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FEBRUARY 1955

HISTORY

26TH STRAT. RECON. WING

LOCKBOURNE
AIR FORCE BASE
COLUMBUS, OHIO

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HISTORY

26TH STRATEGIC RECONNAISSANCE WING, (M)

LOCKBOURNE AIR FORCE BASE

COLUMBUS 17, OHIO

--- FOR ---

1 - 28 FEBRUARY 1955

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Commander

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SECOND AIR FORCE

STRATEGIC AIR COMMAND

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AUTHORITY

This Historical Report is prepared in accordance with the following regulation and directives:

SAC Regulation 210-1, dated 7 October 1952

SAC Manual 210-1, dated June 1951

2AF Regulation 210-1, dated 1 July 1954

FOREWORD

The higher headquarters directed missions levied against the 26th Strategic Reconnaissance Wing during the period covered by this report presented problems which rendered operational planning and scheduling ineffective. These missions were: Operation "Open Mind", which was delayed for one week; Operation "Tea Pot", which after a two week delay had not been executed and Operation "Old Fogy", which was delayed for a period of 48 hours.

These delays, coupled with prevailing instrument weather conditions during this period and the necessity to utilize the majority of available instructor crews on these missions, greatly reduced the amount of planned training accomplished and were the primary causes for deficits in programmed flying hours for this period.

CHAPTER I

ORGANIZATION AND ADMINISTRATION

As of 28 February 1955, the following units were assigned to the 26th Strategic Reconnaissance Wing at Lockbourne Air Force Base, Columbus 17, Ohio:

26th Tactical Hospital
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 Electronic Maintenance Squadron

This period saw the receipt of instruction from Strategic Air Command and Second Air Force directing the permanent move of the 26th Air Refueling Squadron from Lockbourne Air Force Base to Westover Air Force Base, Massachusetts. Movement of the squadron will begin on 1 April 1955 and will be completed not later than 30 April 1955.[1] The Air Refueling Squadron will be assigned to the 4050th Air Refueling Wing, Westover Air Force Base, effective 1 April 1955, with EDCAS also on 1 April.[2]

The Wing was requested to prepare a movement plan including all detailed actions incident to movement of the 26th Air Refueling Squadron. Authority for approval of this plan was delegated to the Commander of the 801st Air Division, with information copies of the plan being forwarded to Second Air Force headquarters and Headquarters Eigth Air Force and the 4050th Wing, not later than 1 April.[3]

Second Air Force Headquarters, specified that approximately 85 officers and 230 airmen, currently assigned to the 26th Air Refueling Squadron, would move with the unit. In addition, approximately three (3) officers and 208 airmen of maintenance support augmentation would move concurrently and furthermore be assigned to the 4050th Air Refueling Wing at Westover Air Force Base. It was pointed out

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1. Ltr, fr HQ SAC & HQ 2AF, DPLMA dated 21 Feb 55 and 18 Mar 1955. Subj: "Movement Order, 26th Air Refuel Squad, Medium". Exhibit No. 2. UNCLASSIFIED.
2. Ibid.
3. Ibid.

by Second Air Force that in the event it was necessary to obtain further detailed instructions regarding assignment or organization of the maintenance augementation, information of such nature should be requested from Headquarters Eighth Air Force, Director of Plans. There were certain specifications numerated in the requirement of maintenance personnel to accompany the Air Refueling Squadron, such as: Maintenance personnel would possess a minimum of six (6) months retainability subsequent to 1 April 1955, unless reenlistment intentions were indicated for own vacancy at the new station. In addition, for the maintenance augmentation only, 801st Air Division was delegated authority to waive Paragraph 5 k of SAC Regulation 35-19, providing that; no hardship would be imposed upon the individuals as a result of reassignment; and reassignment of individuals with longer periods of time on station would result in regression of combat readiness of other assigned units. Second Air Force also indicated that maintenance personnel who do not meet criteria as stated above would be replaced by personnel of like skills from the 91st Strategic Reconnaissance Wing.[4]

Movement of tanker aircraft would be accomplished by coordination between the Commanders of the Second and Eighth Air Force, to insure retention of the maximum possible EWP capability during

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4. Ltr, fr HQ SAC & HQ 2AF, DPLMA dated 21 Feb 55 and 18 Mar 1955. Subj: "Movement Order, 26th Air Refuel Squad, Medium. Exhibit No. 2. UNCLASSIFIED.

the squadron's move. This would also enable the aircraft to arrive at Westover Air Force Base in consonance with base facilities to receive the unit.[5]

Movement of tactical aircraft would begin on or about 19 April 1955 in equal increments over a two (2), three (3) or four (4) day period at the discretion of the unit commander. However, decision in this regard would be forwarded to Second Air Force Headquarters by electrical communication at the earliest practical date with information to Eighth Air Force and the 4050th Wing. Effective date and time of movement of Squadron command post and transfer of operational control from Second Air Force to Eighth Air Force was set at 2400 hours ZULU on date when majority of unit aircraft are scheduled to arrive at Westover Air Force Base.[6]

In reference to the squadron's equipment, Second Air Force indicated that Flyaway Kit would move in the unit's aircraft to the maximum extent possible. All UME and USE vital to combat readiness would move by unit or other military aircraft. It was pointed out, that in addition, such items of unit support equipment (USE) as necessary to support the squadron at Westover, would be furnished as determined by mutual agreement between the Commanders,

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5. Ltr, fr HQ SAC & HQ 2AF, DPLMA dated 21 Feb 55 and 18 Mar 1955. Subj: "Movement Order, 26th Air Refuel Squad, Medium. Exhibit No. 2. UNCLASSIFIED.
6. Ibid.

Second Air Force and Eighth Air Force. Eventually, Second Air Force's Director of Materiel, will forward by separate communication, a decision concerning items of USE which will accompany the squadron.[7]

In a follow-up of the activities perfomred by the members of the 26th Wing's Radar Project, during the month of February, there were five (5) sorties flown with dual sided APQ-56 radar equipment. Some of the problems encountered during flight operations involved overloads in the radar circuits in the RT units, weak target returns, tuning difficulties and camera magazine malfunctions. Of the five sorties flown, only one was considered really successful, and it was indicated that some excellent results were obtained on this sortie.[8] It is the desire of this writer to submit documented pictures concerning this project, thereby enabling a more concise and complete indication of the working of this project.

During the month a decision was made by Wright Air Development Center and Westinghouse Electric Corporation to stop delivery of additional XA-2 components for approximately 30 days in order to concentrate the Westinghouse effort on the four aircraft completed to date. It was felt that these aircraft systems should be completely checked and modifications installed to bring them

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7. Ltr, fr HQ SAC & HQ 2AF, DPLMA dated 21 Feb 55 and 18 Mar 1955. Subj: "Movement Order, 26th Air Refuel Squad, Medium. Exhibit No. 2. UNCLASSIFIED.
8. Interview, Major J. J. Scherer, Ass't Radar Proj Off, 26th SRWg by T/Sgt C. Watson, Hist Tech., 26th SRWg. Mar 1955.

up to a consistant level of performance and reliability before proceeding with any more aircraft.[9]

Also during this period it was discovered that a remote possibility of overloading the cabling existed in the APQ-56 radar installation. This constituted a safety of flight item and the equipment was grounded. However, this situation was remedied by Westinghouse personnel through the installation of protection fuses in the power supply case. To date all systems are currently operational. This situation was cleared up in approximately one week.[10]

There was one (1) sortie flown with the XA-1 prototype model of the APQ-56. This sortie was unsuccessful. The recorder unit of the system was removed and returned to the Westinghouse Plant at Baltimore, Maryland. The unit will be completely overhauled and some improvements installed.

During this period environmental testing of the various units of the APQ-56 radar was initiated at the Westinghouse Plant in Baltimore, Maryland. However, to date no results have been published on the status of these tests.[11]

Further discussion of the Wing's Radar Project will be included in the March History of this headquarters.

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9. Interview, Major J. J. Scherer, Ass't Radar Proj Off., 26th SRWg by T/Sgt C. Watson, Hist Tech., 26th SRWg. Mar 1955.
10. Ibid.
11. Ibid.

CHAPTER II

PERSONNEL

A total of 2,075 individuals was assigned to the 26th Strategic Reconnaissance Wing, Medium, Lockbourne Air Force Base, Columbus 17, Ohio, at the end of February 1955.[1] Of this total, 420 were officers and 1,722 airmen. In comparing this month's total strength with January's, there was a decrease of three (3) officers.

The following reflects a comparison of authorized versus assigned strength of the 26th Strategic Reconnaissance Wing during this reporting period:[2]

	TOTAL AUTH	TOTAL ASGD
OFFICERS	428	420
AIRMEN	1,647	1,780
TOTAL	2,075	2,142

1. Weekly Mean Strenth Rpt, February 1955, prep by Stat Svs, 801st AB Gp.
2. Rpt Status of Offs and Amn, Febuary 1955,prep by 26th SRWg Pers Sect.

It is pointed out that the total authorized figures for this period increased over those reported for the month of January 1955. During the month of January the total figure of authorized airmen was 1,628, this period saw a total authorization of 1,647 airmen. This increase was due to the new SAC Manning authorization program effecting personnel manning in the wing's maintenance squadrons.[3]

The 801st Air Division forwarded a letter to the wing indicating changes to personnel authorizations extracted from the SAC Manning Authorization Program, 31 January 1955 through 31 July 1955. This letter contained a recapitulation of all authroized overages and impending changes to Tables of Organization and Non-T/O Personnel Authorizations. These changes were posted to current tables pending receipt of the new Unit Manning Documents. The Unit Manning Document is a consolidation of all T/O and Non-T/O Personnel Authorizations. Upon full implementation of the program this document will be the official manning and reporting document. The new Unit Manning Document was not expected to reach this Wing until March 1955.[4]

The Personnel Portion of the SAC Rating System saw the following

3. Ltr, Hq 801st ADiv to Hqs 26th SRWg. Cite: RMO. 17 February 1955. Subj: "SAC Manning Authorization Program". CL: UNCLASSIFIED.
4. Ibid.

scores obtained during this period:[5] In the officer category, there were 376 in Required Specialties for a percentage of 87, and a SAC maximum rating score of 60 percent. This period also saw an increase in the percentage of SAC maximum scores received under the item of Manning in Required Specialties for both officers and airmen.

There were 890 airmen in Required Specialties, averaging an 81.1 percent of the authorized strength figure and reflecting 50 percent of SAC maximum score. Of the 516 airmen, authorized for support, there were 439 in Required Specialties for a percentage of 85, while SAC maximum score averaged 70 percent.[6]

In the personnel portion of the Wing Commander's Remarks for February it was again indicated that no qualified airmen have been assigned to this wing in the Administrative, Personnel Air Transportation, K-System Maintenance, and Survival Training and Personnel Equipment Career Fields.[7]

In reply to this situation, as reported in the Wing's T-12 Report for the month of January, Second Air Force remarked that 801st Air Division projected body manning in the 702 sub-field is 85 percent. Also 801st Air Division has projected manning of 67

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5. Ltr, fr Cmdr 801st ADiv to Cmdr 2AF, Cite: 26CR. Subj: "SAC Management Control System Scores". (RCS:2AF-U2) CL: SECRET. Exhibit No. 6.
6. Ibid.
7. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of Feb. 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 12.

percent at the "5" and "7" level skill. According to Second Air Force this is comparable with command status.[8] It was also pointed out that Headquarters Second Air Force is aware that the major portion of "3" level inputs are personnel with directed duty assignment; however, the bulk of inputs from SAC are in this category. Skilled personnel are obtained through overseas returnees or reenlistees only. It was further stated that the 801st Air Division projected manning in the personnel field is 82 percent and 62 percent at the "5" and "7" levels. This situation was also expressed as comparable with command status.[9]

In addition, Second Air Force's report also pointed out that the 801st Air Division present and projected body manning was over 100 percent in the 60130/50/70 sub-field, and that the shortage of "7" level K-system personnel is command-wide.[10]

The major personnel problem outlined by the wing experienced during this period concerned the mandatory school quotas levied on this headquarters for airmen to attend Aircraft Maintenance Technician Course AA 43171, regardless of the number of eligible airmen assigned.[11]

As an illustration of this problem, Wing Personnel cited the following example and comment: Airmen in the grade of Airmen First

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8. Ltr, 2AF to Cmdr 801st ADiv. Subj: "Air Training Rpt, dated 1 March 1955. CL: SECRET. Exhibit No. 9.
9. Ibid.
10. Ibid.
11. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of February 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 13.

Class and Second Class have been detailed to attend the subject course due to the retainability requirement of 24 months and the inability to have airmen sign a statement that he intends to re-enlist if permitted to attend the course. This parctice is not in the best interest of the Air Force or the airmen concerned as it results in the loss of the airmen for approximately 19 weeks to his organization and the provision of Air Force Manual 35-1 as amended, requires a grade of Staff Sergeant for the award of a "7" level PAFSC.[12]

From a recent survey by this headquarters of graduates from the Aircraft Maintenance Technician Course, it was concluded that a study should be made of the types of instruction now being conducted due to the following factor: Reciprocating and Jet Engine Mechanics are receiving both types of training. The recent conversion of the Aircraft and Engine Maintenance Career Fields which changed the Aircraft Maintenance Supervisor AFSC 43170 to Helicopter Technician.[13]

In summary, body manning of the 26th Wing was 100 percent for airmen and 96 percent for officers. Effective manning in these areas stood at 81 and 85 percent respectively, although airmen manning of this headquarters was generally in line with

12. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of February 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL Exhibit No. 13.
13. Ibid.

the command as expressed by higher headquarters. The most apparent shortages experienced by this wing during this period was in "7" level jet aircraft mechanics operations technicians, personnel equipment technicians, administrative and personnel specialist. In addition it appeared that the manning responsibilities of the 801st Air Division, in connection with the 70th Strategic Reconnaissance Wing, coupled with the loss of support personnel in the movement of the 26th Air Refueling Squadron may develop problems in some areas during the coming months.

CHAPTER III

OPERATIONS AND TRAINING

During February 1955, crews and aircraft of the 26th Strategic Reconnaissance Wing, operating from Lockbourne Air Force Base, recorded a total of 1,838 hours and 30 minutes of flying time, a slight regression from the number of hours recorded during January 1955.[1] There was a total of 281 sorties flown by the wing. Of the total sorties and hours flown, crews and aircraft of the 26th Air Refueling Squadron flew 83 sorties totaling 521 hours and 30 minutes, compared with 110 sorties and 620 hours scheduled. RB-47 aircraft of the three tactical squadrons, in addition to the two (2) returned YRB-47 aircraft, during this period flew 198 sorties totaling 1,317 hours as compared with the 308 sorties and 1,384 hours scheduled.[2]

The following is a comparison of operational data recorded

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1. Rpt, "Form 110A, Mo. Rpt of A/C Opns, February 1955, prep by Stat Svs 801st AB Gp.
2. 26th SRWg Weekly Aircraft Requirement Record for Mo. February 1955. UNCLASSIFIED. Exhibit No. 17.

by the 26th Strategic Reconnaissance Wing's tactical aircraft and crews during January and February 1955:[3]

	JANUARY	FEBRUARY
Number Aircraft On Hand	68	70
Number Hours Aircraft On Hand	49,276	46,421
Number Hours Aircraft In-Commission	38,693	36,685
Number Hours Aircraft Flown	1,899	1,838:30
Percentage of Time Aircraft In-Commission	78.5%	79%
Percentage of Time Aircraft Flown	4.9%	5%
Number of Hours Aircraft Out of Commission Due to Maintenance	6,506	7,640
Number of Hours Aircraft Out of Commission Awaiting Parts	2,447	1,116
Number of Landings Made	673	637

Adverse weather conditions during the month of February contributed much towards limiting the flying operation of this headquarters during this period. The higher headquarter's directed mission levied against the 26th Air Refueling Squadron during this period presented problems which rendered operational planning and scheduling ineffective. These missions were Operations "Open Mind" which was delayed for one week; Operation "Tea Pot" which after

3. Rpt, "Form 110A, Mo. Rpt of A/C Opns, January & February 1955, prep by Stat Svs, 801st AB Gp.

a two (2) week delay had not been executed as of the end of this period.[4]

These delays, coupled with prevailing instrument weather conditions during February and the necessity to utilize the majority of available instructor crews on these missions, greatly reduced the amount of planned training accomplished and were the primary cause for deficits in programmed flying hours.[5]

For both reconnaissance and tanker aircraft, approximately 30 to 40 percent of assigned personnel and equipment are utilized on each of the three (3) flying days, weekly, with the object of completing 50-8, 50-19, 50-26 and 50-43 requirements by the 25th of each reporting month.

Crews and aircraft of the tactical squadrons flew a total of 126 hours and 45 minutes on missions directed by higher headquarters orders. These missions and hours consisted of the following; WADC Project Q56-700 (XQ-56 Radar) 23 hours and five (5) minutes; Headquarters SAC Operations Order 9-55 (Teapot) 87 hours and 30 minutes; Project No. 54-26-15 (Mosaic of Sedalia Air Force Base), 8 hours; and Ferrying aircraft from Boeing Aircraft Plant, Witcha, Kansas to Lockbourne, 8 hours and 10 minutes.[6]

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4. 26th SRWg Cmdr's Remarks to Part IV of Air Tng Rpt for Mo. of February 1955. (RCS:4-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 14.
5. Ibid.
6. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for Mo. of February 1955. (RCS:3-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 13.

During February 1955, there were 41 scheduled reconnaissance sorties and 227 flying hours were cancelled and required rescheduling due to adverse weather conditions.[7]

During this period three (3) 26th Strategic Reconnaissance Wing's RB-47 aircraft were committed to Operations "Teapot", which was to be flown on 15 February 1955 and again on 18 February 1955. Two (2) practice missions were also ordered in advance of this date. The practice missions were flown satisfactorily, but as of 2 March 1955, the first flight of "Teapot" had not taken place. The crews and aircraft were still standing by on alert status.[8]

Final mission report of this mission will be included in the Wing's March history.

The 26th Strategic Reconnaissance Wing was directed by higher headquarters to participate in a Unit Simulated Combat Mission beginning on 23 February 1955.[9] However, due to adverse weather conditions Second Air Force Headquarters postponed dispatching of the first increment until 25 February 1955. The first increment saw ten aircraft of the wing dispatched on schedule, however, the 44th Air Refueling Squadron, which was to have furnished refueling support for this increment, furnished only five (5) tankers for air refueling, thereby resulting in five (5) of the wing's RB-47

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7. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for Mo. of February 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 13.
8. Ibid.
9. 26th SRWg Operations Order 13-55, dated 10 February 1955. CL: SECRET. Exhibit No. 16.

aircraft being forced to return to home base and abandon the mission. The second and third increments were dispatched without incident, however, weather in the target areas and refueling areas seriously hampered the effectiveness of the mission.[10]

It was pointed out in the Wing Commander's Air Training Report that the length of each sortie on a USCM of this type causes a widening gap between the amount of flying time expended and the amount of training accomplished. This Unit Simulated Combat Mission, as ordered to be flown at the end of the month and in the middle of the training quarter made it extremely difficult to effect accurate and logical planning for the quarter. It was then suggested in the Wing Commander's report that wherever possible in the future, the USCM be ordered at the beginning of the training quarter, so that better planning for quarterly training requirements can be made.[11]

In summary, the combination of problems caused by these higher headquarters directed missions rendered the wing planning and scheduling program ineffective. In addition, the mission delays and cancellations which were beyond the Wing operational control were the primary cause for deficits in accomplishing the monthly

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10. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of February 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 13.
11. Ibid.

allocated flying hours. Total wing score in accordance with SAC Management Control System under the USCM item was 52.0.[12]

The requirement for additional bombing ranges presented a problem area during this period. It was pointed out that it is imperative that additional bombing ranges be made available if the desired night photography capability of the wing is to be achieved and maintained.[13]

As of the end of this period, the Avon Park Bombing Range has been the only suitable range available for night photoflash bombing. Since the beginning of the training quarter sixteen (16) sorties which were scheduled to accomplish night photography were cancelled due to weather conditions at Avon Park. In addition, fifteen (15) night photographic runs were rejected due to the weather conditions over the target area.[14]

This situation has resulted in one which is imparative that additional bombing ranges be made available if the desired night photography capability is to be achieved and maintained. The 801st Air Division is contacting Langely Field and Rapid City (28th SRW) for further information on the availability of their ranges.

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12. Ltr, fr Cmdr 801st ADiv to Cmdr 2AF. Cite: 26CR. Subj: "SAC Management Control System Scores (RCS:2AF-U2) CL: SECRET Exhibit No. 6.
13. 26th SRWg Cmdr's Remarks to Part V of Air Training Rpt for the Mo. of February 1955. (RCS:3-BAC-T12) CL: CONFIDENTIAL. Exhibit No. 13.
14. Ibid.

As pointed out in the preceding discussion of this report, higher headquarters directed missions levied against the 26th Air Refueling Squadron during February rendered operational planning and scheduling ineffective. Operations "Open Mind" was delayed one week. Operations "Teapot" after a two (2) week delay had not yet been executed and Operation "Old Fogy" was delayed for a period of 48 hours.[15]

The standby of the 26th Air Refueling Squadron to support the 301st Bomb Wing (Operation "Open Mind") necessitated stand down from flying training of 12 crews. These 12 crews were alternated six (6) and six (6) on 24 hour alert until the mission was flown. On 1 February 1955 and until the mission was flown, the air refueling squadron reported 19 combat ready crews. Three (3) of these crews had not participated in mass day air refueling. Thus, they could not be used for 24 hour alert due to a restrictive teletype from Second Air Force prohibiting crews from participating in mass night air refueling until such time as they had been checked out in mass day air refueling. One Combat ready aircraft commander was DNIF (Duty Not Involving Flying) during this period thus making his crew unavailable for alert duty or

15. 26th ARSq, Sqdn Cmdr's Remarks, Part III Air Tng Rpt for the Mo. of February 1955. (RCS:4-SAC-T12). Exhibit No. 15.

flying training. One aircraft commander was TDY at Squadron Officer Course and Aircraft Command Staff School, making his crew unavailable for alert duty or flying training duty. One crew was on delay en-route from Loring Air Force Base, Maine, PCS. One crew was TDY to Ramey Air Force Base, as directed by Headquarters Second Air Force. Therefore, only 12 ready crews were available for the alert and only three (3) crews were available for flying training. In that all available instructor crews were used on the alert, no 50-19 training for non-combat ready crews could be flown.[16] Training losses for the 26th Air Refueling Squadron during this period was estimated as follows: 18 - refueling; 6 missions of pilot proficiency; 6 sorties of 51-19 training; 18 - rendezvous; 9 - navigation legs; and 110 - flying hours.

By authority of a telephone message from Second Air Force control room wing, KC-97 aircraft was grounded effective 26 February 1955, this restriction was not lifted until 1 March 1955. Estimated traning loss as the result of this restriction was; 4 - refueling; 4 - rendezvous; 2 sorties of 51-19 training; 1 - long range cruise and 38 - flying hours.[17]

During the month an average of 3.6 non-ready reconnaissance crews

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16. 26th ARSq, Sqdn Cmdr's Remarks, Part III Air Tng Rpt for the Mo. of February 1955. (RCS:4-SAC-T12). Exhibit No. 15.
17. 26th SRWg Cmdr's Remarks, Part V of Air Tng Rpt for the Mo. of February 1955. (RCS:3-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 13.

were available for training and accomplished 32 hours of flying training hours as intergral crews. In addition, 64 hours and 50 minutes of flying time which were reflected in the 5X total time were accomplished by non-ready personnel on air refueling checkouts field checks and 51-19 upgrading missions.

Due to Higher Headquarters commitments, 148 flying hours were lost by tanker crews and aircraft, thereby resulting in insufficient flying hours remaining to complete 50-8 training and to give non-ready crews their alloted 30 hours per month. There were 45 hours and 15 minutes spent in training non-combat ready individuals and partial crews. Integrity of the instructor crew was maintained during this type training.[18]

During February 1955, the 26th Strategic Reconnaissance Wing submitted through the 801st Air Division a final mission report on Second Air Force Operations Order 7-55 performed by the 26th Air Refueling Squadron. Included in this report were psychological, and physiological analysis of the wing's Flight Surgeon.[19]

The 26th Air Refueling Squadron's mission was to launch KC-97 aircraft from Lockbourne Air Force Base to refuel bombardment air-

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18. 26th ARSq Cmdr's Remarks to Part III of Air Tng Rpt for the Mo. of February 1955. (RCS:4-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 15.
19. Ltr fr Cmdr 801st ADiv to Cmdr 2AF, dated 16 February 1955. Subj: "Special Report of 2nd AF Operations Order 7-55 (Open Mind)" CL: SECRET. Exhibit No. 5.

craft participating in an exercise to test SAC's quick strike capability.

The squadron provided six (6) aircraft and crews to support air refueling of six (6) B-47 aircraft of the 301st Bombardment Wing. Crews and aircraft were on continuous 24 hour alert beginning at 0001 Zebra hour, 1 February 1955. Missions were flown according to briefing, and in accordance with pilot flimsies.[20] During this mission there were only 12 combat ready crews qualified in night mass air refueling available for the alert. This required each crew to be on alert for 24 hours and off for 24 hours. Both aircraft and crews were rotated at 1230 hours daily. Rotation at this time afforded daylight hours for all preflights, correction of malfunctions during normal duty hours and maximum base supply support.[21]

During the alert period severe weather conditions were encountered. Lower than average temperatures, snow and freezing rain made runway, ramp and taxy lanes extremely hazardous. The airfield was closed on four occassions while efforts were made to make the runway safe for operations. None of the aircraft were hangered and wing covers and isopropyl proved ineffective upon the

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20. 26th SRWg Operations Order No. 7-55, dated 1 February 1955. CL: SECRET. Exhibit No. 9.
21. Ltr fr Cmdr 801st ADiv to Cmdr 2AF, dated 16 February 1955. Subj: "Specital Report to 2nd AF Operations Order 7-55, (Open Mind)". CL: SECRET. Exhibit No. 5.

conditions encountered. Without inside heat storage it would have been impossible to dispatch the aircraft within four (4) hours after periods of freezing precipitation.[22]

The alert had a definit effect on the Wing 50-8 training accomplishments. Only three (3) ready crews were available for 50-8 flying training during this period. Therefore, none of the non-ready crews undergoing 51-19 training could be flown as all instructor personnel were on alert crews. Although aircraft were available for flying, this limited crew availability greatly curtailed accomplishments. This period saw the wing's B-47s as well as the KC-97s lose 24 scheduled electronic rendezvous, 24 wet hookups and 24 dry hookups.[23]

In summary, refueling area "Frank" was considered satisfactory. However, difficulty was encountered making initial radion contact with the receivers on the frequency assigned. It was recommended that secondary frequencies be assigned.

Noted comments made by the Materiel portions of this final mission report revealed; that no aircraft malfunctions were encountered which could be attributed to the KC-97s being on ground alert and not flying. In view of this, the maintenance of aircraft

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22. Ltr, fr Cmdr 801st ADiv to Cmdr 2AF, dated 16 February 1955. Subj: "Special Report to 2AF Operations Order 7-55, (Open Mind)". CL: SECRET. Exhibit No. 5.
23. Ibid.

on alert for a six (6) day period was consider the optimum. This length of time would not generate additional calendar inspections.[24]

It was pointed out that if the Air Refueling and Maintenance Squadrons were at T/O strength in maintenance personnel, a normal flying training program could be supported in conjunction with an alert of this nature. However, the limiting factors would be combat ready crews and aircraft. It was stated that six (6) KC-97s could be maintained on alert with no reduction in flying training if the aircraft were increased from 21 to 24. From the aircrew standpoint, this could be supported for an indefinite period if 24 of the 30 authorized crew assigned were in combat ready status.[25]

In respect to combat crew training it was recommended by this wing that a single scoring system be adopted by Headquarters SAC for determining and rating effectiveness of Wing Combat Crew Training. At present there are two such rating systems in use; the SAC Management Control System and the SAC Analysis of Combat Crew Training. One of these rating systems is prepared by the SAC Comptroller; the second is prepared by the SAC Training Division.[26]

However, insofar as combat crew training is concerned, the

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24. Ltr fr Cmdr 801st ADiv to Cmdr 2AF, dated 16 February 1955. Subj: "Special Report to2AF Operations Order 7-55. (Open Mind). CL: SECRET. Exhibit No. 5.
25. Ibid.
26. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of February 1955 (RCS:3-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 13.

major variance between these two rating methods are the procedures used in determining required quarterly training minimums for combat crews. The SAC Management Control System scores each crew against the 50-8 training minimums of the crew category held within the quarter which possesses the lesser requirements. The SAC Analysis of Combat Crew Training procedure scores each crew against a proportionate share of 50-8 training minimums for each crew category held within the training quarter.[27]

It was pointed out that the SAC Analysis of Combat Crew Training procedure inherently poses additional planning, scheduling and administration problems. An example of such a problem was as follows: A Squadron Standardization Board crew is replaced at the end of the second month of a training quarter. For the first two months of the quarter this crew is responsible for accomplishing two-thirds of the squadron standardization board crew requirement. For the third month of the quarter this crew is responsible for one-third of the combat ready or lead crew requirements, whichever is applicable. A similar change in training requirements exists each time a change in crew status occurs.

It is realized by the Wing that the intent of both rating systems is to measure the Wing's effectiveness in reaching and

27. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of February 1955. (RCS:3-SAC-T12). CL: CONFIDENTIAL. Exhibit No. 13.

maintaining prescribed and implied goals. However, it was indicated that a standardized rating system would better serve the Wing Commander and higher echelons, in making a valid appraisal of wing capability.[28]

In regards to this discussion and comments, 801st Air Division concurred fully with the 26th Wing. The Division stated that the requirements for a single operations scoring system by Headquarters SAC for determining and rating effectiveness of wing and combat crews is definitely desirable.[29]

During the month of February 1955, three (3) RB-47 ready combat crews were regressed to non-combat ready crew status due to personnel being transferred and new personnel assigned. This made a total of 40 combat ready and 11 non-combat ready crews assigned to the wing. There were no changes in KC-97F crews for this period. However, KC-97F crews regressed one (1) combat ready crew to non-combat ready status due to crew proficiency, thereby making a total of ten (10) combat ready and four (4) non-combat ready KC-97G crews.[30]

In the Wing Commander's Air Training Report for the month of January 1955, two pertinent questions pertaining to Combat Ready Crews were forwarded to higher headquarters. These questions were:

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28. 26th SRWg Cmdr's Remarks Part V of Air Tng Rpt for the Mo. of February 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 13.
29. 801st ADiv Cmdr's Remarks Part VI of Air Tng Rpt for the Mo. of February 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No. 12.
30. 26th SRWg Cmdr's and 26th ARSq Cmdr's Remarks to Part V & III of Air Tng Rpt for the Mo. of February 1955. CL: CONFIDENTIAL. Exhibits NO. 13 & 15.

"Can a non-combat ready crew be formed prior to entry of Aircraft Commander and Pilot into CCTS or equivalent training?" and secondly; "Can an Observer be placed on a crew prior to entry into Phase II Observer Training or at what phase of his training can he be assigned to a combat crew?"[31]

In reply to these questions, Headquarters Second Air Force stated that they did not believe it would be to the wing commander's advantage to form a non-combat ready crew prior to entry of Aircraft Commader, pilot or observer into CCTS for equivalent training. Second Air Force cited, paragraph 5e, SAC Regulation 55-10, dated 11 January 1955, which specified that persons will be carried on non-ready crews; (1) "Whose background and qualifications indicate the ability, with unit supervision and training, to fly training missions in assigned aircraft", or (2) "Who are selected for OJT which is, of course, locally conducted training".

This paragraph was interpreted by Second Air Force to apply to individuals who will be trained locally by the unit or in available MTDs. Therefore, Second Air Force interpreted the intent of SAC Regulation 55-10 to require a unit commander to man crews only with persons who have completed formal training courses not normally con-

31. Ltr fr Cmdr 2AF to Cmdr 801st ADiv. Subj: "Air Training Report ATTN: Cmdr 26th SRWg" CL: SECRET. Exhibit No. 9.

ducted locally. However, it was pointed out, that should a commander determine to conduct training locally in lieu of formal ATRC courses, these individuals would be reported on crews at the completion of locally conducted courses. BC school is not included in this problem since non-ready crew members are not required to be BC graduates. Second Air Force indicated that if the interpretation of this directive is correct, unit commanders in many instances will be relieved of requirement for flying certain non-ready crews erroneously manned with persons who are not ready to begin their local air training. Confirmation of cited interpretation has been requested from Headquarters SAC by Second Air Force.[32]

The tenor of activity presented in the Wing's Intelligence Section during January 1955 continued throughout this period. Target study and EWP (Emergency War Planning) briefings continued to be the most important aspect of the program. Additional emphasis was also added due to the performance of a Wing USCM.

Target study continued on a rapid scale but slightly reduced over the preceding month's crash program. Of the 42 combat ready crews assigned to the EWP, only 33 were available for target study. In addition, all 33 crews successfully briefed the Wing Commander on their assigned sorties. One thing that was learned from the crash program

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32. Ltr fr Cmdr 2AF to Cmdr 801st ADiv. Subj: "Air Training Report ATTN: Cmdr 26th SRWg". CL: SECRET. Exhibit No. 9.

on target study was that a crew needs a minimum of four (4) hours mission planning and six (6) hours of target study before they can be considered ready to brief on their assigned mission.[33]

In a message from headquarters Second Air Force informal information was received as directed from SAC Headquarters stating that all activity accomplished during the USCM will be recorded as record.[34] This message pointed out that declaration of activity as practiced would result in loss of effectiveness points in scoring of SAC Management Control System. It was cited that deviation from specification in serpal and radar photograph runs as specified by 50-8 and SAC Manual 200-3 in order to develop profile of EWP during the USCM is allowed for scoring purposes.[35] As an example; Guns which do not have pictures of IP, since IP is point designated by coordinates over water, will not result in the loss of the run. Evaluation runs will be made by the 801st Reconnaissance Technical Squadron and may conform with the specifications as dictated by the available facilities and USCM operations order. In addition, K-38 daylight camera may be substituted on daylight missions for K-37 night camera as requirement for effectiveness of equipment over target. Other equipment which must be in order over target in order

33. History, 26th SRWg D/Intell Section for the Mo. of February 1955, File 26th SRWg History Sect.
34. TWX, fr Cmdr 2AF to Cmdr 801st ADiv. Cite: DOTO 3896. 18 February 1955. Subj: "USCM Activity". CL: UNCLASSIFIED. Exhibit No. 10.
35. Ibid.

to rate sorties as effective, are O-15 radar camera and Q-13 radar. This message was in confirmation of a conversation between Colonel Beerli of 801st Air Division Operations and Major Greenberg, Headquarters, Second Air Force Operations.[36]

During this period the 26th Air Refueling Squadron was subject to a USCM penetration and simulated bombing of aircraft and buildings, in addition to maintenance facilities. The penetration began on 4 February and continued to 1800 hours 24 February 1955.[37]

Prior to the USCM, the 26th Air Refueling Squadron was engaged in an EWP Mission which required six (6) combat crews on duty 24 hours a day. This period saw the air refueling squadron security regress slightly from their previous stands against outside penetration and simulated bombing activities. One of the major factors which prevented the 26th Air Refueling Squadron from maintaining an efficient security force during the USCM, was the lack of co-ordination between other sections from whom the squadron's guard were drawn and the security section. The constant changing in the flight scheduling and men on the flights; black training; men sent to MTD; personnel TDY; and other operational requirements, hampered and required changes in the scheduling of guards. Often one change in a

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36. TWX, fr Cmdr 2AF to Cmdr 801st ADiv. Cite: DOTO 3896. 18 February 1955. Subject: "USCM Activity". CL: UNCLASSIFIED. Exhibit No. 10.
37. Ltr, fr 26th ARSq Security Officer to Cmdr 26th ARSq, dated 28 February 1955. Subj: "Unit Security Report Pertaining to the Unit Simulated Combat Mission". Exhibit No. 4.

flight would deprive the security section of half the guards on one shift, with the result of no personnel available to replace the losses.[38]

In view of the facts obtained during this USCM, knowledge gained shall undoubtly be of great value in forming future security SOP's, and an entirely new security setup.

38. Ltr, fr 26th ARSq Security Officer to Cmdr 26th ARSq, dated 28 February 1955. Subj: "Unit Security Report Pertaining to the Unit Simulated Combat Mission". Exhibit No. 4.

CHAPTER IV

MATERIEL

The end of February 1955 saw a total of 70 tactical type aircraft in the possession of the 26th Strategic Reconnaissance Wing at Lockbourne Air Force Base, Columbus 17, Ohio. There were three (3) RB-47E aircraft gained from Boeing Airplane Company, Wichita, Kansas, making a total of 50 RB-47E aircraft assigned and on hand. In addition, the two (2) YRB-47 aircraft assigned to this wing returned during the month from Dobbins Air Force Base after undergoing modifications. Of the eleven (11) KC-97F and eleven (11) KC-97G aircraft assigned, four (4) of the KC-97Gs were undergoing modification at Oklahoma City Air Materiel Area during this month.[1]

During February, tactical aircraft were on hand for 46,421

1. Rpt, "Form 110A, Mo. Rpt of A/C Opns, February 1955, prep by Stat Svs, 801st AB Gp.

hours and were maintained in-commission 36,658 hours.[2] This resulted in a monthly aircraft in-commission rate of 79 percent and a monthly rate of time aircraft were flown of 5 percent. Aircraft possessed in January were on hand for 49,276 hours and were maintained in-commission 38,693 hours, for a monthly in-commission rate of 78.5 percent and a monthly percentage of time aircraft were flown of 4.9 percent.[3]

Total figures this month indicated a regression of 2,855 hours for the number of hours aircraft were on hand. There was a decrease of 35 hours for the number of hours aircraft were maintained in-commission in comparison to those figures reported for these items during the month of January 1955. An increase of approximately one (1) percent was reflected in both the percentage of time aircraft were in-commission and time aircraft were flown, over the percentages reported for the month of January 1955.[4]

Total figures shown in the statistical comparison of operational and maintenance data recorded by crews and aircraft of the 26th Strategic Reconnaissance during this period reflect higher headquarters directed missions levied against the wing during this period. The delays in mission performance presented problems which

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2. Rpt, "Form 110A, Mo. Rpt of A/C Opns, February 1955, prep by Stat Sbs, 801st AB Gp.
3. Ibid.
4. Rpt, "Form 110A, Mo. Rpt of A/C Opns, February & January 1955, prep by Stat Svs, 801st AB Gp.

rendered operational planning and scheduling ineffective, in addition adverse weather conditions were accountable for a great loss of operational flying during this period. These two factors greatly reduce the amount of planned training accomplished and were primary causes for the deficits in programmed flying hours.

The following is a statistical comparison of KC-97G/F and RB-47E including the return of two (2) YRB-47 aircraft, operational and maintenance data as recorded during the months of January and February 1955:[5]

KC-97G/F

	JANUARY	FEBRUARY
Number of Aircraft On Hand	21	18
Number Hours Aircraft On Hand	15,418	12,657
Number of Hours Aircraft In-Commission	12,136	10,345
Number of Hours Aircraft Flown	590	522
Percentage of Time Aircraft In-Commission	78%	81.7%
Percentage of Time Aircraft Flown	4%	5%
Number of Hours Aircraft Out of Commission Due to Maintenance	2,106	1,828
Number of Hours Aircraft Out of Commission Awaiting Parts	918	547
Number of Landings Made	228	114

5. Rpt, "Form 110A, Mo. Rpt of A/C Opns, January & February 1955, prep by Stat Svs, 801st AB Gp.

RB/YRB-47

	JANUARY	FEBRUARY
Number of Aircraft On Hand	47	52
Number Hours Aircraft On Hand	33,858	33,764
Number of Hours Aircraft In-Commission	26,557	26,340
Number of Hours Aircraft Flown	1,309	1,317
Percentage of Time Aircraft In-Commission	78%	78%
Percentage of Time Flown	4%	5%
Number of Hours Aircraft Out of Commission Due to Maintenance	4,440	5,930
Number of Hours Aircraft Out of Commission Awaiting Parts	1,529	569
Number of Landings Made	445	518

During February an analysis of "K" System operators report covering the period of 21 January through 21 February 1955 was submitted to the Commander, 26th A&E Maintenance Squadron. This report was compliled by Captain Clifford V. Morris, Analysis Officer for the A&E Squadron.[6]

In a study of 164 missions performed, 56 missions were good; 66 were satisfactory; and 42 were unsatisfactory. "K" System effectiveness for the period covered by this analysis was approxi-

6. DD Form, to Cmdr 26th A&E Maint Sq fr 26th A&E Maint Supv, dated 22 February 1955. Subj: "K" System Analysis for Period 21 Jan thru 20 Feb 1955. CL: CONFIDENTIAL. Exhibit No. 7.

mately 74 percent.[7]

An analysis of "K" System unsatisfactory missions revealed that observer personnel were not critical enough in accepting sets after serious or major malfunctions. It was indicated that power is the basic cause of many "K" malfunctions, yet mechanics were not critical enough in insuring that aircraft power trouble was corrected. There was also noted an apparent lack of inquiry by "K" debriefers in ferriting out power troubles when observer and pilot are debriefed. The majority of unsatisfactory missions continued to be credited to a few aircraft. Most of the unsatisfactory missions were due to recurring similar malfunctions which were corrected only after two or more unsatisfactory missions had occurred.[8]

In summary, Captain Morris's report outlined three recommendations; (1) That "K" System debriefers be instructed and supervised to insure that they place particular emphasis on interrogation of observers and pilots to discover any possible indications of aircraft power trouble. (2) That "K" System supervisors insure that in all cases where aircraft power trouble is indicated that power difficulties are corrected and the "K" System is checked on air-

7. DD Form, to Cmdr 26th A&E Maint Sq fr 26th A&E Maint Supv, dated 22 February 1955. Subj: "K" System Analysis for Period 21 Jan thru 20 Feb 1955." CL: CONFIDENTIAL. Exhibit No. 7.
8. Ibid.

craft power with engines being run if necessary. (3) For each aircraft which had a major or serious malfunction on the last mission, the "K" System supervisor and mechanic must make sure that they have found the cause of the trouble, and to be sure that corrective action actually eliminates the malfunction. Furthermore, it was stated that if the "K" supervisor and mechanic can not assure themselves that the malfunction has been corrected then the OIC of the flight line should be notified and a test hop should be scheduled with the regular crew, if possible, together with a competent "K" mechanic. If the set looks good in the air after two hours, then the crew at their discretion could go on with a regular training mission. However, if trouble develops with the "K" set then the aircraft should return to the station for further "K" maintenance.[9]

The final two recommendations indicated that since one of the most frequent associated difficulties with most "K" major malfunctions is wavy range marks, every effort should be made to obtain the 20 Line Balance Networks returned to Motorola for modification (at Chicago) and to complete the T.O.C. on polar converters and SN-57s for the wavy range marker fix. The final recommendation stated the "K" system supervisors should make

9. DD Form, to Cmdr 26th A&E Maint Sq fr 26th A&E Maint Supv, dated 22 February 1955. Subj: "K" System Analysis for Period 21 Jan thru 20 Feb 1955." CL: CONFIDENTIAL. Exhibit No. 7.

every effort to obtain priority for ground power on those aircraft which require extensive ground trouble shooting maintenance. If they can not get satisfactory results the OIC Flight Line A&E should be contacted in order to bring this to the personal attention of the Chief of Maintenance.[10]

Comparison-wise, there were 121 "K" System Missions during the period of 21 December 1954 to 21 January 1955. Thirty-nine were rated as "major malfunctions". Of the thirty-nine, three were ground aborts; seventeen were "major" malfunctions occuring before target.[11] This writer will follow more closely the trend set by the A&E Squadron maintenance for further discussion in the wing's forthcoming history.

