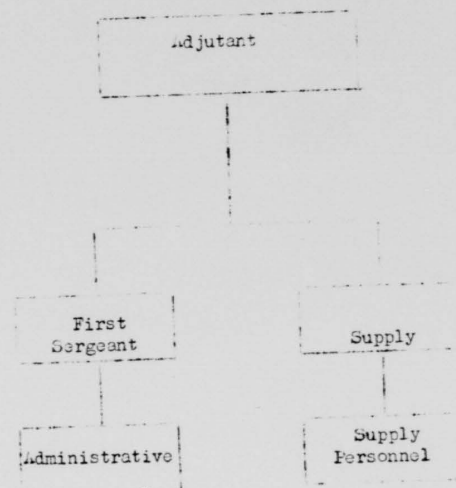


APPENDIX 2 to  
INDEX "I" to  
26TH SRM  
CRS PLAN 201-53

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*Restricted*

*Restricted*

COMMUNICATIONS FLOW CHART



APPENDIX 3 to  
ANNEX "I" to  
26TH SRI  
OPS PLAN 201-53

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

ANNEX J

TO

OPERATION'S PLAN 201-53

4TH STRATEGIC RECONNAISSANCE SQUADRON

CHART & MAP REFERENCE: None Required

1. PURPOSE: To establish the responsibilities and procedures to be followed within the 4th Strategic Reconnaissance Squadron for notification and alerting of all personnel.

2. GENERAL INSTRUCTIONS:

a. In order for this plan to be effective, it is imperative that each individual know precisely what he is to do in the event of an alert. Every member of this organization will be required to have on his person and available for inspection at all times the name or names, addresses and telephone numbers of persons who are to contact him and persons whom he is to contact. Each Monday of each week the individual will check the master chart on the Squadron Operations bulletin board to ascertain that his list is currently correct.

b. If it should become necessary to alert the squadron during normal duty hours, personnel will be notified through the base alert system of siren, whistle or horn. The following signals indicate type of alert.

ANNEX J to  
26th SRW  
OIS Plan 201-53

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- (1) Practice Alert - Six (6) repeated short blasts.
- (2) Yellow Alert - One (1) Minute fluctuating blasts, repeated three times.
- (3) Red Alert - Three (3) minute fluctuating blasts, repeated four times.
- (4) All Clear- One (1) long steady blast.

Method of notification for an alert during off duty hours will be covered in paragraph 3.

c. The command post for this plan will be the Squadron Operations Office. (Bldg P-836 Ph. Ext 541) All section heads and flight commanders will report to this post. All other personnel will report to normal duty stations.

d. When the command post in squadron operations has been established, telephone conversation with Wing Headquarters will be the primary means of communication. In the event of telephone failure a minimum of three (3) runners will be dispatched to Wing Headquarters immediately for the purpose of relaying information. All personnel will then stand by for alert status a call will be made from the command post to Wing Headquarters, Phone Ext 282, to notify Wing as to the % of squadron personnel on duty at that time. The recall of personnel on leave, TDY, etc. will be the responsibility of the Squadron Adjutant.

e. Each individual will report with Unit Essential equipment: clothing and equipment necessary to proceed to an unknown destination, arctic or tropical, and remain for an indefinite period of time.

ANNEX J to  
26th SFG  
CIS Plan 201-53

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These items, as required by AOC Mobility Plan.

3. METHOD OF NOTIFICATION DURING OFF-DUTY HOURS:

a. The following instructions pertain to all personnel living off base, and are to be used in conjunction with the accompanying chart. Personnel residing on base will be notified by the base alert system during either duty or off duty hours.

b. EO or CO - Upon receipt of an alert signal, the EO or CO receiving the notification will immediately contact the Squadron Commander and 1st Sgt. He will then call the Red, White, Blue, Green and Yellow Commanders. Only one attempt will be made to contact each commander before proceeding to the next one. After all available commanders have been notified, Assistant Commanders will be contacted in any section in which the Commander was not located. If the assistant commander is not located the EO or CO will then proceed to the A-1,2,3 B-1,2,3, etc. men of that Color Group until contact is made. Once contact is made with any section, the EO or CO can disregard that section from that time on. A section commander who has been notified of an alert will contact the assistant commander, or if the assistant commander cannot be located he will proceed thru his sections number A-1,2,3, B-1,2,3, etc. until contact is made. Example: Assistant Commander Red Group is not available, so Commander calls A-1, of his group, A-1 is not available so he tries A-2, etc. until contact is made.

When A-1 has been notified, he will be responsible to contact B-1 first, then A-2 and A-3, B-1 will contact C-1, then B-2 and B-3, etc thru the section.

ANNEX J To  
26th SRW  
Opn Plan 201-53

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3

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In the event that the number 1 man of the following letter group cannot be contacted, then the number 2 man is contacted and informed that the number 1 man of his letter group was not available and that he will now be responsible for contacting the people normally contacted by the number 1 man. Examples: Red A-2 is contacted and informed Red 1 was not available. Red A-2 will then contact Red B-1 and Red A-3 No's 2 and 3 of each letter Group are required to make contacts only when acting in the capacity of No 1 man. When an alternate has to be contacted it still remains your responsibility to contact all Section Commanders and Assistant Commanders will consist of key Personnel. Personnel affected will be notified immediately of any change in the master roster.

6 Incls  
Appendix 1  
Appendix 2  
Appendix 3  
Appendix 4  
Appendix 5  
Appendix 6

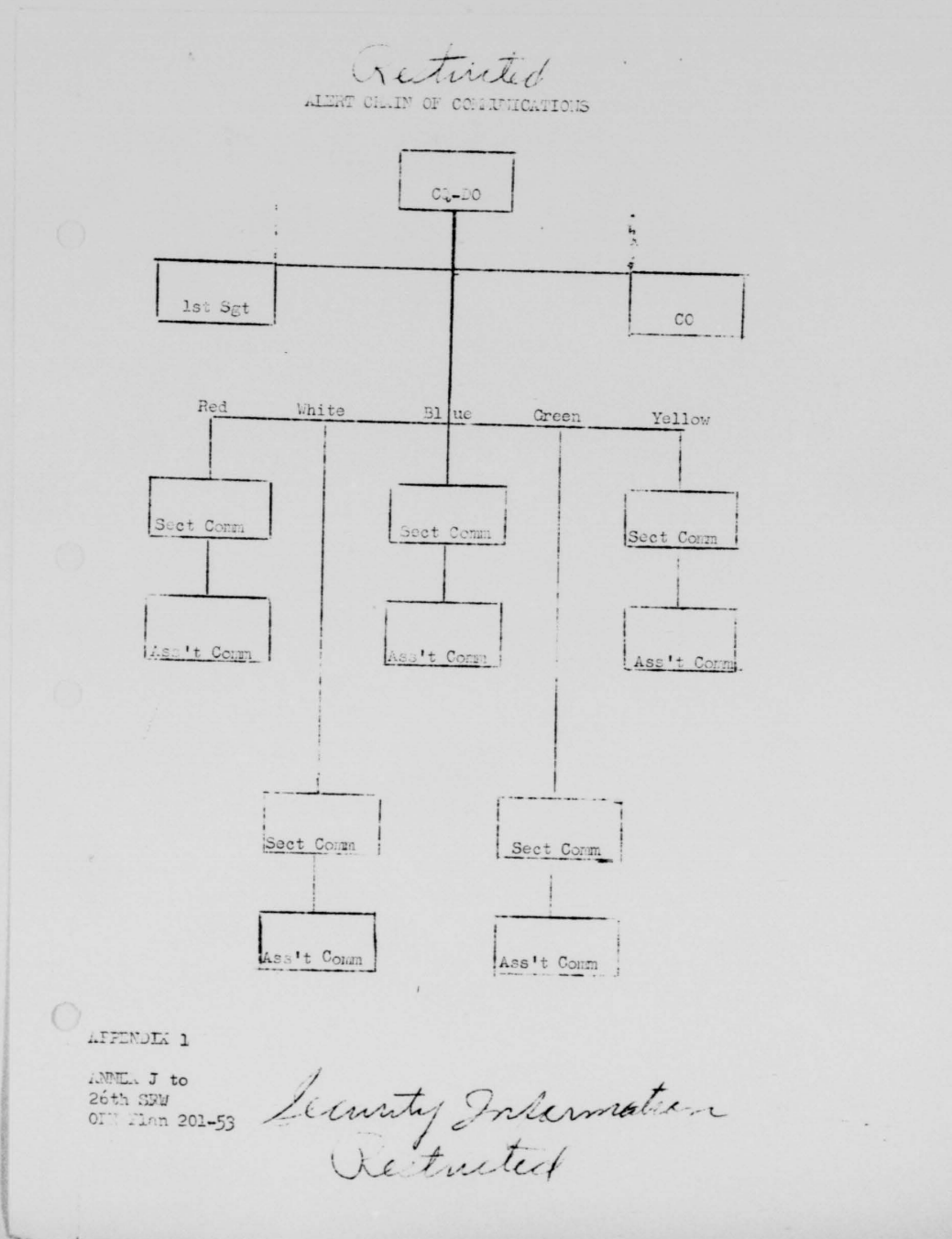
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Col. USAF  
Commanding

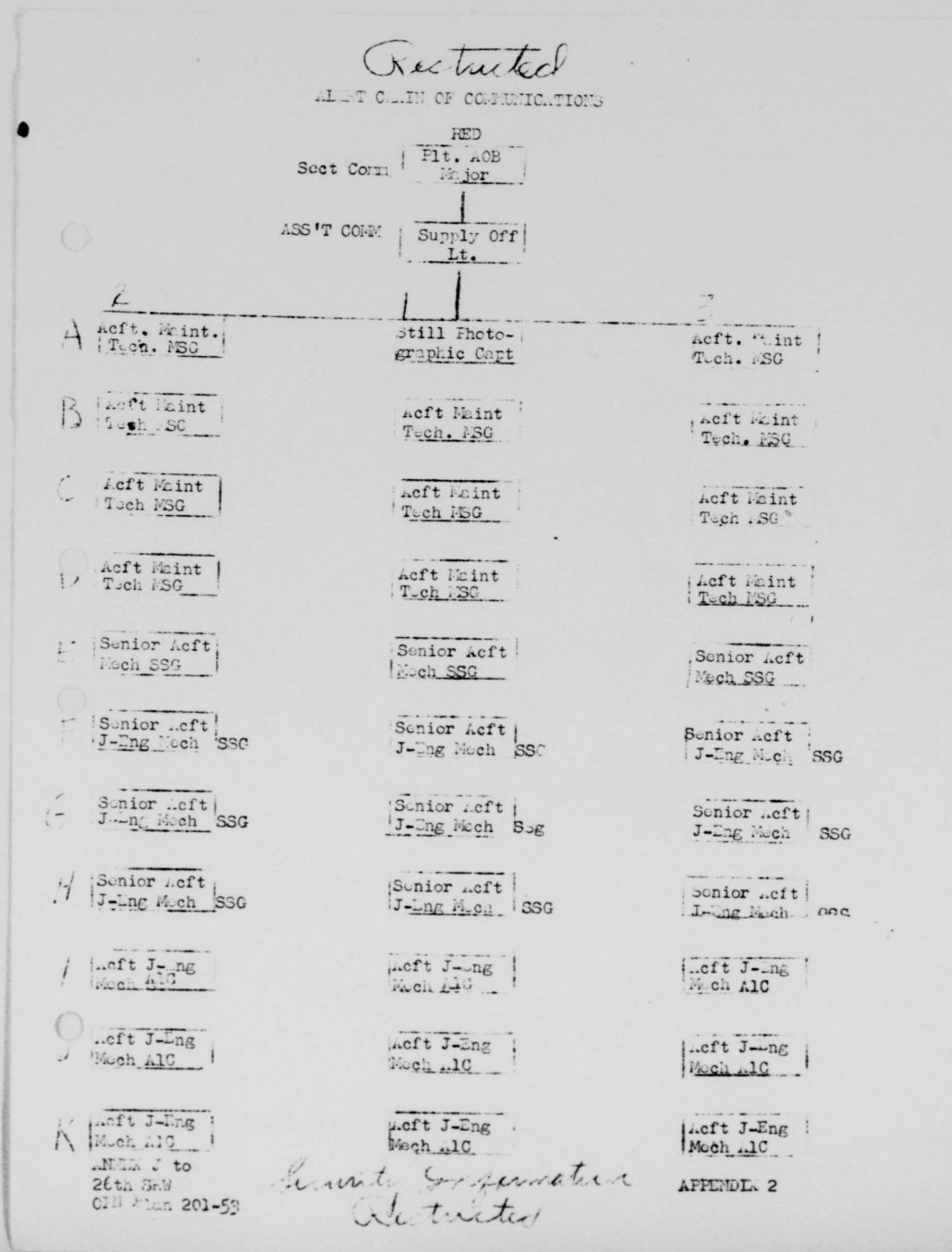
OFFICIAL:

*James R. Tucker*  
JAMES R. TUCKER  
Capt. USAF  
Commander  
4th SRSq.

