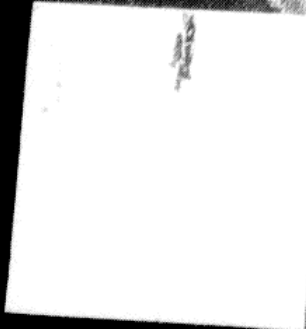


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**HISTORY**



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HISTORY OF  
THE 26TH STRATEGIC RECONNAISSANCE WING, MEDIUM

1-31 December 1957

(UNCLASSIFIED TITLE)

LOCKBOURNE AIR FORCE BASE

OHIO

P.R.C.

*W. H. Hedell*

W. H. HEDDELL  
Colonel, USAF  
Commander

EIGHTH AIR FORCE

STRATEGIC AIR COMMAND

This History was prepared by T/Sgt Leslie A. Bell, AF14324907,  
Historian, Office of Information Services, Lockbourne Air Force Base,  
Ohio.

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*Jan 13*  
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CHAPTER I  
ORGANIZATION AND ADMINISTRATION

As of 31 December 1957, the following listed units were a part of  
the 26th Strategic Reconnaissance Wing, Medium:

Headquarters Squadron, 26SRW  
26th Field Maintenance Squadron  
26th Periodic Maintenance Squadron  
26th Armament and Electronics Squadron  
3rd Strategic Reconnaissance Squadron  
4th Strategic Reconnaissance Squadron  
10th Strategic Reconnaissance Squadron  
26th Tactical Hospital  
321st Air Refueling Squadron

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There were two key personnel changes effected in the Wing during the month. Major Alvin G. Schuering, 18166A, USAF, assumed command of the 3rd Strategic Reconnaissance Squadron, replacing Lieutenant Colonel Roger A. Stevenson. Lieutenant Colonel William H. Macy<sup>E</sup>, 6340A, USAF, assumed command of the 26th Field Maintenance Squadron, replacing Major James H. Gordon.

There was one key personnel change that was not reported in November 1957 that should have been. The position of Director of Personnel in the Wing had been vacant for some time and Lieutenant Colonel Glenn E. Rogers, 9535A, USAF, was assigned to fill this important slot. Colonel Rogers was formally Deputy Director of Operations in the Wing.

Information was received of the deactivation of the 26th Wing in the near future. Plans were for the 301st Bomb Wing, stationed at Barksdale Air Force Base, to be moved here to Lockbourne to replace the outgoing 26th Wing. Colonel William H. Reddell, the 26th Wing Commander, was slated to remain as the new commander of the 301st Bomb Wing when it moved here. There were to be no staff officers changes and the newest model B-47s were to be received to carry out their new mission. There was to be a gain of some 35 to 40 crewmembers and 60 airmen from Barksdale when the move was made. The personnel assigned to the 26th Wing would just be transferred to the new outfit and there would be no loss of combat readiness involved.

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The 321st Air Refueling Squadron was to remain active here as  
<sup>1</sup>  
 before with no change in name or mission.

<sup>2</sup>  
 Pacesetter X was flown by the Wing this month. The final stand-  
 ings had not been received, but it was believed that they had made a  
 better showing in this Pacesetter than the previous one, Pacesetter  
 IX.

The 321st Air Refueling Squadron was assigned a new task this  
 month. They were to be involved in a 90 day TDY to Goose Air Base  
 to provide tanker support to SAC units. The nickname designated  
 for the exercise was "Bear Track," and L-Day was to be 28 December  
 1957. Deployment day was to be X<sup>3</sup>13, or January 10, and aircraft  
 were to be deployed in one wave flying non-stop to Goose Air Base,  
 Labrador.  
<sup>3</sup>

<sup>4</sup>  
 Personnel of the Wing engaged in operation "Iron Bar" began  
 returning to Lockbourne from the 2nd through the 6th of December  
 1957. The operation was a test of the Wing's capability in de-  
 ploying on a short notice and was considered a success.

Information was received of a new operation that the Wing would  
 soon be engaged in. The warning order gave the exercise the nick-  
 name designation of "Snow Flurry,"<sup>5</sup> and the period of vulnerability  
 was to be 1 through 31 March 1958.  
<sup>5</sup>

- 
1. SKYHAWKER (Lockbourne AFB, Ohio), 20 December 1957. Exhibit # 1.
  2. Operation Order 251-57, Hq 26SRW, 29 November 1957. Exhibit # 5.
  3. Operation Order 164-57, Hq 26SRW, 10 December 1957. Exhibit # 8.
  4. History of the 26SRW, November 1957, p 2.
  5. Msg, Comdr 8AF to Comdr 801ADiv, et al, D001B 39760, 4 November 1957. Exhibit # 9.

CHAPTER II  
PERSONNEL

As of the end of December 1957, there were 2,065 personnel assigned to the Wing. Of that amount, 467 were officers and the remaining 1,598 were airmen.<sup>1</sup>

The following is a comparative breakdown of the authorized versus the assigned strength of the Wing as of 31 December 1957:<sup>2</sup>

	<u>TOTAL AUTH</u>	<u>TOTAL ASGD</u>
OFFICERS . . . . .	428	467
AIRMEN . . . . .	<u>1,565</u>	<u>1,598</u>
TOTALS . . . . .	1,993	2,065

There were 72 more personnel assigned to the Wing than was authorized by the current manning documents.

Four hundred and eight of the 467 officers assigned were effectively assigned by DAFSC for a MIRS percentage of 97. Body manning was 110 percent.<sup>3</sup>

Airmen body manning in the Wing was 102 percent. Fourteen hundred airmen were effectively assigned by DAFSC for a MIRS percentage of 88.<sup>4</sup>

- 
1. Strength figures obtained from 26SRW Morning Report Section.
  2. Ibid.
  3. Manning Status Report, prep by 26SRW Personnel Directorate, Officer Branch, December 1957. Exhibit # 21.
  4. Manning Report, prep by 26SRW Personnel Directorate, Airmen Branch, December 1957. On file in 26SRW Personnel Directorate.



The Wing's reenlistment rate took a sharp rise during the month. Of 52 airmen discharged and eligible to reenlist, 32 did so to give us a reenlistment rate of 61.8 percent.<sup>5</sup> This increase was contributed largely to "Operation Tree of Peace." Compared to our rate of 25.4 percent last month, this was an increase of 36.4 percent, or in other words better than double.

The following gives a brief discription of the RB-47 Combat Crew situation in the Wing at the beginning of December:<sup>6</sup>

<u>SELECT</u>	<u>LEAD</u>	<u>COMBAT READY</u>	<u>NON-COMBAT READY</u>	<u>"IN" CREWS</u>
10	13	23	11	8

By the end of the month, the situation had been altered to the following:<sup>7</sup>

<u>SELECT</u>	<u>LEAD</u>	<u>COMBAT READY</u>	<u>NON-COMBAT READY</u>	<u>"IN" CREWS</u>
14	12	25	16	2

Most of the above changes were due to the normal upgrading program and reassignments from the 376th Bomb Wing, this station.

The 321st Air Refueling Squadron, our tanker outfit, at the beginning of the month had the following number and type of KC-97<sup>8</sup> Combat Crews:

<u>COMBAT READY</u>	<u>NON-COMBAT READY</u>	<u>"IN" CREWS</u>
24	7	0

5. Reenlistment rate obtained from Base Reenlistment Office, 28 January 1958.  
 6. Information obtained from 26SRW Combat Crew Section, 24 January 58.  
 7. Ibid.  
 8. Ibid.

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By the month's end, the situation had changed to the following:<sup>9</sup>

<u>COMBAT READY</u>	<u>NON-COMBAT READY</u>	<u>"ID" CREWS</u>
30	1	0

The above changes in types and number of crews was attributed to their normal upgrading program.

There were 333 personnel in the Wing eligible for On the Job Training (OJT) and all 333 of them were actually on it. This gave the Wing a score of 100 percent in this area.<sup>10</sup>

There were 67 airmen administered the Airman Proficiency Test (APT) or the Air Force Job Knowledge Test (AFJKT) during the month. Fifty-five of those taking the tests passed with a successful score; which gave the Wing a score of 82 percent.<sup>11</sup>

Two men went AWOL during the month from their units in the Wing. The rate per thousand personnel assigned was only 1.1 compared to last month's 2.0. This was a substantial improvement in this area over previous months.<sup>12</sup>

9. Ibid.

10. "Management Control Data Report, RCS: 1-SAC-T35, PART I", prep by 26SRW, December 1957. Exhibit # 15.

11. Ibid.

12. Ibid.

CHAPTER III  
OPERATIONS AND TRAINING

Aircraft of the Wing flew 1,470 hours throughout December 1957.  
The RB-47Es flew 1,134 hours and the KC-97s flew 336 hours.<sup>1</sup>

Personnel and aircraft began to return from operation "Iron Bar" the 2nd of December and continued to do so through the 6th. The period of the exercise was from 25 November through 4 December 1957. An estimate of the mission's success was term as "Good." Some of the lessons learned were as follows: (1) The experience gained by unit crews and support personnel operating from forward bases was most beneficial in EWP training. (2) That our HRR reliability was low, being only 16 percent, and was not representative of the previous three months trend. Greater emphasis is needed on APQ-56 maintenance. The A&E section was to further investigate the quality of maintenance received from the Westinghouse Company and establish a reliability index. A six hour course was to be initiated for HRR operators along with an inflight malfunction course on a continuing basis.<sup>3</sup>

Some of the recommendations put forth were as follows: That the refueling tactical doctrine be amended as reads 13,000 to 15,000 feet

1. "Consolidated Unit Capability Report, RCS: 2-SAC-V1," prep by 26SRW D/O, dated 6 January 1958. Exhibit # 2.
2. History of the 26SRW, November 1957, p 8.
3. Final Mission Report, 26SRW OpOrd 29-57, Iron Bar, ZIPPO 12-042, R-27, dated 10 December 1957. Exhibit # 12.

base altitude in the continental limits because the CARF clearance control is from 15,000 feet up; therefore clearance coordination from 13,000 feet is difficult and could cause delay or cancellation of a mission. (2) That the requirement to scout the alternate refueling area during peace time operations be deleted as weather scouts are employed approximately eight hours prior to launching the main force and ARTC requires a firm decision on area to be utilized at least 12 hours prior to the launching of the main force. (3) That HRR scoring be included in SACR 200-3 to provide combat minimum acceptability of HRR target analysis runs if the IP and target is obtained on either side of the APQ-56. (4) That USCM's not be conducted so late in the training quarter because a high percentage of 50-8 and 51-26 requirements are usually complete and this just duplicates these activities. Flying time could be better utilized for 51-19, 51-4 and 60-2 requirements. This recommendation had been suggested after other missions in the past had been run off. (5) Weather scouts should be pre-positioned on similar future missions and force requirement determined to allow adequate crew rest and coverage. The Fairford scouts had a requirement of twelve sorties in a 117 hours period, with five of those coming in a 25 hour span of time.<sup>4</sup>

Base facilities at Lockbourne were excellent, at Thule very good, at Goose excellent, and at Fairford excellent. MATS support airlift was very good in the exercise. Target materials and other

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4. Ibid.

intelligence data was adequate. Internal security at all stations  
was adequate .<sup>5</sup>

Aircraft maintenance and supply presented us no serious problems during the exercise. There was, however, two air and ground aborts that were attributed to maintenance difficulties.<sup>6</sup>

Communications delay on weather forecasting for the Thule Air Base Deployment was instrumental in the decision to abort four aircraft (pink cell) and return to Lockbourne on X-day.<sup>7</sup>

On the redeployment phase of the exercise, the aircraft equipped with ECM were 73 percent successful. The reasons for not being 100 percent successful were attributed to one radio, one radar and one chaff dispensing equipment malfunctions.<sup>8</sup>

Three out of the six strike aircraft stationed at Thule Air Base had to resort to visual photography due to known HRR malfunctions. Only one run out of the other three completing HRR runs was effective. The non-effectives were due to undetected malfunctions. Fairford strike aircraft experienced one O-15 camera malfunction, one tri-camera malfunction and one aircraft expended all its film on the tri-camera prior to the measurement target. Weather delayed strike aircraft at Fairford for a 24 hour period of time and prevented actual visual photography by three aircraft one target each at Fairford and on all strike targets at Thule Air Base.<sup>9</sup>

- 
5. Ibid.
  6. Ibid.
  7. Ibid.
  8. Ibid.
  9. Ibid.

Navigation and flight engineering presented the Wing no problems,<sup>10</sup> and tactics were well planned.

The forty aircraft engaged in the mission completed EWP readiness at E/ 15 hours. All aircraft were launched as scheduled with the exception of one ground abort and one 28 minute late take-off. Six aircraft air-aborted and returned to Lockbourne, but on a subsequent relaunching all six proceeded to their destination. One aircraft of the force going to Thule Air Base air-aborted and due to the timing element was deleted from the exercise entirely.<sup>11</sup>

Tanker support of the exercise by the 321st Air Refueling Squadron was outstanding. An additional ten sorties over the operation order requirement was provided in support of the Thule Air Base deployment force.<sup>12</sup>

Weather prevented full tanker utilization and initial landing at Lockbourne on the redeployment phase, however, no difficulties were encountered. Only 12 of the scheduled 18 refueling sorties were completed with the 91st Air Refueling and 310 Air Refueling Squadrons due to weather at the 310th's home base.<sup>13</sup>

The mission afforded a very realistic operational training. It was believed that the support personnel listing in the operation could have been modified to include more maintenance and operations specialists instead of various administrative and other types of non-essential support personnel. The need for maintenance personnel was

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10. Ibid.
  11. Final Mission Report, 26SRW OpOrd 39-57, Iron Bar, M-27 Report, prep by 26SRW D/O, 17 December 1957. Exhibit # 13.
  12. Ibid.
  13. Ibid.

more great than the need for administrative, CBR personnel and the like.<sup>14</sup>

The intelligence facilities authorized were considered as adequate. Fairford station had no authorization for intelligence personnel or target materials. Internal security was adequate at all stations.<sup>15</sup>

Project SAC Z-9<sup>16</sup> still showed very little progress during the month. Nine sorties were scheduled and six were flown; the flying time expended was 41:05 hours. Poor weather over the target area accounted for two air aborts and three rejected sorties. Weather also prevented three sorties from ever even getting off the ground. Only one sortie obtained acceptable photography which consisted of vertical and oblique coverage. The project was considered as being only 50 percent complete to date.<sup>17</sup>

The RB-47 Combat Crew Block Training Program, Phase II, was 97 percent complete at the end of December. Only one crew did not make it. This particular crew was scheduled to attend during December, but did not because of an impending transfer of one of the crewmembers. The transfer did not materialize, but it was too late in the month to reschedule them.<sup>18</sup>

The T-1A Gunnery Trainer available here at Lockbourne was out of commission for the entire month. This presented a serious handicap to co-pilots in trying to get their T-1A requirements completed as

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14. Ibid.
  15. Ibid.
  16. History of the 26SRW, November 1957, p 7.
  17. Interview, T/Sgt Leslie A. Bell, Historian with T/Sgt Charles P. Hale, NCOIC Reports and Analysis 26SRW, 22 January 1958.
  18. Ibid.



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scheduled. The minimum AFR 60-2 requirements were met by all rated personnel in the Wing for the first half of fiscal year 1958. There had been some worry that there might be a few who would not attain the required amount of flying hours.

Pacesetter X was participated in by the Wing on 12 December 1957. The mission requirements were as follows: To fly one night celestial grid navigation leg. To conduct a simulated bombing mission against select targets at Montreal, Canada, Springfield, Massachusetts, and Columbus, Ohio. In addition they were to accomplish a gunnery mission at Sea Island Gunnery Range (W-518) and one Little Snow run against the Air Defense Command (ADC) radar site "OPPOSE." Also, to exercise the Wing's capabilities in the following areas: (a) Staff planning. (b) Radar target analysis. (c) Aircraft and radar maintenance support.

Bombing reliability for all the targets combined was a very good 85.5 percent for the combined Wing. The 3rd Squadron's score was 58.3 percent reliable, the 4th Squadron's was 92.3, and the 10th Squadron's was 91.7 percent.

The Wing's Circular Error Average (CEA) for all targets was 2285 feet. The 3rd Squadron's CEA was 2274 feet, the 4th Squadron's 2824 feet and the 10th Squadron's CEA was 1995 feet. The Circular Probable Error (CEP) on all targets for the Wing was 1950 feet. The 3rd Squadron's

19. Ibid.

20. Ibid.

21. Operation Order 251-57, Hq 26SRW, Pacesetter X, 29 November 1957. Exhibit # 5.

22. 26SRW Critique Script on Pacesetter X, prep by 26SRW D/O. Exhibit # 7.

CEP was 1800 feet, the 4th Squadron's CEP was 2075 feet, and the 10th Squadron's was 1950 feet.<sup>23</sup>

It was believed that the Wing received very few bonus points for bombing in the exercise. It was estimated that they probably received 645 points out of a possible 810. The 4th Squadron was the high score<sup>24</sup>, with the 10th Squadron a close second in Wing standings.

The following is drawn from the script used in the Pacesetter I critique held 3 January 1958 in the Wing: CONCLUSIONS: Our analysis of the Pacesetter I mission leads us to the following conclusions: Bombing was satisfactory. Considering the short time available for target study, mission preparation and aircraft preparation, we feel the navigators did exceptionally well on this mission. Our reliability on scored runs was 88.3%. If our normal ground rules had applied, we would have had two additional air aborts and one less unreliable bomb for a reliability of 89.6%. Navigation was satisfactory. We had two losses on navigation which did not affect our score. They have already been discussed. ECM performance was very unsatisfactory. The basis cause was lack of familiarity with the equipment and carelessness in following briefed procedures. The co-pilots will receive additional training in this item and steps are being taken to have the equipment tagged and identified to prevent a recurrence of the switch position errors. The gunnery performance was outstanding. Most of the credit for the improvement in this category should go to our A&E personnel.

23. Ibid.

24. Ibid.

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They took over the ammo handling themselves on this mission and did an excellent job of preflighting and loading the gunnery systems. Performance of the Hijinks maneuver continues to be outstanding and there was a marked improvement in the ability of the navigators to obtain good scoring photography. The photo scoring was unsatisfactory but this should not reflect on the ability of our Photo Interpreters. In all but one case, the errors were due to malfunctions which caused erroneous scope and crosshair presentation. The other case was the offset error. They are required to score and report the runs in a very short time after landing and are almost forced to use the more rapid but less accurate crosshair drift method of scoring. They would have detected the errors in almost every case if they had had time to plot aircraft position and actual range from the scope photography. They did a very accurate job of scoring those runs which obtained normal scope photography with no malfunction or error. Maintenance support on this mission was very satisfactory. There was a very short time available for preparation of the aircraft and there were additional handicaps imposed by the severe cold and a serious shortage of ground power. In spite of this our equipment effectiveness almost reached the outstanding level of 95%.

When the Pacesetter program began back with Pacesetter I, the Wing was considered as being a fairly good reconnaissance wing. They, however, knew little or nothing about precision bombing and even less

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25. Ibid.

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about the planning aspects and execution of bomber stream missions. They have improved considerable on some areas. The bombing reliability improved substantially after the first mission and has been holding at a reasonable satisfactory level ever since. Bombing accuracy has shown the greatest improvement both on Pacesetter and routine training missions. CEA's under 1500 feet have become commonplace, and we have several "shacks" chalked up on the books. Target study, target analysis, and bombing error analysis have all improved. Crew coordination has improved considerably. It used to be that we could expect at least four or more "boners" on every exercise. It had improved to the point where there was only one or none each time a mission was flown. There was less panic when a mission was received and much wasted motion had been eliminated in the planning.

The final standings had not been received on Pacesetter I, but it was believed that the Wing had made a much better showing on this one than the previous. Since the reconnaissance trophy was won by the 26th Wing, there has been but one left, the General Selser. This makes for more keener competition since we are competing with the bombing outfits for this lone award.

A total of 1,668 hours were utilized in the accomplishment of the EWP Study Program. This time included that used by crews to brief the Wing Commander and to accomplish pertinent exams. One hundred and eighty four Ultra Sonic Trainer runs were accomplished during the reporting period.

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26. Ibid.

27. As reflected in the SAC-U47 Report for December 1957.

## CHAPTER IV

## MATERIEL

The Wing possessed 46 RB-47Es at the end of the month. Aircraft were on hand for 34,224 hours, of which 32,280 were operational ready. Time not operationally ready and the reasons were as follows: Supply-16 hours, periodic maintenance and inspection - 933 hours, malfunction, mechanical defects and/or operational damage - 995 hours. A total of 1,134 hours were flown, of which 1,122 were combat crew and operational. The remaining 12 hours were test flight time.

There were nine KC-97Fs possessed by the Wing at the end of the month. Aircraft were on hand for 6,696 hours, of which 6,199 were operationally ready time. Time not operationally ready and the reasons were as follows: Technical Order compliance - 48 hours, malfunction, mechanical defects and/or operational damage - 449 hours. One hundred and thirty-four hours were flown, of which all were combat crew and operational.

Twelve KC-97Gs were on hand during the month for 8,240 hours, of which 7,562 were operationally ready time. Time not operationally ready and the reasons were as follows: Periodic maintenance and inspection - 240 hours, malfunction, mechanical defects and/or operational damage - 438 hours. A total of 202 hours were flown, of which 196

1. \*Report of Aircraft Status and Purpose of Flight, RCS: 1-AF-41,<sup>a</sup> prep by 26SRW Maint Control. Exhibit # 3.
2. Ibid.

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were combat crew and operational and the remaining six hours were test flight time.<sup>3</sup>

One hundred and twenty-one technical order compliances were accomplished on RB-47Es during the period 16 November through 15 December 1957. Manhours expended in accomplishing this little task were 333. There was .02 technical orders outstanding on this type aircraft at the end of the reporting period.<sup>4</sup>

Only five technical order compliances were accomplished during the reporting period on KC-97s. The manhour expenditure was 146, and at the end of the period there was an average of .10 technical orders outstanding per aircraft.<sup>5</sup>

There were eight engines removed from the RB-47Es during the month. One was removed due to high oil pressure, one due to oil leaks, one due to turbine wheel damage, one due to fumes in the cockpit, two due to knicked compressor blades and two due to high operating temperatures. One engine was removed for compressor damage resulting from foreign object.<sup>6</sup>

There were no engines removed from the KC-97 aircraft during the month.<sup>7</sup>

Four permanently assigned technical representatives were present at the end of the month. They were: Claude H. Fore, Philco Corporation,

3. Ibid.

4. "Status of Technical Order Compliance, RCS: SAC U-10," prep by 26SRW Maint Control, Dec 1957. Exhibit # 4.

5. Ibid.

6. "Report of Installed Engines, RCS: 3-AMC-A19," prep by 26SRW Maint Control, December 1957. On file in same.

7. Ibid.

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Lloyd A. Holsapple, AC Spark Plug Company, Homer C. Fritsch,  
Motorola Company, and Charles H. Wyble, Boeing Aircraft Company.  
In addition there were three roving representatives present.

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8. "Report of Contractor Technicians, RCS: U-55," prep by 26SRW  
Maint Control, December 1957. Exhibit # 20.

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## CHAPTER V

## SAFETY

The Wing enjoyed another month of freedom from aircraft accidents. Only two ground accidents were sustained. This is outstanding for the month of December due to the weather, the holidays and such.

At approximately 1600 hours, 5 December 1957, Airman Second Class Wiley C. Harrell, of the 26th Field Maintenance Squadron, was proceeding from his duty section to his barracks on foot. There was an accumulation of snow and ice under foot and while walking the airman slipped and fell on his left side. He twisted his left knee, damaging the ligaments, and was disabled for three days a cost to the government of \$90.00.<sup>1</sup>

On Tuesday, 17 December 1957, at approximately 2300 hours, Staff Sergeant Forrest W. Hix, of the 4th Squadron, was involved in a private vehicle accident. He was driving a borrowed car and while going through a green light at an intersection was struck by another vehicle that swerved over into his lane. He sustained a fractured left knee cap and bruises to his left leg that disabled him for 30 days at a cost to the government of \$900.00.<sup>2</sup>

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1. Interview, T/Sgt Leslie A. Bell, Historian, with Major William J. Pedigo, 26SRW Director of Safety, 25 January 1958.

2. Ibid.



Crew T-44, aircraft commander Major Nelson S. Wood, was chosen as the 26SRW "Crew of the Month." They were submitted for the 801st Air Division "Crew of the Month".<sup>3</sup>

Technical Sergeant John T. Westfall, a crew chief in the 321st Air Refueling Squadron, was chosen as 26th Wing "Maintenance Men of the Month for December".<sup>4</sup>

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3. Ibid.

4. Ibid.

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ROSTER OF KEY PERSONNEL FOR DECEMBER 1957

Commander	REDDELL, W. H.	Colonel
Deputy Commander	LAYTON, ROBERT F.	Colonel
Adjutant	SMOLZHOFF, T. L.	Captain
Management Analysis Officer	SMITH, MERTON V.	Major
Director of Personnel	ROGERS, GLENN E.	Lt Col
Director of Operations	DUPONT, RENE G.	Colonel
Director of Intelligence	JIRLES, EDWARD R.	Major
Director of Materiel	SILVER, DELWYN E.	Colonel
Chief of Maintenance	MYERS, LANSING H.	Lt Col
Director of Safety	PEDIGO, WILLIAM J.	Major
Commander, 3rd SRS	SCHUERING, ALVIN G.	Major
Commander, 4th SRS	McCONNELL, CHARLES H.	Lt Col
Commander, 10th SRS	BACHTELL, ROBERT C.	Lt Col
Commander, 321st AREFS	ABRAHAM, BRUCE H. JR	Lt Col
Commander, 26th FMS	<sup>F</sup> MACY, WILLIAM H.	Lt Col
Commander, 26th FMS	MORGAN, WALTER K.	Major
Commander, 26th A&E Sq	GOSLING, KENNETH R.	Lt Col
Commander, 26th Tac Hosp	WENDORF, HARRIS S.	Lt Col
Commander, Hq Sq 26SRW	KOCH, DONALD	Captain

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LISTING OF EXHIBITS FOR MONTH OF DECEMBER 1957

1. Article from the SKYHAWKER (Lockbourne AFB, Ohio), on the 301st Bomb Wing replacing the 26th Wing here at Lockbourne dated 20 December 1957.
2. Report, Consolidated Unit Capability, RCS: 2-SAC-VI, 26SRW, for December 1957.
3. Report of Aircraft Status and Purpose of Flight, 1-AF-A1, 26SRW, for December 1957.
4. Report, Status of Technical Order Compliance, RCS: SAC-U10, 26SRW, for period 16 November through 15 December 1957.
5. Operations Order 251-57, 26SRW, Pacesetter X, dated 29 November 1957. CLASSIFICATION: SECRET.
6. Message, DMM5A 45835, pertaining to equipment effectiveness on Pacesetter X, dated 17 December 1957. CLASSIFICATION: CONFIDENTIAL.
7. Copy of the script used at the 26SRW critique on Pacesetter X by personnel of the Operations Directorate making presentation. CLASSIFICATION: SECRET.
8. Operations Order 16A-57, 26SRW, Bear Track, dated 10 December 1957. CLASSIFICATION: SECRET.
9. Message, DOO1B 39760, warning order for operation Snow Flurry, dated 4 November 1957. CLASSIFICATION: SECRET.
10. Quarterly Operationally Ready Report, RCS: 1-AF-V2, dated 2400 hours, 31 December 1957. CLASSIFICATION: SECRET.
11. Status Report of UME and ~~ME~~, RCS: 8AF-S2, 26SRW, dated 3 January 1958. CLASSIFICATION: CONFIDENTIAL.
12. Final Mission Report, R-27, Operations Order 39-57, 26SRW, Iron Bar, dated 10 December 1957. CLASSIFICATION: SECRET.
13. Final Mission Report, M-27, Operations Order 39-57, 26SRW, Iron Bar, dated 17 December 1957. CLASSIFICATION: SECRET.
14. Medium Jet Reconnaissance Air Training Report, RCS: 6-SAC-T12, 26SRW, December 1957. CLASSIFICATION: CONFIDENTIAL.
15. Management Control Data Report, RCS: 1-SAC-T35 (8AF-1), 26SRW, December 1957.

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16. Task Force Bulletin number one, Postal Instructions, published while engaged in operation Iron Bar, dated 26 November 1957.
17. Task Force Bulletin number two, Commercial Transportation (Bus Schedule), dated 27 November 1957.
18. Roster of personnel who were participants in Iron Bar exercise.
19. Weather Scout Crew Schedule, operation Iron Bar, 26SRW.
20. Report, RCS: SAC-U55, 26SRW, for month ending 31 December 1957.
21. Manning Status Report, Officers, 26SRW, dated 31 December 1957.
22. Officers Informational Roster, 26SRW, for December 1957.
23. Monthly Operations Plan, 26SRW, for month of December 1957, dated 25 November 1957.

SECRET

# 301st BW To Replace 26th

The following interview took place between Col. William Reddell, 26th Wing Commander, and 1-Lt. Phil Hardberger, Assistant ISO Officer. The subject was the deactivation of the 26th Wing and the transferring of the 301st Bombardment Wing to Lockbourne. Lt. Hardberger asks the question with Col. Reddell answering.

Question: Who will be the commander of the new wing?  
 Answer: As far as I know, I will be.  
 Question: Will there be any command change?

Answer: No, there will be no command or staff changes. Nor will there be any change in crew structure.

Question: How does the losing of two wings affect Barksdale?

Answer: It won't affect them. They are making room for the B-52 program, which is scheduled for that base.

Question: Will the base (Lockbourne) gain or lose personnel?

Answer: We will gain 35 to 40 crew members, plus a net gain of 60 airmen.

Question: What problems will these (some 100) men create, such as housing, specifically?

Answer: I don't anticipate any more housing problems than we normally face. However, it is possible that some of the incoming people will have to buy houses.

Question: What will the mission of the new wing be?

Answer: SAC will have to release that. This, plus other information is in the Confidential stage. It should be released around the first of the year.

Question: When will the new wing get here?

Answer: They will be here

between April and June.

Question: How long will it take the new wing to become combat ready?

Answer: The wing will never lose combat readiness, because as one wing phases out, the other wing will phase in.

Question: How about the airplanes?

Answer: We will get the newest model of the B-17.

Question: I suppose this marks the end of Lockbourne as a reconnaissance base?

Answer: Yes.

Question: What will happen to the tanker squadron?

Answer: Nothing. The 321st ARS will remain the same,

even in name.

Question: Are you familiar with the history of the 301st?

Answer: I understand it is quite impressive. It was in Italy in World War II with B-17s. Its peacetime record has been fine, also. I would say it has been one of the top wings in SAC.

Question: How do you personally feel about the change of wings?

Answer: I think the entire wing is happy about becoming the 301st, and improving their status in SAC's mission. I feel we can accomplish the concession with a minimum of difficulty.

SHAWNER (Lockbourne AFB, Ohio), 20 December 1957.

The following is a recap of the Consolidated Unit Capability Report (RCS: 2-SAC-V1), excluding the generation rate, for the 26SRW, for the month of December 1957, dated 0001EST, 6 January 1958:

## PART I.

- a. 26SRW.
- b. Omitted.
- c. Type aircraft: RB-47E.
- d. Number aircraft assigned: 46.
- e. Average available past four weeks: 46.
- f. AOCF: 1.
- g. AOCM: 4.
- h. ANFE: 0-0.
- i. Armament deficiencies: 0.
- j. Explanation of i above: Not applicable.
- k. Number of ready crews assigned: 48.
- l. Number of ready crews available: 38.
- m. Number of non-ready crews assigned: 19.
- n. Number of non-ready crews available: 17.
- o. Operational requirement in sorties: 171.
- p. Operational requirement in time: 1140.
- q. Flying time allocation: 1066.
- r. Maintenance capability: 164.
- s. Scheduled sorties: 164.
- t. Scheduled flying hours: 1164.
- u. Average hours per available aircraft: 16.5.

- v. Hours flown this month: 1134.
- w. Sorties scheduled this month: 197.
- x. Sorties airborne this month: 175.
- y. Sorties airborne as scheduled: 175.
- z. Sorties completed as briefed: 163.
- aa. Late take-offs: 16.
- ab. Aircraft schedule deviations: 22.

## PART II.

- a. 321AREFS.
- b. Omitted
- c. Type aircraft: KC-97 F/G.
- d. Number aircraft assigned: 9/12.
- e. Average available past four weeks: 9/11.
- f. AOCF: 0.
- g. AOCM: 3/3.
- h. ANFE: 0-0/0-0.
- i. Armament deficiencies: Not applicable.
- j. Explanation of i above: Not applicable.
- k. Number of ready crews assigned: 30.
- l. Number of ready crews available: 30.
- m. Number of non-ready crews assigned: 1.
- n. Number of non-ready crews available: 1.
- o. Operational requirement in sorties: 80.
- p. Operational requirement in time: 491.

- q. Flying hour allocation: 336.
- r. Maintenance capability: 76.
- s. Scheduled sorties: 76.
- t. Scheduled flying hours: 532.
- u. Average hours per available aircraft: 10.0
- v. Hours flown this month: 336.
- w. Sorties scheduled this month: 74.
- x. Sorties airborne this month: 64.
- y. Sorties airborne as scheduled: 64.
- z. Sorties completed as briefed: 57.
- aa. Late take-offs: 9.
- ab. Aircraft scheduled deviations: 10.

A TRUE COPY:

BILLY L. BAXTER  
1st Lt, USAF  
Asst Information Services Officer



REPORT OF AIRCRAFT STATUS AND PURPOSE OF FLIGHT											REPORTS CONTROL SYMBOL 1-AF-A1				
MAJOR AIR COMMAND SAC			SUBCOMMAND 8AF			WING 26th Strat Recon Wg (M)			GROUP						
SQUADRON			DETACHMENT			INSTALLATION			DATE OF REPORT 1-31 Dec 57						
PART I															
LINE NO.	TYPE, MODEL, AND SERIES A	ASSIGNMENT OR STATUS CODE B	TOTAL NUMBER ACFT ON HAND C	TOTAL HOURS							NOT OPERATIONALLY READY FLYABLE K	NUMBER OF LANDINGS, LAUNCHINGS, OR FLIGHTS L	HQ USAF/CMD HQ USE		
				ON HAND D	OPERATIONALLY READY E	NOT OPERATIONALLY READY							OTHER REASONS J	M	N
						SUPPLY F	TECHNICAL ORDER COMPLIANCE G	PERIODIC MAINT INSP H	MAL-FUNCTION, MECH DEFECTS, OPR DAM I						
1	RB-47E	CC	46	34224	32280	16		933	995		1064	298			
2															
3	KC-97F	CC	9	6696	6199		48		449		315	43			
4															
5	KC-97G	CC	12	8240	7562			240	438		416	55			
6															
7															
8															
9															
10															
PART II															
LINE NO.	TYPE, MODEL, AND SERIES A	ASSIGNMENT OR STATUS CODE B	SPECIAL FERRIED BY MATS FERRY PILOTS C	HOURS FLOWN							TOTAL K	HQ USAF/CMD HQ USE			
				TRAINING		ADMINISTRATIVE F	COMBAT READINESS TRNG			OTHER J		L	M	N	
				COMBAT CREW AND OPERATIONAL D	STUDENT E		TRAINING G	DUAL PURPOSE H	SPECIAL MISSIONS I						
1	RB-47E	CC		1122							12	1134			
2															
3	KC-97F	CC		134								134			
4															
5	KC-97G	CC		196							6	202			
6															
7															
8															
9															
10															
TYPED NAME, GRADE AND TITLE OF COMMANDING OFFICER ROBERT V. CHRISTENSEN, 1st Lt, USAF R&A Officer										SIGNATURE OF COMMANDING OFFICER					

AF 15 MAY 56 110a

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

U.S. GOVERNMENT PRINTING OFFICE: 1956 O-385981

STATUS OF TECHNICAL ORDER COMPLIANCE		AS OF DATE	PAGE NUMBER	NO. OF PAGES	REPORTS CONTROL SYMBOL
		15 Dec 57	1	3	SAC-010
TO: Commander in Chief SAC Offutt AFB Omaha, Nebr ATTN: DMIE		THRU: (Major Subordinate Command) Commander Eighth Air Force Westover Air Force Base Massachusetts		FROM: (Wing or Separate Squadron) 26th Strat Recon Wing Lockbourne Air Force Base Ohio	
I TECHNICAL ORDER STATUS					
1. TYPE AND NUMBER OF AIRCRAFT POSSESSED		PRIMARY ACFT		OTHER AIRCRAFT	
		TYPE	NR	TYPE	NR
		B-47	66	XC-97	20
2. TOTAL BACKLOG OF OUTSTANDING TO'S					
a. NUMBER OF TO'S		1		2	
b. NUMBER OF COMPLIANCES REQUIRED		20		20	
c. MANHOURS REQUIRED		340		110	
3. AVERAGE NUMBER OUTSTANDING PER ACFT					
a. NUMBER OF TO'S		0.02		0.10	
b. NUMBER OF COMPLIANCES REQUIRED		0.13		1	
c. MANHOURS REQUIRED		7.39		7	
4. NR OF OUTSTANDING TO'S NOT REQUIRING KITS OR PARTS					
a. NUMBER OF TO'S		0		0	
b. NUMBER OF COMPLIANCES REQUIRED		0		0	
c. MANHOURS REQUIRED		0		0	
5. NR OF OUTSTANDING TO'S FOR WHICH KITS/PARTS ARE AVAILABLE					
a. NUMBER OF TO'S		1		2	
b. NUMBER OF COMPLIANCES REQUIRED		20		20	
c. MANHOURS REQUIRED		340		110	
6. OUTSTANDING TO'S FOR WHICH KITS/PARTS ARE NOT AVAILABLE					
a. NUMBER OF TO'S		0		0	
b. NUMBER OF COMPLIANCES REQUIRED		0		0	
c. MANHOURS REQUIRED		0		0	
7. NR OF TO'S ACCOMPLISHED DURING REPORTING PERIOD					
a. NUMBER OF TO'S		13		5	
b. NUMBER OF COMPLIANCES COMPLETED		121		5	
c. MANHOUR BACKLOG ACCOMPLISHED		333		116	
II REMARKS (If additional space is required, continue on blank 8 1/2" x 11" paper and attach hereto)					
<ol style="list-style-type: none"> <li>No. of T.O. and Subject: 1B-47-782 Title: Revision of Aileron Power Control Electrical circuit.</li> <li>Date of T.O. 6 September 1957.</li> <li>Date Received by Maintenance 10 Sep 57.</li> <li>Base Requisition Number: Kit's are available.</li> <li>Status of Supply Action: Kits are available.</li> <li>Reason for non-compliance: Scheduling of T.O. was delayed due to excessive work-load created by USCM and Special Missions; however, subject T.O. has been scheduled and will be accomplished prior to 5 Jan 58.</li> <li>Date of Completion: 5Jan58</li> </ol>					
INSTRUCTIONS					
SECTION I			SECTION II - a.		
Item 1 - Entries will agree with AF Form 110A, Report of Aircraft Status and Purpose of Flight, on the as of date.			Each outstanding TO will have the reasons for non-compliance fully explained. Comments will include, but not be limited to, the following (as applicable): TO No., subject and date, date received by maintenance, base requisition No., report to which submitted, status of supply action, identification of each TO which has resulted in grounding action at any time during the reporting period, duration of grounding, and if the grounding resulted from lack of kits or for other reasons of non-compliance.		
Item 2 - (Items 4, 5 & 6)			b. Include any additional difficulties in maintenance or supply for which assistance by higher headquarters is required.		
Item 2a - Enter the total number of outstanding TO's by type of aircraft as of the date of the report. One TO is represented by one aircraft on which one TO is outstanding.			SECTION III - List by type aircraft, serial numbers of each aircraft on which a TO is outstanding. List each TO and indicate by an X opposite the aircraft on which it is outstanding. Identify each TO as to the degree of urgency of compliance.		
Item 2b - (Example: 60 TO's are outstanding on 47 aircraft. The 60 TO's include 141 compliances required. Entries in Item 2a and b would be 60 TO's, 141 compliances.)					
Item 2c - Enter the estimated manhours required for compliance based on the TO estimate. If the TO does not show any manhour data, use the best available estimate.					
Item 3 - Compute Items 3a, b and c by dividing the applicable entry in Items 2a, b and c by the number of aircraft possessed.					