The Wing Supply Section continued to report the shortage of vacuum gage and 1000 Amp rectifiers. In addition, the shortage of five (5) towing vehicles previously reported on a Supply Difficulty Letter dated 25 June 1954, continued to hamper the maintenance effectiveness of the wing.[12]

In reply to the above supply shortages reported on the Wing T12 for January 1955, Headquarters Second Air Force indicated that a

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10. DD Form, to Cmdr 26th A&E Maint Sq fr 26th A&E Maint Supv, dated 22 February 1955. Subj: "K" System Analysis for Period 21 Jan thru 20 Feb 1955." CL: CONFIDENTIAL. Exhibit No. 7.
11. Ltr to Cmdr 26th A&E from 26th A&E Analysis Off. 9 February 1955. Subj: "Operational Effectiveness Report for Period 21 Dec 1954 thru 21 January 1955 for the 26th A&E Maint Sq" CL: CONFIDENTIAL Exhibit No. 8.
12. 26th SRWg Cmdr's Remarks to Part V of the Air Tng Rpt for the Mo. of February 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL. Exhibit No.13.

command wide shortage exists on Rectifier S/N 81000-628000. Furthermore, Headquarters AMC, USAF and SAC were attempting to provide 1000 Amp Rectifiers for all B-47 Wings. The latest information available indicated that Headquarters USAF will authorized procurement of a commercial type rectifier pending availability of the stock listed item. Upon the receipt of further information this headquarters would be advised.[13]

In relation to the shortage of gage S/N 7CAD-352675, Second Air Force's reply that no request to supply assistance was at their headquarters. It was recommended by Second Air Force that the Base Supply Officer submit a current letter and indicate any recent follow-up action he has taken to the depot.[14]

Second Air Force stated that 4000 pound DBP, warehouse tractors are still short in supply. Their records indicated three (3) tugs were due on requisition 50D-54-16 and 11 on requisition 50D-55-3. There were 10 tractors originally requested on requisition 50D-54-16. Information obtained on the latest supply difficulty letter submitted by AF-56-SO on 10 November 1954 indicated that firm action was taken to supply seven (7) of the vehicles on which five (5) were substitute items. Mallory Air Force Depot requested authority

13. Ltr, to 801st ADiv Cmdr from 2AF Cmdr. Subj: "Air Training Report" dated 1 March 1955. CL: SECRET. Exhibit No. 9.
14. Ibid.

from Headquarters AMC on 6 January 1955 to release the other three (3) from Account "T". However, Second Air Force had not received the final decision. The eleven (11) tractors requested on requisition 50D-55-3 were placed on back order at Mallory Air Force Depot with an estimated delivery date of December 1955. Second Air Force recommended that a supply difficulty letter be submitted on this requisition if the Base Supply Officer has not received a firm shipping date on the tractors.[15]

As a matter of information, Second Air Force commented on a message received from Headquarters AMC to Mallory Air Force Depot which indicated Tactical Air Command is receiving 25 to 30 new type servicing and towing tractors a week. These vehicles will replace the 4000 pound tugs within TAC for towing aircraft. Headquarters AMC directed Mallory Air Force Depot to use excesses of 4000 pound tugs generated in TAC by supply of the new towing vehicles to fill requirements of other commands.[16]

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15. Ltr, to 801st ADiv Cmdr fr Cmdr 2AF. Subj: "Air Training Report", dtd 1 March 1955. CL: SECRET Exhibit No. 9.
16. Ibid.

ROSTER OF KEY PERSONNEL FOR THE MONTH OF FEBRUARY 1955

Wing Commander	SULLIVAN, HENRY R., JR.	Brig. Gen.
Deputy Commander	ADAMS, ALAN F.	Colonel
Adjutant	WRIGHT, CHARLES A.	Major
Comptroller	MYERS, LANSING H.	Lt. Col.
Intelligence Officer	KOLLER, RUDOLPH C.	Lt. Col.
Director Of Personnel	SAMSON, GEORGE D.	Major
Director Of Operations	HALL, ROBERT T., JR.	Lt. Col.
Director Of Materiel	GRIBBLE, JAMES T.	Colonel
CO - 3rd SR Sqdn	HENNINGTON, HENRY M.	Major
CO - 4th SR Sqdn	EDWARDS, WILLIAM H.	Major
CO - 10th SR Sqdn	SUNDERLAND, LARRY I.	Major
CO - 26th Air Refueling Sqdn	HUTCHINSON, JACOB A.	Lt. Col.
CO - 26th Field Maint Sqdn	ATKINS, JOHN H., JR.	Major
CO - 26th A & E Maint Sqdn	NICHOLSON, JOHN P.	Major
CO - 26th Per Maint Sqdn	KNOWLTON, KENNETH S.	Major
CO - Hq Sqdn Section, 26th Recon Wing	MARSH, CLIFFORD R.	Capt.
CO - 26th Tactical Hospital	WINDORF, HARRIS S.	Lt. Col. (M)

GLOSSARY OF ABBREVIATIONS USED

AB Gp	Air Base Group
AFS	Air Force Specialty
AMN	Airmen
APT	Airmen Proficiency Test
AWOL	Absent (absence) Without Leave
Auth	Authorized
BSE	Base Support Equipment
CCTS	Combat Crew Training School
COL	Colonel
Cmdr	Commander
D/Ops	Director Of Operations
Dtd	Dated
ECL	Equipment Component List
HQS	Headquarters
Lt. Col.	Lieutenant Colonel
(M)	Medium
Maint	Maintenance
NCOIC	Non Commission Officer in Charge
Offs	Officers
Orgn	Organization
O/S	Overseas

Glossary of Abbreviations Used (Continued)

PCS	Permanent Change of Station
RB	Reconnaissance Bomber
Reg	Regulation
SAC	Strategic Air Command
SR	Strategic Reconnaissance
Sqdn	Squadron
Strat	Strategic
UAL	Unit Allowance List
UPREAL	Unit Property Equipment Authorization List
USAF	United States Air Force
Wg	Wing

** Abbreviations Used in Aircraft Operation.

Combat Ready Crew. A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission to the unit. Only those crews which a commander would use for actual combat operations will be considered as Combat Ready Crews.

Non-Combat Ready Crew. A complete combat crew which a commander considers not fully capable of performing all types of flying operations required by the combat mission of the unit, but which is capable of conducting operational training flights.

Abbreviations Used in Aircraft Operations (Continued)

Potential Crew. A complete combat crew which cannot be reported as combat ready or non-combat ready because of the limitation imposed by the definitions of those crews. The number of crews considered in this category will represent the maximum number of crews which can be formed from the available resources of the unit, excluding those crews reported as T/D staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade or other factors, making crew utilization unprofitable.

In-Commission. An aircraft is in-commission when it is capable of normal flight operations.

Evaluation Mission. A mission which is flown to evaluate reconnaissance crew reconneitering capability, to test new procedures and techniques.

Long Range Tactical Mission. A mission of at least 10 hours duration accomplished by an individual crew of crews, which emphasized cruised control techniques and procedures, navigation under simulated tactical conditions, aerial and radar scope photography, etc., and not considered as a unit simulated combat mission.

Abbreviations Used in Aircraft Operations (Continued)

Unit Simulated Combat Mission. A mission involving an assigned war plan or simulated war plan effort which is flown by a unit to simulate the assigned mission as set forth in the current strategic Air Command tactical war plan, or any assigned unit simulated combat mission of equal scope, flown in accordance with training directives. Unit missions of less than assigned war plan or simulated war plan effort do not fall under this category.

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History, Director of Personnel, 26th SR Wing

History, Dirctor of Operations, 26th SR Wing

History, Director of Materiel, 26th SR Wing

History, 3rd Strategic Reconnaissance Squadron (M)

History, 4th Strategic Reconnaissance Squadron (M)

History, 10th Strategic Reconnaissance Squadron (M)

History, 26th Field Maintenance Squadron

History, 26th Periodic Maintenance Squadron

History, 26th A & E Maintenance Squadron

History, 26th Air Refueling Squadron (M)

History, Headquarters Squadron Section, 26th SR Wing

History, 26th Tactical Hospital

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 observation of the Historian.

LIST OF EXHIBITS

1. Ltr, Hq 801st ADiv to Hqs 26th SRWg. Cite: BMO. 17 February 1955. Subj: "SAC Manning Authorization Program". CL: UNCLASSIFIED.

2. Ltrs fr Cmdr 2AF to Cmdr 801st ADiv. Cite: DPLMA. 21 February 1955. Subj: "Movement Order 26th ARSq." CL: UNCLASSIFIED.

3. DD Form, fr Cmdr 26th SRWg to DDM. Subj: "Responsibility for Supporting Transient Aircraft", dated 1 March 1955 UNCLASSIFIED.

4. Ltr fr 26th ARS Security Off to Cmdr 26th ARSq, dtd 28 February 1955. Subj: "Unit Security Rpt Pertaining to the Unit Simulated Combat Mission".

5. Ltr fr Cmdr 801st ADiv to Cmdr 2AF, dated 16 February 1955. Subj: "Special Report of 2AF Operations Order 7-55 (Open Mind) CL: SECRET.

6. Ltr fr Cmdr 801st ADiv to Cmdr 2AF. Subj: "SAC Management Control System Scores (RCS:2AF-U2) CL: SECRET.

7. DD Form fr 26th A&E Maint Supv to Cmdr 26th A&E. Subj: ""K" System Analysis for Period 21 Jan thru 20 Feb 1955, dated 22 February 1955. CL: CONFIDENTIAL.

8. Ltr fr 26th A&E Analysis Office to Cmdr 26th A&E Sq. Subj: "Operational Effectiveness Report for Period 21 December 1954 thru 21 January 1955 for the 26th A&E Maint Sq". CL: CONFIDENTIAL.

9. Ltr fo 801st ADiv fr 2AF. Subj: "Air Training Report" dated 1 March 1955. CL: SECRET.

10. TWX fr Cmdr 2AF to Cmdr 801st ADiv. Cite: DOTO 3896. Dated 18 February 1955. Subj: "USCM Activity". UNCLASSIFIED.

11. 26th SRWg Operations Order No. 7-55, dated 1 February 1955. CL: SECRET.

12. 801st ADiv Cmdr's Remarks to Part VI of Air Tng Report for the Mo. of February 1955. (RCS:3-SAC-T12) CL: CONFIDENTIAL.

LIST OF EXHIBITS (Continued)

13. 26th SRWg Cmdr's Remarks to Part V of Air Tng Rpt for the Mo. of February 1955. (RCS:3-SAC-T12). CL: CONFIDENTIAL.

14. 26th SRWg Cmdr's Remarks to Part IV of Air Tng Rpt for the Mo. of February 1955. (RCS:4-SAC-T12). CL: CONFIDENTIAL.

15. 26th ARSq Cmdr's Remarks to Part III of Air Tng Rpt for the Mo. of February 1955. (RCS:4-SAC-T12). CL: CONFIDENTIAL.

16. 26th SRWg Operations Order No. 13-55, dated 10 February 1955. CL: SECRET.

17. Amendment No. 1 to 26th SRWg Operations Order No. 13-55, dated 18 & 24 February 1955. CL: SECRET.

18. 26th Strategic Reconnaissance Wing's Weekly Aircraft Requirement Records for the Month of February 1955.

C O P Y

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

BMO 17 FEB 1955

SUBJECT: SAC Manning Authorization Program (MAP)

TO: See Distribution

1. The attached changes to personnel authorizations have been extracted from the SAC Manning Authorization Program 31 January 1955 - 31 July 1955 and are forwarded for action indicated.

2. This is a recapitulation of all authorized overages and impending changes to Tables of Organization (T/O) and Non-T/O Personnel Authorizations. These changes will be posted to current tables pending receipt of the new Unit Manning Documents (UMD's).

3. The Unit Manning Document is a consolidation of all T/O and Non-T/O Personnel Authorizations and will be the official manning and reporting document when the program has been fully implemented. The new UMD's are expected during the month of February 1955.

BY ORDER OF THE COMMANDER:

RICHARD E. JONES
Major, USAF
Adjutant

1 Incl
Extract of MAP

DISTRIBUTION:

1 DDP
1 Comdr 91SRW
1 Comdr 26 SRW
1 Base Pers
1 Stat Serv
1 EA Unit Concerned

C

O

P

C O P Y

SAC MANNING AUTHORIZATION PROGRAM AS OF 31 JANUARY 1955

1. Hq 91st & 26th Strat Recon Wings

a. Ref Cmt #1, DF D/Opr, 9 Mar 54, fol adjustment will be made in Line 2, Code D1701, Part II, T/O 1-1047P, 1 Jan 54:

Delete: 1244 3 Add: 1525B 3

b. Ref Cmt #1, DF D/Opr, 9 Mar 54, one AFSC 1416 may be manned by one AFSC 1524 in Operations and Training Function.

c. Make the following adjustment in Code C1635, Personnel Function:

Delete: 7324 1 Capt Add: 73000 1 WO

2. 91st & 26th Periodic Maint Sq

a. Ref ltr this hq, DPLMD, 13 Jul 54 "Adjusted Authorizations for Jet Engine Mechanics", make fol adjustments in T/O's:

T/O (1 Jan 54)	Add			Delete		
1-7171P	43131E	10	A/2C	43230	16	A/2C
	43151E	10	A/1C	43250	17	A/1C
	43151E	10	S/Sgt	43250	17	S/Sgt

b. Make the following adjustment in Code E1821, Maintenance Supervision Function:

Delete: 4344 1 Capt Add: 43100 1 WO

3. 91st & 26th Field Maint Sq

a. Ref ltr this hq, DPLMD, 13 July 54 "Adjusted Authorizations for Jet Engine Mechanics", make fol adjustments in T/O's:

T/O (1 Jan 54)	Add		
1-7169P	43230	6	A/2C
	43250	7	A/1C
	43250	7	S/Sgt

b. Pending publication of 1 Jul 54 T/O add fol auth coverage to Field Maint Sq:

47134	3	A/2C
47135	3	A/2C
47154	3	A/1C
47155	3	A/1C
47155	3	S/Sgt
47171	3	T/Sgt

C O P Y

SAC MANNING AUTH PROG 31 JAN 55

c. Pending publication of 1 Jul 54 T/O add fol auth overage to Field Maint Sq:

47154 1 A/1C

C O P Y

Hq SAC, Offutt AFB, Nebr, DPLMA, Subject: Movement Order, 26th Air Refueling Squadron, Medium

DPLC (21 Feb 55) 1st Ind

HEADQUARTERS SECOND AIR FORCE, Barksdale Air Force Base, Louisiana
18 MAR 1955
TO: Commander, 801st Air Division, Lockbourne Air Force Base , Ohio

1. Forwarded for necessary action is one copy of basic letter, Subject: Movement Order, 26th Air Refueling Squadron, Medium.

2. References. This indorsement confirms previous instructions contained in messages from this headquarters, DPLC 1750 dated 9 March 1955 and DPLC 3345 dated 16 March 1955.

3. Date of Movement. Movement of aircraft will begin on or about 19 April 1955 in equal increments over a 2, 3 or 4-day period at the discretion of unit commander. Decision in this regard should be forwarded to this headquarters by electrical communication at the earliest practicable date with information to Eight Air Force and the 4050th Wing. Effective date and time of movement of unit command post and transfer of operational control from Second Air Force to Eight Air Force is 2400 hours ZULU on date when majority of unit aircraft are scheduled to arrive at Westover Air Force Base.

4. Movement Plan. It is requested that the 26th Strategic Reconnaissance Wing prepare a movement plan which will include all detailed actions incident to movement of the 26th Air Refueling Squadron. Authority for approval of this plan is delegated to the Commander, 801st Air Division. Information copies should be forwarded to this headquarters, Headquarters Eight Air Force and the 4050th Wing not later than 1 April.

5. Assignment and EDCSA. The 26th Air Refueling Squadron will be assigned to the 4050th Air Refueling Wing, Westover Air Force Base, effective 1 April 1955, with EDCSA also on 1 April.

6. Direct Communications. This headquarters and Headquarters Eight Air Force should be information addressees on all direct communications with Westover units concerning coordinations of this move.

7. Records and Administration Organizational records will accompany the 26th Air Refueling Squadron. The Unit Postal Officer will comply with Paragraph 4, b, (8) of 2AF Regulation 182-2 and Paragraph 17 c, Section IV, of AFM 182-3

3

DPLC, Subject: Movement Order, 26th Air Refueling Squadron, Medium

8. Personnel

a. Approximately 85 officers and 230 airmen currently assigned to the 26th Air Refueling Squadron will move with this unit. Approximately 3 officers and 208 airmen of maintenance support augmentation will move concurrently and will be assigned to the 4050th Air Refueling Wing, Westover Air Force Base. In event that it is necessary to obtain further detailed instructions regarding assignment or organization of the maintenance augmentation, this information should be requested from Headquarters Eight Air Force, Attention: Director of Plans. Movement of augmentation personnel should be charged to the appropriation listed in the movement order for the 26th Air Refueling Squadron.

b. Maintenance augmentation personnel will possess a minimum of six months retainability subsequent to 1 April 1955 unless reenlistment intentions are indicated for own vacancy at new station.

c. For the maintenance augmentation only, your headquarters is delegated authority to waive Paragraph 5 k of SAC Regulation 35-19, provided that:

(1) No hardship will be imposed upo the individuals as a result of reassignment.

(2) Reassignment of individuals with longer periods of time on station would result in regression of combat readiness of other assigned units.

d. Maintenance augmentation personnel who do not meet criteria stated above will be replaced by personnel of like skills from the 91st Strategic Reconnaissance Wing.

9. Equipment. Flyaway Kit will move in unit aircraft to the maximum extent possible. UME and USE vital to combat readiness will move by unit or other military aircraft. The Director of Materiel, this headquarters, will forward by separate communication a decision concerning items of USE which will accompany the unit.

10. Airlift Support. Requirement for airlift support should be submitted in accordance with SAC Regulation 76-1.

BY ORDER OF THE COMMANDER:

s/ W. M. Vandebogart
t/W. M. VANDEBOGART
Lt Colonel, USAF
Chief, Programs & Plans Div
Directorate of Plans

cy to : Comdr SAC, Attn: D/Plans
Comdr 8AF, Attn: D/Plans

"A TRUE COPY".
Charles A. Wright
CHARLES A. WRIGHT
Major, USAF

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

DPIMA 21 February 1955

SUBJECT: Movement Order, 26TH AIR REFUELING SQUADRON, Medium

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. It is desired that you take the necessary action to move the 26TH Air Refueling Squadron, Medium, at current authorization, from Lockbourne Air Force Base, Ohio, to Westover Air Force Base, Massachusetts. Movement will commence on 1 April 1955, and will be completed not later than 30 April 1955.

2. This is PERMANENT change of station.

3. Equipment. a. The unit will move with all authorized unit mission equipment (UME) authorized in the UME column of the unit's current UAL. In addition, such items of unit support equipment (USE), as necessary to support this unit at Westover Air Force Base, will be furnished as determined by mutual agreement between the Commanders, Second and Eighth Air Forces.

b. Movement of tactical aircraft will be accomplished by coordination between the Commanders, Second and Eight Air Forces, to insure retention of the maximum possible EWP capability during the unit's move and that aircraft arrivals at Westover Air Force Base are in consonance with base facilities to receive the unit.

4. Methods of movement. a. Movement will be made in accordance with the applicable provisions of AFRs 75-2, as amended, 75-19, 75-20 and 75-38.

b. Movement will be accomplished by commercial or military carrier. Military aircraft may be used.

c. TPA is authorized.

5. Departure and arrival dates of the unit will be reported by means of the AFOSCR (RCS: AF-01 (SAC-1)). Attention is directed to paragraph 11c, AFR 75-20, 10 Nov 54.

6. Cite PCS open allotment accounting Classification 5753500 048-201 P532-99 S99-999 for all PCS cost from Lockbourne Air Force Base, Ohio, in accrodance with the provisions of AFM 172-1, as amended, except that transportation costs of organizational equipment and impedimenta are chargeable to maintenance and operation funds, Project 458

DTIMA
Subj: Movement Order, 26TH Air Refueling Squadron, Medium

7. Authority: Message, Headquarters USAF, AFOOP-OC-C 42244, 10 February 1955.

BY ORDER OF THE COMMANDER:

s/ Glenn P. Nell
t/ GLENN P. NEILL
Colonel, USAF
Adjutant

DISTRIBUTION:
30 - HEDUSAF, AAO (ATTN: PUB DIV), WASHDC
2 - HEDUSAF, DIR of Operations, DOS/C, WashDC
2 - ACOFS, G-3, GSUSA (ATTN: Chief, OGG & OG DIV, WASHDC
2 - ACOFS, G-4, GSUSA (Chief, MOV BR. SERGNN, WASHDC
2- COMAMC (ATTN, MCMSX 62), Wright Patterson AFB, Ohio
5 - COMATS
5 - COMDR, ATLANTIC DIV, MATS
25 - COMDR, 26TH AREFS, Lockbourne, AFB
5 - COMDR, 801ST AIR DIV, Lockbourne, AFB
5 - COMDR, 26TH STRATRECONWG, Medium, Lockbourne AFB
2 - Mil Air Div, Hq Sixth Army , Room 112, BLDG 38, Presidio of SFRAN
2 - COMDR - Topeka AF STA, Topeka Kans
5 - COMDR - Wilkins AF STA, Shelby ,Ohio
2 - AF Liaison REP, Kansas City REC CEN, 601 Hardesty Avenue, KSC
36 - HEDSAC
1 - Chief of Staff
8 - Director of Plans
5 - Director of Operations
5 - Director of Personnel
5 - Director of Comptroller
1 - Office of Information
1 - Judge Advocate
5 - Surgeon
1 - Director of Intelligence
2 - Inspector General
1 - Operations Analysis
3 - Adjutant

DDM

Responsibility for Supporting Transient Aircraft
Comdr, 26th SRW
1 Mar 55
Col Gribble/sjd/213

1. Reference Comment 1 and 2 relative to responsibility for supporting transient aircraft, the 26th Wing recommends the following procedures:

a. That the over-all requirement for support of transient aircraft specialist support to Base Flight aircraft, and A&E support to ground trainers be considered as a package requirement.

b. To resolve the maintenance requirements for the above listed operations, it is suggested that a team, composed of 801st Operations Squadron, 91st and 26th Wing Directors of Materiel and/or Chiefs of Maintenance, be appointed to prepare SOP's to cover this function. (In this connection the responsibility of the 801st Operations Squadron and their capability personnel-wise in supporting first and second echelon on transient aircraft (other than specialist systems) should be closely scrutinized, Similarly, the capability for first echelon maintenance of trainers should be closely scrutinized.)

c. That the wing having responsibility for functions listed should have functional control of the maintenance section of the 801st Operations Squadron, i.e. similar to Chief of Maintenance control of Field Maintenance and Periodic Maintenance personnel.

d. The responsible wing would assign Operations Squadron personnel to specialized training for upgrading, ect., as required.

e. That all civilians presently authorized the 91st SR Wing be assigned the wing having the above primary maintenance responsibilities.

f. That the primary wing be authorized to borrow maintenance support personnel from the other wing on an "as required" basis, for support of transient aircraft maintenance.

2. Under the above conditions the 26th Strategic Reconnaissance Wing would hva e no objections to assuming the responsibility for support of transient aircraft maintenance, trainer maintenance, and specialist support to Base Flight aircraft.

s/ Alan F. Adams
t/ ALAN F. ADAMS
Colonel, USAF
Commander

" A TRUE COPY"
Charles A. Wright
CHARLES A. WRIGHT
MAJOR., USAF

COPY

91 DM

Responsibility for Supporting Transient Aircraft

Director of Materiel
801st Air Division

Commander
91st Strat Recon Wing

16 February 1955

1. Reference our conversation this date reguarding Field Maintenance and Armament and Electronics support of transient aircraft, the following is suggested:

a. That specialist requirements to support Field Maintenance and Armament and Electronics work orders on transient aircraft be divided equally between the 91st and 26th Strategic Reconnaissance Wings.

b. That this responsibility be assigned to each wing alternately for a specific 90 day period.

c. In view of the fact that the 26th Wing is losing their air refueling squadron and specialist support for reciprocating type engines, that the 91st Wing continue to support all base flight and transient work orders for reciprocating engine change, conditioning, and build-up.

2. If this proposal is acceptable, it is suggested that the 91st retain their full responsibilties) for transient support through the end of March, and the 26th assume this responsibility for a six months period beginning 1 April. The 91st will assume full responsinility 1 October until the end of this calendar year. This arrangement would be necessary because of known 91st Wing commitments during the period 1 April through 30 September.

s/ Charles M. Eisenhart
t/ CHARLES M. EISENHART
Colonel, USAF
Commander

Comdr, 26th SRW

Responsibility for Supporting Transient Aircraft
DM
23 Feb 55
Col Kimmel, gs/ 7404 x #2

1. Your attention is invited to Comment #1 with the following recommendation regarding the above subject, "Responsibility for Supporting Transient Aircraft".

2. The parent organization is assigned the responsibility of performing maintenance on transient aircraft at each SAC station without the assistance of additional personnel. Therefore, recommend concurrence in the 91st Wing Commander's proposal to rotate this work load on a calendar time basis. This periodic adjustment is responsibility for maintaining transient aircraft will insure an equitable distribution of work load requirements between the 91st and 26th Wings.

s/Robert E. Kimmel
t/ROBERT E. KIMMEL
Colonel, USAF
Director of Materiel

26TH STRATEGIC RECONNAISSANCE WING (M)
26TH AIR REFUELING SQUADRON (M)
Lockbourne Air Force Base
Columbus 17, Ohio

28 February 1955

SUBJECT: Unit Security Report Pertaining to the Unit Simulated Combat Mission.

TO: Commander
26th Air Refueling Squadron
Lockbourne Air Force Base, Ohio

1. The following unit security report pertains to the period of time the 26th Air Refueling Squadron was subject to penetration and simulated bombing of aircraft, buildings, and maintenance facilities. The 26th Air Refueling Squadron became subject to penetrations begining the 4th of February, 1955, and continued to 1800 hours 24 February, 1955.

2. Prior to the U.S.C.M. the 26th Air Refueling Squadron was engaged in an E.W.P. Mission, and necessitated six combat crews on duty twenty-four hours a day. With the shortage of personnel subject to guard duty, and a guard shift necessary during the entire E.W.P.., our personnel on guard duty during the proceeding U.S.C.M. did not possess the attitude necessary to effect an efficient security force. One of the main factorrs that promoted the inefficiency of our guard personnel was the extremely cold weather, and constant rain and snow storms.

3. On 20 February 1955, at 0215, guards of the 26th Air Refueling Squadron apprehended a penetrator on the flight line. Subsequent inspection of all aircraft disclosed the penetrator had placed ten simulated bombs on ten aircraft, which were declared as"bombed" according to the U.S.C.M. ground rules. The ground rules had been changed without notification to the 26th Air Refueling Squadron. However, seven of ten bombs had been removed from aircraft before Central Security notified the Officer of the Guard of the aircraft bombed as divulged from the penetrator. At the time of the penetration and simulated bombings, according to the U.S.C.M. ground rules supposedly in use, the seven aircraft from which the bombs had been removed would have been saved and usable for the mission.

4. Poor lighting was another of the factors that contributed to a great extent to the vulnerability of the 26th Air Refueling Squadron. The south-west corner and the north-east corner of our area were entirely unlighted, as welll as the dividing line between the 4th Strategic Reconnaissance Squadron area and our area. To enforce the security necessary in the unlighted areas, many more guards would have been required than available.

5. Probably the bigrest factor that prevented the 26th Air Refueling Squadron from maintaining an efficient security force during the U.S.C.M. was the lack of co-ordination between other sections, from whom our guard personnel were drawn, and the security section. Constant changes in the scheduling of flights and the men of the flights, block training, sending men to M.T.D., personnel TDY, and many other operational requirements, constantly hampered and required changes in guard scheduling. Often one change in a flight would deprive the security section of half the guards on one shift, with the result that no personnel were available to replace the losses.

6. The knowledge gained from the U.S.C.M. shall undoubtly be of great value in forming future security SOP's, and an entirely new security force setup.

s/ Paul M. Reagan
t/PAUL M. REAGAN
1/Lt USAF
Security Officer

"A TRUE COPY"
Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

SECRET

HEADQUARTERS
[illegible] AIR DIVISION
[illegible] AIR FORCE BASE
Columbus 17, Ohio

SECRET
AUTH: 801SP AIR DIV
NAME:
DATE: [illegible]

DO

16 February 1955

SUBJECT: Special Report of 2AF Operations Order 7-55 (Open Mind)

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. Forwarded herewith are the Special Reports of the 26th and 91st Strategic Reconnaissance Wings as required in Second Air Force Operations Order 7-55 (Open Mind). Included with the report from each Wing is the psychological, physiological analysis of the Flight Surgeon for that Wing.

2. Concur with the conclusions and recommendations of the Wing reports;

FOR THE COMMANDER:

t/LAWRENCE A. GILMORE
1st Lt, USAF
Asst Adj

2 Incls
1. Ltr fr 9100, O.O. 7-55
dtd 14 Feb, w/2 incls (dup)
2. Ltr fr 91st Wg Surgeon
dtd 11 Feb w/2 Inds (dup)
3. Ltr fr 26th Wg Msn Rpt.
dtd 16 Feb, w/3 Incls (dup)

IF INCLOUSURES NO. 1, 2 and 3 ARE WITHDRAWN OR NOT ATTACHED, THIS DOCUMENT IS DOWNGRADED TO UNCLASSIFIED

"A TRUE COPY"
Charles A. Wright
CHARLES A. WRIGHT
Major, USAF

SECRET

SL-506

SECRET

SECRET
AUTH: CMDR 26th SRW
DATE 16 Feb 55
NAME s/ Wright

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

26DO

16 February 1955

SUBJECT: Final Mission Report on 2AF Operations Order 7-55.

TO: Commander
801st Air Division
Lockbourne Air Force Base
Columbus 17, Ohio

Attached is the final mission report for the 26th Air Refueling Squadron as required by 2nd Air Force Operations Order 7-55.

FOR THE COMMANDER:

t/CHARLES A. WRIGHT
Major, USAF
Adjutant

3 Incl:
1. Operations Comments
2. Material Comments
3. Medical Comments

If Inclosures 1, 2, & 3 ARE WITHDRAWN OR NOT ATTACHED THIS DOCUMENT MAY BE DOWNGRADED TO UNCLASSIFIED

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260SL- 62-2

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THIS PAGE IS DECLASSIFIED IAW EO 13526.

OPERATIONS COMMENTS ON 2AF OPORD 7-55

1. Only 12 combat ready crews qualified in night mass air refueling were available for the alert. This required each crew to be on alert for 24 hours and off for 24 hours. Both aircraft and crews were rotated at 1230 hours daily. Rotation at this time afforded daylight hours for all preflights, correction of malfunctions during normal duty hours and maximum base supply support.

2. Alert operational SOP's are included as Attachement 1 to this inclosure.

3. During the alert period severe weather conditions were encountered. Lower than average temperatures, snow and freezing rain made runway, ramp and taxy lanes extremely hazardous. The airfield was close on four occasions while efforts were made to make the runway safe for operations. No aircraft were hangered and wing covers and isopropyl proved ineffective in the conditions encountered. Without inside, heated storage it would have been impossible to dispatch the aircraft within 4 hours after periods of freezing precipitation.

4. The alert had a definite effect on the Wing 50-8 training accomplishments. Only 3 ready crews were available for 50-8 flying training during this period. None of the nonready crews undergoing 51-19 training could be flown because all instructor personnel were on alert crews. Although aircraft were available for flying, this limited crew availability greatly curtailed accomplishments. The Wing B-47's as well as the KC-97's lost 24 scheduled electronic rendezvous, 24 wet hookups and 24 dry hookups.

5. Refueling area "Frank" is considered satifactory.

6. Difficulty was encountered making initial radion contact with the receivers on the frequency assigned. It is recommended that secondary frequencies be assigned.

SECRET

Ind 3

ATTACHMENT # 1 to TWOICOMM 31, OPERATIONS ORDER 7-55

ALERT INSTRUCTIONS FOR CREWS

1. GENERAL - Six (6) crews of this org will be on standby alert in building P-835 from 1230 hours each day until 1230 hours the following. With the exception of meals, those crew member will not leave the building for any other purpose than meals or to go to assigned aircraft without specific permission of Flight Leader. Normally permission will be given for emergency reasons only.

As soon as each new alert crew comes on duty, they will have a weather briefing, draw their personnel equipment, proceed to the aircraft assigned and accomplish their preflight up to start engines. All descrepancies discovered at preflight will be closely coordinated with the crew chiefs and Maintenance to insure timely repair. Personnel equipment will be left in the aircraft in position until relieved the next day. All aircraft will be de-iced and heated on a continuing basis as frequently as necessary to insure no carb ice or frozen instruments on scramble. Engine run ups will be conducted as determined necessary by the individual aircraft commander to check out his assigned aircraft. Tail covers are optional also but if used, will be removed by crews prior to engine run-up.

Bedding will be initially drawn by crews and kept in lockers until time for turn in every third day. The following rules will apply to the sleeping area for the crews: NO SMOKING IN BED: LIGHTS OUT BY 2200 each evening, those desiring to stay up late will utilize the navigation room or other parts of the building but will remain relatively quiet for the benefit of those sleeping. Duty Officers will awaken crews at 0600 and Flight Leader will insure that all crews get up, clean up room and are ready to depart for mess at 0630 when bus arrives.

2. MESSING - Transportation will be provided for alll crews going to and from unit mess. Crews will depart at 1700 and return by 1740 in the evening, and will depart at 0630 in the morning and return by 0710. Officer personnel will follow the same schedule and are cleared to eat in the officers Open Mess in flight clothes. Flight Leaders will moniter all departures to insure that crews come and go together within the prescribed time. Officers may use their own transportation however, Non-coms and Airmen will utilize the bus provided to go to the airmens and NCO mess.

3. ALERT INSTRUCTIONS - Upon receipt of call from FARINA CONTROL that Open-Wind is in operation, Duty Officer will authenticate the call, note time of H hour (This will probably be in ZULU time and must be converted to local time by subtracting 5 hours) and proceed to awaken flight leaders and crews immediately. Duty Officer will then make calls to CO, Ops Officer, Eng Officer ect. notifying them. Time of receipt of call will be included in remarks section of Duty Officers report.

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4. PRE-TAKE OFF [illegible] - Flight Leader upon receipt of alert will immediately dispatch the crews to the aircraft with exception of the AC's and Pilots and Navigators. They will remove wing covers and start heaters as required.

Flight Leaders will then:

a) Advise crews of H hour and fix Taxi a nd take off times.
b) Have form Fs signed by ACs and turn over to Duty officer for dispatch to Base Opns.
c) Make last minute check with the Base Weather Station for winds aloft and weather in refueling area, advise crews and then scramble.

NOTE: Follow procedures as set fourth in specialized briefing for engine start, taxi and take-off.

SECRET

MAINTENANCE COMMENTS ON 2AF GROUND 7-55

1. The following maintenance alert personnel by organization were required each day.

a. Air Refueling Squadron

8 - 43151B

b. Field Maintenance Squadron

2 - 42250
3 - 42370
3 - 42152
1 - 42151
1 - 43171S

c. Armament and Electronics Squadron

3 - 30150
3 - 30151
2 - 42250
2 - 64151

d. Maintenance Control

2 - 43171 on weekends only.

2. Overtime hours expended by the above personnel in supporting the alert are as follows:

a. Air Refueling Squadron - 1056 hours

b. Field Maintenance Squadron - 1383 hours, of which 86 hours were expended in direct support work.

c. Armament and Electronics Squadron - 150½ hours of which 3 hours were expended in direct support work.

d. Maintenance Control - 48 hours.

3. The following parts were required on alert aircraft to correct discrepancies:

1 Generator 42A6-A28A858A-1
1 Inverter 03-4224-546-2
1 Fuel Selector Valve 03-2-4831-5-245-2041N
1 Boom Hoist Motor MT8-3911-252
1 Hydraulic Pump PE- 36-3909-2022
2 Boom Seals 1A7V-6-45877
1 Control Assembly 1A7V-40683-2
1 Junction Box-139 1660-212919391

4. The UMR presently authorizes 10 F-4 type aircraft ground heaters. Under the weather conditions encountered this is far from adequate. At least 24 ground heaters of the SM8200- and conduct flying training simultaneously.

5. Two calendar postflights were generated by alert aircraft. A total of 80 manhours were expended completing these.

6. No aircraft malfunctions were encountered that could be attributed to the KC-97's being on ground alert and not flying. In light of this, the maintenance of aircraft on alert for a 6 day period is considered the optimum. This length of time should not generate additional calendar inspections.

7. If the Air Refueling and Maintenance Squadrons were at T/O strength in maintenance personnel, a normal flying training program could be supported in conjunction with an alert of this nature. The limiting factors are combat ready crews and aircraft. Six KC-97's could be maintained on alert with no reduction in flying training if the aircraft assigned were increased from 21 to 24. From the aircrew standpoint this could be supported for an indefinite period if 24 of the 30 authorized crew assigned and in a combat ready status.

8. There are no recommendations for procedural changes.

9. No safety hazards were encountered.

10. There is no requirement for continuous application of power to A/E components and aircraft instruments in the KC-97.

11. Assuming that the present T/O is adequate to support 1,000 flying hours per month the reduced KC-97 flying hour capability would be:

a. 5 aircraft on alert - 752 hours.

b. 10 aircraft on alert - 517 hours.

c. 15 aircraft on alert - 282 hours.

12. With a 50 percent reduction in flying time and one-third of the KC-97's on alert there would be no required additions of maintenance personnel to the T/O. The desired maintenance alert

crew would be:

2 - 431510
2 - 40250
2 - 42350
2 - 40152
1 - 40151
1 - 30150

13. With no reduction in present 50-8 training requirements, and with no additional personnel, a maximum of 3 aircraft could be maintained on alert if the full authorization of 21 aircraft were available.

SECRET

MEDICAL COMMENTS ON OPORD 7-55

1. The purpose of this study was to observe aircrew and maintenance personnel while they were under the stress of being alerted 24 hours on and 24 hours off duty. All medical and psychological reactions as it relates to their ability to function as an integral unit were noted.

2. The aircrews were housed in the squadron operations building while on alert. Double deck bunks were set up in the briefing room and this close proximity lead to boredom and superficial complaining. During the daylight hours the crews were busy preflighting and maintaining their aircraft. When not so occupied they entertained themselves playing cards, holding "bull sessions" and reading magazines. They were found to be alert and responsive at all times.

3. Aircrews were transported to base mess halls for meals. Food was adequate and this posed no problem.

4. Inthe crew sleeping quarters lights were turned out and no smoking allowed after 22000 hours. Most men were able to get adequate sleep.

5. The Air Refueling Squadron has a very high espirit de corps and most complaints would not have come up if:

a. The alert had not been right at home. Had this occurred at a TDY location they would not have minded in the least.

b. The alert had come at a time when they were not concerned about their dependents and the future. They were in the process of making plan to move the entire squadron to another base ath this time.

6. The maintenance personnel seemed to take the alert without difficulty although a few instances of error was seen. One airman was seen walking very close to a turning props, but it is doubtful that this can be attributed to the alert period.

7. Only 6 men involved in the alert reported to sick call. All had minor colds except one who was placed in quarters for 1 day for "flu syndrome".

8. These observations show that no serious medical or psychological abnormalities arose during this alert plan as executed.

SECRET

Page 4.

SECRET
AUTH: CMDR 26th SRW
Date 14 March 1955
NAME s/ Lansing M. Myers Lt Col

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

26CR

SUBJECT: SAC Management Control System Scores (RCS: 2AF-U2) (Unclassified)

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

In accordance with Second Air Force Manuals 170-1 and 170-1B, February 1955, the predicted scores for the 26th Strategic Reconnaissance Wing (M) as of 28 February are inclosed. (Unclassified)

FOR THE COMMANDER:

2 Incls:
1. 2AF-U2 Rpt.
2. USCM Rpt (Feb).

"A TRUE COPY"
Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

If Inclosures 1 & 2 Are Withdrawn Or Not Attached This Document May Be Downgraded to (Unclassified) IAW Par 25c, AFR 205-1.

SECRET

SAC MANAGEMENT CONTROL SYSTEM SCORES (RCS: 2AF-U2)

A. PERSONNEL

1. Manning in Required Specialties

	Authorized	IRS	%IRS	% of Max. Score
Officers:	428	376	87	60
Amn Spec	1097	890	81.1	50
Amn Supt:	516	439	85	70

(Unclassified)

2. AWOL Rate:

	December	January	February	Total	% of Max. Score
No. of AWOLs	0	1	3	4	
Mean Strength	2209	2170	2177	6456	100

(Unclassified)

3. Ground Safety:

	December	January	February	Total	% of Max. Score
Mil. Lost time acdt.	2	3	7	12	
Mil. Man days exposed.	68479	67270	60956	196705	
Civ. Lost time acdt.	0	0	0	0	
Civ. Man hours exposed.	344	330	304	984	
Gov't vehicle mileage exposed.	10903	15671	20743	47317	
Gov't vehicle acdt.	0	0	0	0	
Ground Safety Index:				6.1	
Acdt. Cost Index:					
Acdt Cost	450	1206	64920	66576	
Mean Strength	2209	2170	2177	6556	
Acdt. Cost Index:				10.1	55

(Unclassified

4. Reenlistment Rate:

	Discharges	Reenlistments	Rate	% of Max, Score
December	19	7		
January	58	11		
February	29	7		
Total	106	25	23.5	20

(Unclassified)

5. MTD Utilization:

	December	January	February	Average	% of Max
R/RB-47 Mech	1080	2240	1198	1506	43

(Unclassified)

B. MATERIEL

1. Flying Hours Delivered as a percent of Required:

	Utilized	Required	% of Max, Score
January	1903	1983	
February	1840	2630	
Total	3743	4613	81.1

(Unclassified)

2. Reports of Survey:

	No. of Surveys	$ Cost	Civ Strength	Mil Strength	Avg $Cost	Rate Per 100	Max % of Mx
December	7	653.37	3	2175	93.33		
January	5	197.64	3	2147	39.52		
February	3	132.37	3	2201	44.12		
Total	15	983.38	9	6523	65.55	2.29	90

(Unclassified)

C. UNIT SIMULATED COMBAT MISSION

Percent of score obtained = 52%. Detailed analysis attached as inclosure #2.