ANNEX J to  
26th SRW  
OPN Plan 201-53

*Security Information*  
*Restricted*

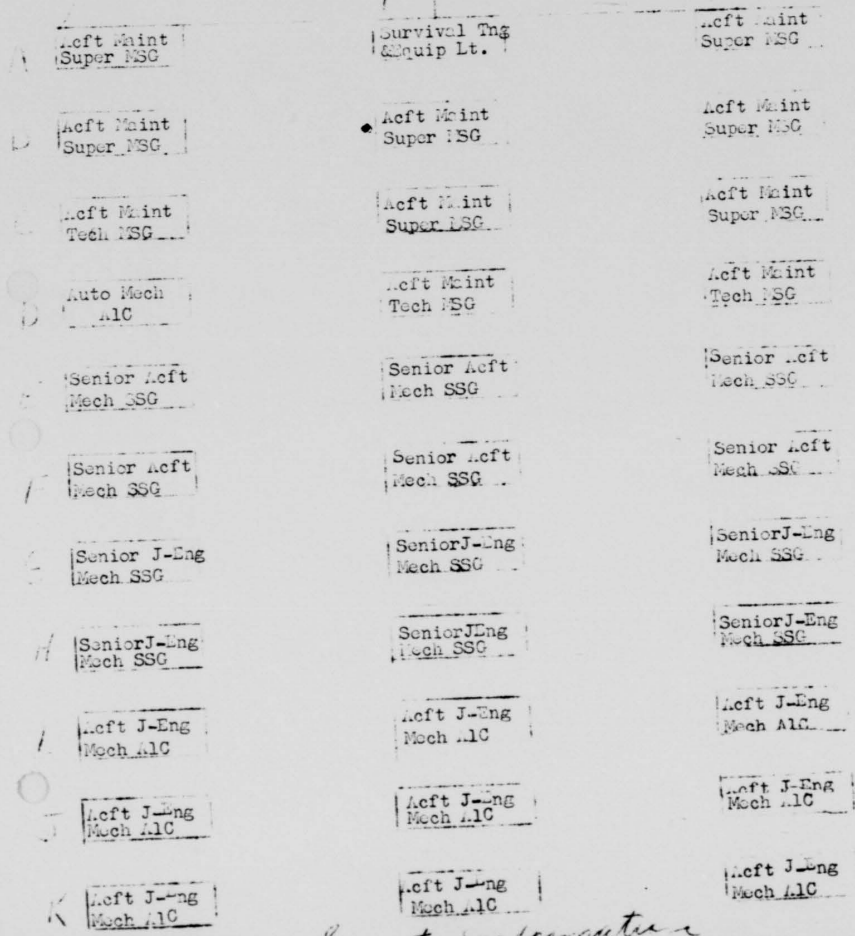




*Restricted*  
ALERT CHAIN OF COMMUNICATIONS

WHITE  
Sect Comd Acft Maint  
Officer Maj

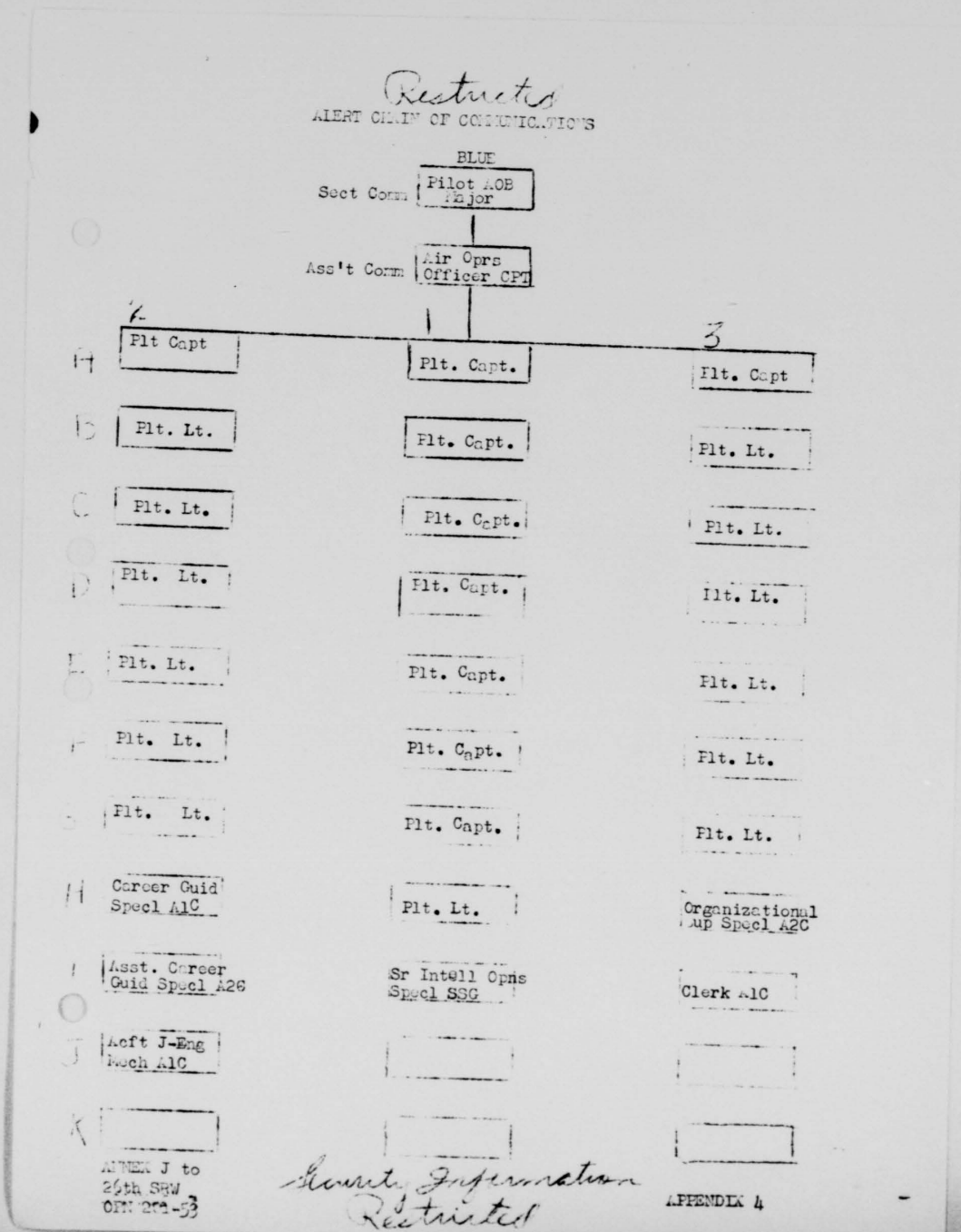
Ass't Comd Pilot AOB  
Major

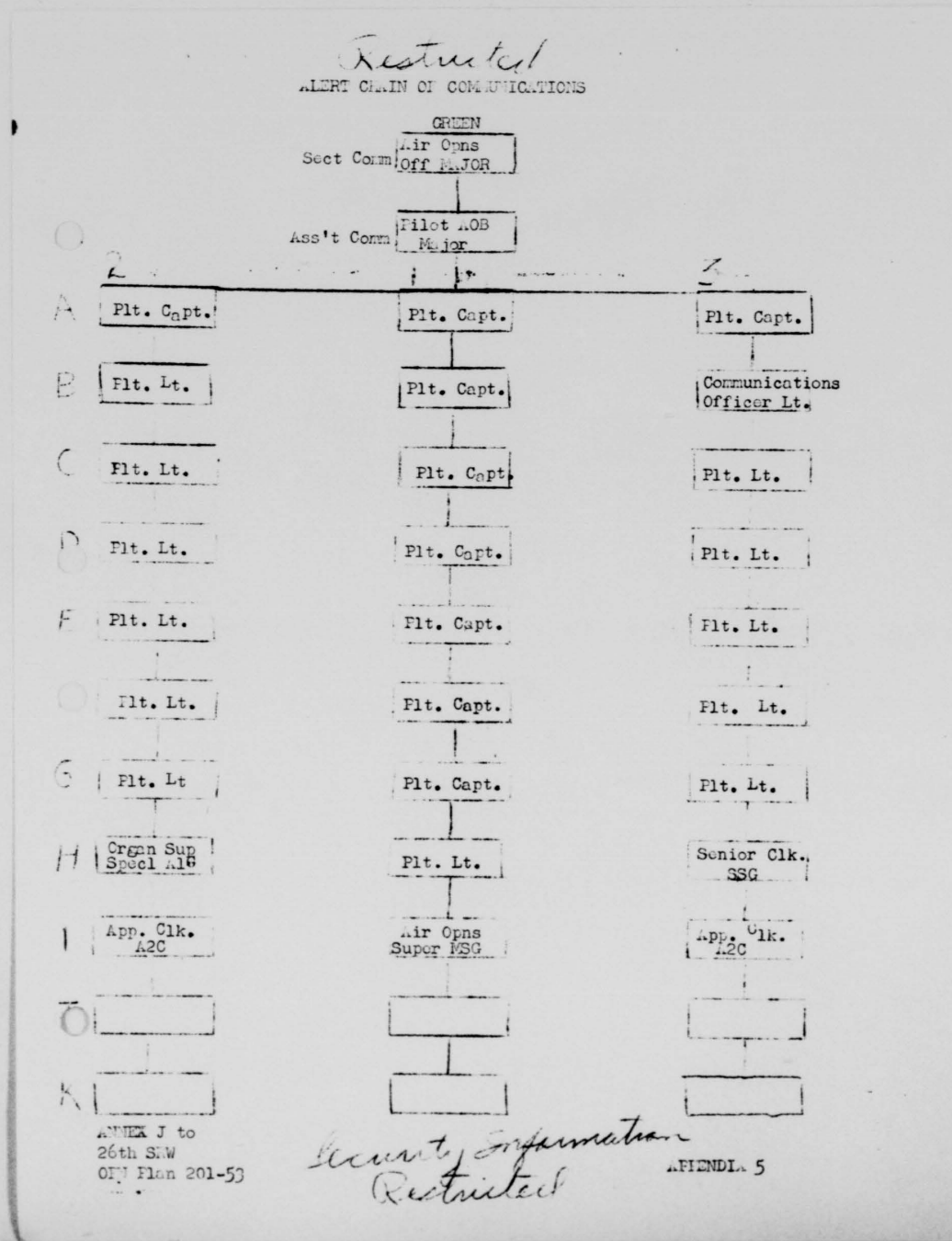


APPENDIX J to  
26th SRW  
02-1-53

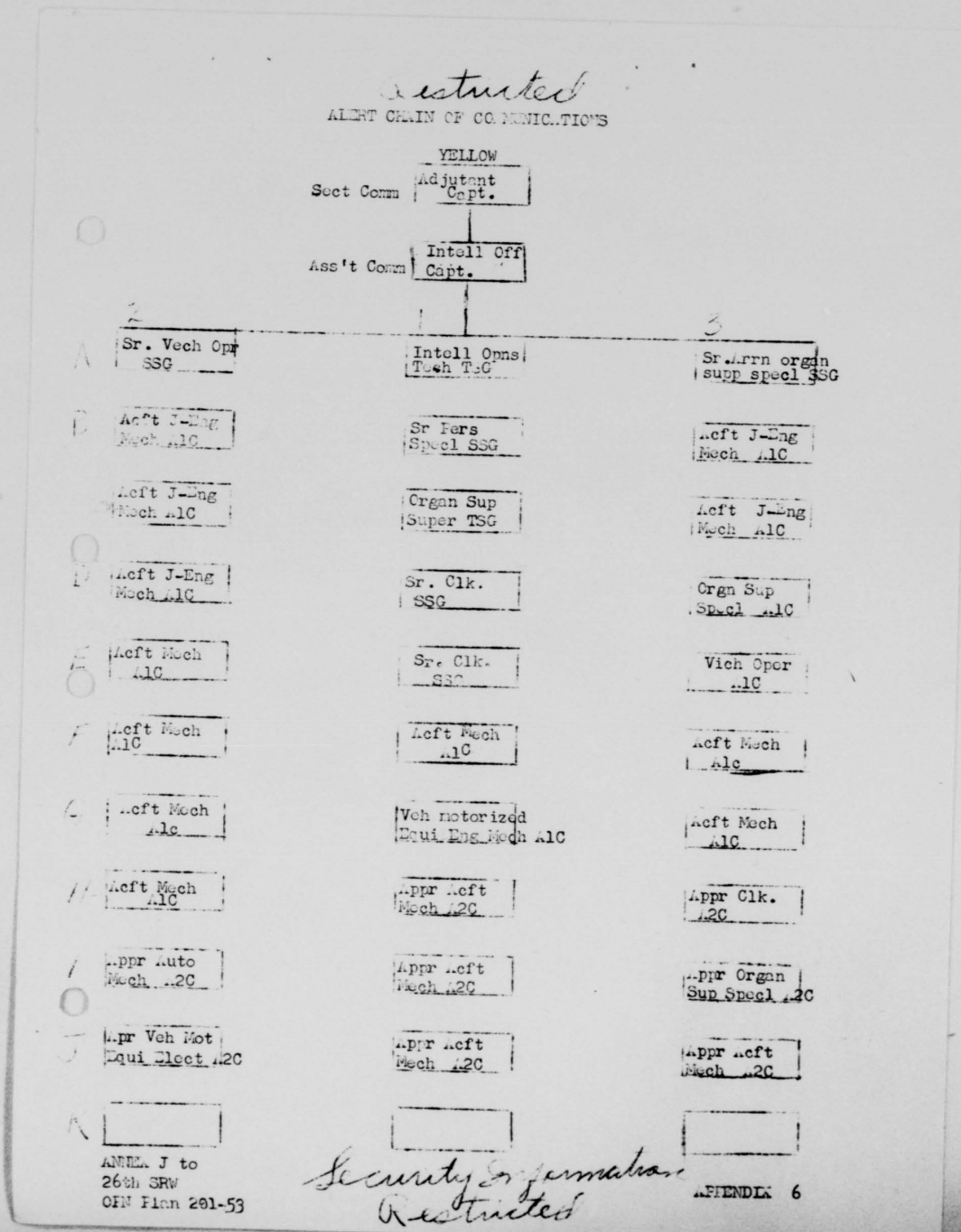
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APPENDIX 3









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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
September 1953

ANNEX "K"

TO

OPERATIONS PLAN 201-53

10TH STRATEGIC RECONNAISSANCE SQUADRON

CHARTS AND MAPS: None required.

1. PURPOSE: To establish the responsibilities and procedures to be followed within the 10th Strategic Reconnaissance Squadron for notification and alerting of all personnel.

2. GENERAL INSTRUCTIONS:

a. In order for this plan to be effective, it is imperative that each individual know precisely what he is to do in the event of an alert. Every member of this organization will be required to have on his person and available for inspection at all times the name or names, addresses and telephone numbers of persons who are to contact him and persons whom he is to contact. Each Monday of each week the individual will check the master chart on the squadron operations bulletin board to ascertain that his list is current and correct.

b. If it should become necessary to alert the squadron during normal duty hours, personnel will be notified through the base alert system of siren, whistle or horn. The following signals indicate type of alert:

- (1) Practice Alert - Six (6) repeated short blasts.
- (2) Yellow Alert - One (1) minute fluctuating blasts, repeated

ANNEX "K" to  
26th SRW  
OPS PLAN 201-53

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*Restricted*

*Restricted*

three times.

(3) Red Alert - Three (3) minute fluctuating blasts, repeated four times.

(4) All Clear - One (1) long steady blast.

Method of notification for an alert during off duty hours will be covered in paragraph 3.

c. The command post for this plan will be the squadron operations office (Bldg S-245, Tel 667). All section heads and flight commanders will report to this post. All combat crew members will report to the squadron briefing room. All other personnel will report to their normal duty stations.

d. When the command post in squadron operations has been established, telephone conversation with Wing Headquarters will be the primary means of communication. In the event of telephone failure, a minimum of three (3) runners will be dispatched to Wing Headquarters immediately for the purpose of relaying information. All personnel will then stand by for further instructions. Every half hour after initial notification of alert status a call will be made from this command post to Wing Headquarters, Phone Ext 202, to notify wing as to the % of squadron personnel on duty at that time. The recall of personnel on TDY, leave, etc. will be the responsibility of the squadron adjutant, when applicable.

e. All personnel will report with unit essential clothing and equipment necessary to proceed to an unknown destination, arctic or tropical, and remain for an indefinite period of time, as required by the S.C. Mobility Plan.

3. METHOD OF NOTIFICATION DURING OFF DUTY HOURS:

ANNEX "K" to  
26th SRW  
GPS PLAN 201-53

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a. The following instructions pertain to all personnel living off base, and are to be used in conjunction with the accompanying chart. Personnel residing on base will be notified by base alert system during either duty or off duty hours.

b. D.O. or CQ - Upon receipt of an alert signal, the D.O. or CQ receiving the notification will immediately contact the Squadron Commander and if the Squadron Commander cannot be contacted, then the number 2 man is contacted and informed that the number 1 man of his letter group was not available and that he will now be responsible for contacting the people normally contacted by the number 1 man. Example: Red M2 is contacted and informed Red B1 and Red M3. Numbers 2 and 3 of each letter group are required to make contacts only when acting in the capacity of no. 1 man. When an alternate has to be contacted it still remains your responsibility to contact the primary. Example: Red M1 contacts RB2 and informs him that RB1 is not available - It remains RB1's responsibility to contact all section commanders and Assistant Commander will consist of key personnel.

Personnel affected will be notified immediately of any change in the Master Roster.

2 Incls:  
1. Appendix 1  
2. Appendix 2

SULLIVAN  
Colonel, USAF  
Commanding

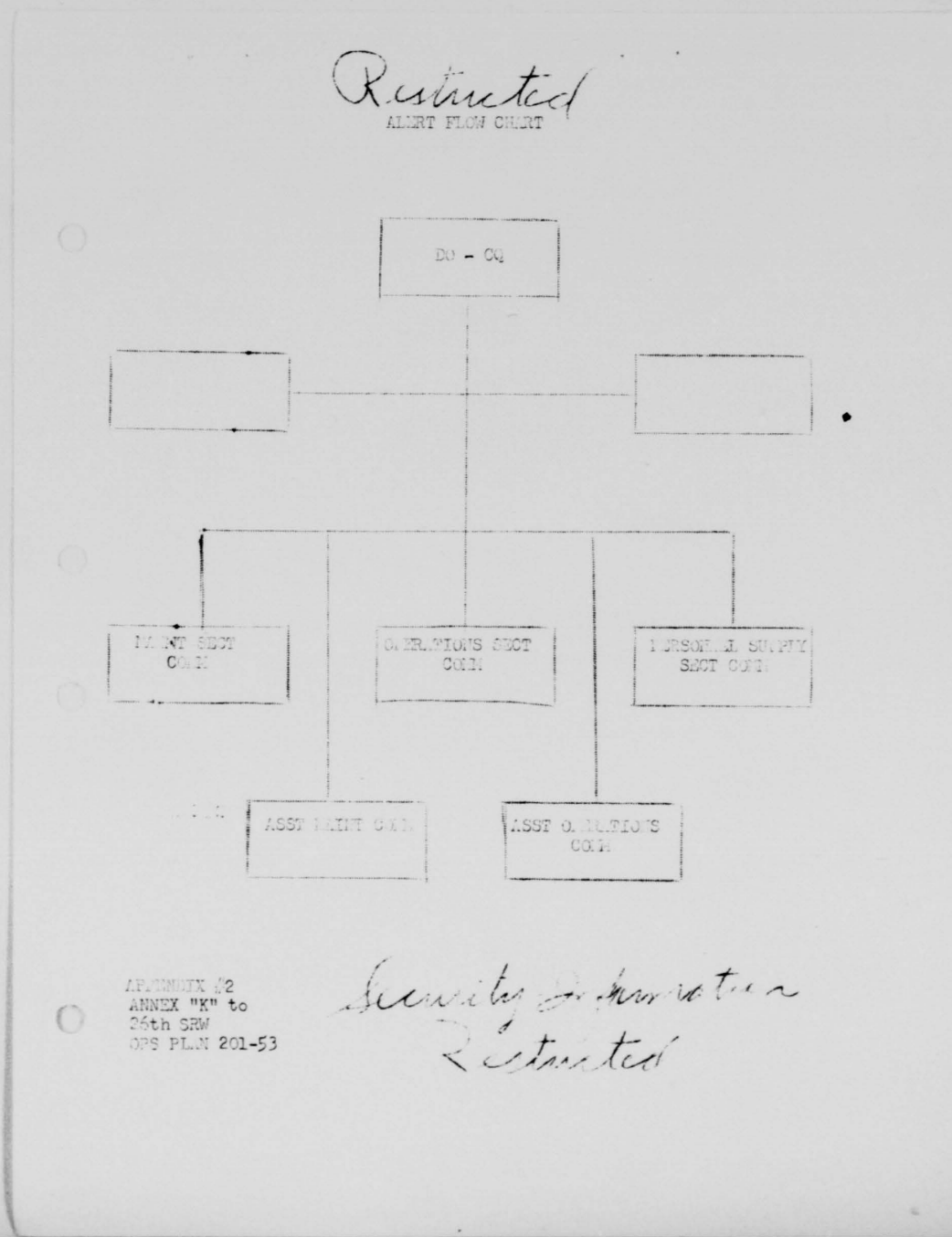
OFFICIAL:

*ELROY D ANGEN*  
ELROY D ANGEN  
2nd Lt., USAF  
Commander  
10th SRS

DISTRIBUTION:  
See Basic Plan

ANNEX "K", to 26th SRW  
'FS PLAN 201-53

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
22 September 1953

ANNEX L

TO

OPERATIONS PLAN SERIAL NO. 201-53

ALERT PLAN FOR THE 26TH A. R. S.