TO'S BY AIRCRAFT SERIAL NUMBER													
CODES		ACTION GROUP				SUPPLY STATUS				AIRCRAFT AFFECTED			
		I - Immediate action.				1 - No parts or kits required.							X - TO N/C/W
		U - Urgent action.				2 - Parts of kits required and are available.							
		R - Routine action.				3 - Parts of kits required but not available.							
TO NUMBERS	1E-17-732												
ACTION GROUP	R												
SUPPLY STATUS	2												
AIRCRAFT SERIAL NR													
51-15851	X												
51-15852	X												
52-687	X												
52-689	X												
52-692	X												
52-693	X												
52-696	X												
52-697	X												
52-699	X												
52-706	X												
52-708	X												
52-709	X												
52-710	X												
52-711	X												
52-716	X												
52-717	X												
52-720	X												
52-721	X												
52-723	X												
52-724	X												
TYPED NAME AND GRADE OF CHIEF OF MAINTENANCE						SIGNATURE OF CHIEF OF MAINTENANCE							
LANSING H. MYERS, Lt. Col., USAF													

STATUS OF TECHNICAL ORDER COMPLIANCE		AS OF DATE	PAGE NUMBER	NR OF PAGES	REPORTS CONTROL SYMBOL	
TO: Commander in Chief SAC Offutt AFB Omaha, Nebr ATTN: DMHE		THRU: (Major Subordinate Command)		1 2	3	
				FROM: (Wing or Separate Squadron)		
<b>I TECHNICAL ORDER STATUS</b>						
1. TYPE AND NUMBER OF AIRCRAFT POSSESSED	PRIMARY ACFT		OTHER AIRCRAFT			
	TYPE	NR	TYPE	NR	TYPE	NR
2. TOTAL BACKLOG OF OUTSTANDING TO'S						
a. NUMBER OF TO'S						
b. NUMBER OF COMPLIANCES REQUIRED						
c. MANHOURS REQUIRED						
3. AVERAGE NUMBER OUTSTANDING PER ACFT						
a. NUMBER OF TO'S						
b. NUMBER OF COMPLIANCES REQUIRED						
c. MANHOURS REQUIRED						
4. NR OF OUTSTANDING TO'S NOT REQUIRING KITS OR PARTS						
a. NUMBER OF TO'S						
b. NUMBER OF COMPLIANCES REQUIRED						
c. MANHOURS REQUIRED						
5. NR OF OUTSTANDING TO'S FOR WHICH KITS/PARTS ARE AVAILABLE						
a. NUMBER OF TO'S						
b. NUMBER OF COMPLIANCES REQUIRED						
c. MANHOURS REQUIRED						
6. OUTSTANDING TO'S FOR WHICH KITS/PARTS ARE NOT AVAILABLE						
a. NUMBER OF TO'S						
b. NUMBER OF COMPLIANCES REQUIRED						
c. MANHOURS REQUIRED						
7. NR OF TO'S ACCOMPLISHED DURING REPORTING PERIOD						
a. NUMBER OF TO'S						
b. NUMBER OF COMPLIANCES COMPLETED						
c. MANHOURLY BACKLOG ACCOMPLISHED						
<b>II REMARKS (If additional space is required, continue on blank 8X10 1/2" paper and attach hereto)</b>						
<b>INSTRUCTIONS</b>						
<p><b>SECTION I.</b></p> <p>Item 1 - Entries will agree with AF Form 110A, Report of Aircraft Status and Purpose of Flight, on the as of date.</p> <p>Item 2 - (Items 1-5+6).</p> <p>Item 2a - Enter the total number of outstanding TO's by type of aircraft as of the date of the report. One TO is represented by one aircraft on which one TO is outstanding.</p> <p>Item 2b - (E sample): 60 TO's are outstanding on 47 aircraft. The 60 TO's include 141 compliances required. Entries in items 2a and b would be 60 TO's, 141 compliances.</p> <p>Item 2c - Enter the estimated manhours required for compliance based on the TO estimate. If the TO does not show any manhour data, use the best available estimate.</p> <p>Item 3 - Compute items 3a, b and c by dividing the applicable entry in items 2a, b and c by the number of aircraft possessed.</p>			<p><b>SECTION II - a.</b> Each outstanding TO will have the reasons for non-compliance fully explained. Comments will include, but not be limited to, the following (as applicable): TO Nr, subject and date, date received by maintenance, base requisition Nr, depot to which submitted, status of supply action, identification of each TO which has resulted in grounding action at any time during the reporting period, duration of grounding, and if the grounding resulted from lack of kits or for other reasons of non-compliance.</p> <p><b>b.</b> Include any additional difficulties in maintenance or supply for which assistance by higher headquarters is required.</p> <p><b>SECTION III -</b> List by type aircraft, serial numbers of each aircraft on which a TO is outstanding. List each TO and indicate by an X opposite the aircraft on which it is outstanding. Identify each TO as to the degree of urgency of compliance.</p>			

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III		TO'S BY AIRCRAFT SERIAL NUMBER										AIRCRAFT AFFECTED		
CODES	ACTION GROUP	SUPPLY STATUS										X - TO N/C/W		
	I - Immediate action. U - Urgent action. R - Routine action.	1 - No parts or kits required. 2 - Parts or kits required and are available. 3 - Parts or kits required but not available.												
TO NUMBERS														
		10-97-562	10-97-559											
ACTION GROUP		R	R											
SUPPLY STATUS		2	2											
AIRCRAFT SERIAL NR														
51-214		X	X											
51-250		X												
51-251		X												
51-255		X												
51-256		X												
51-257			X											
51-259		X	X											
51-357		X	X											
51-383		X	X											
52-2771		X												
52-2772		X												
52-277B		X												
52-2776		X												
52-2778		X												
52-2780		X												
52-2781		X												
TYPED NAME AND GRADE OF CHIEF OF MAINTENANCE												SIGNATURE OF CHIEF OF MAINTENANCE		

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
29 November 1957

26TH STRATEGIC RECONNAISSANCE WING (M)

OPERATIONS ORDER 251-57

PAGE SETTER X

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29 Nov 57  
M-0011

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HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (W)  
 United States Air Force  
 Lockbourne Air Force Base, Ohio  
 29 November 1957

OPERATIONS ORDER 251-57, PACE SETTER X

MAPS OR CHART REFERENCES: As Required.

TASK ORGANIZATION:

ORGANIZATION

3rd Strategic Reconnaissance Squadron  
 4th Strategic Reconnaissance Squadron  
 10th Strategic Reconnaissance Squadron  
 26th Armament and Electronics Squadron  
 26th Field Maintenance Squadron

COMMANDERS

Lt Col Stevenson  
 Lt Col McConnell  
 Lt Col Bachtell  
 Lt Col Gosling  
 Major Gordon

1. GENERAL SITUATION: Eighth Air Force is conducting a bomber and navigation competition, nicknamed Pace Setter X. The 26th Strategic Reconnaissance Wing will participate in the operation on the 12th of December 1957.

a. Intelligence: See Annex "A".

b. Friendly Forces:

(1) 801st Reconnaissance Technical Squadron: Process all radar film completed on RRS targets and deliver with logs to the 26th Strategic Reconnaissance Wing Photo Interpreter Section.

(2) Detachment 22, 5th Weather Squadron

(a) Commander Detachment 22, 5th Weather Squadron will be responsible for providing planning and operation forecasts to Commander 26th Strategic Reconnaissance Wing.

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(b) Coordinate mission forecasts with the duty forecaster Eighth Air Force control room (SOCS Drop 35) 24 and 12 hours prior to departure time for planning and operational forecasts respectively. Specific information required is as follows:

1. Winds 30M, 35M and 40M
2. Clouds and weather above 30M.
3. Terminal, alternate and target forecasts.

(c) The duty forecaster, Eighth Air Force control room will be kept fully advised of significant changes or amendments to the routine coordination set out above.

(d) Commander Detachment 22, 5th Weather Squadron will prepare and submit through the 26th Strategic Reconnaissance Wing Control Room, B-21 reports as required in Strategic Air Command Manual 55-68 and as outlined in 1st Weather Group Regulation 55-86.

2. MISSION: To fly one night celestial grid navigation leg. To conduct a simulated bombing mission against selected targets at Montreal, Canada; Springfield, Massachusetts and Columbus, Ohio. In addition, to accomplish a gunnery mission at Seal Island Gunnery Range (W-518) and one Little Snow Run against ADC Radar Site "OPPOSE." Further, to exercise and assist the Wing capabilities in the following areas:

- a. Staff Planning
- b. Radar Target Analysis
- c. Aircraft and radar maintenance support.

3. TASKS FOR SUBORDINATE UNITS:

- a. 3rd Strategic Reconnaissance Squadron, 4th Strategic Reconnaissance Squadron and 10th Strategic Reconnaissance Squadron:

2

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- (1) Schedule 21 combat ready crews available to participate in the mission.
- (2) Insure that all crews accomplish the target study required to insure that each crew can successfully complete its mission.
- (3) Provide each crew, if possible, with their assigned aircraft for this mission.

b. 26th Armament and Electronics Squadron:

- (1) Provide necessary specialists and maintenance to insure successful completion of the mission.
- (2) Submit the pre-mission maintenance report as required by Eighth Air Force Regulation 66-4.

c. 26th Field Maintenance Squadron:

- (1) To provide the necessary maintenance support for the successful completion of this mission.

X. GENERAL INSTRUCTIONS:

- (1) Recall word for this mission is Tall Corn.
- (2) No press release will be made on this operation during the planning or execution phases. If queried the unit ISO will state that the 26th Strategic Reconnaissance Wing is involved in a brief competitive exercise.
- (3) 5X and Staff crews will not participate in this mission.
- (4) Wing operations will coordinate the route and altitude with Indianapolis ATC center at least seven (7) days in advance of mission execution.
- (5) Film Disposition:
  - (a) 26th Wing Director of Intelligence will forward all bombardment (RBS) Radar photography on this mission with logs to the Eighth

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Reconnaissance Technical Squadron, Westover Air Force Base, Massachusetts,  
 Attention: Film Library, within three (3) days after completion of mission.

1. All radar photography on RBS runs will be screened by the 26th Strategic Reconnaissance Wing Photo Interpreter Section for quality and completeness. The one best 0-15 roll of Film (quality wise) on each target, will be wrapped separately, clearly labeled and included in the same package with the other film forwarded.

2. On those specially selected rolls, a SAC Form 106 will be accomplished and film will be titled in accordance with Strategic Air Command Manual 200-3.

3. The 26th Strategic Reconnaissance Wing Photo Interpreter Section will insure that radar photo logs accompanying film are complete.

4. An extra 0-15 magazine will be carried by the crew exclusively for the radar IP-TGT run.

5. In the event that an aircraft post-strikes at other than briefed destination, film will be retained by crew until return to home station, at which time, above instructions will apply.

(6) Security:

(a) Commanders are responsible that adequate security is afforded all participating aircraft.

(b) Security officers will monitor unit security procedures during this mission in accordance with Strategic Air Command Regulation 205-11.

(7) Briefing:

General Briefing will be conducted in the 321st Air Refueling Squadron Briefing room at 0930W the 7th of December. Pilots specialized

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 29 Nov 57  
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briefing will be held in the 321st Air Refueling Squadron Briefing Room following the General Briefing. The observer's specialized briefing will be in the 10th Strategic Reconnaissance Squadron briefing room following the General Briefing. Crew debriefing will be in the 3rd Strategic Reconnaissance Squadron Briefing Room immediately following the mission.

4. ADMINISTRATION AND LOGISTICS MATTERS:

a. Normal logistical support and facilities will be provided by task organizations.

b. Funding: Local P-458 funds will be utilized as required.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal

b. Communications: See Annex "C"

W. H. REDDELL  
Colonel, USAF  
Commander

ANNEXES

"A" - Intelligence

"B" - Air Operations

"C" - Communications

"D" - Flying Safety

"E" - Reports

"F" - Weather


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26DO	2 cys
26DM	1 cy
26DMM	2 cys
26DOT	1 cy
26DOI	3 cys
26DS	1 cy
26DOC	2 cys
26DOTA	1 cy
26DOTA (Bomb-Nav)	1 cy
26DOTC	1 cy
3SRSC	10 cys
4SRSC	10 cys
10SRSC	10 cys
26AEC	3 cys
26FMC	2 cys
26THC	1 cy
26TH WG HISTORIAN	5 cys

OFFICIAL:

  
 R. G. DWYER  
 Colonel, USAF  
 Director of Operations

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
29 November 1957

ANNEX "A"  
TO  
OPERATIONS ORDER 251-57  
INTELLIGENCE

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 26TH SQUADRON, 10th FIGHTER AIRBORNE DIVISION (F)  
 United States Air Force  
 Lockbourne Air Force Base, Ohio

ANNEX "A" TO OPERATIONS ORDER 251-17 (C) LIABILITY:1. INTELLIGENCE SUMMARY:

## a. General Situation:

- (1) Significance of the mission is as stated in paragraph 2 of the Operations Order. (U)
- (2) Political, Economic, and Psychological. (Omitted) (U)

## b. Enemy Order of Battle. (Omitted) (U)

## c. Capabilities of Enemy Forces. (Omitted) (U)

2. INTELLIGENCE REQUIREMENTS:

## a. Essential Elements of Information:

- (1) General: As required by SAF ICP, 1 July 1955, as amended. (U)
- (2) Specific: (C)
  - (a) Indications of jamming encountered along route.
  - (b) Coordinates of initial intercepts.
  - (c) Tactics employed by interceptors, fighters.
  - (d) Indications of afterburners used by intercepting fighters.
  - (e) Type and number of intercepting fighters.

## b. Means of Obtaining Information:

- (1) Interrogation of combat crews immediately after the mission by Intelligence Officer and staff specialists. (U)
- (2) Instructions contained in SAF ICP, 1 July 1955, as amended, will be followed. (U)

ANNEX "A"  
 26SFW Opord 251-57  
 29 Nov. 1957  
 E-0011

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## c. Means of Reporting REI:

- (1) In all cases where collected elements of information are not transmitted in accordance with instructions contained in SAC Manual 55-8 and other existing regulations, this information will be forwarded, as expeditiously as possible, on Air Force Form 112. (U)

3. INTELLIGENCE ACTIVITIES:

## a. Navigation Materials:

- (1) Maps and charts, as required to accomplish the mission, will be furnished (upon request) by the Air Targets Branch. (U)

## b. Target Materials:

- (1) Latest available Domestic Graphic Target Materials will be furnished by the Air Targets Branch. (U)
- (2) Best available radar scope photography will be furnished by the Air Targets Branch. (U)
- (3) The foregoing materials will be selected in advance of the implementation order to provide adequate time for planning, study, and briefing purposes. (U)

## c. Targets:

## (1) RRS Targets:

- a. Montreal, Canada Bomb Plot (S)

DUZ: Bravo

Geographic Coordinates: 45-28-16.2N, 73-34-01.2W

Aiming Point: S.E. Corner of Verdun Industrial Building

Elevation: 71 feet

Method of Bombing: Direct

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## f. Springfield, Mass Bomb Plot (C)

DGZ: George

Geographic Coordinates: 42-06-26.08N, 72-34-54.42W

Aiming Point: N. Corner of tower on east side of U.S.

Armory Building

Elevation: 284 feet

Method of Bombing: Offset

Offset #1, 42-08-16.5N 72-31-42.9W (Center of Industrial Bldg)

Offset #2, 42-04-51.2N, 72-35-07.9W (Center of South Hiway  
(Bridge crossing Connecticut  
cut river)

## c. Columbus Bomb Plot, Ohio (C)

DGZ: Will be announced forty-eight (48) hours prior to  
first take-off.

## d. Photography Requirements:

- (1) Special emphasis will be placed on the preparation of the SAC Form #285 to insure that all data required for film identification (i.e. IEDM, etc.) is made available to recipients of the logs and corresponding photography. (U)
- (2) Unit will forward all bombardment radar photography obtained on the mission, with completed photo logs to 8th Reconnaissance Technical Squadron, Westover AFB, Massachusetts, within three days after completion of the mission. (U)
- (3) Unit PI's will insure that Radar Photo logs accompanying film contain complete information prior to transmittal to 8th RTS. (U)
- (4) In the event that any aircraft post-strike at a base other than their home station, the film will not be processed at that station.

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whether the file will be returned to the base to be destroyed by either the strike or a subsequent aircraft. Every effort will be made to return the file to the base as soon as possible consistent with available aircraft and engine. RM scores for the target will not be disseminated until the corresponding CASI reports from the unit have been received at Headquarters Eighth Air Force. (U)

4. REPORTING REQUIREMENTS:

- a. Reporting procedures peculiar to intelligence requirements as prescribed in Annex "A" to this Operations Plan will be complied with. (U)
- b. Special Intelligence reports, i.e., AF Form 117 and CIWI, reports, will be submitted when applicable. (U)

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
29 November 1957

ANNEX "B"

TO

OPERATIONS ORDER 251-57

AIR OPERATIONS

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HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 United States Air Force  
 Lockbourne Air Force Base, Ohio  
 29 November 1957

ANNEX "B" TO OPERATIONS ORDER 251-57 - AIR OPERATIONS

## 1. Operational Concept:

## a. Scheduling:

(1) A minimum of 21 aircraft will be scheduled in one increment. The 26th Strategic Reconnaissance Wing will schedule the required select, lead and ready crews needed to accomplish the mission.

(2) The time allotted for HHCL Slot is 0420Z to 0750Z on the 13th of December 1957.

b. Route Tactics: Aircraft will fly in a bomber stream, with a 10 minute separation and 2,000 foot altitude clearance between successive aircraft.

(1) Bomber stream integrity will be maintained at all times.

(2) HHCL Times will be made good within plus or minus 2 minutes. A dog leg is incorporated from 47hON, 79hON to Mattawa, Canada (4619N, 78hON) to HHCL of Lac Des Ioups, Canada. Seven and one half (7½) minutes can be made up by flying direct from 47hON, 79hON to Lac Des Ioups, Canada.

(3) Ten (10) minute spacing will be maintained throughout the mission by use of dog leg procedures.

(4) The aircraft assigned odd-number take-off positions (i.e., 1-3-5) will fly the high altitudes. Level off at 31,000 feet and proceed to Bowling Green, Missouri (3921N, 9107W). Enroute to Keokuk, Iowa climb to 33,000 feet. Maintain 33,000 feet thru grid leg. After passing 47hON, 79hON (End grid leg) climb to 35,000 feet. Maintain 35,000 feet thru RBS target at Springfield after Springfield climb to 37,000 feet enroute to "OPPOSE" GCI site and to Lockbourne.

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The aircraft assigned even-number take off positions (i.e., 2-n-6) will fly the low altitudes. Level off at 29,000 feet and proceed to Bowling Green, Missouri (3921N, 9107W). Enroute to Keokuk, Iowa climb to 31,000 feet. Maintain 31,000 feet through grid leg. After passing 4740N, 7940W (end grid leg) climb to 33,000 feet. Maintain 33,000 feet through RBE target at Springfield. After Springfield climb to 35,000 feet enroute to "OPPOSE" GCI site and Lockbourne.

<u>c. ROUTE</u>	<u>ALTITUDE</u>	<u>REMARKS</u>
Lockbourne		
York VOR	Climb	TP
3921N, 9107W	29/31	TP
Keokuk, Iowa	31/33	Start Grid
4612N, 9255W	31/33	TP
4740N, 7940W	31/33	End Grid
4619N, 7840W	33/35	Dog leg
4659N, 7629W	33/35	HWCP & PIP
4633N, 7531W	33/35	IP
Montreal "Bravo"	33/35	Tgt (Mach .74 direct)
4500N, 6700W	33/35	TP
4400N, 6700W	33/35	Start Gunnery
4330N, 6836W	33/35	End Gunnery
Portland, Maine	33/35	PIP
Manchester, N.H.	33/35	IP
Springfield "Gold"	35/37	Tgt (Mach .74 Offset)
OPPOSE GCI Site	35/37	Little Snow Run
Youngstown, Ohio	35/37	PIP
4028N, 8125W	35/37	IP
Columbus, Ohio	35/37	Tgt (Mach .81 Hi-Jinks)
Lockbourne AFB		

d. Total distance is 2916 nautical miles; time over Lockbourne TVOR is 7+12.

e. First take off will be 0020Z on 12 December 1957.

f. Requirements:

(1) One night grid celestial leg from Keokuk, Iowa to TP 4612N, 9255W to 4740N, 7940W (End Grid).

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(2) One "Little Snow Run" (RCM) against Air Defense Command Radar Site OPPOSE.

(3) One gunnery fire-out (700 rounds) in warning area W-51B.

(4) RBS Shack Runs on Montreal, Canada, Target "Bravo" direct aiming; Springfield, Massachusetts, Target "Golf" offset aiming. The RBS Run on Columbus, Ohio will be Mach .61, Hi-Jinks Right. Columbus, Ohio DGZ will be provided 48 hours before first scheduled take off time.

2. General Competition Ground Rules:

a. Pre-mission Restrictions:

(1) Maximum use of all available target materials, to include actual scope photography, is authorized.

(2) RBS or camera attacks against the Pace Setter targets by participating crews is prohibited.

(3) Columbus, Ohio DGZ will be provided 48 hours before the first scheduled take off.

b. Aborts:

(1) Air Abort: An airborne aircraft and or crew which aborts all primary (scored) mission requirements will be considered an air abort.

(2) Partial Abort: An aircraft and/or crew which accomplishes a portion, but not all, of the primary scored mission requirements will be considered a partial abort.

(3) Ground Abort: A pre-take off abort which is successfully replaced by a spare aircraft that can fly the briefed route and arrive at the HHCL at an authorized HHCL time is not considered a ground abort.

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d. Rescheduling: Aircraft and/or crews which start the mission prior to take off may be rescheduled as desired, consistent with available HHCL slots. The 26th Strategic Reconnaissance Wing has one spare HHCL slot.

e. Only those ailing points selected and assigned by the Wing will be used.

3. Performance:

a. Initial fuel load - 90,000 pounds - 105,000 pounds.

(1) Fuel over destination:

(a) Standard Aircraft - 10,980 pounds

(b) "Q" & Tanks Aircraft - 10,034 pounds

b. Emergency Airfields:

<u>AIRBASE</u>	<u>LOCATION</u>
Patterson AFB	Dayton, Ohio
Bunker Hill AFB	Peru, Indiana
Whiteman AFB	Sedalia, Missouri
Campbell AFB	Hopkinsville, Kentucky
Truax AFB	Madison, Wisconsin
Duluth	Duluth, Minn
Kinross AFB	Sault Ste Marie, Mich
North Bay	North Bay, Ontario
Plattsburg AFB	Plattsburg, New York
Dow AFB	Bangor, Maine
Pease AFB	Fortsmouth, N.H.
McGuire AFB	Trenton, N.J.
Greater Pittsburg	Pittsburg, Penn

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## c. Weather Alternates:

<u>AIRBASE</u>	<u>Fuel Remain Std Acft</u>	<u>Fuel Remain 4 Tanks</u>	<u>Distance</u>
Bunker Hill, AFB	13,200	12,300	170NM
Seafriidge AFB	13,600	12,550	260NM
Campbell AFB	12,000		300NM

## 4. General James C. Selser Trophy:

a. This trophy is awarded for the best over-all bomb and reconnaissance wins participating in a Pace Setter mission. Trophy points are awarded on the following scale:

(1) Launching a minimum of 21 aircraft -	50 points
(2) Bombing Reliability (3500 feet) -	150 points
(3) Bombing CEA -	100 points
(4) Gross Error Reliability (5500 feet)-	100 points
(5) Equipment Reliability (3 tgts, grid leg, ECM Run and Gunnery) -	300 points
(6) Navigation circular Error -	100 points
(7) PI Scoring of Columbus RES -	50 points
(8) Aircraft completing entire mission -	100 points
(9) Hi Jinks Breakaway -	50 points
(10) ECM Effectiveness -	100 points
(11) Gunnery -	50 points
Total	1250 points

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
29 November 1957

APPENDIX I

TO

ANNEX "B"

TO

OPERATIONS ORDER 251-57

FLIGHT PLAN - STANDARD AIRCRAFT

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MISSION FLIGHT PLAN		ACFT	UNIT	WAVE	CELL CALL SIGN	REMARKS
ACFT BASIC	POUNDS					
CREW		BOMBS				
OIL		AMMO				
ATO		WATER AUG				
RACK		STATIC		NR FULL ATO REQUIRED		
EXT TANKS		START ENGINES AND TAXI FUEL ALLOWANCE		NR EMPTY ATO REQUIRED		
MISCELLANEOUS		TAKE-OFF GROSS		ATO FIRING SPEED		
CHAFF		TOTAL FUEL				
OPERATING						

PRE-FLIGHT PLAN															
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	FUEL FLIGHT PLAN
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS	ETA
Lockborne IPI													03		
St. Louis													03		
Lead Off															
Bowling Green, Mo															
30 31N 91 00W															
Start Grid															
Wentz, Tenn															
TI															
47 18N 92 55W															
End Grid															
47 21N 79 40W															
Mattawa, Can															
44 20N 78 40W															
HHCF - PIT															
Car Des Lours, Can															
Mont Laidie, Can															
41 25 33N 78 40W															
Tgt #B Direct															
Montreal, Can.															
TI															
45 00N 67 00W															
Y for Canbery Ag															
41 00N 62 00W															
De Art Guncery #B															
43 30N 65 30W															

SAC FORM 18 APR 56 18 FC: 2720

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MISSION FLIGHT PLAN - CONTINUATION SHEET											STANDARD AREF						
FROM AT 200 48-30N	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS		AIR DIS		ETA	FUEL FLIGHT PLAN	
											ACC GND DIS	TIME ACC TIME	ACC AIR DIS	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
ROUTE																21000	119996
																1725	1725
																1650	1650
																3000	3000
																1500	1500
																2925	115150
																1350	1350
																2197	110000
																132	132
																207	10470
																1600	1600
																1595	10470
																2000	2000
																1698	10250

SAC FORM 1b FC: 2720

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
29 November 1957

APPENDIX II

TO

ANNEX "B"

TO

OPERATIONS ORDER 251-57

FLIGHT PLAN - Q-56 AIRCRAFT WITH TITANKS

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MISSION FLIGHT PLAN		O. S. AND NICKNAME		UNIT	TYP. ACFT	WAVE	CELL CALL SIGN	REMARKS
		Pacesetter X		263RW	B47E	12 Dec 57	RAMB	Q-56 ACFT W/Tip Tanks
POUNDS		FUEL LOAD		BOMBS	POUNDS		RUNWAY	
ACFT BASIC	84550	FOR ENROUTE		AMMO	473	First HNCF	0120Z	PRESSURE ALT 1200 LENGTH 11900' AIR TEMP 39
CREW	1176	STATIC		96000	192169	Last HNCF	0750Z	CRITICAL FIELD LENGTH 11200' CRITICAL AIR TEMP 56°
OIL	410	WG TANKS 9000		START ENGINES AND TAXI FUEL ALLOWANCE	4600	NR FULL ATO REQUIRED		TAKE-OFF DISTANCE TAKE-OFF SPEED
ATO		TOTAL FUEL		TAKE-OFF GROSS	128569	NR EMPTY ATO REQUIRED		CRITICAL WIND COMPONENT
RACK						ATO FIRING SPEED		1ST LEG 2ND LEG 3RD LEG
EXT TANKS WEIGHT (Empty)	1560							
MISCELLANEOUS								
CHAFF								
OPERATING	87696							

PRE-FLIGHT PLAN

FROM	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
Lockbourne AFB			260/60												105000	192169
St-Taxi-to-accel			+1									02			5900	5900
York VOR	CL	18	265/70	180	+2	190	-30		410	395	20	11	75		4500	4500
Level Off	CL	281	-2	278	+1	279	29-31	VAR	410	352	111	21	123		91100	182269
Bowling Green, MO	CR	278	265/70	276	-2	274	-47	.74	425	358	353	59	418		74600	182769
39-21N 91-07W			-2				29-31				164	01-20	541		78381	166550
Start Grid	CC	357	265/70	347	-6	341	31-33	.74	425	421	67	94	67		2181	2181
Keokuk, Iowa	CR	349	270/60	341	-5	336	-52	.74	425	410	531	01-29	608		76200	161369
46-12N 92-55W			-3				31-33				353	51	364		10350	10350
Bh <sup>2</sup> Grid	CR	082	270/55	081	+3	084	-55	.74	425	480	884	02-21	972		65850	154019
4-40N 79-40W			-1				31-33				559	01-10	495		13450	13450
Mattawa, Can	CC	158	270/60	166	+11	177	-52	.74	425	445	91	12	88		2760	2760
46-19N 78-40W			+8				33-35				1536	03-13	1555		49640	137809
HHCF - FIF	CR	056	270/60	051	+13	064	-52	.74	425	478	97	12	85		2200	2200
Lac Des Loups, Can			-5				33-35				1633	03-55	1640		17440	135609
Mont Laurie, Can	CR	124	270/60	134	+14	149	-52	.74	425	475	48	06	42		1040	1040
46-33N 75-31W			+10				33-35				1681	04-01	1682		46400	134569
Tgt "B" Direct	CR	128	265/60	134	+15	150	-52	.74	425	470	104	13	96		2250	2250
Montreal, Can.			+5				33-35				1785	04-15	1778		44150	122319
T:	CR	095	255/70	097	+19	116	-53	.74	425	494	222	31	244		5550	5550
45-00N 67-00W			+2				33-35				2067	04-49	2022		38600	126769
Enter Gunnery Rg	CR	180	265/70	190	+20	210	-53	.74	425	411	67	10	71		1400	1400
44-00N 67-00W			+10				33-35				2134	04-59	2093		37200	122760
Depart Gunnery Rg	CR	247	265/70	250	+19	269	-53	.74	425	357	75	12	88		1900	2373
43-30N 68-36W			+3				33-35				2209	04-12	2181		35300	122996

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MISSION FLIGHT PLAN - CONTINUATION SHEET														FUEL FLIGHT PLAN		
FROM	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS			
43-30N 68-36W			760/70				-22								35300	122906
IRI																
Lansford, Ke	CR	228	-1	275	118	292	33-35	.74	425	348	2284	05:25	2273		1984	1984
IR			260/80													
Knoxhaston, J.H.	CR	231	18	226	116	252	33-35	.74	425	352	2349	05:36	2341		1600	1600
Tgt "G"			260/80				-53									
Springfield, Mass	CR	223	12	225	114	220	33-35	.74	425	372	2422	05:48	2415		1700	1700
41-31N 74-17W	CR	256	760/90				-56									
IRI																
Youngstown, Ohio	CR	267	11	257	110	269	33-37	.74	425	365	165	06:29	264		5000	5000
New Philadelphia	CR	267	260/80								2587	06:17	2640		25016	112712
40-28N 81-25W	CR	223	16	229	11	233	35-7	.74	425	344	197	06:51	2884		5000	5000
Lockbourne AFB, Ohio	Max	241	260/75								2784	06:51	2884		26016	102212
Pen & Land	CR	241	13	244	12	216	35-37	.81	465	398	52	08	62		1782	1782
											2836	06:59	2946		18234	106930
											80	124	97		2200	2200
											2916	07:12	3043		16034	103730
							VAR	VAR	VAR							

CR-56 ACFT w/IF TANKS

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
29 November 1957

APPENDIX III

TO

ANNEX "B"

TO

OPERATIONS 251-57

GUNNERY

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 26TH STRATEGIC AIR COMMAND (SAC) (S)  
 United States Air Force  
 Lockbourne Air Force Base, Ohio  
 29 November 1957

APPENDIX III TO ANNEX "B" TO OPERATIONS ORDER 251-57 - GUNNERY

1. GENERAL: The gunnery phase of this mission will be conducted at the Criehaven-Machias-Seal Island Gunnery Range (W-158). 75 rounds of ammunition will be loaded on each aircraft.
2. Procedures:
  - a. Cell leader will contact Dow tower and furnish number of aircraft in cell with estimated time of arrival for cell leader to enter the range.
  - b. Aircraft within cell will be responsible for maintaining a separation of ten (10) minutes plus or minus (2) minutes.
  - c. Fire will commence one minute after entering range and cease at range departure point.
  - d. Radar surveillance of surface area will be maintained while firing. Visual surveillance will be made if possible.
  - e. Systems will not be fired with inoperative gun laying radars.
  - f. Systems will be returned to search between bursts to insure that other aircraft are not in the firing area. If another aircraft is detected on gunnery radars, firing may be continued if a safety angle of thirty degrees (30) can be maintained between aircraft and the line of fire. Visual verification of the position of the other aircraft will be made whenever possible.
  - g. The last aircraft in each cell will notify Dow tower when he has cleared the range.

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h. Co-pilots will complete their portion of *Form Air Force Form 36*. These forms will be turned in to the Armament and Electronics debriefer during crew debriefing immediately following the mission.

3. Communications:

a. The cell leader will contact Dow Tower on channel 1 (236.6) for clearance as soon as possible after departing Montreal.

b. Cell leader will furnish Dow Tower the following information:

(1) Number of aircraft in cell

(2) Cell leaders ETA to entry point of gunnery range.

c. All aircraft will switch to Dow Tower Channel 1 (236.6) prior to entering the Seal Island Gunnery Range and remain on tower channel after departing the gunnery range.

d. The last aircraft in the cell will notify Dow tower when he has cleared the range.

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (S)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
29 November 1957

ANNEX "C"

TO

OPERATIONS ORDER 251-57

COMMUNICATIONS

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
29 November 1957

ANNEX "C" TO OPERATIONS ORDER 251-57 - COMMUNICATIONS

1. GENERAL: The communications procedures established herein are in accordance with applicable JANAP'S, SAC CBI, Eighth Air Force Manual 55-1, Strategic Air Command Manuals of the 55-8 series, Radio Facility Charts and Supplementary Flight Information Documents. To insure successful completion of this mission, these procedures will be strictly adhered to.
2. IDENTIFICATION AND RECOGNITION: Recognition and identification with ADC fighters will be accomplished on UHF 364.2 mcs (Ch 10) using authentication tables in KAC-1.
3. AUTHENTICATION: Authentication will be accomplished using KAC-1.
4. IFF: IFF will be operated on Mode II, except for GCI scoring of Grid Leg, when GCI Site will advise setting and as directed for ECM phase.
5. EMERGENCY:
  - a. In the event of an emergency, IFF will be switched to "EMERGENCY."
  - b. Standard emergency procedures will be in accordance with Supplementary Flight Information Documents.
6. CALL SIGNS:
  - a. Aircraft A/G (with CAA) - - - - - CRONY (2 digits) PAGE SETTER
  - b. Aircraft A/A - - - - - CRONY (2 digits)
  - c. Collective Call Sign - - - - - SKY KING
  - d. SAC Control Rooms - - - - - SKY BIRD

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- e. Recall Word - - All BAF Units - - - - - TALL CORN  
20th SRW - - - - - TALL CORN ALPHA
- f. Practice Foxtrot Broadcast - - - - - FLEA STEP ALPHA  
FLEA STEP BRAVO
- g. GCI Site for Grid Scoring - - - - - REDSKIN
- h. GCI Site for ECM Activity - - - - - OPPOSE

i. Targets:

- (1) Montreal Bomb Plot
- (2) Springfield Bomb Plot
- (3) Columbus Bomb Plot

7. FREQUENCIES:

- a. HF channelization will be as presently installed.
- b. UHF channelization will be as presently installed except for RBS frequencies which will be installed in channel of choice.
- c. Interplane frequency will be 311.0 mcs (Ch 11).
- d. HF Back-up for UHF in the event of an emergency will be 5710.5 kcs (Channel 6).
- e. Navigational aids will be in accordance with appropriate Radio Facility Charts.
- f. Frequencies for RBS Sites:
  - (1) Montreal - - - - - 384.6 mcs
  - (2) Springfield - - - - - 258.2 mcs
  - (3) Columbus - - - - - 356.8 mcs
  - (4) HF Back-Up - - - - - 5710.5 kcs
- g. GCI Site frequencies for scoring Grid are 364.2 mcs, 290.2 mcs and 281.4 mcs.

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a. Normal ATC reporting procedures with CAA will be required for this mission. Reporting positions will be as indicated on the Communications Flimsy. The first and last aircraft will make position reports and will open and close the block, reporting as such. The last position report will be made by all aircraft. Indianapolis Center will turn aircraft over to Columbus Approach Control. The first or last aircraft may delegate the reporting responsibilities to another aircraft only in the event of abort or radio difficulty.

b. In order to provide Canadian Radar Sites with a means of immediately contacting SAC penetrations, aircraft will maintain a continuous listening watch on 364.2 mcs when outside UHF range of Canadian ATC facilities. The first and last aircraft will contact "RADAR ADVISORY" prior to entry of a CADIZ or the US/Canadian boundary south of the SIZ.

c. Individual aircraft will make initial contact with REDSKIN GCI Site on channel 10 (364.2 mcs) approximately 200 nautical miles from termination point. At this time the GCI Site will advise aircraft on which Mode to place IFF. Aircraft will use verbal identifier "PACE SETTER" and give position, altitude, true course and ETA to termination. The first aircraft in the stream will report as the first aircraft and the last aircraft in the stream will report as the last aircraft. Aircraft will contact "REDSKIN" 10 minutes prior to ETA and receive instructions concerning which frequencies to use (290.2 mcs or 281.4 mcs) for final GCI controller. Aircraft will contact "REDSKIN" not later than 5 minutes prior to ETA on assigned frequency giving final track and ETA. Final contact will be made with "REDSKIN" 30 seconds prior to ETA and make a verbal count down from 5 seconds, 4 seconds, 3 seconds, 2 seconds, 1 second, HACK. This will constitute

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termination of navigation leg for which "REDEKIN" will score. At this time IFF will be placed on "STANDEY". Ten (10) minutes past termination of navigation leg, IFF will be set on Mode II.

d. Gunnery Phase: The first aircraft will contact Dow Tower on 236.6 mcs and furnish the number of aircraft within the stream with ETA of first aircraft to enter the range. Aircraft in the stream will be responsible for maintaining 10 minutes separation. The last aircraft will notify Dow Tower when clear of the range.

e. ECM procedures will be in accordance with ECM annex.

f. Altimeter setting will be obtained from North Bay Tower and carried through Montreal. At Bangor, obtain altimeter setting from Bangor Radio and carry through Springfield. At Youngstown obtain altimeter setting from Youngstown Radio and carry through Columbus.

g. HF equipped aircraft will monitor HF air/ground frequencies during the periods listed below (given in minutes past the hour). The monitor will be interrupted for emergencies only.

:05 to :08

:25 to :28

:45 to :48

Frequencies to be monitored are 3144.0 Kcs, 4724.5 Kcs, 6738.0Kcs, 11228.0 Kcs and 15016.0 Kcs. Practice Foxtrot broadcast will be transmitted by Offutt on the Grid leg and from Loring after departing Montreal RBS. The Communications Flimsy will designate which aircraft is to monitor which frequency.

9. RBS PROCEDURES:

An abbreviated RBS Call-In will be used as follows:

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- a. Call Sign of RBS Site.
- b. Aircraft Tactical Call Sign.
- c. Pressure altitude and position in respect to the RBS Site.
- d. Run classification (encoded)
- e. Crew Number
- f. Type Run (encoded).
- g. Indicate that run will be made on a PAGE SETTER Target.

10. REPORTS:

a. The Strike Report will NOT be sent on HF. Success estimates for target 111 (Montreal), 222 (Springfield) and 333 (Columbus) will be passed to Crony Control on UHF after landing.