(Secret)

D. FLYING SAFETY:

	No. of Accdents	Hours Flown	Accident Rate	% of Max. Score
December	0	1320		
January	0	1899		
February	0	1840		
Total	0	5059	0	100 (Unclassified)

E. PHYSICAL CONDITIONING:

	No. of Combat Crew Personnel assigned	No. of Combat Crew Pers. compl. cum. hrs rqmt.	% of Crew completed	% of Max. score
February	407	218	53.5	10 (Unclassified)

F. OPERATIONS:

1. Crews being reported on:

Reconnaissance			Tankers		
Category #1:	CR for January & February	- 25	#1 -	CR for January & February	- 17
Category #2:	S/L for part or all of January & February	- 11	#2 -	C/R crew T42 replaced T29 IAW SAC Reg 50-5. T29 accomplishments not rpt	- 1
Category #3:	Sq SB all or part of January & February	- 3	#3 -	Wg & Sq SR crew during January & February	- 1
Category #4	Wg SB for Jan & Feb	- 1	#4 -	NCR for Jan & Feb	- 2
Category #5	NCR for Jan & Feb	- 4		Total:	21
	Total:	44	Total no. of crews being rpt on:		20
Total no. of crews being rptd on:		43			

SECRET

2. Reconnaissance - Training Minimums - 150 Points

a. Aerial Photo - day - 30 points:

Large Scale				Tri-Met				Low Altitude			
Reqd.	Accomp.	Accept.	Short	Reqd.	Accomp.	Accept.	Short	Reqd	Accomp	Accept	Short
182	282	260	14	103	82	68	35	103	107	105	23

Totals: Reqd: 388 : Accomp: 471: Accepted; 433; Short: 72.
Reqd: 388 - Short: 72 = Creditable Performance: 316
Percentage Score = 316 divided by 388 = 81,4% (Secret)

b. Aerial Photo - Night - 20 Points

H.A. Act Photo Fl.				Sim Photo Fl.				RBS Photo Fl.				L.A. Act Photo Fl.				Sim. Photo Runs			
Reqd	Acc	Acpt	Shrt	Reqd	Acc	Acpt	Shrt	Reqd	Acc	Acpt	Shrt	Reqd	Acc	Acpt	Shrt	Rqd	acc	acp	shrt
137	13	12	124	339	219	208	131	78	66	61	24		N/A			139	114	109	46

Totals: Reqd: 693; Accomp: 412; Accept: 390: Short: 325.
Reqd: 693 - Short: 325 = Creditable Performance: 368
Percentage score = 368 divided by 693 = 53.1% (Secret)

c. Radar Reconnaissance - 20 points.

I.P. Target Radar Scope Photo Runs			
Reqd	Accomp	Accepted	Short
303	268	258	61

Reqd: 303 - Short: 61 = Creditable Performance: 242
Percentage Score: = 242 divided by 303 = 79.8% (Secret)

d. Navigation - 20 Points

Night Celestial			Day Celestial			Grid		
Reqd	Accomp	Short	Reqd	Accomp	Short Short	Reqd	Accomp	Short
128	65	64	125	87	41	111	58	55

Totals: Reqd : 364; Short: 160; Accomp: 210.
Reqd: 364 - Short: 160 = Creditable Performance: = 204
Percentage Score : 204 divided by 364 = 56% (Secret)

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e. Flight Engineering - 10 Points.

Long Range Missions

reqd	Accomp	Short
100	99	19

Reqd: 100 - Short: 19 = Creditable Performance - 81
Percentage Score = 81 divided by 100 = 81%

(SECRET)

f. Air Refueling & Radar Rendevous - 15 Points.

Wet Hookups							Dry Hookups				Radar Rendezvous			
Reqd	Accom	Acpt	Short	Rad.	Drk.	Int. Ext.	Reqd	Acc	Acpt	Shrt	Reqd	Accom	Acpt	Short
153	89n	89	136	26	72	13 78	153	90	90	64	153	106	106	50

Totals: Reqd: 459; Accomp: 285; Accepted: 285; Short: 250.
Reqd: 459 - Short; 250 = Creditable Performance = 209
Percentage Score: 209 divided by 459 = 45.5%

Radio Silence:	Required:	78	Accomplished: 72	Short: 6
Darkness:		78	26	52
Internal Wt;		114	78	36
External Wt:		39	13	26

(Secret)

g. Gunnery - 10 Points.

Max. Load

Required	Accomplished	Short
78	52	26

Fighter attacks

Required	Accomplished	Short
39	42	19

Total: Required: 117; Accomplished: 94; Short: 45.
Required; 117 - Short; 45 = Creditable Performance = 72%
Percentage Score: 72 divided by 117 = 61.5%

(Secret)

h.

h. Miscellaneous - 15 Points.

Pilot Prof Miss			A/bourne Radar			Depress Fly Hrs Stan. Brd Ck						Emerg. Drill Proc.		
Reqd	Acc	Short	Reqd	Acc	Short	Reqd	Acc	Short	Reqd	Acc	Short	Reqd	Accomp	Short
39	30	14	100	134	16	114	158	13	43	37	6	43	183	3

Totals: Reqd: 339; Accomp: 542; Short; 52.
Required; 339 - Short; 52 = Creditable Performance = 287
Percentage Score: 287 divided by 339 = 84.6%

(Secret)

i. Flying Time - 10 Points.

Non Combat Ready Crews			Selected & Lead Crews		
Reqd	Accomp	Short	Reqd	Accomp	Short
300	84	216	780	733	109

Totals; Required: 1080; Accomplished; 817; Short; 325.
Require: 1080 - Short; 325 = Creditable Performance 755.
Percentage Score; = 755 divided by 1080 = 69.9%

(Secret)

j.

Major Category	Max. Score Points	Computed % Score
Reconnaissance Crews:		
Aerial Photo - day	30	81.4
Aerial Photo - Night	20	53.1
Radar Reconnaissance	20	79.8
Navigation	20	56.0
Flight Engineering	10	81.0
Air Refuel & Radar Rend.	15	45.5
Gunnery	10	61.5
Miscellaneous	15	84.6
Flying Time	10	69.9
Total:	150	

$$\frac{(30\times81.4)+(20\times53.1)+(20\times79.8)+(20\times56.0)+(10\times81.0)+(15\times45.5)+(10\times61.5)+(15\times84.6)+(10\times69.9)}{150}$$

$$= \frac{2442 + 1062 + 1596 + 1120 + 810 + 682.5 + 615 + 1269 + 699}{150} = \frac{10295.5}{150} = 68.6\%$$

* 68.6% = Wing Average for Reconnaissance Crews

(Secret)

2. Tankers - Training Minimums - 50 Points

a. Wet Hookups & Radar Rendezvous - 15 Points.

Total Wet Hookups						RENDEZVOUS			
Reqd	Accomp	Accept	Short	Rad.	Dark.	Reqd	Accomp	Accept	Short
144	69	69	75	60	30	162	90	90	72

Totals: Required: 306; Accomplished: 159; Accepted: 159; Short: 147;
Required: 306 - Short; 147 = Creditable Performance : 159
Percentage score: = 159 divided by 306 = 51.9%

(Secret)

b. Navigation - 10 Points

Night Celestial			Day Celestial			Grid			Radar		
Reqd	Accom	Short	Reqd	Accom	Short	Reqd	Accom	Short	Redq	Accomp	Short
72	35	37	72	48	25	18	18	4	36	36	5

Totals; Required; 198; Accomplished: 137; Short: 71.
Required; 198 - Short; 71 = Creditable Performance: 127
Percentage score; = 127 divided by 198 = 64.1%

(Secret)

c. Flight Engineering - 5 points

No. of 8 hour Missions			Supervised Missions		
Reqd	Accomp	Short	Reqd	Accomp	Short
54	22	32	18	10	8

Totals: Required: 72; Accomplished: 32; Short: 40
Required: 72 - Short; 40 = Creditable Performance: = 32
Percentage Score: 32 divided by 72 = 44.4%

(Secret)

d. Miscellaneous - 10 Points

Pilot Prof Miss.			Radar App.			Stand Bdd Ck			Emerg Proc. Drill			Cargo		
Reqd	Accm	Short	Reqd	Accom	Short	Reqd	Acc	Short	Reqd	Accomp	Short	Reqd	Accomp	Short
54	11	43	54	50	10	20	18	2	20	78	2	18	3	16

Passenger			Precomputations			Emergency Prc. Drill. Pass.		
Reqd	Accom	Short	Reqd	Accom	Short	Reqd	Accomp	Short
18	8	12	108	64	46	54	47	15

Totals: Required: 346; Accomplished: 279; Short; 146
Redq: 346 - Short; 146 - Creditable Performance; 200
Percentgge Score; 200 divided by 346 = 57.8%

(Secret)

e. Flying Hours - 10 Points

Non Combat Ready Crews

Reqd	Accomp	Short
180	17	163

Required; 180 - Short; 163 - Creditable Performance 17
Percentage score - 17 divided by 180 = 9.4%

(Secret)

f.

Major Category	Max. Score Points	Computed % Score
Tankers:		
Wet hookups & Radar Rend.	15	51.9
Navigation	10	64.1
Flight Engineering	5	n44.4
Miscellaneous	10	57.8
Flying Hours	10	9.4
	50	

$$\frac{(15\times51.9)+(10\times64.1)+(5\times44.4)+(10\times57.8)+(10\times9.4)}{50} = \frac{778.5+641+222+578+94}{50}$$

= 2313.5 divided by 50 = 46.2% Wing average flow Tanker.

$$\frac{(150\times.68)+(50\times.46)}{200} = \frac{102+23}{200} = \frac{125}{200} = 62.5 = \text{Overall Wing Average}$$

(Secret)

3. Flying Hour Utilization - January and February - 100 Points.

January Flying hours: RB-47 - 1308:40 less Test Hop - 10:30 - 1298:10
KC-97 - 590:35 less Test Hop - 3:10 - 587:25
February Flying Hours; RB-47 - 1317:45 less Test Hop - 20:35 - 1297:10
KC-97 - 521;30 less Test Hop - 7:15 - 514:15

Total RB-47 time for January and February - 1298:10 ' 1297:10 - 2595:20
Total KC-97 time for January and February - 587:25 ' 514:15 - 1101:40

RB-47 Crews	Hrs Per Unit	No of Units	Total hours
Night Celestial	2.00	65	130:00
Day Celestial	1.50	88	132:00
Grid Leg	1.50	59	88:30
Gunnery Full Load	1.00	54	54:00
Pilot Proficiency	3.00	31	93:00
Wet Hookups	.50	92	46:00
Dry Hookups	.25	94	23:30
Radar Rendezvous	.50	109	54:30
Large Scale	.75	285	213:45
Low Alt. Day	.50	109	54:30
Actual Photo Flash High Alt.	.50	13	6:30
Actual Photo Flash Low Alt.	.50	N/A	- -
Sim. Photo Flash High Alt.	.42	219	91:58
Sim. Photo Flash Low Alt.	.42	116	48:43
RBS Photo Flash	.50	68	34:00
IP Target Radar	.42	272	114:14
		Total	1185:10

Repetitive Requirements (15% of sub total:		177:93
Take-off and Landing	1.00 (403-31)=372	-372:00
Effective Flying hours =		1735:03

Training Flying Hours Equivalent x 100 = 1735 = 66.8%
Total T-12 Flying Time 2595

(Secret)

Flying Hour Utilization - January and February - 100 Points (Cont'd)

KC-97 Crews	Hrs Per Unit	No. of Units	Total Hours
Night Celestial	2.00	36	72.00
Day Celestial	1.50	49	73:30
Radar	2.00	38	76:00
Grid	3.00	18	54:00
Pilot Proficiency	3.00	11	33:00
Wet-Hookups	.50	70	35:00
Dry Hookups	.25	N/A2	- - -
Radar Rendezvous	.50	92	46:00
		Total:	389:30
Repetitive Requirements 10% of Effective Flying hours)			38:57
Take-off and Landing	1.00(199-11)-188		188:00
			616:27

$$\frac{\text{Training Flying Hours Equivalent} \times 100}{\text{Total T-12 Flying Time}} = \frac{616}{1102} = 55.8\%$$

$$\frac{\text{RB-47 Eff F/H plus KC-97 Eff F/H}}{\text{RB-47 Total T-12 F/H plus KC-97 Total T-12 F/H}} = \frac{1735 \text{ ' } 616}{2594 \text{ ' } 1102} = \frac{2351}{3696} = 63.6\% \text{ Wing Average}$$

Total points = 100 time 63.6% = 63.6 points.

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4. Probation Status, Select and Lead Crews - 50 points

	Number of Select & Lead Crews	Number Not on Probation for Proficiency
December:	4	4
January:	13	13
February:	13	12
Total:	30	29

Percent eff probation for proficiency = 29 divided by 30 times 100 = 96.6% = 90 Max score %

50 points times 90% = 45 points.

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AUTH: CUDR 26th SRW
DATE 14 March 1955
NAME s/Lansing M Myers, Lt.Col

GULF SIMULATED COMBAT MISSION

FEBRUARY 1955

TABLE I
RECONNAISSANCE

LINE	ITEM	X +2	X+3	X+4	Total
1.	Aircraft Required.	10	10	9	29
2.	Aircraft Airborne.	10	10	9	29
3.	Aircraft Operational	5	4 3/4	4 3/4	14½
4.	Acft. Completed mission as briefed.	5	0	0	5
5.	Navigation, Number of Legs				6
6.	Number Acceptable				6
7.	Flight Engineering, No. Missions				22
8.	No. Acceptable.				17
9.	Number of Wet Hookups Attempted.				11
10.	Number Successful.				11
11.	Aerial Photo, Number Runs.				19
12.	Number Acceptable.				16
13.	Radar Photography.				20
14.	Number Acceptable.				20
15.	Combat Reporting, No. Rpts Reqd.				75
16.	Number Reports Received. (Assumed)				73
17.	Number Correct.				-
18.	SOP Conformance.				-
19.	Number on Time.				57
20.	Number Late.				16
21.	Total Minutes Late.				384
22.	Strike, Total.				19
23.	Strike Through Distance Specified.				3
24.	Number of Aircraft Sabotaged.				0
25.	Total Oper. of Sabotage Acft.				-
26.	Number of Flyaway Kits.				3
27.	Number Flyaway Kits Sabotaged.				3

TANKER

X+1	X+2	X+3	Total	
10	11	9	30	
10	11	8	29	
10	11	8	29	
10	11	8	29	
			0	
			-	
			0	
			-	
			21	
			21	
			-	
			-	
			-	
			-	
			44	
			44	(Assumed)
			-	
			-	
			37	
			7	
			242	
			21	
			21	
			17	
			5	
			2	
			2	

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Incl #2

TABLE II

LINE	Computation from Table I Line Numbers	Performance Measure RECON	Performance Measure FIGHTER	Percentage Score RECON	Percentage Score FIGHTER	Maximum Points Score RECON	Maximum Points Score FIGHTER	Actual Point Score RECON	Actual Point Score FIGHTER
	Acft. Operational.	50.0	96.3	-	-	15	25	7.5	24.1
	Acft. Compl. Mission.	17.2	96.3	-	-	25	15	2.8	14.4
	Crew Proficiency								
	Navi gation	100.0		-	-	10	10	10.0	10.0
	Tgt. Engrg	77.3		-	-	10	10	7.7	10.0
	Met Hookups	100.0	100.0	-	-	10	30	30.0	30.0
	Aerial Photo	84.2	-	-	-	10	-	8.4	-
	Radar Photo	100.0	-	-	-	10	-	10.0	-
	Combat Reporting.								
	Accuracy	-	-	40.0	40.0				
	Conform SOP	-	-	20.0	20.0				
	Reports on Time	79.6	100	15.9	20.0				
	Avg Time Late	88.0	82.7	8.0	8.3				
	No. Exer. Dist. Stas	15.8	100.	1.6	10.0				
PERCENTAGE	Percentage Score			87.5	98.3				
	Less Opts not rec'd			85.1	98.3	10	10	8.5	9.8
	TOTAL SCORE							76.4	98.4
	Less Sabotaged Aircraft							76.4	76.7
	Less Sabotaged FAK							51.4	53.7

TOTAL WING SCORE: $\frac{(45 \times 51.4)}{45} + \frac{(20 \times 53.7)}{20} = \frac{3387.0}{65} = 52.0$

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

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FILE NO.

SUBJECT "K" System Analysis for Period 21 Jan thru 20 Feb 55

TO Commanding Officer
26th A&E Maint Sqdn

FROM Maint Supv
26th A&E Maint Sqdn

DATE 22 February 1955

COMMENT NO. 1

CC TO: Maint Supv
OIC Flight Line
OIC Field Maintenance

1. An analysis of "K" system operators reports for period 21 January thru 20 February 1955 shows:

a. Total Missions - 164
b. Good Missions - 56
c. Fair or Satifactory Missions - 66
d. Poor or Unsatisfactory Missions - 42
e. "K" system effectiveness for this period is 74% approximately.

2. An analysis of causes of "K" system unsatisfactory missions is as follows:

a. Observers not critical enough in accepting sets after serious or major malfunctions.
b. Aircraft power is basic cause of many "K" malfunctions, yet mechanics are not critical enough in insuring that aircraft power trouble is corrected. There is also an apparent lack of inquiring by "K" debriefers in ferriting out power troubles when observer and pilot are debriefed.
c. A few aircraft continue to account for the majority of Unsatisfactory Missions. Most of unsatisfactory missions are due to recurring similar malfunctions which are corrected only after two or more unsatisfactory missions have occurred.

3. Recommendations:

a. That "K" system debriefers be instructed and supervised to insure that they place particular emphasis on interrogation of observers and pilots to discover any possible indications of aircraft power trouble.
b. That "K" system supervisors insure that in all cases where aircraft power trouble is indicated that power difficulties are corrected and that "K" system is checked on aircraft power with engines being run if necessary.

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FILE NO.	SUBJECT		
	"K" System Analysis for Period 21 Jan thru 20 Feb 55 Cont-		
TO	FROM	DATE	COMMENT NO. 1

c. For each aircraft which had a major or serious malfunction on the last mission, the "K" system supervisor and mechanic must make sure they have found the cause of the trouble, then to be sure that what was done to correct the cause, actually eliminates the malfunction. If the "K" supervisor and mechanic can not assure themselves that the malfunction has been corrected then the OIC of the flight line should be notified and a test hop should be scheduled with the regular crew, if possible, together with a competent "K" mechanic. If the set looks good in the air after two hours, then the crew at their discretion could go on with a regular training mission. If trouble develops with the K set then the aircraft should return for further "K" maintenance.

d. Since one of the most frequent associated difficulties with most "K" Major malfunctions is wavy range marks, every effort should b e made to obtain the 20 Line Balance Networks return to Motorola for modification (at Chicago) and to complete the T.O.C. on polar converters and SN-57's for the wavy range marker fix.

e. "K" system supervisors should make every effort to obtain priority for ground power on those aircraft which require extensive ground trouble shooting and maintenance. If they can not get satisfactory results the OIC Flight Line A&E should be contacted in order to bring this to the personal attention of the Chief of Maintenance.

s/ C V M
t/ CLIFFORD V. MORRIS
Captain, USAF
Analysis Officer

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

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26TH ARMAMENT-ELECTRONICS MAINTENANCE SQUADRON
26TH STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

26AE 9 February 1955

SUBJECT: Operational Effectiveness Report for Period 21 December 1954 thru 21 January 1955 for the 26th A&E Maintenance Squadron

TO: Commander
26th A&E Maintenance Squadron
26th Strategic Reconnaissance Wing (m)
Lockbourne Air Force Base
Columbus 17, Ohio

1. The following report is an analysis of the squadron effectiveness as determined from reports of malfunctions encountered during missions involving equipment maintained by this squadron:

a. Gunnery Systems: The majority of difficulty encountered in firing of ammunition during gunnery missions was due to gun charger malfunctions. Five of eight malfunctions which caused gun stoppages were due to chargers. We have just received a letter from Warne-Robins Air Force Base in answer to one of our Unsatisfactory Reports stating that all gun chargersswill be re-worked at the depot in approximately 90 days. This program should reduce or eliminate our difficulty with gun chargers. Although antenna control amplifiers did cause only one gun stoppage, there were a total of fifteen malfunctions attributed to antenna control amplifiers which would have rendered the gunnerysystem useless for combat. The correction for this situation is a depot re-work program for the antenna control amplifiers at Warner-Robins Air Force Base. To date, we have not received a schedule for re-work of our aircraft. The overall gunnery fire-out percentage for the 26th Strategic Reconnaissance Wing is 81%. The 3rd Squadron fired 80%; the 4th Squadron fired 71% and the 10th Squadron fired 87%. Analysis of the difference in firing percentages between squadrons indicates that these differences were due to materiel failure of chargers.

b. Bomb-Navigation Systems: There were a total of 121 "K" System Missions during the period concerned. Thirty-nine (39) were rated as "major" malfunctions. Of the thirty-nine, three were ground aborts, seventeen were "major" malfunction,occuring before target and were reported on the SAC-E29 Report, as K System Flight aborts. Only four A & E aborts were reported for the Wing on the SAC-E15 Report, however, this is believed to present a false picture as only those Form 1908s which had "abort" circled by Tactical Squadron Operations Officers were considered as aborts for this report. Three aircraft, Numbers 851; 725; and 728

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flew a total of nine "K" System missions, all of which were "major" malfunctions. Aircraft Numbers: 709; 699; and 712 each had two "major" malfunctions out of three missions flown. These six aircraft accounted for approximately 40% of all "major" malfunctions. Analysis reveals that for the most part, the reason for the "major" malfunctions was failure of maintenance personnel to find the cause of the malfunction until several missions had been flown with similar recurring difficulties. Analysis of "K" System Malfunction Reports reveals that the following units are giving the majority of trouble in the order listed: RT 124's (28 malfunctions). ID 218's (12 malfunctions). SN 47's (11 malfunctions) SN 57's (7 malfunctions) and MD 152's (6 malfunctions). Of the 28 malfunctions attributed to RT 124's twelve were due to three types of tubes failing and sixteen (16) were due to need for maintenance adjustments indicators, ID 218, broke down to six materiel failuures and six maintenance adjustments. The SN 47's had a total of eight materiel failures, mostly tube failures, and three maintenance adjustments. Of the seven malfunctions of SN 57's, six were maintenance adjustments, and one was materiel failure. Four of the six MD 152 malfunctions were due to materiel failure. Investigation of the reasons for aircraft flying several missions before outstanding malfunction occuring during previous missions were corrected have been determined to be:

(1) Malfunctions which occur during flight, particularly at altitude, can not be duplicated during ground operation.

(2) The shortage of ground power equipment dose not allow maintenance personnel sufficient time to perform adequate ground operational and maintenance check to discover and isolate the cause of such malfunctions.

(3) Both Wing Maintenance and Squadron operations personnel are reluctant to fly the aircraft on test hops for the purpose of detecting and isolating "K" System malfunctions. They prefer to take a chance that the malfunction may have been corrected by a unit change ect. and fly the aircraft on a regularly scheduled mission.

c. Radio and Auxiliary-Radar: The radion sets giving most difficulties were ARC-27 (37 malfunctions), AIC-10 (15 malfunctions) and APN-1h (7 malfunctions). Of the 37 malfunctions of the ARC-27 Radio, thirty-three were due to tube failures, 18 of the tube failures were type 6J4 tubes. An answer to one of our UR's on type 6J4 tubes states

that all tubes of this type to be used in ARC-27 should, in addition to being checked on the tube tester, be given a resistance check between pin 4 (filament) and pin 5 (grid) prior to use. The resistance should read infinite, if this reading is not obtained the tube is defective TO # 16-35RT178-102 to be issued in about sixty days will direct the use of ruggedized tube 6J4 WA in place of the present 6J4 tube. Other common tube failure of the ARC-27 were 12AT7 (5 failures) and 6AQ5 (4 failures). Answers to our WR's state that tubes type 12AT7WA and 6A65WA should be used as they becomes available in USAF stock. Malfunctions of the AIC-10 interphone were due primarily to tube failures. (9 failures) of which eight (8) failures were type 5718 tubes. An answer to one of our WR's states that a program is being conducted to improve these sub miniature tubes and that an improved sub mineture tube 5718A is now being used in production and is available for replacements of tubes which fail in service. Malunctions of the ARN-14 Glide path receiver were due to miscellaneous materiel failures from which no trends could be setablished as the failures were about evenly divided between R252B, R540, R501 and no one type of failure was dominant. Malfunction of Auxiliary radar equipment were principally confined to Rendezvous radar particularly the APN-12 and APN-76 equipment. Most of the malfunctions (10 malfunctions) occured on APN-12 equipment. Five of the ten malfunctions were corrected by maintenance adjustments and five were miscellaneous mairteriel failures. Although a few in-flight malfunctions were reported on APN-76 equipment (unable to make contact with tanker) no malfunction could be found when APN-76's were later checked on the ground. It is believed that that the APN-76 Ground Station with a special frequency on ARC-27 Radio for intercommunication between ground station and aircraft will facilitate both pre-flight and in-flight checks, and maintenance test of APN-12 and APN-76 equipment. The Ground Station complete with ARC-27 radio intercommunication is expected to be in operation in the near future as only a control box for the ARC-27 is needed for operation.

d. Autopilot and N-1 Compass Systems: Malfunction of A-12D autopilot were relatively few (12 malfunctions) and were largely confined to tubes failures in the B-6. (formerlyB-18), amplifier. Tubes which failed most frequently were type 12B7 and 6AQ5.. Malfunctions of the N-1 Compass System were relatively few (4 malfunctions) and were confined to tube failures of the N-1 Compass Amplifier. Tubes which failed most frequently were type 12AT7.

e. Camera System: Most Camera System malfunctions were caused by intervalometer (7 malfunctions) and LA-12 magazines and associated LA-13 amplifiers (7 malfunction). There were a few miscellaneous mal_ functions of C-15 Camera (4 malfunctions) and A-8B magazines (3 malfunctions). The cause of intervalometer malfunctions in all cases was dirty

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or pitted intervalometer breaker points. Of the seven malfunctions of LA-12 ,magazines, five malfunctions were due to failure of the magazine, amplifier and control to remain in proper synchronization, resulting in improper time tolerances when set up with the control. Corrective action for out of synchroniation, was adjustment of magazines and amplifiers in the field shop as matched pairs together with its C-4 control. Malfunctions of other camera equipment were due to miscellaneous materiel failures and a few instances of maintenance personnel error which were isoleted cases and not significant as trends.

DISTRIBUTION:
1- Maintenance Supervisor
1 - OIC, Flight Line
1 - OIC Field Shops
1 - OIC, Periodic Section

s/ C. V. M.
t/CLIFFORD V. MORRIS
Captain, USAF
Analysis Officer

" A TRUE COPY "

Charles A. Wright
CHARLES A. WRIGHT
Major, USAF

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HEADQUARTERS
SECOND AIR FORCE
BARKSDALE AIR FORCE BASE LA.

CRSO 1 MAR 1955

SUBJECT: Air Training Report, RCS: SAC-M2

TO: Commander
801st Air Division
Lockbourne Air Force Base
Columbus, Ohio
ATTN: 26th Strategic Reconnaissance Wing

The attached Report of Staff Action, Headquarters Second Air Force Forms 226, indicates the action this headquarters has taken, or will take, to alleviate reported dificiencies affecting the air training of your organization.

BY ORDER OF THE COMMANDER:

1 Incl
Rept of Staff Act
(2 copies)

t/H.P. REEDER
Lt Colonel, USAF
Deputy Director of Comptorller

A TRUE COPY"

Charles A. Wright
Charles A. Wright
Major., USAF

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To: Unclassified

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-M12

Wing 26th Strategic Reconnaissance Wing SAC-M12 dated January 1955

ITEM FROM SAC-M12 AND STAFF ACTION:

Para 9 a:

1. Voltmeter, S/N 7CAC-9366160. No shortage exists for this item in 26th SRW. Only one of this item is authorized per wing, in the Field Maintenance Squadron (TOL 20-00-41). Current B-21 Report indicates 3 each on hand. My message DM381 3267, 16 February 1955, instructed overage be returned to Base Supply for redistribution to other units of this command.

2. Gage, S/N 7CAD-352675. No record of request to supply assistance at this headquarters. It will be noted supply difficulty letter referred to in M-12 Report is approximately 12 months old. Recommend Base Supply Officer submit a current letter and indicate any recent follow-up action he has taken to depot.

3. Rectifier, S/N 8100-620000. A command wide shortage exists on this item. Headquarters AMC, USAF and SAC are attempting to provide 1000 Amp Rectifiers for all B-47 Wings. Latest information available indicates Headquarters USAF will authorize procurement of a commericial type pending availability of the stock listed item. The 26th SRW will be advised when further information is received.

Para 9 b:

1. Tractor, S/N 5015-640055.

a. Tractor, Warehouse, 4000 pound DBP, is still in short supply. Our records indicate 3 tugs are due in on requisition 50D-54-76 and 11 on 50D-55-3. Ten (10) tractors were originally requested on requisition 50D-54-16. Info obtained on latest supply difficulty letter submitted by AF-56-80 on 10 November 1954 indicates firm action was taken to supply 7 of the vehicles on which five (5) were substitute items. Mallory Air Force Depot requested authority from Headquarters AMC AMC on 6 January 1955 to release the other 3 from Account "T". We are not in receipt of final decision. The 11 tractors requested on requisition 50D-55-3 were placed on back order at Mallory Air Force Depot with an estimated delivery date of December 1954. Recommend a supply difficulty be submitted on this requisition if the Base Supply Officer is not in receipt of firm shipping data.

b. Records, this headquarters, indicate Lockbourne Air Force Base letter, dated 25 June 1954, was a request for assistance for one(1) towing tractor on Lockbourne requisition 50D-54-12, which was processed through command channels to AMC. Information shipping documents from AF 665, McKees Rocks, Pennsylvania, Vehicle Storage Area, indicates item shipped 20 August 1954, Registration Number M5051.

c. As a matter of information, we are in receipt of a message from Headquarters AMC to Mallory AF Depot that indicates Tactical Air Command is receiving

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RECORD OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-'52

Wing 26th SMW, Cont'd

25- 30 new type servicing and towing tractor a week. These vehicles will replace the 4000 pound tugs within TAC for towing aircraft. Headquarters AMC directed Mallory AF Depot to use excesses of 4000 pound tugs generated in TAC by supply of the new towing vehicles to fill requirements of other commands.

Directorate Staff Agency	Signed	Date
D/Materiel	s/Robert R. McCreery t/ROBERT R. McCREERY Colonel USAF Director of Materiel	23 Feb 1955

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-"Z"

Wing 26th SRW SAC-"Z" dated January 1955

ITEMS FROM SAC-"Z" AND STAFF ACTION:

PART V. Para 9. C (1) 801st AD's projected body manning in 702 sub-field is 85%. Also 801st AD has projected manning of 67% at 5-and 7-level skill. This is comparable with command status. This headquarters is aware that the major portion of 3-level inputs are personnel with directed duty assignment; however, the bulk of inputs fro m SAC are in this category. Skilled personnel are obtained through overseas returnees or reenlistees only. 801st AD projected body manning in personnel field is 82% and 62% at 5- and 7-level. This is comparable with command status.

Para 9 c (2) 801st AD's present and projected body manning is over 100% in 60130/50/70 sub-field.

Para 9 c (3) The shortage of 7-level K-Systems personnel is command-wide This headquarters has no available resources for skilled personnel. Inputs are apprentice level only.

Para 9 c (4) Inasmuch as no specific AFSC's are cited, definite comments cannot be made; however in 47 field, 801st AD's present and projected status is over 100%.

Para 9 c (5) Reference comments to SAC "Z" Report for month of December 1954.

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Directorate Staff Agency	Signed	Date
D/Personnel	s/ S.P.Jordan	24 Feb 55

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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-M12

Wing 26th Strategic Reconnaissance Wing SAC-M12 dated January 1955

ITEM FROM SAC-M12 AND STAFF ACTION:

Paragraphs:

99e(2) "Clarification is needed on certain phases of the Combat Crew Program in order to establish a more effective control as to administration, formation and required training."

99e(3) "Some pertainent questions pertaining to Combat Ready Crews are as follows:

(a) "Can a non combat ready crew be formed prior to entry of Aircraft Commander and Pilot into CCTS or equivalent training?

(b) "Can an Observer be placed on a crew prior to entry into Phase II Observer Training or at what phase of his training can he be assigned to a combat crew?"

Staff Action: We do not believe it to be to the wing commander's advantage to form a non-ready crew prior to entry of Aircraft Commander, pilot, or observer into CCTS for equivalent training. Paragraph 5e, SAC Regulation 55-10, dated 11 January 1955, specified that persons will be carried on non-ready crews: (1) "Whose background and qualifications indicate the ability, with unit supervision and training, to fly training missions in assigned aircraft", or (2) "Who are selected for OJT", which is, of course, locally conducted training. This paragraph is interpreted to apply to individuals who will be trained locally by the unit or in available MTDs. Therefore, we interpret the intent of SAC Regulation 55-10 to require unit commander to man crews only with persons who have completed formal training courses not normally conducted locally. However, should a commander determine to conduct training locally in lieu of formal AFRC courses, these individuals would be reported on crews at the completion of locally conducted courses. BC school is not included in this problem, since non-ready crew members are not required to be BC graduates. If the interpretation of this directive is correct, unit commanders in many instances will be relieved of requirement for flying certain non-ready crews erroneously manned with persons who are not ready to begin their local air training. We have requested a confirmation of this interpretation from Headquarters SAC.

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

Directorate Staff Agency
Director of Operations

Signed
s/Everett W. Holstrom
t/EVERETT W. HOLSTROM, Colonel, USAF
Director of Operations

Date
25 Feb 55

REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-M12

Wing 26th Strategic Reconnaissance Wing SAC-M12 dated January 1955

ITEM FROM SAC-M12, AND STAFF ACTION:

Paragraph 9e(1). "It is recommended that a study be made of existing regulations and directives pertaining to Combat Ready Crews for incorporatio into a single publication."

Staff Action: Agree in principle with recommendation. It has been Headquarter's SAC policy to consolidate regulations wherever possible. The limiting factor in consolidation is bulkiness of a regulation and the unwieldness of administrating changes. A study will be conducted at this headquarters. You will be advised of the findings.

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Directorate Staff Agency
Director of Operations

Signed
s/Everett W. Holstrom
t/EVERETT W. HOLSTROM, Colonel, USAF
Director of Operations

Date
25 Feb 55

REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-712

Wing 26th Strategic Reconnaissance Wing SAC-712 dated January 1955

ITEMS FROM SAC-712 AND STAFF ACTION:

Paragraphs:

2. "It is recommended that provisions be established for utilizing training pool crew individuals as substitute crew members without a standardization flight check for each flight with the following provisions:

a. "Crew is fully qualified in accordance with SAC Regulation 51-19.

b. "Has a current standboard check.

c. "Has premission ground check.

d. "Has flown within the last thirty days.

3. "This would increase the flying time for training pool crew members; in addition, it will give the Wing Commander a qualified substitute crew member for last minute crew losses due to DNIFs, etc."

Staff Action: Agree with commander's proposal. Have recommended that SAC adopt same.

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Directorate Staff Agency	Signed	Date
Director of Operations	s/Everett W. Holstrom t/EVERETT W. HOLSTROM, Colonel, USAF Director of Operations	25 Feb 55

FEB 46

RLA 53
PP JEDBO
DE JWFWL 256
P 182300Z
FM COMAF 2 BARKSDALE AFB LA
TO JEDBO/COMADIVI601 LOCKBOURNE AFB OHIO
INFO ZEM/COMRECONWON 2 BARKSDALE AFB LA
BT
/UNCLASSIFIED/ TOTO 3896 SUBJ: USCM ACTIVITY. INFORMAL INFORMATION RECEIVED FROM HQ SAC STATED THAT ALL ACTIVITY ACCOMP DURING USCM WILL BE RECORDED AS RECORD. DECLARATION OF ACTIVITY AS PRACTICE WOULD RESULT IN LOSS OF EFFECTIVENESS POINTS IN SCORING OF SAC MANAGEMENT CONTROL SYSTEM. DEVIATION FROM SPECIFICATIONS IN SERIAL AND RADAR PHOTOGRAPHY RUNS AS SPECIFIED BY H50-8 WMD SAC MANUAL 200-3 IN ORDER TO DEVELOP PROFILE OF EMP DURING USCM IS ALLOWED FOR SCORING PURPOSES. FOR EXAMPLE: GUNS WHICH DO NOT HAVE PICTURE OR IP SINCE IP IS POINT DESIGNATED BY COORDINATES OVER WATER WILL NOT RESULT IN THE LOSS OF THE RUN. EVALUATION OF RUNS WILL BE

PAGE TWO JWFWL 256
MADE BY YOUR RECON TECHNICAL SQ AND MAY CONFORM WITH THE SPECIFICATIONS AS DICTATED BY THE AVAILABLE FACILITIES AND USCM CONSIDERATIONS ORDER. K-38 DAYLIGHT CAMERA MAY BE USED PLOTTED ON DAYLIGHT MISSIONS FOR K-37 NIGHT CAMERA AS REQUIREMENT FOR EFFECTIVENESS OF EQUIPMENT OVER TGT. OTHER EQUIPMENT WHICH MUST BE IN ORDER OVER TGT IN ORDER TO RATE SORTIE AS EFFECTIVE ARE O-15 RADAR CAMERA AND O-31 RADAR. THIS MSG IS IN CONFIRMATION OF CONVERSATION BETWEEN COL BEERLI MF YOUR HQS AND MAJ GREENBERG, 2AF. SO CONTACT PERTAINING TO THIS MATTER WASHLY COL BRIMBERRY, ING DIV:
YT
18/2351Z FEB JWFWL

" A TRUE COPY"
Charles A. Wright
CHARLES A. WRIGHT
Major., USAF

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SECRET
AUTH: COMDR 26SRW
DATE: 1 Feb 55
INIT: Hall

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
1 February 1955

OPERATIONS ORDER

SERIAL NO. 7-55

CHART OR MAP REFERENCES: As required.

TASK ORGANIZATIONS: See par 3.

1. GENERAL SITUATION: Omitted.

2. MISSION: The 26th AREFS will launch KC-97 aircraft from Lockbourne AFB to refuel bombardment aircraft participating in an exercise to test SAC's quick strike capability.

3. TASKS FOR SUBORDINATE UNIT:

a. 26th Air Refueling Squadron:

(1) Provide 6 KC-97 aircraft and crews to support air refueling of 6 B-47 aircraft of the 301st Bombardment Wing. Crews and aircraft will be on continuous 24-hour alert commencing 0001Z, 1 Feb 55.

(2) Mission will be flown as briefed, and in accordance with pilot's flimsies.

x. General Instructions:

(1) X-Day will occur subsequent to 0001Z, 1 Feb 55, but not later than 15 Feb 55.

(2) The unclassified nickname for this exercise is OPEN MIND.

(3) An execution order will be issued by Second Air Force, and will specify an H-Hour upon which timing control will be based

26SRW OPORD
7-55
1 Feb 55

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(4) Weather minima: as briefed.

(5) Fuel reserve: as briefed.

(6) Route and Tactics: as briefed, and in accordance with pilot's flimsy.

(7) Each crew will carry its assigned EWP Combat Mission Folder. Crew members will be responsible for proper safeguarding and destruction of all classified materials aboard the aircraft in case of emergency, such as crash-landing, bailout, stranded in foreign areas, etc. Necessary precautions will be taken at all times to preclude the compromise of classified materials.

(8) No PIO release will be made from this headquarters.

(9) Reports:

(a) In accordance with SAC Manual 55-8, 1 Sep 54.

(b) Following reports will be submitted in accordance with SAC Manual 55-8D as revised Sep 54, and 2AF Supplementary Reporting Instructions, Dec 54:
Distribution A: T-2, T-10, M-11, M-18, T-15, T-17, T-21, T-22, T-23, T-81. Reports required by par 5c, SAC Manual 55-8G, Sep 54.
Distribution B: M-1, T-27.
Distribution C: T-71.

(c) Comdr 7AD and SAC OBOE will be included as addressee on all mission reports.

(d) Comdr 26AREFS is responsible for all special reports incident to the mission.

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4. ADMINISTRATION AND LOGISTICS: Normal.

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal.

b. Communications:

(1) Normal

(2) HF position reports will be submitted in accordance with procedure ALFA, SAC Manual 55-8G.

(3) All other communications matters as briefed, and in accordance with Communications Flimsy.

ADAMS
Colonel
Commanding

DISTRIBUTION:

COMDR 26SRW 1 cy
COMDR 26AREFS 1 cy
Historian 26SRW 5 cys

OFFICIAL

Robert T Hall Jr
ROBERT T HALL, JR
Lt Colonel, USAF
Director of Operations

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

26TH STRATEGIC RECONNAISSANCE WING (M)
Division Commander's Remarks
Part VI of FEBRUARY
Air Training Report for Month of January 1955
RCS: 3-SAC-712

1. Concur with the remarks of the Wing Commander.

2. Reference Wing Commander's Remarks paragraph 16a, the shortage of available photo-flash bombing ranges is retarding the development of photo-flash capability of the Lockbourne reconnaissance crews. The 801st Air Division is contacting Langely Field and Rapid City (28th SRW) for futher information on the availability of their ranges.

3. The requirement for a single operations scoring system by Headquarters SAC for determining and rating effectiveness of Wing and combat crews is definitely desirable. The presence of two systems has a deterring effect on both systems. Concur with paragraph 16d of the Wing Commanders Remarks.

4. Reference is made to SAC message DOOPF 8251, dated 1 February 1955, Subject: Mid-Air Collisions. This headquarters is coordinating to the maximum the operations of both reconnaissance wings; however, this dose not preclude other Air Divisions, Air Forces, or other USAF agencies from colliding with Lockbourne aircraft. A central controlling agency comparable to CAA is the only type of control that can guarantee any degree of safety. The present Air Division requirement for preventing mid-air collision is ineffective.

5. Reference SAC Regulation 50-6, Subject: Specifications and Standards of Acceptability for Evaluation of Aerial Photography, dated 26 April 1954, paragraphy 6e(2), the RB-47 configuration precludes the crews from creating any intentional malfunctions: therefore, it is recommended that any camera malfunction verified by the A&E Section of the wings or reconnaissance technical organization, not be credited against a crew. The above mentioned provisions of this regulation retard the accomplishment of training when a crew suspects a malfunction but cannot definitely ascertain a discrepancy due to the configuration of the aircraft. The amendment as recommended above would increase the crews desire to accomplished the maximum amount of realistic training as would be accomplished under actual EWP conditions.