1. PURPOSE: The purpose of this Alert Plan is to prescribe an exact procedure to be followed by members of the 26th Air Refueling Squadron in case of an alert (actual or practice).

2. GENERAL INSTRUCTIONS:

a. The 26th Strategic Reconnaissance Wing Control Point will be in the 26th Wing Control Room (Bldg 820).

b. The 26th Air Refueling Squadron Control Point will be in the 26th Air Refueling Squadron Orderly Room (Telephone No. 7466).

c. Upon receiving the alert, members of the 26th Air Refueling Squadron will report to the 26th Air Refueling Briefing Room with mobility clothing and equipment. Engineering personnel will report to the Engineering Office.

3. METHOD OF NOTIFICATION: Upon receiving the Alert, this procedure will be followed:

a. The 26th Wing Control Room will notify the 26th Air Refueling Squadron Commander or Charge of Quarters.

b. The 26th Air Refueling Squadron Commander will notify:

(1) The Operations Officer.

(2) The Charge of Quarters.

26th Strat Recon Wg (M)  
Annex L to Opr Plan 201-53.

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- c. The Charge of Quarters will notify the Duty Officer.
- d. The Operations Officer will notify:
  - (1) The Adjutant.
  - (2) "A" Flight Commander.
  - (3) "C" Flight Commander.
- e. The Adjutant will notify:
  - (1) The Mobility Officer.
  - (2) The Line Chief.
  - (3) The Engineering Officer.
  - (4) The First Sergeant.
  - (5) The Supply Officer.
  - (6) The Intelligence Officer.
  - (7) The Personal Equipment Officer.
- f. The "A" Flight Commander will notify:
  - (1) "B" Flight Commander.
  - (2) Aircraft Commanders of "A" Flight.
- g. The "C" Flight Commander will notify:
  - (1) "D" Flight Commander.
  - (2) Aircraft Commanders of "C" Flight.
- h. The "B" Flight Commander and the "D" Flight Commander will notify the Aircraft Commanders in "B" Flight and "D" Flight respectively.

26th Strat Recon Wg (M)  
Annex L to Opr Plan 201-53.

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i. The Aircraft Commanders of "A", "B", "C", and "D" Flights will notify their individual crews respectively.

j. The Engineering Officer will be responsible for the notification of engineering personnel.

1 Inclosure:  
Appendix 1

SULLIVAN  
Colonel USAF  
Commanding

OFFICIAL

WILLIAM H. HUBBARD  
Lt. Col., USAF  
Commander

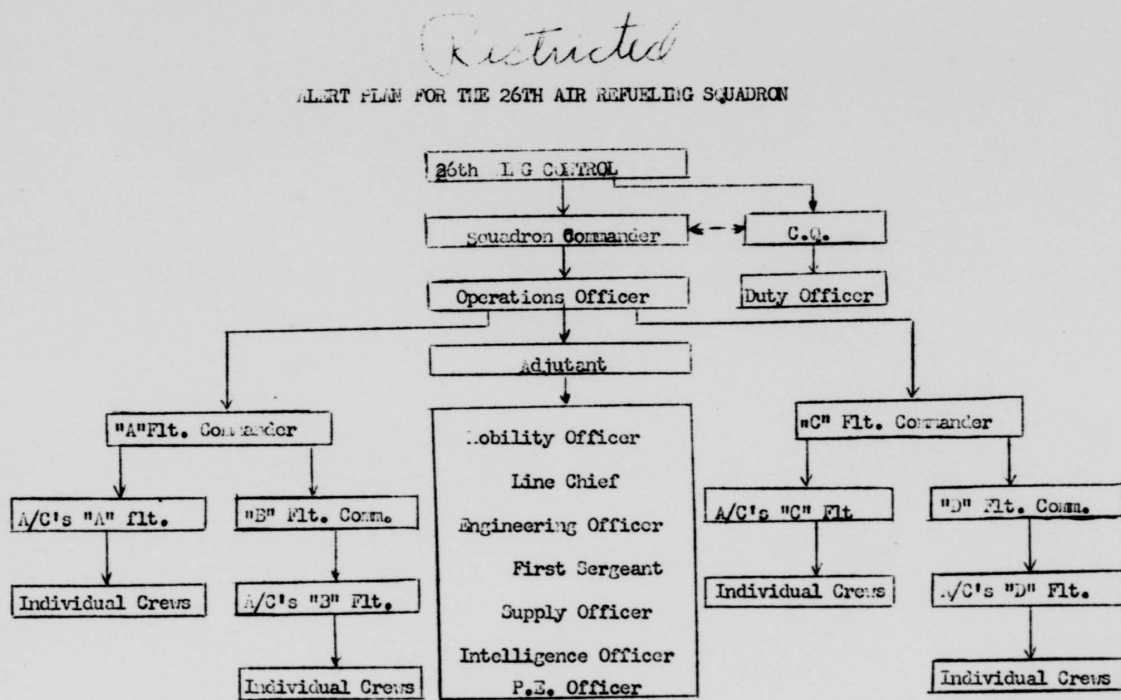
DISTRIBUTION:  
(See Basic Plan)

*Security Information*

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26th Strat. Recon. Wing (H)  
Annex 1 to Opn. Plan 201-53

APPENDIX 1 TO OPERATIONS PLAN NO. 201-53



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26th Struct. Recon. Wing (II)  
Annex 1 to Opn. Plan No. 201-53

26TH AIR REFUELING SQUADRON  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

26 September 1953

SUBJECT: Flying Safety Meeting Report

TO: Commander  
26th Air Refueling Squadron  
Lockbourne Air Force Base  
Columbus 17, Ohio

1. Time 1530 hours, 26 September 1953 at 26th Air Refueling Squadron's briefing room.
2. Officers present 32, Airmen present 59 (Air Crew Members).
3. Per cent of Officers present 62%, 100% Airmen present.
4. No guest speaker.
5. Subject Presented:
  - a. 2AF message 2423 dated 19 August 1953, use of term Military Necessity.
  - b. 2AF message 2142 dated 19 August 1953, changes in Flight Plans.
  - c. SAC message DOFS 20844 dated 20 August 1953, Taxi accidents.
  - d. SAC message DOOPF 15941 dated 29 July 1953, violations of ADIZ flying regulations.
  - e. SAC message DOFS 26148, dated 12 September 1953, Mid Air Collision.
  - f. Crosswind component limitations, 26th DO.
  - g. 2AF message 2139 dated 17 September 1953, Information from ARTC.
  - h. 2AF message 0486 dated 3 September 1953, ICAO violations.
  - i. SAC message 23929 dated 3 September 1953, Proficiency flying.

26ARS, Subj: Flying Safety Meeting Report

- j. TWX 23653, T-33 ejection seat inspections.
  - k. 2AF message 1502, dated 14 September 1953, Clearance Violation.
  - l. 2AF message 1322, dated 11 September 1953, violation of ARTC clearance.
  - m. 2AF message 1289, dated 11 September 1953, Key Crew Members.
  - n. 2AF message 1011, dated 9 September 1953, Crew and Flying Procedures.
- 6. Audience participation - Good.
  - 7. Remarks - None.

*Reginald P. Branson capt.*  
DONALD E. DODDINGTON  
Capt., USAF  
Flying Safety Officer

3RD STRATEGIC RECONNAISSANCE SQUADRON  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

26 September 1953

SUBJECT: Flying Safety Meeting Report

TO: Commander  
3rd Strategic Reconnaissance Squadron  
Lockbourne Air Force Base  
Columbus 17, Ohio

1. Time 0730 hours, 22 September 1953 at 3rd Strategic Reconnaissance Squadron's briefing room.
2. Officers present 50.
3. Per cent of aircrew present 90%.
4. Guest speaker, Mr. A. Cusins.
5. Cold weather operations of B-47.
6. Audience discussed problems of RB-47 in winter operations.
7. It was brought to the attention of the aircrews, that the tests were inconclusive and that still little is known how the RB-47 will operate in icing conditions.

*Reginald C. Brunson*  
REGINALD C. BRUNSON  
Capt., USAF  
Flying Safety Officer

3RD STRATEGIC RECONNAISSANCE SQUADRON  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio

26 September 1953

SUBJECT: Flying Safety Meeting Report

TO: Commander  
3rd Strategic Reconnaissance Squadron  
Lockbourne Air Force Base  
Columbus 17, Ohio

1. Time 1330 hours, 9 September 1953 at Base Theater.
2. Officers Present 125.
3. Per cent of Officers present 85%.
4. Guest speaker, Lt Colonel V. H. Marchbanks Jr.
5. High altitude decompressurization.
6. Audience participation - None.
7. Guest speaker showed movies, and slides on high altitude bail out and high altitude decompressurization.

*Reginald C. Brunson*  
REGINALD C. BRUNSON  
Capt., USAF  
Flying Safety Officer

16

26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO

26DD

SUBJECT: Flying Safety Officer's Activity Report for Month of September

TO: Commander  
26th Strategic Reconnaissance Wing  
Lockbourne Air Force Base  
Columbus 17, Ohio

1. The 26th Strategic Reconnaissance Wing is still in the RB-47 transition period. Crews of the 3rd Strategic Reconnaissance Squadron are starting on their combat readiness missions.
2. On 25 September 1953 an inspection was made of air field facilities. Work is progressing on grading and smoothing of rough spots in the clear zone of the landing area. The tower is receiving new UHF equipment and should be in operation soon.
3. Flying Safety and Combat Crew Magazines were received and distributed to all aircrew members of the Wing.
4. Five briefings were attended. Local areas that are to be avoided on take off and landings were brought to the attention of the pilots.
5. Maintenance personnel of the 3rd Strategic Reconnaissance Squadron are still undergoing MTD training on the base. Maintenance of the aircraft is improving steadily as the personnel become more acquainted with the RB-47.
6. One aircraft incident was reported for the month of September. The Ram air shut off valve was inoperative which made elevator trim ineffective and caused a sharp nose up or nose down condition with slight movement of the control column.
7. Recommend the new UHF equipment for the tower be installed and in use as soon as possible.

*Reginald C. Brunson*  
REGINALD C. BRUNSON, Capt, USAF  
Flying Safety Officer

MAINTENANCE MANPOWER UTILIZATION CHART

	<u>26 ARS</u>		<u>3rd SRS</u>		<u>Hq Sec</u>		<u>Maint Control</u>		<u>FMS</u>		<u>FMS</u>		<u>A &amp; B</u>		<u>Wing</u>	
	<u>Manhours</u>	<u>%</u>	<u>Manhours</u>	<u>%</u>	<u>Manhours</u>	<u>%</u>	<u>Manhours</u>	<u>%</u>	<u>Manhours</u>	<u>%</u>	<u>Manhours</u>	<u>%</u>	<u>Manhours</u>	<u>%</u>	<u>Manhours</u>	<u>%</u>
Assigned	23176	-	20004		5240	-	28248	-	63370	-	41400	-	182238	-		
Available	15008	65	18026	87	4779	91	21255	75	45307	72	27710	68	132085	73		
Direct	11303	75	15386	85	0	-	11139	49	23164	46	6249	21	67241	46		
Indirect	4532	25	6334	15	5075	100	11148	51	27113	54	23923	79	78425	54		
Overtime	827	-	3694	-	298	-	1332	-	4970	-	2462	-	13581	-		
Absent (total)	7160	31	5376	26	829	16	5551	20	16272	26	12683	31	47871	26		
Sick	512	2.2	302	1.4	8	.2	104	.4	407	.6	387	.9	1720	.9		
Squadron Duty	1738	7.5	1140	5.3	96	1.8	1460	5.2	2930	4.6	4287	10.2	11651	6.4		
AWOL	8	.1	104	.5	0	-	192	.7	434	.7	0	-	738	.4		
Leave	1260	5.4	1308	6.3	222	4.2	968	3.4	2588	4.1	2444	5.9	8790	4.8		
Pass	686	2.9	201	.9	37	.7	24	.1	1829	2.9	2024	4.9	4801	2.6		
TDY	732	3.2	24	.2	0	-	944	3.3	3316	5.3	727	1.8	5743	3.2		
Other	2224	9.7	2297	11.4	466	9.1	1859	6.9	4768	7.8	2814	7.3	14428	7.7		

A TRUE COPY  
*Charles A. Wright*  
 CHARLES A. WRIGHT  
 Major USAF  
 Adjutant

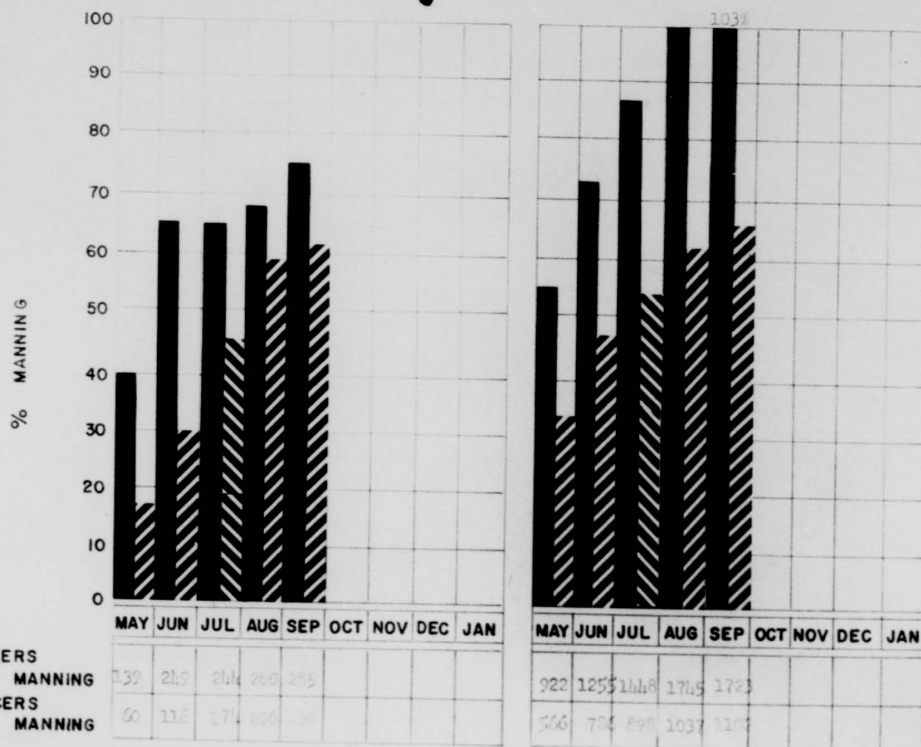
Bernard A. Simons  
 S/Sgt AF 17267320  
 NCOIC REPORT & ANALYSIS