## b. Hot News Report - M-12

This report will be submitted when and if unusual activities are observed, such as unidentified aircraft, etc. This report will be addressed to "JACKRABBIT" and "PINEFEATHER."

## c. Aircraft Distress Report - M-14

This report will be submitted when crash landing, ditching or abandoning the aircraft is eminent. It will be addressed to "JACKRABBIT" and "PINEFEATHER."

## d. Aircraft Commanders Report - B-17

The B-17 will be submitted when landing at other than home base. This report will be addressed to Commander in Chief of SAC, Commander Eighth Air Force and Commander 26th Strategic Reconnaissance Wing.

e. The format for the M-12, M-14 and B-17 will be found in the Reports Folder.

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11. SECURITY:

a. Communications security will be observed and no clear text transmissions will be made that would reveal unit designation, location, aircraft type or nature of the mission.

b. For security reasons and unless directed otherwise, HF Radio will NOT be used for SAC Tactical air/air or air/ground communications, except in the event of an emergency.

c. SAGSUBS will be used when contacting the RBS Site.

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29 November 1957

APPENDIX I

TO

ANNEX "C"

OPERATIONS ORDER 251-57

ECM

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HEADQUARTERS  
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APPENDIX I TO ANNEX "C" TO OPERATIONS ORDER 251-57 - ECM

1. GENERAL: The ECM for this mission will consist of an ECM penetration of Oppose Radar Site, 4122N, 7610W.
  2. PROCEDURES:
    - a. Eight (8) aircraft, with exception of HRR, will be loaded with one (1) ALT-6 or ALT-8 ECM transmitter. If equipment becomes available all aircraft with the exception of Q-56 will have an ALT-6 or ALT-8 installed. The weight of either system is 150 pounds.
    - b. For those aircraft scheduled for ECM activity the following information will be included in the Remarks section of the DD Form 175: The phrase "Big Photo" followed by "Pace Setter X do not pass to 26AD (DEF). One sweep jam "S" band, Oppose ETA \_\_\_\_\_." (For IP)
    - c. Transmitter will be turned to Standby immediately after take off. One hundred and twenty (120) nautical miles from ADC Site, Oppose will be contacted on UHF channel 10 (364.2 mcs) by each ECM aircraft to obtain clearance as follows:  
 "Ground Photo Oppose this is Big Photo Pace Setter X call sign and two (2) digits request Little Snow Run."
- After clearance is obtained the following information will be furnished to the ground site:
- (1) Aircraft call sign, and Wing Designator
  - (2) Estimated time over IP.

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In addition, each crew will provide an equipment code to indicate the type of ECM system being employed in the following manner:

Estimate over the IP at \_\_\_\_\_ Z, Equipment (use designator below)

ALT-6 ---- ALPHA

AIT-8 ---- DELTA

ALT-6A---- BRAVO

AIT-8A---- ECHO

ALT-6B---- COCOA

AIT-8B---- FOXTROT

The first and last aircraft in each unit will advise Oppose of their position in the stream.

b. Guard channel (243.0 mcs) will be monitored during ECM portion of the mission.

(1) When eighty (80) nautical miles, on a collision course to the radar site, Oppose will again be contacted and the following message transmitted: "Over IP." Jamming will commence; IFF will be placed on Standby (unless otherwise advised).

(2) When sixty (60) nautical miles from Oppose, "Position one" will be transmitted.

(3) When forty (40) nautical miles from Oppose, "Position two" will be transmitted.

(4) When twenty (20) nautical miles from Oppose, "Position three equipment going Delta Black" will be transmitted and jamming will cease.

NOTE: No score will be requested or given by the site.

c. Considering the close spacing, aircraft may not have completed the Little Snow Run prior to the following aircraft reaching the IP. In such cases the radar site will terminate the jamming of one of the aircraft by requesting "STOP BUZZER." Scores of runs which are affected by such instances will be equitably adjusted.

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d. Upon completion of run IFF will be returned to Mode II.

3. REPORTS: 801st Air Base Group Form 174 will be accomplished with this additional information: "Altitude in the Remarks column," and turned into the ECM De-briefing Officer. The mission accomplishment Form will reflect one (1) Little Snow Run.

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ANNEX "D"

TO

OPERATIONS ORDER 251-57

FLYING SAFETY

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 26TH STRATEGIC RECONNAISSANCE WING (M)  
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ANNEX "D" TO OPERATIONS ORDER 251-57 - FLYING SAFETY

1. Flying safety will take precedence throughout the entire mission.
2. Alternate airfield priority will be as follows:
  - a. SAC Bases.
  - b. AMC Bases.
  - c. USAF Bases
  - d. Military Bases
  - e. Civilian Bases
3. Crews will be briefed to use extreme caution in the gunnery range area during fire out to insure adequate separation between aircraft.
4. Overwater survival equipment will be carried.
5. Particular attention will be given to landing terminal weather conditions and alternate weather conditions since this mission is programmed for landing during know high frequency fog period.
6. All flying will be conducted so as to arrive over the planned alternate with a minimum fuel on board of 12,000 pounds.
7. In the event of landing approach being IFR: Upon reaching the minimum published altitude the approach will be continued only if visual flight can be maintained, i.e., the approach will be continued with visual reference to the ground as defined for visual flight in AFR 60-16. In addition, upon reaching published minimums the approach will not be continued under visual flight conditions, as prescribed above, unless the field is in sight. Reference Paragraph 4c(10), SACR 62-6, dated 28 August 1957.

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ANNEX "E"  
TO  
OPERATIONS ORDER 251-57  
REPORTS

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HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (H)  
 United States Air Force  
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ANNEX "E" TO OPERATIONS ORDER 251-57 - REPORTS

1. The Wing Control Room Officer will have final responsibility in insuring all required reports are completed and transmitted within allotted time. Any or all members of the Class X Team will assist him at his direction. Sections responsible for the composition of these reports is indicated following each paragraph.
  - a. Air Defense Command and Eastern Air Defense Forces will be advised of the route, altitude and timing at several points along the route and requested to provide fighter interception. Emphasis will be placed on RBS runs and a statement included that NO fighter attacks will be made during these portions IP's will be identified in the message. Due: 5 December 1957. Responsibility: Control Room Officer.
  - b. Altitude Reservation Request: A zippo message to Commander Eighth Air Force, Attention: DOX-3 will be prepared listing altitude reservation requests, similar to that carried to Indianapolis Air Route Traffic Control. Due: 5 December 1957. Responsibility: Control Room Officer. Reference Paragraph 3, Annex "A", Eighth Air Force Manual 55-1.
  - c. Canadian Overflight Report: A zippo message will be submitted in accordance with Strategic Air Command Regulation 55-18. Due: 9 December 1957. Responsibility: Control Room Officer.
  - d. Pre-Mission Maintenance Report: As required by Eighth Air Force Regulation 66-4. Responsibility: Director of Material.

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e. Pre-Mission Operations Report: Unclassified Operational Immediate message to each RBS site being utilized, the parent RBS Squadron and to Headquarters Eighth Air Force, Attention DOT-3 and DIT-4. Report will include:

- (1) Unit Tactical Call Sign
- (2) Type Aircraft (encoded)
- (3) Type Bombing equipment (encoded)
- (4) For each wave (DAY)
  - (a) First and last IP times at each RBS site.
  - (b) Listing of each crew under columns as follows:
    1. Crew number
    2. Aircraft Commander's name
    3. Observer's Name
    4. Observer's Rank
    5. Observer's serial number
    6. Crew is (is not) checked out in HI Jinks Breakaway maneuver.

(5) Request coded scores be released to each crew (This for first and second targets only). Due 10 December 1957. Responsibility: Control Room Officer.

f. Cancellation Message will be sent to each RBS site, Eighth Air Force Controller, and GCI Scoring site, after notification is given by telephone, when mission is cancelled by the 26th Wing Commander. Due: when known. Responsibility: Control Room Officer.

g. GCI Scoring - A message will be sent to the appropriate ACW squadron, with information copies to the Parent Air Division and to Headquarters Eighth Air Force listing the following:

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- (1) Aircraft call sign
- (2) Crew number
- (3) Observer's last name
- (4) ETA (Zulu) for grid termination.

Due: 10 December 1957. Responsibility: Control Room Officer.

h. Combat Reports: As required by Strategic Air Command Manual 55-8 and 55-8B.

- (1) Reports without special instructions:
  - (a) B-2, B-9, B-10, B-15, B-17, B-21, B-27, M-36, & B-74
- (2) Reports with special instructions:
  - (a) Targets will be identified in reports as follows:  
Montreal, 111, Springfield 222, Columbus 333.
  - (b) B-25, negative reports required when no positive information can be obtained.
  - (c) B-51:

1. This report will be submitted on Columbus 333. The Eighth Air Force Special E-1 report will be submitted as a last entry on the B-51 report. In the event an Aircraft post-strikes at a base other than Lockbourne, the B-51 report will be submitted based on observer's estimate in accordance with Strategic Air Command Manual 55-8B. Film, in this case, will be retained by the crew until return to Lockbourne when normal processing and reporting procedures will apply. Due: 6 hours after each aircraft lands.

2. In addition, a special report will be accomplished by unit PI's on HI Jinks breakaway maneuver at Columbus 333. The following information will be included:

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a. Crew number.

b. Did aircraft attempt Hi Jinks maneuver? If negative explain.

c. If an actual bomb had been dropped could the burst position be seen on photo (IRDA) at termination of ATF and could its position be plotted? Both of these conditions must be met for an affirmative answer. Explain negative results.

d. If paragraph c above is negative, how soon, in seconds, after termination of ATF can the burst position be plotted?

e. What was the bank angle of the aircraft at termination of ATF as determined by the crew? If level - so state.

Due: 36 hours after last aircraft of each wave has landed. Responsibility:

Director of Intelligence - Photo Interpreter Section.

3. B-51 reports will be submitted on all aircraft scheduled to include negative reports with brief explanation on Columbus only.

(d) B-51 Report:

1. An "Effective" Aircraft is one that is effective on all scheduled targets. Responsibility: Control Room Officer.

i. All bomb run radar photography with logs will be forwarded to Eighth Reconnaissance Technical Squadron, Westover Air Force Base, Massachusetts, Attention: Film Library. All radar photography will be screened and the best 0-15 roll on each target will be wrapped separately, labeled, and included in same package as the others. On these special rolls a Strategic Air Command form 1-6 will be accomplished. Wing Photo Interpreters will be responsible to insure Photo Logs are complete. Due: 3 days after completion of mission. Responsibility:

Director of Intelligence - Photo Interpreter Section.

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J. Post-mission Narrative Reports: This report, one for each increment, will be complete in accordance with format as outlined in Eighth Air Force Operations Order "Race Setter", Annex "A". Due: 12 hours after last scheduled increment aircraft lands. Responsibility: Planning-Navigation Section.

K. Post-Mission Maintenance Report: As required by Eighth Air Force Regulation 66-4. Due: Within 10 working days after final wave lands. Responsibility: Director of Material.

L. Final Mission Summary: Format included in Eighth Air Force Operations Order "Race Setter" Annex "F". Due: Within 7 days after completion of exercise. Responsibility: Bombing-Navigation Section in coordination with Director of Intelligence - Photo-Interpreter Section.

4. All due times listed in above paragraphs are times due into higher headquarters, reports will not be delayed if prepared and ready for transmission at an earlier time than stated.

FORM 737  
20-10-10-10-10-10-10-10  
10-10-10-10-10-10-10-10  
10-10-10-10-10-10-10-10

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HEADQUARTERS  
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ANNEX "F"

TO

OPERATIONS ORDER 251-57

WEATHER

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HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 United States Air Force  
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ANNEX "F" TO OPERATIONS ORDER 251-57 - WEATHER

1. GENERAL: This Annex contains procedures for preparation and coordination of forecasts for this operation.
2. PREPARATION OF FORECASTS: The Commander, Detachment 22, 5th Weather Group, utilizing SOCS lines, will coordinate all forecasts with Duty Forecaster, Eighth Air Force Control Room (SOCS Drop 35) 24 hours prior to departure time for planning and operational forecasts respectively.
3. COORDINATION OF FORECASTS: The Commander, Detachment 22, 5th Weather Group utilizing SOCS lines, will coordinate all forecasts with Duty Forecaster, Eighth Air Force Control Room (SOCS Drop 35) 24 hours and 12 hours prior to departure time for planning and operational forecasts respectively.
4. CONTENTS OF FORECASTS:
  - a. Route Forecasts:
    - (1) Winds and temperatures 30M, 35M and 40M.
    - (2) Clouds and weather above 30M.
    - (3) "D" values at all PIP's, IP's and RBE Targets.
    - (4) Tropopause heights.
    - (5) Hazards to flight.
  - b. Terminal, alternate and target forecasts:
    - (1) The duty forecaster, Eighth Air Force Control Room will be kept fully advised of any significant changes or amendments made subsequent to the routine coordination as set forth above.

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5. DISTRIBUTION OF FORECASTS:

- a. Planning winds will be distributed by the weather station to each squadron by 1000E 10 December 1957.
- b. Operational winds will be distributed by the weather station to each squadron by 1000E 11 December 1957.

6. REPORTS:

- a. Weather Liaison Officers will assist in the collection of COMBARS and in the preparation of the B-21 report which will be submitted through the 26th Strategic Reconnaissance Wing Control Room. The B-21 report will be prepared in accordance with 3rd Weather Wing Regulation 55-86 and SAC Manual 55-8B.

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17 RJEPCO  
 DE RJEPCO 336  
 P 172050Z  
 FM COMAF 3  
 TO COMAIRDIV 201  
 BT

40494

363/0000  
 11/20/57

*c/* ~~CONFIDENTIAL~~ / DMMCA 45035 FOR 26SJV. SUBJECT(U)  
 EQUIPMENT EFFECTIVENESS PAGESSETTER X. THIS MESSAGE IN  
 FOUR PARTS. PART I ONE COPY OF THIS SAC FORM 190 MUST  
 BE FORWARDED TO THIS HQ, ATTN: DMMCA TO ARRIVE NLT 28  
 DEC 57 WITH EXPLANATIONS FOR FAILURE TO SATISFACTORILY  
 ACCOMPLISH THE REQUIREMENT IS AS INDICATED.

RBS RUN

TAIL NO	NO 1	NO 2	NO 3	IBDA	NA/LE	ECM	GUN
712					U		
351		X	X	X		X	X

PAGE TWO RJEPCO 336

699						U	
698			U			U	
697	U	U					
692						U	
725			G			U	
695							

~~REWORKING~~ THE LAST THREE LINES

691						U	
723						U	
715			G				
695	U						
388						U	
775				U		U	
797	U						
818						U	
849			U				
389							
374						U	
391						U	

PART II. DEFINITIONS "Y" ACFT, "E" CROSS DESIGN, "U" UNSATISFACTORY FOR  
 IBDA, ECM OR GUNNERY, "X" ACFT DESIGNATED BY AN AIRCRAFT WAS  
 REQUEST FULL EXPLANATION AS TO WHY ACFT DESIGNATED BY AN AIRCRAFT WAS

PAGE THREE RJEPCO 336

NOT EQUIPPED WITH ECM EQUIPMENT. PART IV. REQUEST ADNER-  
 WISE TO SAF SUPPL 1 TO SACR 60-11 PTD 25 OCT 57 AND  
 PARTS (1) THRU (4) OF SAF MSG (U) DMMCA 54172. SPECIAL  
 INSTRUCTIONS FOR PAGESSETTER X, 24 NOV 57. FORMS WHICH  
 ARE INCOMPLETE, ILLEGIBLE OR UNTERMINAL BE RETURNED  
 FOR SUBMISSION.

BT  
 17/2218Z DEC RJEPCO

Paraphrase not required except prior to



The following is a copy of the script used at the 26SRW Critique held for Pacesetter X at 1530 hours on 3 January 1958. It was used in conjunction with slides and is included in these writings because it contains the final results and not just an estimate as the R-27 report does submitted a few hours after the completion of the exercise:

PACESETTER X      WING CRITIQUE      1530    3 Jan 58

BOMBING RELIABILITY    MONTREAL

This slide shows bombing reliability at Montreal. The reliability is the percentage of runs scheduled which were scored at 3500 feet or less. The crews were briefed to obtain scored runs regardless of circumstances on this mission since aborts, gross errors and unreliable bombs are all included in the bombing reliability score. The green area indicates the satisfactory level of reliability.

The 3rd Squadron had one unreliable of four scheduled for a 75% reliability. The 4th had nine runs scheduled for 100% and the 10th had two unreliable of eight scheduled for 75% reliability. The wing reliability was a satisfactory 85.7%.

CEA & CEP      MONTREAL

This slide displays the CEA and CEP at Montreal for all scored runs. The 3rd Squadron CEA was 2180 feet, the CEP 1585 feet. The 4th had a CEA of 2082 feet, CEP 2220 feet. The 10th CEA was 2321 feet, CEP 1975 feet. The Wing CEA was 2192 feet, CEP 2150.

BOMB IMPACTS      MONTREAL

This slide shows the pattern of impacts at Montreal. The circle

indicates the reliability limit of 3500 feet. The arrow indicates the briefed axis of attack of 128 degrees. This is a good pattern for this type of target and does not indicate any particular tendency. The bomb at 80 degrees was charged to synchronization error, the bomb at 210 degrees to maintenance error compounded by additive aiming point and synchronization errors and bomb at 230 degrees to an additive combination of aiming point and synchronization errors. The best bomb at Montreal was at 500 feet by Captain Robrock of the 10th Squadron.

BOMBING RELIABILITY    SPRINGFIELD

Our bombing reliability at Springfield was outstanding. The 3rd Squadron was charged with one unreliable due to an air abort and scored 75%. The 4th and 10th were 100% reliable and the Wing reliability was 95%. We had anticipated jamming at Springfield but the jammer was out of commission when we went through.

CEA & CEP    SPRINGFIELD

At Springfield, the 3rd Squadron had a CEA of 1740 feet and a CEP of 1800 feet. The 4th had a CEA of 1270 feet, CEP 1000 feet. The 10th CEA was 1719 feet, CEP 1575 feet. The Wing CEA was 1533 feet, CEP 1300 feet.

BOMB IMPACTS    SPRINGFIELD

The impact plot at Springfield indicates a tendency to aim either too far toward the east end of the bridge, causing a hit to the left or a tendency to aim too far west and into the highway return, causing a hit to the right and over. Apparently it was difficult to locate the

exact center of the bridge but the pattern does not indicate any serious difficulty or error. The best bomb at Springfield was at 550 feet by Lieutenant DiPietro of the 4th Squadron.

BOMB RELIABILITY COLUMBUS

Columbus proved to be the most difficult target. The 3rd Squadron had two unreliaables and an air abort out of four scheduled for a 25% reliability. The 4th had one gross error and one unreliable out of nine scheduled for a reliability 77.7%. The 10th was 100% reliable. The Wing reliability was an unsatisfactory 76.2%.

CEA & CEP COLUMBUS

At Columbus, the 3rd Squadron CEA was 2933 feet, CEP 3650 feet. The Gross Error in the 4th Squadron was reduced to 18000 feet to obtain the CEA of 4173 feet. The CEP was 2900 feet. The 10th had a CEA of 1945 feet, CEP of 2000 feet. The Wing CEA was 3096 feet, CEP 2150 feet.

BOMB IMPACTS COLUMBUS

The impacts at Columbus are scattered in range and azimuth and do not indicate any particular error in offset or aiming. The bomb at 360 degrees would be up on the ceiling if it were plotted to scale. It was caused by a reversed offset component and would have been within 1000 feet of the target if the error had not been made. The unreliable at 020 degrees was caused by maintenance error compounded by aiming point and synchronization errors, the bomb at 090 degrees by an equipment malfunction. The cause of the unreliable bomb at 180 degrees has not yet been determined but was probably caused by a boresight error. The best bombs at Columbus were both at 770 feet by Lieutenant DiPietro

of the 4th Squadron and Lieutenant Whitely of the 10th.

BOMBING RELIABILITY ALL TARGETS

For all targets combined, the 3rd Squadron was 58.3% reliable, the 4th 92.3% and the 10th, 91.7%. The Wing reliability was a satisfactory 85.5%. If we disregard the two air aborts, our reliability for scored runs would be 88.3%.

CEA & CEP ALL TARGETS

For all targets, the 3rd Squadron CEA was 2274 feet, CEP 1800 feet. The 4th CEA was 2824 feet, CEP 2075 feet. The 10th had a CEA of 1995 feet, CEP 1950 feet. The Wing CEA was 2285 feet, the CEP 1950 feet.

BOMBING POINTS

This chart displays the relative standing of the squadrons based on the General Selsner trophy score for bombing reliability and a CEA score based on the index used to award bombing bonus points. The 3rd Squadron scored 437 of a possible 750 points for bombing reliability and 90 of a possible 200 points on the CEA index for a total of 527 of a possible 950 points. The 4th had 692 for reliability and 105 for CEA for a total of 797 points. The 10th was a close second with 687 points for reliability and 108.8 for CEA for a total of 795.8. The Wing scored 640.7 of the bombing reliability points and 104.1 index points for a total of 744.8. We probably received very few bonus points for our bombing CEA and we estimate that our bombing score was probably 645 of a possible 810 points.

ECM AND GUNNERY

This slide displays our very poor results in the ECM phase and out-

standing results in the gunnery phase. The ECM score is the average Blip Scan Ratio for all scheduled runs. The 3rd Squadron averaged 36.6%, the 4th 73.3% and the 10th 26.6% for a Wing average of 34.1%. This will be discussed in more detail later in the critique. The gunnery score is the average fireout rate of all attempted runs. The 3rd averaged 92.4%, the 4th 99.1%, the 10th 87.5 % and the Wing 93.5%. In computing the trophy points, we will be charged with a zero fireout for the aircraft that aborted at Montreal and our Wing average will be reduced to 84.2%. We probably received 5 of the possible 15 bonus points for gunnery and none of the 25 points for ECM.

#### IBDA

This slide displays our results on the IBDA phase of the mission. Our Basic Effectiveness was 79% when computed based on the number of scores within 3000 feet of the RBS score. We will be charged with the one run that was not scored due to camera malfunction and our basic effectiveness in the trophy scoring will actually be only 75%. Scoring Effectiveness is based on an index applied to each scoring error. We scored 13.7 of a possible 50 points. Our scoring error average is in effect the photo interpreter CEA. Disregarding the 25000 feet score the SEA is 2211'. HiJinks Effectiveness is based on the number of runs which complete successful turns and obtain scoreable photography. Because of the one 0-15 camera malfunction, our score in this category was 95%. All turns were successful with 80% scored as Whiskey and 20% as Tango. We probably received 5 of a possible 30 points in the IBDA Phase.

LOST ITEMS

This slide displays the performance of crews who were not completely effective on Facesetter Ten. The red blocks indicate errors or aborts which cost points in the Selser trophy competition or which require explanation. In the 3rd Squadron, Crew Lima 48, in aircraft 698, had an unreliable bomb run at Columbus and aborted the ECM run. The PI score on their Columbus run was 5700 feet in error. The cause of the unreliable bomb has not yet been determined. The photography indicates some error to the North but the run was scored at 180 degrees. The azimuth errors on the other runs are also to the left and we suspect a boresight error on this aircraft. It was not boresighted before the mission due to lack of preparation time. We are waiting for the results of a boresight check and test flight before making the final decision on this run. The loss of the ECM run is charged to crew error. The misplaced the KAC-1 and could not authenticate to Oppose and obtain clearance for the run. The PI scoring error is attributed to erroneous scope presentation after cross-over, probably caused by the suspected boresight error or poor stabilization. Crew Romeo 79's listing has an error. They were in acft 697 and had unreliable bomb runs at Montreal and Columbus. These losses are charged to maintenance personnel error. A boresight error of  $1\frac{1}{2}^{\circ}$  was discovered after the mission. There were small aiming and synchronization errors on both runs which were in the same direction as the boresight error but both runs would have been reliable if the system had been properly calibrated. Crew Romeo 95, in aircraft 851, had an unreliable navigation score and aborted the mission after the Montreal bomb run.



The abort and resultant losses are charged to materiel failure. They had a large crack in the canopy and elected to abort for safety reasons. The unreliable navigation score did not count in the trophy competition. The cause will be determined when the mission has been replotted. In the 4th Squadron, Crew Sierra 9, in aircraft 849, had an unreliable score at Columbus and the PI score was in error by 3150 feet. This run was charged to maintenance personnel error. They had an uncorrectable malfunction which caused erratic crosshair movement. The malfunction could not be located on the ground but repeated on the following flight. It is probably due to a defect in the Polar Converter or the Tracking Computer. The photo scoring error was caused by the erratic crosshair position. Crew Lima 64, in aircraft 715, had a gross error at Columbus and the photo score was in excess of 25000 feet. The gross error is charged to crew procedure and coordination error. The North-South offset was put in backwards and the error was not detected until after the score was received. The photo score was excessive due to the offset error. Crew Rmc 72, in aircraft 712, did not obtain a GCI score on the navigation leg due to failure of a fuse in the IFF transmitter. Cause of the blown fuse cannot be located. The most probable cause was a small power surge through a defective fuse. This loss did not cost any points in the trophy competition. In the 10th Squadron, Crew Sierra 71, in aircraft 797, had an unreliable bomb at Montreal. This run is charged to a combination of aiming point and synchronization errors which were both in the same direction. Crew Sierra 90, in aircraft 691, had an unreliable Little Snow score and their Columbus run was scored 3600 feet in error. The ECM

run is charged to aircrew. The most probable cause of the failure was late turn-on of the equipment. The excessive photo score error was due to erratic crosshair movement that would normally caused the run to be aborted. We were very fortunate that the Columbus RBS score was not a gross error. Crew Lima 92, in acft 775, had a zero score on the Little Snow run and did not obtain IBDA Photography at Columbus. The ECM loss is charged to maintenance error. A dummy plug had been installed wrong in the ECM equipment. The loss of IBDA photography was caused by an O-15 camera malfunction that has not yet been located. The camera operates normally on the ground but will not cycle in the air. We are awaiting the results of the next flight on this aircraft before we make a final decision. Crew Romeo 32, aircraft 723, had a zero score on the Little Snow run. This loss is charged to aircrew. The system checked out after landing and the most probable cause of the loss was a switch position error. Crew Romeo 46, in aircraft 695, had an unreliable bomb at Montreal and a zero fireout on the gunnery leg. The unreliable bomb at Montreal was charged to synchronization error which was caused in part by a poor radar picture. The RI Unit was defective and has been replaced. The gunnery loss is charged to materiel failure. A defective transformer and vacuum tube caused loss of turret synchronization. This condition would have been discovered and corrected if the system had been properly preflighted. The aircraft was not available for preflight due to dock inspection and there was no ground power available after the aircraft was released from the docks. Crew Romeo 76, in acft 699, had a zero score on the Little Snow run. This loss is charged to aircrew. The

system checked out after landing and the most probable cause of the loss was a switch position error.

#### OUTSTANDING CREWS

These are the six crews who qualified for the outstanding crew award by obtaining three bombing scores with a CEA and CEP of 1500 feet or less. In the Tenth Squadron, Crew L 82, Dodson, Robrock and Berry, gained first place in the Wing with a CEA of 1157 feet. In the Fourth, Crew R-33, Keal, DiPietro and Roque, were second with 1273 feet. In the Tenth, crew S-90, Moon, Brown, and Bozzetti, CEA 1307 feet, in the 4th, crew L65, Conrad, Driscoll and Braisted, CEA 1350. In the Tenth, Crew L-92, Mundy, Whitely and Adams CEA 1390 feet, and in the Fourth, Crew R-72, Mitchell, Courchesne and Frymire, CEA 1457 feet. Four of these top six crews were equipped with MBIA aircraft. We flew seven MBIA aircraft on this mission and five of them placed in the top nine CEA's.

#### CAUSES OF LOSSES

This is a recap of our lost items by cause. We had four cases of Materiel failure, of which, two were unreliable bombs, and two were gunnery failures. We had four maintenance personnel errors, three unreliable bombs and 1 ECM failure. There were seven crew errors which include: 5 procedure errors on one bomb run and 4 ECM runs; half of one bomb run charged to aiming point error and one and one half bomb runs to synchronization error. We had four photo scoring errors in excess of 3000 feet which were caused by aircrew errors or malfunctions.

We have two losses which have not yet been pinned down, one bomb run and one O-15 camera malfunction.

CONCLUSIONS:

Our analysis of the Facesetter X mission leads us to the following conclusions: Bombing was satisfactory. Considering the short time available for target study, mission preparation and aircraft preparation, we feel the navigators did exceptionally well on this mission. Our reliability on scored runs was 88.3%. If our normal ground rules had applied, we would have had two additional air aborts and one less unreliable bomb for a reliability of 89.6%. Navigation was satisfactory. We had two losses on navigation which did not affect our score. They have already been discussed. ECM performance was very unsatisfactory. The basic cause was lack of familiarity with the equipment and carelessness in following briefed procedures. The co-pilots will receive additional training in this item and steps are being taken to have the equipment tagged and identified to prevent a recurrence of the switch position errors. The gunnery performance was outstanding. Most of the credit for the improvement in this category should go to our A&E personnel. They took over the ammo handling themselves on this mission and did an excellent job of preflighting and loading the gunnery systems. Performance of the HiJinks maneuver continues to be outstanding and there was a marked improvement in the ability of the navigators to obtain good scoring photography. The photo scoring was unsatisfactory but this should not reflect on the ability of our Photo Interpreters. In all but one case, the errors were due to malfunctions which caused erroneous

scope and crosshair presentation. The other case was the offset error. They are required to score and report the runs in a very short time after landing and are almost forced to use the more rapid but less accurate crosshair drift method of scoring. They would have detected the errors in almost every case if they had had time to plot aircraft position and actual range from the scope photography. They did a very accurate job of scoring those runs which obtained normal scope photography with no malfunction or error. Maintenance support on this mission was very satisfactory. There was a very short time available for preparation of the aircraft and there were additional handicaps imposed by the severe cold and a serious shortage of ground power. In spite of this our equipment effectiveness almost reached the outstanding level of 95%.

BOMBING RELIABILITY -- ALL PACESETTERS

This next series of slides is a review of our bombing and equipment performance on Pacesetters One through Ten as compared to Eighth Air Force averages. This slide shows the Wing bombing reliability represented by the black line and the Eighth Air Force average by the red line. The green area is the satisfactory level of reliability. We made a very poor start on Pacesetter 1 and improved rapidly to above average on 2 and 3. We remained slightly below average on 4, 5, 6, and 7, made an excellent showing on 8 and went back to normal on 9. We have not received the Eighth Air Force average for 10, but we are probably slightly above average. Our results have not been as poor as this graph indicates since from Pacesetter 4 on, we have been hitting increasingly difficult

targets and have been competing against some very proficient bomb wings who are equipped with the MA-7 system. It is actually a fairly good record for a reconnaissance wing.

#### CEA - ALL PACESETTERS

This slide portrays our CEA on all Pacesetters compared to the Eighth Air Force average. We look a little better here as our CEA was better than average on Pacesetter 2-3-8 and 9 and probably on 10. Considering the difference in capability between our equipment and that of competing bomb wings, we feel that we have made a very satisfactory showing in this area.

#### EQUIPMENT EFFECTIVENESS

This graph compares our equipment effectiveness on all Pacesetters. It represents the number of scored items which were complete versus the number scheduled minus the number aborted due to crew error. It follows a pattern very similar to that of bombing reliability. This graph includes gunnery and ECM items on the most recent Pacesetters and our equipment effectiveness on the bomb nav system alone has actually improved more than this graph indicates. We do not have complete information on Eighth Air Force averages for 9 and 10 but we were probably slightly below average on 9 and above average on 10. Our effectiveness was above average on Pacesetters one, two, three, and eight and below average on 4, 5, 6, and 7.

#### IMPROVEMENTS

The Pacesetter program has been long and at times very tiresome

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but we have reaped a considerable benefit from it. When the program began we were a fairly good reconnaissance wing but we knew little or nothing about precision bombing and even less about planning and executing bomber stream missions. We have improved considerably in some areas. Our bombing reliability improved very dramatically after the first mission and has been holding at a reasonably satisfactory level since. Our bombing accuracy has shown the greatest improvement, on Pacesetters and on routine training. CEA's under 1500' have become very common and we have several shacks on the books.

At staff level we believe that we have made a great deal of progress in our target analysis, target study and Bombing error analysis programs.

Crew coordination has improved considerably. We still have at least one boner on every Pacesetter but there was a time when we could count on at least four of them on every mission.

Staff planning on missions of this type has usually been good and we have reached the point where we can handle this kind of problem as routine. We don't panic as easily as we used to and have learned to eliminate quite a bit of wasted motion.

I'm sure that you will agree that our briefing and critique presentations have improved both in quality and artistic beauty. We have come a long way since that day we briefed "Last Stand" with only one slide.

This concludes our critique presentation. Colonel Reddell? - - - -

HISTORIAN'S NOTE.

While this document loses some of its value from the lack of the slides used while presenting it, it was believed that it contained much information of value to the history. For that reason it is included in its entirety.

A TRUE COPY:

*Billy L. Baxter*

BILLY L. BAXTER  
1st Lt, USAF  
Asst Information Services Officer

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING  
(MEDIUM)

OPERATIONS

ORDER

16A-57

"BEAR TRACK"

DATE 10 DECEMBER 1957

M-0156

**SECRET**



**SECRET**

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
10 December 1957

OPERATIONS ORDER

SERIAL NUMBER 16A-57

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10 Dec 57  
M-0156

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HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 United States Air Force  
 Lockbourne Air Force Base, Ohio  
 10 December 1957

OPERATIONS ORDER 16A-57 - "BEAR TRACK"

CHARTS AND MAPS: As required

## TASK ORGANIZATIONS:

321st Air Refueling Squadron	Lt Col B. H. Abraham
26th Field Maintenance Squadron	Major J. Gordon
26th Periodic Maintenance Squadron	Major W.K. Morgan
26th Armament and Electronics Squadron	Lt Col K. R. Gosling
26th Headquarters Squadron	Captain D. Koch
26th Tactical Hospital	Lt Col H. S. Wendorf

1. GENERAL SITUATION: It has been directed by the Commander Eighth Air Force that the 321st AREFS be deployed to Goose Air Base for a ninety day period. The unclassified nickname of this operations is "Bear Track". X-Day is 28 December 1957.

a. Enemy Forces: See Annex A, Intelligence.

b. Friendly Forces:

(1) MATS will provide: Aircraft and support as specified in the Logistics Annex to this Plan, Annex E.

(2) ARS and AACS will provide weather, search, and rescue facilities as necessary in all geographical areas encompassed by this operation.

(3) 801st Air Division will provide support and coordination efforts as required to successfully implement this deployment.

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(4) 4082nd Strategic Wing will assume operational control of the 321st Air Refueling Squadron during the TDY period.

(5) MATS, 8th AF, and SAC will provide search and rescue as necessary in the applicable geographical areas of aircraft movement.

(6) 5th Weather Group will provide all weather information necessary to the support of this operation.

2. MISSION: To deploy the 321st AREFS to Goose Air Base, Labrador for a period of ninety days TDY and their subsequent redeployment to the home station. This deployment will occur on X+13, 10 January 1958 and will be executed in one wave non-stop to Goose Air Base, Labrador.

3. TASKS FOR SUBORDINATE UNITS:

a. 321st AREFS:

(1) Will, upon receipt of an execution order, be prepared to deploy a tanker task force in accordance with Eighth Air Force Operations Order 16A-57 and as specified in Annex B of this Operations Order.

b. 26th FMS, 26th FMS, 26th AES, 26th Tac Hospital, 26th HQ SQ:

(1) Will provide necessary support and/or personnel to accomplish this mission.

x. General Instructions:

(1) X-Day is 28 December, 1957. All times are in ZUHH.

(2) 321st AREFS Wave I will deploy on X+13.

(3) Assigned nickname is "Bear Track."

(4) Contents of this order remain classified; however, routes, aircraft movements, and messages pertaining thereto may be treated as unclassified solely for ARTC clearance purposes and other necessary coordination.

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- (5) All participating pilots will be thoroughly briefed on instrument approach and landing procedures for Goose, and all alternates.
- (6) Weather minimums as prescribed in Air Force Regulation 60-16.
- (7) Fuel Minimums as prescribed in Air Force Regulation 60-16.
- (8) ADIZ procedures as prescribed in Air Force Regulation 60-22.
- (9) Abort procedures as set forth in Annex B.
- (10) Maximum 50-8 training will be accomplished on this mission.
- (11) Flying safety will take precedence over mission accomplishments.
- (12) Recall word is "Shipwreck Xray."

4. ADMINISTRATION AND LOGISTICAL MATTERS: See Annex E.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal

b. Communications: See Annex C.

ANNEXES: See Table of Contents.

W. H. REDDELL  
Colonel, USAF  
Commander

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10 Dec 57  
M-0156

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**SECRET**DISTRIBUTION:

GINCSAC	2 cys	
COMDR 8AF	3 cys	
COMDR 7ADIV	2 cys	
COMDR MATS	1 cy	
COMDR AACG	1 cy	
COMDR AIR RESCUE SQUADRON (GOOSE)	1 cy	
COMDR 14082 SW (GOOSE AB)	2 cys	
COMDR Det 5, 5th Wx Group (HARMON)	1 cy	
SAC SENIOR CONTROLIER GOOSE	1 cy	
COMDR 801AD	2 cys	
COMDR 801ABG	3 cys	
COMDR Det 22, 5th Wx Group (Lockbourne)	1 cy	
COMDR 26SRW	1 cy	
DO 26SRW	1 cy	
DOP 26SRW	4 cys	
DOI 26SRW	3 cys	
DOC 26SRW	1 cy	
DM 26SRW	2 cys	
DS 26SRW	1 cy	
COMDR 321AREFS	20 cys	
COMDR 261MS	1 cy	
COMDR 26FMS	1 cy	
COMDR 26AES	1 cy	
COMDR 26 HQ SQ	1 cy	
COMDR 26 TAC HOSP	1 cy	26SRW OFord 16A-57
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OFFICIAL:

*R. G. Dupont*

R. G. DUPONT  
Colonel, USAF  
Director of Operations

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10 Dec 57  
M-0156

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
10 December 1957

ANNEX "A"

TO

OPERATIONS ORDER 16A-57

INTELLIGENCE

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
10 December 1957

ANNEX A  
OPERATIONS ORDER 16A-57  
INTELLIGENCE

1. INTELLIGENCE SUMMARY

a. General Situation

- (1) Significance of this mission is as stated in paragraph 2 of the Operations Order. (U)
- (2) Political, economic, and psychological situation.  
(Omitted) (U)
- (3) Enemy Order of Battle: See current SAC Consolidated Orders of Battle (AOB, ROB, AAA). (U)

2. INTELLIGENCE REQUIREMENTS

a. Essential Elements of Information

- (1) General: As required by Eighth Air Force ICP, 1 July 1955. (U)
- (2) Specific:
  1. CIRVIS and M-12 items.
  2. Unidentified Flying Objects.
  3. Sightings of Sputnik I and II re-entries, including direction, azimuth, angle of elevation, and precise time first observed. (C)

b. Means of Obtaining Information:

- (1) Instructions contained in 8AF ICP, 1 July 1955, will be followed. (U)

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- (2) Interrogation of crews by intelligence specialists furnished by the 4082nd Strategic Wing. (U)

c. Means of Reporting EEI:

- (1) In all cases where collected elements of information are not transmitted in accordance with instructions contained in SAC Manual 55-8, the information will be forwarded as expeditiously as possible on Air Force Form 112. (U)
- (2) Observations of re-entries of Sputnik items will be reported immediately as an M-12, "Hot News" Report. The Air Technical Intelligence Center, Wright-Paterson Air Force Base, Dayton, Ohio, and Headquarters USAF, ATTN: AFCIN-1A1, Reference SRI A-2489, will be additional addressees. (C)

3. INTELLIGENCE ACTIVITIES

a. Navigation Materials:

- (1) Air Targets Branch will requisition radar approach charts and oblique visual photos of Goose AFB from Eighth Air Force. These items will be issued to the 321st Operations Officer upon receipt. (U)
- (2) Additional maps and charts, as required to accomplish the mission, will be furnished (upon request) by the Air Targets Branch. (U)

b. EWP Materials:

- (1) Sufficient EWP folders to cover the rotational mission the 321st Air Refueling Squadron will assume while TDY

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have been forwarded by the 4082nd Strategic Wing. These folders will be issued to the 321st Operations Officer by the Air Targets Branch prior to deployment. (C)

c. Reporting Requirements:

- (1) Any intelligence information, including EEI, acquired during the TDY period will be reported immediately to the Intelligence Specialists assigned by the 4082nd Strategic Squadron, who will forward the information on AF Form 112. (U)
- (2) CIRVIS and M-12 Reports will be submitted when applicable. (U)
- (3) It is the aircraft commander's responsibility to notify the 4082nd Wing Intelligence Officer if he has any information to report or has sent airborne CIRVIS and/or M-12 reports. (U)

4. SURVIVAL INTELLIGENCE

- a. In all E and E matters, Section V, Volume I of the BIPG will be complied with. (U)
  - b. Squadron personnel have been thoroughly briefed by Wing Intelligence, Base Survival, and personal equipment personnel on Arctic and overwater survival and SAC Regulation 200-8, 1 December 1956. (U)
- c. E and E Kits:
- (1) Since the area of operations on TDY does not include critical areas, blood chits will not be issued and no

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cloth charts are printed for the Goose AFB area, E and E kits will not be issued. (U)

- (2) Each crew member will receive a list of isolated habitations for the area of operations at the general briefing. (U)
- (3) It is highly recommended that crews make up personal survival kits of the following items: (U)
  - (a) First aid articles.
  - (b) Knife, matches, watch, compass.
  - (c) Fishing equipment.
  - (d) Condensed food.