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

6. Despite numerical overages is certain occupational areas, the critical shortage of personnel at the supervisory and technician levels continues to be the limiting factor in obtaining maximum results from assigned personnel. Personnel assigned in these areas can eventually be trained and upgraded into these positions. However, the mandatory grade requirements, OJT periods, formal training and testing required, incident to upgrading, cause this to be a long range program and does not keep pace with withdrawals.

7. The shortage of personnel in critical AFSC's (Administrative, Personnel, Air Transportantion, K-System Maintenance, and Survival Training and Personal Equipment) has been made known to higher headquarters, but the 801st Air Division continues to lose personnel with critical specialties on overseas and ZI assignments. This undesirable situation will be amplified under the transfer of personnel to the 70th Strategic Reconnaissance Wing Cadre.

s/Lewis P. Ensign
t/LEWIS P. ENSIGN
Colonel, USAF
Commander

"A TRUE COPY"

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

26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of February 1955
(RCS: 3-SAC-T12)

1. Hours flown performing missions ordered by higher headquarters:

a.	WADC Project Q56-700 (XQ-56 Radar)	23:05 Hours
b.	SAC Ops Order 9-55 (Teapot)	87:30 Hours
c.	Project #54-26-15 (Mosaic of Sedalia AFB)	8:00 Hours
d.	Ferrying Aircraft	8:10 Hours
	TOTAL	126:45 Hours

2. Weather or local conditions which effect training: Forty one (41) scheduled sorties and two hundred and twenty seven (227) flying hours were cancelled and required rescheduling due to adverse local weather conditions.

3. Restrictive Directive: None

4. Combat crew member gains and losses:

a. Crew members gained: 3 Aircraft Commanders
1 Pilot

b. Crew members lost: 3 Aircraft Commanders: Transferred to AOB School

5. Crew member changes:

3 Aircraft Commanders
5 Pilots

6. New crews:

N59 Formed effective 14 Feb 55
N88 Formed effective 20 Feb 55

7. Crew status changes:

R46: Disbanded, 14 Feb 55. Loss of Aircraft Commander and formation of new crew.

R76: Disbanded, 20 Feb 55. Loss of Aircraft Commander and formation of new crew.

R71: To N71, 1 Feb 55. Aircraft Commander replaced.

8. Standardization crews:

Wing Standardization Board Crew:	R37
3rd SRS Standardization Board Crew:	L07
4th SRS Standardization Board Crew:	L40
10th SRS Standardization Board Crew:	R68

9. Additional materiel and personnel problems:

a. Materiel shortages in the Periodic Maintenance and A&E Maintenance Squadrons are hampering maintenance operations. These shortages are as follows:

26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of February 1955
(RCS: 3-SAC-T12)

S/N	ITEM	QUANTITY	S/D LTR SUBMITTED
7CAD-352675	Gage, Vacuum	1 Ea	5 March 1954
8100-629550	Rectifier, 1000 Amp	1 Ea	4 February 1955
8100-628000	Rectifier, 1000 Amp	1 Ea	24 June 1954

b. The shortages of five (5) each towing vehicles S/N 5015-640055 reported on Supply Difficulty Letter 25 June 1954 continue to hamper the maintenance effectiveness of the wing.

c. Personnel Training Problems:

(1) Mandatory school quotas have been levied on this organization for attendance of airmen to Aircraft Maintenance Technician Course AA 43171, regardless of the number of eligible airmen assigned.

(2) Airmen in the grade of Airman First Class and Second Class have been detailed to attend subject course due to the retainability requirement of 24 months and the inability to have airmen sign a statement that he intends to reenlist if permitted to attend the course.

(3) This practice is not in the best interest of the Air Force or the airmen concerned as it results in the loss of the airmen for approximately 19 weeks to his organization and the provisions of AFM 35-1 as amended requires a grade of Staff Sergeant for award of a "7" level PAFSC.

(4) A recent survey by this headquarters of graduates of the Aircraft Maintenance Technician Course indicates that a study should be made of the types of instruction now being conducted due to the following factors.

(a) Reciprocating and Jet Engine Mechanics are receiving both types of training.

(b) The recent conversion of the Aircraft and Engine Maintenance Career Fields which changed the Aircraft Maintenance Supervisor AFSC 43170 to Helicopter Technician.

d. Since the period of last report no qualified airmen have been assigned in the Administrative, Personnel Air Transportation, K System Maintenance, and Survival Training and Personnel Equipment Career Fields.

10. SAC Minimum Training Requirements not accomplished: Not Applicable.

11. Noncombat Ready Crews capable of deploying: Three (3) crews.

12. Noncombat Ready Crew Training: Not Applicable.

13. Flying Time differences: Rescinded.

14. Field Training Operations: Not Applicable.

15. Special Training Month Remarks: Not Applicable.

26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of February 1955
(RCS: 3-SAC-T12)

16. Comments or Recommendations of the Wing Commander:

a. The lack of available photoflash bombing ranges for accomplishing night photography is retarding the development of this capability and is seriously restricting this phase of combat crew training.

To date, the Avon Park Bombing Range has been the only suitable range available for night photoflash bombing. Since the beginning of the training quarter sixteen (16) sorties which were scheduled to accomplish night photography were cancelled due to weather at Avon Park. In addition, fifteen (15) night photographic runs were rejected due to weather over target.

It is imperative that additional bombing ranges be made available if the desired night photography capability is to be achieved and maintained.

b. Three 26th Strategic Reconnaissance Wing RB-47 aircraft were committed to Operation "Teapot", which was to be flown on 15 February 1955 and again on 18 February 1955. Two practice missions were also ordered in advance of this date. The practice missions were flown satisfactorily but as of 2 March 1955 the first flight of "Teapot" has not taken place. The crews and aircraft are still standing by on alert status.

This Wing was ordered to participate in a USCM to commence on 23 February 1955. Due to adverse weather conditions Second Air Force Headquarters postponed dispatching of the first increment until 25 February 1955. Ten aircraft of the first increment were dispatched on schedule, however the 44th Air Refueling Squadron which was to have furnished refueling support for this increment failed to put but five tankers in the air resulting in five RB-47's being forced to return to home base and abandon the mission. The second and third increments were dispatched without incident, however, weather in the target areas and refueling areas seriously hampered the effectiveness of the mission.

The length of each sortie on a USCM of this type causes a widening gap between the amount of flying time expended and the amount of training accomplished. This USCM, ordered to be flown at the end of the month and in the middle of the training quarter, made it extremely difficult to effect accurate and logical planning for the quarter. It is suggested that wherever possible in the future, the USCM be ordered at the beginning of the training quarter so that better planning for quarterly training requirements can be made.

The combination of problems caused by these higher headquarters directed missions rendered the wing planning and scheduling program ineffective. The mission delays and cancellations which were beyond the Wing operational control were the primary cause for deficits in accomplishing the monthly allocated flying hours.

c. During the month an average of 3.6 non-ready crews were available for training and accomplished 32:00 flying training hours as integral crews. In addition, 64:50 flying hours which are reflected in the 5X total time were accomplished by non-ready personnel on air refueling checkouts, field checks and 51-19 upgrading missions.

26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of February 1955
(RCS: 3-SAC-T12)

d. It is recommended that a single scoring system be adopted by Headquarters SAC for determining and rating effectiveness of Wing combat crew training. Presently, there are two such rating systems in use, the SAC Management Control System and the SAC Analysis of Combat Crew Training. One of these rating systems is prepared by the SAC Comptroller; the second prepared by the SAC Training Division.

Insofar as combat crew training is concerned, the major variance between these two rating methods are the procedures used in determining required quarterly training minimums for combat crews. The SAC Management Control System scores each crew against the 50-8 training minimums of the crew category held within the quarter which possesses the lesser requirements. The SAC Analysis of Combat Crew Training procedure scores each crew against a proportionate share of 50-8 training minimums for each crew category held within the training quarter.

The SAC Analysis of Combat Crew Training procedure inherently poses additional planning, scheduling and administration problems. An example follows: A Squadron Sdandardization Board crew is replaced at the end of the second month of a training quarter. For the first two months of the quarter this crew was responsible for accomplishing two thirds of the squadron standardization board crew requirement. For the third month of the quarter this crew is responsible for one third the combat ready or lead crew requirements, whichever is applicable. A similar change in training requirements exists each time a change in crew status occurs.

It is realized that the intent of both rating systems is to measure the Wing effectiveness in reaching and maintaining prescribed and implied goals. However, a standardized rating system would better serve the Wing Commander, and it is believed higher echelons, in making a valid appraisal of Wing capability.

Alan F. Adams

ALAN F. ADAMS
Colonel USAF
Commanding

26th Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Part IV of
Air Training Report for Month of February 1955
(RCS: 4-SAC-T12)

The higher headquarters directed missions levied against the 26 ARS during the period presented problems which rendered operational planning and scheduling ineffective. These missions were Operation "Open Mind" which was delayed for one week; Operation "Tea Pot", which after a two week delay has not been executed, and Operation "Old Fogy" which was delayed for 48 hours.

These delays, coupled with prevailing instrument weather conditions during the period and the necessity to utilize the majority of available instructor crews on these missions, greatly reduced the amount of planned training accomplished and were the primary cause for deficits in programmed flying hours.

ALAN F. ADAMS
Colonel, USAF
Commanding

26TH AIR REFUELING SQUADRON (M) CONFIDENTIAL
SQUADRON COMMANDERS REMARKS
PART III
AIR TRAINING REPORT FOR MONTH OF FEBRUARY 1955
(RCS: 4-SAC-T12)

a. Hours flown on missions ordered by Higher Headquarters:
1. Standby for AR support of 301st Bomb Wing (Operation Open Mind) Necessitated stand down from flying training of 12 crews. These 12 crews alternated 6 and 6 on 24 hour alert until the mission was flown. On 1 Feb and until this mission was flown, this squadron reported 19 Combat Ready crews. Three of these crews had not participated in mass day Air Refueling. Thus they could not be used for 24 hour alert due to a restrictive teletype from 2AF prohibiting crews from participating in Night mass Air Refueling until they have been checked out in Mass day Air Refueling. One Combat Ready Aircraft Commander was DNIF during this period thus making his crew unavailable for alert duty or flying training. One Aircraft Commander was TDY at SOC, AC & SS, making his crew unavailable for alert or flying training duty. One crew was on delay enroute to Loring AFB, PCS. One crew was TDY to Ramey, ordered by 2AF. Thus only 12 ready crews were available for the alert and only 3 crews were available for flying training. No 51-19 training for non combat ready crews could be flown because all available instructor crews were being used on alert. Training losses for this period are estimated as follows.

Refueling - 18	Rendezvous - 18
Pilot Prof- 6 missions	Navigation Legs - 9
51-19 Training - 6 Sorties	Flying Hours - 110

b. Weather and Local conditions: Freezing rain and other adverse weather conditions caused a continuing delay of Higher Headquarters Ordered Missions (Operation Open Mind).

c. Restrictive Directives: KC-97 aircraft were grounded effective 26 Feb. Authority Telephone message from 2AF Control room.

Estimated Loss Of Training	
Refuelings	4
Rendezvous	4
51-19 Training	2 Sorties
L/R Cruise	1
Flying Hours	38

This restriction was lifted 1 March.

d. Combat Crew member gains and losses.:
1. Crew members gained
   a. One Flight Engineer
2. Crew Members lost:
   a. One Flight Engineer

e. Crew member changes:
One Navigator
One Flight Engineer
Two Radio Operators

f. New crews: T42 formed 1 Feb 55, replacing T29 which was deleted IAW SAC Regulation 50-5.

g. Crew Status Changes: T30 to M30 1 Feb 55. Crew failed Standboard check and subsequent recheck.

h. Standardization Crews: T03 is 26th SRW Standboard Crew (KC-97).

i. Additional material and Personnel problems: None

j. SAC Minimum Training requirements Not Accomplished: Relief from SAC training minimums is requested for T32 and T33. Aircraft commander of T33 was DNIF seven weeks. Aircraft commander of T32 has been TDY at SOC since 1 Jan 55. Some Training with staff aircraft commanders has been accomplished, but completion of minimum does not appear probable.

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k. Non-Combat Ready Crews capable of deploying: Crew M37

l. Non Combat Ready Crew Training: Because of the loss of 148 flying hours due to Higher Headquarters commitments, insufficient flying hours remained to complete 50-8 training and give non-ready crews 30 hours per month.

m. Flying time Differences: Rescinded

n. Special Training Month Remarks: Not Applicable

o. Comments and Recommendations of the Squadron Commander: 45:15 hours were spent in training NCR individuals and partial crews. Integrity of the Instructor crew was maintained during all this type training.

Jacob A Hutchison

JACOB A HUTCHISON
Lt.Col, USAF
Commander

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
10 February 1955

OPERATIONS ORDER

SERIAL NO. 13-55

[redacted]

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HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (H)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
14 February 1955

ERRATA SHEET

Reference paragraph 1, Appendix 1 to Annex A:

1. Change target "Griffen" to "Griffin AF".

2. Add following targets:

Target	Coordinates	Ref No.
Clayton AF	36-27N 103-09W	E313
Culberson Co. AF	31-08N 105-47W	E314
Clovis Municipal AF	34-23N 103-09W	E315
Maverick Co. AF	28-52N 100-32W	E316

Errata Sheet
26SAW OPORD 43-55
14 Feb 55

26OSL 43-2

SECRET

SECRET

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
10 February 1955

OPERATIONS ORDER

SERIAL NO. 13-55

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SECRET

SECRET
AUTH: COMDR 26SRW
DATE: 10 Feb 55
INIT: Hall

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
10 February 1955

OPERATIONS ORDER

SERIAL NO. 13-55

CHART OR MAP REFERENCES: As required.

TASK ORGANIZATIONS

3rd Strategic Reconnaissance Squadron	Maj H M Hennington
4th Strategic Reconnaissance Squadron	Maj W H Edwards
10th Strategic Reconnaissance Squadron	Maj L I Sunderland
26th Air Refueling Squadron	Lt Col J A Hutchison
26th Field Maintenance Squadron	Maj J H Atkins, Jr
26th Armament and Electronics Squadron	Maj J A Nicholson
26th Periodic Maintenance Squadron	Maj K S Knowlton

1. GENERAL SITUATION: Reconnaissance of certain targets lying in the simulated enemy territory of the SOUTHERN UNITED STATES is basic to intelligent scheduling of future bombardment strikes. RB-47 aircraft of the 26th Strat Recon Wing will accomplish reconnaissance of the selected targets, employing pre-target refueling.

   a. Intelligence: See Annex A.

   b. Friendly Forces:

      (1) MATS:

         (a) Provides search and rescue facilities and services over applicable portions of routes outlined herein.

         (b) Provides normal AACS communications services and facilities.

(2) NEAC:

(a) Provides necessary base facilities and services at GOOSE BAY and HARMON.

(b) Provides search and rescue facilities and services over applicable portions of routes outlined herein.

(3) EADF and CADF:

(a) Provides maximum feasible fighter interception.

(b) All fighter intercepts will be conducted in accordance with current directives.

(c) No fighter intercepts will be accomplished in designated air refueling areas.

(4) 801st Air Division:

(a) Provides necessary base support.

(b) Provides air refueling support in the MUD BATH AREA.

(c) Provides a minimum of two KC-97 aircraft, each loaded with at least 35,000 lbs of transferrable fuel on standby status at LOCKBOURNE. Crews will be available and prepared for takeoff on minimum notice.

(5) 6th Air Division: Provides necessary control facilities and services for use of AVON PARK RANGE.

(6) 806th Air Division: Supervises preparation for tasks assigned 44th AREFS.

(7) 2nd Reconnaissance Technical Squadron: Perform tasks as directed in 2AF OPORD 13-55.

(8) 26th Air Weather Squadron: Provides weather services as required.

(9) 44th Air Refueling Squadron: Provides air refueling support in the MAKEUP AREA.

(10) 320th Air Refueling Squadron: Provides air refueling support in the MAKEUP AREA.

(11) 801st Reconnaissance Technical Squadron: Perform tasks as directed in 2AF OPORD 13-55.

2. MISSION: The 3rd, 4th and 10th Strat Recon Squadrons of the 26th Strat Recon Wing (M) will execute a Unit Simulated Combat Mission, utilizing tanker support from the 26th AREFS, 44th AREFS, 91st AREFS and 320th AREFS.

3. TASKS FOR SUBORDINATE UNITS:

a. 3rd Strategic Reconnaissance Squadron:

(1) Provide aircraft and crews as follows to accomplish this mission:

INCREMENT	NUMBER OF ACFT	GROUND SPARE
UNION	3	1
VICTOR	3	1
WHISKEY	4	1

(2) Conduct target study as necessary to prepare individual crews for their assigned targets.

(3) Accomplish aerial and radar photography as directed in each assigned sortie.

(4) Provide security as outlined in Security Annex D.

b. 4th Strategic Reconnaissance Squadron:

(1) Provide aircraft and crews as follows to accomplish this mission:

INCREMENT	NUMBER OF ACFT	GROUND SPARE
UNION	4	1
VICTOR	4	1
WHISKEY	4	1

(2) Conduct target study as necessary to prepare individual crews for their assigned targets.

(3) Accomplish aerial and radar photography as directed in each assigned sortie.

(4) Provide security as outlined in Security Annex D.

c. 10th Strategic Reconnaissance Squadron:

(1) Provide aircraft and crews as follows to accomplish this mission:

INCREMENT	NUMBER OF ACFT	GROUND SPARES
UNION	3	1
VICTOR	3	1
WHISKEY	4	1

(2) Conduct target study as necessary to prepare individual crews for their assigned targets.

(3) Accomplish aerial and radar photography as directed in each assigned sortie.

(4) Provide security as outlined in Security Annex D.

d. 26th Air Refueling Squadron:

(1) Provide aircraft and crews as follows to accomplish this mission:

INCREMENT	NUMBER OF ACFT	STANDBY ALERT
UNION	10	2
VICTOR	10	2
WHISKEY	12	2

(2) Provide aircraft for standby alert as directed by Commander 801st Air Division.

(3) Provide security as outlined in Security Annex D.

e. 26th Field Maintenance Squadron:

26th Armament and Electronics Squadron:

26th Periodic Maintenance Squadron:

(1) Provide necessary specialists and/or maintenance support as required to accomplish this mission.

(2) Provide security as outlined in Security Annex D.

x. General Instructions:

(1) X-Day is 23 February 1955. All times are ZULU.

(2) Master H-Hour for each day of operations is 0800Z. (See Annex B)

(3) Execution orders will be dispatched by Headquarters Second Air Force to reach this wing not later than four hours prior to scheduled departure times for certain aircraft movements. Specific movements which will not be accomplished prior to receipt of such execution orders are:

(a) Departure of each strike increment from LOCKBOURNE.

(b) Launching of tanker sorties for planned refueling support of RB-47 strike or redeployment increments.

(4) The assigned nickname for this operation is "OLD FOGY".

(5) Contents of this order remain classified; however, routes, aircraft movements and messages pertaining thereto may be treated as UNCLASSIFIED solely for clearance purposes and other necessary coordination with ARTCC's, OATCC's, FIR's, DOT, etc.

(6) All participating pilots will be thoroughly briefed on instrument approach and landing procedures for destinations and alternates.

(7) Weather Minima:

(a) RB-47 aircraft:

1. ZI bases: Local regulations or AFR 60-16, whichever is higher.

2. Missed air refueling alternates must have alternate minima prescribed in AFR 60-16.

(b) KC-97 aircraft:

1. As prescribed in AFR 60-16.

(8) Fuel Minima:

(a) RB-47 aircraft:

1. Minimum fuel reserve of 12,000 lbs over destinations.

2. Aircraft will arrive in specified air refueling areas with sufficient fuel to attempt transfer and proceed to missed air refueling alternate with 12,000 lbs reserve over such alternate.

3. RB-47 crews will be briefed to proceed to missed air refueling alternates in the event destination cannot be reached with specified minimum reserves after air refueling is completed. Aircraft commanders will consider available fuel, existing and/or forecast weather conditions for route and terminal, and minimum reserve requirements when deciding to continue mission or abort to alternate.

(b) KC-97 aircraft:

1. Fuel reserves will be in accordance with AFR 60-16.

(9) Clean RB-47 configuration will be used.

(10) Pre-target aborts:

(a) Non-effective strike aircraft may be re-scheduled for launching against missed targets or an entirely different set of targets at discretion of the Commander, 801st Air Division.

(b) Re-scheduling of above sorties will depend upon tanker support capability in the MAKEUP and MUD BATH areas, and the ability to obtain necessary clearance where aircraft is not launched as part of an increment.

(c) No re-scheduled aircraft will be launched after the last aircraft of last planned increment has departed LOCKBOURNE. Any aircraft so re-scheduled will be considered an addition to the minimum sortie requirement for the next planned increment and will be so reported for USCM purposes.

(d) Re-scheduled aircraft will consequently enter into USCM scoring computations twice, or more often if again re-scheduled.

(e) Timing for re-scheduled sorties is at discretion of Commander 801st Air Division.

(11) Tactics as per SAC Manual 55-3, and as outlined in Annex B.

(12) Airborne spares are not authorized.

(13) Cruise Control:

(a) Fuel load as required.

(b) Air refueling: See Appendix 3, Annex B.

(c) Minimum fuel reserves: See par 3x(8).

(d) External tanks: Not authorized for RB-47 aircraft.

(e) Altitudes:

1. Optimum altitude, mach .74, except during air refueling and during employment of maximum altitude tactics. Specified altitudes may be assigned to various Target Task Forces in areas where timing does not completely eliminate the possibility of conflict between Target Task Forces.

2. Maximum altitude tactics will be employed over simulated enemy territory within the limitations imposed by fuel reserve requirements.

(14) Reconnaissance:

(a) Cameras:

1. As required to accomplish mission commensurate with equipment availability.

2. Camera operation will be in accordance with SAC Reconnaissance Tactical Doctrine and applicable SAC directives.

(b) Photography:

1. Aerial photography will be evaluated for acceptance in accordance with applicable SAC Regulations.

2. Radar photography will be evaluated for acceptance in accordance with provisions of SACR 95-1, as amended.

(c) Weather reconnaissance will be accomplished to the maximum extent possible on all missions.

(d) Film:

1. All reconnaissance film and logs will be forwarded to 801st Recon Tech Sq for processing and evaluation as soon as possible after the landing of each aircraft.

2. Crews will be critiqued as soon as evaluation of film is completed.

(e) Photoflash Bombs:

1. Aircraft scheduled for night aerial reconnaissance of AVON PARK DELTA will carry three M-120 photoflash bombs.

2. Release of M-120 photoflash at AVON PARK DELTA will be in accordance with 2AFR 50-10 and existing 26SRW Operations Memos and SOP's.

3. Overflight of populated areas will be avoided while carrying M-120 photoflash bombs. Runs against targets prior to bomb drops will be broken off at a point short of overflying the populated area.

(f) Targets:

1. Targets and target materials are listed in Intelligence Annex A.

2. Target assignments, designation of Target Task Forces and scheduling of Target Task Forces by unit and increment is covered in Annex B and appropriate appendices.

3. Target Task Force priorities are listed in Appendix 1, Annex B.

4. Targets of opportunity will be reconnoitered enroute.

(g) Crew Assignment and Target Study:

1. Each crew scheduled to participate will be assigned a specific Target Task Force route and targets as a primary assignment.

2. Crews will accomplish maximum target study within the limitations of available material.

(15) Navigation and Timing:

(a) Routes:

1. For Common Routes and individual Target Task Force Routes see Appendix 2, Annex B.

2. Minor deviations from designated routes are authorized to avoid Danger Areas and Air Space Restricted Areas.

3. Navigational procedures will be in accordance with SAC Manual 50-38.

(b) Timing:

1. X-Day is 23 February 1955.

2. Master H-Hour is 0800Z. Each day of operations will contain its own master H-Hour. Execution orders dispatching specific increments will specify date of H-Hour, e.g., "Dispatch Union Increment based on Master H-Hour 0800, X-Day".

3. H-HOUR CONTROL POINTS (HHCP's) are designated in Appendix 2, Annex B.

4. Relative HHCP times for each Target Task Force are specified in Appendix 1, Annex B.

5. Planned takeoff times will be adjusted on the basis of latest available meteorological data to make good the specified HHCP times. If adjusted takeoff time is made good, aircraft will normally adhere to briefed flight plans as closely as possible. To preclude excessive early or late arrivals at MUD BATH air refueling areas, crews will be briefed to adjust flight plans enroute as indicated below. No adjustments on the basis of experienced meteorological conditions will be made on any legs not indicated below; such other legs will be flown as planned. Enroute adjustments may be in the form of dog legs and/or airspeed adjustments within the limits of mach .72 to mach .76.

   a. RB-47 aircraft, on the basis of a positive fix in the CAPE HARRISON area, will adjust between CAPE HARRISON and the MUD BATH area to arrive at rendezvous point as near as possible to planned time.

6. For planning, coordination and pre-mission reporting purposes, increments are scheduled for launching as follows:

   a. UNION INCREMENT: based on Master H-Hour X-Day/ 0800Z.

   b. VICTOR INCREMENT: based on Master H-Hour X plus 1/ 0800Z.

   c. WHISKEY INCREMENT: based on Master H-Hour X plus 2/0800Z.

(16) Gunnery:

(a) Combat load (700 rounds).

(b) Adequate precautions will be taken to prevent accidental discharge.

(c) Fire out will be as directed by Wing Commander.

(17) Cabin Pressurization:

(a) Combat position over enemy territory.

(18) Maximum 50-8 will be accomplished.

(19) Mission will be flown in accordance with Sup IV, par 6, SACR 50-8.

(20) Enemy territory: All of the United States, south of a line connecting 40-00N 105-00W and 33-00N 75-00W.

(21) No press release will be made by units involved unless authorized release is furnished by higher headquarters.

(22) Direct communication for purpose of coordinating supporting units is authorized.

(23) Flying safety will take precedence over mission accomplishments. Since each aircraft and flight crew is a unit of combat potential, it is the responsibility of operating and supervisory personnel to maintain flying safety standards in order that the striking force will not be reduced through losses by avoidable accidents.

(24) Security: See Annex D.

(a) Squadron Commanders will insure that adequate security is maintained on all aircraft and classified material.

(26) Reports: See Annex A.

(27) Copies of this order not required for record purposes may be destroyed 30 days after completion of the operation, in accordance with applicable directives.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: Normal.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal.

b. Communications:

(1) Greenwich Civil Times will be used.

(2) See Communications Annex C.

ADAMS
Colonel
Commander

ANNEXES:

A - Intelligence
B - Air Operations
Appendix 1 - Target Task Force Assignments
Appendix 2 - Common & TTF Route Plans
Appendix 3 - Air Refueling
Appendix 4 - Flight Plans
Appendix 5 - Timing Schedule
C - Communications
D - Security

DISTRIBUTION:

Comdr SAC	1 cy	26DMM	1 cy
Comdr 2AF	2 cys	26DOC	1 cy
Comdr 801AD	1 cy	26DOI	1 cy
Comdr 806AD	1 cy	26DOFS	1 cy
Comdr 801ABG	1 cy	Comdr 3SRS	5 cys
Comdr 44AREFS	1 cy	Comdr 4SRS	5 cys
Comdr 320AREFS	1 cy	Comdr 10SRS	5 cys
Comdr 91AREFS	1 cy	Comdr 26AREFS	5 cys
Comdr 801ReconTec Sq	1 cy	Comdr 26FMSq	1 cy
Comdr 26Wea Sq, Det 5	1 cy	Comdr 26A&ESq	1 cy
Comdr 26SRW	1 cy	Comdr 26PMSq	1 cy
26DO	5 cys	Historian 26SRW	5 cys
26DM	1 cy		

SECRET

OFFICIAL:

Robert T. Hall Jr.

ROBERT T HALL, JR
Lt Colonel, USAF
Director of Operations

SECRET

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
10 FEBRUARY 1955

ANNEX A

TO

OPERATIONS ORDER

SERIAL NO. 13-55

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation:

(1) During the year 1954, the Soviet Union stepped up its global efforts toward extension of Communist power and disruption of the unity and alliances of the free world. During the current period, Soviet policy has remained clearly in focus with adoption of a pattern of provoking internal revolution supported by the threat of armed intervention from without. Should the weapons of the "Cold War" and peripheral conflicts fail to accomplish the eventual aims of the Soviets, the continual development of modern weapons of war could enable the Soviets to initiate a "Hot War". The conflicts between the Chinese Communists and Chinese Nationalists in Formosa Straits contains the potentiality of expanding into wide-spread warfare in the Far East.

(2) In the event of hostilities, the success of a retaliatory mission by our forces will be directly affected by the quality of intelligence available that will enable our forces to locate, evaluate and destroy Soviet targets.

(3) For the purpose of this mission, simulated enemy territory will be designated as follows:

(a) All of the United States South of a line connecting 40-00N 105-00W and 33-00N 75-00W.

(4) The early warning net will be established by swinging radii of 130 nautical miles from all radar sites, and picket ships where applicable, as listed in the Radar Order of Battle Section, SAC Brief 158.

b. Enemy Order of Battle:

(1) Air Order of Battle

(a) SAC Intelligence Brief 158, dated 4 December 1954.

(b) The Air Defense Forces (USAF) will simulate an aggressive fighter force against the 26th Strategic Reconnaissance Wing penetrations and will attempt to make day or night interception.

(2) Radar Order of Battle

(a) SAC Intelligence Brief 158, dated 4 December 1954.

(b) All EW and GCI radar will be assumed to be TOKEN sets.

(3) Anti-Aircraft Order of Battle

(a) Omitted.

c. Capabilities of Enemy Forces:

(1) Radar

(a) Refer to Second Air Force Fighter-Radar Reaction Guide, dated 20 November 1954, and AIS 2-22, dated 1 September 1953, as amended.

(2) Aircraft

(c) Refer to appropriate aircraft performance handbooks.

(3) Anti-Aircraft Artillery

(a) Omitted.

2. INTELLIGENCE REQUIREMENTS:

a. Fighter-Radar Reaction Forecast

(1) The 26th Strategic Reconnaissance Wing will prepare Fighter-Radar Reaction Forecasts based on order of battle information contained in SAC Intelligence Brief 158. (Use Token ranges)

(2) Reaction forecast will be accomplished as directed in Second Air Force Fighter-Radar Reaction Guide, 30 November 1954. Special attention is directed to paragraph 8d(3)(d). These forecasts will be submitted to Headquarters Second Air Force not later than 20 February 1955.

b. Essential Elements of Information

(1) Did attacking fighters fly collision courses?

(2) Did any of the fighters appear to be AI equipped?

(3) Did the fighters show any evidence of afterburners?

(4) Was any jamming encountered along the route?

(5) On commencing the attack, did the enemy fighters release their wing tanks?

3. INTELLIGENCE ACTIVITIES:

a. Target and Target Materials

(1) Target assignments are listed in Appendix 1 to this Annex.

b. Survival Intelligence

(1) General

(a) Crew members will be briefed on the best possible evasion route from the target area. Routes should be designated in accordance with routes to and from the target area within simulated territory.

(2) Equipment

(a) Special Equipment

1. Sustenance Kit, Type E-1 or E-2, when available, will be issued to combat crew members prior to each simulated combat mission.

2. Simulated appropriate blood chits. These chits will be numbered and picked up at interrogation to determine the number of chits that may be recovered.

3. Crew members will be aprised of other available aids, such as cloth charts, phrase booklets and information booklets. Crew members should be reminded to procure recommended barter items locally.

4. URC/4 radio will be distributed on the basis of one per crew member, when available.

(3) Forced Landings

(a) Forced landing procedures will be as outlined in SAC Regulation 200-8.

(4) Guide for Conduct of Captured Personnel

(a) Guide for the conduct of SAC personnel in the event

of capture will be as outlined in Volume I, Section VI, BIPG.

(5) Measures for Handling Captured Documents

(a) Omitted.

c. Reports and Distribution

(1) Refer to Appendix 2 of this Annex.

SECRET

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
10 FEBRUARY 1955

APPENDIX 1

TO

ANNEX A

TO

OPERATIONS ORDER

SERIAL NO. 13-55

TARGET LIST

SECRET

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
10 FEBRUARY 1955

APPENDIX 1

TO

ANNEX A

TO

OPERATIONS ORDER

SERIAL NO. 13-55

TARGET LIST

1. PRE-STRIKE LOCATION RECONNAISSANCE:

Ref No.	Target	Coordinates	
E291	Andrews County	32-21N	102-32W
E292	Bruton AF	30-53N	100-49W
E293	Dora AF	33-56N	103-19W
E294	Fitzgerald	31-42N	83-15W
E295	Gillespie County	30-15N	98-55W
E296	Griffen	37-25N	102-18W
E297	Hobbs #1	32-58N	103-07W
E298	Kimble County	30-31N	99-46W
E299	Levelland	33-34N	102-23W
E300	Littlefield	33-54N	102-20W
E301	Lubbock	33-35N	101-51W
E302	Marathon	30-12N	103-14W
E303	McCamey	31-07N	102-14W

Ref No.	Target	Coordinates	
E304	McKellar	35-36N	88-55W
E305	Moore	33-08N	104-24W
E306	Pecos County	30-54N	102-55W
E307	Quitman Brooks	30-50N	83-36W
E308	Ripley	34-44N	88-59W
E309	Ryan	30-25N	104-20W
E310	Scurry County	32-42N	100-57W
E311	Starkville	33-26N	88-51W
E312	Tupelo	34-16N	88-46W

2. PRE-STRIKE ANALYSIS RECONNAISSANCE:

*E286	* Avon Park	27/37/48N	81/14/18W
E287	Earl Fields (MEM)	36-46N	90-19W
E288	Gideon	36-27N	89-54W
E289	Jonesboro	35-50N	90-38W
E290	Steele	36-06N	89-52W

* Night photo flash

3. SEARCH RECONNAISSANCE:

E211	Borger	An area 12 NM wide, with center line extending from 35-29N 101-47W to 35-50N 100-59W
E223	Etter	An area 20 NM wide, with center line extending from 36-14N 101-25W to 35-48N 102-35W
E284	Hobbs	Area within a 5 NM radius of: 32-42N 103-07W
E285	San Angelo	Area within a 6 NM radius of: 31-28N 100-26W

SECRET

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
10 FEBRUARY 1955

APPENDIX 2

TO

ANNEX A

OPERATIONS ORDER

SERIAL NO. 13-55

INTERROGATION AND REPORTING PROCEDURES

1. Reports will be submitted in accordance with SAC Manuals 55-8, September 1954; 55-8B, 55-8C, 55-8D, as revised, September 1954; 55-8G, September 1954; and Second Air Force Supplementary Reporting Instructions, dated December 1954.

2. STRIKE MISSIONS:

   a. Distribution A:

      R-3, R-11, R-16, R-17, R-21, R-22, R-23, M-36, R-81 and reports required by paragraph 6a(1), SAC Manual 55-8.

   b. Distribution B:

      M-1, R-27, R-72, R-80

3. AIR REFUELING MISSIONS:

   a. Distribution A:

      T-2, T-10, M-11, M-18, T-15, T-17, T-21, T-22, T-23, T-81 and reports required by paragraph 5c, SAC Manual 55-8G.

   b. Distribution B:

      M-1, T-27

4. 801 ST RECONNAISSANCE TECHNICAL SQUADRON:

   a. Distribution A:

R-51 and RT-53

5. SPECIAL INSTRUCTIONS:

a. Addresses listed below are in addition to those required by distribution indicated in paragraph 2 thru 4 above.

(1) Address R-3 Reports to Commanders of tanker forces supporting the mission.

(2) R-11, M-11 and M-18 Reports submitted will be addressed Red Grange.

(3) R-51 and R-80 Reports will be addressed to 2nd Reconnaissance Technical Squadron, Barksdale Air Force Base, Louisiana.

b. The mission X day and the increment name will be included in paragraph 1 of all reports.

c. Negative R-51 reports will be submitted Distribution A when no positive information is obtained.

d. M-1 reports will include in paragraph 1 the time the report is being submitted, i.e. This is the 12 hour report.

e. Target task forces will be identified and reported using the color code assigned to each individual route.

f. Tanker task forces will be identified and reported using the code word assigned to their respective refueling area. M-11 report will be submitted using five digit true tail number for tanker and receiver.

g. Line numbers will be reported in all applicable paragraphs of T-2, T-10 and T-15 reports.

h. M-11 reports will include in addition to required refueling information the number of pounds of fuel aboard the receiver at final disconnect.

i. Aircraft serial number will be reported in remarks paragraph of initial R-16 report.

j. Remarks paragraph of pertinent R-16 report will include the name of the ground station to which the R-11 report was submitted. Reasons for non-submission of R-11 report will also be included in this paragraph, when applicable.

k. Paragraph 4a of T-15 report will indicate the serial number of the aircraft refueled. Paragraph 4c will indicate the number of pounds of fuel transferred to each receiver.

l. The pre-mission reports (R-3/T-2) will be prepared by the Wing Operations Section in sufficient time to be dispatched by the Combat Reports Officer not later than 30 hours prior to the take-off of the first mission aircraft. One report will be prepared for each 24 hour period of operation. Reference paragraph 5a(1) and 5g, above.

m. The Wing Weather Officer will screen all POMARs and SACMAR forms in the Control Room and supervise the preparation of the weather report (R/T-21).

n. The Director of Material will insure timely flow of pertinent maintenance information to the Combat Reports Team for preparation of the Aircraft and Crew Status Report (R/T-22). These reports are due within 2 hours subsequent to landing of each RB-47 and KC-97 aircraft each day of the operation.

o. The Wing Commander's Report (R-27) will be prepared by the Wing Operations Officer and coordinated with the Wing Commander in sufficient time to be dispatched by the Combat Reports Officer not later than 48 hours after the last mission aircraft has landed. This report will incorporate pertinent air refueling data as out-

lined in SAC Manual 55-8B.

p. The Route Overlay Report (R-72) will be prepared by the Wing Plans Section with pertinent information being supplied by concerned staff agencies.

q. The Simulated Combat Operations Summary Report (R-81) will be prepared through the joint efforts of Wing Plans Section, the Control Room, and the Combat Reports Officer.

r. SAC Form 326 will be prepared by the Wing ECM Officer, if applicable.

s. Simulated Hot News Reports will not be submitted on this exercise.

6. Interrogation of returning aircrew personnel will take place in each respective squadron briefing room.

a. Aircrew personnel will proceed from the aircraft parking area directly to the interrogation area as expeditiously as possible.

b. Any specialized de-briefing will not take place until the intelligence interrogation has been completed.

c. All flimsys and other allied materials will be turned in to the interrogators, and the squadron representatives in the case of pertinent training accomplishment forms.

7. The Combat Reporting Team will be emplaced in the Wing Control Room prior to departure of each mission increment aircraft and will remain on duty until completion of all reports required for the period. A change of personnel will be made for each mission increment. The Combat Reports Officer of the final mission increment will be responsible for insuring all final mission reports are dispatched with the established time limits, i.e. R-27, R-81.

ANNEX B

OPERATIONS ORDER

SERIAL NO. 13-55

AIR OPERATIONS

1. GENERAL:

a. This annex and appendices contain routes, tactics and target information.

b. Target task force assignments, see Appendix 1, this Annex.

c. Common and TTF route plans, see Appendix 2, this Annex.

d. Air refueling, as required, will be accomplished as specified in Appendix 3, this Annex.

e. Flight plans, see Appendix 4, this Annex.

f. Timing schedule, see Appendix 5, this Annex.

g. All flights will be made under IFR.

h. All danger areas will be avoided.

i. No RB-47 airborne spares are authorized.

2. OPERATIONAL CONCEPTS:

a. Maximum 50-8 training will be accomplished.

b. Mission will be flown in accordance with Supplement IV, par 6, SACR 50-8.

3. FORCES:

a. 10 RB-47 aircraft on X-Day will fly routes BRAVO 1 thru 10.

b. 10 RB-47 aircraft on X-Day plus 1 will fly routes BRAVO 1 thru 10.

c. 12 RB-47 aircraft on X-Day plus 2 will fly routes ALFA 1 thru 12.

4. TAKE-OFF AND ROUTE TACTICS:

a. All RB-47 takeoffs will be at 20-minute intervals.

b. Takeoff times will be adjusted to make HHCP good.

c. Rendezvous times will be adjusted to make HHCP good.

d. Four hours prior to scheduled takeoff of RB-47's, a message will be dispatched to Task Force Commanders giving latest revised timing schedules based on latest forecast winds.

e. Aerial refueling will be accomplished single ship 1 to 1 basis.

f. Aerial refueling will be accomplished in accordance with SAC Manual 55-5.

g. After air refueling at MUD BATH refueling area, aircraft will have a minimum of 76,500 lbs fuel on board to complete mission flying mach .74 for remainder of mission to arrive over Lockbourne with minimum of 12,000 lbs fuel reserve.

h. All altitudes will be flown at optimum altitude, mach .74, except where max altitude tactics are specified.

i. Weather encountered enroute, prior to refueling, will be dealt with in accordance with Section D, SAC Manual 55-5.

5. REPORTING PROCEDURES:

a. For all reporting procedures, see Annex C.

b. For rendezvous communications, see Appendix 3, this Annex.

6. ABORT PROCEDURES:

a. Spare aircraft will be available for ground aborting aircraft. Squadrons furnishing spare aircraft will have check list completed up to start engines.

b. Ground and air aborts will be in accordance with current T.O. 1B-47(R)E-1, 31 Mar 54, and existing Wing SOP's.

APPENDIX 1

TO

ANNEX B

TO

OPERATIONS ORDER

SERIAL NO. 13-55

TARGET TASK FORCE ASSIGNMENTS

1. GENERAL:

a. General concept of this operation is based on the launching of three seperate reconnaissance strike increments by the 26th SRW.

b. 26th SRW.is responsible for coverage of targets in the southern United States.

c. Increments: 26th SRW: Two night reconnaissance strike increments and one day reconnaissance strike increment.

d. Force: Each target task force indicated below comprises one RB-47 aircraft.

e. Priorities:

(1) Target task forces are listed below in descending order of priority within each increment. Task forces will be dropped from the bottom of the list when insufficient aircraft are available for any given increment.

(2) Each increment list is a self-contained priority system.

f. Specific targets assigned to each target task force are indicated in Appendix 2 to this Annex, with effectiveness target shown by *.