### 26TH SRW EFFECTIVE MANNING

END OF MONTH

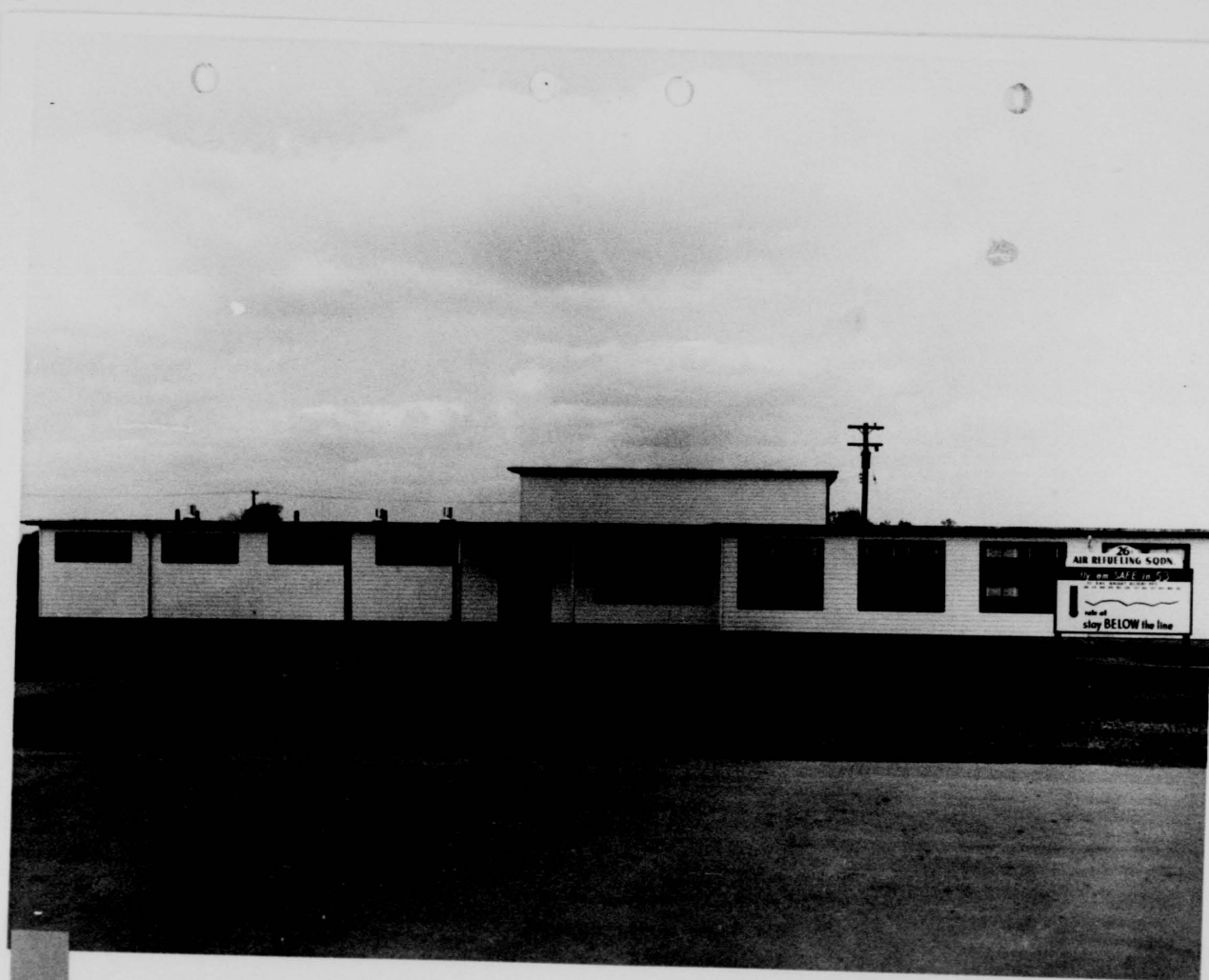
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OFFICERS  
BODY MANNING  
OFFICERS  
EFF. MANNING

AIRMEN  
BODY MANNING  
AIRMEN  
EFF. MANNING

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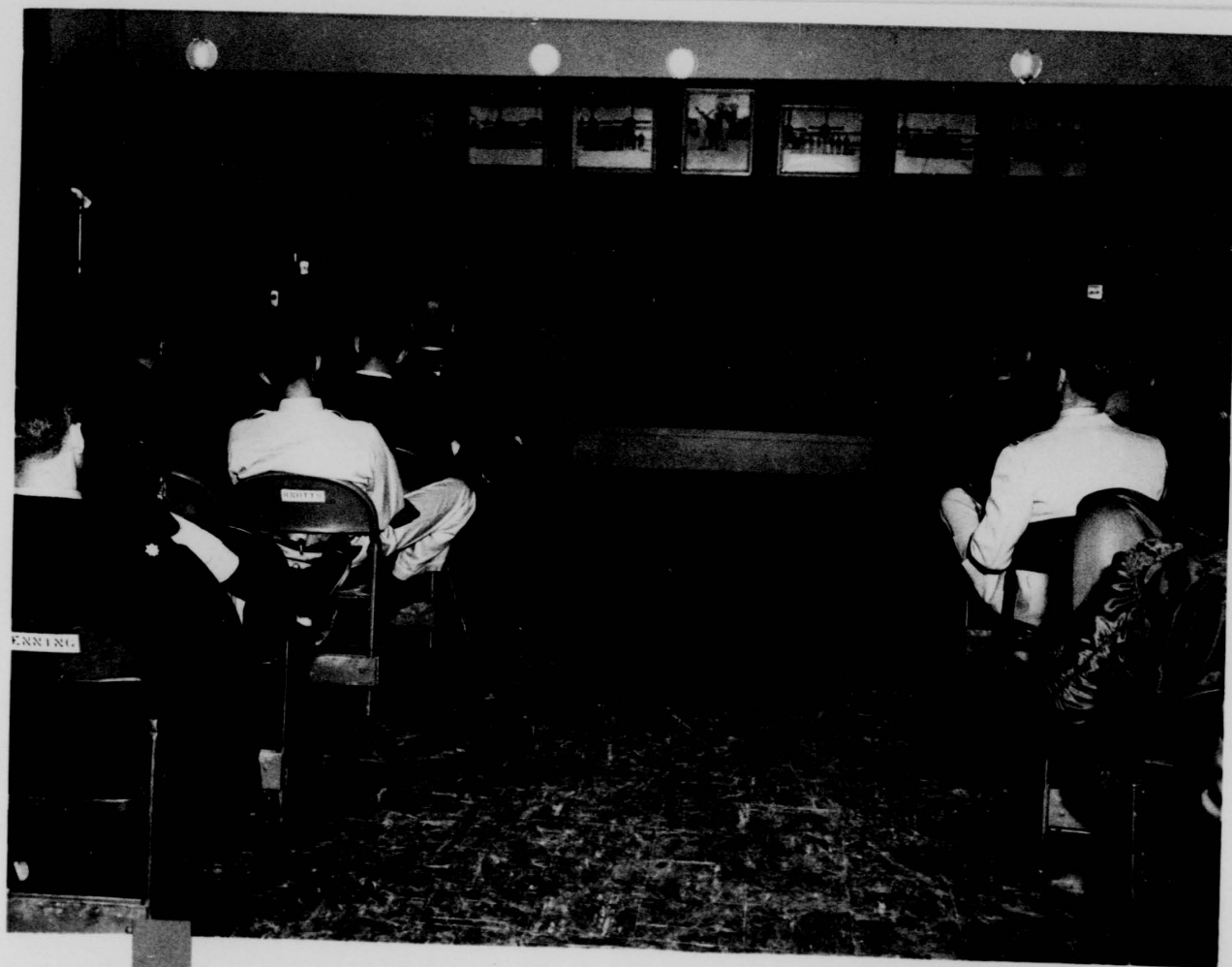
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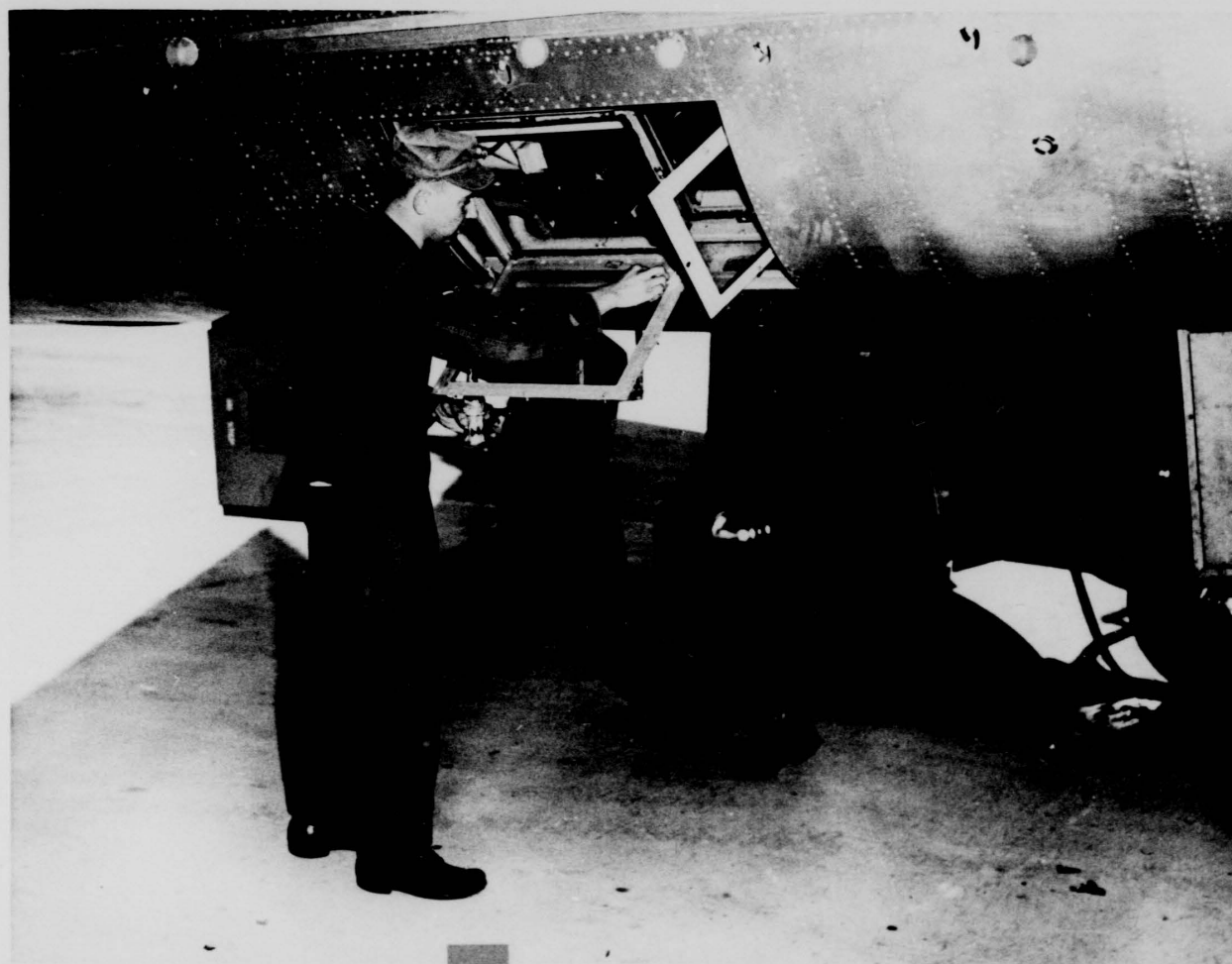
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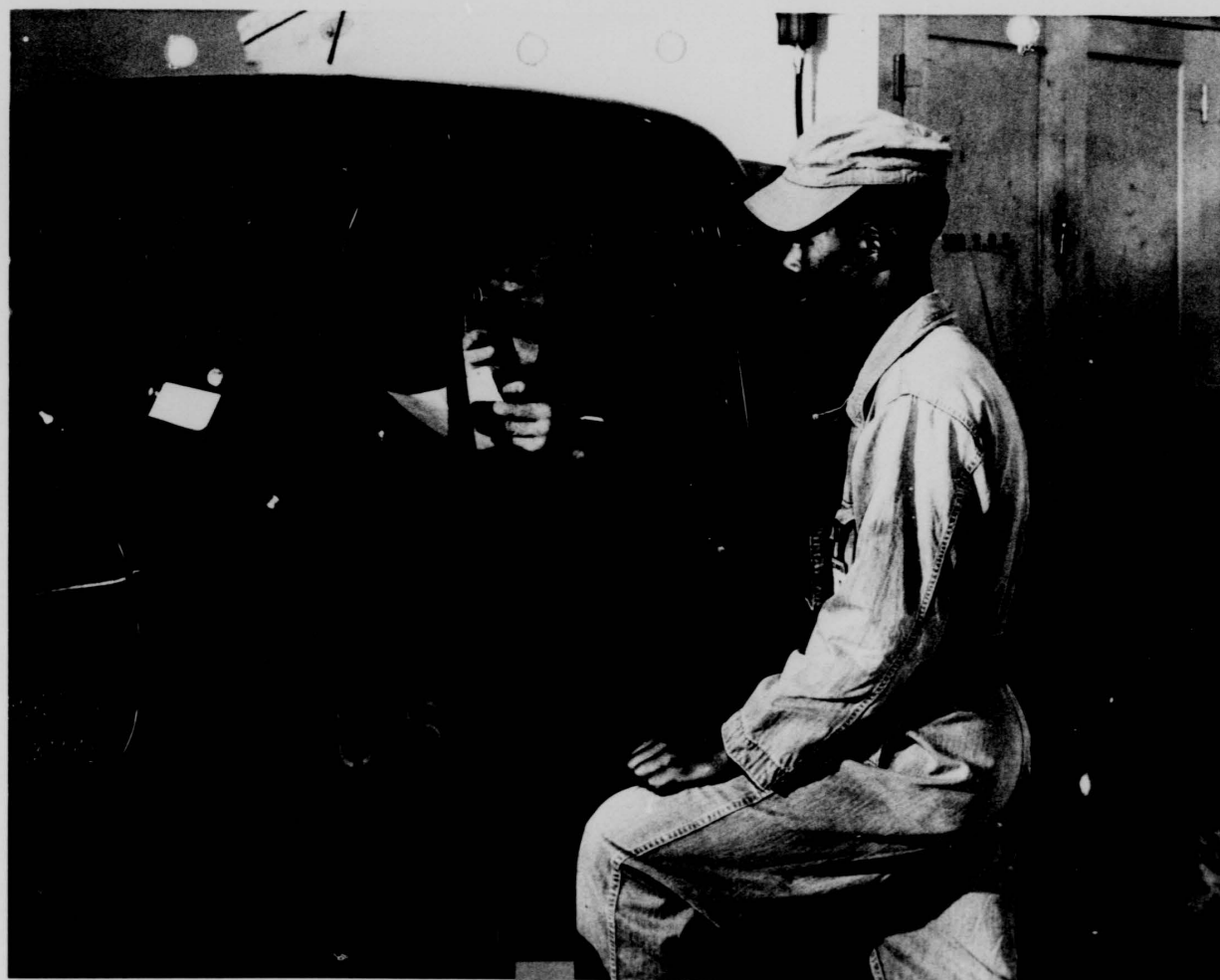


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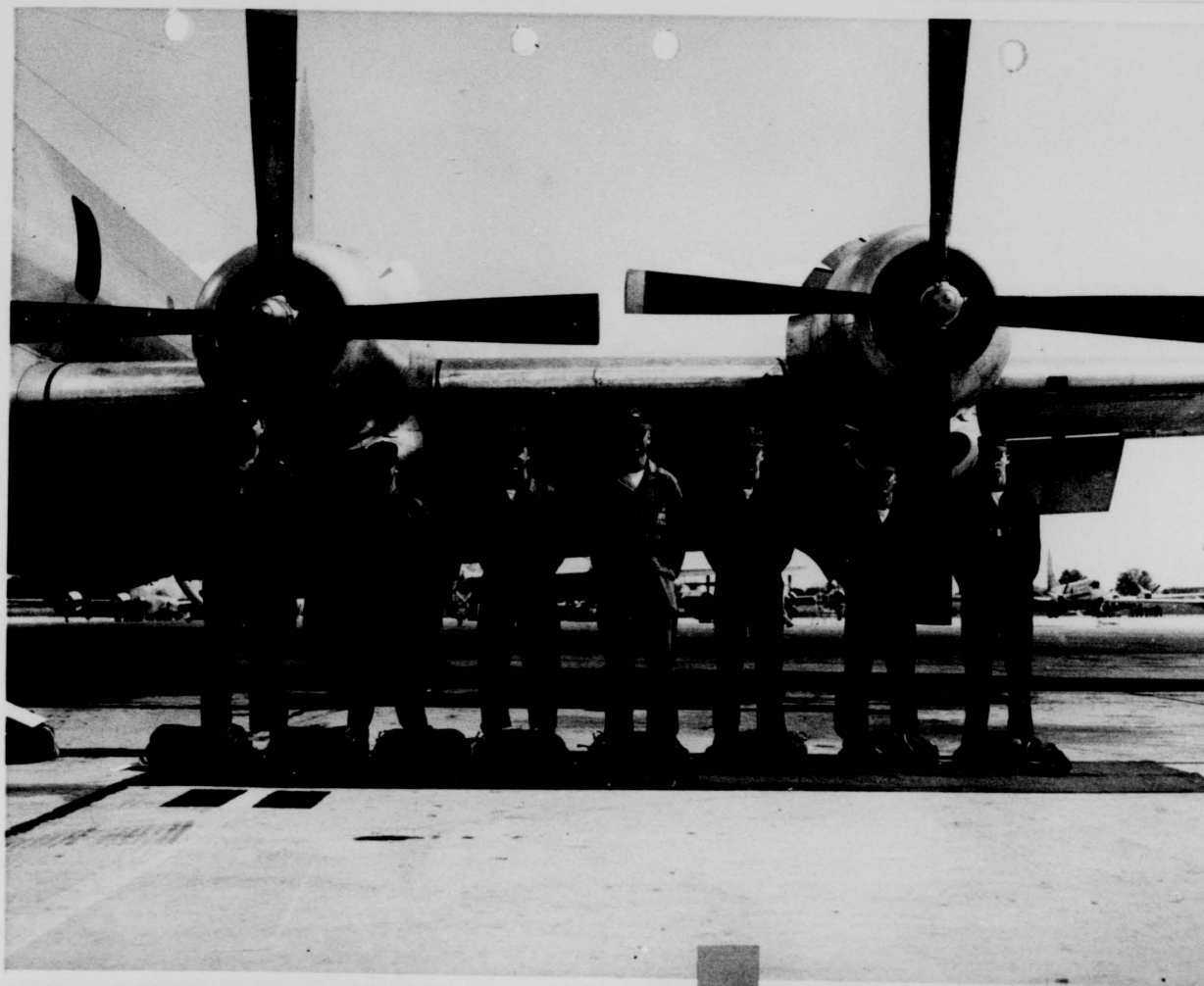
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# RECON RECORDER