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
~~United States~~ Air Force  
Lockbourne Air Force Base, Ohio  
10 December 1957

ANNEX B  
TO  
OPERATIONS ORDER 16A-57  
AIR OPERATIONS

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HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 LOCKBOURNE AIR FORCE BASE, OHIO  
 10 DECEMBER 1957

ANNEX BOPERATIONS ORDERSERIAL NBR 16A-57AIR OPERATIONS1. GENERAL:

- a. This annex and attached appendices contain the routes, flight plans, take-off timing and loading schedules for "BEAR TRACK".
- b. X-Day is 28 December 1957.
- c. Route: See Appendix 1, this annex.
- d. Flight Plans: See Appendix 2, this annex.
- e. Flights 1, 4, 7, 10, 13, 16, and 19 will be at 17M feet. Flights 2, 5, 8, 11, 14, and 17 will be at 16M feet. Flights 3, 6, 9, 12, 15, and 18 will be at 15M feet. There will be a 10 minute separation between aircraft, providing 30 minute separation per aircraft at the same altitude.
- f. All danger areas enroute will be avoided. There are a total of seven (7) within 40 NM of course.

2. OPERATIONAL CONCEPT:

- a. This deployment will be executed as a normal SAC Operational Unit Rotation.
- b. Maximum SAC Reg 50-8 training will be accomplished.

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 26SRW OPORD 16A-57  
 10 Dec 57

**SECRET**



**SECRET**3. FORCE REQUIREMENTS:

a. Three (3) MATS C-124s will depart Lockbourne based on MATS scheduling to transport twenty-two (22) persons and forty-two (42) tons of cargo.

b. Nineteen (19) KC-97s will depart Lockbourne AFB, Ohio on X+13 in one (1) wave, transporting 568 personnel (including crews) and 45 tons of cargo to Goose AF, Labrador.

4. TAKE-OFF AND ROUTE TACTICS:

a. Aircraft will depart at 0700Z, 10 Jan 58, 10 minute intervals. Block altitudes will be used, they are 15M, 16M, and 17M. All aircraft will utilize a common true air speed (average 222 kts) arriving at Goose AB at approximately 1240Z, 10 Jan 58. a 40 NM separation will be afforded each aircraft with a 120 NM separation at the same altitude. All landings are scheduled during daylight hours. The last aircraft is scheduled to land at Goose prior to 1600Z. Highest terrain enroute and danger areas are shown in App 1, this annex.

5. ALTERNATES AND EMERGENCY FIELDS:

a. For listing of fields see Tab 4, App 2, this annex.

b. Consistent with flying safety, Eighth AF bases will have first priority as emergency fields, SAC bases second, and remaining airfields last priority.

6. FUEL RESERVE:

a. <u>Destination</u>	<u>Reserve</u>	<u>Alternate</u>	<u>Reserve</u>
Goose AB	8+00	Harmon	6+30
		Loring	5+15

b. AFR 60-16 will be complied with.

Annex B  
26SRW OFORD 16A-57  
10 Dec 57

**SECRET**



**SECRET**7. ABORT PROCEDURES:

a. Ground abort: Aircraft aborting will take the last position in the stream if ready to go. If not ready to go with the stream, aborting aircraft will depart the following day on an individual clearance with first departure scheduled at 0700Z. In any event, take-offs at Lockbourne AFB will be made so as to arrive at Goose during daylight hours.

b. In the event there is an air abort, the aborting aircraft will remain in stream position if possible and contact nearest radio facility for clearance. If aborting aircraft cannot maintain position in the stream, he will break to the right 90° and descend to an altitude commensurate with safety. The aborting aircraft will continue trying to contact nearest radio facility for instructions. If altitude cannot be maintained and no radio contact made, the aborting aircraft will proceed to and land at nearest enroute emergency field as listed in Tab 4, App 2, this annex.

8. FLYING SAFETY:

a. Even though the flight is being conducted in a block altitude, personnel should be alert for other aircraft at all times.

b. In accordance with SAC Reg 51-11, Subject: "Navigational Training Missions", dated 14 Jan 57, a rated officer other than the primary navigator will be designated to keep track of the aircraft position, to observe air traffic regulations; give position reports and insure safety of flight. Correct ADIZ penetration and reporting must be complied with. If doubt exists as to the position of the aircraft, abort the celestial and/or grid navigational leg in favor of compliance with contents of AFR 60-22

Annex B  
26SRW OPORD 16A-57

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
10 December 1957

APPENDIX I

TO

ANNEX B

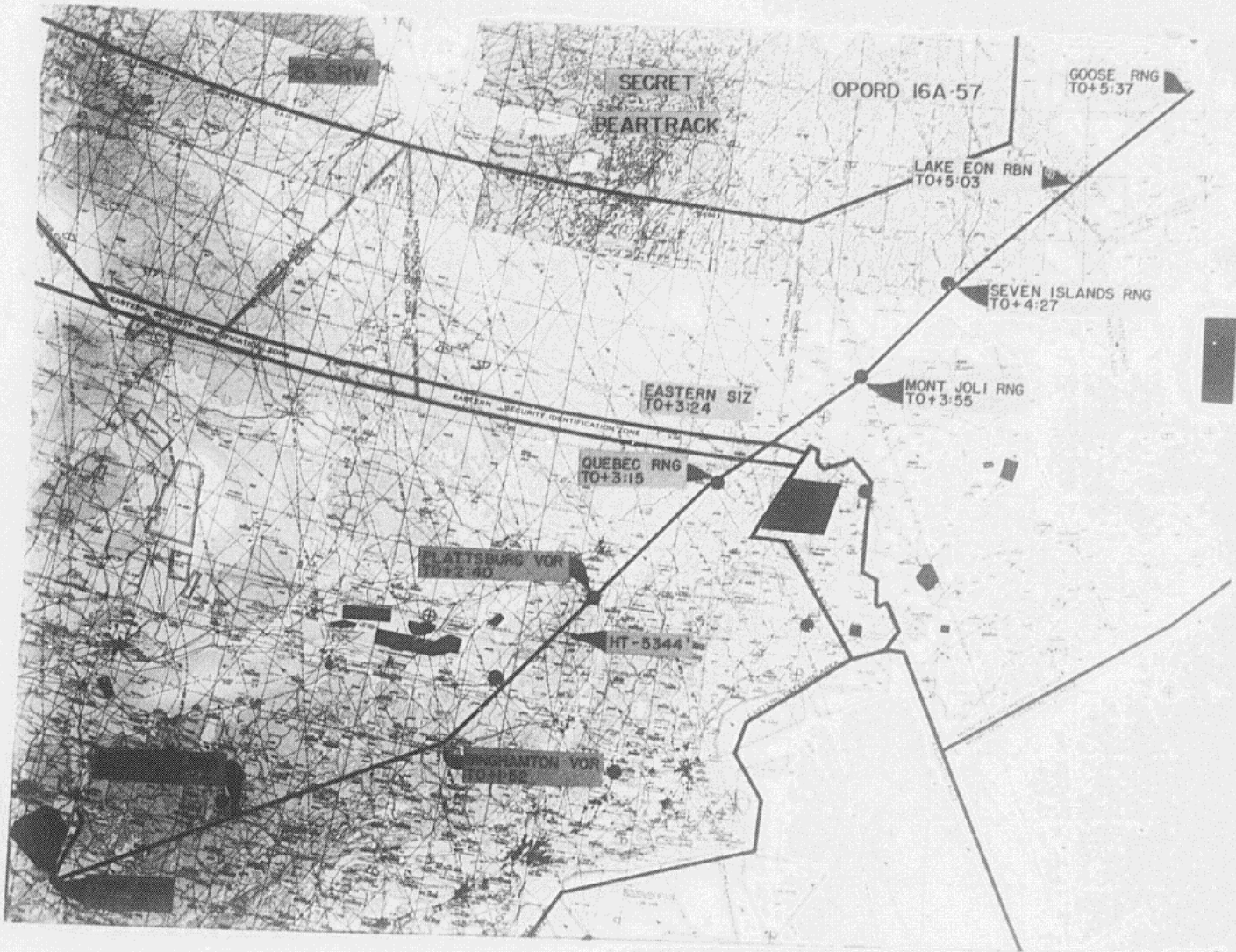
TO

OPERATIONS ORDER 16A-57

ROUTES

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
10 December 1957

APPENDIX 2

TO

ANNEX B

OPERATIONS ORDER 16A-57

ENGINEERS & NAVIGATORS FLIGHT LOG

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ENGINEER'S FLIGHT PLAN											
WING		SQUADRON		DATE		TIME		FLIGHT NO.			
26th		321st		SECRET		RC-97G		COMPLETE SERIAL NO.			
FIRST ENGINEER (Name and Grade)					SECOND ENGINEER (Name and Grade)						
1. WEIGHT COMPUTATIONS											
A. ACFT BASIC WT	8	9	5	7	7	B. DENSITY (Lbs)		C. TAKE-OFF DATA			
B. OIL, ENG (On Ldg)	1	2	3	0	5.85 per Gal		H	750	GO NO GO	5,000'	
C. OIL, JET					N. TOTAL LOAD (Lbs)		DZ	30			
D. CREW 9 @ 150	3	1	5	0	45,007		Torr	41	Fuel Load	11 1/2 / 12.5	
E. AMMO 1250 Pops	6	3	0	0	C. REQUIRED FLAP		BNP @ 95%	= 3340	Outld	3540	
F. CARGO	9	8	0	0	26,430		Gr Wt	15000	Inld	3040	
G. MISC	1	0	0	0	D. RESERVE (Lbs)		Eq Gr Wt	150000	C W	1120	
H. FUEL RESERVE	1	8	6	1	7	18,617		T O Dist	5500	7700	
I. MIN LANDING WT	1	2	9	6	7	K. ONLOAD (Lbs)		T O Sp	1:1		
J. OFFLOAD FUEL						L. REMARKS (Flight Plan made for heaviest "G" acft)		Gr Fid	6500		
K. AMMO (10%)						NACA - Day					
L. BOMBS						Cl with 1 1/2 flaps					
M. CHAFF						Climb Perf Wt 3000#					
N. OIL USED											
O. FUEL EXPENDABLE	2	6	4	3	0						
P. TAKE-OFF GROSS WT	1	5	6	1	0						
NO WIND PLAN											
WIND PLAN											
A	B	C	D	E	F	G	H	I	J	K	L
CONDI- TION	H <sub>p</sub> GAT	BHP RPM	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	EAS VT (K)	AIR DIST	Δ TIME	Δ FUEL USED	GND DIST
JAT'S	VT	ENG F/R		TOTAL	TOTAL		OS	TOTAL	TOTAL	TOTAL	TOTAL
1. RTTO	750 +5	3340 2700	750#/15M 25#/M	(35) 1:02	1690	156,104	-	-	-	-	-
2. CL	10000 -5 1,146	2650 2550 1875	TP 198 7500	:26 1:28	3250 4240	3,250 331,144	167 194	84	-	-	-
3. CR	15000 -15 1,261	1950 2320 1090	TP 161 4360	1:00 1:28	4360 9300	4,360 145,504	182 230	230	-	-	-
4. CR	15000 -15 1,261	1860 2280 1020	TP 156 4080	1:00 2:28	4080 13380	4,080 142,724	180 228	228	-	-	-
5. CR	15000 -15 1,261	1830 2220 975	TP 158 3900	1:00 3:28	3900 17280	3,900 138,824	178 225	225	-	-	-
6. CR	15000 -15 1,261	1750 2120 930	TP 158 3720	1:00 4:28	3720 21000	3,720 135,104	176 222	222	-	-	-
7. CR	15000 -15 1,261	1690 2050 765	TP 158 3060	1:00 5:28	3060 14060	3,060 132,044	174 219	219	-	-	-
8. CR	15000 -15 1,261	1640 1990 740	TP 150 2960	:48 6:16	2370 26430	2,370 129,474	173 218	175	-	-	-
9. TO ALT	HARMON			1:27	4280	4,280	173	314	-	-	-
10. TO ALT	LORING			7:43	30710	125,216	218	524	-	-	-
11.				8:11	33570	122,534	-	-	-	-	-
12.											
13.	Tab 3, App 2, Annex "B"										
14.	20 CRW OPORD 164 10 Dec 57										
SECRET											
Page 1											

SAC FORM 16 MAY 54 316

REPLACES SAC FORM 30-1A, 1 AUG 51, WHICH IS OBSOLETE.

All Form SAC, Offset 0-121(54)

ENGINEER'S FLIGHT PLAN				PLAN TRACK							
WING		LOCATION		SERIAL NO.		DATE					
26th		121st		KC-97F		26 Dec 57					
FIRST ENGINEER (Name and Grade)				SECOND ENGINEER (Name and Grade)							
<b>1. WEIGHT COMPUTATIONS</b> A. ACFT BASIC WT 8 8 7 9 3 B. OIL, ENG (On Ldg) 1 2 3 0 C. CREW 9 6 750 D. PASSENGERS/PLTS 6 3 0 0 E. CARGO 9 8 0 0 F. MISC 1 0 0 0 G. FUEL RESERVE 2 0 4 7 2 H. MIN LANDING WT 1 3 0 7 4 5 I. OFF LOAD FUEL J. AMMO (30%) K. BOMBS L. CHAFF M. OIL USED N. FUEL EXPENDABLE 2 5 1 0 0 O. TAKE-OFF GROSS WT 1 5 5 8 4 5				<b>2. CROCKETS (Lbs)</b> A. 5.85 Per Gal B. TOTAL LOAD (Lbs) C. JCO D. RESERVE (Lbs) E. UNLOAD (Lbs)				<b>3. TAKE-OFF DATA</b> FA 750 GO NO GO 5,000' DF 30 Temp 41 Fuel Load 115/145 IHP @ 95% = 3340 Outbd 3540 Gr Wt 156104 Inbd 3040 Eq Gr Wt 158000 C W 1210 T O Dist 5500 T O Sp 121 Cr Fld 6500			
<b>4. REMARKS (Flight Plan made for heaviest "F" aircraft)</b> HACA - Day Cl with 10% flaps Climb Perf Wt 2000#											
				NO WIND PLAN				WIND PLAN			
A	B	C	D	E	F	G	H	I	J	K	L
CONDN	H <sub>0</sub>	RPM	TOTAL FUEL FLOW	Δ TIME	FUEL USED	GROSS WEIGHT	EAS	AIR DIST	Δ TIME	FUEL USED	GND DIST
J AT'S	VS	ENG P/P			TOTAL USED	GS	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
1. ATTO	750	3340	7500/158	1:02	1600	155,845	167	78			
	+5	2700	2580/158	1:02	1600	154,155	194	78			
			2200/158								
2. GL	10000	2650	TP 198	1:24	2000	3,000	178	233			
	-5	2550		1:26	1600	151,155	194	78			
	1,164	1875	7500								
3. CR	15000	1930	TP 160	1:00	1600	4,220	178	233			
	-15	2310		1:04	1600	146,875	224	311			
	1,261	1070	4280								
4. CR	15000	1850	TP 158	1:04	1600	3,980	182	230			
	-15	2240		1:06	1600	142,095	230	541			
	1,261	995	3920								
5. CR	15000	1800	TP 158	1:00	1600	3,800	180	228			
	-15	2180		1:02	1600	139,095	228	769			
	1,261	950	3800								
6. CR	15000	1720	TP 158	1:00	1600	3,120	178	225			
	-15	2080		1:02	1600	125,875	225	994			
	1,261	780	3120								
7. CR	15000	1680	TP 158	1:00	1600	3,040	177	224			
	-15	2040		1:02	1600	132,935	224	1218			
	1,261	730	3040								
8. CR	15000	1620	TP 158	1:00	1600	2,190	176	165			
	-15	1960		1:02	1600	130,745	222	1383			
	1,261	730	2920								
9. TO ALT	HARMON			1:25	1140	4,140	178	314			
				1:26	2920	126,605	222				
10. TO ALT	LOBING			2:22	6900	6,000	178	524			
				8:23	33000	132,745	222				
11.											
12.											
SECRET											
11. Tab 3, App E, Annex "B", 26SRV GORD 16A-57 10 Dec 57 Page 2											



**SECRET**ALTERNATES

<u>Facility</u>	<u>Runway</u>
1. Harmon AFB, NF	10,000 H
2. Loring AFB, Me.	12,000 H

EMERGENCY FIELDS

<u>Facility</u>	<u>Runway</u>
1. Plattsburg AFB, N Y	11,700 H
2. Loring AFB, Me.	12,000 H
3. Westover AFB, Mass.	11,600 H
4. Greater Pittsburg Airport, Pa	7,500 H
5. Griffis AFB, N Y	7,300 H
6. Quebec AB, Canada	6,000 H
7. Seven Islands AB, Canada	6,100 H
8. Mont Joli AB, Canada	6,000 H
9. Dow AFB, Me.	7,000 H

Tab 4, App 2,  
Annex "B"  
26SRW OPlan 16A-57  
10 Dec 57

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
10 December 1957

APPENDIX 3

TO

ANNEX B

TO

OPERATIONS ORDER 16A-57

DEPARTURE SCHEDULE

M-0156

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DEPARTURE SCHEDULE

LOCKBOURNE TO GOOSE

FLT NBR	ACFT COMDR	ACFT TAIL NBR & MODEL	TACTICAL CALL SIGN	CARGO LOAD- ING DAY	STATION TIME	START ENGS	T.O. TIMES	ALTITUDE	REMARKS
1		F	DRA PER	X+11	0430Z	0625Z	0700Z	17M	1. D AIRBORNE COMMAN.
2		F	DRA PER	X+11	0440	0635	0710	16M	
3		G	DRA PER	X+11	0450	0645	0720	15M	
4		G	DRA PER	X+11	0500	0655	0730	17M	
5		G	DRA PER	X+11	0510	0705	0740	16M	
6		F	DRA PER	X+11	0520	0715	0750	15M	
7		F	DRA PER	X+11	0530	0725	0800	17M	
8		G	DRA PER	X+11	0540	0735	0810	16M	(Note: Station Time Start Engines, and T/O Times are on X+13)
9		F	DRA PER	X+11	0550	0745	0820	15M	
10		F	DRA PER	X+11	0600	0755	0830	17M	
11		G	DRA PER	X+11	0610	0805	0840	16M	
12		F	DRA PER	X+11	0620	0815	0850	15M	
13		G	DRA PER	X+11	0630	0825	0900	17M	
14		F	DRA PER	X+11	0640	0835	0910	16M	
15		F	DRA PER	X+11	0650	0845	0920	15M	
16		G	DRA PER	X+11	0700	0855	0930	17M	
17		G	DRA PER	X+11	0710	0905	0940	16M	
18		F	DRA PER	X+11	0720	0915	0950	15M	
19		F	DRA PER	X+11	0730	0925	1000	17M	

App 3, Annex B  
26SRW OPORD 16A-57  
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M-0156

COMMUNICATIONS  
OPERATIONS ORDER 16A-57  
TO  
ANNEX C

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (H)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
10 December 1957

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HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 United States Air Force  
 Lockbourne Air Force Base, Ohio  
 10 December 1957

ANNEX "C" TO OPERATIONS ORDER 16A-57, COMMUNICATIONS

1. GENERAL:

This annex prescribes the Communications procedures to be used by the 321st Air Refueling Squadron's deployment to Goose. Compliance with the instructions contained herein should insure that no communications difficulties arise.

2. RECOGNITION AND IDENTIFICATION:

a. Within the ZI, Canada and North East Area, IFF will be operated on Mode II. One aircraft of a cell or formation will maintain a continuous listening watch on 364.2 Mcs when outside the UHF range of Canadian ATC facilities. The aircraft monitoring 364.2 Mcs within a cell or formation and all individual aircraft will contact "RADAR ADVISORY" prior to entry of a CADIZ or the U.S./Canadian boundary south of the SIZ.

b. Recognition between KC-97's and ADC fighters will be accomplished using the Aldis Lamp with correct Filter and appropriate letter from ACP-156.

3. EMERGENCY PROCEDURE:

a. Turn IFF to "emergency" position.

b. "MAYDAY" call will be transmitted on last frequency on which contact was made or frequency in use at the time of the emergency. If no reply is received, call will be made on the best HF frequency for distance and time of day. When reply is received, give all information as required in standard emergency communications IAW ACP 130, 135 and current Radio Facility Charts and Supplemental Flight Information Documents.

Annex "C"  
 26SRW OPord 16A-57  
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4. AUTHENTICATION:

At any point along the route the aircraft may be challenged by a ground station. Current KAC-1 will be used for authentication.

5. CALL SIGNS:

a. Aircraft (with CAA & DOT) - - - - - DRAPER (2 digits) with  
BEAR TRACK as the first  
word of the text.

b. Inter Aircraft - - - - - DRAPER (2 digits)

c. HF Control Stations:

(1) Primary - - - Loring

(2) Secondary - - Goose

d. SAC Control Room - - - - - SKY BIRD CONTROL

e. Collective Call Sign - - - - - SKY KING

f. Recall Words:

(1) Recall 321st AREFS aircraft - - - - SHIPWRECK XRAY

(2) The Recall Word is further suffixed, as indicated below,

for the purpose of designating a specific landing base:

Westover - - - - - COCA

Harmon - - - - - DELTA

Loring - - - - - ECHO

Pease - - - - - FOXTROT

Plattsburgh - - - - - GOLF

Sondrestrom - - - - - HOTEL

Lockbourne - - - - - INDIA

Lincoln - - - - - JULIETT

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Whiteman - - - - - KILG

Forbes - - - - - LIMA

6. HF FREQUENCIES AND CHANNELIZATION:

HF channelization will be as listed in SAC CEI B200.32.

7. UHF FREQUENCIES AND CHANNELIZATION:

a. Interplane frequency - - - - - 311.0 Mcs

b. VHF Back-Up - - - - - 148.86 Mcs

c. UHF channelization will be as presently installed.

8. VHF CHANNELIZATION:

VHF channelization will be as presently installed, except that 126.7 Mcs will be installed in channel "A" at the U.S./Canadian border and ~~148.86~~ Mcs in channel "E" before take-off.

9. PROCEDURES:

a. Position reporting will be accomplished IAW procedure "ALPHA", SAC Manual 55-8M (Reporting Code Number: M-19). The first and last aircraft in the stream will make position reports as indicated on Recap Sheet, SAC Form 100,, and open and close the block, reporting as such. Address on position reports will be limited to Civil Agencies only. SACADS will not be used.

b. HF Radio is authorized only for emergencies and for passing mandatory position reports to Civil ATC when contact cannot be accomplished on UHF or VHF.

c. All aircraft will contact Goose Approach Control when they are 100NM from Goose.

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d. The Transmit-Receive Guard (TR/G) position of the UHF Radio will be utilized at all times except when necessary to discontinue the monitor of guard channel while actually communicating on another frequency.

e. Aircraft will monitor HF air/ground frequencies during the periods listed below (given in minutes past the hour) for receipt of Operational Control Messages. This monitor will be interrupted for emergencies only.

:05 to :08

:25 to :28

:45 to :48

## 10. REPORTS:

### a. Hot News Report, M-12

This report will be submitted when and if unusual activities are observed, such as unidentified aircraft, etc. This report will be addressed to "JACKRABBIT" and "PINEFEATHER".

### b. Aircraft Distress Report, M-14

This report will be submitted when crash landing, ditching or abandoning the aircraft is eminent. It will be addressed to "JACKRABBIT" and "PINEFEATHER".

### c. Aircraft Commanders Report, M-17

The M-17 will be submitted when landing at other than destination. This report will be addressed to CINCSAC, Commanders 8AF and 26SRW.

d. The formats for the M-12, M-14 and M-17 will be found in the Reports Folder.

## 11. SECURITY:

Communications security will be observed and no clear text transmissions will be made that would reveal unit designation, location, aircraft type or nature of the mission.

Annex "C"  
26SRW OPord 16A-57  
20 Nov 1952

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SECRET (When Filled In)

COMMUNICATIONS RECAP SHEET		UNIT	AIR FORCE	HOME BASE	LOCATIONS AIR FORCE BASE, OHIO	UNIT CALL SIGN	COM FROM CALL SIGN	COM TO UNIT FREQ	ROUTE	LOCKHOUSE TO	PAGE OR	NO OF PAGES			
		321st AREFS	8AF			CRABER		321.0 MGS.		GOOSE	1	1			
ENROUTE AIR/GROUND FACILITIES						CIVIL/TACTICAL REPORTING						UL. IFF PROCEDURES			
SAC CONTROL ROOM FACILITIES			NON-SAC FACILITIES			POSITION		CONTACT		TYPE		AREA		CHALLENGE	
LOCATION	CALL SIGN	FREQ	LOCATION	CALL SIGN	FREQ		ETA		FREQ		RELAY TO				
1 PLATTSBURGH	DARFIELD CONTROL	311.0 MGS.	LORING A/G STATION	LORING	H SEE RPC	TAKE OFF		CONCOMBS DEP CONTROL	263.0 MGS.	DEPARTURE INSTRUCTION	-----	U.S.	II		
2 WOODROW	WEDDING CONTROL	311.0 MGS.	HARMON A/G STATION	HARMON	H SEE RPC	YORK FOR		INDIANAPOLIS CENTER	395.6 MGS.	M-19 (ALFA)	NO RELAY REQUIRED	U.S.	II		
3 PORTSMOUTH	MINIBOLT CONTROL	311.0 MGS.	GOOSE A/G STATION	GOOSE	H SEE RPC	PITTSBURGH FOR		PITTSBURGH CENTER	301.4 MGS.	M-19 (ALFA)	NO RELAY REQUIRED	U.S.	II		
4 DOW	PONT CONTROL	321.0 MGS.				BIRMGHAMTON FOR		BIRMGHAMTON RADIO	255.4 MGS.	M-19 (ALFA)	NO RELAY REQUIRED	U.S.	II		
5 LORING	NEISON CONTROL	311.0 MGS.				PLATTSBURGH FOR		BURLINGTON RADIO	255.4 MGS.	M-19 (ALFA)	MONTREAL FIR	U.S.	II		
6 HARMON	BETTY CONTROL	321.0 MGS.				QUEBEC TNG		MORGANTIC RADIO	255.4 MGS.	M-19 (ALFA)	NO RELAY REQUIRED	CANADA	II		
7 GOOSE	REABELL SIX CONTROL	321.0 MGS.				15 MINUTE PRIOR TO SID		RADAR ADVISORY	344.2 MGS.	M-19 (ALFA)	NO RELAY REQUIRED	CANADA	II		
8						MONT JOLI RWI		MONT JOLI RADIO	255.4 MGS.	M-19 (ALFA)	NO RELAY REQUIRED	CANADA	II		
9						SEVEN ISLANDS RWI		SEVEN ISLANDS RADIO	255.4 MGS.	M-19 (ALFA)	NO RELAY REQUIRED	CANADA	II		
10						LAKE EON SBn		LAKE EON RADIO	126.7 MGS.	M-19 (ALFA)	NO RELAY REQUIRED	CANADA	II		
11						100 NM FROM GOOSE		GOOSE APPROACH CONTROL	363.8 MGS.	APPROACH INVT.	-----	CANADA	II		

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
10 December 1957

ANNEX D

TO

OPERATIONS ORDER 16A-57

AIR REFUELING

Not Used

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
10 December 1957

ANNEX E

OPERATION ORDER

Serial Number 16A-57

LOGISTICS AND ADMINISTRATION

- |              |      |                          |
|--------------|------|--------------------------|
| 1. Appendix  | I    | General                  |
| 2. Appendix  | II   | Supply                   |
| 3. Appendix  | III  | Armament and Electronics |
| 4. Appendix  | IV   | Maintenance              |
| 5. Appendix  | V    | Transportation           |
| 6. Appendix  | VI   | Medical                  |
| 7. Appendix  | VII  | Personnel                |
| 8. Appendix  | VIII | Adjutant                 |
| 9. Appendix  | IX   | Comptroller              |
| 10. Appendix | X    | Judge Advocate           |
| 11. Appendix | XI   | Security                 |
| 12. Appendix | XII  | Miscellaneous            |

ANNEX E  
26 SRW OPORD 16A-57  
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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING(M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
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APPENDIX I

ANNEX E

OPERATIONS ORDER

SERIAL NUMBER 16A-57

GENERAL

GENERAL: This annex is in accordance with SAC Regulation 400-3.  
It will provide the administrative and logistical instructions for  
Project "Bear Track", rotational exercise of the 321st Air Refueling  
Squadron

APP I, ANNEX E  
26 SRW OPORD 16A-57  
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HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 United States Air Force  
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APPENDIX IIANNEX EOPERATIONS ORDERSERIAL NUMBER 16A-57SUPPLY

1. GENERAL: Commands and agencies responsible for logistical support of bases through or to which SAC forces deploy will furnish supply and service support required by these forces to the extent available.

2. MATERIEL DEPLOYED: The 321st Air Refueling Squadron will deploy with UME, FAK and other materiel outlined in SACM 400-1B. Engine change support will consist of eight (8) engines built-up, and two (2) raw.

3. Supply support will be in accordance with Volume XVI, AFM 67-1. Use of FAK assets is authorized. Appropriate materiel or logistical communications, with control OCAMA, will refer to applicable Big Tin numbers published in the Eighth Air Force Operations Directive. 321st Big Tin designator will be 324.

- a. SACR 67-25 and 67-31 will be complied with.
- b. Paragraph 5a(2)(b), SACR 67-17 will be complied with.
- c. SAC Sup 1/AFR 67-43 will be complied with.
- d. Headquarters SAC will not be addressee on reports required by Volume XVI, AFM 67-1.

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4. References SACR 67-17, 67-25 and 67-31, as amended, will be complied with.
5. PROPERTY RESPONSIBILITY: An individual of the 321st Air Refueling Squadron will be designated to accept responsibility at enroute and TDY bases for housekeeping items and other property required by the 321st Air Refueling Squadron.
6. SUBSISTENCE: Flight lunches will consist of 1P-7's. The designated troop commanders of passengers aboard KC-97 and MATS aircraft will ascertain that lunches are obtained for passengers. The home or TDY base will provide flight lunches in sufficient quantities to provision personnel to final destination.
7. PERSONAL EQUIPMENT: Each person deployed will deploy with individual equipment as directed in SOP #16, 801st Air Division Mobility Plan, and one basic load of ammunition as prescribed in SACR 136-9, with the exception of the requirement to deploy summer uniforms.
8. Personnel designated to deploy as classified material custodians will retain their individual weapons and ammunition during the deployment.
9. Weapons and ammunition for MATS cargo guards will be stowed aboard each aircraft to provide issue of these items to the guards during all stops.
10. Weapons and ammunition for tactical aircraft will be stowed in weapon boxes by troop commander and issued if any enroute stop necessitates. Weapons will be stored by troop commander at destination.

APP II, ANNEX E  
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 26TH STRATEGIC RECONNAISSANCE WING (M)  
 United States Air Force  
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APPENDIX IIIANNEX EOPERATIONS ORDERSERIAL NUMBER 16A-57ARMAMENT AND ELECTRONICS

1. AMMUNITION: When aircraft deploy on peace time rotations with combat type ammunition, unit commanders will insure that the same ammunition is retained and returned with the tactical aircraft. Ammunition identification will be maintained by lot number.
2. RADIOLOGICAL EQUIPMENT: Deployment of radiological equipment will be in accordance with criteria established in Section VIII, SACM 400-1.
3. CABLE AND CONNECTOR KIT: A kit of cables and connectors will be deployed with the unit. This kit will include items necessary to provide power to operate minimum maintenance bench sets from power sources likely to be available in the forward area.
4. FLYAWAY KIT ITEMS: FAK items required for armament electronics maintenance will be serviceable and compatible with aircraft involved in the movement.
5. TEST EQUIPMENT: "Shop Standards", (test equipment) will be serviceable and current in accordance with applicable technical orders and regulations. Other test equipment will be current in regard to calibration with shop standards.

APP III, ANNEX E  
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HEADQUARTERS  
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 United States Air Force  
 Lockbourne Air Force Base, Ohio  
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APPENDIX IVANNEX EOPERATIONS ORDERSERIAL NUMBER 16A-57MAINTENANCE

1. TECHNICAL REPRESENTATIVES: No technical representatives will be deployed for this project.
2. ENROUTE MAINTENANCE: Enroute maintenance support for tactical aircraft is not planned since deployment and redeployment are nonstop flights.
3. MAINTENANCE DIFFICULTIES: Maintenance support required beyond the combined capability of the SAC and local forces at any point will be reported to Eighth Air Force.
4. ORGANIZATION: The maintenance activity at the forward area will be organized and operated as prescribed in SACM 66-12.
5. FLOW BOARDS: Aircraft maintenance status and flow boards will be used as prescribed in SACM 66-13. \*To be added.
6. SECURITY CHECK: Aircraft commanders or designated representatives will perform a security check at the operating base to insure that:
  - a. Fuel, oil and ADI fluid for servicing aircraft are not contaminated.
  - b. Fuel and oil are of the grade specified by applicable T.O.'s.

APP IV, ANNEX E  
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7. POLICING: Commander of the 321st Air Refueling Squadron will insure compliance with T.O. 02J-J1-17, concerning determination of policing status of parking areas, runways, taxiways, etc. at operating base.

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HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 United States Air Force  
 Lockbourne Air Force Base, Ohio  
 10 December 1957

APPENDIX VANNEX EOPERATIONS ORDERSERIAL NUMBER 16A-57TRANSPORTATION

1. DEPLOYMENT AND REDEPLOYMENT: Overall deployment and redeployment of personnel, aircraft and cargo will be found in Tab 1\* to Appendix II of this Annex.
  2. PREPARATION OF CARGO: Cargo will be prepared for shipment in accordance with SOP #2, 801st Air Division Mobility Plan. Upon redeployment to the zone of the interior, units will type the following statement on all cargo manifests: "Military Equipment being returned to the United States for future use by the United States Armed Services." Cargo will be manifested, and loaded, from Lockbourne in accordance with SOP's #3, 4, and 6, 801st Air Division Mobility Plan.
  3. SUPPORT AIRLIFT: MATS will furnish airlift for twenty-two (22) personnel and forty-two (42) tons of cargo. Arrival times will be disseminated when a MATS OPORD is received.\*
  4. PERSONNEL AND BAGGAGE:
    - a. A personnel deployment chart will be shown in Tab 1\* to this annex. For planning purposes personnel weights will be 300 pounds per man average, including baggage.
- \*To be added.

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b. Aircraft commanders of unit aircraft and troop commanders of support aircraft will insure that deploying personnel and their baggage are not separated enroute. For security purposes, two personnel will accompany each support aircraft carrying cargo.

5. AIR MOVEMENT REPORTS:

a. Air Movement Report (RCS: SAC-J4) required for this deployment will be submitted in accordance with Chapter 6, SACM 76-1, dated August 1956.

b. Travel of dependents and shipment of household goods are not authorized.

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APPENDIX VIANNEX EOPERATIONS ORDERSERIAL NUMBER 16A-57MEDICAL

1. Medical Support will be deployed in accordance with instructions contained in Eighth Air Force Directive Number 3, as follows:

a. The 321st Air Refueling Squadron will deploy 1 times Part II AD SAC UMD 2907 medical personnel and equipment.

b. Medical Team will be one officer, three airmen and tactical airborne dispensary totaling 3,098 pounds.

2. IMMUNIZATION: Personnel involved in the movement will be immunized in accordance with AFR's 160-101, as amended, 160-102, and SACR 160-1 and will carry DD Form 737 as prescribed in SOP #1, 801st Air Division Mobility Plan.

3. HOSPITALIZATION: Hospitalization and evacuation will be in accordance with procedures prevailing at the destination.

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HEADQUARTERS  
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 Lockbourne Air Force Base, Ohio  
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APPENDIX VIIANNEX EOPERATIONS ORDERSERIAL NUMBER 16A-57PERSONNEL

1. DEPLOYING PERSONNEL: The 321st Air Refueling Squadron will deploy personnel in accordance with the air echelon tables of SACM 400-1B. If shortages prohibit deployment of total personnel in these tables, the percentage of body manning by function (excluding air police) at the home station will be applied to the tables to determine the minimum deployment requirements. Air police listed will be deployed. Total personnel to be deployed will not exceed the quantity authorized in the Eighth Air Force operations directive, without prior approval from this headquarters.
2. RETAINABILITY: Personnel deploying will have sufficient retainability to insure that the duration of TDY will be completed. Personnel who will become eligible for separation under current directives after the return of the unit must have sufficient service remaining to complete processing for separation.
3. LEAVE: Personnel on leave who must accompany the unit may be recalled at the discretion of the squadron commander.
4. EXEMPTED PERSONNEL: Personnel in the following categories will not accompany the unit during deployment:

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a. Personnel undergoing investigation or awaiting trial by court martial.

b. Those released by the squadron commander for compassionate reasons he deems valid.

c. Personnel on whom action has been initiated under AFR 35-62 as security risks.

5. UNIFORM: Personnel will be deployed with proper winter clothing. No summer clothing will be deployed. SOP #16, 801st Air Division Mobility Plan will be followed except for the deletion of the summer clothing. Wearing of the suit, working, is permitted during deployment for those personnel deploying VIA support aircraft. However, upon arrival personnel will conform to uniform regulations of the theater to which deployed.

6. CUSTOMS BRIEFING: Personnel will be briefed during personnel processing on the following:

- a. Customs and courtesies of the country to which deployed.
- b. Prohibitions and penalties to illegal commercial and blackmarket activities.

7. MILITARY AIR TRANSPORT TRIP INSURANCE: All personnel traveling by MATS aircraft will be briefed during personnel processing as to availability and use of MATS trip insurance. Application blanks will be available during processing and policies may be purchased for either one way or round trip, if proceeding via MATS. All unused applications will be returned to the mobility officer upon completion of processing.

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8. CASUALTY REPORTING: Personal Affairs and casualty reporting will be in accordance with AFR's 30-11 and 34-43, as amended, and SACR's 30-3 and 34-8.