2. 3RD STRATEGIC RECONNAISSANCE SQUADRON ASSIGNMENTS:

Target Task Force	H-HOP Time

a. Union Increment (Night)

FARINA GREEN	H + 14:00
FARINA BLUE	14:20
FARINA YELLOW	14:40

b. Victor Increment (Night)

FARINA YELLOW	H + 16:20
FARINA GREEN	16:40
FARINA BROWN	17:00

c. Whiskey Increment (Day)

FARINA LIME	H + 10:40
FARINA WALNUT	11:00
FARINA SLATE	11:20
FARINA PURPLE	11:40

4TH STRATEGIC RECONNAISSANCE SQUADRON ASSIGNMENTS:

a. Union Increment (Night)

FARINA GRAY	H + 15:00
FARINA IVORY	15:20
FARINA CREAM	15:40
FARINA BROWN	16:00

b. Victor Increment (Night)

FARINA ORANGE	H + 14:00
FARINA RED	14:20
FARINA GRAY	14:40
FARINA IVORY	15:00

c. Whiskey Increment (Day)

FARINA ROSE	H 09:20
FARINA PINTO	09:40

FARINA BRASS	10:00
FARINA CARDINAL	10:20

4. 10TH STRATEGIC RECONNAISSANCE SQUADRON ASSIGNMENTS:

a. Union Increment (Night)

FARINA TAN	H + 16:20
FARINA RED	16:40
FARINA ORANGE	17:00

b. Victor Increment (Night)

FARINA CREAM	H + 15:20
FARINA TAN	15:40
FARINA BLUE	16:00

c. Whiskey Increment (Day)

FARINA CHERRY	H + 08:00
FARINA BLACK	08:20
FARINA PINK	08:40
FARINA WHITE	09:00

APPENDIX 2

TO

ANNEX B

TO

OPERATIONS ORDER

SERIAL NO. 13-55

COMMON AND TTF ROUTE PLANS

1. 26TH STRATEGIC RECONNAISSANCE WING:

a. Common Route Plan Alfa:

Depart: LOCKBOURNE

46-09N 66-47W

48-00N 66-40W

Makeup Area Rendezvous

52-00N 55-16W

56-30N 51-00W

54-46N 58-28W

50-25N 73-52W

47-00N 76-30W

45-03N 79-18W

Mud Bath Area Rendezvous

43-13N 86-15W

40-04N 95-36W

40-12N 100-37W (H-HCP)

37-58N 100-53W

b. Common Route Plan Bravo:

Depart: LOCKBOURNE

46-09N 66-47W

48-00N 66-40W

Makeup Area Rendezvous

52-00N 55-16W

56-30N 51-00W

54-46N 58-28W

50-25N 73-52W

47-00N 76-30W

45-03N 79-18W

Mud Bath Area Rendezvous

43-13N 86-15W

38-57N 92-18W (H-HCP)

35-45N 95-23W

31-19N 95-28W

26-00N 84-00W

25-52N 81-42W

26-44N 80-44W (IP)

* AVON PARK DELTA (M-120 TGT) E286

c. Target Task Force Route Plans:

(1) FARINA RED:

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

30-11N 82-38W (IP)

QUITMAN-BROOKS CO. AF (TGT) E307

31-54N 85-09W

33-12N 87-23W

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Annex B
2 [illegible]
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37-00N 90-20W

LOCKBOURNE

(2) FARINA ORANGE:

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

30-50N 83-17W (IP)

FITZGERALD AF (TGT) E294

31-54N 85-09W

33-12N 87-23W

37-00N 90-20W

LOCKBOURNE

(3) FARINA GREEN:

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

31-54N 85-09W

33-12N 87-23W (IP)

STARKVILLE AF (TGT) E311

37-00N 90-20W

LOCKBOURNE

(4) FARINA BLUE:

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

31-54N 85-09W

33-12N 87-23W

33-42N 87-50W (IP)

RIPLEY AF (TGT) E308

37-00N 90-20W

LOCKBOURNE

(5) FARINA YELLOW:

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

31-54N 85-09W

33-12N 87-23W (IP)

TUPELO AF (TGT) E312

37-00N 90-20W

LOCKBOURNE

(6) FARINA GRAY:

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

31-54N 85-09W

33-12N 87-23W

34-31N 88-38W (IP)

McKELLAR AF (TGT) E304

37-00N 90-20W

LOCKBOURNE

(7) FARINA IVORY:

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

33-54N 85-09W

33-12N 87-23W

35-03N 89-39W (IP)

JONESBORO AF (TGT) E289

37-00N 90-20W

LOCKBOURNE

(8) FARINA CREA

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

33-54N 85-09W

33-12N 87-23W

35-03N 89-39W (IP)

STEELE AF (TGT) E290

37-00N 90-20W

LOCKBOURNE

(9) FARINA TAN:

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

31-54N 85-09W

33-12N 87-23W

35-36N 89-16W (IP)

GIDEON AF (TGT) E288

37-00N 90-20W

LOCKBOURNE

(10) FARINA BROWN:

Depart: LOCKBOURNE

via: Common Route Bravo

to: AVON PARK DELTA

31-54N 85-09W

33-12N 87-23W

35-54N 89-39W (IP)

EARL FIELDS MAEMORIAL AF (TGT) E287

37-00N 90-20W

LOCKBOURNE

(11) FARINA PURPLE:

6

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W (IP)

37-25N 102-37W (TGT)

CLAYTON AF

33-38N 102-45W (IP)

31-54N 103-56W (TGT)

*CULBERSON COUNTY AF

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(12) FARINA SLATE:

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W (IP)

(TGT) E296

GRIFFIN AF

33-38N 102-45W (IP)

31-26N 103-30W (TGT) E309

*RYAN AF

30-40N 98-25W

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(13) FARINA PINTO:

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W

35-32N 102-26W (IP)

CLOVIS MUNICIPAL AF (TGT)

31-26N 103-30W (IP)

*MARATHON AF (TGT) E302

30-40N 98-25W

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(14) FARINA BRASS

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W

34-49N 102-24W (IP)

DORA AF (TGT) E293

31-52N 103-07W (IP)

* McCAMEY AF (TGT) E303

30-40N 98-25W

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(15) FARINA CARDINAL

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W

HOBBS (SEARCH) E284

31-52N 103-07W (IP)

* PECOS COUNTY AF (TGT) E306

30-40N 98-25W

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(16) FARINA WALNUT

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W

*ETTER (SEARCH) E223

34-11N 103-20W (IP)

MOORE AF (TGT) E305

30-40N 98-25W

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(17) FARINA LIME:

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W

*BORGER (SEARCH) E211

33-55N 102-20W (IP)

HOBBS #1 AF (TGT) E297

30-40N 98-25W

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(18) FARINA ROSE

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W

33-11N 102-16W (IP)

ANDREWS COUNTY AF (TGT) E291

30-42N 101-12W

29-44N 100-49W (IP)

*MAVERICK COUNTY AF (TGT)

30-40N 98-25W

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(19) FARINA PINK

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W

34-49N 102-24W (IP)

LITTLEFIELD AF (TGT) E300

*SAN ANGELO (SEARCH) E285

30-40N 98-25W

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(20) FARINA WHITE

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W

34-49N 102-24W (IP)

LEVELLAND AF (TGT) E299

31-50N 101-00W (IP)

*BRUTON AF (TGT) E292

30-40N 98-25W

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(21) FARINA BLACK

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W

34-59N 101-55W (IP)

LUBBOCK AF (TGT) E301

31-45N 99-57W (IP)

*KIMBLE COUNTY AF (TGT) E298

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

(22) FARINA CHERRY

Depart: LOCKBOURNE

via: Common Route Alfa

to: 37-58N 100-53W

34-01N 100-49W (IP)

SCURRY COUNTY AF (TGT) E311

31-08N 99-20W (IP)

*GILLESPIE COUNTY AF (TGT) E295

30-41N 96-23W

41-16N 91-42W

43-02N 83-42W

LOCKBOURNE

APPENDIX 3

ANNEX B

AIR REFUELING

1. GENERAL:

a. Air refueling will be accomplished over designated orbit points by the Lockbourne Task Force and the Goose-Harmon Task Force on X-Day, X+1 and X+2.

b. Rendezvous orbit point code names:

(1) Goose-Harmon task force orbit point code name: MAKE UP.

(2) Lockbourne task force orbit point code name: MUD BATH.

c. Air Refueling:

(1) Goose-Harmon tanker force will supply following number of tankers in the MAKE UP area on dates indicated:

X-Day	10 tankers
X+1	10 tankers
X+2	12 tankers

(2) Lockbourne tanker force will supply following number of tankers in the MUD BATH area on dates indicated:

X-Day	10 tankers
X+1	10 tankers
X+2	12 tankers

(3) Sufficient tankers will be scheduled to provide a spare at the orbit point from 30 minutes prior to the first scheduled air refueling until the last scheduled RB-47 of the increment has been refueled.

(4) Tanker routes to and from air refueling areas will be direct avoiding danger areas.

(5) Tankers will arrive at orbit point at least thirty minutes prior to planned arrival of receivers.

d. Refueling areas and general instructions:

(1) Rendezvous point and course: (Goose-Harmon task force)

(a) Rendezvous point MAKE UP: 50-48N 58-51W.

(b) Refueling track: 060 degrees.

(c) Refueling altitude: 16,000 feet.

(2) Rendezvous point and course: (Lockbourne task force)

(a) Rendezvous point MUD BATH: 44-04N 82-58W.

(b) Refueling track 250 degrees. Alternate refueling area 43-08N 86-12W Muskegon Omni. True course 250 degrees.

(c) Refueling altitude: 16,000 feet.

(d) Tanker spares: Each tanker arriving over the orbit point will act as spare for the preceding tanker.

e. Weather Reconnaissance:

(1) The tanker task force commanders will conduct necessary weather reconnaissance as per SAC Manual 55-1, and will arrive in the refueling areas at least two hours prior to planned arrival of first receivers.

f. Refueling rendezvous communications:

(1) Three sets of voice/electronic communications frequency/settings will be used in each refueling area as follows:

(a) In the MAKE UP and MUD BATH areas:

1. Initial condition: UHF frequency, 311.0 mcs; APN-12/76, tanker transmits 3, receives 6; APN-11 code, 1-3.

2. Primary condition: UHF frequency, 266.2 mcs; APN-12/76, tanker transmits 4, receives 7; APN-11 code, 2.

3. Alternate condition: UHF frequency 279.8 mcs; APN-12/76, tanker transmits 5, receives 8; APN-11 code, 1-2-1.

4. Back-up voice HF for MAKE UP area: 4724.5 kcs; for MUD BATH area; 4270 kcs.

(3) Air/air voice call signs:

(a) Receivers - target task force designator, e.g. "FARINA BLUE", "FARINA WHITE".

(b) Tankers - refueling area designator, e.g. "MAKE UP, MUDBATH".

2. AIR REFUELING TACTICS:

a. Air refueling will be in accordance with SAC Tactical Doctrine and as specified below.

b. Each tanker will have capability of off-loading 55,000 lbs of fuel. Aircraft will refuel on 1 to 1 basis.

c. APN-11 will be used last 10 minutes prior to ETA for assist in final course corrections.

d. Tanker aircraft will take off and fly direct to designated orbit point avoiding danger areas so as to arrive over the orbit point thirty minutes prior to the arrival of the first receivers.

e. Top tanker aircraft will orbit to the left in a racetrack pattern, at 16,000 feet pressure altitude. Each succeeding tanker will be stacked down at 1000 foot intervals and orbit to the left. As top tanker departs orbit point, each succeeding tanker moves up 1000 feet. Rendezvous equipment will be turned on at this time.

f. As soon as radio contact has been established between tanker and receiver, the tanker will give the refueling altitude in the event weather precludes using 16,000 feet. At this time the receiver will give his ETA to the orbit point.

g. Rendezvous procedures:

(a) Each tanker in the stack will be operating radio and rendezvous equipment in the initial condition.

(b) At maximum possible range, receiver aircraft will establish contact with the top tanker by transmitting his voice call to the appropriate tanker. Top tanker and receiver will then switch to settings and frequencies as outlined for primary condition in applicable refueling area. If voice contact is not established on the new UHF frequency within a 2-minute period, tanker and receiver will return to initial contact frequency for further contact.

(c) Top tanker will temporarily return to initial contact frequency (UHF) when departing orbit point and advise next tanker that he is clear to move to refueling altitude.

(d) Each succeeding tanker will select primary or alternate conditions to minimize possibilities of interference with preceding tanker/receiver pair.

(2) Final receiver ETA will be furnished to the tanker early enough to permit tanker to complete an orbit pattern and depart orbit point to arrive at rendezvous point on receiver ETA. Tankers will return to specified refueling track over rendezvous point whether rendezvous has been completed or not. Electronic rendezvous

equipment will be used to a maximum extent during the final stages of rendezvous in an effort to effect rendezvous at, or near vicinity of rendezvous point. In event of UHF and HF radio failure and no contact has been established within 12 minutes prior to the receivers ETA, the tanker will proceed to the rendezvous point and hold in a left hand holding pattern; when visual contact has been established, the tanker will proceed on the prescribed air refueling track. If visual contact has not been established after 15 minutes, the tanker will proceed as directed by the tanker task force commander.

i. The receiver will close with the tanker in a stern chase rendezvous after decelleration to refueling airspeed. When visual contact has been established the tanker will lower the boom and descend 500 ft so as to pick up refueling speed. Rendezvous equipment will be turned off prior to tanker/receiver contact.

j. Average true airspeed during refueling will be 250 knots. Initial air refueling speed 220 MPH - 192 K (IAS).

k. White cards will be used by boom operator to denote number of pounds transferred.

l. Tanker aircraft will return direct to their home station upon completion of refueling. MUD BATH aircraft will return direct via Muskegon.

m. After refueling receiver crews will contact tanker and give total amount of fuel on board and pilot's intentions whether continuing on mission or not.

n. In the event of unsuccessful air refueling at refueling point MAKE UP, RB-47 aircraft will return direct to Lockbourne, arriving over base with minimum of 12,000 lbs of fuel reserve.

o. In the event of unsuccessful air refueling at refueling point MUD BATH, RB-47 aircraft will return direct to Lockbourne, arriving over base with minimum of 12,000 lbs fuel reserve.

COMMON ROUTE ALFA (Day Photo) REMARKS. Cruise portion of mission planned N.A.C.A. Day

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING: 26SRW | AIRCRAFT TYPE AND SERIAL NO. | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

SECRET

I. PRE-FLIGHT PLAN

FROM Lockbourne AFB / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
Taxi T.O. & Accel LOCKBOURNE AFB							°					:03			89,000	174,800
LEVEL OFF	Clb	056		056	+2	058	32.1M	var	425	425	114	:17 :20			5,800 83,200	5,800 169,000
46-09N 66-47W	Cru	062	270/50 -3	059	+13	072	° 34.1M	.74	425	470	694 808	1:29 1:49			6,600 76,600	6,600 162,400
48-00N 66-40W	Cru	002	270/50 -7	355	+23	018	° 34.6M	.74	425	425	119 927	:17 2:06			15,300 61,300	15,300 147,100
START DESCENT	Cru	061	260/45 -2	059	+27	086	° 35.6M	.74	425	468	313 1240	:40 2:46			2,800 58,500	2,800 144,300
50-48N 58-51W MAKE UP REND	Des	060		060	+31	091	° 16.0M	var	450	450	37 1277	:05 2:51			6,300 52,200	6,300 138,000
52-00N 55-16W END REFUEL	AR	060		060	+32	092	° 16.0M	var	250	250	152 1429	:36 3:27			300 51,900	300 137,700
ONLOAD							°							+	10,800 41,100 50,000	10,800 126,900 50,000
53-12N 54-10W LEVEL OFF	Acc Clb	027		027	+33	060	° 30.8M	var	425	425	1429 82 1511	3:27 :12 3:39			91,100 4,100 87,000	176,900 4,100 172,800
56-30N 51-00W	Cru	028	240/37 -3	025	+35	060	° 31.5M	.74	425	455	230 1741	:30 4:09			5,600 81,400	5,600 167,200
54-46N 58-28W	Cru	247	240/37 -1	246	+36	282	° 32.6M	.74	425	388	305 2046	:47 4:56			8,600 72,800	8,600 158,600
50-25N 73-52W	Cru	245	274/37 +3	248	+28	276	° 34.8M	.74	425	391	618 2664	1:35 6:31			15,900 56,900	15,900 142,700
47-00N 76-30W	Cru	207	271/50 +6	213	+17	230	° 35.7M	.74	425	401	236 2900	:35 7:06			5,400 51,500	5,400 137,300
45-03N 79-18W	Cru	625	271/50 +5	230	+12	242	° 36.2M	.74	425	390	166 3066	:26 7:32			4,000 47,500	4,000 133,300
START DESCENT	Cru	249	281/47 +4	253	+7	260	° 36.7M	.74	425	384	125 3191	:20 7:52			2,900 44,600	2,900 130,400
44-04N 82-58W MUDBATH REND	Des	249		249	+7	256	° 16.0M	var	450	450	45 3236	:06 7:58			350 44,250	350 130,050
43-19N 86-15W END REFUEL	AR	250		250	+2	252	° 16.0M	var	250	250	152 3388	:36 8:34			10,600 33,650	10,600 119,450
ONLOAD							°							+	50,000 83,650	50,000 169,450
LEVEL OFF	Acc Clb	249		249	-1	248	° 31.8M	var	425	425	3388 84 3472	8:34 :12 8:46			4,100 79,550	4,100 165,350
40-04N 95-36W	Cru	245	270/80 +5	250	-6	244	° 33.1M	.74	425	351	375 3847	1:04 9:50			11,350 68,200	11,350 154,000
40-12N 100-37W HHCP	Cru	272	270/80 0	272	-11	261	° 34.1M	.74	425	345	233 4080	:41 10:31			6,900 61,300	6,900 147,100
37-58N 100-53W FAN POINT	Cru	186	270/80 +11	197	-12	185	° 34.6M	.74	425	410	145 4225	:21 10:52			3,400 57,900	3,400 143,700
↓							°									
TO INDIVIDUAL ROUTES							°									
							°									
							°									

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

AIRCRAFT BASIC WT	83,850	
CREW WT	1,070	
OIL WT	430	
AVG BYL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		85,350
FUEL WEIGHT FWD		
FUEL WEIGHT CTR		
FUEL WEIGHT AFT		
FUEL WEIGHT AUX		
FUEL WEIGHT O.D.		
FUEL WEIGHT ATO		
FUEL WEIGHT EXT.		
FUEL WEIGHT TOTAL		89,000
BOMBS WT		
AMMO WT		450
ADD. FLUID WT		
INITIAL GROSS WT		174,800
START & TAXI FUEL WT		4,000
TAKE-OFF GROSS WT		170,800

RUNWAY: PRESS. ALT	LENGTH	AIR TEMP.
744'	10,500'	43°F

CRITICAL FIELD LENGTH: 8,400'

TAKE-OFF: DISTANCE 7,200' | SPEED 151K

SPEED: CRITICAL ENGINE FAILURE 118K | EMERG DEST FLARE 166K | LINE 97K

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

REMARKS (contd): Weather planning factors obtained from USAF Weather Planning Manual 55-1, Sec 5A

SECRET

COMMON ROUTE BRAVO (Photoflash) REMARKS: Cruise portion of mission planned N.A.C.A. Day

SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		26SRW					

PRE-FLIGHT PLAN

1.

FROM Lockbourne AFB / ROUTE	CODE	T.C.	WIND D.V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
															89,000	175,250
LOCKBOURNE AFB	Start T.O.	Taxi Accel										:03			5,500 83,200	5,500 169,450
LEVEL OFF	Cli	056		056	+2	058	32.0M	var	425	425	114	:17 :20			6,600 76,600	6,600 162,850
46-09N 66-47W	Cru	062	270/50 -3	059	+13	072	34.1M	.74	425	470	694 808	1:29 1:49			15,450 61,150	15,450 147,400
48-00N 66-40W	Cru	002	270/50 -7	355	+23	018	34.5M	.74	425	425	119 927	:17 2:06			2,700 58,450	2,700 144,700
START DESCENT	Cru	061	260/45 -2	059	+27	086	35.4M	.74	425	468	313 1240	:40 2:46			6,300 52,150	6,300 138,400
50-48N 58-51W MAKEUP REND	Des	060		060	+31	091	16.0M	var	450	450	37 1277	:05 2:51			300 51,850	300 138,100
52-00N 55-16W END REFUEL	AR	060		060	+32	092	16.0M	var	250	250	152 1429	:36 3:27			10,800 41,050	10,800 127,300
ONLOAD											1429	3:27		*	50,000 91,050	50,000 177,300
53-12N 54-10W LEVEL OFF	Acc Cli	027		027	+33	060	30.7M	var	425	425	82 1511	:12 3:39			4,100 86,950	4,100 173,200
56-30N 51-00W	Cru	028	240/37 -3	025	+35	060	31.4M	.74	425	455	230 1741	:30 4:09			5,700 81,250	5,700 167,500
54-46N 58-28W	Cru	247	-1	246	+36	282	32.5M	.74	425	388	305 2046	:47 4:56			8,600 72,650	8,600 158,900
50-25N 73-52W	Cru	245	274/37 +3	248	+28	276	34.8M	.74	425	391	618 2664	1:35 6:31			16,000 56,650	16,000 142,900
47-00N 76-30W	Cru	207	271/50 +6	213	+17	230	35.6M	.74	425	401	236 2900	:35 7:06			5,300 51,350	5,300 137,600
45-03N 79-18W	Cru	225	+5	230	+12	242	36.2M	.74	425	390	166 3066	:26 7:32			4,000 47,350	4,000 133,600
START DESCENT	Cru	249	281/47 +4	253	+7	260	36.7M	.74	425	384	125 3191	:20 7:52			2,900 44,450	2,900 130,700
44-04N 82-58W MUDBATH REND	Des	249		249	+7	256	16.0M	var	450	450	45 3236	:06 7:58			350 44,100	350 130,350
43-13N 86-15W END REFUEL	AR	250		250	+2	252	16.0M	var	250	250	152 3388	:36 8:34			10,600 33,500	10,600 119,750
ONLOAD											3388	8:34		*	50,000 83,500	50,000 169,750
LEVEL OFF	Acc Cli	229		229	-1	228	31.7M	var	425	425	84 3472	:12 8:46			4,100 79,400	4,100 165,650
38-57N 92-18W HHCP	Cru	226	270/80 +8	234	-4	230	32.8M	.74	425	364	295 3767	:49 9:35			8,950 70,450	8,950 156,700
35-45N 95-23W	Cru	217	270/80 +9	226	-8	218	33.7M	.74	425	373	240 4007	:39 10:14			6,600 63,850	6,600 150,100
31-19N 95-28W	Cru	181	270/80 +11	192	-8	184	34.6M	.74	425	418	272 4279	:39 10:53			6,400 57,450	6,400 143,700
30-20N 93-00W BEGIN CLIMB	Cru	115	270/80 +5	120	-8	112	35.0M	.74	425	498	154 4433	:19 11:12			3,000 54,450	3,000 140,700
LEVEL OFF BEGIN MAX MACH	Acc Cli	116		116	-8	108	40.3M	var	425	425	71 4504	:10 11:22			2,400 52,050	2,400 138,300
END MAX MACH START DESCENT	Cru	118	264/81 +6	124	-6	118	41.3M	.76	438	490	284 4788	:35 11:57			6,150 45,900	6,150 132,150
LEVEL OFF	Des	120		120	-5	115	36.4M	var	450	450	15 4803	:02 11:59			150 45,750	150 132,000
26-00N 84-00W	Cru	121	264/81 +7	128	-4	124	36.9M	.74	425	485	172 4975	:21 12:20			3,100 42,650	3,100 128,900
25-52N 81-42W	Cru	094	264/81 +2	096	-3	093	37.2M	.74	425	505	128 5103	:15 12:35			2,100 40,550	2,100 126,800
26-44N 80-44W IP	Cru	045	264/81 -7	038	-2	036	37.5M	.74	425	487	80 5183	:10 12:45			1,400 39,150	1,400 125,400
AVON PARK DELTA	Cru	333	264/81 -10	323	-1	322	37.8M	.74	425	390	74 5257	:11 12:56		3FFB DROPS	1,600 37,550	2,050 123,350
TO INDIVIDUAL BASES																

DATE OF TAKE-OFF			
ENGINE START		TAKE-OFF TIME	
LANDING TIME		DURATION OF FLT	
AIRCRAFT BASIC WT	83,850		
CREW WT	1,070		
OIL WT	430		
ATO BTL WEIGHT (Empty)	3 M-120 photoflash		
EXT TANKS WT (Empty)	bombs 450		
OPERATING WT		85,800	
FUEL WEIGHT: F.M.			
C.M.			
A.M.			
FWD AUX			
B.B.			
ATO			
EXT.			
TOTAL		89,000	
BOMBS WT			
AMMO WT		450	
ADI FLUID WT			
INITIAL GROSS WT		175,250	
START ENG AND TAXI FUEL ALW		4,000	
TAKE-OFF GROSS WT		171,250	
RUNWAY: PRESS. ALT	744'	LENGTH 10,500'	AIR TEMP. 43°F
CRITICAL FIELD LENGTH	8,400'		
TAKE-OFF: DISTANCE	7,200'	SPEED 151K	
SPEED: CRITICAL ENG FAILURE	118K	EMERG REST FLARE 166K	LINE 97K

DATE OF TAKE-OFF			
ENGINE START		TAKE-OFF TIME	
LANDING TIME		DURATION OF FLT	
AIRCRAFT BASIC WT			
CREW WT			
OIL WT			
ATO BTL WEIGHT			
NO. OF ATO BOTTLES REQUIRED			
ATO PROPELLANT WEIGHT	App 4, Annex B		
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55		
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55		
ATO FIRING SPEED			

SECRET

REMARKS (contd): Weather planning factors obtained from 2AF Weather Planning Manual 55-1, Dec 54. [illegible] planning factors obtained from 2AF Planning Factor Letter, 16 Oct 54.

THIS PAGE IS DECLASSIFIED IAW EO 13526.

FARINA RED (Photolegend)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING: 26SRW | AIRCRAFT TYPE AND SERIAL NO. | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

SECRET

PRE-FLIGHT PLAN

I. FROM COMMON / ROUTE BRAVO / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
			264/81				°				74	:11		3FFB	1,600	2,050
AVON PARK DELTA	Cru	333	-10	323	-1	322	37.8M °	.74	425	390	5257	12:56		DROPS	37,550	123,350
			270/80								169	:26			3,550	3,550
30-11N 87-38W IP	Cru	334	-10	324	-2	322	38.5M °	.74	425	385	5426	13:22			34,000	119,800
			270/80								67	:11			1,500	1,500
30-50N 83-36N TGT E 307	Cru	308	-7	301	-2	299	38.8M °	.74	425	360	5493	13:33			32,500	118,300
			270/80								102	:17			2,200	2,200
31-54N 85-09W	Cru	309	-7	302	-2	300	39.1M °	.74	425	360	5595	13:50			30,300	116,100
			270/80								137	:23			2,900	2,900
33-12N 87-23W	Cru	305	-6	299	-3	296	39.7M °	.74	425	357	5732	14:13			27,400	113,200
			270/80								272	:43			5,400	5,400
37-00N 90-20W	Cru	328	-9	319	-5	314	40.6M °	.74	425	379	6004	14:56			22,000	107,800
			270/80								110	:50			5,600	5,600
CMH VOR	Cru	062	-5	057	-2	055	41.8M °	.74	425	495	6114	15:46			16,400	102,200

DATE OF TAKE-OFF | ENGINE START | TAKE-OFF TIME | LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL WEIGHT: FM		
CM		
AM		
TWO AUX		
B.B.		
ATO		
EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADI. FLUID WT		
INITIAL GROSS WT		
START ENG AND TAXI FUEL ALT		
TAKE-OFF GROSS WT		

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | BOMBS BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

SECRET

LONGEST ROUTE - FARINA ORANGE (Photoflash)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING: 26SRW | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

PRE-FLIGHT PLAN

I. FROM / ROUTE	TYPE A/C	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
Common Route Brave											74	:11		9 FB	1,600	2,050
AVON PARK DELTA	Cru	333	264/81 -10	323	-1	322	37.8M	.74	425	390	5257	12:56		LROFS	37,550	123,350
30-50N 83-17W IP	Cru	331	270/80 -10	321	-2	319	38.7M	.74	425	381	219 / 5476	:35 / 13:31			4,750 / 32,800	4,750 / 118,600
31-42N 83-15W TGT E 894	Cru	001	270/80 -11	350	-2	348	38.9M	.74	425	420	56 / 5532	:08 / 13:39			1,200 / 31,600	1,200 / 117,400
31-54N 85-09W	Cru	277	270/80 -1	276	-2	274	39.3M	.74	425	347	109 / 5641	:19 / 13:58			2,300 / 29,300	2,300 / 115,100
33-12N 87-23W	Cru	395	270/80 -6	299	-3	296	39.6M	.74	425	357	140 / 5781	:24 / 14:22			3,000 / 26,300	3,000 / 112,100
37-00N 90-20W	Cru	328	270/80 -9	319	-5	314	40.9M	.74	425	378	272 / 6053	:43 / 15:05			5,300 / 21,000	5,300 / 106,800
OMH VOR	Cru	062	270/80 -5	057	-8	055	42.0M	.74	425	495	410 / 6463	:50 / 15:55			5,600 / 15,400	5,600 / 101,200

DATE OF TAKE-OFF | ENGINE START | TAKE-OFF TIME | LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
AVO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL WEIGHT: FM.		
CM.		
AM.		
FWD		
AWA		
B.B.		
ATO		
EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADJ. FLUID WT		
INITIAL GROSS WT		
START ENG AND TAXI FUEL ALW		
TAKE-OFF GROSS WT		

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG BRK PT FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

FARINA GREEN (Photoflash)

SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		26SRW					

I. PRE-FLIGHT PLAN

ROUTE (FROM COMMON ROUTE BRAVO)	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	PRED. FUEL REMAIN.	GROSS WEIGHT
			264/81				°				74	:11		3PFB	1,600	2,050
AVON PARK DELTA	Cru	333	-10	323	-1	322	37.8M	.74	425	390	5257	12:56		DROPS	37,550	123,350
			270/80				°				327	:53			7,050	7,050
31-54N 85-09W	Cru	322	-9	313	-2	311	39.1M	.74	425	371	5584	13:49			30,500	116,300
33-12N 87-23W			270/80				°				140	:24			3,100	3,100
IP	Cru	305	-6	299	-3	296	39.6M	.74	425	357	5724	14:13			27,400	113,200
33-26N 88-51W			270/80				°				79	:14			1,800	1,800
TGT E 311	Cru	281	-2	279	-5	274	39.9M	.74	425	347	5803	14:27			25,600	111,400
			270/80				°				234	:36			4,200	4,200
37-00N 90-20W	Cru	341	-10	331	-6	325	40.8M	.74	425	393	6037	15:03			21,400	107,200
			270/80				°				410	:50			5,800	5,800
CMH VOR	Cru	062	-5	057	-2	055	41.9M	.74	425	495	6447	15:53			15,600	101,400

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT

CREW WT

OIL WT

ATO BTL WEIGHT (Empty)

EXT. TANKS WT (Empty)

OPERATING WT

FUEL WEIGHT: FM. | CM. | AM. | FWD AUX | B.B. | ATO | EXT. | TOTAL

BOMBS WT

AMMO WT

ADI. FLUID WT

INITIAL GROSS WT

START ENG AND TAXI FUEL ALW

TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED

ATO PROPELLANT WEIGHT

ADJUSTED TAKE-OFF WEIGHT

ADJUSTED TAKE-OFF DISTANCE

ATO FIRING SPEED

App 4, Annex B
26SRW OPORD 13-55
10 Feb 55

SECRET

FARINA BLUE (Photoflash)

SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING: 26SRW | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

PRE-FLIGHT PLAN

I. FROM COMMON ROUTE BRAVO / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
											74	:11		3P PB	1,600	2,050
AVON PARK DELTA	Cru	333	264/81 -10	323	-1	322	37.8M	.74	425	390	5257	12:56		DROPS	37,550	123,350
											327	:53			7,050	7,050
31-51N 85-09W	Cru	322	270/80 -9	313	-2	311	39.1M	.74	425	371	5584	13:49			30,500	116,300
											140	:24			3,000	3,000
33-12N 87-23W	Cru	305	270/80 -6	299	-3	296	39.6M	.74	425	357	5724	14:13			27,500	113,300
											40	:09			800	800
33-42N 87-50W IP	Cru	324	270/80 -9	315	-4	311	39.8M	.74	425	378	5764	14:19			26,700	112,500
											85	:14			1,700	1,700
34-44N 88-59W TOT E 308	Cru	317	270/80 -8	309	-5	305	40.0M	.74	425	367	5849	14:33			25,000	110,800
											153	:24			3,000	3,000
37-00N 90-20W	Cru	334	270/80 -10	324	-5	319	40.6M	.74	425	385	6002	14:57			22,000	107,800
											410	:59			5,600	5,600
CMH VOR	Cru	062	270/80 -5	057	-2	055	41.8M	.74	425	495	6412	15:47			16,400	102,200

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FWD	
CTR.	
AFT	
FWD AUX.	
R.B.	
ATO	
EXT.	
TOTAL	
BOMBS WT	
AMMO WT	
ADD. FLUID WT	
INITIAL GROSS WT	
START ENG. AND TAXI FUEL ALT	
TAKE-OFF GROSS WT	

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG. FAILURE | NEAR BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App A, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

SECRET

FARINA YELLOW (Photoflash)

SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		26SRW				

PRE-FLIGHT PLAN

1.

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	PRED. FUEL REMAIN.	GROSS WEIGHT
COMMON ROUTE BRAVO																
			264/81				°				74	:11		3PFB	1,600	2,050
AVON PARK DELTA	Cru	333	-10	323	-1	322	37.8M	.74	425	390	5257	12:56		DROPS	37,550	123,350
			270/80				°				327	:53			7,050	7,050
31-54N 85-09W	Cru	322	-9	313	-2	311	39.1M	.74	425	371	5584	13:49			30,500	116,300
33-12N 87-23W			270/80				°				140	:24			3,100	3,100
IP	Cru	305	-6	299	-3	295	39.6M	.74	425	357	5724	14:13			27,400	113,200
34-16N 88-46W			270/80				°				95	:16			2,000	2,000
TOT E 312	Cru	313	-8	305	-4	301	40.0M	.74	425	362	5819	14:29			25,400	111,200
			270/80				°				186	:29			3,500	3,500
37-00N 90-20W	Cru	336	-10	326	-5	321	40.7M	.74	425	387	6005	14:58			21,900	107,700
			270/80				°				410	:50			5,800	5,800
CMH VOR	Cru	062	-5	057	-2	055	41.8M	.74	425	495	6415	15:48			16,100	101,900

DATE OF TAKE-OFF	
ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT
AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FM.	
CM.	
AM.	
FWD AUX	
B.B.	
ATO	
EXT.	
TOTAL	
BOMBS WT	
AMMO WT	
ADI. FLUID WT	
INITIAL GROSS WT	
START ENG AND TAXI FUEL ALW	
TAKE-OFF GROSS WT	
RUNWAY: PRESS. ALT / LENGTH / AIR TEMP.	
CRITICAL FIELD LENGTH	
TAKE-OFF: DISTANCE / SPEED	
SPEED: CRITICAL ENG FAILURE / EMERG BEST FLARE / LINE	
NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

SECRET

FARINA GRAY (Photoflash)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING: 26SRW | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMD (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

SECRET

I. PRE-FLIGHT PLAN

FROM COMMON ROUTE BRAVO / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
AVON PARK	Cru	333	264/81 -10	323	-1	322	37.8M	.74	425	390	74	:11		3PFB	1,600	2,050
											5257	12:56		0ROPS	37,550	123,350
31-54N 85-09W	Cru	322	270/80 -9	313	-2	311	39.1M	.74	425	371	327	:53			7,050	7,050
											5584	13:49			30,500	116,300
33-12N 87-23W	Cru	305	270/80 -6	299	-3	296	39.6M	.74	425	357	140	:24			3,100	3,100
34-31N 88-38N TP	Cru	322	270/80 -9	313	-4	311	40.0M	.74	425	372	5724	14:13			27,400	113,200
											102	:17			2,100	2,100
35-36N 88-55W TGT E 30A	Cru	348	270/80 -11	337	-5	332	40.0M	.74	425	402	5826	14:30			25,300	111,100
											70	:11			1,300	1,300
37-00N 90-20W	Cru	321	270/80 -9	312	-5	307	40.7M	.74	425	371	5896	14:41			24,000	109,800
											112	:18			2,200	2,200
CMH VOR	Cru	062	270/80 -5	057	-2	055	41.8M	.74	425	495	6008	14:59			21,800	107,600
											410	:50			5,800	5,800
											6418	15:49			16,000	101,800

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BYL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL WEIGHT: FWD		
FUEL WEIGHT: AFT		
FUEL WEIGHT: C.G.		
FUEL WEIGHT: ATO		
FUEL WEIGHT: EXT.		
FUEL WEIGHT: TOTAL		
BOMBS WT		
AMMO WT		
ADJ. FLUID WT		
INITIAL GROSS WT		
START ENG AND TAXI FUEL ALW		
TAKE-OFF GROSS WT		

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | NUMBER BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT ADJUSTED	App 4, Annex B
TAKE-OFF WEIGHT ADJUSTED	26SRW OPORD 13-55
TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

SECRET

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SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	AIRCRAFT COMMANDER (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		26SRW					

1. PRE-FLIGHT PLAN

FROM COMMON ROUTE BRAVO

ROUTE	FLT COND	T.C.	WIND D/V. DRIFT	T.H.	VAR.	M.H.	TEMP. ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	PRED. FUEL REMAIN.	GROSS WEIGHT
AVON PARK DELTA	Cru	333	264/81 -10	323	-1	322	° 37.8M	.74	425	390	74 5257	:11 12:56			1,600 37,550	2,050 123,350
31-54N 85-09W	Cru	322	270/80 -9	313	-2	311	° 39.1M	.74	425	371	327 5584	:53 13:49			7,050 30,500	7,050 116,300
33-12N 87-23W	Cru	305	270/80 -6	299	-3	296	° 39.7M	.74	425	357	140 5724	:24 14:13			3,100 27,400	3,100 113,200
35-03N 89-39W IP	Cru	315	270/80 -8	307	-5	302	° 40.1M	.74	425	366	160 5884	:26 14:39			3,100 24,300	3,100 110,100
35-50N 90-38W TGT E 289	Cru	315	270/80 -8	307	-5	302	° 40.5M	.74	425	366	67 5951	:11 14:50			1,400 22,900	1,400 108,700
37-00N 90-20W	Cru	011	270/80 -11	000	-6	354	° 40.8M	.74	425	434	78 6029	:11 15:01			1,300 21,600	1,300 107,400
GMH VOR	Cru	062	270/80 -5	057	-2	055	° 42.1M	.74	425	495	405 6434	:50 15:51			5,700 15,900	5,700 101,700

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT

CREW WT

OIL WT

ATO BTL WEIGHT (Empty)

EXT. TANKS WT (Empty)

OPERATING WT

FUEL WEIGHT: FM. | CM. | AM. | FWD AUX | B.B. | ATO | EXT. | TOTAL

BOMBS WT

AMMO WT

ADI. FLUID WT

INITIAL GROSS WT

START ENG AND TAXI FUEL ALW

TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED

ATO PROPELLANT WEIGHT

ADJUSTED TAKE-OFF WEIGHT

ADJUSTED TAKE-OFF DISTANCE

ATO FIRING SPEED

App 4, Annex B

26SRW OPORD 13-55

10 Feb 55

SECRET

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FARINA CREAM (Photoflash)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING: 26SRW | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | PILOT (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

SECRET

PRE-FLIGHT PLAN

I.