Friday, September 18, 1953

Page Seven

## Every Island



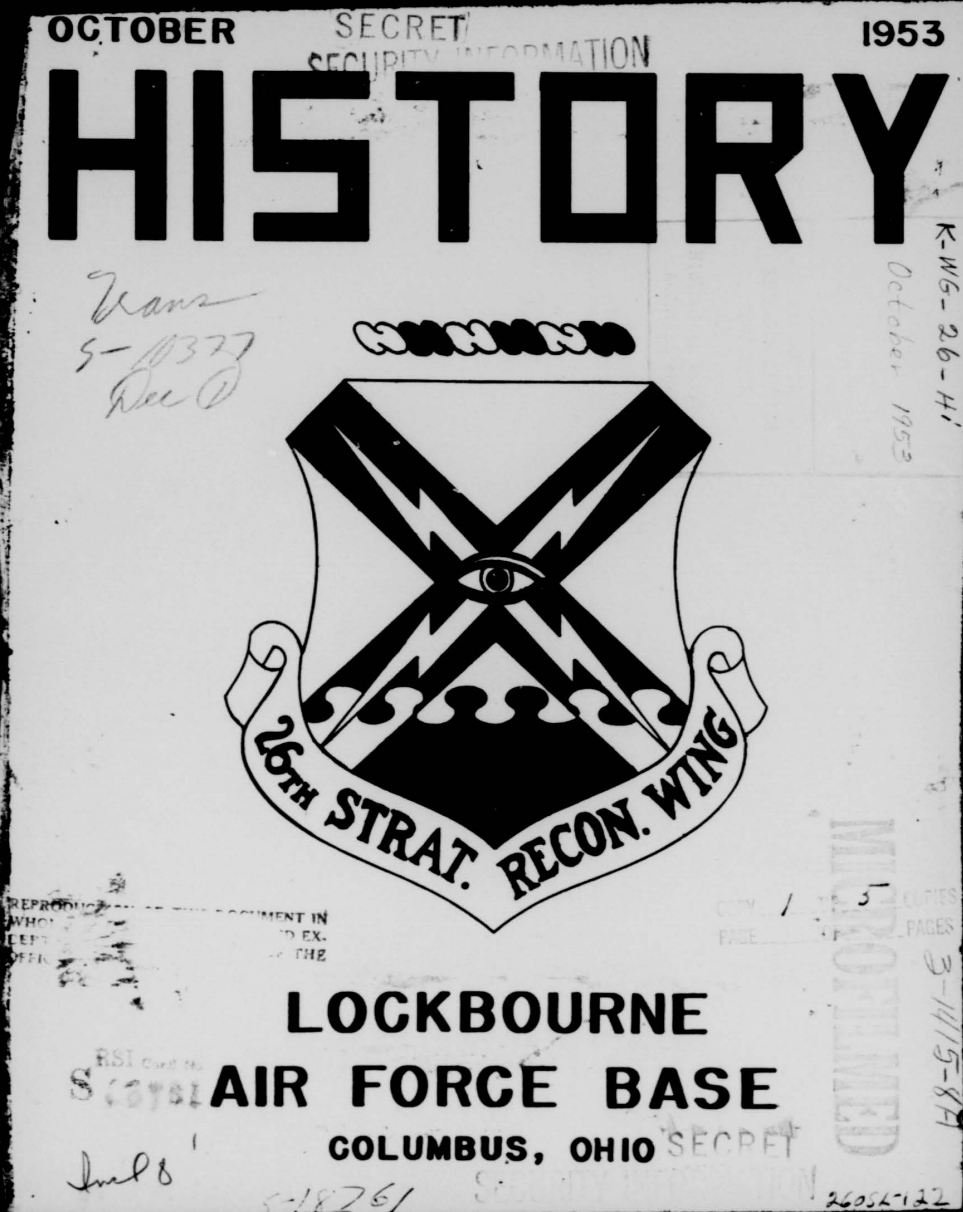
A MAP OF THE WORLD, which traces the course of Lockbourne aircraft wherever they may be, was recently drawn on the wall of the 26 Wing Control Room by personnel of the 26 Air Refueling Squadron with a printing assist from M/Sgt. Pat Riley. The map was done to scale to fit the wall and is so accurate that very few islands—even the smallest dots in the Pacific—are not shown. It is accurate enough to measure courses and distances. Small magnetic aircraft are moved along the map to correspond to the movement of the planes they represent. From left to right: Lt. John Doyle, Jr., Lt. John Wenderoth and Lt. William Creek of the 26 A.R.S.

Friday, September 25, 1953

Page Eight

## TWO 26 WING SQS TIE FOR PARADE WINNER

The 26 Armament and Electronics Squadron and the 26 Field Maintenance Squadron tied for first place in last week's Division Review. The newly activated 26 Strat Recon Wing was doubly proud of its record in the review not only because two of its squadrons had received top honors but also because it was the first time that a 26 Wing squadron had won a Lockbourne parade.



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SECRET  
AUTH: CD 26th SRW  
DATE 30 Nov 1953  
NAME Charles A. Wright

HISTORY

CF

26TH STRATEGIC RECONNAISSANCE WING, MEDIUM

801st Air Division

Second Air Force

From

1 October 1953 through 31 October 1953

ASSIGNED UNITS

26th Medical Group  
Headquarters Squadron Section  
26th Field Maintenance Squadron  
26th Periodic Maintenance Squadron  
26th Air Refueling Squadron, Medium  
3rd Strategic Reconnaissance Squadron, Medium  
4th Strategic Reconnaissance Squadron, Medium  
10th Strategic Reconnaissance Squadron, Medium  
26th Armament and Electronics Maintenance Squadron

Collected and Compiled for the  
Wing Historical Officer by

T/Sgt Curtis H. Watson  
S/Sgt Robert G. Franklin

APPROVED BY:

*Henry R. Sullivan Jr.*  
HENRY R. SULLIVAN, JR.  
Colonel USAF  
Commander

HISTORICAL OFFICER:

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major USAF  
Adjutant

SECRET  
SECURITY INFORMATION

COVER PAGE

---

CREW OF THE MONTH

FOR

3rd STRATEGIC RECONNAISSANCE SQUADRON (H)

Major Gerald C. Weir  
(Left Commander)

Captain James A. Aming  
(Pilot)

Captain Martin Iverson  
(Observer)

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CHAPTER - I  
ORGANIZATION  
AND  
ADMINISTRATION

CHAPTER I

ORGANIZATION AND ADMINISTRATION

There were no major organizational changes within the Wing during October. However, the 10th Strategic Reconnaissance Squadron commenced manning from a "one and one" basis. The general input of airmen assigned were of the three level jet mechanics. Primary function of the 10th Squadron will be training the apprentice personnel, thereby increasing their technical capabilities.

Seven regulations submitted by staff sections were reviewed and published by the Wing Adjutant section during the month. Two of these regulations were submitted by Wing Personnel which were; Flying Status of Airmen and AWOL Data Report; one was submitted by the Air Inspector with regards to Mobility Inspections; and four were submitted by maintenance with reference to, Mission Accomplishment Forms, Instructor Pilot Check Program for B-47 Pilots, Pre-flighting and Operation of Visual Cameras in the YRB-47 Aircraft and Minimums for Visual Photography. These added publications show a continued effort to bring all squadrons up to current status in required publications.

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1. 26WR 30-1, Hq 26th SR Wg, 1 October 1953. Exhibit 1
  2. 26WR 35-1, Hq 26th SR Wg, 7 October 1953. Exhibit 2
  3. 26WR 123-3, Hq 26th SR Wg, 14 October 1953. Exhibit 3
  4. 26WR 51-1, Hq 26th SR Wg, 13 October 1953. Exhibit 4
  5. 26WR 51-2, Hq 26th SR Wg, 14 October 1953. Exhibit 5
  6. 26WR 95-2, Hq 26th SR Wg, 5 October 1953. Exhibit 6
  7. 26WR 95-3, Hq 26th SR Wg, 20 October 1953. Exhibit 7

During the month of October the Administrative Inspector assisted the Personnel Office in conducting personnel audits of squadron's personnel records and classification procedures. There were five audits accomplished during the month. Due to the limited time and personnel to perform a complete audit of all squadron records, a system was devised wherein the audit team would accomplish approximately 50 per cent of all basic records with the remaining records being accomplished by administrative personnel of the squadron concerned. This system was deemed adequate, in that, within the 50 per cent of the records audited, errors and discrepancies observed would be found in general. Therefore, the auditing of the remaining records by each squadron would accomplish a two fold purpose. First, a completion of records not audited by the wing team and second, the gain of further training and experience by administrative personnel of the squadrons.

GROUND SAFETY During October there was one ground accident charged to personnel of the wing at the cost of \$210.00. The incident occurred to an airman of the 26th Field Maintenance Squadron while riding as a passenger in a motor vehicle.

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8. Military Ground Accident Rate Chart. Exhibit 8



AWOL STATUS The AWOL percentage for the 26th Wing went  
from 3.5 per cent to 1.1 per cent during October. However,  
with the continued efforts of the Wing Commander, Squadron  
Commanders and Staff Sections continually striving to eliminate  
AWOL'S it is felt this figure will be lowered as the wing gets  
more settled.

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9. AWOL Rate Chart. Exhibit 9

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CHAPTER - II  
PERSONNEL

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CHAPTER II

PERSONNEL

EFFECTIVE MANNING On 31 October there were 290 officers and 1707 airmen assigned to the 26th Strategic Reconnaissance Wing against an authorized strength of 381 officers and 1670 airmen. In order that a more concise picture of the Wing's effective manning may be shown, the following figures are submitted:

ORGH	AUTH		ASGD		PER CENT BODY MANNED		NO EFF ASGD		PER CENT EFF MANNED	
	Off	Ann	Off	Ann	Off	Ann	Off	Ann	Off	Ann
Hq Sq	45	107	45	111	100	103	30	86	67	80
3rd SR	66	102	54	127	82	124	53	69	80	68
4th SR	66	102	64	112	97	110	64	57	97	58
10th SR	66	102	19	212	29	210	19	14	29	14
26 A & E	14	106	7	274	50	68	6	253	43	62
26 ARS	85	228	76	235	90	104	76	205	90	90
26 FWS	7	349	7	367	100	105	6	277	86	80
26 PMS	5	175	5	173	100	99	4	143	80	82
26 MED	27	98	14	96	52	98	13	82	48	84
TOTAL	381	1669	290	1707	76	102	282	1252	74	75

Three of the critical career fields within the Wing, in so far as effective manning is concerned, reflects an

overall increase percentage wise.

In the aircraft maintenance field there is an authorization of 21 officers and 659 airmen, the presently assigned strength is 14 officers and 813 airmen. Of these figures the 14 officers reflect a 67 per cent effectively assigned duty. There were 319 airmen effectively assigned by primary air force specialty codes reflecting a percentage of 48 per cent, and 531 airmen were effectively assigned duty reflecting a percentage of 78 per cent.

Authorization within the wing's supply career field is 10 officers and 67 airmen, there are 7 officers assigned and 73 airmen. In the officer's field all seven are effectively assigned to duty giving a 70 per cent average. There were 53 airmen assigned by primary air force specialty code reflecting an average of 79 per cent, and 66 airmen assigned a duty averaging 99 per cent. Both the figures 53 and 66 are a part of the total assigned 67.

In the administrative and personnel career fields, the Wing is authorized 11 officers and 129 airmen with four officers and 121 airmen assigned as of 30 October. Six officers are effectively assigned duty reflecting an average of 54 per cent. 115 airmen were effectively assigned by primary for an average of 90 per cent and 125 airmen were effectively assigned duty

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for an average of 97 per cent. Both figures 115 and 125 are a part of the total assigned 129.

Classification action during the month totaled approximately 53 officers and 102 airmen. This reclassification action consisted of awarding of primary air force specialty codes, deletion and down grading of additional air force specialty codes. These procedures were initiated by organizations within the Wing and approved by the 801st Air Division. Approximately 39 officers were assigned duty commensurate with duty position assigned.

Surplus personnel in the h3131 and h3133 (maintenance) career fields were assigned to the 10th Strategic Reconnaissance Squadron from the various units of the 26th Wing. This manning was accomplished to effect a more efficient control of these airmen and to facilitate a more effective training program towards proper utilization and skills in air force specialties.

PROMOTIONS On 1 October the 26th Strategic Reconnaissance Wing received the bi-monthly airmen promotion quota. This quota authorized promotions of 1 T/Sgt, 3 S/Sgt, 11 A/1C, 23 A/2C and 51 A/3C to the next higher grade. The promotions to A/1C and A/2C were reallocated to individual units on a per capita and eligibility basis. On 7 October a Wing promotion board convened to consider all airmen recommended for promotion

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to M/Sgt, T/Sgt and S/Sgt. There were nine T/Sgt considered for M/Sgt, 13 S/Sgt considered for T/Sgt and 50 A/IC considered for S/Sgt.

Airmen recommended were selected on a best qualified basis. The board adjourned on 8 October and results were forwarded to the Wing Commander for final approval. Orders effecting the promotions were published on 13 October.

OVERSEAS ASSIGNMENTS. Some difficulty was experienced this month in the processing of airmen selected for overseas assignment. This was due to the improper screening of airmen nominated to fill overseas vacancies who were later found to be ineligible due to pregnancy of wife or schedule for early release. However, suitable qualified replacements were made in order to fulfill the requirements. A letter was initiated by the Director of Personnel, subject, "Selection of Airmen For Overseas Assignment"<sup>1</sup>. Contents of this letter outlined procedures for selecting, processing and counseling personnel scheduled for overseas assignment. The problems of airmen previously reported for early release and eligible to fill overseas requirements were clarified by Headquarters Second Air Force message 2 AFPRA 1395<sup>2</sup> with this information being disseminated to all squadrons.

1. DF, D/P to Comdr's All Squadrons, Selection of Airmen for Overseas Assignment, 6 October 1953. Exhibit 10
2. TWX, Comdr 2AF to Comdr 801 ADiv, 2AFPRA 1395, 12 October. Exhibit 11

SCHOOLS School quotas increased slightly during October as there were 10 quotas for officers and 18 for airmen received over and above previous quotas. There were 22 pilots and 18 observers assigned to attend B-47 combat crew training schools Phase I and II training. Returnees from B-47 combat crew training numbered six during the month.

The Director of Personnel initiated a policy during October whereby Unit Personnel Officers and First Sergeants of the Wing would meet with him each Friday of the month to discuss personnel matters, problems and recommendations. The desired results of these meetings are two fold. First, the establishment of closer coordination between the Wing Personnel Office and the Unit Personnel sections. Second, the standardization of all personnel procedures wherein feasible. It is hoped that some of the problems and solutions may be of such value that they may be included in future histories.

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CHAPTER - III  
OPERATION  
AND  
TRAINING



CHAPTER III

OPERATIONS

The 26th Strategic Reconnaissance Wing again has surpassed all previous flying hours as totaled during each month. During October 165 sorties totaling 886:30 hours were flown by the 26th Wing. The 26th Air Refueling Squadron flew 111 sorties for 630:30 hours, which was 30 minutes more than their goal. The 3rd Strategic Reconnaissance Squadron flew 51 sorties totaling 256:00 hours as compared to 106 and 420 hours scheduled. The T-33 aircraft was flown 128:10 hours which would make the high figure over 1000 hours however, this time has not been included.

Two non combat ready KC-97 crews were gained from Permanent Change of Station status on 9 October 1953. One non combat ready crew was gained 28 October 1953 when an aircraft commander was assigned to the wing from PCS. A total of 15 combat ready and 5 non combat ready KC-97 crews are presently assigned to the 26th Strategic Reconnaissance Wing.

Two non combat ready YRB-47 crews were gained 6 October 1953 making a total of 38 non combat ready crews assigned. There are no combat ready YRB-47 crews assigned to the 26th Strategic Reconnaissance Wing.

There was no change in the number of assigned KC-97 or YRB-47 aircraft during the month of October.

There were no higher headquarters commitments received by the 26th Strategic Reconnaissance Wing, during the month of October.

26TH AIR REFUELING SQUADRON The squadron maintained an average of 15 combat ready crews out of a total of 20 complete crews during the month of October. This being a month set aside for training in the requirements of Strategic Air Command Regulation 51-19, the non combat ready crews and individuals were given highest priority. All instructor personnel were utilized to the maximum. The squadron standardization crew was exceptionally active in checking or rechecking six aircraft commanders, three pilots, seven navigators, five flight engineers, five radio operators and 11 boom operators. In addition to these, they also checked two complete crews from Lake Charles Air Force Base and Six navigators from Hunter Air Force Base.