9. PERSONNEL RECORDS: For this deployment personnel records will not accompany the unit. However, a current classification and audit roster with the security clearance of each individual authenticated on the roster will be taken.

10. PERSONNEL PROCESSING: Personnel processing will be accomplished by Air Base Group in accordance with SOP #1, 801st Air Division Mobility Plan, except for the processing of orders.

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APPENDIX VIIIANNEX EOPERATIONS ORDERSERIAL NUMBER 16A-57ADJUTANT

1. TDY ORDERS: Temporary duty orders will be issued in accordance with AFM 30-3 and AFM 30-3/SAC Sup 1. CIPAP will be authorized. Orders will not be designated as group travel orders. The orders will be unclassified, regardless of the classification of the Operations Order. The 26th SRW Personnel Section will process all orders.

a. Justification for order: The purpose of this SAC deployment is for SAC air operations.

b. Per diem: Advance per diem will be paid at Lockbourne and at destination, and final settlement upon return to home base.

2. MAIL: Mail will be forwarded to destination as requested by individuals. Unit commander will advise all personnel ten to 15 days in advance of redeployment to have mail delivered at home base.

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APPENDIX IX

ANNEX E

OPERATIONS ORDER

SERIAL NUMBER 16A-57

COMPTROLLER

1. PAY: Military pay records will remain at Lockbourne.
2. FINANCE BRIEFING: A finance briefing to include customs will be held to cover items listed in SACR 100-3. The time of briefing will be disseminated to squadron commander by DF when a firm date is evolved.
3. SUBMISSION OF REPORTS: All comptroller reports, except expense summary reports, will be submitted in accordance with SACM's 171-1, 171-2, 171-4, and 171-6.
4. EXPENSE SUMMARY REPORTS: Expense summary reports for units concerned will be prepared and submitted in accordance with AFM 171-1, as amended, and AFM 171-8, as supplemented.
5. FUNDING: Funding information will be disseminated upon receipt.
6. GOVERNMENT QUARTERS AND MESS: Available government quarters and messing facilities will be used to the maximum extent practicable.

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 26TH STRATEGIC RECONNAISSANCE WING (H)  
 United States Air Force  
 Lockbourne Air Force Base, Ohio  
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APPENDIX XANNEX EOPERATIONS ORDERSERIAL NUMBER 16A-57JUDGE ADVOCATE

1. COURT MARTIAL JURISDICTION: Air Force personnel of SAC units, who are assigned or attached for temporary duty to any oversea SAC organization or component thereof, are under the jurisdiction, for court martial and UCMJ Art 15, of the commander of the oversea unit to which they are assigned or attached. This includes the processing of various administrative proceedings, including but not limited to, actions under AFR's 39-16, as amended, 39-17, as amended, 35-62, 35-66, 36-2, as amended, and 36-12, as amended.

a. The commander of a SAC unit assigned or attached for temporary duty to an oversea organization of another major air command may request the commander exercising general court martial jurisdiction over the base upon which his unit is tenanted to exercise jurisdiction in accordance with paragraph 5, AFR 11-4, 5 Dec 56, for the duration of the temporary duty. This will include the concurrent exercise of authority under UCMJ Art 15, but will not include the processing of proceedings under AFR's 39-16, 39-17, 35-62, 36-2, 36-12, and other administrative regulations, which actions will continue to be processed through SAC channels.

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b. Personnel of returning units may, at the discretion of the commander exercising general court martial jurisdiction temporarily over the unit, be retained if:

- (1) Under investigation.
- (2) Pending trial by, or review of, court martial.
- (3) Required as a material witness in court martial or administrative proceedings.

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 United States Air Force  
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APPENDIX XIANNEX EOPERATIONS ORDERSERIAL NUMBER 16A-57SECURITY

1. SAC SECURITY INTELLIGENCE DIGEST: The SAC Security Intelligence Digest, Volume I, Number 1, 25 Jan 54, and all subsequent issues will be used as a guide in determining the subversive situation at forward operating areas.
2. UNIT SECURITY OFFICER: Unit security officers will monitor unit security procedures during the movement to and from forward areas in accordance with SACR 205-11.
3. SECURITY OPERATIONS AT SAC BASES: Security operations at forward SAC bases will be conducted as follows:
  - a. The air police elements of units (as outlined by SAC Manuals of the 400 series, as amended) deploying to SAC bases will be integrated with the stations' air police complement. Deployed air police will normally be used to secure SAC aircraft and FAK of the deployed force. Deployed air police will be under the operational control of the provost marshal of the host base.
  - b. Deployed personnel who maintain the FAK will be responsible for access to, and internal security of, the kits during working hours.

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c. Using organizations will be responsible for the security of aircraft during normal duty hours and at such other times as they are on duty with, or in the immediate vicinity of such priority elements. Security personnel will be responsible for the security of aircraft during all other periods.

d. Requirements for access to SAC aircraft and FAK will be established by the senior SAC commander present.

4. AUTHORIZATION TO DEPLOY: Air police will be deployed to Goose AB in accordance with the appropriate column of SACM 400-1E.

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 United States Air Force  
 Lockbourne Air Force Base, Ohio  
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APPENDIX XIIANNEX EOPERATIONS ORDERSERIAL NUMBER 16A-57MISCELLANEOUS

1. BURIAL AND GRAVE REGISTRATION: Burial and grave registration will be in accordance with existing directives of the theater to which deployed. In the absence of theater directives, AFR 30-11, as amended, and AFM 143-1 will be followed.
2. REGULATIONS, TECH ORDERS AND OTHER DIRECTIVES: Publications will be deployed as required, remaining within the weight limitation as prescribed by SAC Manual 400-1C and aircraft loading forms, SAC Form 531.
3. INSECT CONTROL: Aircraft, other than fighter type, will carry at least two aerosol bombs. Aircraft will be completely sprayed 30 minutes before landing at the first stop after crossing the United States Boundary.
4. Units will support the vehicle and maintenance program at the TDY base and assist the supporting transportation squadron in complying with the provisions of AFM 66-12 and AFM 77-1.

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HEADQUARTERS  
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United States Air Force  
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10 December 1957

ANNEX F  
TO  
OPERATIONS ORDER 16A-57  
WEATHER

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HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 United States Air Force  
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ANNEX FOPERATIONS ORDERSERIAL NUMBER 16A-57WEATHER

1. GENERAL: Weather support for "Bear Track" will generally be within the normal operation of weather units concerned.
2. PREPARATION AND DISPATCH OF FORECASTS:
  - a. Detachment 22, 5th Weather Group will be responsible for the route forecast from Lockbourne to destination.
  - b. Westover Forecast Center will be responsible for furnishing any terminal forecasts not received via regular communications facilities.
  - c. Planning and Operational forecast will be coordinated with Westover Forecast Center (SOCS drop 35) twenty-four hours and twelve hours respectively before first scheduled take off.
  - d. Westover Forecast Center will maintain general flight meteorological watch for the entire movement beginning with first take-off and continuing until last aircraft lands.
  - e. Planning winds will be distributed to squadron 24 hours before first scheduled take off.
3. CONTENTS OF ROUTE FORECASTS:
  - a. Winds and temperatures - 10M, 15M and 20M.

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- b. Clouds and weather - surface to 25M.  
 c. Terminal forecasts for destination and at least one alternate.
4. WEATHER PLANNING FACTORS:

## a. Goose Flying weather:

	JAN	FEB	MAR
% of observations with ceiling less than 1000' and/or visibility less than 3 miles	14%	16%	12%
% observations with ceiling less than 500' and/or visibility less than 1 mile	5%	5%	4%

## b. Goose Temperatures, Precipitation, Mean Vapor Pressure:

	JAN	FEB	MAR
Extreme Max Temperature	43	47	55
Mean Daily max	8	13	25
Mean daily min	-8	-7	6
Extreme Minimum	-33	-41	-33
Snowfall (inches)	25.6	19.9	20.2
Mean number days measurable snowfall	15	14	13
Mean no days snowfall equal to or more than 1.5 inches	5	4	4
Mean Vapor Pres	.06	.09	.12

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
10 December 1957

ANNEX G  
TO  
OPERATIONS ORDER 16A-57  
REPORTS

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HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 United States Air Force  
 Lockbourne Air Force Base, Ohio  
 10 December 1957

ANNEX G

OPERATIONS ORDER

SERIAL NUMBER 16A-57

REPORTS

1. The following reporting instructions apply for this operations order and will be submitted under procedures of SAC Manula 55-18 series as revised:

a. Deployment:

(1) Distribution - A

<u>TYPE OF REPORT</u>	<u>RESPONSIBLE AGENCY</u>
(a) M-2, Route and Support report	26SRW Control Room
(b) M-4 Load report - Strategic Support Aircraft	26SRW Logistics Officer
(c) M-10, Departure report	Ick-26SRW Control Room Goose-SAC Senior Controller Acft Comdr-as required
(d) M-12, Hot News report	Acft Comdr - as required
(e) M-14, Aircraft distress report	Goose-SAC Senior Controller Ick-26SRW Control Room 321st Sq CO(If Applicable)
(f) M-15, Arrival report	Wx Officer (Goose) Wx Officer (Lockbourne)
(g) M-17, Delay report	
(h) M-21, Weather report	

(2) Distribution - B

<u>TYPE OF REPORT</u>	<u>RESPONSIBLE AGENCY</u>
(a) Telephone departure report	26SRW Control Room
(b) M-19, Position report	Aircraft Commander

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2. It will be the responsibility of the 321st AREFS reports officer to assist the responsible agency in the preparation of the following reports:

a. M-2, M-10, M-15, M-17 (if applicable), M-27.

3. Reports Timeliness:

a. Reports will be submitted within timeliness criteria as required by SAC Manual 55-8 and sub-manuals, as revised.

b. When information is not available within the outlined time periods, paragraph 6C, SAC Manual 55-8 will be complied with.

Annex G  
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P R RJEPEO 290  
DE RJEPEO 290

P R 042050Z  
FM COMAF 8  
TO RJWFFB/COMAIRDIV 21  
RJEDBO/COMAIRDIV 801  
RJEPGM/COMAIRDIV 817  
RJEDGD/COMAIRDIV 818  
RJEPDW/COMAIRFLWG 4060  
RJENKA/COMSTRATWG 4081  
RJEODL/COMSTRATWG 4082  
RJERSB/COMSTRATWG 4083  
RJEDNJ/COMABGRU 4041  
INFO RJWFKL/COMAF 2  
RJWPKN/COMAF 15  
RJEDBR/CINCSAC  
RJEDGD/COMBOMWG 98  
RJEDGD/COMAREFS 98  
RJEDGD/COMBOMWG 307  
RJEDBO/COMSTRATRECONWG 26  
RJEDBO/COMAREFS 321  
RJEDBO/COMSTRATRECONWG 90  
RJEPGM/COMBOMWG 100  
RJEPGM/COMAREFS 100

L-0103

Action

INFO

26 SW-4

91SRW-1  
DO-1  
DM-1  
B150-4

Physical removal  
by date-time group  
declassification.  
"A"

BT  
/S E C R E T/DOO1B 39760. SECTION I OF III :  
SUBJECT: (UNCL)"SNOW FLURRY".THIS IS  
A WARNING ORDER XOR SAC/SAF OPLAN 13-58,"SNOW FLURRY".THIS WILL  
BE A "NO NOTICE"EXERCISE.PERIOD OF VULNERABILITY WILL BE  
1 MAR THRU 31 MAR 58.E HOUR/DAY WILL BE AS SPECIFIED IN SAC  
EXECUTION ORDER.UNCLASSIFIED NICKNAME IS "SNOW FLURRY".  
1.PARTICIPATING FORCES AND SCHEDULE:  
A.AREFS DEPLOYMENT (E DAY):  
(1) 2 AREFS, 21 DKC-97'S HUNTER TO GOOSE.  
(2) 19AREFS, 21 KC-97.'S HOMESTEAD TO HARMON.  
(3) 376 AREFS, 19 KC-97'S BARKSDALE TO KEFLAVIK.

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(4) 68 AREFS (LAJES DETACHMENTS),8 KC-97'S LAJES TO  
GREENHAM COMMON (STRIP ALERT).  
B. IN -PLACE AREFS:  
(1) DOV, 71ST AND 341ST AREFS, 20 KC-97'S.  
(3) THULE, 100 TH AREFS, 16 KC-97'S.  
(4) GOOSE, 321ST AREFS, 16 KC-97'S  
C. WEATHER SCOUT DEPLOYMENT:  
(1) 26TH SRW:  
(A) 3 MARCH 58:  
5 RB-47 AIRCRAFT, LOCKBOSRNE TO GOOSE  
5 RB-47 AIRCRAFT, LOCKBOSRNE TO KEFLAVIK,AIR  
REFUELED BY GOOSE ROTATIONAL TANKERS.  
(B) E DAY:  
1 RB-47 AIRCRAFT,LOCKBOURNE TO GOOSE  
1 RB-47 AIRCRAFT,LOCKBOURNE TO KEFLAVIK  
(2) 90TH SRW  
(2) 90TH SRW:  
(A) 3 MARCH 58:  
5 RB-47 AIRCRAFT, FORBES TO ELMENDORF  
(B)E DAY:

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(P)



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1RB-47 AIRCRAFT, FORBES TO ELMENDORF

4RB-47 AIRCRAFT, FORBES TO FAIRCHILD

(3) 70TH SRW:

(A) E DAY:

3 RB-47 AIRCRAFT, LITTLE ROCK TO PEASE

4 RB-47 AIRCRAFT, LITTLE ROCK TO GOOSE

D. SIMULATED STRIKE, COMMENCING E DAY:

(1) 44TH BOMB WING, 30 B-47 AIRCRAFT DEPLOY TO LORING (PRESTRIKE) AND FLY STRIKE MISSION, LORING TO MILDENHALL (POST STRIKE BASE) AS FOLLOWS:

14 AIRCRAFT, NON REFUELED

7 AIRCRAFT, ONE REFUELING USING KEFLAVIK TANKERS

4 AIRCRAFT, ONE REFUELING USING HARMON TANKERS, EASY CHAIR A/R, RENDEZVOUS POINT ANN.

5 AIRCRAFT, TWO REFUELINGS USING HARMON AND KEFLAVIK TANKERS, EASY CHAIR A/R, RENDEZVOUS POINT ANN.

(2) 68TH BOMB WING, 35 B-47 AIRCRAFT, STRIKE LAKE CHARLES TO CHELVESTON WITH AIR REFUELINGS AS FOLLOWS:

29 AIRCRAFT, TWO REFUELINGS USING DOW AND HARMON

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TANKERS, FIGHTING FOX AND EASY CHAIR

A/R AREAS, RENDEZVOUS POINT NELL.

6 AIRCRAFT, TWO REFUELINGS USING DOW AND KEFLAVIK TANKERS, FIGHTING FOX AND EASY CHAIR A/R AREAS, RENDEZVOUS POINT NELL.

(3) 2D BOMB WING, 30B-47 AIRCRAFT, STRIKE HUNTER TO LAKENHEATH, WITH AIR REFUELING AS FOLLOWS:

18 AIRCRAFT, ONE REFUELING USING DOW TANKERS, FIGHTING FOX A/R AREA, RENDEZVOUS POINT BETTY.

10 AIRCRAFT, ONE REFUELING USING HARMON TANKERS, EASY CHAIR A/R AREA, RENDEZVOUS POINT BETTY.

2 AIRCRAFT, TWO REFUELINGS USING DOW TANKERS (FIGHTING FOX A/R AREA, RENDEZVOUS POINT BETTY) AND HARMON TANKERS (EASY CHAIR A/R AREA, RENDEZVOUS POINT BETTY).

(4) 308TH BOMB WING, 30 B-47 AIRCRAFT, STRIKE HUNTER TO BRIZE NORTON WITH AIR REFUELING AS FOLLOWS:

17 AIRCRAFT, ONE REFUELING USING DOW TANKERS, FIGHTING FOX A/R AREA, RENDEZVOUS POINT PAT.

5 AIRCRAFT, TWO REFUELINGS USING HARMON TANKERS (EASY CHAIR A/R AREA, RENDEZVOUS POINT PAT)

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2



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 AND KEFLAVIK TANKERS.  
 2 AIRCRAFT, TWO REFUELINGS USING DOW TANKERS (FIGHT-  
 ING FOX A/R AREA, RENDEZVOUS POINT PAT)  
 AND HARMON TANKERS (EASY CHAIR A/R AREA,  
 RENDEZVOUS POINT PAT).  
 (5) 98TH BOMB WING, 30 B-47 AIRCRAFT, STRIKE LINCOLN TO  
 BRUNTINGHORPE, WITH AIR REFUELING AS FOLLOWS:  
 14 AIRCRAFT, TWO REFUELINGS USING GOOSE TANKERS  
 (BAKER SHOP A/R AREA, RENDEZVOUS POINT  
 CORA) AND KEFLAVIK TANKERS (COPY BOOK  
 A/R AREA, RENDEZVOUS POINT CORA).  
 3 AIRCRAFT, ONE REFUELING USING GOOSE TANKERS (BAKER  
 SHOP A/R AREA, RENDEZVOUS POINT CORA).  
 9 AIRCRAFT, TWO REFUELINGS USING DOW TANKERS (FIGHT-  
 ING FOX A/R AREA, RENDEZVOUS POINT CORA)  
 AND HARMON TANKERS (EASY CHAIR A/R AREA,  
 RENDEZVOUS POINT CORA).

78 Z C RE T/DOOIB 39765: SECTION II OF III:  
 4 AIRCRAFT, ONE REFUELING USING HARMON TANKERS (EASY  
 CHAIR A/R AREA, RENDEZVOUS POINT CORA).  
 (3) 357TH BOMB WING, 30 B-47 AIRCRAFT, STRIKE LINCOLN TO  
 FAIRFORD, EACH AIRCRAFT REFUELED BY GOOSE TANKERS (COTTON CLUB A/R  
 AREA, RENDEZVOUS POINT ANN).  
 E. REDEPLOYMENT:  
 (1) STRIKE UNIT REDEPLOYMENT WILL BE APPROXIMATELY E PLUS  
 4 THRU E PLUS 6, IN THREE APPROXIMATE EQUAL INCREMENTS, 24 HOURS  
 APART.  
 (A) 44TH BOMB WING, MILDENHALL TO LAKE CHARLES, TWO

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 AIR REFUELINGS USING HARMON AND DOW TANKERS.  
 (B) 50TH BOMB WING, CHELVESTON TO LAKE CHARLES, 23  
 B-47 AIRCRAFT AIR REFUELED BY GOOSE TANKERS, 18 AIRCRAFT REFUELED  
 BY DOW TANKERS.  
 (C) 2D BOMB WING, LAKEMEATH TO HUNTER, TWO B-47  
 AIRCRAFT, ONE REFUELING BY GOOSE TANKERS, 18 AIRCRAFT REFUELED  
 BY DOW TANKERS.  
 (D) 388TH BOMB WING, BRIZE NORTON TO HUNTER, AIR  
 REFUELED BY HARMON TANKERS.  
 (E) 90TH BOMB WING, BRUNTINGHORPE TO LINCOLN, EACH  
 AIRCRAFT REFUELED BY KEFLAVIK AND THULE TANKERS.  
 (2) WEATHER SCOUT AIRCRAFT, EXCEPT AS LISTED BELOW, WILL  
 REDEPLOY DIRECT TO HOME STATION, NON AIR REFUELED, APPROXIMATELY  
 E PLUS 7. EXCEPTIONS:  
 (A) 26TH SRW, ARB-47 AIRCRAFT, KEFLAVIK TO HOME  
 STATION APPROXIMATELY E PLUS 7, WITH AIR REFUELING BY GOOSE TANKERS.  
 (B) 98TH SRW, APPROXIMATELY E PLUS 5:  
 ARB-47 AIRCRAFT, FIARCHILD TO HOME STATION.  
 ARB-47 AIRCRAFT, ELMENDORF TO HOME STATION.  
 (3) AREFS REDEPLOYMENT: DEPLOYED AREFS WILL REDEPLOY TO

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BASE STATION AT BARKSDALE. COORDINATE WITH MAINTENANCE AND CREW REST.

3. PLANNING FACTORS:

- A. DELAYS FOR CREW REST WILL BE IN ACCORDANCE WITH SAC REC 32-19 AND GAF SUPPLEMENT BR ONE EXCEPT THAT DUTY PERIODS MAY BE EXTENDED UP TO 24 HRS WHERE NECESSARY TO SIMULATE EWP TIMING AND FACILITATE EXECUTION OF THIS EXERCISE. WITHIN THESE LIMITS, GUIDANCE FOR PLANNING CERTAIN PHASES OF THE EXERCISE IS AS FOLLOWS:
- (1) PRESTRIKE BASES, 44TH BOMB WING, LORING, SIX HOURS TURNAROUND MAXIMUM.
  - (2) POST STRIKE BASES, B-47 AIRCRAFT UP TO 48 HOURS.
  - (3) KC-97 STAGING, FIRST SIX KC-97 AIRCRAFT, THREE HOUR TURNAROUND.
  - (4) KC-97 AIR REFUELING MISSIONS, 12 HOUR TURNAROUND.
- B. DEPLOYMENT AND SIMULATED STRIKE MISSIONS WILL BE BASED ON THE TIMING CONCEPT OF "E PLUS 6, MASS LAUNCH OPTION."
- C. ALL "ALERT" REQUIREMENTS LEVIED BY CINCUSAC WILL BE MAINTAINED THROUGHOUT THIS EXERCISE.
- D. SIMULATED STRIKE TARGET INFORMATION WILL BE FORWARDED TO GAF UNITS BY SEPARATE MESSAGE.

PAGE FOUR RJEPEO 291

- E. DEPLOYMENT ROUTES, WHERE POSSIBLE, WILL AVOID ALL RESTRICTED, WARNING AND PROHIBITED AREAS AND HIGH DENSITY TRAFFIC AREAS; HOWEVER, ALL AIR MOVEMENTS WILL UTILIZE THE MOST DIRECT AND EXPEDITIOUS ROUTE POSSIBLE CONSISTENT WITH ABOVE INSTRUCTIONS AND MISSION REQUIREMENTS.

3. GENERAL:

- A. ALL PARTICIPATING GAF UNITS WILL FLIGHT PLAN ALL ROUTES DESIGNATED IN PARA ONE WITHIN FIVE DAYS AFTER RECEIPT OF THIS WARNING ORDER FOR DETERMINING ADEQUACY OF FUEL RESERVES AND NOTIFY THIS HEADQUARTERS OF ANY PROBLEM AREAS. TWO PENCIL COPIES OF NAV/ENG FLIGHT PLANS OF DESIRED ROUTES (DEPLOYMENT, STRIKE AND REDEPLOYMENT) WILL BE FORWARDED TO REACH THIS HEADQUARTERS WITHIN 15 DAYS AFTER RECEIPT OF THIS WARNING ORDER.
- B. GAF HAS BEEN DESIGNATED AS PRIMARY AGENCY RESPONSIBLE FOR PLANNING AND COORDINATING THIS EXERCISE. A PLANNING CONFERENCE IS SCHEDULED AT HEADQUARTERS 2AF, BARKSDALE, ON 19 AND 20 NOV 57. FIRST MEETING WILL BE CONVENED AT 0900 IN THE 2AF CONTROL ROOM. ALL GAF PARTICIPATING UNITS AND REFUELING TASK FORCES ARE REQUESTED TO HAVE REPRESENTATIVES AT THIS CONFERENCE.
- (1) REPRESENTATIVES WILL BE LIMITED TO THE FOLLOWING:  
ONE PER AIR DIVISION, TWO PER WING, TWO PER AIR REFUELING

SFATT

(4)



PAGE FIVE RJEPEO 291

TASK FORCE, ONE PER AIR REFUELING SQUADRON, AND TWO PER SRW PROVIDING WEATHER SCOUTS.

(2) REPRESENTATIVES SHOULD BE PERSONNEL CHARGED WITH THE RESPONSIBILITY OF PREPARATION OF UNIT OR TASK FORCE OPORD AND IN ADDITION TO HAVING A WORKING KNOWLEDGE OF UNIT EWP, SHOULD BE COMPLETELY FAMILIAR WITH UNIT AND/OR TASK FORCE OPERATING PROBLEMS AND CAPABILITIES. REFUELING TASK FORCE AND AREFS REPRESENTATIVES WILL PROVIDE OTHER CONFEREEES WITH MAXIMUM OFFLOAD CAPABILITIES IN APPLICABLE AIR REFUELING AREAS.

(3) SUFFICIENT PLOTTING AND RANGE COMPUTATION EQUIPMENT TO COMPLETE FLIGHT PLANS WILL BE CARRIED.

(4) THE 190TH AREFS WILL SEND REPRESENTATIVES TO THIS CONFERENCE IN LIEU OF THULE TASK FORCE REPRESENTATION. REQUEST THE THULE TASK FORCE COMMANDER COMPLETELY BRIEF THE 190TH AREFS SURVEY PERSONNEL ON THULE LOCAL OPERATIONAL PROBLEMS AND AIR REFUELING OFFLOAD CAPABILITIES SO THAT 190TH AREFS MAY ADEQUATELY REPRESENT THE THULE TASK FORCE AT THIS CONFERENCE.

(5) REPRESENTATIVES FROM GOOSE, HARBOR, PLEASE AND DOV WILL REPORT TO HEADQUARTERS SAY NOT LATER THAN 1321Z 17 NOV 57.

44 SECRET DDOIB 39760, SECTION III OF III :

CAF WILL PROVIDE AIR TRANSPORTATION FROM WESTOVER TO BARKSDALE AND RETURN TO WESTOVER.

(6) 401ST AIR DIVISION WILL PROVIDE AIRLIFT FOR 26TH SRW AND 321ST AREFS REPRESENTATIVES.

(7) 818 TH AIR DIVISION WILL PROVIDE AIRLIFT FOR 307TH BOMB WING, 98TH BOMB WING/AREFS AND 90TH SRW REPRESENTATIVES.

(8) UNITS WILL ADVISE THIS HEADQUARTERS NOT LATER THAN 3 NOVEMBER OF THE FOLLOWING:

(A) NAME, RANK, SERIAL NUMBER AND CLEARANCE STATUS OF REPRESENTATIVE.

PAGE TWO RJEPEO 292

(B) MODE OF TRANSPORTATION.

(C) ETA AT WESTOVER OR BARKSDALE, AS APPLICABLE.

(D) BILLETING REQUIREMENTS.

BT

04/2212Z NOV RJEPEO

*SECRET*

(5)



SECRET (When Filled In)

SECRET

QUARTERLY OPERATIONAL READINESS REPORT  
(RCS: 1-AF-12)

AS OF 2400 hours 31 DECEMBER 1957  
(Date)

FOR: 801st AIR DIVISION  
(Unit)

*E. D. Reynolds*  
E. D. REYNOLDS, COL., USAF  
(Commander)

UNIT	LOCATION	Commander's Estimate	PERSONNEL ASSIGNED (OTHER THAN CREWS)	PERSONNEL OP READY (OTHER THAN CREWS)	T/O EQUIP ASSIGNED (OTHER THAN ACFT)	T/O EQUIP OP READY (OTHER THAN ACFT)	TYPE / MODEL ACFT POSSESSED	ACFT POSSESSED DURING LAST MONTH IN QUARTER	OP READY ACFT POSSESSED DURING LAST MONTH IN QUARTER	FACTICAL AIRCRAFTS ASSIGNED	OP READY FACTICAL AIRCRAFTS AVAILABLE	FORWARD FROM SELECTED UNITS
A	B	C	D	E	F	G	H	I	J	K	L	M N O X Y Z
376th BwG	LAFB	6	10	8	9	9						6 7 7
376th TAC Sq	"	8	10	9	9	9	B-47	10	7	10	10	
376th MAINT Sq	"	6	10	8	8	9						
91st ARMP Sq	"	7	9	9	9	9	KC-97	10	7	8	6	7 7 7
376th TAC Hosp	"	8	10	10	9	9						
26th SBW	"	7	10	9	9	9						8 8 8
26th TAC Sq	"	7	10	9	9	9	RB-47	10	9	8	6	
26th MAINT Sq	"	8	10	9	9	9						
321st ARMP Sq	"	8	9	9	9	9	KC-97	10	9	8	9	8 8 8
26th TAC Hosp	"	8	10	10	9	9						
801st APOp	"	8	9	8	9	8						
801st RTB	"	8	10	9	9	9						
14th ADS	"	0	9	8	0	0						

Col. M - REMARKS:

SAC Form 124  
15 Mar 53

SECRET

SECRET

91ST AIR REFUELING SQUADRON

ITEM D - Regressed from 10 to 9 due to loss of 9 personnel, which included separation of 1 officer, discharge of 2 airmen, and reassignment of 6 airmen.

ITEMS K & L - Based on 1.6:1 crew to aircraft ratio.

376TH TAC HOSPITAL

ITEM O - Regressed from 10 to 9 due to reassignment of 376TH TAC Hospital from Barksdale AFB without the reassignment of any equipment. Equipment on hand is from inactivated 91st TAC Hospital.

26TH TACTICAL SQUADRONS

ITEMS K & L - Crew to aircraft ratio 1.6 to 1.

321ST AIR REFUELING SQUADRON

ITEM K - Adjustment of Item K required by new table of SAC Minimums. 31 Tactical aircrews assigned.

ITEMS K & L - Crew to aircraft ratio is 1.6 to 1

26TH STRATEGIC RECONNAISSANCE WING (M)

ITEMS M, N AND O - Based on commanders estimates for 26th Tactical Squadrons progressing to index of 8.

14TH AVN DEPOT SQUADRON

ITEM C - Although column C of the unit report reflects a Zero and is based on the mandatory estimate prescribed by paragraph 9c(1) through (5), chapter 14, SAC Manual 171-2, The commander of that unit estimates a code of 8 as the actual ability of the ADS to support the current mission.

ITEMS F & G - Items F & G are given a code of Zero because equipment available for use is not assigned to the ADS but is assigned to Hq. Sq. 801st Air Base Group.

DIVISION COMMANDER'S REMARKS - Division commander concurs with the above.

SECRET



SECRET

ITEM "P" REMARKS376TH BOMB WING

ITEM C - Below the minimum acceptable level due to Item C, 376th Maintenance Squadrons. Commander considers wing fully capable of performing its BWP mission.

ITEMS N & O: Progression forecast due to anticipated increase of equipment in the 376th Maintenance Squadrons within the next 45 days.

376TH TAC SQUADRONS

ITEM E - Regressed from 10 to 9 due to reassignment of 376th TAC Squadrons from Barksdale AFB to Lockbourne AFB. The 376th TAC Squadrons are now manned primarily with personnel from the inactivated 91st Strategic Reconnaissance Wing.

ITEM G - Regressed from 10 to 9 due to reassignment of 376th TAC Squadrons from Barksdale AFB to Lockbourne AFB without the transfer of majority of equipment. Equipment assigned is primarily from the inactivated 91st Strategic Reconnaissance Wing.

ITEMS K & L - Based on 1.15:1 crew to aircraft ratio.

376TH MAINTENANCE SQUADRONS

ITEM C - No change. Below the minimum acceptable level due to Item F.

ITEM F - No change. Below the minimum acceptable level due to shortage of equipment in the 376th A&E Squadron and the 376th Field Maintenance Squadron for the following reasons:

376th A&E Squadron: Below minimums due primarily to shortage of 4,045 pieces of ECM equipment. No action taken under the provisions of SAC Reg 67-3 since the issue of ECM equipment is in the automatic distribution category.

376th FM Squadron: Below minimums due to reassignment from Barksdale AFB to Lockbourne AFB without the equipment. The equipment now assigned is from the inactivated 91st Field Maintenance Squadron. A new UAL 376-4245 dated 13 November 1957 was received on 29 November 1957. This plus the implementation of the SAC Ten Series ECL's increased the authorization above the authorization of the 91st Field Maintenance Squadron. Shortages were requisitioned between 15 December and 30 December 1957. In the event shortages cannot be obtained, prompt action will be taken under the provisions of SAC Reg 67-3.

SECRET



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STATUS REPORT OF UME AND USE				FOR MONTH OF December	DATE PREPARED 3 January 1958	REPORTS CONTROL SYMBOL 8AF-S2	
TO: Commander Eighth Air Force Westover Air Force Base Massachusetts				FROM: Commander 26th Strategic Reconnaissance Wing (M) Lockbourne Air Force Base, Ohio			
SQUADRON DESIGNATION AND UAL NUMBER A	UME			USE			REMARKS H
	NR OF PIECES B	ON HAND C	PERCENTAGE ON HAND D	NR OF PIECES E	ON HAND F	PERCENTAGE ON HAND G	
Hq Sq 122 3	5178	4566	88	3482	3058	88	Regression due to receipt of new UAL. All authorized shortages have been requisitioned.
3rd SRS 122 5	5321	5015	94	1988	1677	84	
4th SRS 122 5	5269	4636	88	1810	1644	90	
10th SRS 122 5	5263	4991	95	1811	1656	92	
26th A&E 436 5	10988	9221	84	4337	3964	91	
26th FMS 424 5	38960	31113	80	14445	4137	93	
26th FMS 428 5	4112	3697	90	1434	1243	86	
321st ARefS 032	11476	9580	83	4964	3801	77	
26th TacHosp 018	2471	2321	94				
TYPED NAME, GRADE, AND TITLE				AUTHENTICATION			
D. E. SILVER, Colonel, USAF, Director of Materiel				SIGNATURE <i>D.E. Silver</i>			

A-0007

8AF 6 FC: 4210

(When Filled In) CONFIDENTIAL

ZIPPO

X AF ORIGINAL

COMAIRDIV 801 LOCKBOURNE AFB OHIO

COMAF 8 WESTOVER AFB MASS

/SECRET/ 1. ZIPPO 12-042 R-27/39-57/8AF/26SRW/IRON BAR

2. CONCLUSIONS

A. ESTIMATE OF MISSION SUCCESS: GOOD.

B. LESSONS LEARNED AND COMMENTS:

(1) EXPERIENCE GAINED BY UNIT CREWS AND SUPPORT PERSONNEL OPERATING FROM FORWARD BASES WAS MOST BENEFICIAL FOR EWP TRAINING.

(2) THAT HRR RELIABILITY WAS LOW (16%) AND WAS NOT REPRESENTATIVE OF THE PREVIOUS THREE MONTHS TREND.

(A) GREATER EMPHASIS WILL BE PLACED ON APQ-56 MAINTENANCE. THE A&E SECTION WILL FURTHER INVESTIGATE THE QUALITY OF MAINTENANCE WE ARE RECEIVING FROM WESTINGHOUSE AND ESTABLISH A RELIABILITY INDEX.

(B) A SIX HOUR REFRESHER COURSE IN EQUIPMENT OPERATION WILL BE ACCOMPLISHED FOR HRR OPERATORS. AN INFLIGHT MALFUNCTION COURSE WILL BE ESTABLISHED ON A CONTINUING BASIS.

10 1345Z

DEC 1957

26DOP

CARL A. KLUENDER, MAJOR, USAF

7222

1 4



COMAIRDIV 801 LOCKPOURNE AFB OHIO

C. RECOMMENDATIONS:

(1) THAT THE REFUELING TACTICAL DOCTRINE BE AMENDED AS READS 13,000 TO 15,000 FEET BASE ALTITUDE IN THE CONTINENTAL LIMITS BECAUSE CARF'S CLEARANCE CONTROL IS FROM 15,000 FEET UP; THEREFORE CLEARANCE COORDINATION FROM 13,000 FEET IS DIFFICULT AND COULD CAUSE DELAY OR CANCELLATION.

(2) THAT THE REQUIREMENT TO SCOUT THE ALTERNATE REFUELING AREA DURING PEACE TIME OPERATIONS BE DELETED AS WX SCOUTS ARE EMPLOYED APPROXIMATELY EIGHT (8) HOURS PRIOR TO MAIN FORCE LAUNCH AND ARTC REQUIRES A FIRM DECISION ON AREA TO BE UTILIZED AT LEAST TWELVE (12) HOURS PRIOR TO LAUNCH OF MAIN FORCE.

(3) THAT HRR SCORING BE INCLUDED IN SACR 200-3 TO PROVIDE COMBAT MINIMUM ACCEPTABILITY OF HRR TARGET ANALYSIS RUNS IF THE IP AND TARGET IS OBTAINED ON EITHER SIDE OF THE APQ-56.

(4) THAT USCM'S NOT BE CONDUCTED LATE IN THE TRAINING QUARTER SINCE A HIGH PERCENTAGE OF 50-8 AND 51-26 REQUIREMENTS ARE USUALLY COMPLETE AND DUPLICATES THESE ACTIVITIES. FLYING TIMING EXPENDED LATE IN THE QUARTER COULD BE UTILIZED FOR 51-19, 51-4 AND 60-2 REQUIREMENTS.

(5) WEATHER SCOUTS SHOULD BE PRE-POSITIONED ON SIMILAR FUTURE MISSIONS AND FORCE REQUIREMENT DETERMINED TO ALLOW ADEQUATE CREW REST AND COVERAGE. THE FAIRFORD SCOUTS REQUIRED TWELVE SORTIES IN A 117 HOUR PERIOD WITH FIVE OCCURRING IN A TWENTY-FIVE HOUR SPAN.

26DOP

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COMAINDIV 801 LOCKBOURNE AFB OHIO

3. COMMENTS ON ADEQUACY OF SUPPORT.

A. TANKER SUPPORT: N/A SEE M-27.

B. C. D. OMITTED.

E. MATS SUPPORT AIRLIFT WAS VERY GOOD.

F. BASE FACILITIES SUPPORT:

(1) LOCKBOURNE: EXCELLENT.

(2) THULE: VERY GOOD

(3) GOOSE: EXCELLENT

(4) FAIRFORD: EXCELLENT

G. TARGET MATERIALS AND OTHER INTELLIGENCE DATA WAS ADEQUATE.

H. INTERNAL SECURITY AT ALL STATIONS WAS ADEQUATE.

I. NONE.

4. COMMENT S:

A. AIRCRAFT MAINTENANCE AND SUPPLY PRESENTED NO SERIOUS PROBLEM; HOWEVER A TOTAL OF TWO AIR AND GROUND ABORT WERE ATTRIBUTED TO MAINTENANCE DIFFICULTIES.

B. (1) COMMUNICATION DELAY ON WEATHER FORECAST FOR THULE DEPLOYMENT AND PASSED THROUGH CHURCHHILL WAS INSTRUMENTAL IN THE PINK CELL (4AGFT) DECISION TO RETURN TO LOCKBOURNE ON X-DAY.

(2) ECM ON AIRCRAFT SO EQUIPPED ON THE REDEPLOYMENT PHASE WAS 73% SUCCESSFUL. DUE TO ONE RADIO, ONE RADAR AND ONE CHAFF EQUIPMENT MAIFUNCTION.

C. OF THE SIX THULE STRIKE AIRCRAFT, THREE RESORTED TO VISUAL PHOTOGRAPHIC DUE TO KNOWN HRR MAIFUNCTIONS. ONLY ONE OF

26DOP

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COMAIDIV 801 LOCKBOURNE AFB OHIO

THE THREE COMPLETING HRR RUNS WAS EFFECTIVE. THE TWO NON-EFFECTIVES WERE DUE TO UNDETECTED MAIFUNCTIONS. FAIRFORD STRIKE AIRCRAFT EXPERIENCED ONE O-15 CAMERA MAIFUNCTION, ONE TRI-CAMERA MAIFUNCTION, AND ONE AIRCRAFT EXPENDED ALL FILM ON THE TRI-CAMERA PRIOR TO THE MEASUREMENT TARGET.

D. N/A.

E. WEATHER DELAY FAIRFORD STRIKE 24 HOURS AND PRECLUDED ACTUAL VISUAL PHOTOGRAPHY BY 3 AIRCRAFT ON ONE TARGET EACH AT FAIRFORD AND ON ALL THULE STRIKE TARGETS.

F AND G. NAVIGATION AND FLIGHT ENGINEERING PRESENTED NO PROBLEMS.