FROM COMMON ROUTE BRAVO / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
			264/81				°				74	:11		B PFF	1,600	2,050
AVON PARK DELTA	Cru	333	-10	323	-1	322	37.8M °	.74	425	390	5257	12:56		DROPS	37,550	123,350
			270/80				°				327	:53			7,050	7,050
31-54N 85-09W	Cru	322	-9	313	-2	311	39.1M °	.74	425	371	5584	13:49			30,500	116,300
			270/80				°				140	:24			3,000	3,000
33-12N 87-23W	Cru	305	-6	299	-3	296	39.6M °	.74	425	357	5724	14:13			27,500	113,300
			270/80				°				160	:26			3,200	3,200
35-03N 89-39W IP	Cru	315	-8	307	-5	302	40.2M °	.74	425	366	5884	14:39			24,300	110,100
			270/80				°				69	:10			1,300	1,300
36-06N 89-52W TGT E 290	Cru	351	-11	340	-5	335	40.4M °	.74	425	405	5953	14:49			23,000	108,800
			270/80				°				60	:09			1,100	1,100
37-00N 90-20W	Cru	338	-10	328	-6	322	40.7M °	.74	425	390	6013	14:58			21,900	107,700
			270/80				°				409	:50			5,600	5,600
CMH VOR	Cru	062	-5	057	-2	055	41.8M °	.74	425	495	6422	15:48			16,300	102,100

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIR-CRAFT BASIC WT		
CREW WT		
OIL WT		
AYD BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL WEIGHT: FWL		
CWL		
AWL		
TWR AUX		
S.B.		
ATO		
EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADH. FLUID WT		
INITIAL GROSS WT		
START ENG AND TAXI FUEL ALW		
TAKE-OFF GROSS WT		

RUNWAY

PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG DEST PLANE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

SECRET

FARINA TAN (Photoflash)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		26SRW					

SECRET

I. PRE-FLIGHT PLAN

FROM COMMON ROUTE BRAVO / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
AVON PARK DELTA	Cru	333	264/81 / -10	323	-1	322	° / 37.8M	.74	425	390	74 / 5257	:11 / 12:56		3PFB DROPS	1,600 / 37,550	2,050 / 123,350
31-54N 85-09W	Cru	322	270/80 / -9	313	-2	311	° / 39.1M	.74	425	371	327 / 5584	:53 / 13:49			7,050 / 30,500	7,050 / 116,300
33-12N 87-23W	Cru	305	270/80 / -6	299	-3	296	° / 39.6M	.74	425	357	140 / 5724	:24 / 14:13			3,100 / 27,400	3,100 / 113,200
35-36N 89-16W IP	Cru	327	270/80 / -9	318	-5	313	° / 40.2M	.74	425	377	175 / 5899	:28 / 14:41			3,400 / 24,000	3,400 / 109,800
36-27N 89-54W TGT E 288	Cru	329	270/80 / -9½	319½	-5	314½	° / 40.5M	.74	425	379	59 / 5958	:10 / 14:51			1,200 / 22,800	1,200 / 108,600
37-00N 90-20W	Cru	327	270/80 / -9	318	-5	313	° / 40.7M	.74	425	377	39 / 5997	:06 / 14:57			800 / 22,000	800 / 107,800
CMH VOR	Cru	062	270/80 / -5	057	-2	055	° / 41.8M	.74	425	495	410 / 6407	:50 / 15:47			5,700 / 16,300	5,700 / 102,100

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT

CREW WT

OIL WT

ATO BTL WEIGHT (Empty)

EXT. TANKS WT (Empty)

OPERATING WT

FUEL WEIGHT: FM. / CM. / AM. / FWD AUX / B.B. / ATO / EXT. / TOTAL

BOMBS WT

AMMO WT

ADI. FLUID WT

INITIAL GROSS WT

START ENG AND TAXI FUEL ALW

TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED

ATO PROPELLANT WEIGHT — App 4, Annex B

ADJUSTED TAKE-OFF WEIGHT — 26SRW OPORD 13-55

ADJUSTED TAKE-OFF DISTANCE — 10 Feb 55

ATO FIRING SPEED

SECRET

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PARINA BROWN (PhotoFlash)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

SECRET

I. PRE-FLIGHT PLAN

FROM COMMON / ROUTE BRAVO / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
			264/81				°				74	:11		3PPB	1,600	2,050
AVON PARK DELTA	Cru	333	-10	323	-1	322	37.8M	.74	425	390	5257	12:56		DROPB	37,550	123,350
			270/80				°				327	:53			7,050	7,050
31-54N 85-09W	Cru	322	-9	313	-2	311	39.1M	.74	425	371	5584	13:49			30,500	116,300
			270/80				°				140	:24			3,000	3,000
33-12N 87-23W	Cru	305	-6	299	-3	296	39.6M	.74	425	357	5724	14:13			27,500	113,300
35-54N 89-39W			270/80				°				200	:32			4,000	4,000
IP	Cru	326	-9	317	-5	312	40.3M	.74	425	377	5924	14:46			23,500	109,300
36-46N 90-19W			270/80				°				61	:10			1,200	1,200
TOT E 287	Cru	328	-9	319	-5	314	40.6M	.74	425	379	5985	14:56			22,300	108,100
			270/80				°				18	:03			300	300
37-00N 90-20W	Cru	356	-11	345	-5	340	40.6M	.74	425	414	6003	14:59			22,000	107,800
			270/80				°				410	:50			5,800	5,800
CMH VOR	Cru	062	-5	057	-2	055	41.8M	.74	425	495	6413	15:49			16,200	102,000

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
AVG BYL WEIGHT (Except)		
EXT. TANKS WT (Except)		
OPERATING WT		
FUEL WEIGHT: FWD		
CWD		
AWD		
G.B.		
ATO		
EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADD. FLUID WT		
INITIAL GROSS WT		
START ENG AND TAXI FUEL ALW		
TAKE-OFF GROSS WT		

RUNWAY

PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF

DISTANCE | SPEED

SPEED

CRITICAL ENGINE FAILURE | WHERE BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	2oSAW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

SECRET

LONGEST ROUTE - FARINA PURPLE (Day Photo)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		26SRW	SECRET		

PRE-FLIGHT PLAN

I. FROM / ROUTE	COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	GROSS WEIGHT
Common Route ALT											115	:21			3,400	3,400
37-58N 100-53W	Cru	186	270/80 +11	197	-12	185	34.6°	.74	425	410	4225	10:52			57,900	143,700
37-25N 102-37W IP	Cru	248	270/80 +4	252	-12	240	35.0M°	.74	425	350	92	:16			2,500	2,500
TGT CLAYTON AF	Cru	204	270/80 +10	214	-12	202	35.2M°	.74	425	386	4317	11:08			55,400	141,200
33-38N 102-45W	Cru	173	270/80 +11	184	-12	172	35.9M°	.74	425	428	66	:10			1,600	1,600
31-54N 103-56W IP	Cru	210	270/80 +10	220	-12	208	36.3M°	.74	425	380	4383	11:18			53,800	139,600
CULBERSON CO. AF TGT	Cru	222	270/80 +8	230	-12	218	36.6M°	.74	425	368	173	:24			3,700	3,700
30-41N 96-23W	Cru	093	270/80 +1	294	-11	283	37.7M°	.74	425	506	4556	11:42			50,100	135,900
33-34N 95-15W BEGIN CLIMB	Cru	018	270/80 -10	008	-9	359	38.3M°	.74	425	444	127	:20			2,900	2,900
LEVEL OFF BEGIN MAX MACH	Cli	019		019	-8	011	43.7M°	var	425	425	4683	12:02			47,200	133,000
END MAX MACH START DESCENT	Cru	020	270/80 -10	010	-8	002	44.4M°	.76	438	459	68	:11			1,700	1,700
LEVEL OFF	Des	021		021	-7	014	39.6M°	var	450	450	4751	12:13			45,500	131,300
41-16N 91-42W	Cru	021	270/80 -10	011	-6	005	40.1M°	.74	425	449	435	:52			7,300	7,300
43-02N 83-42W	Cru	073	270/80 -3	070	-2	068	41.2M°	.74	425	500	5186	13:05			38,200	124,000
CMH VOR	Cru	167	270/80 +11	178	+2	180	41.8M°	.74	425	435	193	:26			3,500	3,500
							°				5379	13:31			34,700	120,500
							°				72	:10			2,400	2,400
							°				5451	13:41			32,300	118,100
							°				230	:30			4,500	4,500
							°				5681	14:11			27,800	113,600
							°				15	:02			150	150
							°				5696	14:13			27,650	113,450
							°				178	:24			2,850	2,850
							°				5874	14:37			24,800	110,600
							°				379	:45			5,400	5,400
							°				6253	15:22			19,400	105,200
							°				196	:27			3,200	3,200
							°				6449	15:49			16,200	102,000

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

AIR-CRAFT BASIC WT	
CREW WT	
OIL WT	
A/C BYL WEIGHT (Range)	
EXT. TANKS WT (Range)	
OPERATING WT	
FUEL WEIGHT FWD	
FUEL WEIGHT CTR	
FUEL WEIGHT AFT	
FUEL WEIGHT B.B.	
FUEL WEIGHT ATO	
FUEL WEIGHT EXT.	
FUEL WEIGHT TOTAL	
BOMBS WT	
AMMO WT	
ADD. FLUID WT	
INITIAL GROSS WT	
START ENG AND TAXI FUEL ALW	
TAKE-OFF GROSS WT	

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF

DISTANCE	SPEED

SPEED

CRITICAL ENG FAILURE	WHERE BEST PLANE	LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

SECRET

FAMINA SLATE (DAI PHOTO)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		26SRW					

SECRET

I. REFLIGHT PLAN

FROM COMMON ROUTE ALFA / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
											115	:21			3,400	3,400
37-58N 100-53W	CRU	186	270/80 +11	197	-12	185	34.6M	.74	425	410	4225	10:52			57,900	143,700
											75	:13			2,100	2,100
37-25N 102-18W TGT E296	CRU	244	270/80 +5	249	-12	237	34.9M	.74	425	350	4300	11:05			55,800	141,500
											228	:33			5,100	5,100
33-38N 102-45W	CRU	185	270/80 +11	196	-12	184	35.8M	.74	425	410	4528	11:38			50,700	136,500
											138	:21			3,100	3,100
31-26N 103-30W IP	CRU	195	270/80 +10	205	-12	193	36.2M	.74	425	400	4666	11:59			47,600	133,400
											76	:12			1,800	1,800
30-25N 104-20W TGT E309	CRU	215	270/80 +9	224	-12	212	36.5M	.74	425	375	4742	12:11			45,800	131,600
											330	:39			5,500	5,500
30-40N 98-25W	CRU	088	270/80 +0	088	-11	077	37.3M	.74	425	506	5072	12:50			40,300	126,100
											110	:13			1,900	1,900
30-41N 96-23W	CRU	090	270/80 +0	090	-10	080	37.7M	.74	425	505	5182	13:03			38,400	124,200
											193	:26			3,500	3,500
33-34N 95-15W BEGIN CLIMB	CRU	018	270/80 -10	008	-9	359	38.2M	.74	425	444	5375	13:29			34,900	120,700
											72	:10			2,400	2,400
LEVEL OFF BEGIN MAX MACH	CLI	019		019	-8	011	43.7M	VAR	425	425	5447	13:39			32,500	118,300
											230	:30			4,500	4,500
END MAX MACH START DESCENT	CRU	020	270/80 -10	010	-8	002	44.3M	.76	438	459	5677	14:09			28,000	113,800
											15	:02			150	150
LEVEL OFF	DES	021		021	-7	014	39.6M	VAR	450	450	5692	14:11			27,850	113,650
											178	:24			2,950	2,950
41-16N 91-42W	CRU	021	270/80 -10	011	-6	005	40.1M	.74	425	449	5870	14:35			24,900	110,700
											379	1:45			5,300	5,300
43-02N 83-42W	CRU	073	270/80 -3	070	-2	068	41.1M	.74	425	500	6249	15:20			19,600	105,400
											196	:27			3,100	3,100
CMH VOR	CRU	167	270/80 +11	178	+2	180	41.8M	.74	425	435	6445	15:47			16,500	102,300

SECRET

DATE OF TAKE-OFF	
ENGINE START	TAKE OFF TIME
LANDING TIME	DURATION OF FLT
AIR-CRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FWD	
FUEL WEIGHT: CTR	
FUEL WEIGHT: AUX	
FUEL WEIGHT: A.B.	
FUEL WEIGHT: ATO	
FUEL WEIGHT: EXT.	
FUEL WEIGHT: TOTAL	
BOMBS WT	
AMMO WT	
ADJ. FLUID WT	
INITIAL GROSS WT	
START, END AND TAXI FUEL ALW	
TAKE-OFF GROSS WT	
RUNWAY: PRESS. ALT	LENGTH / AIR TEMP.
CRITICAL FIELD LENGTH	
TAKE-OFF: DISTANCE	SPEED
SPEED: CRITICAL ENG FAILURE	EMERG BEST PLANE / LINE
NO. OF ATO BOTTLES REQUIRED	
LPG PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 11-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

FARINA PINTO (DAY PHOTO)

SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		26SRW					

1. PREFLIGHT PLAN — FROM COMMON ROUTE ALFA

ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
37-58N 100-53W	CRU	186	270/80 / +11	197	-12	185	° / 34.6M	.74	425	410	145 / 4,225	:21 / 10:52			3,400 / 57,900	3,400 / 143,700
35-32N 102-26W IP	CRU	206	270/80 / +10	216	-12	204	° / 35.2M	.74	425	384	165 / 4,390	:26 / 11:18			4,100 / 53,800	4,100 / 139,600
TGT CLOVIS MUN	CRU	211	270/80 / +9	220	-12	208	° / 35.6M	.74	425	378	82 / 4,472	:13 / 11:31			2,000 / 51,800	2,000 / 137,600
31-26N 103-30W IP	CRU	182	270/80 / +11	193	-12	181	° / 36.2M	.74	425	415	182 / 4,654	:26 / 11:57			3,900 / 47,900	3,900 / 133,700
30-12N 103-14W TGT MARATHON AF	CRU	170	270/80 / +11	181	-12	169	° / 36.4M	.74	425	431	75 / 4,729	:11 / 12:08			1,600 / 46,300	1,600 / 132,100
30-40N 98-25W	CRU	083	270/80 / -1	082	-10	072	° / 37.0M	.74	425	504	252 / 4,981	:30 / 12:38			4,300 / 42,000	4,300 / 127,800
30-41N 96-23W	CRU	090	270/80 / 0	090	-10	080	° / 37.3M	.74	425	504	110 / 5,091	:13 / 12:51			1,900 / 40,100	1,900 / 125,900
33-34N 95-15W BEGIN CLIMB	CRU	018	270/80 / -10	008	-9	359	° / 38.0M	.74	425	444	193 / 5,284	:26 / 13:17			3,500 / 36,600	3,500 / 122,400
LEVEL OFF BEGIN MAX MACH	CLI	019		019	-8	011	° / 43.3M	VAR	425	425	72 / 5,356	:10 / 13:27			2,400 / 34,200	2,400 / 120,000
END MAX MACH START DESCENT	CRU	020	270/80 / -10	010	-8	002	° / 44.1M	.76	438	459	230 / 5,586	:30 / 13:57			4,600 / 29,600	4,600 / 115,400
LEVEL OFF	DES	021		021	-7	014	° / 39.2M	VAR	450	450	15 / 5,601	:02 / 13:59			150 / 29,450	150 / 115,250
41-16N 91-42W	CRU	021	270/80 / -10	011	-6	005	° / 39.8M	.74	425	449	178 / 5,779	:24 / 14:23			3,050 / 26,400	3,050 / 112,200
43-02N 83-42W	CRU	073	270/80 / -3	070	-2	068	° / 40.9M	.74	425	500	379 / 6,158	:45 / 15:08			5,400 / 21,000	5,400 / 106,800
CMH VOR	CRU	167	270/80 / +11	178	+2	180	° / 41.5M	.74	425	435	196 / 6,354	:27 / 15:35			3,100 / 17,900	3,100 / 103,700

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT

CREW WT

OIL WT

ATO BTL WEIGHT (Empty)

EXT. TANKS WT (Empty)

OPERATING WT

FUEL WEIGHT: FM. / CM. / AM. / FWD AUX / B.B. / ATO / EXT. / TOTAL

BOMBS WT

AMMO WT

ADI. FLUID WT

INITIAL GROSS WT

START ENG AND TAXI FUEL ALW

TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED

ATO PROPELLANT WEIGHT — App 4, Annex B

ADJUSTED TAKE-OFF WEIGHT — 26SRW OPORD 13-55

ADJUSTED TAKE-OFF DISTANCE — 10 Feb 55

ATO FIRING SPEED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526.

FARINA BRASS (DAY PHOTO)

SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
	26SRW					

PRE-FLIGHT PLAN

1\. FROM COMMON ROUTE ALFA

ROUTE	FLT COND	T.C.	WIND D/V. DRIFT	T.H.	VAR.	M.H.	TEMP. ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	PRED. FUEL REMAIN.	GROSS WEIGHT
															3,400	3,400
32-58N 100-53W	CRU	186	270/80 +11	197	-12	185	° 34.6M	.74	425	410	145 4,225	:21 10:52			57,900 4,900	143,700 4,900
34-49N 102-24W IP	CRU	201	270/80 +10	211	-12	199	° 35.3M	.74	425	390	202 4,427	:31 11:23			53,000 1,900	138,800 1,900
33-56N 103-19W TOT E293	CRU	220	270/80 +8	228	-12	216	° 35.8M	.74	425	370	72 4,499	:12 11:35			51,100 2,600	136,900 2,600
31-52N 103-07W IP	CRU	175	270/80 +11	186	-12	174	° 36.1M	.74	425	425	131 4,530	:18 11:53			48,500 1,400	134,300 1,400
31-07N 102-14W TOT E303	CRU	135	270/80 +8	143	-12	131	° 36.3M	.74	425	478	70 4,600	:09 12:02			47,100 3,500	132,900 3,500
30-40N 98-25W	CRU	098	270/80 +2	100	-10	090	° 36.5M	.74	425	500	204 4,804	:24 12:26			43,600 1,800	129,400 1,800
30-41N 96-23W	CRU	090	270/80 0	090	-10	080	° 37.1M	.74	425	505	110 4,914	:13 12:39			41,800 3,800	127,600 3,800
33-34N 95-15W BEGIN CLIMB	CRU	018	270/80 -10	008	-9	359	° 37.7M	.74	425	444	193 5,107	:26 13:05			38,000 2,400	123,800 2,400
LEVEL OFF BEGIN MAX MACH	CLI	019		019	-8	011	° 43.1M	VAR	425	425	72 5,179	:10 13:15			35,600 4,600	121,400 4,600
END MAX MACH START DESCENT	CRU	020	270/80 -10	010	-8	002	° 43.9M	.76	438	459	230 5,409	:30 13:45			31,000 150	116,800 150
LEVEL OFF	DES	021		021	-7	014	° 39.0M	VAR	450	450	15 5,424	:02 13:47			30,850 3,050	116,650 3,050
41-16N 91-42W	CRU	021	270/80 -10	011	-6	005	° 39.6M	.74	425	449	178 5,602	:24 14:11			27,800 5,400	113,600 5,400
43-02N 83-42W	CRU	073	270/80 -3	070	-2	068	° 40.6M	.74	425	500	379 5,981	:45 14:56			22,400 3,200	108,200 3,200
CMH VOR	CRU	167	270/80 +11	178	+2	180	° 41.2M	.74	425	435	196 6,177	:27 15:23			19,200	105,000

DATE OF TAKE-OFF	
ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

AIRCRAFT BASIC WT
CREW WT
OIL WT
ATO BTL WEIGHT (Empty)
EXT. TANKS WT (Empty)
OPERATING WT
FUEL WEIGHT: FM. / CM. / AM. / FWD AUX / B.B. / ATO / EXT. / TOTAL
BOMBS WT
AMMO WT
ADI. FLUID WT
INITIAL GROSS WT
START ENG AND TAXI FUEL ALW
TAKE-OFF GROSS WT

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF

DISTANCE	SPEED

SPEED

CRITICAL ENG FAILURE	EMERG BEST FLARE	LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

SECRET

FARINA CARDINAL (DAY PHOTO)

SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING: 26SRW | AIRCRAFT TYPE AND SERIAL NO. | PILOT (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

FROM COMMON ROUTE ALFA / ROUTE	NAV AID	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
37-58N 100-53W	CRU	186	270/80 +11	197	-12	185	34.6M	.74	425	410	145 / 145	:21 / :21			3,400	3,400
32-42N 103-09W SEARCH E284	CRU	199	270/80 +10	209	-12	197	35.9M	.74	425	392	334 / 4,559	:52 / 11:44			8,100 / 57,900	8,100 / 143,700
31-52N 103-07W IP	CRU	178	270/80 +11	189	-12	177	36.1M	.74	425	420	53 / 4,612	:07 / 11:51			1,000 / 48,800	1,000 / 134,600
30-54N 102-55W TGT E306	CRU	170	270/80 +11	181	-12	169	36.2M	.74	425	431	60 / 4,672	:09 / 12:00			1,300 / 47,500	1,300 / 133,300
30-40N 98-25W	CRU	094	270/80 -1	093	-11	082	36.9M	.74	425	505	244 / 4,916	:29 / 12:29			4,200 / 43,300	4,200 / 129,100
30-41N 96-23W	CRU	090	270/80 0	090	-10	080	37.1M	.74	425	507	107 / 5,023	:13 / 12:42			1,800 / 41,500	1,800 / 127,300
33-34N 95-15W BEGIN CLIMB	CRU	018	270/80 -10	008	-9	359	37.8M	.74	425	444	193 / 5,216	:26 / 13:08			3,700 / 37,800	3,700 / 123,600
LEVEL OFF BEGIN MAX MACH	CLI	019		019	-8	011	43.1M	VAR	425	425	72 / 5,288	:10 / 13:18			2,400 / 35,400	2,400 / 121,200
END MAX MACH BEGIN DESCENT	CRU	020	270/80 -10	010	-8	002	43.9M	.76	438	459	230 / 5,518	:30 / 13:48			4,600 / 30,800	4,600 / 116,600
LEVEL OFF	DES	021		021	-7	014	39.1M	VAR	450	450	15 / 5,533	:02 / 13:50			150 / 30,650	150 / 116,450
41-16N 91-42W	CRU	021	270/80 -10	011	-6	005	39.6M	.74	425	449	178 / 5,711	:24 / 14:14			3,050 / 27,600	3,050 / 113,400
43-02N 83-42W	CRU	073	270/80 -3	070	-2	068	40.6M	.74	425	500	379 / 6,090	:45 / 14:59			5,500 / 22,100	5,500 / 107,900
CMH VOR	CRU	167	270/80 -3	178	+2	180	41.2M	.74	425	435	196 / 6,286	:27 / 15:26			3,100 / 19,000	3,100 / 104,800

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL. WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL WEIGHT: FWD		
CTR		
AFT		
FWD AUX		
B.B.		
ATO		
EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADD. FLUID WT		
INITIAL GROSS WT		
START, END AND TAXI FUEL ALT		
TAKE-OFF GROSS WT		

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

SECRET

FARINA WALNUT (DAY PHOTO)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING 26SRW | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBERS | ACP (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

PRE-FLIGHT PLAN

FROM COMMON ROUTE ALFA / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
32-58N 100-53W	CRU	186	270/80 +11	197	-12	185	34.6M	.74	425	410	145 / 4,225	:21 / 10:52			3,400 / 57,900	3,400 / 143,700
36-14N 101-25W SEARCH 223	CRU	193	270/80 +10	203	-12	191	35.0M	.74	425	400	107 / 4,332	:16 / 11:08			2,500 / 55,400	2,500 / 141,200
35-48N 102-35W END SEARCH	CRU	245	270/80 +5	250	-12	238	35.3M	.74	425	350	70 / 4,402	:12 / 11:20			1,900 / 53,500	1,900 / 139,300
34-11N 103-20W IP	CRU	201	270/80 +10	211	-12	199	35.8M	.74	425	390	110 / 4,512	:17 / 11:37			2,600 / 50,900	2,600 / 136,700
33-08N 104-24W TGT E305	CRU	220	270/80 +8	228	-13	215	36.1M	.74	425	370	84 / 4,596	:14 / 11:51			2,100 / 48,800	2,100 / 134,600
30-40N 98-25W	CRU	116	270/80 +5	121	-11	110	36.9M	.74	425	495	347 / 4,943	:42 / 12:33			6,200 / 42,600	6,200 / 128,400
30-41N 96-23W	CRU	090	270/80 0	090	-10	080	37.2M	.74	425	505	110 / 5,053	:13 / 12:46			1,800 / 40,800	1,800 / 126,600
33-34N 95-15W BEGIN CLIMB	CRU	018	270/80 -10	008	-9	359	37.9M	.74	425	444	193 / 5,246	:26 / 13:12			3,600 / 37,200	3,600 / 123,000
LEVEL OFF BEGIN MAX MACH	CLI	019		019	-8	011	43.2M	VAR	425	425	72 / 5,318	:10 / 13:22			2,400 / 34,800	2,400 / 120,600
END MAX MACH START DESCENT	CRU	020	270/80 -10	010	-8	002	44.0M	.76	438	459	230 / 5,548	:30 / 13:52			4,700 / 30,100	4,700 / 115,900
LEVEL OFF	DES	021		021	-7	014	39.2M	VAR	450	450	15 / 5,563	:02 / 13:54			150 / 29,950	150 / 115,750
41-16N 91-42W	CRU	021	270/80 -10	011	-6	005	39.8M	.74	425	449	178 / 5,741	:24 / 14:18			3,050 / 26,900	3,050 / 112,700
43-02N 83-42W	CRU	073	270/80 -3	070	-2	068	40.8M	.74	425	500	379 / 6,120	:45 / 15:03			5,500 / 21,400	5,500 / 107,200
CMH VOR	CRU	167	270/80 +11	178	+2	180	41.4M	.74	425	435	196 / 6,316	:27 / 15:30			3,100 / 18,300	3,100 / 104,100

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
AFDS BYL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL WEIGHT: F.M.		
C.M.		
A.M.		
FWD AUX		
A.B.		
ATO		
EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADI FLUID WT		
INITIAL GROSS WT		
START ENG. AND TAXI FUEL ALW.		
TAKE-OFF GROSS WT		

RUNWAY

PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF

DISTANCE | SPEED

SPEED

CRITICAL ENG FAILURE | EMERG REST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	Apr 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

FARINA PINTO (DAY PHOTO)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		26SRW					

SECRET

PRE-FLIGHT PLAN

1. FROM COMMON ROUTE ALFA / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	FUEL FLIGHT PLAN GROSS WEIGHT
37-58N 100-53W	CRU	186	270/80 +11	197	-12	185	°34.6M	.74	425	410	145	:21			3,400	3,400
35-32N 102-26W IP	CRU	206	270/80 +10	216	-12	204	°35.2M	.74	425	384	4,225 165	10:52 :26			57,900 4,100	143,700 4,100
TGT CLOVIS MUN	CRU	211	270/80 +9	220	-12	208	°35.6M	.74	425	378	4,390 82	11:18 :13			53,800 2,000	139,600 2,000
31-26N 103-30W IP	CRU	182	270/80 +11	193	-12	181	°36.2M	.74	425	415	4,472 182	11:31 :26			51,800 3,900	137,600 3,900
30-12N 103-14W TGT MARATHON AF	CRU	170	270/80 +11	181	-12	169	°36.4M	.74	425	431	4,654 75	11:57 :11			47,900 1,600	133,700 1,600
30-40N 98-25W	CRU	083	270/80 -1	082	-10	072	°37.0M	.74	425	504	4,729 252	12:08 :39			46,300 4,300	132,100 4,300
30-41N 96-23W	CRU	090	270/80 0	090	-10	080	°37.3M	.74	425	504	4,981 110	12:38 :13			42,000 1,900	127,800 1,900
33-34N 95-15W BEGIN CLIMB	CRU	018	270/80 -10	008	-9	359	°38.0M	.74	425	444	5,091 193	12:51 :26			40,100 3,500	125,900 3,500
LEVEL OFF BEGIN MAX MACH	CLI	019		019	-8	011	°43.3M	VAR	425	425	5,284 72	13:17 :10			36,600 2,400	122,400 2,400
END MAX MACH START DESCENT	CRU	020	270/80 -10	010	-8	002	°44.1M	.76	438	459	5,356 230	13:27 :30			34,200 4,600	120,000 4,600
LEVEL OFF	DES	021		021	-7	014	°39.2M	VAR	450	450	5,586 15	13:57 :02			29,600 150	115,400 150
41-16N 91-42W	CRU	021	270/80 -10	011	-6	005	°39.8M	.74	425	449	5,601 178	13:59 :24			29,450 3,050	115,250 3,050
43-02N 83-42W	CRU	073	270/80 -3	070	-2	068	°40.9M	.74	425	500	5,779 379	14:23 :45			26,400 5,400	112,200 5,400
CMH VOR	CRU	167	270/80 +11	178	+2	180	°41.5M	.74	425	435	6,158 196	15:08 :27			21,000 3,100	106,800 3,100
											6,354	15:35			17,900	103,700

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

AIR-CRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL WEIGHT FM		
FUEL WEIGHT CM		
FUEL WEIGHT AM		
FUEL WEIGHT FWD AUX		
FUEL WEIGHT B.B.		
FUEL WEIGHT ATO		
FUEL WEIGHT EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADJ. FLUID WT		
INITIAL GROSS WT		
START ENG AND TAXI FUEL ALW		
TAKE-OFF GROSS WT		

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF

DISTANCE	SPEED

SPEED

CRITICAL ENG FAILURE	EMERG REST PLANE	LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

SECRET

FARINA ROSE (Day Photo)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING: 26SRW | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

PRE-FLIGHT PLAN

I. FROM COMMON ROUTE ALFA / ROUTE	ALT COND	T.C.	WIND D/V. DRIFT	T.H.	VAR.	M.H.	TEMP. ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRES. FUEL REMAIN.	GROSS WEIGHT
							°				145	:21			3,400	3,400
37-58N 100-53W	Cru	186	270/80 -11	197	-12	185	34.6M °	.74	425	410	4225	10:52			57,900	143,700
											298	:45			7,000	7,000
33-11N 102-16W IP	Cru	193	270/80 +11	204	-12	192	35.8M °	.74	425	400	4523	11:37			50,900	136,700
											53	:08			1,200	1,200
32-21N 102-32W TOT E 291	Cru	195	270/80 +11	206	-12	194	35.9M °	.74	425	398	4576	11:45			49,700	135,500
											126	:16			2,400	2,400
30-42N 101-12W	Cru	145	270/80 +9	154	-11	143	36.3M °	.74	425	466	4702	12:01			47,300	133,100
											64	:09			1,400	1,400
29-44N 100-49W IP	Cru	161	270/80 +10	171	-11	160	36.5M °	.74	425	466	4766	12:10			45,900	131,700
											54	:07			900	900
MAVERICK TOT	Cru	163	270/80 +11	174	-10	164	36.6M °	.74	425	442	4820	12:17			45,000	130,800
											169	:21			3,000	3,000
30-40N 98-25W	Cru	045	270/80 -7	038	-10	028	37.0M °	.74	425	480	4989	12:38			42,000	127,800
											110	:13			1,900	1,900
30-41N 96-23W	Cru	090	270/80 0	090	-10	080	37.2M °	.74	425	505	5099	12:51			40,100	125,900
											193	:26			3,600	3,600
33-34N 95-15W BEGIN CLIMB	Cru	018	270/80 -10	008	-9	359	38.0M °	.74	425	444	5292	13:17			36,500	122,300
											72	:10			2,400	2,400
LEVEL OFF BEGIN MAX MACH	C11	019		019	-8	011	43.3M °	var	425	425	5364	13:27			34,100	119,900
											230	:30			4,600	4,600
END MAX MACH START DESCENT	Cru	020	270/80 -10	010	-8	002	44.1M °	.76	438	459	5594	13:57			29,500	115,300
											15	:02			150	150
LEVEL OFF	Des	021		021	-7	014	39.3M °	var	450	450	5609	13:59			29,350	115,150
											178	:24			3,050	3,050
41-16N 91-42W	Cru	021	270/80 -10	011	-6	005	39.8M °	.74	425	449	5787	14:23			26,300	112,100
											379	:45			5,400	5,400
43-02N 83-42W	Cru	073	270/80 -3	070	-2	068	40.9M °	.74	425	500	6166	15:08			20,900	106,700
											196	:27			3,100	3,100
CMH VOR	Cru	167	270/80 +11	178	+2	180	41.5M °	.74	425	435	6362	15:35			17,800	103,600

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIR-CRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL WEIGHT FWL		
CWL		
AWL		
FWD AUX		
B.B.		
ATO		
EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADL. FLUID WT		
INITIAL GROSS WT		
START ENG AND TAXI FUEL ALW		
TAKE-OFF GROSS WT		

RUNWAY

PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF

DISTANCE | SPEED

SPEED

CRITICAL ENG FAILURE | EMERG REST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

FARINA PINK (DAY PHOTO)

SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING: 26SRW | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

PRE-FLIGHT PLAN

1. FROM COMMON ROUTE ALFA / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
37-58N 100-53W	CRU	186	270/80 +11	197	-12	185	° 34.6M	.74	425	410	145 / 4,225	:21 / 10:52			3,400 / 57,900	3,400 / 143,700
34-49N 102-24W IP	CRU	201	270/80 +10	211	-12	199	° 35.3M	.74	425	390	202 / 4,427	:31 / 11:23			4,900 / 53,000	4,900 / 138,800
33-54N 102-20W TGT E300	CRU	177	270/80 +11	188	-12	176	° 35.6M	.74	425	420	55 / 4,482	:08 / 11:31			1,200 / 51,800	1,200 / 137,600
31-28N 100-26W SEARCH E285	CRU	147	270/80 +9	156	-12	144	° 36.1M	.74	425	462	179 / 4,661	:23 / 11:54			3,500 / 48,300	3,500 / 134,100
30-40N 98-25W	CRU	115	270/80 +5	120	-10	110	° 36.4M	.74	425	496	118 / 4,779	:15 / 12:09			2,300 / 46,000	2,300 / 131,800
30-41N 96-23W	CRU	090	270/80 0	090	-10	080	° 36.8M	.74	425	505	110 / 4,889	:13 / 12:22			1,800 / 44,200	1,800 / 130,000
33-34N 95-15W BEGIN CLIMB	CRU	018	270/80 -10	008	-9	359	° 37.3M	.74	425	444	193 / 5,082	:26 / 12:48			3,700 / 40,500	3,700 / 126,300
LEVEL OFF BEGIN MAX MACH	CLI	019		019	-8	011	° 42.7M	VAR	425	425	72 / 5,154	:10 / 12:58			2,400 / 38,100	2,400 / 123,900
END MAX MACH START DESCENT	CRU	020	270/80 -10	010	-8	002	° 43.5M	.76	438	459	230 / 5,384	:30 / 13:28			4,700 / 33,400	4,700 / 119,200
LEVEL OFF	DES	021		021	-7	014	° 38.6M	VAR	450	450	15 / 5,399	:02 / 13:30			150 / 33,250	150 / 119,050
41-16N 91-42W	CRU	021	270/80 -10	011	-6	005	° 39.1M	.74	425	449	178 / 5,577	:24 / 13:54			3,250 / 30,000	3,250 / 115,800
43-02N 83-42W	CRU	073	270/80 -3	070	-2	068	° 40.1M	.74	425	500	379 / 5,956	:45 / 14:39			5,600 / 24,400	5,600 / 110,200
CMH VOR	CRU	167	270/80 +11	178	+2	180	° 40.8M	.74	425	435	196 / 6,152	:27 / 15:06			3,200 / 21,200	3,200 / 107,000

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
AYD BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL WEIGHT: FM.		
CM.		
AM.		
FWD AWR		
A.B.		
AYD		
EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADL FLUID WT		
INITIAL GROSS WT		
START ENG AND TAXI FUEL ALW		
TAKE-OFF GROSS WT		

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENGINE FAILURE | EMERG REST FLARE | LINE

NO. OF AYD BOTTLES REQUIRED	
LYS PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
AYD FIRING SPEED	

SECRET

FARINA WHITE (DAY PHOTO)

SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING 26SRW | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT CODE | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

PRE-FLIGHT PLAN

I. FROM COMMON ROUTE ALFA / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	FUEL FLIGHT PLAN GROSS WEIGHT
															3,400	3,400
37-58N 100-53W	CRU	186	270/80 +11	197	-12	185	34.6M	.74	425	410	145 / 4,225	:21 / 10:52			57,900	143,700
34-49N 102-24W IP	CRU	201	270/80 +10	211	-12	199	35.3M	.74	425	390	202 / 4,427	:31 / 11:23			4,900	4,900
33-34N 102-23W TOT E299	CRU	180	270/80 +11	191	-12	189	35.7M	.74	425	420	78 / 4,505	:11 / 11:34			53,000	138,800
31-50N 101-00W IP	CRU	147	270/80 +9	156	-11½	144½	36.1M	.74	425	462	127 / 4,632	:17 / 11:51			1,600	1,600
30-53N 100-49W TOT E292	CRU	171	270/80 +10½	181½	-11	170½	36.3M	.74	425	430	62 / 4,694	:09 / 12:00			51,400	137,200
30-40N 98-25W	CRU	096	270/80 +1	097	-11	086	36.6M	.74	425	503	136 / 4,830	:16 / 12:16			2,700	2,700
30-41N 96-23W	CRU	090	270/80 0	090	-10	080	36.9M	.74	425	505	106 / 4,936	:13 / 12:29			48,700	134,500
33-34N 95-15W BEGIN CLIMB	CRU	018	270/80 -10	008	-9	359	37.5M	.74	425	444	193 / 5,129	:26 / 12:55			1,300	1,300
LEVEL OFF BEGIN MAX MACH	CLI	019		019	-8	011	42.8M	VAR	425	425	72 / 5,201	:10 / 13:05			47,400	133,200
END MAX MACH START DESCENT	CRU	020	270/80 -10	010	-8	002	43.7M	.76	438	459	230 / 5,431	:30 / 13:35			2,400	2,400
LEVEL OFF	DES	021		021	-7	014	38.8M	VAR	450	450	15 / 5,446	:02 / 13:37			45,000	130,800
41-16N 91-42W	CRU	021	270/80 -10	011	-6	005	39.3M	.74	425	449	178 / 5,624	:24 / 14:01			1,900	1,900
43-02N 83-42W	CRU	073	270/80 -1	070	-2	068	40.3M	.74	425	500	379 / 6,003	:45 / 14:46			43,100	126,900
CMH VOR	CRU	167	270/80 +11	178	+2	180	41.0M	.74	425	435	196 / 6,199	:27 / 15:13			3,600	3,600
															39,500	125,300
															2,400	2,400
															37,100	122,900
															4,600	4,600
															32,500	118,300
															150	150
															32,350	118,150
															3,050	3,050
															29,300	115,100
															5,700	5,700
															23,600	109,400
															3,200	3,200
															20,400	106,200

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIR-CRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPRNAT-ING WT		
FUEL WEIGHT FM.		
FUEL WEIGHT CM.		
FUEL WEIGHT AM.		
FUEL WEIGHT FWD AUX		
FUEL WEIGHT C.B.		
FUEL WEIGHT ATO		
FUEL WEIGHT EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADJ. FLUID WT		
INITIAL GROSS WT		
START ENG. AND TAXI FUEL ALW		
TAKE-OFF GROSS WT		

RUNWAY

PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF

DISTANCE | SPEED

SPEED

CRITICAL ENG FAILURE | EMERG BRKT FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

SECRET

FARINA BLACK (DAY PHOTO)

SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT CMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

FROM COMMON ROUTE ALFA / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
37-58N 100-53W	CRU	186	270/80 / +11	197	-12	185	° / 34.6M	.74	425	410	145 / 4,225	:21 / 10:52			3,400 / 57,900	3,400 / 143,700
34-59N 101-55W IP	CRU	195	270/80 / +10	205	-12	193	° / 35.3M	.74	425	397	184 / 4,409	:28 / 11:20			4,400 / 53,500	4,400 / 139,300
33-35N 101-51W TGT E301	CRU	178	270/80 / +11	189	-12	177	° / 35.7M	.74	425	420	86 / 4,495	:12 / 11:32			1,900 / 51,600	1,900 / 137,400
31-45N 99-57W IP	CRU	140	270/80 / +8	148	-11	137	° / 36.1M	.74	425	472	149 / 4,644	:19 / 11:51			2,800 / 48,800	2,800 / 134,600
30-31N 99-46W TGT E298	CRU	173	270/80 / +11	185	-10	175	° / 36.3M	.74	425	425	78 / 4,722	:11 / 12:02			1,700 / 47,100	1,700 / 132,900
30-41N 96-23W	CRU	087	270/80 / -2	085	-10	075	° / 36.8M	.74	425	503	189 / 4,911	:23 / 12:25			3,300 / 43,800	3,300 / 129,600
33-34N 95-15W BEGIN CLIMB	CRU	018	270/80 / -10	008	-9	359	° / 37.4M	.74	425	444	193 / 5,104	:26 / 12:51			3,800 / 40,000	3,800 / 125,800
LEVEL OFF BEGIN MAX MACH	CLI	019		019	-8	011	° / 42.8M	VAR	425	425	72 / 5,176	:10 / 13:01			2,400 / 37,600	2,400 / 123,400
END MAX MACH START DESCENT	CRU	020	270/80 / -10	010	-8	002	° / 43.6M	.76	438	459	230 / 5,306	:30 / 13:31			4,600 / 33,000	4,600 / 118,800
LEVEL OFF	DES	021		021	-7	014	° / 38.7M	VAR	450	450	15 / 5,321	:02 / 13:33			150 / 32,850	150 / 118,650
41-16N 91-42W	CRU	021	270/80 / -10	011	-6	005	° / 39.2M	.74	425	449	178 / 5,499	:24 / 13:57			3,050 / 29,800	3,050 / 115,600
43-02N 83-42W	CRU	073	270/80 / -3	070	-2	068	° / 40.2M	.74	425	500	379 / 5,878	:45 / 14:42			5,600 / 24,200	5,600 / 110,000
OMH VOR	CRU	167	270/80 / +11	178	+2	180	° / 40.8M	.74	425	435	196 / 6,074	:27 / 15:09			3,200 / 21,000	3,200 / 106,800

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT
CREW WT
OIL WT
ATO BTL WEIGHT (Empty)
EXT. TANKS WT (Empty)
OPERATING WT
FUEL WEIGHT: FM. / CM. / AM. / FWD AUX / B.B. / ATO / EXT. / TOTAL
BOMBS WT
AMMO WT
ADI. FLUID WT
INITIAL GROSS WT
START ENG AND TAXI FUEL ALW
TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED
ATO PROPELLANT WEIGHT
ADJUSTED TAKE-OFF WEIGHT
ADJUSTED TAKE-OFF DISTANCE
ATO FIRING SPEED

App 4, Annex B
26SRW OPORD 13-55
10 Feb 55

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526.