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Among the leading activities carried out during the month were:

Return from Classified Mission Return of the two crews involved in the detailed classified mission as set forth in the September Historical report. Time elapsed was 169:50 hours flown. All phases of the operation were completed with an absolute minimum of difficulty and maintenance.

Inflight Refueling of B-47's of the 301st This operation consisted of 14 sorties, with excellent opportunities being afforded in training of personnel. Rendezvous was accomplished over Cincinnati, Ohio by means of electronic rendezvous equipment. Superior results were reported in that 11 electronic rendezvous were successful at nearly maximum range of the equipment. Inflight refueling was accomplished on course to Lockbourne Air Force Base and in a race track pattern between there and Portsmouth, Ohio. A grand total of 295,650 pounds of fuel were transferred in the 16 wet and 280 dry hook-ups.

Training Flight to Ramey Air Force Base Morale in the squadron was given a definite up-lift when word was received that higher headquarters had given approval for long range overwater training flights to Ramey Air Force Base, Puerto Rico. Since navigation training was the primary objective of the flight, maximum utilization of flying time was shown when

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1. Ops Order 213-53, Hq 26 SR Wg, 28 Oct 53. Exhibit 12

the crew navigator reported the accomplishment of three night celestial legs, two day celestial legs, two radar legs and a navigation standardization check.

The 26th Air Refueling Squadron having flown 630:00 hours accomplished the transfer of fuel amounting to 421,730 pounds.

FLIGHT TRAINING Flying training for the month of October can be divided into two categories: Flying training for the 26th Air Refueling Squadron and flying training for the Strategic Reconnaissance Squadrons. The 26th Air Refueling Squadron was excused from the requirements of Strategic Air Command Regulation 50-8 and participated in a simulated special training month as far as the 15 combat ready crews were concerned. The three non combat ready crews were given intensified transition training under the provisions of Strategic Air Command Regulation 51-19. The intensity of the training can be best brought out by the fact that the 26th Air Refueling Squadron flew the maximum number of hours allowable to meet the Strategic Air Command requirements. The 3rd Strategic Reconnaissance Squadron flew both transition missions as provided by Strategic Air Command 51-19 and phase training missions aimed at producing combat ready crews as provided by Strategic Air Command Regulation 50-43. One crew completed the field check program in the RB-47 aircraft during the month and nine crews flew missions under the Strategic Air Command Regulation 50-43. The training program was limited

by aircraft availability. T-33 training was flown for the purpose of field checks, instrument training and in some cases for meeting the requirements of Air Force Regulation 60-2. The 14th Strategic Reconnaissance Squadron has been engaged in an intensive program of field checkouts in the T-33 for the co-pilots assigned to the squadron. Five T-33's were assigned to the 14th for this purpose.

GROUND TRAINING As predicted in the month of September, an increase of Ground Training requirements during the month of October did occur. The desired accomplishments for next month have again increased. The ground training section also initiated a more thorough and comprehensive system for monitoring the utilization of Contract Technical Representatives in the form of a monthly report per squadron showing manhours expended per representative and subject difficulties involved. This subject will be more or less a special subject for the training section for several months to come. The total manhours utilized for training of personnel in the Wing for this month was 1,964 hours. The training section advanced in their charting system by redesigning their Second Air Force 50-6 wall charts to show a clearer and more comprehensive picture of accomplishments. The Strategic Air Command 50-43 and combat crew readiness charts were finished and brought up to date and a new Synthetic Trainer Chart was designed and accomplished

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During the month of October there was designed and accomplished a ground training recapitulation sheet to be used monthly as a briefing device for the Wing Commander and Director of Operations. Also, in October, the training section was visited by a Second Air Force Field Service Team which instructed our maintenance and air crew personnel on the Pratt and Whitney H360 engine and the Bendix Ignition analyzer. This section also monitored the Physiological Training Section at Wright Patterson Air Force Base, Dayton, Ohio and a more efficient training program resulted.

On 16 October the School House Project was moved from the 4th to the 10th Strategic Reconnaissance Squadron when 202 entry level mechanics were transferred. Along with these airmen being transferred were the officers who were working with the School House Project when it was an integral part of the 4th Squadron. At the present time there are 60 men from this project who are attached to the Field Maintenance and the 3rd Squadron for an on-the-job training program. Approximately 80 more are going to the Mobile Training Detachment for formal schooling. While these men have been part of the 26th Wing it has been the air of the project officers to further their technical training and also train them to be better all around airmen through the means of lectures, movies and guided tours.

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INTELLIGENCE The director of intelligence gave a briefing to the Commander and staff officers of the 26th Strategic Reconnaissance Wing which was primarily centered around the situation in Indo China. A conference table was received from the 26th Field Maintenance Carpenter Shop on 7 October to be utilized in the Wing War Room for staff conferences and planning purposes.

An electronic Counter Measures lecture was delivered to personnel of the 26th Strategic Reconnaissance Wing, 91st Strategic Reconnaissance Wing and the 801st Air Base Group by the Director of Intelligence, from 12 through 15 October. The lectures were approximately one hour long and a total of 261 officers and airmen attended. This program was primarily a basic familiarization course on principles of Electronic Counter Measures.

Major Koller, Assistant Director of Intelligence, working in conjunction with the 26th Wing Training Section and the training personnel of the basic survival school, located at Nelsonville, Ohio recently observed phases of the week's training in an effort to improve methods now being used. The crews were briefed and instructed before the training began, on principles and methods employed by hostile countries concerning escape and evasion. Major Koller visited the training

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camp during the interrogation period of the captured crew members and assisted in one interrogation. After observing the methods now in use, he made several suggestions that would improve the training and initiated necessary correspondence to insure that these changes would be made.

A project is now under way to have sliding briefing panels constructed and installed in the 26th Wing War Room. All necessary action has been taken and the briefing panels should be ready for utilization soon.

Operations Order 213-53 was executed 30 October as planned. This operation order was deemed necessary for the training of flight crews in techniques of over water navigation and maintaining proficiency in long range missions and techniques so as to provide familiarization to aircraft commanders in overseas reporting procedures.

FLYING SAFETY Special projects of the 26th Strategic Reconnaissance Wing Flying Safety section during the month of October included B-47 operation in icing conditions and the organization of a maintenance flying safety program. Information of B-47 icing characteristics was obtained from the Bomber Operations section of the Directorate of All Weather and Flight Testing at Wright Patterson Air Force Base, who also furnished three guest speakers for the Base Flying Safety

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Meeting which Wing personnel attended. Further information has been requested by correspondence to the Strategic Air Command and to other B-47 organizations.

The maintenance program was organized to increase efficiency of dissemination of accident prevention information and to make the meeting more informative and interesting. A flying Safety Representative was appointed in each section to implement the program.

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CHAPTER - IV  
MATERIEL

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CHAPTER IV

MATERIEL

UPREAL SHORTAGES A Strategic Air Command Inspection team visited the 26th Wing Supply Office and compiled a list of all UPREAL shortages for each squadron of the Wing. These lists were taken with the inspection team so as to show higher headquarters our supply shortages and to try and get action taken on the issuing of these shortages.

WING INSPECTIONS The 10th Strategic Reconnaissance Squadron, 26th Armament and Electronics Maintenance Squadron, 26th Periodic Maintenance Squadron and the 26th Medical Group were inspected during October. All squadrons received an unsatisfactory rating mainly through the lack of equipment or publications.

MONTHLY SUPPLY MEETING The monthly Wing Supply meeting was held and the overall functions of Wing and Base Supply discussed. General information was also passed out at this meeting and re-distribution of flying equipment was discussed.

AIR FORCE MANUALS The new air force manual 67-1 was received and distributed to all squadrons and the old manual was destroyed.

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MASTER EQUIPMENT LISTS Master Equipment Nomenclature lists were received and distributed to all organizations of the 26th Strategic Reconnaissance Wing.

LOGISTICS Major project of the Logistics section during the month was the formulation of a mobility plan which would include the RB-47 type aircraft. Present mobility plan is based on 20 KC-97 tanker aircraft. The new plan has an established deadline date as of 1 December 1953.

The requirements of personnel and equipment of the 3rd Strategic Reconnaissance Squadron was used as a guide for the 4th and 10th Squadrons. After review of these requirements, they were submitted to the 4th and 10th Squadron Commanders for review and comments before the official publication. This method enabled a uniformed plan to be prepared in the most expeditious manner.

The Wing Logistics Officer attended a Flyaway Kit and Table II Conference at Oklahoma City, Oklahoma from 13 to 15 October. This conference was attended by representatives of all Air Materiel Command depots and Strategic Air Command bases supporting B and RB-47 aircraft. The logistics Officer commented to the fact that results of the conference effected drastic revisions in the Flyaway Kits and Table II Authorizations.

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However, no immediate remarks were made as to what effects,  
within the wing, proposed revisions would make pending final  
action on the conference agenda.

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CHAPTER - V  
MAINTENANCE

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CHAPTER V

MAINTENANCE

RB-47B AIRCRAFT The 3rd Strategic Reconnaissance Squadron flew a total of 265 hours for the month of October, for an average of 18 hours and 20 minutes per aircraft. There were 66 missions confirmed the first of the month and 51 were flown. Seven major malfunctions occurred this month to five for the month of September. One malfunction was attributed to maintenance error; this was for incorrect adjustment of trim tabs. Two were due to fuel leaks, one of which was corrected by replacing a gasket. A defective refrigeration unit and a defective ground blower motor caused two others. At the end of the month, there was an average of 60 technical order compliances outstanding per aircraft. During the month 212 technical order compliances were accomplished and 330 new compliances received. Of the 60 technical order compliances outstanding per aircraft, only 20 of them had kits available.

KC-97F AIRCRAFT The 26th Air Refueling Squadron flew a total of 630:30 hours for an average of 30 hours per aircraft. There was 630 hours required by Operations of which this time was exceeded by 30 minutes. 104 Sorties were required and 111 were flown. Four major malfunctions occurred this month to one for the previous month. Of the four, two were caused

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1. Aircraft Status Chart, RB-47 Type. Exhibit 13
  2. Aircraft Status Chart, KC-97F Type. Exhibit 14

by propeller trouble and one by a leak in a locker box cover. The other was caused by a short in a jack box that disabled the communications system. At the end of the month there was an average of 25 technical order compliances per aircraft outstanding. During the month 220 compliances were accomplished and 220 new compliances were received. Of the 25 technical order compliances outstanding, only an average of 3 per aircraft had kits available.

ENGINE ANALYSIS

<u>Type</u>	<u>No. Removed</u>	<u>Average Time</u>
J-47GE-23	1	25:55
J-47GE-25	2	21:43

All three J-47 engines were removed because of cracked compressor blades. This was believed to be the result of foreign objects passing through the compressor section.

PERIODIC INSPECTIONS Four inspections were completed on the YRB-47B aircraft and seven on the KC-97F aircraft. The YRB-47B inspections took an average of 11:28 manhours per inspection. The KC-97F inspections averaged 9:57 manhours per inspection.

MANHOURS UTILIZATION During the month there was 115:8 manhours per flying hour expended in the YRB-47B. Last months report showed 135 per hour; however, this figure was in error and should have been within four hours of the 115:8



hours shown this month. This figure should reduce to 40-50 manhours per flying hour as experience is gained and proper equipment obtained.

The 26th Wing averages 73.9 per cent man hours available of its assigned personnel which shows an increase of 6.3 per cent over the preceeding month.

MAINTENANCE INSPECTION Second Air Force Inspection team visited Lockbourne Air Force Base from 18 to 23 October during which time they inspected the maintenance activities of the 26th Strategic Reconnaissance Wing.

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ROSTER OF 1951 PERSONNEL

Colonel Henry P. Sullivan, Jr. - - - - -	Commander
Colonel William J. Beng - - - - -	Deputy Commander
Major Charles A. Wright - - - - -	Adjutant
Colonel Alan F. Adams - - - - -	Director of Operations
Lieutenant Colonel William C. Doods - - - -	Director of Materiel
Major George B. Samson - - - - -	Director of Personnel
Major Robert C. Householder - - - - -	Commander, 3rd Strategic Reconnaissance Squadron
Lieutenant Colonel Lawson C. Horner -	Commander, 4th Strategic Reconnaissance Squadron
Major John J. Scherer - - - - -	Commander, 10th Strategic Reconnaissance Squadron
Lieutenant Colonel Madison M. McBrayer-	Commander, 26th Air Refueling Squadron
Major John A. Nicholson - - - - -	Commander, 26th Armament & Electronics Maintenance Squadron
Major James P. Knox - - - - -	Commander, 26th Periodic Maintenance Squadron
Major John H. Atkins, Jr. - - - - -	Commander, 26th Field Maintenance Squadron
Captain Paul R. Zaugg (MC) - - - - -	Commander, 26th Medical Group
Captain Richard B. Franz - - - - -	Commander, Headquarters Squadron Section

BIBLIOGRAPHY

Staff Meeting Minutes  
Personnel Charts and Records  
Staff Sections Files  
Adjutant Section Files  
History of the Director of Personnel  
History of the Director of Operations  
History of the Director of Materiel  
History of the 26th Armament & Electronics Maintenance Squadron  
History of the 26th Field Maintenance Squadron  
History of the 3rd Strategic Reconnaissance Squadron  
History of the 8th Strategic Reconnaissance Squadron  
History of the 10th Strategic Reconnaissance Squadron  
History of the 26th Air Refueling Squadron  
History of the Headquarters Squadron Section  
History of the 26th Medical Group

In addition to the above sources of information, additional data was procured through interviews with key personnel of staff sections, squadrons and/or personnel concerned along with personal observations of the historian.

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APPENDIX

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APPENDIX

1. Wing Regulation 30-1, Headquarters 26th Strategic Reconnaissance Wing, 1 October 1953
2. Wing Regulation 35-1, Headquarters 26th Strategic Reconnaissance Wing, 7 October 1953
3. Wing Regulation 123-3, Headquarters 26th Strategic Reconnaissance Wing, 14 October 1953
4. Wing Regulation 51-1, Headquarters 26th Strategic Reconnaissance Wing, 13 October 1953
5. Wing Regulation, 51-2, Headquarters 26th Strategic Reconnaissance Wing, 14 October 1953
6. Wing Regulation 95-2, Headquarters 26th Strategic Reconnaissance Wing, 5 October 1953
7. Wing Regulation 95-3, Headquarters 26th Strategic Reconnaissance Wing, 20 October 1953
8. Military Ground Accident Rate Chart
9. AWOL Rate Chart
10. DF to Commander's All Squadrons from Director of Personnel, 6 October 1953
11. TWX to Commander 801st Air Division from Commander Second Air Force, 2AFPR 1395, 6 October 1953
12. Operations Order 213-53, Headquarters 26th Strategic Reconnaissance Wing, 28 October 1953
13. Aircraft Status Chart, YRB-47B Type
14. Aircraft Status Chart, KC-97F Type

WING REGULATION) HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)  
NUMBER 30-1) Lockbourne Air Force Base, Columbus 17, Ohio  
1 October 1953

PERSONNEL

Flying Status of Airmen (Non-Crew Members)

1. PURPOSE. The purpose of this regulation is to establish procedures placing certain maintenance personnel (non-crew members) on flying status on a ratio basis and to establish reporting procedures in accordance with AFR 39-47, 30 March 53; SAC Reg 39-9, 15 October 51 and 2AF Reg 39-4, and changes to these regulations.
2. SCOPE. This regulation is applicable to all squadrons of this Wing that have maintenance personnel who will participate in regular and frequent aerial flights as non-crew members as defined in paragraph 5, SAC Reg 39-9.
3. RESPONSIBILITY. Squadron Commanders concerned and other personnel responsible for the placement of non-crew airmen on flight status will insure compliance with the provisions of this regulation. These personnel will also insure that airmen placed on flight status within the purview of this regulation are authorized such flight status for the performance of one or more of the following functions:
  - a. Airborne maintenance.
  - b. Inflight adjustments.
  - c. Airborne maintenance supervision.
  - d. Airborne maintenance inspection.
4. PROCEDURE.
  - a. Authorization: Flying status for maintenance personnel (non-crew) is authorized on the following basis:
    - (1) (Y)RB-47 aircraft - authorized 1.3 airmen per assigned aircraft.
    - (2) KC-97 aircraft - authorized 1.2 airmen per assigned aircraft.
  - b. Distribution of authorized flight status with support activities will be as follows:
    - (1) Each RB-47 squadron with five (5) or more assigned aircraft will make the following spaces available to agencies indicated:

Wg Reg 30-1 Cont'd

- (a) Quality Control, Wing Headquarters - one (1) space.
- (b) Armament & Electronics Sqdn - one (1) space.
- (2) The Air Refueling Squadron will make one (1) space available to the Chief of Maintenance, Wing Headquarters, to be used at his discretion in either Maintenance Quality Control or the Armament & Electronics Squadron.
- (3) In the event the flight status authorized the agencies enumerated in sub-paragraphs (1) and (2) above cannot be utilized, it shall be the responsibility of the Chief of Maintenance or the Commanding Officer, Armament & Electronics Sqdn, whichever is appropriate, to notify the Squadron Commanders concerned not later than the 25th day of the month preceding the month for which the flight status was to have been authorized.