H. TACTICS WERE WELL PLANNED.

26DPO      4      4

A TRUE COPY:

*Billy L. Baxter*

BILLY L. BAXTER  
1st Lt, USAF  
Asst Information Services Officer



HEADQUARTERS  
801ST AIR DIVISION  
United States Air Force  
Lockbourne Air Force Base, Ohio

26DOP

17 December 1957

SUBJECT: M-27 Report

TO: Commander  
Eighth Air Force  
Westover Air Force Base  
Massachusetts

1. In accordance with SACM 55-8 and 8th Air Force OPORD 39-57, the following 26SRW, M-27 Report on Iron Bar is submitted:

2. /SECRET/26DOP M-0158, M-27/39-57/SAF/26SRW/IRON BAR

3. Mission involved forty (40) RB-47 aircraft as follows:

Three (3) weather scout - Lockbourne  
Eight (8) weather scout - Goose  
Three (3) weather scout and eight (8) strike - Thule  
Three (3) weather scout and fifteen (15) strike - Fairford

a. Preparation and Deployment:

(1) Forty five (45) aircraft EWP configured at E ~~4~~ 35 hours.

(2) The forty (40) mission aircraft completed EWP readiness at E ~~4~~ 15 hours and launched as scheduled, except for one ground abort and one 28 minute late take-off.

(3) Six (6) aircraft air-aborted and returned to Lockbourne. On subsequent relaunching six (6) proceeded to destination. One (Thule) aircraft air-aborted and due to timing element was deleted from the exercise.

(4) Tanker support of the 801 Air Division (321AREFS) was outstanding. An additional ten (10) sorties over the OPORD requirement were provided in support of Thule deployment force.

b. Strike Phase: Reported on 26SRW/R-27/Report.

c. Redeployment Phase:

(1) Weather precluded full tanker utilization and initial landing at home station; however no pertinent difficulties were encountered.



(2) Only twelve (12) of the scheduled eighteen (18) refueling sorties were completed by the 91st ARFFS and 310th ARFFS due to weather at the 310th base.

4. Unit and task force personnel and administration were adequate at all stations.

5. Mission afforded realistic operational training.

6. The support personnel listed in 400-1c should be modified by units for peace time deployment USCM's, substituting operations and maintenance specialists for certain other personnel that cannot be fully utilized, i.e. CBR, administration.

7. Intelligence facilities were authorized was adequate. Fairford has no authorization for intelligence personnel or target materials.

8. Internal security was adequate at all stations.

9. The A&E components of FAK pre-positioned by 7AD required excessive repairs prior to utilization. The 3919th A&E bench checked FAK components prior to 26th arrival and are submitting specific data and recommendations.

FOR THE COMMANDER:

s/t/ J. K. McGEACHIN  
Major, USAF  
Adjutant

A TRUE COPY:

*Billy L. Baxter*  
BILLY L. BAXTER  
1st, Lt, USAF  
Asst Information Services Officer

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MEDIUM JET RECONNAISSANCE AIR TRAINING REPORT - PART I							UNIT	MONTH								PAGE NUMBER	NUM								
							26TH STRAT RECON WING (M)	DECEMBER 1957								1									
A. GENERAL							C. AERIAL PHOTOGRAPHY														D.				
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NUMBER OF FLOWS	4 FLYING TIME	5 NUMBER OF FLOWS	6 BOMBER STREAMS FLOWS	7 MACH BIRDS	8 HIGH ALTITUDE DAY-LARGE SCALE		9 TRIMETROGON		10 HIGH ALTITUDE NIGHT PHOTO-FLASH		11 RBS PHOTO-FLASH		12 LOW ALTITUDE DAY PHOTO RUNS		13 LOW ALTITUDE ACTUAL PHOTO-FLASH EJECTION RUNS		14 RADAR RECON IP-TARGET RUNS		15 NIGHT CELESTIAL				
							ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)			
6-10	11-15	17-19	21-23	26-27	30-31	37-39	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	15-16	17-19	21-23	25-27	
SENIOR	STED CREW 3-40	4SRB																							
S11	RB-47E	002	015																						
S71	RB-47E	003	021																						
S90	RB-47E	003	022																						
L67	RB-47E	005	025			001																			
L92	RB-47E	007	029			001																			
S40	RB-47E	001	008							NA	NA			NA	NA										
S09	RB-47E	003	017			001				NA	NA			NA	NA										
L47	RB-47E									NA	NA			NA	NA										
STED																									
TOTAL	RB-47E	024	137			003																			
S01	RB-47E	004	027			001																			
S17	RB-47E	002	015																						
L22	RB-47E	001	002																						
L48	RB-47E	001	023			001																			
R79	RB-47E	005	029			001																			

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION A - General.  
Item 3 - Enter sorties flown as an integral crew.  
Item 4 - Enter time to nearest whole hour.

SECTION D - Navigation.  
Items 15 & 17 - CE's will be to the nearest whole number.







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MEDIUM JET RECONNAISSANCE AIR TRAINING REPORT - PART 1							UNIT	MONTH	PAGE NUMBER	NO.															
							26TH STRAT RECON WING (M)	DECEMBER 1957	2																
A. GENERAL							B. RBS	C. AERIAL PHOTOGRAPHY								D.									
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NUMBER OF SORTIES FLOWN	4 FLYING TIME	5 NUMBER OF LUCKY FLOWN	6 BOMBER STREAMS FLOWN	7 WASH. STRIPS	8 HIGH ALTITUDE DAY-LARGE SCALE		9 TRIMETROGON		10 HIGH ALTITUDE NIGHT PHOTO-FLASH		11 RBS PHOTO-FLASH		12 LOW ALTITUDE DAY PHOTO RUNS		13 LOW ALTITUDE ACTUAL PHOTO-FLASH EJECTION RUNS		14 RADAR RECON SP-TARGET RUNS		15 NIGHT CELESTIAL				
							ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)	
6-10	11-15	17-19	21-23	26-27	30-31	37-39	11-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-	
R95	RB-47E	001	005																						
INST TOTAL	RB-47E	017	104			003																			
S69	RB-47E	002	013																001						
S74	RB-47E																								
L20	RB-47E	003	015																						
L51	RB-47E	001	012																						
L82	RB-47E	003	018			001																			
S53	RB-47E	002	010							NA	NA			NA	NA										
S98	RB-47E	002	012							NA	NA			NA	NA										
L21	RB-47E	002	019			001				NA	NA			NA	NA										
L29	RB-47E	002	010							NA	NA			NA	NA										
L64	RB-47E	004	025							NA	NA			NA	NA										
L65	RB-47E	003	019			001				NA	NA			NA	NA										
S&L TOTAL	RB-47E	024	158			003													001						

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION A - General. Item 3 - Enter sorties flown as an integral crew. Item 4 - Enter time to nearest whole hour.

SECTION D - Navigation. Items 15 & 17 - CE will be to the nearest whole number.





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**MEDIUM JET RECONNAISSANCE  
AIR TRAINING REPORT - PART I**

UNIT  
26TH STRAT RECON WING (M)

MONTH  
DECEMBER 1957

PAGE NUMBER  
3

A. GENERAL							B. RBS	C. AERIAL PHOTOGRAPHY												D.					
1	2	3	4	5	6	7	8		9		10		11		12		13		14		15				
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NUMBER OF USOPs FLOWN	BOMBER STREAMS FLOWN	RECON BIRDS	HIGH ALTITUDE DAY-LARGE SCALE		TRI-METROGON		HIGH ALTITUDE NIGHT PHOTO-FLASH		RBS PHOTO-FLASH		LOW ALTITUDE DAY PHOTO RUNS		LOW ALTITUDE ACTUAL PHOTO-FLASH EJECTION RUNS		RADAR RECON (P-TARGET RUNS)		NIGHT CELESTIAL				
							ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)	
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R10	RB-47E	001	005																						
R18	RB-47E	006	028			001																			
R23	RB-47E	003	014																						
R24	RB-47E	002	015																						
R32	RB-47E	005	031			001																			
R41	RB-47E	003	015				002		001																
R46	RB-47E	008	044			002																			
R49	RB-47E																								
R60	RB-47E	004	026																						
R62	RB-47E																								
R66	RB-47E	002	010																						
R76	RB-47E	003	024			001																			
R77	RB-47E	003	018																						
R88	RB-47E																								
RO4	RB-47E	001	008				002		001				001												
R13	RB-47E	002	013			001																			

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957.  
All items are self-explanatory with the following exceptions:

SECTION A - General.  
Item 1 - Enter sorties flown as an integral crew.  
Item 4 - Enter time to nearest whole hour.

SECTION D - Navigation.  
Items 15 & 17 - CE's will be to the nearest whole number.

SAC FORM 494 PREVIOUS EDITIONS OBSOLETE. (11-7726)

A-0111

Approved: SAC, Office (When Filled In)





**CONFIDENTIAL** (When Filled In)

MEDIUM JET RECONNAISSANCE AIR TRAINING REPORT - PART I							UNIT	MONTH						PAGE NUMBER	NUMBER										
							6TH STRAT RECON AING (M)	SEPTEMBER 1957						4											
A. GENERAL							C. AERIAL PHOTOGRAPHY														D. NIGHT CELESTIAL				
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NUMBER OF FLIGHTS FLOWN	4 FLYING TIME	5 NUMBER OF USUAL FLOWN	6 BOMBER STREAMS FLOWN	7 MACH STRIPS	8 HIGH ALTITUDE DAY-LARGE SCALE		9 TRI-METROGON		10 HIGH ALTITUDE NIGHT PHOTO-FLASH		11 RBS PHOTO-FLASH		12 LOW ALTITUDE DAY PHOTO RUNS		13 LOW ALTITUDE ACTUAL PHOTO-FLASH EJECTION RUNS		14 RADAR RECON IN-TARGET RUNS		15				
							ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)			
6-10	11-15	17-19	21-23	25-27	30-31	37-39	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	
R16	RB-47E	001	008																						
R33	RB-47E	005	033			002																			
R33	RB-47E																								
R35	RB-47E																								
RL2	RB-47E	002	023			001	002		002																
R54	RB-47E	002	012																	001					
R63	RB-47E																								
R72	RB-47E	002	016			001																			
R81	RB-47E	001	007																						
CR																				002					
TOTAL	RB-47E	056	343			010	006		006				001							010					
N02	RB-47E	004	027												001					006					
N14	RB-47E	002	013										001							001					
N31	RB-47E	002	012																						
N37	RB-47E	003	019										003							001					
N38	RB-47E	005	028			002							001							005					

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION A - General.  
Item 3 - Enter sorties flown as an integral crew.  
Item 4 - Enter time to nearest whole hour.

SECTION D - Navigation.  
Items 15 & 17 - CES will be to the nearest whole nautical mile.







**CONFIDENTIAL** (When Filled In)

MEDIUM JET RECONNAISSANCE AIR TRAINING REPORT - PART I							UNIT	MONTH								PAGE NUMBER	NUMBER								
							26TH STRAT RECON WING (M)	DECEMBER 1957								5									
A. GENERAL							B. RBS	C. AERIAL PHOTOGRAPHY								D. NIGHT CELESTIAL									
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NUMBER OF PHOTO-FLASHES	4 FLYING TIME	5 NUMBER OF JUMPS	6 BOMBER STREAM FLOW	7 CIRCUITS	8 HIGH ALTITUDE DAY-LARGE SCALE		9 TRIMETROGON		10 HIGH ALTITUDE NIGHT PHOTO-FLASH		11 RBS PHOTO-FLASH		12 LOW ALTITUDE DAY PHOTO-RUNS		13 LOW ALTITUDE ACTUAL PHOTO-FLASH EJECTION RUNS		14 RADAR RECON IN-TARGET RUNS		15 TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)			
							ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.	ATT.	ACCEP.		17-19	21-23	25-27	
6-10	11-15	17-19	21-23	26-27	30-31	37-39	11-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	
N39	RB-47E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
N43	RB-47E	002	013	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
N50	RB-47E	003	019	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
N80	RB-47E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	-	-	-	
N84	RB-47E	005	031	-	-	-	-	-	-	-	-	-	-	-	-	-	03	03	023	-	-	-	-	-	
N97	RB-47E	002	013	-	-	-	-	-	-	-	-	-	-	-	-	-	03	03	-	-	-	-	-	-	
N05	RB-47E	002	012	-	-	-	-	-	-	-	-	-	-	-	-	-	03	03	-	-	-	-	-	-	
N45	RB-47E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	03	03	-	-	-	-	-	-	
N52	RB-47E	002	015	-	-	-	-	-	-	-	-	-	-	-	-	-	03	03	-	-	-	-	-	-	
N61	RB-47E	002	013	-	-	-	-	-	-	-	-	-	-	-	-	-	03	03	-	-	-	-	-	-	
NCR	RB-47E	034	215	-	-	-	002	-	-	-	-	005	-	001	-	-	-	-	016	-	-	-	-	-	
WING	RB-47E	155	955	-	-	019	008	-	006	-	-	006	-	001	-	-	-	-	027	-	-	-	-	-	
5X	RB-47E	027	165	-	-	-	003	-	-	-	-	-	-	004	-	-	-	-	005	-	-	-	-	-	
FRAC	RB-47E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION A - General.  
Item 3 - Enter sorties flown as an integral crew.  
Item 4 - Enter time to nearest whole hour.

SECTION D - Navigation.  
Items 18 & 17 - CE's will be to the nearest whole number.





**CONFIDENTIAL**

(When Filled In)

MEDIUM JET RECONNAISSANCE AIR TRAINING REPORT - PART II														UNIT 26TH STRAT RECON WING (M)				MONTH DECEMBER 1957				PAGE NR 1		NR OF			
A. GENERAL	B. NAVIGATION		C. AIR REFUELING (Combat Ready Crews)							D. AIR REFUELING (Noncombat Ready Crews)						E. DRY CONTACTS		F. RADAR RENDEZVOUS									
1 CREW NUMBER	2 NUMBER OF RADAR GRID NAVIGATION LEGS	3 PRESSURE PATTERN	4 TOTAL REFUELINGS		5 MAX GROSS WEIGHT NIGHT		6 OPTIONAL IN FLIGHT GROSS WEIGHT 20 MIN CONTACT		7 UPPER MIDDLE LOWER Missions	8 TOTAL REFUELINGS		9 ONE TANKER 20 MINUTE CONTACT		10 IN FLIGHT GROSS WEIGHT TO 70,000 PDS.		11 Z W S U R E U	12	13 TOTAL RENDEZVOUS		14 DURING DARKNESS		15 AN/ APN 12/75		16 AN/ APN 89			
			ATT	SUCC	ATT	SUCC	ATT	SUCC		ATT	SUCC	ATT	SUCC	ATT	SUCC			ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51		
SENIOR STBD CREW S-40 - 4SR5																											
S11	001	-	002	-	-	-	001	-	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
S71	-	-	002	-	-	-	001	-	001	-	-	-	-	-	-	-	-	001	-	001	-	001	-	-	-	-	
S90	001	-	002	-	-	-	001	-	001	-	-	-	-	-	-	-	-	003	-	001	-	002	-	001	-	-	
L67	-	-	001	-	-	-	001	-	-	-	-	-	-	-	-	-	-	001	-	-	-	-	-	-	001	-	
L92	-	-	002	-	001	-	001	-	-	-	-	-	-	-	-	006	-	-	-	-	-	-	-	-	-	-	
S40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
S09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
STBD TOTAL	002	-	009	-	001	-	005	-	003	-	-	-	-	-	-	006	-	005	-	002	-	003	-	002	-	-	
S01	-	-	002	-	-	-	001	-	001	-	-	-	-	-	-	004	-	-	-	-	-	-	-	-	-	-	
S17	001	-	002	-	-	-	001	-	001	-	-	-	-	-	-	-	-	001	-	-	-	-	-	-	001	-	
L22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

SECTION B - Navigation. Item 3 - Enter number of nav legs accomplished using pressure pattern procedures.

SECTION G - Gunnery. Item 16 - Exclude only SEG maximum load missions not met.



(When Filled In)

RECONNAISSANCE REPORT - PART II		UNIT 26TH STRAT RECON WING (M)											MONTH DECEMBER 1957		PAGE NR 1	NR OF PAGES 5	REPORTS CONTROL SYMBOL 6-SAC-T12											
C. REFUELING (Combat Ready Crews)							D. AIR REFUELING (Noncombat Ready Crews)						E. OBT CONTACTS		F. RADAR RENDEZVOUS						G. GUNNERY							
5		6		7			8		9		10		11		12		13		14		15		16		17			
MAX GROSS WEIGHT NIGHT		OPTIONAL IN FLIGHT GROSS WEIGHT 20 MIN CONTACT		DAYS OF MONTH WHEN REFUELING MISSIONS			TOTAL REFUELINGS		ONE TANKER 20 MINUTE CONTACT		IN FLIGHT GROSS WEIGHT TO 20,000 PDS.		20000 TO 40000				TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN 12/76		AN/APN 69		PER CENT FIREOUT MAXIMUM LOAD		PER CENT FIREOUT MAXIMUM LOAD	
ATT	SUCC	ATT	SUCC	1	2	3	ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC	1	2	3	4		
27	29-31	33-35	37-39	41-43	45-47		49-51	52-54	56-58	60-62	63-65	66-68	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-66	66-68	
	4SRS																											
			001		001																							
			001		001										001		001		001				001					
			001		001										001		001		001		001		001					
			001												001						001		001					
	001		001										006										001					
																							001					
																							001					
																							001					
	001		005		003								006		005		002		003		002		006					
			001		001								004										001					
			001		001										001						001							001
																												002
																							001					

THIS FORM IS 1 AUG 1957. Mandatory with the following

SECTION B - Navigation.  
Item 3 - Enter number of nav legs accomplished using pressure pattern procedures.

SECTION G - Gunnery.  
Item 16 - Exclude only SEG maximum load missions not meeting prescribed per cent fireout.

PROLETE. FC: 2720

A-0111

Air Force - SAC, Offutt (When Filled In)

**CONFIDENTIAL**



**CONFIDENTIAL** (When Filled In)

UNIT: 26TH STRAT RECON WING (M) MONTH: DECEMBER 1957 PAGE NR: 2 NR OF PA: 5

MEDIUM JET RECONNAISSANCE AIR TRAINING REPORT - PART II

A. GENERAL			B. NAVIGATION			C. AIR REFUELING (Combat Ready Crews)						D. AIR REFUELING (Noncombat Ready Crews)				E. CONTACTS		F. RADAR RENDEZVOUS							
1 CREW NUMBER	2 NUMBER OF RADAR GND NAVIGATION LEGS	3 PRESSURE PATTERN	4 TOTAL REFUELINGS		5 MAX GROSS WEIGHT NIGHT		6 OPTIONAL IN FLIGHT GROSS WEIGHT 20 MIN CONTACT		7 GROSS WEIGHT MAX GROSS WEIGHT REFUELING WEIGHTS	8 TOTAL REFUELINGS		9 ONE TANKER 20 MINUTE CONTACT		10 IN FLIGHT GROSS WEIGHT TO 90,000 LBS.		11 CONTACTS	12 CONTACTS	13 TOTAL RENDEZVOUS		14 DURING DARKNESS		15 AN/APN 12/75		16 AN/APN 69	
			ATT	SUCC	ATT	SUCC	ATT	SUCC		ATT	SUCC	ATT	SUCC	ATT	SUCC			ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51
R95															001		001							001	
INST							002		002																
TOTAL	001		004																						
S69			003		001		001		001							008		002		001		001		001	
S74																									
L20																									002
L51			002				001		001																
L82																									
S53																									
S98																									
L21	001		002		001				001																
L29																									
L64																									
L65																									
S&L																									
TOTAL	001		007		002		002		003									004		002		001		003	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:  
 SECTION B - Navigation. Item 3 - Enter number of nav legs accomplished using pressure pattern procedures.  
 SECTION G - Gunnery. Item 16 - Exclude only SEG maximum load missions not

A-0111



UNITS		MONTH		PAGE NO.		NR OF PAGES		REPORTS CONTROL SYMBOL																				
28TH STRAT RECON WING (M)		DECEMBER 1957		2		5		6-SAC-T12																				
C. AIR REFUELING (Combat Ready Crews)				D. AIR REFUELING (Noncombat Ready Crews)				E. DRY CONTACTS				F. RADAR RENDEZVOUS				G. GUNNERY												
5		6		7		8		9		10		11		12		13		14		15		16		17				
MAX GROSS WEIGHT NIGHT		OPTIONAL IN FLIGHT GROSS WEIGHT 20 MIN CONTACT		U.S. AIR FORCE MAXIMUM INFLIGHT WEIGHT		TOTAL REFUELINGS		ONE TANKER 20 MINUTE CONTACT		IN FLIGHT GROSS WEIGHT TO 70,000 PDS.		Z X A D U S E S O O U				TOTAL RENDEZVOUS		DURING DARKNESS		AN/ APN 12/76		AN/ APN 69		PER CENT FIREOUT MAXIMUM LOAD		PER CENT FIREOUT MAXIMUM LOAD		
ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68		
27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68																	
			002		002							004		001						001		002						003
	001		001		001							008		002		001		001		001								001
			001		001							002		002		001				002								
																						001						
	001				001																	001						
																						001						
																						001						001
	002		002		003							010		004		002		001		003		004						002

OF THIS FORM IS 1 AUG 1957. SECTION B - Navigation. SECTION G - Gunnery.  
 explanatory with the following. Item 3-Enter number of nav legs accomplished using pressure pattern procedures. Item 16-Exclude only SEG maximum load missions not meeting prescribed per cent fireout.



**CONFIDENTIAL**

(When Filled In)

MEDIUM JET RECONNAISSANCE AIR TRAINING REPORT - PART II																		UNIT		MONTH		PAGE NR			
																		16TH WING		OCTOBER 1957		1			
A. GENERAL	B. NAVIGATION		C. AIR REFUELING (Combat Ready Crews)						D. AIR REFUELING (Noncombat Ready Crews)						E. CONTACTS		F. RADAR RENDEZVOUS								
1 CREW NUMBER	2 NUMBER OF RADAR ORDN NAVIGATION LEGS	3 PRESSURE PATTERN	4 TOTAL REFUELINGS		5 MAX GROSS WEIGHT NIGHT		6 OPTIONAL IN FLIGHT GROSS WEIGHT 20 MIN CONTACT		7 GROSS WEIGHT 20 MIN REFUELING	8 TOTAL REFUELINGS		9 ONE TANKER 20 MINUTE CONTACT		10 IN FLIGHT GROSS WEIGHT TO 80,000 PDS.		11 Z R E P R E S S U R E P A T T E R N	12	13 TOTAL RENDEZVOUS		14 DURING DARKNESS		15 AN/APN 12/76		16 AN/APN	
			ATT	SUCC	ATT	SUCC	ATT	SUCC		ATT	SUCC	ATT	SUCC	ATT	SUCC			ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	
R10																									
R18																									
R23																									
R24	001		002				001		001									001		001					
R32		001																							
R41			001				001									002									
R46		001																							
R49																									
R60			002				001		001																
R62																									
R66																									
R76	001		002				001		001							001									
R77																									
R88																									
R04																									
R13																									

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. SECTION H - Navigation. SECTION G - Gunnery.  
 All items are self-explanatory with the following exceptions: Item 1-Enter number of nav legs accomplished using pressure pattern procedure. Item 16-Exclude only SEG maximum load missions











**CONFIDENTIAL**

(When Filled In)

MEDIUM JET RECONNAISSANCE AIR TRAINING REPORT - PART II																UNIT 26TH STRAT RECON WING (M)				MONTH DECEMBER 1957		PAGE NR 5			
A. GENERAL		B. NAVIGATION		C. AIR REFUELING (Combat Ready Crews)						D. AIR REFUELING (Noncombat Ready Crews)						E. DRY CONTACTS		F. RADAR RENDEZVOUS							
1 CREW NUMBER	2 NUMBER OF RADAR ORDN NAVIGATION LEGS	3 PRESSURE PATTERN	4 TOTAL REFUELINGS		5 MAX GROSS WEIGHT NIGHT		6 OPTIONAL IN FLIGHT GROSS WEIGHT 20 MIN CONTACT		7 OUT OF SEQUENCE REFUELING MISSIONS	8 TOTAL REFUELINGS		9 ONE TANKER 20 MINUTE CONTACT		10 IN FLIGHT GROSS WEIGHT TO 99,000 PDS.		11 MINIMUM CONTACT	12 MAXIMUM CONTACT	13 TOTAL RENDEZVOUS		14 DURING DARKNESS		15 AN/APH 12/76		16 AN/APH 69	
			ATT	SUCC	ATT	SUCC	ATT	SUCC		ATT	SUCC	ATT	SUCC	ATT	SUCC			ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49
N39																									
N43										001		001				007		001				001			
N50										003		003				011		002				002			
N80																									
N84										001		001				002		001		001		001			
N97										001		001				004									
N05										001		001				013		001				002			
N45																									
N52	001									001		001				006		001							001
N61										001		001				005		001							001
NCR										013		013		002		055		011		001		009			002
TOTAL	002									013		013		002		055		011		001		009			002
WING TOTAL	010	003	028		002		014		011	013		011		002		089		021		007		015			008
5X TOTAL			005				005									010		001							001
PRAC TOTAL																									

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

SECTION B - Navigation. Item 3 - Enter number of nav legs accomplished using pressure pattern procedures.

SECTION G - Gunnery. Item 16 - Exclude only SEG maximum load missions not



SOURCE		UNIT		MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL															
PART II		26TH STRAT RECON WING (M)		DECEMBER 1957		3		5		6-SAC-T12															
Combat Ready Crews				D. AIR REFUELING (Noncombat Ready Crews)						E. DRY CONTACTS		F. RADAR RENDEZVOUS						G. GUNNERY							
6		7		8		9		10		11		12		13		14		15		16		17			18
SUCC	ATT	SUCC	OPTIONAL IN FLIGHT GROSS WEIGHT 20 MIN CONTACT	TOTAL REFUELINGS	ONE TANKER 20 MINUTE CONTACT	IN FLIGHT GROSS WEIGHT TO 100,000 PDS.	DRY CONTACTS	TOTAL RENDEZVOUS	DURING DARKNESS	AN/APN 12/76	AN/APN 69	TOTAL AIRCRAFT OF MISSIONS	PER CENT FIREOUT MAXIMUM LOAD			PER CENT FIREOUT MAXIMUM LOAD									
													1	2	3										
33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	
				001	001			007							001										
				001	003			013							002										
				001	001			002						001	001		001								
				001	001			004																	
				001	001			013									002								
				001	001			006											001						
				001	001			005											001						
				013	013		002	055		011		001		009		002		001							
	014		011	014		011		085		123		007		015		008		020						007	
	005							010		001							001								

THIS AUG 1957. SECTION B - Navigation. SECTION G - Gunnery.  
 the following Item 3 - Enter number of nav legs accomplished using pressure pattern procedures. Item 16 - Exclude only SEG maximum load missions not meeting prescribed per cent fireout.



**CONFIDENTIAL**

(When Filled In)

MEDIUM JET RECONNAISSANCE AIR TRAINING REPORT - PART III										UNIT 26TH STRAT RECON WING (M)				MONTH DECEMBER 1957				PAGE NO 1											
A. GENERAL	B. ELECTRONIC COUNTERMEASURES					C. FORMATION			D. PILOT PROFICIENCY								E. CREW RECORD												
1	2		3		4		5		6	7			8		9		10		11		12		13		14	15	16	17	
CREW NUMBER	BIG SHOW		LITTLE SHOW		LITTLE RIVER		MAX DISPENSE OUT OF CHAFF		CHAFF DRG (Single Unit) (Duplicate)	TOTAL HOURS FLOW	NR OF HOURS NO. 200' ABOVE	NR OF HOURS 10,000' AND BELOW	NUMBER OF COMBINE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		FBI APPROACHES		GYRO-OUT APPROACHES		NR OF ATC	NUMBER OF AIRBORNE DIRECTED APPROACHES	PROBATION FLIGHT IN COMBAT	LAST STAN	CHECK	COMPLEY
	RUNS	POINTS	RUNS	POINTS	ATT	SUCC	ATT	SUCC						AC	CP	AC	CP	AC	CP	AC	CP	AC	CP						
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23			
SENIOR	STBD	CREW	S-40	--	45RS																								
S11	--	--	--	--	--	--	--	--	--	013	008	005	--	01	01	01	01	02	01	--	--	--	--	--	002	--	SEP		
S71	--	--	--	--	--	--	--	--	--	013	008	005	--	03	--	03	--	02	--	--	--	--	--	--	001	--	NOV		
S90	--	--	001	--	--	--	--	--	--	013	008	005	--	03	--	03	--	02	--	--	--	--	--	--	004	001	JUL		
L67	--	--	--	--	--	--	--	--	--	--	--	--	--	05	--	05	--	04	--	--	--	--	--	--	--	--	SEP		
L92	--	--	001	--	--	--	--	--	--	006	005	001	--	10	01	10	01	12	--	01	--	--	--	--	004	005	NOV		
S40	--	--	--	--	NA	NA	NA	NA	NA	--	--	--	--	01	--	01	--	01	--	--	--	--	--	--	--	--	MAR		
S09	--	--	ECM 001	--	NA	NA	NA	NA	NA	011	009	002	--	01	--	01	--	01	--	--	--	--	--	--	001	001	NOV		
L47	--	--	--	--	NA	NA	NA	NA	NA	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	NOV		
STBD																													
TOTAL	--	--	003	--	--	--	--	--	--	056	038	018	--	24	02	23	03	23	02	01	--	--	--	--	012	007	--		
S01	--	--	--	--	--	--	--	--	--	013	008	005	001	02	01	03	--	02	01	--	--	--	--	--	001	--	MAY		
S17	001	--	--	--	001	--	--	--	--	008	005	003	--	02	--	02	--	02	--	--	--	--	--	--	002	001	SEP		
L22	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	01	01	01	--	--	--	--	--	--	--	--	NOV		
L48	--	--	--	--	--	--	--	--	--	003	005	--	001	03	--	03	--	01	--	--	--	--	--	--	003	003	JUN		
R79	--	--	001	--	--	--	001	--	--	002	002	--	--	03	--	03	--	04	--	02	--	02	--	--	005	001	NOV		

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

SECTION B - Electronic Countermeasures. Items 2, 3 - Points accrued will be shown in subtotal and unit total lines.

SECTION C - Formation. Item 7 - Entries will be made to nearest whole hour. (Include previous special trng month activity.)

SECTION E - Item 16 - E



(When Filled In)

M JET RECONNAISSANCE TRAINING REPORT - PART III						UNIT 26TH STRAT RECON WING (M)						MONTH DECEMBER 1957				PAGE NR 1		NR OF PAGES 7		REPORTS CONTROL SYMBOL 6-SAC-F12												
ELECTRONIC COUNTERMEASURES						C. FORMATION			D. PILOT PROFICIENCY												E. CREW REQUIREMENTS											
TITLE SHOW		LITTLE RIVER		MAX DISPENSE OUT OF CHAFF		CHAFF DRG (Single Unit Dispensing)	TOTAL HOURLY FLOW	NR OF HOURS FLYING AND ABOVE	NR OF HOURS FLYING AND BELOW	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PFI APPROACHES		GYRO-OUT APPROACHES		NR OF ATO	NUMBER OF AIRBORNE DROG APPROACHES	NUMBER OF RESURVED COMBAT POSITION	MONTH CHECK COMPLETE	NUMBER OF EMERGENCY PROCEDURE DRILLS	NUMBER OF MULTI-CELL MISSIONS FLOW	NR OF WATER TANKS TAKE-OFFS	21	22			
UN	POINTS	ATT	SUCC	ATT	SUCC						AC	CP	AC	CP	AC	CP	AC	CP	AC	CP										AC	CP	14
23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	55-58	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43				
40	4	4	4	4	4																											
							013	008	005		01	01	01	01	02	01						002		SEP		001						
							013	008	005		03		03		02							001		NOV		001						
01							013	008	005		03		03		02							004	001	JUL	003	001	001					
											05		05		04									SEP			001					
01							006	005	001		10	01	10	01	12		01					001	005	NOV	005		001					
		NA	NA	NA	NA	NA					01			01		01								MAR								
CH 01		NA	NA	NA	NA	NA	011	009	002		01		01		01							001	001	NOV	001							
		NA	NA	NA	NA	NA																		NOV								
03							056	038	016		24	02	23	03	23	02	01					012	007		009	003	003					
							013	008	005	001	02	01	03		02	01						001		MAY		001						
	001						008	005	003		02		02		02							002	001	SEP	001							
											01		01	03	01									NOV								
							003	007		001	03		03		01							003	003	JUN	003							
				001			002	002			03		03		04		02		02			005	001	NOV		001						

OF THIS FORM IS 1 AUG 1957.  
planetary with the following

SECTION B - Electronic Countermeasures.  
Items 2, 3 - Points accrued will be shown in subtotal  
and unit total lines.

SECTION C - Formation.  
Item 7 - Entries will be made to nearest whole  
hour. (Include previous special trng month activity.)

SECTION E - Crew Requirements.  
Item 16 - Enter time to nearest whole hour.

IS OBSOLETE. FC. 2720

A-0111

Air Force - SAC, Offutt

(When Filled In)

**CONFIDENTIAL**



**CONFIDENTIAL**

(When Filled In)

MEDIUM JET RECONNAISSANCE AIR TRAINING REPORT - PART III													UNIT 26TH STRAT RECON WING (M)				MONTH DECEMBER 1957				PAGE NR 2								
A. GENERAL	B. ELECTRONIC COUNTERMEASURES						C. FORMATION				D. PILOT PROFICIENCY								E. CREW RE										
1 CREW NUMBER	2 BIG : OW		3 LITTLE SNOW		4 LITTLE RIVER		5 MAX DISPENSE OUT OF CHAFF		6 CHAFF FOR (Single Unit Dispensing)	7 FORMATION				9 TAKE-OFFS				10 LANDINGS		11 ILS OR GCA		12 PPI APPROACHES		13 GYRO-OUT APPROACHES		14 NR OF ATC	15 NUMBER OF AIRBORNE RADAR APPROACHES	16 HOURS OF FLIGHT COMBAT IN FORMATION	17 MONTH LAST IN CHECK COMPLETED
	RUNS	POINTS	RUNS	POINTS	ATT	SUCC	ATT	SUCC		TOTAL HOURS FLYING	NR OF HOURS ABOVE 10000 FT	NR OF HOURS BELOW 10000 FT	NR OF HOURS IN FORMATION	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP						
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23			
R95														01		01													
INST																												00	
TOTAL	001		001		001		001			026	018	008	002	11	02	12	01	10	02	03		02			011	005			
S69					005		001			011	009	002		02		02		02		02					001	001	JUN		
S74																												MAY	
L20														03		03		04	02									(CT	
L51										011	009	002		01		01												JUL	
L82														02		02		02	03		01		01		001	001	MAY		
S53					NA	NA	NA	NA	NA					07	01	07	01	01	01									NOV	
S98					NA	NA	NA	NA	NA					01	01	02		02										SEP	
L21					NA	NA	NA	NA	NA	011	009	002		02		02		01										JUN	
L29					NA	NA	NA	NA	NA	003	002	001		02		02		02							001		SEP		
L64					NA	NA	NA	NA	NA	005	004	001	001	03		03		03										JUL	
L65					NA	NA	NA	NA	NA					03		03		06		01		02				003	003	SEP	
S&L					005		001			011	033	008	001	26	02	27	01	22	06	03	01	02	01		006	005			

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957.  
All items are self-explanatory with the following exceptions:

SECTION B - Electronic Countermeasures.  
Items 2, 3 - Points accrued will be shown in subtotal and unit total lines.

SECTION C - Formation.  
Item 7 - Entries will be made to nearest whole hour. (Include previous special trng month activity.)

SECTION E -  
Item 16 - E

SAC FORM 494b PREVIOUS EDITION IS OBSOLETE. FC: 2720

A-0111

Air Force - SAC, Office (When Filled)







**CONFIDENTIAL**

(When Filled In)

MEDIUM JET RECONNAISSANCE AIR TRAINING REPORT - PART III											UNIT 26TH STRAT RECON WING (M)				MONTH DECEMBER 1957				PAGE NR 3		NR											
A. GENERAL	B. ELECTRONIC COUNTERMEASURES								C. FORMATION				D. PILOT PROFICIENCY								E. CREW REQ											
1 CREW NUMBER	2 BIG SNOW		3 LITTLE SNOW		4 LITTLE RIVER		5 MAX DISPENSE OUT OF CHAFF		6 CHAFF DISPENSE (Single Unit - Dispensing)	7 TOTAL HOURS FLOW				8 NUMBER OF COMPLETE MISSIONS	9 TAKE-OFFS		10 LANDINGS		11 ILS OR GCA		12 PPI APPROACHES		13 GYRO-OUT APPROACHES		14 NR OF ATD	15 INSTRUMENT AIRBORNE	16 RADAR DIRECTED	17 MOUNTAIN FLOWERS	18 PRESURIZED FLIGHT IN POSITION	19 MONTH	20 LAST STAN COMPLETE	
	RUNS	POINTS	RUNS	POINTS	ATT	SUCC	ATT	SUCC		49-51	52-54	56-58	13-15		18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54								13-15
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23						
R10														01		01		01									001	001			JUL	
R18										002	006	001		05		05		05									002	002			JUL	
R23										003	003			03		03		04		01		02					003	002			OCT	
R24	001		001				001			007	006	001		02		02		02									002					AUG
R32										009	008	001		03	02	04	01	05	02								003					AUG
R41										003	002	001		03		03		02														MAY
R46			001							007	006	001	001	07		07		08									007	007				AUG
R49																																NOV
R60										013	008	005		04		04		01	02	01	01						002					MAY
R62																																JUL
R66														01		01																AUG
R76							001			011	009	002		04	01	04	01	01									003	003				NOV
R77										003	002	001		03		03		02									001					MAY
R88																																SEP
R04														01		01		01									001					NOV
R13														01	01	01	01	01	01													JUN

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

SECTION B - Electronic Countermeasures. Items 2, 3 - Points accrued will be shown in subtotal and unit total lines.

SECTION C - Formation. Item 7 - Entries will be made to nearest whole hour. (Include previous special trng month activity.)

SECTION E - Item 16 -







**CONFIDENTIAL**

(When Filled In)

MEDIUM JET RECONNAISSANCE AIR TRAINING REPORT - PART III										UNIT 26TH STRAT RECON WING (M)				MONTH DECEMBER 1957				PAGE NR 4		NR								
A. GENERAL	B. ELECTRONIC COUNTERMEASURES								C. FORMATION			D. PILOT PROFICIENCY								E. CREW RECORD								
1 CREW NUMBER	2 BIG SNOW		3 LITTLE SNOW		4 LITTLE RIVER		5 MAX DISPENSE OUT OF CHAFF		6 CHAFF FOR (Use Unit Dispensing)	7 TOTAL HOURS FLOW			8 NUMBER OF COMPLETE MISSIONS	9 TAKE-OFFS		10 LANDINGS		11 ILS OR GCA		12 RPI APPROACHES		13 GYRO-OUT APPROACHES		14 NO OF ATO	15 MINORITY AIRBORNE RADAR DIRECTED APPROACHES ABOVE 1000 FEET	16 PRESUMED FLIGHT IN FORMATION	17 MONTH LAST YEAR COMPLETED	
	RUNS	POINTS	RUNS	POINTS	ATT	SUCC	ATT	SUCC		49-51	52-54	56-58		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP					13-15
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	11-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23		
R16														01		01		01								001		JUN
R33										005	006	002		05		05		04										SEP
R33																												JUL
R35																												JUL
R42														02		02		02								001		NOV
R54														02		02		01	02							001		JUN
R63																												JUL
R72														02		02		02								001	001	JUL
R81														01		01		01								001		APR
CR TOTAL	001		002				002			070	054	016	002	51	04	52	03	47	07	03	01	02				030	016	
N02														05		05		03	01	01		01					001	
N14														02		02		02										
N34														02		02		02								001	002	
N37														03		03		05	01			01						
N38													002	03		03		03								002	002	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957.  
All items are self-explanatory with the following exceptions:

SECTION B - Electronic Countermeasures.  
Items 2, 3 - Points accrued will be shown in subtotal and unit total lines.