FARINA CHERRY (DAY PHOTO)

SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 26SRW	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	AC OF CO/OBS (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

FROM COMMON / ROUTE ALFA / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
															3,400	3,400
37-58N 100-53W	CRU	186	270/80 +11	197	-12	185	34.6M	.74	425	410	145 / 4,225	:21 / 10:52			57,900	143,700
											242 / 4,467	:35 / 11:27			5,400	5,400
34-01N 100-49W IP	CRU	179	270/80 +11	190	-12	178	35.5M	.74	425	419	79 / 4,546	:12 / 11:39			52,500	138,300
32-42N 100-57W TOT K310	CRU	185	270/80 +11	196	-11	185	38.6M	.74	425	410	133 / 4,679	:17 / 11:56			1,900	1,900
31-08N 99-20W IP	CRU	139	270/80 +9	148	-11	137	36.1M	.74	425	473	59 / 4,738	:08 / 12:04			50,600	136,400
30-15N 98-55W TOT K295	CRU	158	270/80 +10	168	-10	158	36.3M	.74	425	449	115 / 4,853	:17 / 12:21			2,500	2,500
30-41N 96-23W	CRU	079	270/80 -2	077	-9	068	36.7M	.74	425	504	193 / 5,046	:26 / 12:47			48,100	133,900
33-34N 95-15W BEGIN CLIMB	CRU	018	270/80 -10	008	-9	359	37.2M	.74	425	444	72 / 5,118	:10 / 12:57			1,200	1,200
LEVEL OFF BEGIN MAX MACH	CLI	019		019	-8	011	42.8M	VAR	425	425	239 / 5,378	:30 / 13:27			46,900	132,700
END MAX MACH START DESCENT	CRU	020	270/80 -10	010	-8	002	43.5M	.76	438	459	15 / 5,393	:02 / 13:29			2,500	2,500
LEVEL OFF	DES	021		021	-7	014	38.7M	VAR	450	450	178 / 5,471	:24 / 13:53			44,400	130,200
41-16N 91-42W	CRU	021	270/80 -10	011	-6	005	39.1M	.74	425	449	379 / 5,850	:45 / 14:38			3,800	3,800
43-02N 83-42W	CRU	073	270/80 -3	070	-2	068	40.1M	.74	425	500	196 / 6,046	:27 / 15:05			40,600	126,400
CMH VOR	CRU	167	270/80 +11	178	+2	180	40.8M	.74	425	435					2,400	2,400
															38,200	124,000
															4,700	4,700
															33,500	119,300
															150	150
															33,350	119,150
															3,050	3,050
															30,300	116,100
															5,700	5,700
															24,600	110,400
															3,200	3,200
															21,400	107,200

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
AYO BYL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL WEIGHT: FM.		
CML		
AM.		
FWD AUX.		
B.B.		
ATO		
EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADL. FLUID WT		
INITIAL GROSS WT		
START ENG AND TAXI FUEL ALW		
TAKE-OFF GROSS WT		

RUNWAY

PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	App 4, Annex B
ADJUSTED TAKE-OFF WEIGHT	26SRW OPORD 13-55
ADJUSTED TAKE-OFF DISTANCE	10 Feb 55
ATO FIRING SPEED	

SECRET

APPENDIX 5 TO ANNEX B

TIMING SCHEDULE

X DAY - UNION INCREMENT

TARGET TASK FORCE	TAKEOFF	MAKEUP REND	MUDBATH REND	H-HCP
FARINA GREEN	1225Z	1515Z	2025Z	2200Z
FARINA BLUE	1245Z	1535Z	2045Z	2220Z
FARINA YELLOW	1305Z	1555Z	2105Z	2240Z
FARINA GRAY	1325Z	1615Z	2125Z	2300Z
FARINA IVORY	1345Z	1635Z	2145Z	2320Z
FARINA CREAM	1405Z	1655Z	2205Z	2340Z
FARINA BROWN	1425Z	1715Z	2225Z	2400Z
FARINA TAN	1445Z	1735Z	2245Z	0020Z
FARINA RED	1505Z	1755Z	2305Z	0040Z
FARINA ORANGE	1525Z	1815Z	2325Z	0100Z
FARINA GREEN	1545Z	1835Z	2345Z	0120Z
FRINA BLUE	1605Z	1855Z	0005Z	0140Z

X DAY +1 - VICTOR INCREMENT

FARINA ORANGE	1225Z	1515Z	2025Z	2200Z
FARINA RED	1245Z	1535Z	2045Z	2220Z
FARINA GRAY	1305Z	1555Z	2105Z	2240Z
FARINA IVORY	1325Z	1615Z	2125Z	2300Z
FARINA CREAM	1345Z	1635Z	2145Z	2320Z
FARINA TAN	1405Z	1655Z	2205Z	2340Z
FARINA BLUE	1425Z	1715Z	2225Z	2400Z
FARINA YELLOW	1445Z	1735Z	2245Z	0020Z
FARINA GREEN	1505Z	1755Z	2305Z	0040Z

TARGET TASK FORCE	TAKEOFF	MAKEUP REND	MUDBATH REND	H-HCP
FARINA BROWN	1525Z	1815Z	2325Z	0100Z
FARINA ORANGE	1545Z	1835Z	2345Z	0120Z
FARINA RED	1605Z	1855Z	0005Z	0140Z
		X DAY +2 - WHISKEY INCREMENT		
FARINA CHERRY	0530Z	0820Z	1330Z	1600Z
FARINA BLACK	0550Z	0840Z	1350Z	1620Z
FARINA PINK	0610Z	0900Z	1410Z	1640Z
FARINA WHITE	0630Z	0920Z	1430Z	1700Z
FARINA ROSE	0650Z	0940Z	1450Z	1720Z
FARINA PINTO	0710Z	1000Z	1510Z	1740Z
FARINA BRASS	0730Z	1020Z	1530Z	1800Z
FARINA CARDINAL	0750Z	1040Z	1550Z	1820Z
FARINA LIME	0810Z	1100Z	1610Z	1840Z
FARINA WALNUT	0830Z	1120Z	1630Z	1900Z
FARINA SLATE	0850Z	1140Z	1650Z	1920Z
FARINA PURPLE	0910Z	1200Z	1710Z	1940Z

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
10 February 1955

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NUMBER 13-55

COMMUNICATIONS

1. JANAP's, ACP's, SACCEI, SAC Manuals 55-8 series (note applicable procedures in 55-8, 55-8B and 55-8G all dated Sep 54), ICAO procedures, Radio Facility Charts, Supplementary Flight Information Documents, and other existing procedures apply except as modified herein.
2. Identification, recognition, and IFF in ZI and NEAC areas will be IAW SAC CEI 2407.3.
3. Emergency procedures IAW ACP 130, 135, JANAP 300 and current Radio Facility Charts and Supplementary Flight Information Documents.
4. VHF frequencies and channelization will be IAW SAC CEI figures 11-1, and as specified by the air refueling squadron commander where choice of channel and/or frequency is available.
5. HF Frequencies and Channelization:
   a. RB-47 aircraft will be IAW SAC CEI figure 11-13.
   b. HF channelization for KC-97 aircraft will be as prescribed by respective Air Refueling Squadron Commander with changes in flight as required to fulfill all requirements. The appropriate HF air/air VHF/UHF back-up frequencies for the area concerned will be installed in Channel 1 (see paragraph 6 below)

6. HF air/air back-up frequencies for UHF/VHF IAW SAC CEI 11-14.

   a. All flights within ZI, 4270 kcs.

   b. All flights within NEAC area, CANADA, and ATLANTIC area west of 40 degrees West Longitude, 4724.5 kcs.

7. UHF Channelization:

   a. Within ZI and outside the ZI west of 15 degrees West Longitude:

Channel	Freq (mc)	Use
1	236.6	Control tower (Primary)
2	275.8	Control tower (Secondary)
3	233.8	Control tower (Navy)
4	257.8	Control tower (Civil-All Mil acft)
5	255.4	INSAC (Airways reporting below 17,200 ft)
6	301.4	CAA Centers (Airways reporting above 17,200 ft)
7	263.0	CAA terminal traffic control
8	279.8	Refueling (Alternate) Condition
9	266.2	Refueling (Primary) Condition
10	311.0	Refueling (Initial) Condition
11	252.6	Interplane
12	364.2	USAF/RCAF/USN AICC, ADC sites
13	344.6	Pilot to forecaster
14	305.4	UHF/DF
15	363.8	Approach Control
16	270.6	GCA (AF aircraft at Navy Bases)
17	335.8	GCA (AF Search Control)
18	289.4	GCA (AF Final Approach Control)
Guard	243.0	Emergency

b. The guard monitor switch will be left in the "ON" position at all times to permit simultaneous monitor of Emergency Frequency 243.0 mcs. in addition to channel in use, unless it becomes necessary to turn the guard channel monitor "OFF" temporarily due to disruptive interference. This will permit interception of emergency calls on the guard frequency.

8. HF Communications Control Stations:

a. The following AACS air/ground stations have been designated "Control Stations" for this mission.

ANDREWS

LORING

MACDILL

OFFUTT

CARSWELL

b. Strike reporting by 26th SRW aircraft:

(1) RB-47 aircraft with effectiveness target AVON PARK will submit strike reports to one of the following air/ground stations:

OFFUTT AIRWAYS - Primary

CARSWELL AIRWAYS - Secondary

(2) RB-47 aircraft with effectiveness target in WEST TEXAS will submit strike reports to one of the following air/ground stations:

MACDILL AIRWAYS - Primary

ANDREWS AIRWAYS - Secondary

LORING AIRWAYS - Alternate

c. HF equipped aircraft will monitor Airways HF control station on

best frequency for time and distance from station for possible recall or diversion instructions.

9. Strike Reporting:

a. RB-47 aircraft are to make every effort to transmit required strike report to prescribed HF airways control stations.

b. Aircraft without operational HF radio will relay strike report via UHF, if possible, to another aircraft for transmission to airways control station.

c. Strike reports will be addressed to "RED GRANGE".

10. Position Reporting (M-19 Reports SAC Manual 55-8G):

a. Each aircraft commander will be responsible for submitting the required tactical/civil ATC/ICAO position reports.

b. KC-97 aircraft during all flights, and RB-47 aircraft during all flights within the ZI will submit position reports under procedure ALFA.

c. Outside the ZI, RB-47 aircraft will submit position reports under procedure BRAVO and COCA.

11. Airborne air refueling reports:

a. Tanker aircraft will transmit required airborne air refueling reports to the communications control station of the area in which they are flying for relay to "RED GRANGE"

12. For air refueling communications, frequencies, rendezvous setting and call signs, see Appendix 3, Annex B.

13. Authentication for air/ground and air/air communications will be in accordance with AFSAL 5104, current edition.

14. Call Signs:

a. AACS Airways HF ground stations as listed in current Radio Facility

Charts.

b. Air-to-air:

(1) RB-47 aircraft will use assigned wing voice call word "FARINA" suffixed with target color.

Example: "FARINA BLUE"

(2) KC-97 aircraft will use the appropriate code name of the refueling area as a call sign during air refueling, i.e., MAKE UP or MUD BATH

c. Air-to-ground:

(1) RB-47 and KC-97 aircraft will use "AIR FORCE" or "AIR FORCE JET" as appropriate, with five digit true tail number for ATC reporting.

(2) Weather Scout aircraft will use as call sign "(Refueling Area Name) WEATHER SCOUT" in air/air and weather reporting communications to ground stations; for position reporting and other air/ground communications, they will use "AIR FORCE" with five digit true tail number.

SECRET

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
10 February 1955

ANNEX D

OPERATIONS ORDER

SERIAL NO. 13-55

SECURITY

1. GENERAL:

a. AFR 205-1, SACR 205-4, 205-8, 205-11, 205-16 and 26th SRW Reg 355-1 apply.

b. To preclude sabotage, added security precautions must be established in accordance with SACR 205-4. The procedures established in this Annex will be effective during this operation, and as further directed by the Wing Commander.

c. Squadron commanders will be responsible for the rigid security of their assigned area, aircraft and other material. Squadron personnel will be utilized 24 hours daily.

d. An access roster of all authorized personnel will be made available to the guard of each tactical squadron entry point.

e. Each squadron will assign an Officer of the Guard.

f. Any personnel apprehended with inadequate identification will be turned over to the squadron Officer of the Guard for necessary disposition.

g. All items of supply or equipment brought into the aircraft parking area and maintenance area will be inspected jointly by the delivering and receiving agency.

h. Commanders of the Field Maintenance, Periodic Maintenance, and Armament and Electronics Squadrons will have joint responsibility for aircraft and personnel under their control.

CLASSIFIED: SECRET
COMDR:
INITIALS: s/Wells
DATE: 18 FEB 1955

COMDR ADIV 801 LOCKBOURNE AFB OHIO

COMDR SAC OFFUTT AFB NEB

COMDR 2AF BARKSDALE AFB LA

COMDR ADIV 806 LAKE CHARLES LA

COMDR 44 AREFS GOOSE AIR BASE GOOSE BAY LAB

COMDR 320 AREFS ERNEST HARMON AFB STEPHENVILLE NFLD

/SECRET/26DOP_____.

AMND 1 TO 26SRW OPORD 13-55. REF: APP 3, ANNEX B, PARA 2C.

CHANGE TO READ: EACH TANKER WILL HAVE CAPABILITY OF OFF-LOADING

50,000 POUNDS OF FUEL

"A TRUE COPY"

CHARLES A. WRIGHT
Major., USAF

SECRET 1 1

s/David J. Herring Captain USAF
26DOP/rcf 306

SECRET

SECRET
AUTH: COMDR 26SRW
DATE: 24 Feb 55
NAME: [redacted]

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
24 February 1955

AMENDMENT 1, OPERATIONS ORDER SERIAL NO. 13-55

Basic Order

Item 1: Paragraph 3a(1). Delete and substitute the following:

INCREMENT	NUMBER OF AIRCRAFT	GROUND SPARE
UNION	3	1
VICTOR	3	1
WHISKEY	2	1

Item 2: Paragraph 3c(1). Delete and substitute the following:

INCREMENT	NUMBER OF AIRCRAFT	GROUND SPARE
UNION	3	1
VICTOR	2	1
WHISKEY	4	1

Item 3: Paragraph 3d(1). Delete and substitute the following:

INCREMENT	NUMBER OF AIRCRAFT	GROUND SPARE
UNION	6	2
VICTOR	6	2
WHISKEY	6	2

Item 4: Paragraph 3x(6)(a). Delete and substitute the following:

"WHISKEY INCREMENT: based on Master H-Hour X-Day plus 2 0800Z".

Item 5: Paragraph 3x(6)(b). Delete and substitute the following:

"UNION INCREMENT: based on Master H-Hour X-Day plus 3 0800Z".

Item 6: Paragraph 3x(6)(c). Delete and substitute the following:

"VICTOR INCREMENT: based on Master H-Hour X-Day plus 4 0800Z".

Item 7: Paragraph 3x(19). Delete and substitute the following:

"Mission will be flown in accordance with Supp XI, par 6, SAC R 50-8".

Item 8: Paragraph 3(a). Delete and substitute the following:

"Mission will be flown in accordance with Supp XI, par 6, SAC R 50-8".

Item 9: Paragraph 3(a). Delete and substitute the following:

"10 RB-47 aircraft on X-Day plus 2 will fly routes ALFA: PURPLE, SLATE, BRASS, WALNUT, LIME, ROSE, PINK, WHITE, BLACK and CHERRY".

Item 10: Paragraph 3(b). Delete and substitute the following:

"10 RB-47 aircraft on X-Day plus 3 will fly routes BRAVO: RED, ORANGE, GREEN, BLUE, YELLOW, GRAY, IVORY, CREAM, TAN and BROWN".

Item 11: Paragraph 3c. Delete and substitute the following:

"9 RB-47 aircraft on X-Day plus 4 will fly routes BRAVO: RED, ORANG , GREEN, YELLOW, GRAY, IVORY, CREAM, TAN and BROWN".

Annex B, Appendix 1:

Item 12: Paragraph 2c. Delete and substitute the following:

WHISKEY INCREMENT (DAY)

FARINA ROSE H+0920

FARINA BRASS H+1000

Item 13: Paragraph 3c. Delete and substitute the following:

WHISKEY INCREMENT (DAY)

FARINA LIME H+1040

FARINA WALNUT H+1100

FARINA SLATE H+1120

FARINA PURPLE H+1140

SECRET

Item 14: Paragraph 4b. Delete and substitute the following:

VICTOR INCREMENT (NIGHT)

FARINA CREAM H+1520

FARINA TAN H+1540

Annex B, Appendix 3:

ITEM 15: Paragraph 1a. Delete and substitute the following: "Air Refueling will be accomplished over designated rendezvous points by the Lockbourne Task Force and the Goose-Harmon Task Force on X plus 2, X+3 and X+4".

Item 16: Paragraph 1b. Change all references to "orbit point" to read "rendezvous point".

Item 17: Paragraphs 1c(1) & (2). Change tanker schedules to read as follows:

X+2 10 tankers

X+3 10 tankers

X+4 9 tankers

Item 18: Paragraph 1f(1)(a)2. Amend to read: "Primary condition: UHF frequency, 266.2 mcs; APN-12/76, tanker transmits 8, receives 6; APN-11 code, 2."

Item 19: Paragraph 2b. Change 55,000 lbs to read 50,000 lbs.

Annex B, Appendix 5:

Item 20: Change "X DAY UNION INCREMENT" to read "X PLUS 3 UNION INCREMENT".

Item 21: Change "X DAY +1 VICTOR INCREMENT" to read "X PLUS 4 VICTOR INCREMENT", and delete "FARINA BLUE" line from this section.

Item 22: Under "X DAY +2 - WHISKEY INCREMENT" delete lines FARINA PINTO and FARINA CARDINAL.

ADAMS
Colonel
Commander

Amend 1
26SAW OPORD 13-55
24 Feb 55

SECRET

SECRET

DISTRIBUTION:

Comdr SAC	1 cy	26DMM	1 cy
Comdr 2AF	2 cys	26DOC	1 cy
Comdr 801AD	1 cy	26DOI	1 cy
Comdr 806AD	1 cy	26DOFS	1 cy
Comdr 801ABG	1 cy	Comdr 3SRS	5 cys
Comdr 44AREFS	1 cy	Comdr 4SRS	5 cys
Comdr 320ARDMG	1 cy	Comdr 10SRS	5 cys
Comdr 91AREFS	1 cy	Comdr 26AREFS	5 cys
Comdr 801RTS	1 cy	Comdr 26FMS	1 cy
Comdr 26Wea Det 5	1 cy	Comdr 26A&ES	1 cy
Comdr 26SAW	1 cy	Comdr 26PMS	1 cy
26DO	5 cys	Historian 26SRW	5 cys
26DM	1 cy		

OFFICIAL:

ROBERT T HALL, JR
Lt Colonel, USAF
Director of Operations

SECRET

WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF (6 February TO 12 February)

DATE	SQ	ACFT TYPE	CAMERA	REQUIREMENTS RADAR	AR	BOMB	GUN	JET FUEL	GAS	SCHEDULED ETO	DUR	MISSION		CONFIRMED CAMERA	RADAR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
6 February	3	RB-47	0-15	I					75000		4:00	Special Project Tuscon	685	I	I						I	
	3	RB-47	E-37	I					75000		4:00	Special Project Tuscon	686	I	I						I	
	3	RB-47		I					75000		4:00	Special Project Tuscon	687	I	I						I	
7 February	3	RB-47	0-15	I	I				91000	1815	10:00	SO-E	549	I	I	I					I	Little Rock AFB 0130 - 0200
	3	RB-47							66000	0815	8:15	S1-19	853								I	
	3	RB-47	0-15	I	I				91000	1718	10:00	SO-E	683	I	I	I					I	Little Rock AFB 0130 - 0200
	3	RB-47	E-37 0-15	I					91000	1457	7:00	S1-26	649	I	I		I				I	Avon Park 2100 - 0000
	3	RB-47							75000	1315	6:00	SO-E,3	853								I	Stand Board
	3	RB-47		I					91000		7:00	Return Fr Tuscon	681		I						I	
	3	RB-47		I					91000		7:00	Return Fr Tuscon	681		I						I	
	3	RB-47		I					91000		7:00	Return Fr Tuscon	688		I						I	
	4	RB-47		I	I				86000	1015	5:00	SO-E,1	731		I	I					I	
	4	RB-47	All Cameras	I					85000	1027	6:00	Special Project	703	I	I						I	
	4	RB-47							75000	1267	4:00	S1-19	706	I							I	
	4	RB-47	All Cameras	I	I		I		75000	1057	9:00	SO-E	687	I	I	I		I			I	Tampa 2301 2200 - 2300
	4	RB-47	All Cameras	I			I		85000	1257	7:00	SO-E	819	I	I			I			I	Tampa 2100 - 2200
	4	RB-47							75000	1265	4:00	S1-19	867								I	
	10	RB-47							75000	1217	4:00	S1-19	721								I	
	10	RB-47							75000	1215	6:00	Stand Board	717								I	
	10	RB-47							75000	1054	4:00	S1-19	719								I	
	10	RB-47	All Cameras	I	I	I			90000	1421	9:30	SO-E	730	I	I	I	I				I	Avon Park
	10	RB-47	0-15	I			I	I	90000	1821	6:30	SO-E	790	I	I						I	Charleston 2100 - 2200
	10	RB-47	E-37 0-15	I		I			90000	1645	6:30	SO-E	716	I	I		I	I			I	Avon Park
	10	RB-47	0-15	I	I				90000	1641	9:30	SO-E	707	I	I	I					I	
	26	EC-97F			I			21000	6600	1145	4:00	AR S1-19	660			I					I	
	26	EC-97F			I			48000	5000	1315	5:00	AR	867			I					I	
	26	EC-97F							6600	1130	4:00	S1-19	862									
	26	EC-97F		I						1135	7:00	Stand Board										
	26	EC-97F			I					1140	6:00	AR										
	26	EC-97F			I					1745	5:00	AR										
	26	EC-97F			I					1740	5:00	AR										
	26	EC-97F								1345	5:00	AR										
	26	EC-97F			I					1740	5:00	AR										
	26	EC-97F		I					6600	1125	10:00	LR Nav										
	26	EC-97F							5000		4:00	FF										
	26	EC-97F							5000		4:00	FF										
9 February	3	RB-47	0-15	I					91000	1657	10:00	SO-E	665	I	I						I	
	3	RB-47							66000	0757	3:00	SO-E	851								I	
	3	RB-47							66000	1357	3:00	SO-E	851								I	
	3	RB-47							75000	1026	5:00	Stand Board	689								I	
	3	RB-47							91000	0630	10:00	S1-26	690	I	I			I			I	
	3	RB-47	All Cameras	I			I		91000	1651	7:00	SO-E	668	I	I		I				I	Avon Park 1900-2000
	3	RB-47	E-37 0-15	I		I			91000	1657	7:00	S1-26	668	I	I			I			I	
	3	RB-47	All Cameras	I			I		85000	0854	6:00	S1-19	686								I	
	3	RB-47							86000	1418	9:00	SO-E,3	717		I	I					I	Atlanta RBS 0130 - 0300
	4	RB-47		I	I				85000	1027	6:00	Special Project	701	I	I						I	
	4	RB-47	All Cameras	I					91000	1018	7:00	SO-E	715	I	I						I	
	4	RB-47	All Cameras	I		I			85000	1515	7:00	SO-E	693	I	I		I				I	Avon Park 0900 - 0300
	4	RB-47	E-37	I					85000	1315	6:00	SO-E	709	I	I						I	Montreal 1900 - 2100
	4	RB-47	All Cameras	I					75000	1651	9:00	SO-E	696	I	I	I					I	Atlanta RBS 0130 - 0300
	4	RB-47	0-15	I	I				66000	0815	4:00		703								I	
	4	RB-47							75000	0857	6:00		735								I	
	10	RB-47							75000	0851	6:00		718								I	
	10	RB-47		I			I		90000	1427	6:30	SO-E	714		I			I			I	Tampa 1700 - 1900
	10	RB-47	All Cameras	I	I				90000	1315	9:30	SO-E	713	I	I	I					I	Tampa 1700 - 1900
	10	RB-47	All Cameras	I			I		90000	1015	6:30	SO-E	729	I	I			I			I	
	10	RB-47	All Cameras	I					90000	1421	6:30	SO-E	726	I	I						I	Tampa 1700 - 1900
	10	RB-47	All Cameras	I	I		I		90000	0857	9:30	SO-E	709	I	I	I		I			I	
	26	EC-97G		I					6600	1325	10:00	LR Nav	764		I						I	
	26	EC-97G		I					6600	1130	10:00	LR Nav	743		I						I	
	26	EC-97G							6600	1530	4:00	S1-19	760									
	26	EC-97G								1525	5:00	AR										
	26	EC-97G		I	I					1725	5:00	AR										
	26	EC-97G		I	I					0630	5:00	AR										
	26	EC-97G		I	I					1730	5:00	AR										
	26	EC-97G		I	I					1145	5:00	AR										
	26	EC-97G								0925	4:00	AR										
	26	EC-97G		I	I				50000	1740	4:00	FF										
	26	EC-97G							50000	1745	4:00	FF										
	26																					
11 February	3	RB-47	All Cameras	I					91000	1018	7:00	SO-E	849	I	I						I	
	3	RB-47							85000	1015	6:00	S1-19	688								I	
	3	RB-47							91000	1071	7:00	Stand Board	691								I	
	3	RB-47	All Cameras	I					91000	0857	7:00	S1-26	691	I	I						I	
	3	RB-47	All Cameras	I					91000	1048	7:00	SO-E	689	I	I			I			I	
	3	RB-47	All Cameras	I			I		86000	0900	10:00	S1-26	852	I	I	I					I	
	3	RB-47	All Cameras	I	I				85000	0910	10:00	S1-26	693	I	I	I		I			I	
	3	RB-47	All Cameras	I	I		I		85000	0857	9:00	SO-E	667	I	I	I		I			I	
	4	RB-47	All Cameras	I	I		I		91000	1027	7:00	SO-E	687	I	I			I			I	Montreal 2100 - 2300
	4	RB-47	All Cameras	I			I		85000	1024	6:00	Special Project	703	I	I						I	
	4	RB-47	All Cameras	I					85000	1045	6:00	Special Project	700	I	I						I	
	4	RB-47	All Cameras	I					66000	1051	4:00	Stand Board	733	I	I						I	
	4	RB-47	All Cameras	I					66000	1227	9:00	SO-E	819	I	I	I					I	Montreal 2100 - 2300
	4	RB-47	All Cameras	I	I				66000	0845	4:00	S1-19	706								I	
	4	RB-47							75000	1057	6:00	S1-19	721	I	I	I	I				I	Avon Park
	10	RB-47	0-15	I	I	I			90000	1457	9:30	SO-E	710	I	I	I	I				I	Avon Park
	10	RB-47	0-15	I	I	I			90000	1657	9:30	SO-E	723	I	I						I	Richmond 2000 - 2200
	10	RB-47	0-15	I					90000	1815	6:30	SO-E	717	I	I						I	Avon Park
	10	RB-47	0-15	I			I	I	90000	1645	6:30	SO-E	720	I	I		I	I			I	
	10	RB-47	0-15	I			I	I	75000	1054	4:00		715								I	
	10	RB-47							90000	1715	6:30	SO-E	707	I	I		I	I			I	Avon Park
	10	RB-47	All Cameras	I			I	I	6600	1130	7:00	Stand Board										
	26	EC-97		I	I					0945	5:00	AR										
	26	EC-97		I	I					1325	5:00	AR										
	26	EC-97		I	I					0530	5:00	AR										
	26	EC-97		I	I					0910	5:00	AR										
	26	EC-97		I	I					1725	5:00	AR										
	26	EC-97		I	I					1730	5:00	AR										
	26	EC-97		I					6600	0930	10:00	LR Nav										
	26	EC-97		I					6600	0935	10:00	LR Nav										
	26	EC-97		I					5000	1735	3:00	FF										
	26	EC-97							5000	1740	3:00	FF										
	26	EC-97																				

REQUIRED

TYPE	SORTIES	HOURS
RB-47E	67	447:00
EC-97	33	182:00

SCHEDULED

TYPE	SORTIES	HOURS
RB-47E	67	447:00
EC-97	33	182:00

CONFIRMED

TYPE	SORTIES	HOURS
RB-47E	67	447:00
EC-97	33	182:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented hereon approved by the Wing Commander for flying to be accomplished during the week starting 6 February 1955.

ROBERT T. HALL JR., LT. COL., USAF
Director of Operations
4 February 1955

WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 13 February 55 TO 19 February 55

DATE	SQ	ACFT TYPE	CAMERA	REQUIREMENTS RADR	AR	BOMB	GUN	JET FUEL	GAS	SCHEDULED ETD	DUR	MISSION		CONFIRMED CAM	RADR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
13 February	26	EC-97F							6500	1700	8:00	To Tucson	263		I	I				I	I	
	26	EC-97F							6500	1715	8:00	To Tucson	262		I	I				I	I	
	26	EC-97F							6500	1730	8:00	To Tucson	263		I	I				I	I	
	26	EC-97F		I					7790	1200	12:00	To Oceana	266		I					I	I	
14 February	3	RB-47	All Cameras K-37	I	I	I	I		91000	1115	10:00	SO-8 (764)	689	I	I	I	I	I	I		I	Avon Park 1900-2030
	3	RB-47	All Cameras	I			I		91000	1025	10:00	SO-8 Special Project	689	I	I			I	I		I	Atlanta RBS 0200-0400
	3	RB-47	All Cameras	I			I		91000	1018	7:00	SO-8	695	I	I			I	I		I	
	3	RB-47	All Cameras						85000	1021	6:00	SO-8 (Col Adams)	853						I		I	
	3	RB-47	K-37, 0-15	I		I			91000	1657	7:00	SO-8	695	I	I				I		I	Avon Park 1900-2030 Atlanta 19-30
	4	RB-47	All Cameras	I					85000	1734	6:00	Special Project	702	I	I				I		I	
	4	RB-47	All Cameras	I	I		I		75000	1218	9:00	SO-8 (763)	696	I	I	I		I	I		I	Tampa RBS 2100-2300E
	4	RB-47	All Cameras	I			I		85000	1727	7:00	SO-8	374	I	I			I	I		I	Tampa RBS 2100-2300E
	4	RB-47	All Cameras	I			I		85000	1015	6:00	Special Project	701	I	I			I	I		I	
	4	RB-47	K-37, 0-15	I		I			91000	1654	7:00	SO-8	715	I	I		I		I		I	Avon Park 0000-0130E
	4	RB-47							65000	1245	4:00	FC-1	708						I		I	
	4	RB-47		I	I				65000	1054	5:00	SO-43	712		I	I			I		I	
	10	RB-47	All Cameras	I			I		90000	1221	6:30	SO-8	714	I	I			I	I		I	Tampa RBS 1600-1700
	10	RB-47	All Cameras	I			I		90000	1245	6:30	SO-8	713	I	I			I	I		I	
	10	RB-47		I	I				75000	1615	4:00	SO-43	821		I	I			I		I	
	10	RB-47	0-15	I	I	I			90000	1648	9:30	SO-8	713	I	I	I	I		I		I	Avon Park 2030-2200
	10	RB-47							75000	1215	4:00	FC	725						I		I	
	10	RB-47							90000	1057	6:00	SO-43 (Col Hall)	724						I		I	
	10	RB-47	K-37, 0-15	I	I	I			90000	1645	9:30	SO-8	709	I	I	I	I		I		I	Avon Park 2030-2200
	26	EC-97G		I	I			21000	6500	1115	8:00	AR 4th	766		I	I				I	I	4th (Brown)
	26	EC-97F		I					7790	1740	12:00	SO-8	262		I					I	I	
	26	EC-97G		I	I			40000	5290	1735	7:00	AR 10th	760		I	I				I	I	10th (Reese)
	26	EC-97G		I	I			40000	5290	1730	7:00	AR 10th	761		I	I				I	I	10th (Orliski)
	26	EC-97G		I	I			40000	5290	1735	7:00	AR 4th	763		I	I				I	I	4th (Wronski)
	26	EC-97G		I	I			40000		1525	7:00	AR 3rd	754		I	I				I	I	3rd (Simon)
	26	EC-97F		I	I			12000	7790	1530	10:00	To Oceana 10th	265		I					I	I	10th
15 February	3	RB-47	All Cameras	I	I				91000		10:00	Tea Pot	690	I	I	I			I		I	
	3	RB-47	All Cameras	I	I				91000		10:00	Tea Pot	686	I	I	I			I		I	
	3	RB-47	All Cameras	I	I				91000		10:00	Tea Pot	688	I	I	I			I		I	
	26	EC-97F		I	I				5090		3:00	Tea Pot (Tucson)	263		I	I				I	I	
	26	EC-97F		I	I				5090		3:00	Tea Pot (Tucson)	261		I	I				I	I	
	26	EC-97F		I	I				5090		3:00	Tea Pot (Tucson)	263		I	I				I	I	
16 February	3	RB-47F	All Cameras	I			I		91000	1019	7:00	SO-8	822	I	I			I	I		I	
	3	RB-47	0-15, K-37	I		I			91000	1421	7:00	SO-8	693	I	I		I		I		I	Avon Park 1900-2030
	3	RB-47	All Cameras	I	I		I		85000	0500	10:00	SO-8 (769)	694	I	I	I		I	I		I	
	3	RB-47	All Cameras	I	I		I		85000	0510	10:00	SO-8 (770)	692	I	I	I		I	I		I	
	3	RB-47	0-15, K-37	I		I	I		91000	1557	7:00	SO-8	852	I	I		I	I	I		I	Avon Park 1900-2030
	3	RB-47							75000	0757	4:00	FP	849						I		I	
	3	RB-47							75000	1115	4:00	FP	849						I		I	
	3	RB-47	0-15, K-37	I		I			91000	1618	7:00	SO-8	691	I	I		I		I		I	Avon Park 1900-2030
	4	RB-47	All Cameras	I	I		I		85000	1024	9:30	SO-43 (768)	823	I	I	I		I	I		I	
	4	RB-47	All Cameras	I	I				91000	1615	9:00	SO-8 (767)	697	I	I	I			I		I	Richmond 2100-2300E
	4	RB-47	All Cameras	I					85000	1015	6:00	Special Project Sedalia	703	I	I				I		I	
	4	RB-47	All Cameras	I					85000	1057	7:00	SO-8 (Big Photo)	711	I	I				I		I	Richmond 2100-2300E
	4	RB-47	All Cameras	I					85000	1345	6:00	Special Project	704	I	I				I		I	
	4	RB-47	All Cameras	I					85000	1227	7:00	SO-8	687	I	I				I		I	Richmond 2100-2300E
	4	RB-47							75000	0845	4:00	S1-19	700						I		I	
	4	RB-47							75000	0854	4:00	FP	819						I		I	
	10	RB-47							75000	1215	4:00	FC	721						I		I	
	10	RB-47							75000	1051	4:00	FC	719						I		I	
	10	RB-47	All Cameras	I					75000	1048	6:00	Stand Board (Big Photo)	723	I	I				I		I	
	10	RB-47	All Cameras	I			I		90000	0857	6:30	SO-8	717	I	I			I	I		I	
	10	RB-47	All Cameras	I					90000	1021	6:30	SO-8 (Big Photo)	720	I	I			I	I		I	
	10	RB-47	0-15, K-37	I	I	I			90000	1645	9:30	SO-8 (766)	710	I	I	I	I		I		I	Avon Park 2030-2200
	10	RB-47	0-15, K-37	I	I	I			90000	1648	9:30	SO-8 (268)	707	I	I	I	I		I		I	Avon Park 2030-2200
	26	EC-97F		I					7790	1145	12:00	SO-8	267		I					I	I	
	26	EC-97F		I	I			40000	5290	1725	7:00	AR	268									
	26	EC-97G		I	I			40000	5290	1730	7:00	AR	766									
	26	EC-97G		I	I			40000	5290	1830	7:00	AR	767									
	26	EC-97G		I	I			40000	5290	1115	7:00	AR	768									
	26	EC-97G		I	I			40000	5290	0500	6:00	AR	769									
	26	EC-97G		I	I			40000	5290	0510	6:00	AR	770									
	26	EC-97G		I					6500	1740	10:00	SO-8	771									
	26	EC-97G		I					6500	1735	10:00	SO-8	769									
18 February	3	RB-47	All Cameras	I	I				85000	0500	10:00	SO-8 (764) (Big Photo)	689	I	I	I			I		I	
	3	RB-47	All Cameras	I			I		91000	1018	8:00	SO-8	690	I	I			I	I		I	
	3	RB-47	All Cameras	I	I				85000	0510	10:00	SO-8 (765) (Big Photo)	699	I	I	I			I		I	
	3	RB-47							85000	1015	6:00	S1-19	853						I		I	
	3	RB-47	K-37, 0-15	I		I			91000	1651	7:00	S1-25	696	I	I		I		I		I	Avon Park 1900-2030
	3	RB-47	K-37, 0-15	I		I			91000	1557	7:00	SO-8	851	I	I		I		I		I	Avon Park 1900-2030
	4	RB-47	All Cameras	I					85000	1045	6:00	Special Project	701	I	I				I		I	Montreal 1900-2100E
	4	RB-47							75000	1021	4:00	FC-1	715						I		I	
	4	RB-47	K-37, 0-15	I	I	I			85000	1619	8:00	SO-8 (763)	708	I	I	I	I		I		I	Avon Park 0000-0130
	4	RB-47	All Cameras	I					85000	1027	6:00	Special Project	702	I	I				I		I	
	4	RB-47	All Cameras	I					85000	1215	7:00	SO-8	694	I	I				I		I	Montreal 1900-2100
	4	RB-47		I	I				65000	1618	5:00	SO-43 (765)	712		I	I			I		I	
	4	RB-47							75000	1115	4:00	SO-8	374						I		I	
	10	RB-47		I	I				75000	1648	4:00	Stand Board (761)	713		I	I			I		I	
	10	RB-47	All Cameras	I			I		90000	1024	6:30	SO-8	719	I	I			I	I		I	
	10	RB-47	All Cameras	I	I				90000		10:00	Tea Pot	718	I	I				I		I	
	10	RB-47	All Cameras	I	I				90000		10:00	Tea Pot	714	I	I				I		I	
	10	RB-47	All Cameras	I	I				90000		10:00	Tea Pot	716	I	I				I		I	
	10	RB-47		I		I			75000	1048	4:00	FC	724						I		I	
	10	RB-47	K-37, 0-15	I	I				90000	1645	9:30	SO-8 (761)	709	I	I	I	I		I		I	Avon Park 2030-2200
	26	EC-97F		I					7790	1145	12:00	SO-8	262		I	I				I	I	
	26	EC-97G		I	I			40000	5290	1730	7:00	AR	763		I	I				I	I	
	26	EC-97G		I	I			40000	5290	1725	7:00	AR	763		I	I				I	I	
	26	EC-97G		I	I			40000	5290	0500	6:00	AR	764		I	I				I	I	
	26	EC-97G		I	I			40000	5290	0515	3:00	AR 4th & 3rd	765		I	I				I	I	
	26	EC-97G		I	I			21000	6500	1530	6:00	SO-8 4th	766		I	I				I	I	
	26	EC-97G							6500	1535	14:00	SO-8	764		I	I				I	I	
	26	EC-97F		I	I						3:00	Tea Pot (Tucson)	263		I	I				I	I	
	26	EC-97F		I	I						3:00	Tea Pot (Tucson)	262		I	I				I	I	
	26	EC-97F		I	I						3:00	Tea Pot (Tucson)	263		I	I				I	I	
19 February	26	EC-97F		I					6500		12:00	Returned From Tucson	263		I					I	I	
	26	EC-97F		I					6500		12:00	Returned From Tucson	261		I					I	I	
	26	EC-97F		I					6500		12:00	Returned From Tucson	263		I					I	I	

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented hereon approved by the Wing Commander for flying to be accomplished during the week starting 13 February 1955.

	REQUIRED		
TYPE	SORTIES	HOURS	
RB-47F	65	450:00	
EC-97F	18	143:00	
EC-97G	18	126:00	

	SCHEDULED	
TYPE	SORTIES	HOURS
RB-47F	65	450:00
EC-97F	18	143:00
EC-97G	18	126:00

	CONFIRMED	
RB-47F	65	450:00
EC-97F	18	143:00
EC-97G	18	126:00

ROBERT T. Nash, Jr., Lt. Col., USAF
Director of Operations

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13 February	26	KC-97[illegible]							[illegible]	[illegible]	[illegible]	[illegible]								
	26	KC-97F							[illegible]	[illegible]	[illegible]	[illegible]								
	26	KC-97F							6600	1730	7:00 To Tucson	262								
	26	KC-97F		I					7790	1300	12:00 To Oceana	266								
14 February	3	RB-47	All Cameras K-37	I	I	I	I		91000	1415	10:00 50-8 (764)	689	I	I	I	I	I	I		I	Avon Park 1900-2030
	3	RB-47	All Cameras	I			I		91000	1056	10:00 50-8 Special Project	684	I	I			I	I		I	Atlanta RBS [illegible]
	3	RB-47	All Cameras	I			I		91000	1018	7:00 50-8	685	I	I			I	I		I	
	3	RB-47	All Cameras						85000	1071	6:00 50-8 (Col Adams)	853						I		I	
	3	RB-47	K-37, 0-15	I		I			91000	1557	7:00 50-8	686	I	I				I		I	Avon Park 1900-2030 Atlanta 19-30
	4	RB-47	All Cameras	I					85000	1226	6:00 Special Project	702	I	I				I		I	
	4	RB-47	All Cameras	I	I		I		75000	1215	9:00 50-8 (763)	696	I	I	I		I	I		I	Tampa RBS 2100-2300E
	4	RB-47	All Cameras	I			I		85000	1227	7:00 50-8	374	I	I			I	I		I	Tampa RBS 2100-2300E
	4	RB-47	All Cameras	I			I		85000	1015	6:00 Special Project	701	I	I			I	I		I	
	4	RB-47	K-37, 0-15	I		I			91000	1654	7:00 50-8	715	I	I		I		I		I	Avon Park 0000-0130E
	4	RB-47							66000	1045	4:00 FC-1	708						I		I	
	4	RB-47		I	I				65000	1054	5:00 50-43	712		I	I			I		I	
	10	RB-47	All Cameras	I			I		90000	1221	6:30 50-8	714	I	I			I	I		I	Tampa RBS 1600-1700
	10	RB-47	All Cameras	I			I		90000	1245	6:30 50-8	718	I	I			I	I		I	
	10	RB-47		I	I				75000	1615	4:00 50-43	821		I	I			I		I	
	10	RB-47	0-15	I	I	I			90000	1648	9:30 50-8	713	I	I	I	I		I		I	Avon Park 2030-2200
	10	RB-47							75000	1215	4:00 FC	725						I		I	
	10	RB-47							90000	1057	6:30 50-43 (Col Hall)	724						I		I	
	10	RB-47	K-37, 0-15	I	I	I			90000	1645	9:30 50-8	709	I	I	I	I		I		I	Avon Park 2030-2200
	26	KC-97G		I	I			24000	6600	1145	8:00 AR 4th	765		I	I				I	I	4th (Brown)
	26	KC-97F		I					7790	1740	12:00 50-8	262		I					I	I	
	26	KC-97G		I	I			40000	5290	1735	7:00 AR 10th	760		I	I				I	I	10th (Reese)
	26	KC-97G		I	I			40000	5290	1730	7:00 AR 10th	761		I	I				I	I	10th (Orliski)
	26	KC-97G		I	I			40000	5290	1725	7:00 AR 4th	763		I	I				I	I	4th (Wronski)
	26	KC-97G		I	I			40000		1525	7:00 AR 3rd	764		I	I				I	I	3rd (Simon)
	26	KC-97F		I	I			12000	7790	1530	10:00 To Oceana 10th	265		I					I	I	10th
15 February	3	RB-47	All Cameras	I	I				91000		10:00 Tea Pot	690	I	I	I			I	W	I	
	3	RB-47	All Cameras	I	I				91000		10:00 Tea Pot	686	I	I	I			I		I	
	3	RB-47	All Cameras	I	I				91000		10:00 Tea Pot	688	I	I	I			I		I	
	26	KC-97F		I	I				5090		3:00 Tea Pot (Tucson)	243		I	I				I	I	
	26	KC-97F		I	I				5090		3:00 Tea Pot (Tucson)	261		I	I				I	I	
	26	KC-97F		I	I				5090		3:00 Tea Pot (Tucson)	263		I	I				I	I	
16 February	3	RB-47E	All Cameras	I			I		91000	1018	7:00 50-8	822	I	I			I	I		I	
	3	RB-47	0-15, K-37	I		I			91000	1621	7:00 50-8	693	I	I		I		I		I	Avon Park 1900-2030
	3	RB-47	All Cameras	I	I		I		85000	0500	10:00 50-8 (769)	694	I	I	I		I	I		I	
	3	RB-47	All Cameras	I	I		I		85000	0510	10:00 50-8 (770)	692	I	I	I		I	I		I	
	3	RB-47	0-15, K-37	I		I	I		91000	1557	7:00 50-8	852	I	I		I	I	I		I	Avon Park 1900-2030
	3	RB-47							75000	0757	4:00 FP	849						I		I	
	3	RB-47							75000	1415	4:00 FP	849						I		I	
	3	RB-47	0-15, K-37	I		I			91000	1613	7:00 50-8	691	I	I		I		I		I	Avon Park 1900-2030
	4	RB-47	All Cameras	I	I		I		85000	1024	9:00 50-43 (768)	821	I	I	I		I	I		I	Richmond 2100-2300E
	4	RB-47	All Cameras	I	I				91000	1615	9:00 50-8 (767)	697	I	I	I			I		I	
	4	RB-47	All Cameras	I					85000	1015	6:00 Special Project Sedalia	703	I	I				I		I	
	4	RB-47	All Cameras	I					85000	1057	7:00 50-8 (Big Photo)	711	I	I				I		I	Richmond 2100-2300E
	4	RB-47	All Cameras	I					85000	1045	6:00 Special Project	704	I	I				I		I	
	4	RB-47	All Cameras	I					85000	1227	7:00 50-8	687	I	I				I		I	Richmond 2100-2300E
	4	RB-47							75000	0845	4:00 51-19	700						I		I	
	4	RB-47							75000	0854	4:00 PP	519						I		I	
	10	RB-47							75000	1215	4:00 FC	721						I		I	
	10	RB-47							75000	1051	4:00 FC	749						I		I	
	10	RB-47	All Cameras	I					75000	1048	6:00 Stand Board (Big Photo)	723	I	I				I		I	
	10	RB-47	All Cameras	I			I		90000	0857	6:30 50-8	717	I	I			I	I		I	
	10	RB-47	All Cameras	I					90000	1071	6:30 50-8 (Big Photo)	720	I	I			I			I	
	10	RB-47	0-15, K-37	I	I	I			90000	1645	9:30 50-8 (766)	710	I	I	I	I		I		I	Avon Park 2030-2200
	10	RB-47	0-15, K-37	I	I	I			90000	1648	9:30 50-8 (268)	707	I	I	I	I		I		I	Avon Park 2030-2200
	26	KC-97F		I					7790	1145	12:00 50-8	267		I					I	I	
	26	KC-97F		I	I			40000	5290	1725	7:00 AR	268									
	26	KC-97G		I	I			40000	5290	1730	7:00 AR	766									
	26	KC-97G		I	I			40000	5290	1830	7:00 AR	767									
	26	KC-97G		I	I			40000	5290	1145	7:00 AR	768									
	26	KC-97G		I	I			40000	5290	0500	6:00 AR	769									
	26	KC-97G		I	I			40000	5290	0510	6:00 AR	770									
	26	KC-97G		I					6500	1740	10:00 50-8	77[illegible]									
	26	KC-97G		I					6500	1735	10:00 50-8	769									
18 February	3	RB-47	All Cameras	I	I				85000	0500	10:00 50-8 (764) (Big Photo)	689	I	I	I			I		I	
	3	RB-47	All Cameras	I			I		91000	1018	8:00 50-8	690	I	I			I	I		I	
	3	RB-47	All Cameras	I	I				85000	0510	10:00 50-8 (765) (Big Photo)	699	I	I	I			I		I	
	3	RB-47							85000	1015	6:00 51-19	853						I		I	
	3	RB-47	K-37, 0-15	I		I			91000	1651	7:00 51-26	686	I	I		I		I		I	Avon Park 1900-2030
	3	RB-47	K-37, 0-15	I		I			91000	1557	7:00 50-8	851	I	I		I		I		I	Avon Park 1900-2030
	4	RB-47	All Cameras	I					85000	1045	6:00 Special Project	701	I	I				I		I	Montreal 1900-2100E
	4	RB-47							75000	1021	4:00 FC-1	715						I		I	
	4	RB-47	K-37, 0-15	I	I	I			85000	1615	8:00 50-8 (763)	708	I	I	I	I		I		I	Avon Park 0000-0130
	4	RB-47	All Cameras	I					85000	1027	6:00 Special Project	702	I	I				I		I	
	4	RB-47	All Cameras	I					85000	1215	7:00 50-8	695	I	I				I		I	Montreal 1900-2100
	4	RB-47		I	I				66000	1618	5:00 50-43 (765)	712		I	I			I		I	
	4	RB-47							75000	1415	4:00 50-8	374						I		I	
	10	RB-47		I	I				75000	1648	4:00 Stand Board (761)	713		I	I			I		I	
	10	RB-47	All Cameras	I			I		90000	1024	6:30 50-8	719	I	I			I	I		I	
	10	RB-47	All Cameras	I	I				90000		10:00 Tea Pot	718	I	I				I		I	
	10	RB-47	All Cameras	I	I				90000		10:00 Tea Pot	714	I	I				I		I	
	10	RB-47	All Cameras	I	I				90000		10:00 Tea Pot	716	I	I				I		I	
	10	RB-47		I		I			75000	1048	4:00 FC	724						I		I	
	10	RB-47	K-37, 0-15	I	I				90000	1645	9:30 50-8 (761)	709	I	I	I	I		I		I	Avon Park 2030-2200
	26	KC-97F		I					7790	1145	12:00 50-8	262		I	I				I	I	
	26	KC-97G		I	I			40000	5290	1730	7:00 AR	761		I	I				I	I	
	26	KC-97G		I	I			40000	5290	1725	7:00 AR	763		I	I				I	I	
	26	KC-97G		I	I			40000	5290	0500	6:00 AR	764		I	I				I	I	
	26	KC-97G		I	I			40000	5290	0515	3:00 AR 4th & 3rd	765		I	I				I	I	
	26	KC-97G		I	I			24000	6500	1530	6:00 50-8 4th	765		I	I				I	I	
	26	KC-97G							6500	1535	10:00 50-8	764		I					I	I	
	26	KC-97F		I	I						3:00 Tea Pot (Tucson)	243		I	I				I	I	
	26	KC-97F		I	I						3:00 Tea Pot (Tucson)	261		I	I				I	I	
	26	KC-97F		I	I						3:00 Tea Pot (Tucson)	263		I	I				I	I	
19 February	26	KC-97F		I					6500		12:00 Returned From Tucson	243		I					I	I	
	26	KC-97F		I					5500		12:00 Returned From Tucson	261		I					I	I	
	26	KC-97F		I					6600		12:00 Returned From Tucson	263		I					I	I	

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented hereon approved by the Wing Commander for flying to be accomplished during the week starting 13 February 1955.