(a) Procedure in requests for orders:

1. Request for aeronautical orders placing airmen on flying status, who are to participate in regular and frequent aerial flights will be forwarded so as to arrive at the Office of the Wing Director of Personnel not later than the 25th day of the month preceding the month in which flying status is to be effective. This will enable orders to be published in sufficient time prior to effective date of flying status as flights made prior to publication of orders are not effective for pay purposes. (Par 4b, 2AFR 39-4).
2. Requests will include all airmen personnel to be placed on flying status for the entire month, notwithstanding the period of time within the month. (i.e., if three airmen are to share the flying status for the thirty day period, the names of all three airmen together with the effective dates will be included in one blanket-request for orders).
3. In the event that, during the month, airmen are to be removed or placed on flying status, resulting from unforeseen conditions, squadrons will insure that requests for orders reach the Office of the Director of Personnel in sufficient time for publication of orders prior to the effective date of flying status.

c. Prerequisites: Prerequisites for eligibility of payment of incentive pay will be determined as outlined in Chapter II, Section II.

Wg Reg 30-1 Cont'd

Air Force Manual 173-20, 1 July 52.

d. Reports: Reports, as outlined in paragraph 4c, 2AFR 39-4, will be submitted as of the 15th day of each month so as to arrive at the Office of the Wing Director of Personnel not later than 1200 hours, the 17th day of each month.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A WRIGHT  
Major, USAF  
Adjutant

*Charles A. Wright*  
CHARLES A WRIGHT  
Major, USAF  
Adjutant

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WING REGULATION) HEADQUARTERS 26TH STRATEGIC RECONNAISSANCE WING (M)  
Lockbourne Air Force Base, Columbus 17, Ohio  
NUMBER 35-1) 7 October 1953

MILITARY PERSONNEL

AWOL Data Report

1. PURPOSE. This regulation is intended to gain reports of AWOL data in order to keep the Wing Commander informed at all times of AWOL Status, and of corrective action taken against offenders within this Wing.

2. SCOPE. This regulation is applicable to all organizations assigned this Wing.

3. GENERAL.

a. Daily AWOL Status report will be rendered to the office of the Director of Personnel, and will be delivered at the same time as the information copy of the morning report and NLT 1400 hours. The report will indicate those personnel whose status changed from duty to AWOL, or from AWOL to duty between 0001 hours and 2400 hours the preceding day. The following data will be shown as indicated.

PART I:

- (1) Name.
- (2) Rank.
- (3) AFSN.
- (4) AWOL, hour and date.
- (5) Supervisor, immediate.

PART II.

- (1) Return, hour and date.
- (2) Cause of AWOL.
- (3) Action taken or contemplated.
- (4) Number of offenses.
- (5) Remarks.

b. Report for each Monday will be consolidated to include period from 0001 hours, Friday to 2400 hours, Sunday.

Wg Reg 35-1 Cont'd

c. Negative reports are not required.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A WRIGHT  
Major, USAF  
Adjutant

*Charles A Wright.*  
CHARLES A WRIGHT  
Major, USAF  
Adjutant

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WING REGULATION)  
NUMBER 123-3)

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
Lockbourne Air Force Base, Columbus, Ohio  
14 October 1953

AIR INSPECTOR  
MOBILITY INSPECTIONS

1. Purpose: To establish responsibilities and procedures for inspection of the functions within the 26th Strategic Reconnaissance Wing (M) charged with maintaining acceptable standards of mobility.
2. Scope: The provisions of this regulation are applicable to all units of the 26th Strategic Reconnaissance Wing (M).
3. Responsibilities:
  - a. The Wing Director of Materiel will designate personnel of the Wing Logistics Section as Mobility Inspectors. Inspectors so designated will be responsible for all logistics inspections within the 26th Strategic Reconnaissance Wing.
  - b. Semi-annual Inspection: Mobility Inspectors will conduct a semi-annual inspection of each mobility section of the wing.
  - c. Semi-annual Staff Visits: Staff visits will be conducted by the Mobility Inspectors and scheduled approximately three (3) months subsequent to each semi-annual inspection.
  - d. Inspection Scheduling: The Director of Materiel will be responsible for publishing a schedule of inspections and staff visits to be accomplished during each six (6) month period.
  - e. Inspection Reports File: A Mobility Inspection file will be maintained by the Wing Logistics Section in order that trends may be followed more readily.

4. Processing of Inspection Reports:

a. Upon completion of an inspection, the report will be routed to the Commander of the organization inspected for processing in accordance with paragraph 17, Section IV, AFR 123-1, dated 13 January 1953.

b. Processing of Staff Visit Reports: Reports of staff visits will be made informally to the organization commander. No reply will be required from organization commanders.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A. WRIGHT  
Major, USAF  
Adjutant

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF  
Adjutant

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WING REGULATION)

NUMBER 51-1)

HEADQUARTERS 26TH STRAT RECON WING (M)  
Lockbourne Air Force Base, Columbus, Ohio  
13 October 1953

FLYING TRAINING

Mission Accomplishment Forms

1. Purpose: To establish a standard procedure for submitting flying training accomplishments to the Wing Training Section.
2. Scope: The provisions of this regulation will apply to all tactical flight crews assigned to the 26th Strategic Reconnaissance Wing (M).
3. Responsibility: It will be the responsibility of the Aircraft Commander to insure that the mission accomplishment forms are properly filled out and turned in immediately following each flight.
  - a. The Squadron Operations Officer will be responsible for their accuracy and for submitting the accomplishment forms on time.
4. Procedure: Three types of mission accomplishment forms will be used by the 26th Strategic Reconnaissance Wing (M): B-47 Mission Accomplishment Form (Transition and IFR only), 801st Air Division Form # 23, and 801st Air Division Form # 29.
  - a. B-47 Mission Accomplishment Form (Transition and IFR only) will be used for Field Checks Transition, and IFR Check-out missions only.
  - b. 801st Air Division Form # 23 will be used for all B-47 missions authorized under SAC Regulation 50-43, SAC Regulation 50-8, and other missions directed by higher Headquarters.
  - c. 801st Air Division Form # 29 will be used for all KC-97 missions authorized under 51-19, SAC Regulation 50-8, and other flights directed by higher Headquarters.
  - d. The requirements for each mission will be typed or entered in ink, and the forms signed by the Operations Officer prior to crew briefing.
  - e. The Aircraft Commander will complete the mission accomplishment form in duplicate for each mission flown. The completed forms will be turned over to the Squadron Duty Officer who will check for completeness. The original copy of the accomplishment form will be hand carried to the Wing Training Office prior to 0900 hours daily.
5. Records: Charts reflecting crew training accomplishments under SAC Regulation 50-8 will be kept in accordance with SAC Regulation 50-32. Other required or necessary charts will be kept in a similar manner.

Wg Reg 51-1)

26SR Wg

6. Supply of Forms: The Wing Air Training Officer will be responsible for maintaining a supply of necessary forms.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A WRIGHT  
Major, USAF  
Adjutant

*Charles A. Wright*  
CHARLES A WRIGHT  
Major, USAF  
Adjutant

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WING REGULATION)  
NUMBER 51-2)

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE, Columbus, Ohio  
14 October 1953

FLYING TRAINING

Instructor Pilot Check Program For B-47 Pilots

1. General:

a. The Instructor Pilot check program consists of nine (9) missions to be accomplished by those Aircraft Commanders who are designated to qualify as Instructor Pilots, Wing Standardization Board Pilot, and Squadron Standardization Board Pilots in the B-47 type aircraft.

b. Aircraft Commanders designated to enter into this program should meet the requirements for Instructor Pilot in B-47 type aircraft as established by SAC Regulation 60-7. (Waivers may be requested).

c. Crews on all missions will consist of two (2) Instructor Pilot students and one (1) Instructor Pilot. Each student will receive 50% of the flying instruction and pilot time.

2. Purpose: The purpose of the Instructor Pilot Training Program is to provide a method of checking out Instructor Pilots and to provide for standardized instruction in B-47 type aircraft in the 26th Strategic Reconnaissance Wing (M).

3. Scope: All pilots who are designated to qualify as Instructor Pilots and who further meet the requirements for B-47 Aircraft Instructor Pilot as outlined in SAC Regulation 60-7 will complete the program.

4. Evaluation:

a. Physical accomplishment of the nine (9) missions is not to be construed as an automatic check-out as Instructor Pilot. Satisfactory demonstration by the student IP of all phases outlined in the nine (9) missions is mandatory. Additional missions may be scheduled by the Instructor Check Pilot to enable the student IP to attain the desired standard of proficiency.

b. The Instructor Check Pilot will complete a Student Progress Form for each pilot on each mission and submit it to the Squadron Air Training Officer, who will file it in the individual's Form 5.

c. Upon satisfactory completion of the program, the Instructor Check Pilot will complete the necessary check-out certificate. The Squadron Air Training Officer will then institute the necessary action to have the pilot designated as B-47 Instructor Pilot on appropriate orders.

Wg Reg 51-2

26SR Wg

5. Reports:

a. The Aircraft Commander will complete the Transition Mission Accomplishment Form for each mission, in accordance with 26th Wing Regulation 51-1.

BY ORDER OF THE COMMANDER:

1 Incl  
Instructor Pilot  
Student Progress Form (9 missions)

CHARLES A. WRIGHT  
MAJOR, USAF  
Adjutant,

OFFICIAL:

*Charles A. Wright*  
CHARLES A. WRIGHT  
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Adjutant,

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WING REGULATION )

NUMBER 95-2 )

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
5 October 1953

PHOTOGRAPHY

PRE-FLIGHTING AND OPERATION OF VISUAL CAMERAS  
IN THE YRB-47 AIRCRAFT

1. PURPOSE: To establish a procedure for proper pre-flighting and operation of visual aerial cameras in the YRB-47 aircraft.
2. SCOPE: This SOP applies to all squadrons concerned with the installation of cameras and equipment, and to all squadrons flying YRB-47 type aircraft within the 26th Strategic Reconnaissance Wing (M).
3. RESPONSIBILITY: It is the responsibility of the Squadron Commander of each unit concerned to insure compliance with this Regulation.
4. GENERAL: This procedure is effective 21 October 1953.
5. PROCEDURE:
  - a. Photo Ground Crews will install film magazines, connect all necessary electrical cables, vacuum hoses, make proper f-stop and shutter speed settings and check cameras for proper operation upon receipt of 801AD Form No. 27 (Camera Requirement Order), from either the Wing Photographic Officer or the Squadron Photographic Officer .
    - (1) Prior to take-off, the ground photo crew will meet the Photo Navigator for the pre-flight operation of all camera equipment to be used on the flight. The camera ports will be opened for inspection by the Photo-Navigator. Inspection will be made for proper shutter and f-stop settings, tight fitting, and proper seating of all cables, magazines, and filters. Camera ports, lenses, and filters must be clean and free from smudges, dirt, and oil film. The interior of the Photo-Pod must be free of dirt and dust. It must be made certain that there are no loose cables, tools, and other articles lying about.
    - (2) When the Photo-Navigator has satisfied himself with the condition of the photo-pod, he will enter the Photo-Navigators compartment and, with the photo crew chief, operate each individual camera position.

- (3) The following controls will be operated to assure proper functioning:
- (a) Camera power switch in "ON" position. Check for warning light to see if it illuminates.
  - (b) System ready light. Make certain that light illuminates and that camera doors open correctly. The camera door light will illuminate when all doors are open.
  - (c) Turn on camera, operate switch and operate each individual camera position. Make certain that each one of the operation lights illuminate when the cameras are in operation. Failure of any one of the green lights to illuminate means that one camera of the position is inoperative. Check camera operation with both the manual and intervalometer positions.
  - (d) The vacuum failure light will burn continuously during this operation unless one of the right hand engines is running.
  - (e) If all cameras operate satisfactorily and the Photo-Navigator accepts the cameras and equipment, he will sign the release on the camera requirement order. At that time the Photo Crew Chief will set in the proper remaining exposures on the exposure counter, give to the Photo-Navigator the photo log sheets, a malfunction report, and a copy of the camera requirement order.
- b. The in-flight procedures for photography will be accomplished as follows:
- (1) Immediately prior to take-off, turn on the defrost switch. In summer weather turn on the heat and vent system after the pod temperature has begun to drop. In winter weather turn on the system immediately after take-off.
  - (2) Set pod temperature control on 15° c and continuously observe the temperature and use over-ride control only in emergency. NOTE: For emergency increase or decrease of pod, manual control switch must be held in position for at least 30 seconds.

- (3) Prior to actual photography on a run, turn on camera power switch and system ready switch several minutes before actual camera operation is started. You may use either the camera operate switch to operate the cameras or you may use the individual camera switch, whichever you desire.
- (4) After the photo run has been completed, turn off camera operate switch, system ready switch, and camera power switch - in that order.

NOTE: Be sure that you keep heat in the camera pod at all times. Turn off defrost switch and heat and vent system on landing run.

c. Upon landing, fill out photo log completely. Make proper entries in malfunction log if any are noted with the visual cameras. Turn all paper work over to the Photo Crew Chief to accompany film to the photo lab for processing.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A WRIGHT  
Major USAF  
Adjutant

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF  
Adjutant

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WING REGULATION)

NUMBER 95-3)

HEADQUARTERS

26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE, Columbus, Ohio  
20 October 1953

MINIMUMS FOR VISUAL PHOTOGRAPHY

1. PURPOSE: To establish a scale of minimums for visual photography accomplished in training by the Reconnaissance Squadrons of the 26th Strategic Reconnaissance Wing (M).
2. SCOPE: These minimums apply to all photographic units of the 26th Strategic Reconnaissance Wing (M).
3. RESPONSIBILITY: It is the responsibility of the Commander of each Strategic Reconnaissance Squadron to insure compliance with this regulation.
4. GENERAL: This regulation is effective 1 October 1953. All training photography will be accomplished as prescribed herein. Special project photography and those missions assigned by higher headquarters will carry the photographic specifications within the individual operations orders.
5. PROCEDURE:
  - a. IP to Target Photography:
    - (1) Forward Oblique Cameras will be turned on a minimum of 15 miles from the IP and will run continuously until five (5) miles past the Target.
    - (2) The Tri-Met Cameras will be turned on a minimum of five (5) miles from the IP and will run continuously until five (5) miles past the Target.
    - (3) The Multi-Cameras will be turned on a minimum of five (5) miles from the IP and turned off five (5) miles past the IP. The Multi-Cameras will again be turned on five (5) miles from the Target and turned off five (5) miles past the target.
  - b. Pin Point Photography:
    - (1) To assure full coverage of the pin-point to be photographed, a minimum of five (5) exposures should be made with an attempt to have the principal point in the center exposure. In case the pin point is photographed with the Multi-Cameras, due consideration should be made in planning to assure full coverage because of the relatively small area covered by the 36" lens cone.

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Wg Rog 95-3)

c. Charting and Mapping Photography:

- (1) The centers of the first two and last two exposures should fall outside of the start and stop points marked on the flight lines, to assure full stereo coverage.

d. Times of Photography:

- (1) Nophotography shall be accomplished prior to three hours after sunrise nor subsequent to three hours before sunset.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES A. WRIGHT  
Major, USAF  
Adjutant

*Charles A. Wright*  
CHARLES A. WRIGHT  
Major, USAF  
Adjutant

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DISPOSITION FORM

TO: Commander's, All Squadrons

FROM: Director of Personnel, 26th SR Wg (M)

SUBJECT: Selection of Airmen for Overseas Assignment 6 Oct 53

1. The following letter from the Commander, 801st Air Division, dated 2 Oct 53, is quoted for your information and compliance:

"1. This headquarters has been criticized by higher headquarters for assigning personnel that were not qualified for overseas duty in accordance with existing regulations.

2. The selection and reassignment of personnel for subsequent assignment to an overseas station that are not fully qualified for this assignment not only places this command in an embarrassing position, but also creates an undue hardship on the individual concerned as well as a wasteful expenditure of public funds, therefore to prevent a recurrence of this nature, commanders will ensure that:

a. All personnel nominated for assignment to an overseas station are qualified for such assignment in accordance with existing directives and any other special instructions as may be established by the reassignment directive prior to nomination to Base Personnel Section for final action and issuance of orders.

b. The provisions of SAC Regulation 35-10, dated 29 July 1953, will be consulted by commanders prior to the nomination of personnel for manning of overseas Strategic Air Command bases.

3. It is directed that each commander disseminate the contents of this letter to all personnel responsible for processing personnel for subsequent overseas assignment." 10

4. Request receipt of acknowledgement of this communication, and further, a statement to the effect that contents herein have been disseminated to all personnel within your unit aiding in the selection, processing, and counseling of personnel for overseas assignment.