SECTION C - Formation.  
Item 7 - Entries will be made to nearest whole hour. (Include previous special trng month activity.)

SECTION E -  
Item 16 -

(When Filled In)

JET RECONNAISSANCE REPORT - PART III										UNIT 26TH STRAT RECON WING (M)					MONTH DECEMBER 1957		PAGE NR 4	NR OF PAGES 7	REPORTS CONTROL SYMBOL 6-SAC-T 12									
ELECTRONIC COUNTERMEASURES					C. FORMATION			D. PILOT PROFICIENCY										E. CREW REQUIREMENTS										
SHOW		LITTLE RIVER		MAX DISPENSE OUT OF CHAFF		CHAFF DISP (Signal & Unit Dispensing)	TOTAL HOURS FLOW	NR OF HOURS 30,000' AND ABOVE	NR OF HOURS 10,000' AND BELOW	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PFI APPROACHES		GYRO-OUT APPROACHES		NR OF ATC	NUMBER OF AIRBORNS	RADAR DIRECTED APPROACHES	HOURS OF PRESUMED POSITION	MONTH LAST YEAR COMPLETED	NUMBER OF PROCEDURE DRILLS	NUMBER OF NIGHT CELL FLOW	NR OF WATER JET INJECTION TAKE-OFFS
POINTS	ATT	SUCC	ATT	SUCC	49-51						52-54	56-58	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43								
											01		03		02							001		JUN	001			
						005	004	002			05		05		04									SEP				
																							JUL					
										03		02		02								001		NOV				
										02		03		01	02							001		JUN				
																							JUL					
										02		02		02								001	001	JUL	002			
										01		01		01								001		APR				
						002																						
						070	054	016	002	51	04	52	03	47	07	03	01	02				030	016		021	006	008	
										05		05		03	01	01		01					001		001			
										02		02		02														
										02		02		02								001	002					
										03		03		05	01			01							001			
									002	03		03		03								002	002		002			

THIS FORM IS 1 AUG 1957. Comply with the following

SECTION D - Electronic Countermeasures. Items 2, 3 - Points accrued will be shown in subtotal and unit total lines.

SECTION C - Formation. Item 7 - Entries will be made to nearest whole hour. (Include previous special training month activity.)

SECTION E - Crew Requirements. Item 16 - Enter time to nearest whole hour.

OBsolete. FC: 2720

A-0111

Air Force - SAC, Offutt

(When Filled In)

**CONFIDENTIAL**



**CONFIDENTIAL**

(When Filled in)

MEDIUM JET RECONNAISSANCE AIR TRAINING REPORT - PART III										UNIT 26TH STRAT RECON WING (M)				MONTH DECEMBER 1957				PAGE NR 5		NR O									
A. GENERAL		B. ELECTRONIC COUNTERMEASURES								C. FORMATION				D. PILOT PROFICIENCY								E. CREW REQUIREMENTS							
1 CREW NUMBER	2 BIG SNOW		3 LITTLE SNOW		4 LITTLE RIVER		5 MAX DISPENSE OUT OF CHAFF		6 CHAFF DROPS (Single Unit Dispensing)	7 FORMATION				8 NUMBER OF CIRCLES		9 TAKE-OFFS		10 LANDINGS		11 ILS OR GCA		12 PPI APPROACHES		13 GYRO-OUT APPROACHES		14 NR OF ATC	15 NUMBER OF AIRBORNE RADAR GYRO APPROACHES	16 HOURS OF PREPARABLE COMBAT POSITION	17 MONTHLY CHECKS COMPLETED
	RUNS	POINTS	RUNS	POINTS	ATT	SUCC	ATT	SUCC		TOTAL HOURS FLOWN	NR OF HOURS SPENT ABOVE	NR OF HOURS SPENT BELOW	NUMBER OF CIRCLES	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP						
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	55-58	13-15	18-19	22-23	26-27	30-31	14-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23			
N39																													
N43														02		02													
N50														02	01	03	01	05	07							002	002		
N80																													
N84														09	02	05	02	01	05	01	02					003	002		
N97														04		04		03									001		
N05														06		05		03											
N45																													
N52														02		01	01	02								002			
N61														04		04		03	02										
NCR																													
TOTAL													002	44	03	42	06	32	11	02	02	02				015	010		
WING TOTAL	002		006		006		004			193	143	050	007	156	13	156	12	134	28	11	04	08	01		074	043			
5X TOTAL														50	14	19	17	39	19	02		01	01		005	004			
PRAC TOTAL										00	005	001		10		10		06	02										

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

SECTION B - Electronic Countermeasures. Items 2, 3 - Points accrued will be shown in subtotal and unit total lines.

SECTION C - Formation. Item 7 - Entries will be made to nearest whole hour. (Include previous special 'eng' month activity.)

SECTION E - Item 16 - E



(Filled In)

RECONNAISSANCE REPORT - PART III										UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL													
										26TH STRAT RECON WING (M)	DECEMBER 1957	5	7	6-SAC-T12													
ELECTRONIC COUNTERMEASURES					C. FORMATION			D. PILOT PROFICIENCY										E. CREW REQUIREMENTS									
4		5			6	7			9		10		11		12		13		14	15	16	17	18	19	20	21	22
ATT	SUCC	ATT	SUCC	CHAFF DISP (Dispensing)		TOTAL HOURS FLOWN	NR OF HOURS 30,000' AND ABOVE	NR OF HOURS 10,000' AND BELOW	NUMBER OF COMPLETE MISSIONS	AC	CP	AC	CP	AC	CP	AC	CP	AC									
29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	
006		004			193	142	050	007	156	13	156	12	134	28	11	04	08	01		074	043		052	014	014		
									50	14	49	17	39	19	02		01	01		005	004		009				
					00	006	001		10		10		06	02													

THIS FORM IS 1 AUG 1957. Comanatory with the following

SECTION B - Electronic Countermeasures. Items 2, 3 - Points accrued will be shown in subtotal and unit total lines.

SECTION C - Conversion. Item 7 - Entries will be made to nearest whole hour. (Include previous specific 'mng month activity.)

SECTION E - Crew Requirements. Item 16 - Enter time to nearest whole hour.

A-0111

Air Force - SAC, Offutt

(When Filled In)

**CONFIDENTIAL**

OBsolete. FC: 2720

**CONFIDENTIAL**

(When Filled In)

MEDIUM JET RECONNAISSANCE AIR TRAINING REPORT - PART III													UNIT			MONTH			PAGE NR										
													26TH STRAT RECON WING (M)			DECEMBER 1957			6										
A. GENERAL	B. ELECTRONIC COUNTERMEASURES										C. FORMATION			D. PILOT PROFICIENCY						E. CREW									
1 CREW NUMBER	2 BIG SNOW		3 LITTLE SNOW		4 LITTLE RIVER		5 MAX DISPENSE OUT OF CHAFF		6 CHAFF ON (Single Unit Dispensing)	7 FORMATION			8 NUMBER OF COMPLETE MISIONS	9 TAKE-OFFS		10 LANDINGS		11 ILS OR GCA		12 PFI APPROACHES		13 GYRO-OUT APPROACHES		14 HR OF AT O	15 NUMBER OF AIRBORNE PARAD D APPROACHES	16 NUMBER OF FLIGHTS COMBAT POSITION	17 NUMBER OF MISIONS		
	RUNS	POINTS	RUNS	POINTS	ATT	SUCC	ATT	SUCC		SOFT	HARD	NO OF HOURS READY		NO OF HOURS BELOW	AC	CP	AC	CP	AC	CP	AC	CP	AC					CP	
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23			
IN03	(NAV REQ	SURV)																											
IN70	(PLT REQ	OCES)	(NAV TDY	SURV	7 DEC-24	ERC)																							
26TH STRAT RECON WING (M) - 3RD BRG AND 10TH SHS - EXCLUDING SVL RELIEVED 50-3 AND 50-36 - RET CIVICIAN MAJ HARRIS 1951																													
1. AVERAGE NGR AND ABOVE CREWS ASSIGNED -										SELECT AND LEAD		5.0																	
										READY		11.0																	
										NON READY		15.0																	
2. AVERAGE NGR AND ABOVE CREW AVAILABLE -										SELECT AND LEAD		3.0																	
										READY		13.0																	
										NON READY		11.0																	
3. AVERAGE STANDBOARD ASSIGNED:										SELECT		3.0																	
										LEAD		2.0																	
A. AVERAGE INSTRUCTOR CREWS ASGD										SELECT		2.0																	
										LEAD		2.0																	
										READY		2.0																	
4. AVERAGE STANDBOARD CREW AVAILABLE										SELECT		2.0																	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

SECTION B - Electronic Countermeasures. Items 2, 3 - Points accrued will be shown in subtotal and unit total lines.

SECTION C - Formation. Item 7 - Entries will be made to nearest whole hour. (Include previous special trng month activity.)

SECTION E Item 16 -

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ELECTRONIC COUNTERMEASURES					C. FORMATION					D. PILOT PROFICIENCY								E. CREW REQUIREMENTS															
A. CHAFF DISPENSE					B. CHAFF DROPS			7. TOTAL FLIGHT HOURS		8. TAKE-OFFS		9. LANDINGS		10. ILS OR GCA		11. PPI APPROACHES		12. GYRO-OUT APPROACHES		13. NR OF AYO	14. NUMBER OF AIRBORNE	15. NUMBER OF DROPPED	16. NUMBER OF APPROACHES	17. NUMBER OF RESURFIS	18. NUMBER OF COMBAT	19. MONTHLY CHECK	20. NUMBER OF EMERGENCY	21. NUMBER OF PROCEDURE	22. NUMBER OF DILLS	23. NUMBER OF MISCELL	24. NUMBER OF FLOW	25. NUMBER OF WATER	26. NUMBER OF TAKE-OFFS
POINTS	ATT	SUCC	ATT	SUCC	45-47	49-51	52-54	55-58	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43						
LITTLE RIVER																																	
MAX DISPENSE OUT OF CHAFF										TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES		NR OF AYO	NUMBER OF AIRBORNE	NUMBER OF DROPPED	NUMBER OF APPROACHES	NUMBER OF RESURFIS	NUMBER OF COMBAT	MONTHLY CHECK	NUMBER OF EMERGENCY	NUMBER OF PROCEDURE	NUMBER OF DILLS	NUMBER OF MISCELL	NUMBER OF FLOW	NUMBER OF WATER	NUMBER OF TAKE-OFFS
25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	55-58	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43						
(NAV TDY SURV DEC-24 LEO)  (M) -- BRD ERS AND 10TH SHS - EXCLUDING STL RELIEVED 50-58 AND 51-55 - REF CIRCULAR NO 8-100 1951 17 AUG 57. BR AND ABOVE CREWS ASSIGNED -- SELECT AND LEAD 5.0 -- READY 11.0 -- NON READY 15.0 BR AND ABOVE CREW AVAILABLE -- SELECT AND LEAD 3.5 -- READY 11.0 -- NON READY 11.0 MANDEBOARD ASSIGNED: -- SELECT 2.0 -- LEAD 2.0 THE INSTRUCTOR CREWS ASGD -- SELECT 2.0 -- LEAD 2.0 -- READY 2.0 MANDEBOARD CREW AVAILABLE -- SELECT 2.0																																	

THIS FORM IS 1 AUG 1957. Obsolete with the following

SECTION B - Electronic Countermeasures. Items 2, 3 - Points accrued will be shown in subtotal and unit total lines.

SECTION C - Formation. Item 7 - Entries will be made to nearest whole hour. (Include previous special trng month activity.)

SECTION E - Crew Requirements. Item 15 - Enter time to nearest whole hour.

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MEDIUM JET RECONNAISSANCE AIR TRAINING REPORT - PART III										UNIT 26TH STRAT RECON WING (M)				MONTH DECEMBER 1957				PAGE NR 7		NR OF 7									
A. GENERAL	B. ELECTRONIC COUNTERMEASURES								C. FORMATION				D. PILOT PROFICIENCY								E. CREW REQUIREMENTS								
1 CREW NUMBER	2 BIG SNOW		3 LITTLE SNOW		4 LITTLE RIVER		5 MAX DISPENSE OUT OF CHAFF		6 CHAFF DISPENSE (Dispensed)	7 TOTAL HOURS FLOWN	8 % OF HOURS 30,000' AND ABOVE	9 % OF HOURS 10,000' AND BELOW	10 NUMBER OF COMPLETE MISSIONS	11 TAKE-OFFS		12 LANDINGS		13 ILS OR GCA APPROACHES		14 GYRO-OUT APPROACHES		15 NR OF ATO	16 NUMBER OF TADAN DIRECTED APPROACHES	17 NUMBER OF PRESSURIZED FLIGHT HOURS	18 MONTH	19 LAST STAR CHECKED	20 COMPLETED NUMBER		
	RUNS	POINTS	RUNS	POINTS	ATT	SUCC	ATT	SUCC						AC	CP	AC	CP	AC	CP	AC	CP								
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23			
										LEAD																			
	A. AVERAGE INSTRUCTOR CREW AVAILABLE									-SELECT																			
										LEAD																			
										READY																			
LTH SRS - HRR CREW - ITEMS MARKED "NA" NOT REQ OF THESE CREWS FOR 50-8 AND 11-15: 609, 840, 852, 898, 121, 129, 164, 165, 172, R12, R54, R63, R72, R84, N04, N13, N52, AND N61.																													
LTH SQUADRON - 26TH STRAT RECON WING (M)																													
	1. AVERAGE NCR AND ABOVE CREWS ASSIGNED									- SELECT AND LEAD																			
										READY																			
										NON READY																			
	2. AVERAGE NCR AND ABOVE CREW AVAILABLE									- SELECT AND LEAD																			
										READY																			
										NON READY																			
	3. AVERAGE STANDBOARD CREWS ASSIGNED									- SELECT																			
										LEAD																			
	4. AVERAGE STANDBOARD CREWS AVAILABLE									- SELECT																			
										LEAD																			
INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM 1 AUG 1957. All items are self-explanatory with the following exceptions:										SECTION B - Electronic Countermeasures. Items 2, 3 - Points accrued will be shown in subtotal and unit total lines.										SECTION C - Formation. Item 7 - Entries will be made to nearest whole hour. (Include previous special trng month activity.)						SECTION E - Item 16 - E			

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio

December 1957

PART IV, WING COMMANDERS REMARKS

1. HOURS FLOWN PERFORMING MISSIONS ORDERED BY:

a. HIGHER HEADQUARTERS:

<u>OPord #</u>	<u>Commitment</u>	<u>Hours Prgm'd</u>	<u>Hours Accompl</u>
(1) SAC Z-9	Photo Project	30	41:05
(2) BAF 245-57	Pacesetter X	165	161:00
TOTAL		195	202:05

b. EIGHTH AIR FORCE AIR TRAINING PRIORITIES:

(1) Programmed and accomplished for December:

<u>Priority</u>	<u>Commitment</u>	<u>Hours Prgm'd</u>	<u>Hours Accompl</u>
1	AFR 60-2	0	0:00
2	Standboard Checks	80	87:05
3	NCR Crew Training	200	215:20
4	CR Crew Training	188	193:20
4a	Iron Bar	370	391:50
4b	Pacesetter X	165	161:00
4c	Other Higher Headquarters	30	41:05
5	Staff and 5X Training	30	31:00
		<u>1063</u>	<u>1120:10</u>
TEST FLIGHTS		---	<u>13:35</u>
TOTAL			<u>1134:15</u>

(a) Reference total times: Total time adjusted due to approval to overfly flying hour allocation.

(2) Flying time programmed for January:

<u>Priority</u>	<u>Commitment</u>	<u>Hours Programmed</u>
1	AFR 60-2	0
2	Standboard Checks	75
3	NCR Crew Training	300
4	Higher Headquarters	---
4a	Mile Train	312
4b	Devil Fish	516

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4c	Other Higher Headquarters	120
5	Staff and 5X Training	<u>50</u>
	TOTAL	1373

- c. TEST HOPS: 5 sorties; 13.35 hours.
- 2. WEATHER OR LOCAL CONDITIONS: Not applicable.
- 3. RESTRICTIVE DIRECTIVES: Not applicable.
- 4. CREW MEMBER GAINS AND LOSSES:

a. CREW MEMBER GAINS:

- 3 Aircraft Commanders
- 3 Pilots
- 3 Navigators

b. CREW MEMBERS LOST:

- 1 Aircraft Commander - PCS
- 2 Pilots separated
- 2 Navigators separated.

5. CREW MEMBER CHANGES:

- 2 Aircraft Commanders
- 4 Pilots
- 2 Navigators

6. NEW CREWS:

N-50	4 Dec 57	EDCR: 2 Apr 58
S-57	30 Dec 57	Formerly 376BW
S-73	30 Dec 57	Formerly 376BW
S-83	30 Dec 57	Formerly 376BW
N-15	31 Dec 57	EDCR: 2 Apr 58
N-28	31 Dec 57	EDCR: Unk

7. INCOMPLETE COMBAT MAINTENANCE CREWS:

Crew No.	Pos	Name, Grade, AFSC, Job Assign	Date Last SB	Result	Fly Hours
1CM101	AC	Capt Kenneth J. Higgins, 4331 (Flt Test Maint Off)	1 Aug 57	Successful	16:00
	P	Maj Norman L. Bailey, 4341 (Acft Maint Off)	9 Sep 57	Successful	9:00
	N	Capt George L. Olsen, 3231 (OIC, Malfunction Analysis Unit)	None		7:35

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1CM402 AC Unmanned

P	Maj Walter K. Morgan, 4311 (Cmdr, PM Sq)	26 Apr 57	Successful	8:55
N	Maj Alexander F. Marshall, 3231 (A&E Maint Supervisor)	2 Jul 57	Successful	4:10

1CM403 AC Unmanned

P	1/Lt Leroy E. Gibbons, 4341 (Aoft Maint Off)	18 Apr 57	Successful	4:10
N	Unmanned			

8. CREW STATUS CHANGES:

IN-55 deleted 4 Dec 57, excessive crew changes. AC & pilot extra crew members, navigator to IN-50.

IN-89 deleted 4 Dec 57, PCS B-52 program.

L-69 to S-69, upgraded 23 Dec 57.

IN-25 deleted 31 Dec 57, Navigator separated. AC & pilot extra crew members.

R-79 deleted 31 Dec 57, AC to N-28; pilot to extra crew member; and navigator to N-80.

IN-91 deleted 31 Dec 57. Navigator pending separation. AC & pilot extra crew members.

R-41 deleted 31 Dec 57, lack of professional advancement. AC to N-50, pilot extra crew member, navigator to N-15.

R-16 deleted 31 Dec 57. Navigator separated, AC PCS, pilot to N-45.

R-77 deleted 31 Dec 57. Navigator to R-24, pilot to N-39, AC extra.

9. STANDARDIZATION CREWS:

S-40, 1 May 55

S-09, 1 May 56

S-47, 1 Apr 57

S-71, 1 Sep 56

L-67, 1 Sep 57

L-92, 1 Apr 57

S-11, 21 Oct 57

S-90, 21 Oct 57

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10. REFUELING DATA:

	11	110	71
	AREFS	AREFS	AREFS
a. (1) Tanker schedule			
(2) Tanker BAF schedule	26	19	18
(3) Tanker schedule	30	15	15
(4) Effective tanker sorties	16	11	11

(5) Remarks: Four additional sorties scheduled for 26SRW to make-up for cancellations. Three sorties withdrawn by BAF for both the 310th and 91st due to change of Iron Bar redeployment itinerary from Fairford for 3 aircraft. See 10b below for non-effective sorties.

b. (1) Receiver schedule	35	15	15
(2) Effective receiver sorties	21	11	11
(3) Tanker aborts:			
(a) Ground	0	0	0
(b) Air	3	0	0
(4) Tanker cancellations	9	0	0
(5) Receiver aborts:			
(a) Ground	0	0	0
(b) Air	0	0	0
(c) Miscellaneous	0	0	0
(6) Receiver cancellations	1	0	0
(7) Weather cancellations	1	4	4

(8) Remarks: Five "2-1" refuelings accounts for difference between 10a (3) & (4) and 10b (1) & (2).

c. Texaco schedule: Not applicable.

11. ADDITIONAL MATERIAL AND PERSONNEL PROBLEMS: Not applicable.

12. COMMENTS OR RECOMMENDATIONS OF THE WING COMMANDER: Not applicable.

13. GROUND TRAINING:a. PHASE TRAINING:

- (1) No of crews responsible for applicable phase of SACR 50-24: 37.
- (2) Cumulative total completing applicable phase of SACR 50-24: 36.
- (3) Number of crews scheduled to attend block training in Dec: 6.
- (4) Number of crews attending block training in Dec: 5.
- (5) Number of crews completing block training in Dec: 5.

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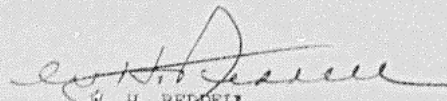
(6) One crew programmed to attend this training during December did not attend due to a pending transfer, which was cancelled to late to enable re-scheduling in 1957.

(7) Number of crews scheduled to attend block training in Jan: 8.

b. SPECIAL WEAPONS TRAINING: Not applicable.

14. HI-JINKS TACTICS: Reference Secret S&F Letter DOT3A, dated 18 January 1957, subject: Special Release Tactics (Hi-Jinks), columns A through C below indicate information required:

<u>A</u> <u>CREW #</u>	<u>B</u> <u>GROUND SCH</u>	<u>C</u> <u>SOLO CHECKOUT</u>	<u>A</u> <u>CREW #</u>	<u>B</u> <u>GROUND SCH</u>	<u>C</u> <u>SOLO CHECKOUT</u>
R-10	Yes	Yes	N-34	No	No
R-18	Yes	Yes	N-37	No	No
R-23	Yes	Yes	N-38	No	No
R-35	Yes	Yes	N-39	No	No
R-49	No	No	N-43	No	No
R-54	Yes	Yes	N-45	Yes	Yes
R-63	Yes	Yes	N-50	No	No
R-04	Yes	Yes	N-52	Yes	Yes
N-05	No	No	N-51	No	No
N-14	No	No	N-70	No	No
N-15	No	No	N-97	No	No
N-28	No	No			

  
 W. H. REDDELL  
 Colonel, USAF  
 Commander

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MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	December 1957	1	6	PART I 1-SAG-T35 (8AF-1)
ORGANIZATION	26th Strategic Reconnaissance Wing (M) Lockbourne Air Force Base, Ohio			
ITEM	CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
	DEC			
<b>A. PERSONNEL</b>				
1. Manning in Required Specialties				
a. Officer MIRS, Percent Score				
(1) Number Required	421			421
(2) Number Assigned	461			461
(3) Number IRS	408			408
(4) Percent of Required	97			97
(5) Percent of Assigned	89			89
b. Airman MIRS, Direct Support Skills, Percent Score				
(1) Number Required	1130			1130
(2) Number Assigned	1130			1130
(3) Number IRS	998			998
(4) Percent of Required	88			88
(5) Percent of Assigned	88			88
c. Airman MIRS, Indirect Support Skills, Percent Score				
(1) Number Required	435			435
(2) Number Assigned	468			468
(3) Number IRS	388			388
(4) Percent of Required	80			80



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ORGANIZATION 26th Strategic Reconnaissance Wing (M) Lockbourne Air Force Base, Ohio	CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
	DEC			
ITEM				
<b>A. PERSONNEL</b>				
1. Manning in Required Specialties				
a. Officer MIRS, Percent Score				
(1) Number Required	421			421
(2) Number Assigned	461			461
(3) Number IRS	408			408
(4) Percent of Required	97			97
(5) Percent of Assigned	89			89
b. Airman MIRS, Direct Support Skills, Percent Score				
(1) Number Required	1130			1130
(2) Number Assigned	1130			1130
(3) Number IRS	998			998
(4) Percent of Required	88			88
(5) Percent of Assigned	88			88
c. Airman MIRS, Indirect Support Skills, Percent Score				
(1) Number Required	435			435
(2) Number Assigned	468			468
(3) Number IRS	388			388
(4) Percent of Required	89			89
(5) Percent of Assigned	83			83
2. OJT Effectiveness, Percent Score	51			51
a. Number on OJT vs Number Eligible Percent Score	15			15
(1) Number on OJT	333			333
(2) Number Eligible	333			333
(3) Percent on OJT	100			100
b. Number Passing Test (APT & AFJKT) vs Number Tested, Percent Score	36			36
(1) Number Passing Test	55			55
(2) Number Tested	67			67
(3) Percent Passing Test	82			82

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MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	December 1957		6	PART I 1 SAC T35(8AF-1)
ORGANIZATION	26th Strategic Reconnaissance Wing (M) Lockbourne Air Force Base, Ohio			AVERAGE OR TOTAL
ITEM	DEC			
<b>C. MATERIEL</b>				
1. Aircraft Maintenance Scheduling				
RECONNAISSANCE (RB-47)				
a. Airborne Sorties as percent of required percent score	50			
(1) Sorties required (par 7, O SACR 55-10)	171			
(2) Sorties scheduled (par 7, w SACR 55-10)	197			
(3) Sorties airborne as scheduled par 7y, SACR 55-10	175			
(4) Sorties airborne par 7x, SACR 55-10	175			
(5) Percent schedule airborne as scheduled, 1a(1) & by 1a(2)	89			
(6) Adjusted Requirement	152			
b. Percent of abne sorties which are variations from schedule, % score	100			
(1) Number of variations 1a(4) minus 1a(3)	0			
(2) Percent of abne sorties 1b(1) by 1a(4)	0			
Time to complete periodic inspection, % score	100			
(1) Number of inspections completed	5			
(2) Clock hours of work	240			
(3) Average clock hours per periodic inspection, 1c(2) & by 1c(1)	48			
TANKER (KC-97)				
a. Airborne sorties as percent of required, % score	70			
(1) Sorties required, par 7c SACR 55-10	80			
(2) Sorties scheduled, par 7w SACR 55-10	74			
(3) Sorties abne as scheduled par 7y SACR 55-10	64			
(4) Sorties abne par 7x SACR 55-10	64			
(5) Percent schedule airborne as scheduled, 1a(1) & by 1a(2)	86			
(6) Adjusted requirement	69			
b. Percent of abne sorties which are variations from schedule, % score	100			
(1) Number of variations, 1a(4) minus 1a(3)	0			
(2) Percent of abne sorties 1b(1) & 1a(4)	0			
Time to complete periodic inspection, % score	100			
(1) Number of inspections compitd.	2			
(2) Clock hours of work	104			
(3) Average clock hrs per periodic inspection 1c(2) & by 1c(1)	52			



MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
	December 1957	4	6	PART I 1-SAC-T35 (8AF-1)		
ORGANIZATION	26th Strategic Reconnaissance Wing (M) Lockbourne Air Force Base, Ohio	CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL	
ITEM		DEC				
2. Aircraft Reliability						
a. % Acft Operationally ready and flyable	% Score	100				
(1) Hours Possessed		49,500				
(2) Hours Operationally Ready		49,041				
(3) Hours flyable but not operationally ready		4,795				
(4) Hours Opnly ready plus 1/2 the hours flyable but not opnly ready		46,919				
(5) % of possessed hours represented by items 2a(1)		95				
b. RB-47						
Percent of scheduled sorties airborne as scheduled		90				
(1) Basic Data accumulated above 1a(2), (3), and (5)		89				
KC-97						
Percent of scheduled sorties abne as scheduled		80				
(1) Basic data accumulated above 1a(2), (3), and (5)		86				
3. Combined scores						
Abne sorties as % of requirements						
a. % Score		55				
% of abne sorties which are variations from schedule		100				
b. Calendar time for periodic insptn % score		100				
d. 2a above						
e. % of sched sorties abne as sched % score		87				



MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	December 1957	5	6	PART I 1 SAC-T35(BAF-1)
ORGANIZATION	26th Strategic Reconnaissance Wing (M) Lockbourne Air Force Base, Ohio			CURRENT PERIOD (Enter months that apply)
ITEM	DEC			AVERAGE OR TOTAL
<b>D. GENERAL ITEMS</b>				
<b>1. Cost per Flying Hour, Percent Score</b>				
a. Tactical Flying Hours	1174			
b. Tactical Personnel Costs, Percent Score				
(1) Headquarters Sqdn Costs	86632			
(2) Tactical Sqdn Costs (3 Sqds)	224166			
(3) A&E Maint Sqdn Costs	89845			
(4) FM Sqdn Costs	100244			
(5) PM Sqdn Costs	19531			
(6) Total Personnel Costs	520718			
(7) Cost per Flying Hour	459			
(8) Standard Cost per Flying Hour	319			
c. Tactical Mission POL Costs, % Score	100			
(1) Total POL Costs	181161			
(2) Cost per Flying Hour	160			
(3) Standard Cost per Flying Hour	225			
d. Tactical All Other Costs, % Score	47			
(1) Headquarters Sqdn Costs	706			
(2) Tactical Sqdn Costs (3 Sqdns)	22026			
(3) A&E Maint Sqdn Costs	33797			
(4) FM Sqdn Costs	22743			
(5) PM Sqdn Costs	6133			
(6) Total All Other Costs	85405			
(7) Cost per Flying Hour	75			
(8) Standard Cost per Flying Hour	35			
e. Tanker Flying Hours	336			
f. Tanker Personnel Costs, % Score	74			
(1) Total Personnel Costs	128948			
(2) Cost per Flying Hour	381			
(3) Standard Cost per Flying Hour	285			

MANAGEMENT CONTROL DATA	PERIOD COVERED Description	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		AVERAGE OR TOTAL
				PART I 1-SAC-TSS(BAF-1)		
ORGANIZATION 26th Strategic Reconnaissance Wing (M) Lockbourne Air Force Base, Ohio		CURRENT PERIOD (Enter months that apply)				
ITEM		DEC				
g. Tanker Mission POL Costs, % Score		100				
(1) Total POL Costs		927				
(2) Cost per Flying Hour		16				
(3) Standard Cost per Flying Hour						
h. Tanker All Other Costs, % Score		100				
(1) Total All Other Costs		6554				
(2) Cost per Flying Hour		20				
(3) Standard Cost per Flying Hour						
2. Safety						
a. Flying, % Score		100				
(1) Number of Accidents		0				
(2) Flying Hours		1,700				
(3) Rate per 100,000 Hours Flown		0				
b. Ground, % Score		85				
(1) Ground Safety Index		4.9				
(a) Mil Disabling Inj Rate per 100,000 Man-Days Exposure		4.9				
1. Number of Military Disabling Injuries		0				
2. Number Man-Days Exposure (On and Off Duty)		6,100				
(b) Govt Mtr Veh Accident Rate per 100,000 Miles Driven		0				
1. Number of Accidents		0				
2. Number of Miles Driven		18,000				
(c) Civ Inj Rate per 1,000,000 Payroll Manhour Exposure		0				
1. Number of Civilian Disabling Injuries		0				
2. Number of Payroll Manhour Exposure		1936				
(2) Accident Cost Index		1.87				
(a) Total Cost		1706				
(b) Mean Strength		1082				
3. Reports on Time		N/A				
4. USCM Sabotage		N/A				



26TH STRATEGIC RECONNAISSANCE WING (M)  
TASK FORCE BULLETIN

NUMBER 1)

26 November 1957

## 1. Postal Instruction:

a. All mail sent via APO channel will bear a return address as follows:

A/2C JOHN DOE, AFI212346  
26th SRW (M), TASK FORCE  
APO 129, NEW YORK, N.Y.

b. Mail sent via English mail service will bear a return address as follows:

A/2C JOHN DOE, AFI212346  
26th SRW (M), TASK FORCE  
RAF STATION, FAIRFORD, GLOS. ENGLAND

c. Packages that rattle will not be accepted at Base Post Office.

d. Duty free limit on gifts sent by mail is \$50.00. Then gifts can be addressed to oneself or to friends or family.

e. Perfume sent through the mail is subject to a duty tax when arriving at ZI. However this rule is apparently not always enforced.

2. Task Force ~~changes~~ changes:

a. The following telephone number changes are made to the Telephone Directory:

Col E.D. REYNOLDS	--	Phone No. 89
Col W.H. REDDELL	--	Phone No. 89
Adjutant	--	Phone No. 87

ADD: Wing Control Room - Phone No. 483

## 3. Passes for distances greater than 30 miles from Station:

a. All personnel desiring to travel a distance greater than 30 miles from Fairford Station must have in their possession AF Form 1164 signed by their Officer in charge and authenticated by the Task Force Adjutant. Those forms pre-signed by the Adjutant may be procured at the Task Force Adjutant Section.

FOR THE COMMANDER:

*T. L. Smoleroff*  
T. L. SMOLEROFF  
Captain, USAF  
Adjutant



26TH STRATEGIC RECONNAISSANCE WING (M)  
TASK FORCE BULLETIN

NUMBER 2)

27 November 1957

1. Commercial Transportation:

a. Commercial bus transportation will be available to and from Swindon and Cheltenham on the following schedules, effective through 3 December 1957:

Swindon: (27, 28, 29 Nov 57)

Depart Base (Theater Parking Lot) . . . . .	1830 hrs
Depart Swindon . . . . .	2300 hrs
Saturday only, 30 Nov 57	
Depart Base (Theater Parking Lot). . . . .	1430 hrs
Depart Swindon . . . . .	1830 hrs
	1700 hrs
	1800 hrs
	2300 hrs

Cheltenham (Sunday only, 1 Dec 57)

Depart Cheltenham . . . . . 2245 hrs

FOR THE COMMANDER:

*T. L. Smoleroff*  
 T. L. SMOLEROFF Capt. USAF  
 Adjutant

STAFF OFFICERS ROSTER

COL REYNOLDS  
COL. REDDELL  
LT COL. WENDORF  
LT COL STEVENSON  
MAJ WOODALL  
MAJ WEIR  
MAJ SCHOOLCRAFT  
MAJ HUCKLEY  
MAJ FIELDS  
MAJ GORDON  
CAPT REDMOND  
CAPT ROACH  
CAPT JOHNSON  
CAPT SCHRUP  
CAPT SMOLEROFF  
CAPT ORLINSKI  
1/LT GIBBONS  
1/LT HUDSON  
1/LT RABBIN  
1/LT BRUMFIELD  
1/LT SALVATORE  
1/LT HODES  
1/LT KINDT  
2/LT BREWER  
  
CIV TIETREL



## CREW OFFICERS ROSTER

ANGELUS  
ROLL  
ALTINUS  
WAHAB  
O'LOUGHKIN  
MANNING  
MOON  
MUNDY  
SNYDER  
LAPPO  
HOXIE  
REETER  
JENNER  
BAKER  
HUCKLEHERRY  
KOCH  
KIRBIE  
BURKHART

BEECHER  
MURPHY  
PORTER  
WEIGMAN  
POE  
MONFORT  
BOZZETTI  
ADAMS  
PETERS  
SMITH  
FISHER  
SIMPSON  
MATTHEWS  
VASS  
SEMANN  
MCNAB  
BELLIS  
NORDBY

EDGREN  
KINDER  
C'ROURKE  
HILDERMAN  
O'NEILL  
MORRIS  
BROWN, W. F.  
MILLER  
CALLAHAN  
CROWLEY  
IVERSON  
KRUMME  
HEROLD  
EDELEN  
HEATH  
BOCK  
CHRISTENSON  
MASON



ROSTER  
26TH TAGC FORCE

FOOD SERVICE 301st ABGP

REICHERT, Raymond J., S/Sgt \*  
BLOOD, Phillips, S/Sgt  
FULMOOD, Abraham L, A/1C  
SCOTT, Everette, L, A/1C  
SCOTT, Eddie Jr, A/1C  
CORNWALL, Kenneth A, A/2C  
TROTTERS, Webster B, A/3C

DISPENSARY TAG HOSPITAL

WENDORF, H, Lt Col \*  
ROACH, Thomas C, Capt  
ERMIH, Davis B, S/Sgt  
NOE, HOWARD B, S/Sgt  
LOUPE, William, A/2C

LOTION POOL 301st ABGP

LAMB, Robert R, S/Sgt \*  
OWENS, Adron L, A/1C  
LEWIS, Erwin F, A/2C  
MARKONSKY, Joseph W, A/2C  
WALTON, Charles F, A/3C

FIRE STATION 301st ABGP

DORSEY, William T, A/1C  
HENDERSON, Glen, A/1C

COMMUNICATIONS 301st ABGP

GARRITANO, William T, S/Sgt \*  
REDDICK, Robert R, A/2C

WEATHER

BRETFIELD, Richard, 1/Lt

AIR POLICE 301st ABGP

RODES, Robert H, 1/Lt \*  
TAYLOR, Gene H, S/Sgt  
MAYMAN, Henry W, S/Sgt  
DODD, Charles E, S/Sgt  
BRADY, Charles, A/1C

AIR POLICE 301st ABGP Cont'd

CONNELLY, William R, A/1C  
TILSE, James L, A/1C  
YOUNG, Donald R, A/1C  
POTTER, Jimmy A, A/1C  
WALLACE, John H, A/1C  
BRUNDRICK, Martin B, A/2C  
PYLES, Clide, A/2C  
PLETTING, Franklin D, A/2C  
WALTON, A/3C  
ALTBUS, Robert W, A/3C  
FRYMON, Robert, A/3C  
COTMAN, Robert B, A/3C  
TAYLOR, Arnold K, A/3C  
HOWELL, William O, A/3C  
TILKINS, Harold W, A/3C  
BAUTHEIN, James C, A/3C

AMMUNITIONS 301st ABGP

BABIN, Stanley P, 1/Lt  
GOODWIN, James O, S/Sgt  
BROOKS, Jernon, A/1C

ORDERLY ROOM

ABNEY, Harold A, 1/Sgt

SUPPLY 301st ABGP

DEON, Harold E, T/Sgt \*  
JARRETT, Donald R, S/Sgt  
JONES, Bobby, A/1C  
GUNYARD, Charles, A/1C  
KILBURN, William B Jr, A/1C  
MILES, Jack, A/2C  
HINOJOSA, Armando, A/3C  
PHILLIPS, David, A/3C

HQ 26TH SFW (1)

S. CLEROFF, Capt \*  
JOHNSON, Capt  
ORLINSKI, Capt  
CHERT, Capt  
ANDERSON, 1st Lt  
SCHOLCRAFT, ajor

26TH TROOP  
TASK FORCE Cont'dHQ 26TH SW (1) Cont'd

WEIR, Major  
SLATON, M/Sgt  
CAMBELL, M/Sgt  
HOLLINGSWORTH, T/Sgt  
CHILDS, T/Sgt  
SWINSON, T/Sgt  
FARNEY, S/Sgt  
MCGRATH, S/Sgt  
SEIGEL, A/1C  
CHRISTENBERRY, A/1C  
WATTS, A/1C  
YEAGO, A/1C  
WEILLACHER, A/1C  
CARVER, A/2C  
POWELL, A/2C  
JONES, M/Sgt  
FLIGHT LINE MAINTENANCE 26TH 32

MCNEW, M/Sgt  
HEINICH, T/Sgt  
HULSEY, T/Sgt  
BENJAMIN, T/Sgt  
GRIFF, S/Sgt  
BARR, S/Sgt  
JENSEN, S/Sgt  
POE, S/Sgt  
WINDY, S/Sgt  
HOLLAND, S/Sgt  
SAARI, S/Sgt  
SARDONIA, S/Sgt  
MILLER, S/Sgt  
DAVIS, S/Sgt  
MCCORMACK, S/Sgt  
GLONER, S/Sgt  
PARSONS, S/Sgt  
RADOR, A/1C  
ST JOHN, A/1C  
BRADLEY, A/1C  
JOHNSON, A/1C  
HOOD, A/1C  
EARNEST, A/2C  
Horr, A/2C  
BARRON, A/2C  
HOFFMAN, A/2C  
GOODWIN, A/2C  
PHEASANT, A/2C  
BOULOUS, A/2C

FLIGHT LINE MAINTENANCE Cont'd

LEWIS, A/2C  
GAGNA, A/2C  
MARSHALL, A/2C

COMMUNICATIONS 26TH

ROY, T/Sgt

FIELD MAINTENANCE, 26TH

SCORE, CWO M-2  
MORGAN, M/Sgt  
ROSE, M/Sgt  
DOHERTY, T/Sgt  
ESTER, T/Sgt  
LOVELADY, T/Sgt  
HARRIS, T/Sgt  
WILLIAMS, S/Sgt  
POOPMAN, S/Sgt  
LONGRIF, S/Sgt  
YOUNG, S/Sgt  
WILLIAMS, C, S/Sgt  
CARPENTER, S/Sgt  
HALL, S/Sgt  
BINKLEY, A/1C  
MCWELLY, A/1C  
SWAN, A/1C  
WHITE, A/1C  
SCHLESER, A/1C  
HENDERSON, A/1C  
RICCIO, A/1C  
JACKSON, A/1C  
LAVES, A/2C  
TEIXEIRA, A/2C  
DESANTIS, A/2C  
ADAMS, A/2C  
BOCKT, A/2C  
BAUER, A/2C  
DRANE, A/2C  
MULLINEX, A/2C  
FOCUS, A/2C  
STOLZ, A/2C  
HEARN, A/2C  
MALCOLM, A/3C  
RETS, A/3C  
KING, S/Sgt  
LEASTR, M/Sgt



ROSTER  
26TH TASK FORCE Cont'd

26TH A&F

KINDT, 1st Lt  
SALVATORE, 1st Lt  
SORUB, 1/Sgt  
LIPIS, 1/Sgt  
PIPPIN, T/Sgt  
D'ANNA, T/Sgt  
MYERS, T/Sgt  
STEWART, S/Sgt  
VAN NETER, S/Sgt  
MYERS, S/Sgt  
SLATER, S/Sgt  
KEYS, S/Sgt  
NICOLSON, S/Sgt  
DESJARDENS, S/Sgt  
SMITH, S/Sgt  
HAYS, S/Sgt  
MARGOSIAN, S/Sgt  
WOLFE, S/Sgt  
BLAIR, S/Sgt  
MORIARITY, A/1C  
FIASCHKI, A/1C  
LUNSFORD, A/1C  
BLACKBURN, A/1C  
WINNIFORD, A/1C  
GARRETSO, A/1C  
BURCH, A/1C  
GEAR, A/1C  
ROGGE, A/1C  
QUESNEL, A/1C  
HALL, A/1C  
WILSON, A/1C  
MACIAR, A/1C  
BULLOCK, A/1C  
ALLEN, A/1C  
BELLILE, A/1C  
MITTAN, A/1C  
VREIS, A/1C  
STOVEN, A/1C  
HEADSE, A/1C  
BENTZ., A/1C  
KINNEY, A/1C  
COOPER, A/1C  
HALE, A/1C  
PITT, A/1C  
MERRIT, A/1C  
WHETRICK, A/1C  
MONETT, A/2C

26TH A&F Cont'd

OWENS, A/2C  
SCHROEDER, A/2C  
BROCKE, A/2C  
STAULDING, A/2C  
CHAFIN, A/2C  
PETTIT, A/2C  
LAYTON, A/2C  
HALFY, A/2C  
FLETCHER, A/2C  
MONTGOMERY, A/2C  
ANGELINO, A/2C  
JONES, A/2C  
LONG, A/2C  
SHELDON, A/2C

THE END



WEATHER SCOUT CREW SCHEDULE

Aircraft Comdr	Aircraft	Billet	General Briefing For Weather Scout Missions		
Angelus	723	500	1000	27 Nov 57	Wing Headquarters Building
Roll	853	502	1000	27 Nov 57	Wing Headquarters Building
Altimus	724	500	1000	27 Nov 57	Wing Headquarters Building

FLYING SCHEDULE

Aircraft Comdr	Aircraft	28 Nov 57	29 Nov 57	30 Nov 57	1 Dec 57	2 Dec 57	3 Dec 57	4 Dec 57	5 Dec 57	6 Dec 57
Angelus	723	0400 *① MG-MF								
Roll	853	0730 ① MG-MF								
Altimus	724		2200 *③ OR-MG							
Angelus	723			0030 ② OR-MG						
Roll	853			1500 *④ HH-PP						
Angelus	723			2200 *⑤ OR-MG						
Altimus	724				0030 ⑥ OR-MG					
Roll	853				0345 ④ HH-PP					
Altimus	724				2135 *⑥ OR-MG					
Angelus	723					0005 ⑥ OR-MG				
Roll	853					2200 *⑦ OR-MG				
Altimus	724						0030 ⑦ OR-MG			

\*Marginal Weather Sortie  
 ① etc - Mission Number  
 ① MF (Etc) - Refueling Area

CORNELIUS E BUCKLEY  
 Major, USAF  
 Operations

<u>CONTRACTOR</u>	<u>CONTRACTOR TECHNICIAN</u>	<u>CATEGORY</u>	<u>CLASSIFICATION</u>	<u>TYPE OF EQUIPMENT AND DUTY FUNCTION</u>
Philco Corporation	Claude H. Fore	Tech Rep	Secret	ECM, Communications and General Radar Equipment. Inst and assist in determining corrective action on equipment failures.
Edmark Flug Company	Lloyd A. Hainan	Tech Rep	Secret	ECM Radar Nav System. Instructs and assists in determining corrective action of equipment failures.
Motorola Company	Homer C. Fratesen	Tech Rep	Secret	AP-64 Bomb Nav Radar. Instructs and assists in determining corrective action of equipment failures.
Boeing Aircraft Company	Charles H. Nyble	Tech Rep	Secret	B-57E Aircraft. Maintenance and operation of B-57 aircraft.