REQUIRED

TYPE	SORTIES	HOURS
RB-47E	65	450:00
KC-97F	18	143:00
KC-97G	18	128:00

SCHEDULED

TYPE	SORTIES	HOURS
RB-47E	65	450:00
KC-97F	18	143:00
KC-97G	18	128:00

CONFIRMED

RB-47E	65	450:00
KC-97F	18	143:00
KC-97G	18	128:00

[signature]
ROBERT T. HA[illegible], JR., Lt. Col., USAF
Director of Operations

11 February 1955

THIS PAGE IS DECLASSIFIED IAW EO 13526.

WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 21 February 65 TO 27 February 65

DATE	SQ	ACFT TYPE	REQUIREMENTS: CAMERA	RADR	AR	BOMB	GUN	JET FUEL	GAS	SCHEDULED: ETD	DUR	MISSION		CONFIRMED: CAM	RADR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
21 February	26	KC-97G							6500	1130	10+00	SO-8 LR Cre & Nav	769						I	I		
	26	KC-97G							6500	1725	10+00	SO-8 LR Cre & Nav	766						I	I		
	26	KC-97G							6500	1140	7+00	60-2 Chart Chks	770						I	I		
	26	KC-97G							6500	1325	4+00	SO-8 FP	805									
	26	KC-97G							6500	1745	4+00	SO-8 FP	805									
	3	RB-47	All Cameras	I			I		75000	1015	3+00	To MacDill AFB (SRS)	691	I	I	I		I		I	I	Load 700 Rds Extra Ammo Extra Chutes
	3	RB-47	All Cameras	I			I		75000	1018	3+00	To MacDill AFB (SRS)	688	I	I	I		I		I	I	Load 700 Rds Extra Ammo Extra Chutes
	3	RB-47	Fwd Obl & Tri-Met	I					66000	1715	2+00	51-26	697									MIX 51-26 Low Level
23 February	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0725	16+00	USCM	694	I	I	I	I	I	I		I	
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0745	16+00	USCM	695	I	I	I	I	I	I		I	
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0805	16+00	USCM	693	I	I	I	I	I	I		I	
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	692	I	I	I	I	I	I		I	Ground Spare
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	852	I	I	I	I	I	I		I	Ground Spare
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0825	16+00	USCM	823	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0845	16+00	USCM	703	I	I	I	I	I	I		I	Big Ditto
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0905	16+00	USCM	701	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0925	16+00	USCM	704	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	711	I	I	I	I	I	I		I	Ground Spare
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	698	I	I	I	I	I	I		I	Ground Spare
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0945	16+00	USCM	716	I	I	I	I	I	I		I	
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	1005	16+00	USCM	749	I	I	I	I	I	I		I	
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	1025	16+00	USCM	709	I	I	I	I	I	I		I	
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	707	I	I	I	I	I	I		I	Ground Spare
	10	RB-47	K-37, O-15- Tri-Met	I	I	3-M120	I		89000			USCM	821	I	I	I	I	I	I		I	Ground Spare
	26	KC-97G							6500	1142	7+00	USCM	763			I			I	I	I	Airbourne Comdr WX
	26	KC-97G			I			50000	5270	1247	5+00	USCM	767			I			I	I	I	
	26	KC-97G			I			50000	5270	1302	5+00	USCM	768			I			I	I	I	
	26	KC-97F			I			50000	5090	1322	5+00	USCM	767			I			I	I	I	
	26	KC-97F			I			50000	5090	1342	5+00	USCM	768			I			I	I	I	
	26	KC-97F			I			50000	5090	1402	5+00	USCM	769			I			I	I	I	
	26	KC-97F			I			50000	5090			USCM	261									Ground Spare
	26	KC-97F			X			50000	5090			USCM	263									Ground Spare
	26	KC-97F			I			35000	6000			Strip Alert (USCM)	262			I			I	I	I	Strip Alert
	26	KC-97F			I			35000	6000			Strip Alert (USCM)	263			I			I	I	I	Strip Alert
	26	KC-97G			I			35000	6000			Strip Alert 2AF Reg	761			I			I	I	I	Strip Alert (2AF Reg 55-2)
	26	KC-97G							6500	0715	5+00	51-19	764						I	I		
	26	KC-97G							5000	1725	4+00	SO-8 FP	764						I	I		
	26	KC-97G			I			40000	5720		7+00	SO-8	765			I			I	I	I	Special Project-305th BW
24 February	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0945	16+00	USCM	685	I	I	I	I	I	I		I	
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	1005	16+00	USCM	699	I	I	I	I	I	I		I	
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	1025	16+00	USCM	851	I	I	I	I	I	I		I	
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	692	I	I	I	I	I	I		I	Ground Spare
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	852	I	I	I	I	I	I		I	Ground Spare
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0725	16+00	USCM	715	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0745	16+00	USCM	700	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0805	16+00	USCM	819	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0825	16+00	USCM	698	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	697	I	I	I	I	I	I		I	Ground Spare
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	712	I	I	I	I	I	I		I	Ground Spare
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0845	16+00	USCM	723	I	I	I	I	I	I		I	
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0905	16+00	USCM	725	I	I	I	I	I	I		I	
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0925	16+00	USCM	720	I	I	I	I	I	I		I	
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	727	I	I	I	I	I	I		I	
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	821	I	I	I	I	I	I		I	Ground Spare
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		6500	1142	7+00	USCM	763									Airbourne Comdr WX
	26	KC-97G							5090	1402	5+00	USCM	261			I			I	I	I	
	26	KC-97F			I			50000	5270	1342	5+00	USCM	767									
	26	KC-97G			I			50000	5270	1322	5+00	USCM	768									
	26	KC-97G			I			50000	5090	1302	5+00	USCM	269									
	26	KC-97F			I			50000	5090	1247	5+00	USCM	263			I			I	I	I	
	26	KC-97F			I			50000	5090			USCM	267									Ground Spare
	26	KC-97F			I			50000	5090			USCM	268									Ground Spare
	26	KC-97F			I			50000	5090			Strip Alert (USCM)	761			I			I	I	I	Strip Alert (USCM)
	26	KC-97G			I			35000	6000			Strip Alert (USCM)	263			I			I	I	I	Strip Alert (USCM)
	26	KC-97F			I			35000	6000			Strip Alert (2AF Reg)	262			I			I	I	I	Strip Alert 2AF Reg 55-2
	26	KC-97F			I			35000	6000			Strip Alert (2AF Reg)	262									
	26	KC-97F							6500	0710	5+00	51-19	770									
	26	KC-97G							5000	1545	4+00	SO-8 FP	770									
	26	KC-97G																				
25 February	3	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0150	15+30	USCM	822	I	I	I	I	I	I		I	
	3	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0210	15+30	USCM	686	I	I	I	I	I	I		I	
	3	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0230	15+30	USCM	589	I	I	I	I	I	I		I	
	3	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0250	15+30	USCM	690	I	I	I	I	I	I		I	
	3	RB-47	All Cameras No Fwd Obl	I	I		I		89000			USCM	692	I	I	I	I	I	I		I	Ground Spare
	3	RB-47	All Cameras No Fwd Obl	I	I		I		89000			USCM	852	I	I	I	I	I	I		I	Ground Spare
	3	RB-47	All Cameras No Fwd Obl	I	I		I		89000			USCM	696	I	I	I	I	I	I		I	
	4	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0310	15+30	USCM	712	I	I	I	I	I	I		I	Big Photo
	4	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0330	15+30	USCM	702	I	I	I	I	I	I		I	
	4	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0350	15+30	USCM	687	I	I	I	I	I	I		I	Big Photo
	4	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0410	15+30	USCM	374	I	I	I	I	I	I		I	Ground Spare
	4	RB-47	All Cameras No Fwd Obl	I	I		I		89000			USCM	708	I	I	I	I	I	I		I	Ground Spare
	4	RB-47	All Cameras No Fwd Obl	I	I		I		89000			USCM	721	I	I	I	I	I	I		I	
	10	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0030	15+30	USCM	714	I	I	I	I	I	I		I	
	10	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0050	15+30	USCM	717	I	I	I	I	I	I		I	
	10	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0110	15+30	USCM	724	I	I	I	I	I	I		I	
	10	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0130	15+30	USCM	718	I	I	I	I	I	I		I	Ground Spare
	10	RB-47	All Cameras No Fwd Obl	I	I		I		89000			USCM	719	I	I	I	I	I	I		I	Ground Spare
	10	RB-47	All Cameras No Fwd Obl	I	I		I		6500	0647	7+00	USCM	767			I			I	I	I	Airbourne Comdr WX
	26	KC-97G			I			50000	5270	0552	5+00	USCM	768			I			I	I	I	
	26	KC-97G			I			50000	5090	0607	5+00	USCM	268			I			I	I	I	
	26	KC-97F			I			50000	5090	0627	5+00	USCM	267			I			I	I	I	
	26	KC-97F			I			50000	5090	0647	5+00	USCM	263									
	26	KC-97F			I			50000	5090	0707	5+00	USCM	263									Ground Spare
	26	KC-97F			I			50000	5090			USCM	269									Ground Spare
	26	KC-97F			I			50000	5270			USCM	763									Strip Alert (USCM)
	26	KC-97G			I			35000	6000			Strip Alert (USCM)	262			I			I	I	I	Strip Alert
	26	KC-97F			I			35000	6000			Strip Alert (USCM)	263			I			I	I	I	Strip Alert 2AF Reg 55-2
	26	KC-97F			I			35000	6000			Strip Alert (2AF Reg)	761						I	I		
	26	KC-97G							6500	1325	7+00	51-19	766						I	I		
	26	KC-97G							6500	0945	10+00	SO-8 LR Cre & Nav	769									
	26	KC-97G							6500	1145	7+00	51-19	760						I	I		
	26	KC-97G							6500	0940	9+00	SO-8 LR Cre & Nav	805									

REQUIRED		
TYPE	SORTIES	HOURS
RB-47	35	511+00
KC-97F	10	50+00
KC-97G	20	131+00

CONFIRMED		
TYPE	SORTIES	HOURS
RB-47	32	506+00
KC-97F	7	35+00
KC-97G	14	91+00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented hereon approved by the Wing Commander for flying to be accomplished during the week starting 21 February 1965.

Robert T. Hall Col
Deputy for Operations

																FUEL				GAS	HRS	REMARKS
21 February	26																					
	26	KC-97G							6600	1725	10:00	50-8 LR Crs & Nav	766							I	I	
	26	KC-97G							6600	1140	7:00	50-8 Inst Chan	770							I	I	
	26	KC-97G							6600	1325	4:00	50-8 PP	805							I	I	
	26	KC-97G							6500	1745	4:00	50-8 PP	805									
	3	RB-47	All Cameras	I			I		75000	1015	3:00	To MacDill AFB (SRB)	691	I	I	I		I		I	I	Load 700 Rds Bkts Ammo Bkts Chutes
	3	RB-47	All Cameras	I			I		75000	1015	3:00	To MacDill AFB (SRB)	686	I	I	I		I		I	I	Load 700 Rds Bkts Ammo Bkts Chutes
	3	RB-47	Fwd Obl & Tri-Met	I					65000	1215	7:00	51-26	697									Mix 51-26 Low Level
23 February	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0725	16:00	USCM	694	I	I	I	I	I	I		I	
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0745	16:00	USCM	695	I	I	I	I	I	I		I	
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0805	16:00	USCM	693	I	I	I	I	I	I		I	
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	697	I	I	I	I	I	I		I	Ground Spare
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	852	I	I	I	I	I	I		I	Ground Spare
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0825	16:00	USCM	823	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0845	16:00	USCM	703	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0905	16:00	USCM	701	I	I	I	I	I	I		I	Big Dite
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0925	16:00	USCM	704	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	711	I	I	I	I	I	I		I	Ground Spare
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	698	I	I	I	I	I	I		I	Ground Spare
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0945	16:00	USCM	716	I	I	I	I	I	I		I	
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	1005	16:00	USCM	749	I	I	I	I	I	I		I	
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	1025	16:00	USCM	709	I	I	I	I	I	I		I	
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	707	I	I	I	I	I	I		I	Ground Spare
	10	RB-47	K-37, O-15- Tri-Met	I	I	3-M120	I		89000			USCM	821	I	I	I	I	I	I		I	Ground Spare
	26	KC-97G							6500	1142	7:00	USCM	763			I			I	I	I	Airbourne Comdr WI
	26	KC-97G			I			50000	5270	1247	5:00	USCM	767			I			I	I	I	
	26	KC-97G			I			50000	5270	1302	5:00	USCM	768			I			I	I	I	
	26	KC-97F			I			50000	5090	1322	5:00	USCM	267			I			I	I	I	
	26	KC-97F			I			50000	5090	1342	5:00	USCM	268			I			I	I	I	
	26	KC-97F			I			50000	5090	1402	5:00	USCM	269			I			I	I	I	
	26	KC-97F			I			50000	5090			USCM	261									Ground Spare
	26	KC-97F			I			50000	5090			USCM	263									Ground Spare
	26	KC-97F			I			35000	6000			Strip Alert (USCM)	262			I			I	I	I	Strip Alert
	26	KC-97F			I			35000	6000			Strip Alert (USCM)	243			I			I	I	I	Strip Alert
	26	KC-97G			I			35000	6000			Strip Alert 2AF Reg 55-2	761			I			I	I	I	Strip Alert (2AF Reg 55-2)
	26	KC-97G							6500	0715	5:00	51-19	764							I	I	
	26	KC-97G							5000	1725	4:00	50-8 PP	764							I	I	
	26	KC-97G			I			40000	5720		7:00	50-8	765			I			I	I	I	Special Project-305th BW
24 February	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0945	16:00	USCM	685	I	I	I	I	I	I		I	
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	1005	16:00	USCM	699	I	I	I	I	I	I		I	
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	1025	16:00	USCM	851	I	I	I	I	I	I		I	
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	692	I	I	I	I	I	I		I	Ground Spare
	3	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	852	I	I	I	I	I	I		I	Ground Spare
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0725	16:00	USCM	715	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0745	16:00	USCM	700	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0805	16:00	USCM	819	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0825	16:00	USCM	698	I	I	I	I	I	I		I	
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	697	I	I	I	I	I	I		I	Ground Spare
	4	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	712	I	I	I	I	I	I		I	Ground Spare
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0845	16:00	USCM	723	I	I	I	I	I	I		I	
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0905	16:00	USCM	725	I	I	I	I	I	I		I	
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000	0925	16:00	USCM	720	I	I	I	I	I	I		I	
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	707	I	I	I	I	I	I		I	Ground Spare
	10	RB-47	K-37, O-15, Tri-Met	I	I	3-M120	I		89000			USCM	821	I	I	I	I	I	I		I	Ground Spare
	26	KC-97G							6500	1142	7:00	USCM	763									Airbourne Comdr WX
	26	KC-97F			I			50000	5090	1402	5:00	USCM	261			I			I	I	I	
	26	KC-97G			I			50000	5270	1342	5:00	USCM	767									
	26	KC-97G			I			50000	5270	1322	5:00	USCM	768									
	26	KC-97F			I			50000	5090	1302	5:00	USCM	269									
	26	KC-97F			I			50000	5090	1247	5:00	USCM	263			I			I	I	I	
	26	KC-97F			I			50000	5090			USCM	267									Ground Spare
	26	KC-97F			I			50000	5090			USCM	268									Ground Spare
	26	KC-97G			I			35000	6000			Strip Alert (USCM)	761			I			I	I	I	Strip Alert (USCM)
	26	KC-97F			I			35000	6000			Strip Alert (USCM)	243			I			I	I	I	Strip Alert (USCM)
	26	KC-97F			I			35000	6000			Strip Alert (2AF Reg 55-2)	262			I			I	I	I	Strip Alert 2AF Reg 55-2
	26	KC-97G							6500	0710	5:00	51-19	770									
	26	KC-97G							5000	1545	4:00	50-8 PP	770									
25 February	3	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0150	15:30	USCM	822	I	I	I	I	I	I		I	
	3	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0210	15:30	USCM	686	I	I	I	I	I	I		I	
	3	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0230	15:30	USCM	689	I	I	I	I	I	I		I	
	3	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0250	15:30	USCM	690	I	I	I	I	I	I		I	
	3	RB-47	All Cameras No Fwd Obl	I	I		I		89000			USCM	692	I	I	I	I	I	I		I	Ground Spare
	3	RB-47	All Cameras No Fwd Obl	I	I		I		89000			USCM	852	I	I	I	I	I	I		I	Ground Spare
	4	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0310	15:30	USCM	696	I	I	I	I	I	I		I	
	4	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0330	15:30	USCM	712	I	I	I	I	I	I		I	Big Photo
	4	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0350	15:30	USCM	702	I	I	I	I	I	I		I	
	4	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0410	15:30	USCM	687	I	I	I	I	I	I		I	Big Photo
	4	RB-47	All Cameras No Fwd Obl	I	I		I		89000			USCM	374	I	I	I	I	I	I		I	Ground Spare
	4	RB-47	All Cameras No Fwd Obl	I	I		I		89000			USCM	708	I	I	I	I	I	I		I	Ground Spare
	10	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0030	15:30	USCM	721	I	I	I	I	I	I		I	
	10	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0050	15:30	USCM	714	I	I	I	I	I	I		I	
	10	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0110	15:30	USCM	717	I	I	I	I	I	I		I	
	10	RB-47	All Cameras No Fwd Obl	I	I		I		89000	0130	15:30	USCM	724	I	I	I	I	I	I		I	
	10	RB-47	All Cameras No Fwd Obl	I	I		I		89000			USCM	718	I	I	I	I	I	I		I	Ground Spare
	10	RB-47	All Cameras No Fwd Obl	I	I		I		89000			USCM	719	I	I	I	I	I	I		I	Ground Spare
	26	KC-97G							6500	0447	7:00	USCM	767			I			I	I	I	Airbourne Comdr WX
	26	KC-97G			I			50000	5270	0552	5:00	USCM	768			I			I	I	I	
	26	KC-97F			I			50000	5090	0607	5:00	USCM	268			I			I	I	I	
	26	KC-97F			I			50000	5090	0627	5:00	USCM	267			I			I	I	I	
	26	KC-97F			I			50000	5090	0647	5:00	USCM	263									
	26	KC-97F			I			50000	5090	0707	5:00	USCM	261									
	26	KC-97F			I			50000	5090			USCM	269									Ground Spare
	26	KC-97G			I			50000	5270			USCM	763									Ground Spare
	26	KC-97F			I			35000	6000			Strip Alert (USCM)	262			I				I	I	Strip Alert (USCM)
	26	KC-97F			I			35000	6000			Strip Alert (USCM)	243			I				I	I	Strip Alert
	26	KC-97G			I			35000	6000			Strip Alert (2AF Reg 55-2)	761			I				I	I	Strip Alert 2AF Reg 55-2
	26	KC-97G							6500	1325	7:00	51-19	766							I	I	
	26	KC-97G							6500	0945	10:00	50-8 LR Crs & Nav	769							I	I	
	26	KC-97G							6500	1145	7:00	51-19	760									
	26	KC-97G							6500	0940	9:00	50-8 LR Crs & Nav	805							I	I	

REQUIRED

TYPE	SORTIES	HOURS
RB-47	35	514:00
KC-97F	10	50:00
KC-97G	20	131:00

CONFIRMED

TYPE	SORTIES	HOURS
RB-47	32	506:00
KC-97F	7	35:00
KC-97G	14	91:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented hereon approved by the Wing Commander for flying to be accomplished during the week starting 21 February 1955.

Robert T. Hall Jr.
ROBERT T. HALL JR., Lt Col., USAF
Director of Operations
18 February 1955

WEEKLY AIRCRAFT REQUIREMENTS RECORD

WEEK OF 26 February 55 TO 5 March 55

REQUIREMENTS										SCHEDULED				CONFIRMED								
DATE	SQ	ACFT TYPE	CAMERA	RADR	AR	BOMB	GUN	JET FUEL	GAS	ETD	DUR	MISSION		CAM	RADR	AR	BOMB	GUN	JET FUEL	GAS	FLY HRS	REMARKS
28 February	3	RB-47			I				75000	1215	4:00	SI-4 Stand Board	849							I	I	
	3	RB-47	All Cameras	I					85000	1227	5:00	Stand Board	685	I	I	I				I	I	
	3	RB-47	All Cameras	I	I		I		75000	1045	3:00	To SRS	695	I	I	I		I		I	I	
	3	RB-47	All Cameras	I	I				91000			Tea Pot	690	I	I					I	I	700 Bbls Ammo in cans 10-200 Rolls/Pp
	3	RB-47	All Cameras	I	I				91000			Tea Pot	686	I	I					I	I	
	4	RB-47		I	I				85000	1615	5:00	AR, SO-43	712		I	I				I	I	
	4	RB-47							65000	1015	4:00	IP Checks	706							I	I	
	4	RB-47							65000	1027	4:00	SI-19, F.C.	701							I	I	
	4	RB-47							65000	1051	4:00	SI-19, Staff Crew	711							I	I	
	10	RB-47	All Cameras	I					90000	1018	6:00	SO-8	707	I						I	I	
	10	RB-47			I				75000	1218	4:00	SI-19	709			I				I	I	
	10	RB-47	All Cameras	I					90000	1221	6:00	SI-19	710	I	I					I	I	
	10	RB-47	All Cameras	I					90000	1234	6:00	SI-19	716	I	I					I	I	
	10	RB-47		I	I	I			90000	1657	8:30	SO-8	713		I	I	I			I	I	
	10	RB-47	All Cameras	I	I		I		90000	0945	5:00	To SRS	718	I	I	I				I	I	Avon Park 2000-2300E
	10	RB-47	All Cameras	I					90000	1415	6:00	SO-8	709	I	I					I	I	Atlanta 1200E
	26	KC-97F		I	I			40000	5790	1200	7:00	AR	263		I	I			I	I	I	Charlotte RBS 1800-1900E
	26	KC-97F		I	I			40000	5790	1725	7:00	AR & Nav	262		I	I			I	I	I	
	26	KC-97F		I	I			40000	5790	1730	7:00	AR	269		I	I			I	I	I	
	26	KC-970		I	I			40000	5790	1900	7:00	AR & Nav	763		I	I			I	I	I	
	26	KC-970		I				6500		1330	10:00	SO-8	760		I					I	I	305th Recvr
	26	KC-970		I	I			35000	5790			Strip Alert	766		I	I			I	I	I	
	26	KC-970		I	I			35000	5790			Strip Alert	805		I	I			I	I	I	
2 March	3	RB-47	All Cameras	I	I				85000	1215	9:00	SO-8	692	I	I	I				I	I	Richmond 1600-1800
	3	RB-47	K-37, O-15	I		I			91000	1645	7:00	SO-8	851	I	I					I	I	Avon Park 1900-2030E
	3	RB-47	All Cameras	I					85000	1015	5:00	SI-4 Stand Board	698	I	I					I	I	
	3	RB-47	K-37, O-15	I	I	I			85000	1818	9:00	SO-8	699	I	I	I	I			I	I	Avon Park 2200-2400E
	3	RB-47	All Cameras	I					85000	1218	5:00	SO-8	829	I	I					I	I	Richmond RBS 1600-1700E
	3	RB-47	All Cameras	I					85000	1021	5:00	SI-19	688	I	I					I	I	
	3	RB-47							85000	1024	5:00	SI-19	849							I	I	
	4	RB-47	All Cameras	I	I		I		85000	0400	10:00	SO-8	719	I	I	I		I		I	I	
	4	RB-47	All Cameras	I					85000	0300	10:00	SO-8	705	I	I					I	I	
	4	RB-47	All Cameras	I					85000	0815	7:00	SO-8	708	I	I					I	I	Big Photo
	4	RB-47	All Cameras	I			I		85000	1027	7:00	SO-8	697	I	I			I		I	I	Big Photo
	4	RB-47					I		75000	0857	4:00	SI-19	700					I		I	I	
	4	RB-47	All Cameras	I					75000	1045	6:00	Stand Board	702	I	I					I	I	Lake Huron 1000-1100
	10	RB-47	O-15	I					90000	1827	6:30	SO-8	711	I	I					I	I	
	10	RB-47	K-37, O-15	I	I	I			90000	1654	9:00	SO-8	717	I	I	I	I			I	I	Oklahoma City 2100-2200E
	10	RB-47	All Cameras	I					90000	1415	6:30	SO-8	720	I	I					I	I	Avon Park 2000-2300
	10	RB-47	O-15	I					90000	1826	6:30	SO-8	721	I	I					I	I	
	10	RB-47	K-37, O-15	I	I	I			90000	1657	9:00	SO-8	723	I	I	I				I	I	Oklahoma City 2100-2200E
	10	RB-47	O-15	I					90000	1930	6:30	SO-8	724	I	I					I	I	Avon Park 2100-2300
	10	RB-47	All Cameras	I					90000	1018	6:30	SO-8	725	I	I					I	I	Oklahoma City 2200-2300
	26	KC-97F		I	I			40000	5790	1114	7:00	AR, SI-19	263		I	I			I	I	I	
	26	KC-97F		I	I			40000	5790	1815	7:00	AR, Nav	261		I	I			I	I	I	
	26	KC-97F		I	I			40000	5790	1715	7:00	AR, Nav	263		I	I			I	I	I	
	26	KC-970		I	I			40000	5790	1725	7:00	AR, Nav	760		I	I			I	I	I	
	26	KC-970		I	I			40000	5790	0605	7:00	AR, Nav	761		I	I			I	I	I	
	26	KC-970		I	I			40000	5790	0430	7:00	AR, SI-19	763		I	I			I	I	I	
	26	KC-970							6000	1345	3:00	FP	764							I	I	
	26	KC-970							6000	1745	3:00	FP	764							I	I	
	26	KC-970							6000	1350	3:00	FP	765							I	I	
	26	KC-970							6000	1750	3:00	FP	765							I	I	
	26	KC-970		I	I			35000	5790			Strip Alert	805		I	I				I	I	
4 March	3	RB-47	All Cameras	I			I		91000	1015	9:00	SO-8	689	I	I					I	I	
	3	RB-47	All Cameras	I	I		I		75000	0430	9:00	SI-26	852	I	I	I				I	I	
	3	RB-47	K-37, O-15	I		I			91000	1645	7:00	SI-26	693	I	I					I	I	
	3	RB-47	K-37, O-15	I		I			91000	1046	7:00	SO-8	685	I	I			I		I	I	Avon Park 1900-2030
	3	RB-47	K-37, O-15	I		I			91000	1051	7:00	SI-26	686	I	I			I		I	I	Avon Park 1900-2030
	4	RB-47	All Cameras	I	I				85000	0300	10:00	SO-8	698	I	I	I				I	I	Avon Park 1900-2030
	4	RB-47	All Cameras	I			I		85000	1215	7:00	SO-8	696	I	I			I		I	I	
	4	RB-47	All Cameras	I			I		85000	1218	7:00	SO-8	701	I	I			I		I	I	Richmond RBS 1600-1800
	4	RB-47	All Cameras	I	A				85000	0400	10:00	SO-8	703	I	I	I				I	I	Richmond RBS 1600-1800
	4	RB-47							65000	1617	4:00	SI-19	712			I				I	I	
	4	RB-47							75000	0857	4:00	SI-19	711							I	I	
	10	RB-47	K-37, O-15	I	I	I			90000	1654	9:30	SO-8	707	I	I		I			I	I	
	10	RB-47		I	I				75000	1024	6:30	SI-19	709		I	I				I	I	Avon Park 2000-2300E
	10	RB-47	All Cameras	I					90000	1018	6:30	SI-19	710	I	I					I	I	
	10	RB-47	All Cameras	I					90000	1257	6:30	SI-19	713	I	I					I	I	
	10	RB-47	O-15	I					90000	1815	6:30	SO-8	716	I	I					I	I	Kansas City 1500-1700E
	10	RB-47	K-37, O-15	I	I	I			90000	1615	9:30	SO-8	749	I	I	I				I	I	
	10	RB-47	All Cameras	I					90000	1021	6:30	SO-8	719	I	I					I	I	Avon Park 2000-2300E
	26	KC-970		I	I			40000	5790	0435	7:00	AR, SI-19	766		I	I			I	I	I	
	26	KC-970		I	I			40000	5790	0930	7:00	AR, SI-19	770		I	I			I	I	I	
	26	KC-97F		I	I			40000	5790	1725	7:00	AR, Nav	267		I	I			I	I	I	
	26	KC-970		I	I			40000	5790	1730	7:00	AR, Nav	768		I	I			I	I	I	
	26	KC-970		I	I			40000	5790	0430	7:00	AR, Nav	767		I	I			I	I	I	
	26	KC-97F		I	I			40000	5790	0605	7:00	AR, SI-19	269		I	I			I	I	I	
	26	KC-970		I	I			40000	6000	1720	6:00	AR	769		I	I			I	I		
	26	KC-97F		I	I			40000	6000	1125	6:00	AR	268		I	I			I	I	I	
	26	KC-970		I	I			35000	5790			Strip Alert	805		I	I			I	I	I	

REQUIRED		
TYPE	SORTIES	HOURS
RB-47	52	340:30
KC-97F	9	62:00
KC-970	18	84:00

SCHEDULED		
TYPE	SORTIES	HOURS
RB-47	52	340:30
KC-97F	9	62:00
KC-970	18	84:00

CONFIRMED		
TYPE	SORTIES	HOURS
RB-47	52	340:30
KC-97F	9	62:00
KC-970	18	84:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented hereon approved by the Wing Commander for flying to be accomplished during the week starting 28 February 1955.

Robert T. Hall Jr.

ROBERT T. HALL JR., Lt. Col., USAF
Director of Operations

24 February 1955

Date	Sqdn	Type	Cameras	Marks			Time	Hrs	Mission	Acft	Marks	Remarks
	3	RB-47	All Cameras	X X		91000			Tow Pen	680	X X X X	[illegible]
	4	RB-47		X X		91000			Tow Pen	686	X X X X	
	4	RB-47				85000	1615	5:00	AR, 50-41	712	X X X X	
	4	RB-47				85000	1015	4:00	IP Checks	706	X X	
	4	RB-47				85000	1027	4:00	51-19, F.C.	701	X X	
	10	RB-47	All Cameras	X		85000	1051	4:00	51-19, Staff Crew	711	X X	
	10	RB-47		X		90000	1018	6:00	50-8	707	X X X	
	10	RB-47	All Cameras	X		75000	1218	4:00	51-19	709	X X X	
	10	RB-47	All Cameras	X		90000	1221	6:00	51-19	710	X X X X	
	10	RB-47		X X X		90000	1214	6:00	51-19	716	X X X X	
	10	RB-47	All Cameras	X X X		90000	1657	8:30	50-8	713	X X X X X	
	10	RB-47	All Cameras	X		90000	0945	5:00	To SSS	718	X X X X X X	Avon Park 2000-2300E
	26	KC-97F		X X		90000	1415	6:00	50-8	709	X X X X	Atlanta 1200E
	26	KC-97F		X X	40000	5790	1200	7:00	AR	263	X X X X	Charlotte RBS 1800-1900E
	26	KC-97F		X X	40000	5790	1725	7:00	AR & Nav	262	X X X X X	
	26	KC-97G		X X	40000	5790	1730	7:00	AR	269	X X X X X	
	26	KC-97G		X	40000	5790	1900	7:00	AR & Nav	76_	X X X X X	
	26	KC-97G		X X		6500	1330	10:00	50-8	760	X X X X X	305th Recvr
	26	KC-97G		X X	35000	5790			Strip Alert	766	X X X	
					35000	5790			Strip Alert	805	X X X X X	
2 March	3	RB-47	All Cameras	X X		85000	1215	9:00	50-8	692	X X X	
	3	RB-47	K-37, 0-15	X X		91000	1645	7:00	50-8	851	X X X X	Richmond 1600-1800
	3	RB-47	All Cameras	X		85000	1015	5:00	51-4 Stand Board	694	X X X X	Avon Park 1900-2030E
	3	RB-47	K-37, 0-15	X X X		85000	1818	9:00	50-8	699	X X X X X X	
	3	RB-47	All Cameras	X		85000	1218	5:00	50-8	822	X X X X	Avon Park 2200-2400E
	3	RB-47	All Cameras	X		85000	1021	5:00	51-19	688	X X X X	Richmond RBS 1600-1700E
	3	RB-47				85000	1024	5:00	51-19	849	X X	
	4	RB-47	All Cameras	X X X		85000	0400	10:00	50-8	819	X X X X X X	
	4	RB-47	All Cameras	X		85000	0300	10:00	50-8	705	X X X X	
	4	RB-47	All Cameras	X		85000	0815	7:00	50-8	708	X X X X	Big Photo
	4	RB-47	All Cameras	X X		85000	1027	7:00	50-8	697	X X X X	Big Photo
	4	RB-47		X		75000	0857	4:00	51-19	700	X X X	
	4	RB-47	All Cameras	X		75000	1045	6:00	Stand Board	702	X X X X X	Lake Huron 1000-1100
	10	RB-47	0-15	X		90000	1827	6:30	50-8	714	X X X X	
	10	RB-47	K-37, 0-15	X X X		90000	1654	9:00	50-8	717	X X X X X X	Oklahoma City 2100-2200E
	10	RB-47	All Cameras	X		90000	1415	6:30	50-8	720	X X X X	Avon Park 2000-2300
	10	RB-47	0-15	X		90000	1824	6:30	50-8	721	X X X X	
	10	RB-47	K-37, 0-15	X X X		90000	1657	9:00	50-8	723	X X X X X	Oklahoma City 2100-2200E
	10	RB-47	0-15	X		90000	1930	6:30	50-8	724	X X X X	Avon Park 2100-2300
	10	RB-47	All Cameras	X		90000	1018	6:30	50-8	725	X X X X	Oklahoma City 2200-2300
	26	KC-97F		X X	40000	5790	1145	7:00	AR, 51-19	243	X X X	
	26	KC-97F		X X	40000	5790	1815	7:00	AR, Nav	261	X X X X X	
	26	KC-97F		X X	40000	5790	1715	7:00	AR, Nav	263	X X X X X	
	26	KC-97G		X X	40000	5790	1725	7:00	AR, Nav	760	X X X X X	
	26	KC-97G		X X	40000	5790	0405	7:00	AR, Nav	761	X X X X X	
	26	KC-97G			40000	5790	0430	7:00	AR, 51-19	763	X X X X X	
	26	KC-97G				6000	1345	3:00	PP	764	X X	
	26	KC-97G				4000	1745	3:00	PP	764	X X	
	26	KC-97G				6000	1350	3:00	PP	765	X X	
	26	KC-97G				4000	1750	3:00	PP	765	X X	
				X X	35000	5790			Strip Alert	805	X X X X	
4 March	3	RB-47	All Cameras	X X		91000	1015	9:00	50-8	689	X X	
	3	RB-47	All Cameras	X X X		75000	0430	9:00	51-26	852	X X X X	
	3	RB-47	K-37, 0-15	X X		91000	1645	7:00	51-26	693	X X X X X	
	3	RB-47	K-37, 0-15	X X		91000	1048	7:00	50-8	685	X X X X X	Avon Park 1900-2030
	3	RB-47	K-37, 0-15	X X		91000	1051	7:00	51-26	686	X X X X X	Avon Park 1900-2030
	4	RB-47	All Cameras	X X		85000	0300	10:00	50-8	698	X X X X X X	Avon Park 1900-2030
	4	RB-47	All Cameras	X X		85000	1215	7:00	50-8	696	X X X X	
	4	RB-47	All Cameras	X X		85000	1218	7:00	50-8	701	X X X X X	Richmond RBS 1600-1800
	4	RB-47	All Cameras	X		85000	0400	10:00	50-8	703	X X X X X	Richmond RBS 1600-1800
	4	RB-47				65000	1657	4:00	51-19	712	X X X	
	4	RB-47				75000	0857	4:00	51-19	711	X X	
	10	RB-47	K-37, 0-15	X X X		90000	1654	9:30	50-8	707	X X X X X	
	10	RB-47		X X		75000	1024	6:30	51-19	709	X X X X	Avon Park 2000-2300E
	10	RB-47	All Cameras	X		90000	1018	6:30	51-19	710	X X X X	
	10	RB-47	All Cameras	X		90000	1257	6:30	51-19	713	X X X X	
	10	RB-47	0-15	X		90000	1815	6:30	50-8	716	X X X X	Kansas City 1500-1700E
	10	RB-47	K-37, 0-15	X X X		90000	1615	9:30	50-8	749	X X X X X	
	10	RB-47	All Cameras	X		90000	1021	6:30	50-8	719	X X X X	Avon Park 2000-2300E
	26	KC-97G		X X	40000	5790	0435	7:00	AR, 51-19	766	X X X X	
	26	KC-97G		X X	40000	5790	0930	7:00	AR, 51-19	770	X X X X	
	26	KC-97F		X X	40000	5790	1725	7:00	AR, Nav	267	X X X X	
	26	KC-97G		X X	40000	5790	1730	7:00	AR, Nav	768	X X X X	
	26	KC-97G		X X	40000	5790	0430	7:00	AR, Nav	767	X X X X	
	26	KC-97F		X X	40000	5790	0405	7:00	AR, 51-19	269	X X X X	
	26	KC-97G		X X	40000	6000	1720	6:00	AR	769	X X X X	
	26	KC-97F		X X	40000	6000	1125	6:00	AR	268	X X X X	
	26	KC-97G		X X	35000	5790			Strip Alert	805	X X X X	

REQUIRED

TYPE	SORTIES	HOURS
RB-47	52	340:30
KC-97F	9	62:00
KC-97G	18	84:00

SCHEDULED

TYPE	SORTIES	HOURS
RB-47	52	340:30
KC-97F	9	62:00
KC-97G	18	84:00

CONFIRMED

TYPE	SORTIES	HOURS
RB-47	52	340:30
KC-97F	9	62:00
KC-97G	18	84:00

The above requirements were given by Operations and confirmations noted agreed upon by maintenance and the schedule as presented hereon approved by the Wing Commander for flying to be accomplished during the week starting 28 February 1955.

Robert T Hall Jr.

ROBERT T. HALL JR., Lt. Col., USAF
Director of Operations

24 February 1955