/s/ Thomas H. Bassford  
/t/ THOMAS H. BASSFORD  
Captain, USAF  
Personnel Officer



FROM: COMDRAF 2 BARKSDALE AFB LA  
TO: COMDRADIV 801 LOCKBOURNE AFB OHIO  
2AFPRA 1395. REFMYMSG 2AFPRA 0557 DTD 6 OCT 53, CONCERNING POLICY  
GOVERNING AMN EARLY RELS. FOR EXAMPLE SUBMD TO CLARIFY SUBJ MSG: 1.  
IN 732 FLD A BASE AUTH 50 AMN. THIS BASE HAS 70 AMN ASGD IN 732 FLD.  
THIRTY OF THE 70 MAN APPLY FOR EARLY RELS. COMDR SELS 20 AMN TO BE SEPD  
BY ESTB A PRTY. 2. PRIOR TO COMENCING PROCESSING FOR SEP, COMDR REC  
OS LEVY FOR 10 AMN 732 FLD. COMD MUST MAKE SEL FOR OS LEVY FR THE  
REMAINING 40 AMN WHO ARE INELIG TO APPLY FOR RELS PLUS THOSE ELIG  
DUT DO NOT DESIRE RELS. 3. THE 20 AMN COMD ORIG SELD FOR SELS W/B  
SEPD. THE 10 AMN WHO APPLIED FOR RELS BUT WERE NOT SELD TO BE RELD  
BECAUSE OF LOW PRTY W/B RETAINED IN THE SV BUT WILL NOT BE USED TO  
FILL OS LEVY.  
12/2334Z OCT JFSBA

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO

OCT 20 1953

OPERATIONS ORDER  
NUMBER 213-53

230 Oct

CHARTS AND MAPS: As required.

TASK ORGANIZATIONS:

26th Air Refueling Squadron	Lt. Col. Madison M McBrayer
26th Armament & Electronics Squadron	Major John A Nicholson
26th Field Maintenance Squadron	Major John Atkins

1. GENERAL SITUATION: A requirement exists for the training of crews in over water flight techniques and for maintaining crew proficiency in this type of operation.

a. Intelligence: Omitted.

b. Friendly Forces:

(1) 72nd Strategic Reconnaissance Wing (H), Ramey AFB, Puerto Rico.

(a) Provide local maintenance facilities as required.

2. MISSION: To accomplish training of flight crews in techniques of over water navigation and maintain proficiency in long range mission techniques. To provide familiarization to aircraft commanders in overseas reporting procedures.

3. TASKS FOR SUBORDINATE UNITS:

a. 26th Air Refueling Squadron:

(1) Provide one KC-97 and crew for crew proficiency flight to designated overseas station.

(2) Routes & Timing:

(a) Depart Lockbourne via (routes as directed by Commander, 26th ARS) to Miami Range to Acklin Island (22 22N 71 00W) to Ramey AFB, Puerto Rico and return.

26th SRW  
Ops Order 213-53

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(b) Departure will be made as directed by Commander, 26th ARS.

b. 26th Armament & Electronics Squadron:

(1) Provide maintenance support necessary to accomplish the mission.

c. 26th Field Maintenance Squadron:

(1) Provide maintenance support necessary to accomplish the mission.

x. General Instructions:

(1) Reports:

(a) Aircraft commanders will report in accordance with SAC Reg 55-11, Incl's 2, 3, 4, and 5.

(b) Addressees on Inclosure 2 will be as required by paragraph 2i and j.

(2) Overseas clearance will be obtained in-flight from Miami Control.

(3) Copies of AF Form 21 (Flight Plan) and SAC Form 60-15B will be filed with 26th ARS Operations until after completion of the mission.

4. ADMINISTRATION AND LOGISTICS: See Annex "A".

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal.

b. Communications: See Annex "B".

ANNEXES:  
"A" Adm & Logistics  
"B" Communications

SULLIVAN  
Colonel, USAF  
Commander

OFFICIAL:

*Alan F. Adams*  
ALAN F ADAMS  
Colonel, USAF  
Director of Operations

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
Columbus 17, Ohio  
OCT 28 63

Annex "A"

Operations Order

213-53

Administration and Logistics

1. Supply.

- a. Class I. To be furnished by Lockbourne AFB and Ramey AFB as required.
- b. Class II & IIA. To be provided deploying personnel by 26th ARS in accordance with applicable T/A's and ECL's.
- c. Class IIIA. To be provided by Lockbourne AFB and Ramey AFB as required.
- d. Class IVA. An enroute or special kit of spares, assembled from station stocks, in accordance with paragraph 45, Section VII, Part III, AFM 67-1, is authorized. Selected items of UEE may be deployed, as determined by Commander, 26th ARS.
  - (1) Supply support at TDY station will be from special kit or local stocks, as available.
  - (2) Repairable items generated from the special kit, during TDY, will be returned to Lockbourne AFB for processing through local supply system.

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(3) Radio crystals to be furnished by 26th ARS as required.

e. Class V. To be provided by 26th ARS as required.

2. Armament & Electronics.

a. Individuals will carry one "basic load" of ammunition, for authorized weapon, as defined in SAC Reg 136-9.

3. Maintenance.

a. Maintenance support, while TDY, will be provided by 26th ARS and local forces available.

b. Maintenance support required, which is beyond the combined capabilities of SAC and local forces at any point, will be reported to SAC Headquarters in accordance with SAC Reg 65-15. A similar report will be furnished the Commander, 26th SRW, ATTN: Director of Materiel.

4. Transportation.

a. Personnel and cargo will be limited to that specified in basic order.

b. Personnel, supplies, and equipment will be transported in unit aircraft.

c. Number of Personnel transported in unit aircraft will be limited by SAC Reg 60-19, as amended.

5. Medical.

a. Personnel involved in TDY movement will be immunized in accordance with AFR's 160-101, and 160-102 and SAC Reg 160-1.

b. Hospital and medical services will be furnished in accordance with prevailing procedures at Ramo Air Force Base.

26th SRW  
OPNS ORDER 213-53

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6. Personnel.

- a. Personnel to deploy will be approximately five (5) officers and seven (7) airmen. Exact personnel to be determined by Commander, 26th ARS.
- b. Personnel will conform to uniform regulations at Ramey AFB, while TDY.
- c. Personnel deploying, will be briefed concerning the following:
  - (1) Customs and courtesies of country to which deployed.
  - (2) Prohibitions and penalties relative to illegal commercial and black-market activities.

7. Adjutant General.

- a. Orders covering movement of individuals will indicate TDY and will include CIPAP.
- b. Mail will be held at Lockbourne AFB pending return of affected personnel.

8. Comptroller.

- a. Reports will be submitted as specified in basic order.

9. Judge Advocate.

- a. Personnel, while TDY, will be under jurisdiction of Commander, Ramey AFB, for purposes of courts-martial and Article 15, UCMJ.

10. Security.

- a. Aircraft commander will be responsible for aircraft security, while TDY, and will insure that personnel are properly cleared in accordance with AFR 205-6, as amended, and SAC Reg 205-14, as amended.
- b. SAC restricted area badges will be utilized by personnel participating in TDY.

26th SRW  
OPNS ORDER 213-53

<sup>3</sup>  
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11. Miscellaneous.

a. Aircraft will carry a minimum of two (2) aerosol bombs and will be completely sprayed thirty (30) minutes prior to landing at the first stop subsequent to crossing the United States boundary.

b. Necessary regulations, technical orders, stock lists, SAC forms, and any other directives required for affective operation while TDY, will be carried.

SULLIVAN  
Colonel, USAF  
Commanding

OFFICIAL:

*W. C. Dodds*  
W. C. DODDS  
Lt Col, USAF  
Director of Materiel

26th SEW  
OFNS ORDER 213.53

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ANNEX "B"

TO

OPERATIONS ORDER

COMMUNICATIONS

1. GENERAL INSTRUCTIONS:

a. SAC Procedure Bravo will apply. OATC reports will be transmitted direct to ICAO. Tactical Position Reports will be transmitted hourly to AACS Stations for relay to ERHS.

b. Frequencies:

- (1) HF will be in accordance with applicable RADFAC Charts.
- (2) VHF channelization will be normal.
- (3) UHF channelization will be normal.

c. Call Signs: SACDAL will apply.

d. Identification and Recognition:

- (1) IFF procedure will be in accordance with SAC Reg 55-23.
- (2) Visual Recognition procedure will be in accordance with SAC Reg 100-9, utilizing JANAP 158.

e. Authentication: AFSAL 5104.

f. Emergency Procedure:

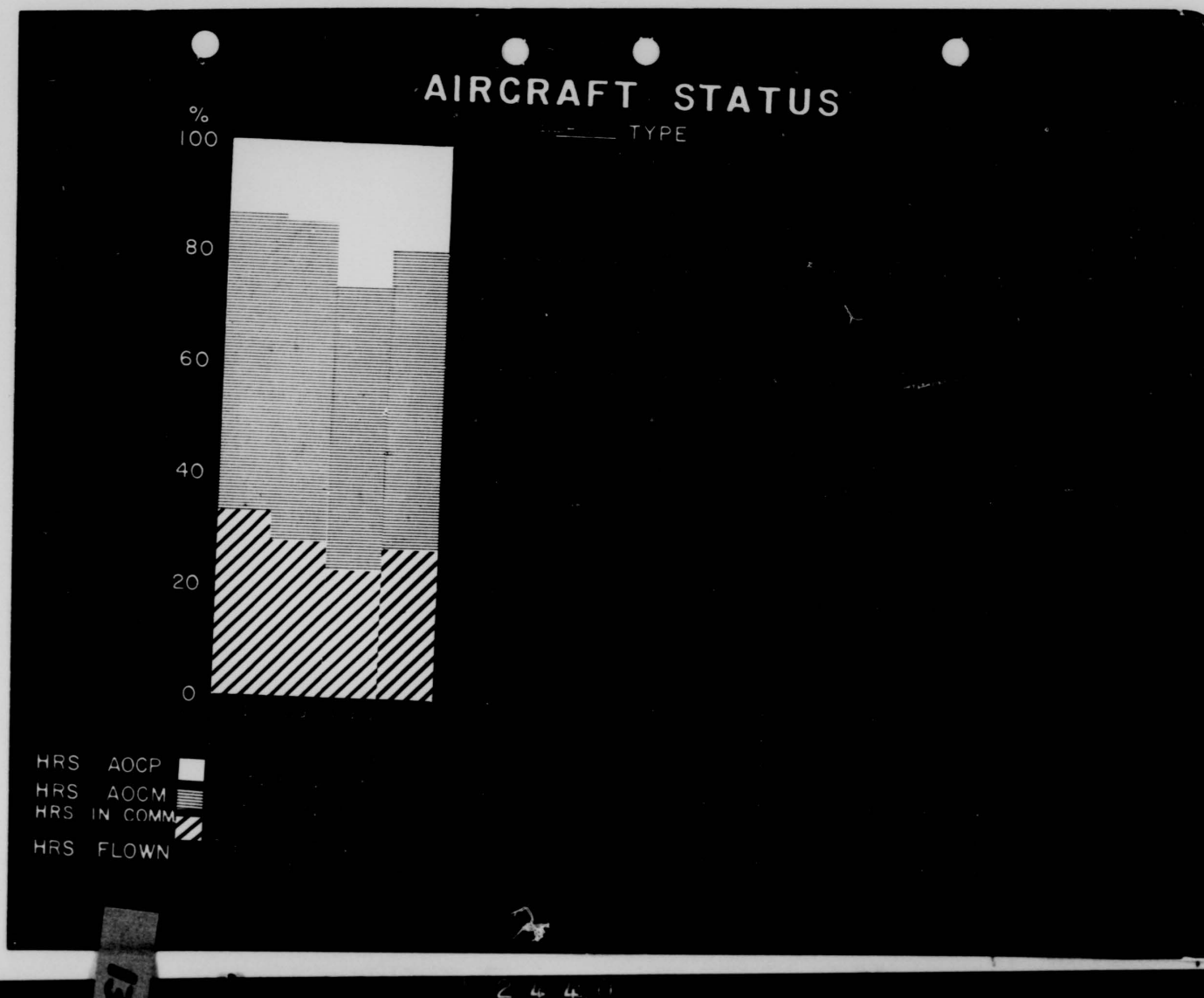
- (1) Emergency Rescue Communication Procedure will be in accordance with JANAP 135.
- (2) AN/ART-3 and URC-4 will be carried in the aircraft for use in case of emergency landing or ditching.

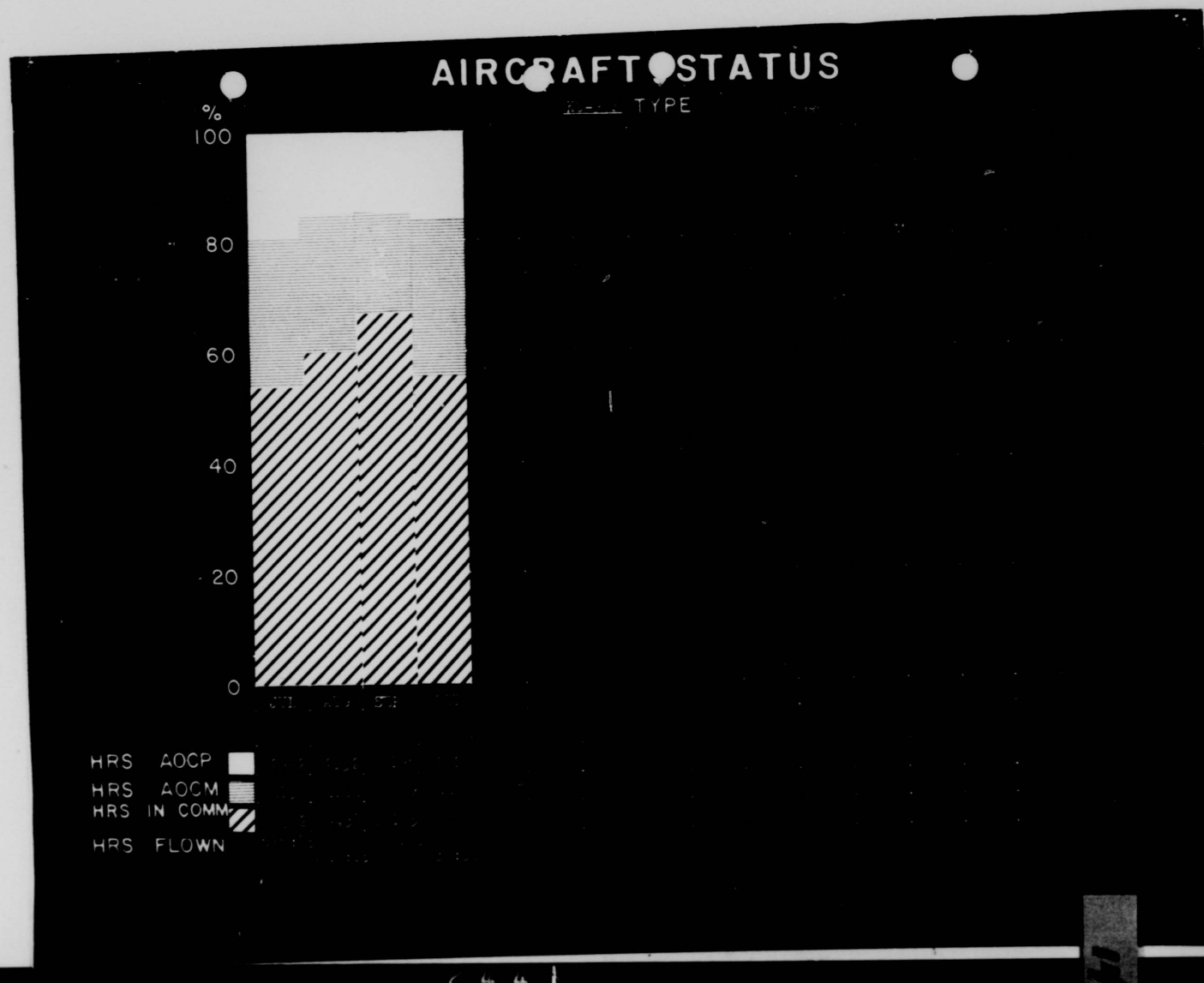
OFFICIAL:

SULLIVAN  
Colonel, USAF  
Commander

*Alan F Adams*  
ALAN F ADAMS  
Colonel, USAF  
Director of Operations

*Security Information*  
*Restricted*





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Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	K-WG-24-Hi	Jan-Mar70			24th Special Operation Wing	U	
197		Apr-Jun70	1			U	
324			2			U	
416		Jul-Sep70	1			U	
577			2			U	
605			3			U	
631		Oct-Dec70				U	
801		Jan-Mar71				U	
966		Apr-Jun71				U	
1127	K-WG-25-Hi	Jul-Dec65			25th Reconnaissance Wing	SN	
1368		Jan-Jun66				SN	
1687		Jul-Oct66				SN	
1872	K-WG-25-SU-AW	Oct/65-Jun/66				U	
1883	K-WG-26-Hi	May/52-May-53			26th Reconnaissance Wing	S	
19166		Jun/53				S	
2035		Jul/53				S	
2109		Aug/53				S	
2209		Sep/53				S	
2372		Oct/53				S	

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