SECTION II: CTSF GAINS

<u>CONTRACTOR</u>	<u>CONTRACTOR TECHNICIAN</u>	<u>DATE OF ARRIVAL</u>	<u>CATEGORY</u>	<u>TYPE OF EQUIPMENT</u>	<u>ESTIMATED DURATION</u>	<u>AUTH FOR ARRIVAL</u>
Raytheon Corporation	Richard W. Roberts	18 Dec 57	Tech Rep	ALP-3, ECM	30 Days	BAF ITO #65, 30 Sep 57
Boeing Aircraft Company	Charles H. Nyble	3 Dec 57	Tech Rep	B-57E Aircraft	Indefinite	Returned from leave.
General Electric Company	John W. Barnard	2 Dec 57	Tech Rep	Fire Control Sys.	2 weeks	BAF Mag IMMIB SLOsh, 7 Nov 57.

SECTION III: CTSF LOSSES

<u>CONTRACTOR</u>	<u>CONTRACTOR TECHNICIAN</u>	<u>DATE OF DEPARTURE</u>	<u>CATEGORY</u>	<u>AUTH FOR DEPARTURE</u>	<u>TYPE OF EQUIPMENT</u>	<u>DESTINATION</u>
General Electric Company	John W. Barnard	16 Dec 57	Tech Rep	BAF Mag IMMIB SLOsh, 2 Nov 57.	Fire Control system	Plattsburg and



WORKSHEET FOR MANNING INFORMATION

26th

STRAT RECON WING (M) - MANNING INFORMATION FOR SAC MANAGEMENT CONTROL STATEMENT

31 Dec 57 OFFICERS						AIRMEN (DIRECT SUPPORT)					AIRMEN (INDIRECT SUPPORT)				
ORGANIZATION	AUTH	ASGD	% ASGD	MIRS	% * MIRS	AUTH	ASGD	% ASGD	MIRS	% * MIRS	AUTH	ASGD	% ASGD	MIRS	% * MIRS
Hq Sq	61	76	125	57	93										
3rd SRS	77	90	117	76	99										
4th SRS	77	84	109	77	100										
10th SRS	77	80	104	74	96										
321st ARS	104	105	101	99	95										
26th FMS	3	3	100	1	33										
26th FMS	6	6	100	5	83										
26th A&E	8	9	113	7	88										
Tac Hosp	8	8	100	6	75										
<b>TOTAL</b>	<b>421</b>	<b>461</b>	<b>110</b>	<b>408</b>	<b>97</b>										

8014BG 4 FORM MAR 57 129 FC: 1910

\* % MRS BASED ON AUTHORIZED STRENGTH



A TRUE COPY:

BILLY L. BAXTER  
1st Lt, USAF  
Asst Information Services Officer

26TH STRATEGIC RECONNAISSANCE WING (H)

Personnel Accounting Roster

As of Date 31 Dec 57

AFSC	AUTH	PAFSC	DAFSC	CAFSC	AFSC	AUTH	PAFSC	DAFSC	CAFSC
0002	1		1		1431		1	3	
0110		1	1		1435	7	10	4	
0016C	1				1521A		1		
0026A		2			1525A		1		
0026B		2			1521F		16	20	
0031C			1		1525F	83	67	67	
0036C	1				1531A		12	13	
0046C	1	1	1		1534A	33	25	25	
0061A			1		1531P		3		
0066A	4	3	3		2011		1	1	
0066C	1	2	1		2016	2	1	1	
1124Q		2			2044	2	1	1	
1224P		3			2051			1	
1231B		22	30		2054	2	1	1	
1234B		66	65		2211		1		
1231C		9	13		2316		1		
1234C	64	52	48		2331			1	
1241A		33	36		2334	4	3	3	
1295A	144	52	51		3016	1	1	1	
1321A		1			3021		1	1	
1321C		1			3024	2	2	2	
1324D		1			3034	1	1	1	
1411		2	2		3216	2	1	1	
1416	12	10	10		3231B		3	3	



26TH STRATEGIC RECONNAISSANCE WING (1.)

Personnel Accounting Roster

As of Date 31 Dec 57

AFSC	AUTH	PAFSC	DAFSC	CAFSC	AFSC	AUTH	PAFSC	DAFSC	CAFSC
3234B	5	3	3		8611		1		
3241		1	1		8616	1			
3244	1				8696		1		
4311		2	2		23100		1		
4316	3		1		32000	2	1	1	
4324	3	2	2		40200	1		1	
4334	2				43100	1	1	1	
4341		4	5		43200	1	1	1	
4344	8	2	2		53000		1		
4351		1	2		73000	1	1	1	
4355	3	1	1		9021		1	1	
4364		1			9025	1			
6411			1		9316	1		1	
6416	1				9326		3	1	
6421			3		9356	4	1	2	
6424	9	5	5		93800		1		
6741			1		9386			1	
6766	1				9416	1		1	
7016		1			9416D		1		
7021		2	2		9826	1	1	1	
7024	5	3	3						
7321		3	3	TOTAL	428	467	467		
7324	4	1	2						
7351			1						



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

ROSTER OF OFFICERS

31 Dec 1957

- |  |   |
|--|---|
| <p>1. Number of Items within Grade</p> <p>2. Marital Status</p> <p>3. Name, (Last, First, Middle Initial)</p> <p>4. Service Number</p> <p>5. Date of Rank in Grade</p> <p>6. Aircrew Data - Aeronautical Rating</p> <p>P-1r: Fighter Pilot, Jet</p> <p>P-2: Fighter Pilot, Single Engine</p> <p>P-3: Pilot, Single Engine (Other)</p> <p>P-4: Pilot, AIOBSREMBDR</p> <p>P-5: Pilot, B-29 and KB-29</p> <p>P-6: Pilot, B-36 and RB-36</p> <p>P-7: Pilot, B-50</p> <p>P-8: Pilot, B-47 and RB-47</p> <p>P-9: Pilot, B-52</p> <p>P-10: Pilot, Four Engine (Other)</p> <p>P-11: Pilot, Twin Engine (Other)</p> <p>E: Aircraft Performance Engineer</p> <p>*R: AIOBSER, Radar Operator</p> <p>*N: AIOBSER, Navigator</p> <p>*B: AIOBSER, Bombardier</p> | <p>6. Aircrew Data-Aeronautical Rating (Cont)</p> <p>*NBR: AIOBSER, Navigator-Bombardier</p> <p>*ECM: AIOBSER, ECM Officer</p> <p>U: Weapons Officer</p> <p>F: Flight Surgeon</p> <p>AOM: Aircraft Observer-Medical</p> <p>7. Duty Assignment Title</p> <p>8. Organization to which assigned</p> <p>9. Primary AFSC</p> <p>10. Foreign Service Selection Date</p> <p>11. Date Assigned to Base</p> <p>12. Officers Duty Phone</p> <p>*13. Home Address</p> <p>14. Home Phone</p> <p>*15. Date of Separation</p> |
|--|---|

NOTE EXPLAINING ASTERICKS CONTAINED ON BACK OF COVER SHEET

CERTIFICATE: It is the responsibility of each officer to review the data contained on this roster and report or additions to the Unit Adjutant

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

ROSTER OF OFFICERS

31 Dec 1957

within Grade

First, Middle Initial)

Grade

Aeronautical Rating

Pilot, Jet  
 Pilot, Single Engine  
 Single Engine (Other)  
 OBSREMBDR  
 29 and KB-29  
 36 and RB-36  
 50  
 47 and RB-47  
 52  
 ar Engine (Other)  
 in Engine (Other)  
 Performance Engineer  
 Radar Operator  
 Navigator  
 Bombardier

6. Aircrew Data-Aeronautical Rating (Cont'd)

- \*NBR: AIROBSER, Navigator-Bombardier
- \*ECM: AIROBSER, ECM Officer
- U: Weapons Officer
- F: Flight Surgeon
- AOM: Aircraft Observer-Medical

7. Duty Assignment Title

8. Organization to which assigned

9. Primary AFSC

10. Foreign Service Selection Date

11. Date Assigned to Base

12. Officers Duty Phone

\*13. Home Address

14. Home Phone

\*15. Date of Separation

ERRICKS CONTAINED ON BACK OF COVER SHEET

the responsibility of each officer to review the data contained on this roster and report corrections, deletions, additions to the Unit Adjutant



\*NOTE # 1 Column 6 - Aeronautical Rating: The figures one (1) and two (2) have been substituted for A/O due to limit

\*NOTE # 2 Column 13 - Home Address: The following Codes have been established to identify cities and towns other than

AV: ASHVILLE  
CH: CHILLICOTHE  
CW: CANAL WINCHESTER  
CV: CIRCLEVILLE  
DW: DELAWARE  
GC: GROVECITY  
GP: GROVEPORT  
LB: LOCKBOURNE  
LC: LANCASTER  
LP: LITHOPOLIS  
OB: OBETZ  
RB: REYNOLDSBURGE  
SV: SHADEVILLE

\*NOTE # Column 15 - Category Status: RAF Regular Air Force  
INDF Reserve Officer on Indefinite Statement  
Others on SPTC will be listed by DOS

6 - Aeronautical Rating: The figures one (1) and two (2) have been substituted for A/O due to limited space.

13 - Home Address: The following Codes have been established to identify cities and towns other than Columbus

AV: ASHVILLE  
CH: CHILLICOTHE  
CW: CANAL WINCHESTER  
CV: CIRCLEVILLE  
DW: DELAWARE  
GC: GROVECITY  
GP: GROVEPORT  
LB: LOCKBOURNE  
LC: LANCASTER  
LP: LITHOPOLIS  
OB: OBETZ  
RB: REYNOLDSBURGE  
SV: SHADEVILLE

- Category Status: RAF Regular Air Force  
INDF Reserve Officer on Indefinite Statement  
Others on SPTC will be listed by DOS



1 2 3 4 5 6 7 8 9 10 11 12

COLONEL

1M DUPONT RENE G	11836A	25APR57	DIR OPNS	26HQ 0026B 0655 0857 7706	30D BUCK
2M LAYTON ROBERT F	3462A	01AUG51	CP-8 DEP WG COMMANDER	26HQ 0066C 0752 0456 410	99 WALNU
3M REDDELL WILLIAM H	8874A	01AUG51	CP/8 WING COMMANDER	26HQ 0066C 0554 0657 7407	183 SHOOK
4M SILVER DELWYN E	AO 436011	13JAN56	CP11 DIR OF MATERIAL	26HQ 0046C 0555 0555 405	102 WALN

LIEUT COLONELS

1M ABRAHAM BRUC H JR	22591A	26APR57	SP10 SQ COMMANDER	321RS 0066A 1151 0856 7833	45C BUCK
2S ALEXANDER JEROM C	3973A	01AUG51	INBR INTELL STAFF OFF	3SR 2316 0457 0657	MATHER A
3M BACHTELL ROBERT C	9891A	15APR54	SP/4 SQ COMMANDER	10SR 0066A 0751 1255 7610	3150 CLE
4M BELL WILLIAM I	AO 667232	10MAR57	INBR AIR OBSR STBD	4SR 1525F 0951 1153 7516	18B BUCK
5M GOSLING KENNETH R	5635A	10DEC53	SQ COMMANDER	26AE 3216 0155 0155 7416	RT #1 AS
6M HICKS GEORGE T	AO 903226	01AUG51	SP10 ACFT COMDR	321RS 0026A 0349 0557 324	1501 BFN
7M KRIEHN NORMAN A	AO 435083	22MAR55	INBR OBSR CC	10SR 1525F 0949 0951	
8M MCCONNELL CHARL H	8848A	10MAY54	CP8 SQ COMMANDER	4SR 1234B 0656 0856 129	1384 S J
9M MYERS LANSING H	7305A	01JUN52	CP/8 CHIEF OF MAINTEN	26HQ 4311 0954 0854 421	3012 E M

4 5 6 7 8 9 10 11 12 3 14 15

GE G	11836A	25APR57	DIR OPNS	26HQ	0026B	0655	0857	7706	30D BUCKEYE CIR	TE31256	RAF
BERT F	3462A	01AUG51	CP-8 DEP WG COMMANDER	26HQ	0066C	0752	0456	410	99 WALNUT DR	TE31584	RAF
LLIAM H	8874A	01AUG51	CP/8 WING COMMANDER	26HQ	0066C	0554	0657	7407	183 SHOOK ROAD	7520	RAF
WYN E	AO 436011	13JAN56	CP11 DIR OF MATERIAL	26HQ	0046C	0555	0555	405	102 WALNUT DR	TE38156	INDF
UC H JR	22591A	26APR57	SP10 SQ COMMANDER	321RS	0066A	1151	0856	7833	45C BUCKEYE CIR	TE31193	RAF
JEROM C	3973A	01AUG51	INBR INTELL STAFF OFF	3SR	2316	0457	0657		MATHER AFB CAL		RAF
ROBERT C	9891A	15APR54	SP/4 SQ COMMANDER	10SR	0066A	0751	1255	7610	3150 CLERMONT	BE57416	RAF
AM I	AO 667232	10MAR57	INBR AIR OBSR STBD	4SR	1525F	0951	1153	7516	18B BUCKEYE CIR	TE31871	INDF
ENNETH R	5635A	10DEC53	SQ COMMANDER	26AE	3216	0155	0155	7416	RT #1 ASHVILLE	AV5961	RAF
RGE T	AO 903226	01AUG51	SP10 ACFT COMDR	321RS	0026A	0349	0557	324	1501 BENSON DR	BE57660	INDF
RMAN A	AO 435083	22MAR55	INBR OBSR CC	10SR	1525F	0949	0951				
CHARL H	8848A	10MAY54	CP8 SQ COMMANDER	4SR	1234B	0656	0856	129	1384 S JAMES RD	BE51953	RAF
SING H	7305A	01JUN52	CP/8 CHIEF OF MAINTEN	26HQ	4311	0954	0854	421	3012 E MOUND ST	BE56957	RAF



31 DEC 57

1	2	3	4	5	6	7	8	9	10	11	12	3	
10M	ROGERS	GLENN	E	9535A	15MAR57	1NBR	DIR OF PER	26HQ	1416	1051	0756	7504	336 E MAIN ST
11M	STEVENSON	ROGER	A	3162A	01OCT51	CP-8	ACFT COMDR	3SR	0066A	0155	1056	129	46D BUCKEYE CI
12M	THINNES	URBAN	F	AO 788673	05OCT57	1NBR	OBSERVER CC	10SR	1525F	0152	0453	TDY 60 DAYS	MARIETTA GA
13M	WENDORF	HARRIS	S	AO 543655	15APR53		COMDR 26TACHOSP	26TH	9326	0454	0254	101	40D BUCKEYE CI
14M	WHITKER	FREDERI	E	8711A	01AUG51	SP11	ACFT COMDR CC	3SR	7016	0255	0355	129	1055 S CASSINGH
15M	WILLIAMS	TERRY	B	16219A	05OCT57	SP/4	AC CC WGSTANBD	4SR	1245A	0246	0953	7516	APT 2 BLDG S-1

MAJOR

1M	BAILEY	NORMAN	L	AO 496510	19OCT55	CP-8	ACFT MAINT OFF	26PMR	1234B	1045	1153	397	756 WELDON ST
2M	BAKER	CHARLES	E	AO2062956	15NOV55	SP/4	A/C CC	3SR	1245A	0450	0852	0129	2969 BROWN LEE
3M	BARNES	DUERSON	H	AO 432614	19JAN53	SP/4	PILOT CC	3SR	1241A	0456	0657	129	BLDG 12 OFF CI
4M	BEAM	WALTER	J	16044A	15NOV55	SP-4	ACFT COMDR CC	4SR	1245A	1253	0652		225 SANTA MARI
5M	BEHREND	WILLIAM	W	AO 686535	01APR53	SP/4	A/C CC	3SR	1245A	0945	0852	0129	23C BUCKEYE CI
6M	BUCKLEY	CORNELI	E	14154A	01SEP51	SP/4	SQ COMDR	26HQ	1435	0446	0156	7402	S-14 APT 3
7M	BROWN	WILLIAM	F	A3 708919	22SEP56	4NBR	OBSR CC	10SR	1525F	0552	0853		589 S JAMES RD

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4	5	6	7	8	9	10	11	12	3	14	15
	9535A	15MAR57	INBR DIR OF PER	26HQ	1416	1051	0756	7504	336 E MAIN ST	AV 3892	RAF
	3162A	01OCT51	CP-8 ACFT COMDR	3SR	0066A	0155	1056	129	46D BUCKEYE CIR	TE31086	RAF
AO	788673	05OCT57	INBR OBSERVER CC	10SR	1525F	0152	0453	TDY 60 DAYS	MARIETTA GA		INDF
AO	543655	15APR53	COMDR 26TACHOSP	26TH	9326	0454	0254	101	40D BUCKEYE CIR	TE31023	INDF
	8711A	01AUG51	SP11 ACFT COMDR CC	3SR	7016	0255	0355	129	1055 S CASSINGH	TE71491	RAF
	16219A	05OCT57	SP/4 AC CC WGSTANBD	4SR	1245A	0246	0953	7516	APT 2 BLDG S-11	EX 7758	RAF
AO	496510	19OCT55	CP-8 ACFT MAINT OFF	26PMR	1234B	1045	1153	397	756 WELDON ST	AM87964	INDF
AO	2062956	15NOV55	SP/4 A/C CC	3SR	1245A	0450	0852	0129	2969 BROWN LEE	BE15721	INDF
AO	432614	19JAN53	SP/4 PILOT CC	3SR	1241A	0456	0657	129	BLDG 12 OFF CIR	7472	INDF
	16044A	15NOV55	SP-4 ACFT COMDR CC	4SR	1245A	1253	0652		225 SANTA MARIA	BE53241	RAF
W AO	686535	01APR53	SP/4 A/C CC	3SR	1245A	0945	0852	0129	23C BUCKEYE CIR	TE31634	INDF
E	14154A	01SEP51	SP/4 SQ COMDR	26HQ	1435	0446	0156	7402	S-14 APT 3	EXT7813	RAF
A3	708919	22SEP56	4NBR OBSR CC	10SR	1525F	0552	0853		589 S JAMES RD	BE55827	INDF



31 DE

1	2	3	4	5	6	7	8	9	10	11	12					
8M	COHEN	GERALD	AO 807153	15DEC51	1NBR	ACFT	OBSR	3SR	1525F	1251	0456	120	1255	ASH		
9M	COMERFORD	CHARLES	AO 818617	22SEP56	SP/4	A/C	CC	10SR	1245A	1245	0353	TDY	MARIETTA			
												60				
												DAYS				
10S	CONES	ERNEST R	AO 743817	10DEC56	1NBR	CH	TGT	INT	BR	26HQ	1416	1256	353	314	1086	BOY
11M	CONRAD	HENRY W	13056A	01APR53	SP/8	A/C	CC	4SR	1234B	0952	0754	7405	68	PARK		
12M	COTTON	ALLEN B	14124A	11JUN54	SP-8	AC	CC	10SR	1234B	1150	0452	7409	34	W	CO	
13M	CROWLEY	EDWARD J	AO 746699	30APR55	3NBR	OBSR	CC	3SR	1525F	0545	0653		2953	E	M	
14M	DONOVAN	JOHN H	A3 723776	11MAR52	4NBR	OBSR	CC	4SR	1525F	0952	0851	7405	3142	CLE		
15M	FIELDS	LLOYD F	11042A	01SEP51	CP14	DIR	OPNS	26HQ	1416	0943	0553	7706	26B	BUCK		
16M	GAFFNEY	JOSEPH H	AO 738771	10JAN57	2NBR	AC	OB	BOMB	NAV	10SR	1525F	1241	0353	7311	243	YEAR
17S	GALE	LOUIS E	14908A	15MAR54	P/4	PILOT		10SR	1435	1051	0457					
18M	GAMMON	STEPHEN R	AO 672599					26HQ								
19M	GORDON	JAMES H	16165A	20APR56		COMMANDER		26FM	4344	0756	0756	7707	4010	BEE		
20M	GUISINGER	RALPH C	AO 753511	02APR57	SP/8	CH	AIR	TNG	BR	26HQ	1416	0146	0756	7152	614	ERIC
21M	HEATH	FLOYD T	A01911755	26AUG57	2NBR	OBSERVER	CC	WSB	10SR	1525F	0851	0652	7516	1067	LOG	
22M	HEDGES	DAVID A	AO 561245	01JUN52	1NBR	SQ	OBSR	10SR	1525F	0151	0555	7571	688	RALB		
23M	HEROLD	ARMIN F JR	AO 440326	14NOV55	1NBR	OBSR	CC	3SR	1525F	0744	0253	237	5-12	AP		

	4	5	6	7	8	9	10	11	12	3	14	15
RALD	AO 807153	15DEC51	1NBR	ACFT OBSR	3SR	1525F	1251	0456	120	1255	ASHBURTON	INDF
D CHARLES	AO 818617	22SEP56	SP/4	A/C CC	10SR	1245A	1245	0353	TDY 60 DAYS	MARIETTA	GA	INDF
NEST R	AO 743817	10DEC56	1NBR	CH TGT INT BR	26HQ	1416	1256	353	314	1086	BOYDEN RD	CL37366 INDF
ENRY W	13056A	01APR53	SP/8	A/C CC	4SR	1234B	0952	0754	7405	68	PARK ST AV	AV5761 RAF
ELLEN B	14124A	11JUN54	SP-8	AC CC	10SR	1234B	1150	0452	7409	34	W COL ST CW	TE74823 RAF
EDWARD J	AO 746699	30APR55	3NBR	OBSR CC	3SR	1525F	0545	0653		2953	E MORELAND	BE54877 INDF
JOHN H	A3 723776	11MAR52	4NBR	OBSR CC	4SR	1525F	0952	0851	7405	3142	CLERMONT R	BE58755 INDF
LOYD F	11042A	01SEP51	CP14	DIR OPNS	26HQ	1416	0943	0553	7706	26B	BUCKEYE CR	TE31241 RAF
JOSEPH H	AO 738771	10JAN57	2NBR	AC OB BOMB NAV	10SR	1525F	1241	0353	7311	243	YEARLING RD	BE53228 INDF
IS E	14908A	15MAR54	P/4	PILOT	10SR	1435	1051	0457				RAF
STEPHEN R	AO 672599				26HQ							
JAMES H	16165A	20APR56		COMMANDER	26FM	4344	0756	0756	7707	4010	BEECHCREEK	BE52807 RAF
R RALPH C	AO 753511	02APR57	SP/8	CH AIR TNG BR	26HQ	1416	0146	0756	7152	614	ERICKSON AV	BE18473 INDF
ROYD T	A01911755	26AUG57	2NBR	OBSERVER CC WSB	10SR	1525F	0851	0652	7516	1067	LOCKWOOD E	BE18350 INDF
DAVID A	AO 561245	01JUN52	1NBR	SQ OBSR	10SR	1525F	0151	0555	7571	688	RALEIGH DR	BR43660 INDF
MIN F JR	AO 440326	14NOV55	1NBR	OBSR CC	3SR	1525F	0744	0253	237	S-12	APT-3	EXT7629 INDF



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1	2	3	4	5	6	7	8	9	10	11	12	3	
24M	HILDERMAN HENRY A	A02082596	19OCT55	2NBR	WG	STD	BD	4SR	1525F	1249	0153	7409	GAHANNA
25M	HORNE WILLIE M	A3 559944	04JUN54	SP/8	ACFT	COMM		321RS	1234C	0954	0957	324	BURLEY ST RD
26M	HUBBARD CECIL A	A0726169	11MAR52	2NBR	OIC	SPCL	RADAR	26HQ	1416	0557	0450	658	BLDG S-10 APR 2
27M	HOXIE LLOYD E	20705A	25MAY56	SP-4	ACFT	COMDR	CC	3SR	1245A	0946	0552		133 S HAMPTON
28M	IVERSON MARTIN	AO 683135	27SEP56	1NBR	OBSERVER	CC		3SR	1525F	1250	0153	129	4186 MAYFLOWR
29M	JIRLES EDWARD R	AO 565759	01JUN52		CH	INTELL	DIV	26HQ	2016	1054	1154	7602	S-11 APT#1
30M	KEEVER BERNARD V	15992A	01JUN52	SP4	A/C	CC		3SR	1241A	1251	1056	129	49 MIDCLIFF DR
31S	KELLER JULIUS H	A3 736240	21OCT54	SP-4	ACFT	COMDR	CC	4SR	1245A	1149	0852	7504	BOQ S18 RM 14
32M	KENDALL JOHN E	AO 662457	08FEB55	SP10	PILOT			321RS	1231C	0355	0856	324	BOQ 17
33M	KLUENDER CARL A	10356A	01SEP51	SP/8	OPNS	STAFF	OFF	26HQ	1435	0945	0854	7278	1437 AVEN DR
34M	KOCH TRAVIS E	16528A	27AUG57	SP/4	A/C	CC		10SR	1245A	0152	0852	7615	30B BUCKEYE CIR
35M	LAPPO JOHN S	AO 930402	19JUL57	SP/8	A/C	CC		10SR	1234B	0853	0953	7409	162 FRANKLIN CW
36M	MARSHALL ALEXANDE	AO 678442	01JUL55	1NBR	OBSERVER	CC		26AE	1525F	0745	0153	129	3851BOLTON AVE
37M	MELBRAATEN HAROLD	AO 662656	01JUN52	SP/4	A/C	CC		4SR	1245A	0852	1155	7405	S-14 APT #2
38M	MELTZER LESTER	12867A	01JUN52	SP/8	A/C	CC		3SR	1231B	0456	0556	129	1446 BENSON DR
39M	MELVILLE ROBERT L	AO 828733	25MAY56	SP/8	A/C	CC		4SR	1234B	1045	0754	7615	RM 30 BOQ 17
40M	MITCHELL JES W JR	AO 714973	11MAR52	SP/8	PILOT			10SR	1234B	0643	0757	120	2895 FAIRWOOD

4	5	6	7	8	9	10	11	12	3	14	15
82596	19OCT55	2NBR	WG STD BD	4SR	1525F	1249	0153	7409	GAHANNA	UN83758	INDF
59944	04JUN54	SP/8	ACFT COMM	321RS	1234C	0954	0957	324	BURLEY ST RD	UN64284	INDF
6169	11MAR52	2NBR	OIC SPCL RADAR	26HQ	1416	0557	0450	658	BLDG S-10 APR 2	EXT 127	INDF
20705A	25MAY56	SP-4	ACFT COMDR CC	3SR	1245A	0946	0552		133 S HAMPTON	BE52056	RAF
83135	27SEP56	1NBR	OBSERVER CC	3SR	1525F	1250	0153	129	4186 MAYFLOUR	BE57227	INDF
65759	01JUN52		CH INTELL DIV	26HQ	2016	1054	1154	7602	S-11 APT#1	EXT7511	INDF
15992A	01JUN52	SP4	A/C CC	3SR	1241A	1251	1056	129	49 MIDCLIFF DR	BE57508	RAF
736240	21OCT54	SP-4	ACFT COMDR CC	4SR	1245A	1149	0852	7504	BOQ S18 RM 14	7846	INDF
62457	08FEB55	SP10	PILOT	321RS	1231C	0355	0856	324	BOQ 17	7198	INDF
10356A	01SEP51	SP/8	OPNS STAFF OFF	26HQ	1435	0945	0854	7278	1437 AVEN DR	BE71105	RAF
16528A	27AUG57	SP/4	A/C CC	10SR	1245A	0152	0852	7615	30B BUCKEYE CIR	TE31780	RAF
930402	19JUL57	SP/8	A/C CC	10SR	1234B	0853	0953	7409	162 FRANKLIN CW	TE77793	INDF
678442	01JUL55	1NBR	OBSERVER CC	26AE	1525F	0745	0153	129	3851BOLTON AVE	BE55574	INDF
662656	01JUN52	SP/4	A/C CC	4SR	1245A	0852	1155	7405	S-14 APT #2	EXT7295	INDF
12867A	01JUN52	SP/8	A/C CC	3SR	1231B	0456	0556	129	1446 BENSON DR		RAF
828733	25MAY56	SP/8	A/C CC	4SR	1234B	1045	0754	7615	RM 30 BOQ 17	EXT7198	INDF
714973	11MAR52	SP/8	PILOT	10SR	1234B	0643	0757	120	2895 FAIRWOOD	H136084	INDF



1	2	3	4	5	6	7	8	9	10	11	12
41M	MOON	WILNER P	22760A	22SEP56	SP-4	ACFT COMDR CC	10SR	1245A	0651	0853	2914
42M	MOORE	JOHN P	15906A	30APR53	SP/4	SQ OPNS OFF	3SR	1245A	0648	0353	7808 669
43M	MORGAN	WALTER K	AO 661536	01APR53	CP/8	SQ COMMANDER	26PM	1435	0653	0753	0694 98
44M	OLSON	ROBERT C	AO 666803	01SEP51	SP/8	CHIEF AIR TRNG	26HQ	1435	0449	0857	7132 414
45M	PEDIGO	WILLIAM E	14109A	13MAY54	SP/4	DIR OF SAFETY	26HQ	1416	0953	1054	7815 48W
46M	RAE	ROBERT	AO 692609	13MAY54	SP/4	A/C CC	3SR	1245A	1150	0752	0129 170
47M	RAWLINSON	ROBER M	AO 670609	22NOV55	SP10	A/C	321RS	1234C	0454	0856	324 33D
48M	REES	JOHN C	AO 705427	13MAY54	SP/4	SQ OPER OFF	10SR	1435	0150	0853	7409 48
49M	REETER	WILLIAM E	AO 690252	27SEP56	SP/4	A/C CC	3SR	1245A	1251	0353	0129 BLD
50M	ROBERTS	JAMES A	AO 664259	01APR53	SP/4	A/C CC	3SR	1245A	0545	0852	7409 413
51M	RUNYAN	JACK E	AO 669505	15APR54	SP10	A/C CC	10SR	1234B	1255	1155	7409 112
52M	RUNYON	JAMES H	AO 856803	15DEC51		COMM OFF	26HQ	3016	0155	1251	108 115
53M	SCHOOLCRAFF	AUB O	AO 676601	01SEP51		INBR	26HQ	1416	0957		
54M	SINN	WILLIAM R	AO 680526	20DEC56	SP/4	A/C	3SR	1241A	0856	0557	129 431
55M	SMITH	MERTON V	10394A	15FEB51	SP/4	MGMT ANAL OFF	26HQ	0026A	0252	0251	7728 33E
56S	SMITH	ROBERT	AO 834048	06FEB57	SP10	A/C	321RS	1234C	1053	0856	324 105
57M	STEWART	DONALD S	10490A	01SEP51	CP10	OPNS OFF	321RS	1435	0754	0856	324 43E

	4	5	6	7	8	9	10	11	12	3	14	15
R P	22760A	22SEP56	SP-4	ACFT COMDR CC	10SR	1245A	0651	0853		2914	TEMPLETON	BE11087 RAF
P	15906A	30APR53	SP/4	SQ OPNS OFF	3SR	1245A	0648	0353	7808	669	EASTMOOR	BE19086 RAF
TER K	AO 661536	01APR53	CP/8	SQ COMMANDER	26PM	1435	0653	0753	0694	9B	BUCKEYE CIR	TE31270 INDF
RT C	AO 666803	01SEP51	SP/8	CHIEF AIR TRNG	26HQ	1435	0449	0857	7132	4141	E MOUND	BE17182 INDF
LIAM E	14109A	13MAY54	SP/4	DIR OF SAFETY	26HQ	1416	0953	1054	7815	48W	MOUND ST	TE74712 RAF
	AO 692609	13MAY54	SP/4	A/C CC	3SR	1245A	1150	0752	0129	170	DOUGLAS GH	UN83791 INDF
ROBER M	AO 670609	22NOV55	SP10	A/C	321RS	1234C	0454	0856	324	33D	BUCKEYE CIR	TE31531 INDF
C	AO 705427	13MAY54	SP/4	SQ OPER OFF	10SR	1435	0150	0853	7409	4B	BUCKEYE CIR	TE31070 INDF
LIAM E	AO 690252	27SEP56	SP/4	A/C CC	3SR	1245A	1251	0353	0129	BLDG 14	APT 5	7347 INDF
MES A	AO 664259	01APR53	SP/4	A/C CC	3SR	1245A	0545	0852	7409	4131	RICKENBCKR	BE13024 INDF
IK E	AO 669505	15APR54	SP10	A/C CC	10SR	1234B	1255	1155	7409	112	SANTA MARIE	BE58772 INDF
MES H	AO 856803	15DEC51		COMM OFF	26HQ	3016	0155	1251	108	115	MARABAR DR	UN65760 INDF
AF AUB O	AO 676601	01SEP51		INBR	26HQ	1416	0957					INDF
LIAM R	AO 680526	20DEC56	SP/4	A/C	3SR	1241A	0856	0557	129	4312	E BROAD ST	BE71697 INDF
TON V	10394A	15FEB51	SP/4	MGMT ANAL OFF	26HQ	0026A	0252	0251	7728	33B	BUCKEYE CIR	TE31187 RAF
ERT	AO 834048	06FEB57	SP10	A/C	321RS	1234C	1053	0856	324	1055	S CASNGHAM	BE71491 INDF
ONALD S	10490A	01SEP51	CP10	OPNS OFF	321RS	1435	0754	0856	324	43E	BUCKEYE CIR	TE31089 RAF



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1	2	3	4	5	6	7	8	9	10	11	12	3
58M	STEWART MAURICE G	A0794591	15FEB51	SP	PILOT		321RS	1435	0752	0857	324	357 GARY LEE GP U
59M	STITZEL CARL N	AO 885941	02OCT51	SP/4	SQ OPNS OFF		4SR	1435	1253	1154	7405	800BROOKSIDE DR BE
60M	STOWBRIDGE GEORGE	AO 206882	12SEP51	1NBR	CH BOMB NAV SEC		26HQ	1525F	0146	0453	406	1027 S ASHBRTN B
61M	SUMNER CHARLES A	A02046503	13MAY54		MAINT CONTROL OF		26HQ	4355	0355	0554	7349	4154 RICKENBKR B
62M	TWOMEY THOMAS A	12441A	01JUN52	SP-8	A/C		26HQ	12312	0456	456	2831	2831 RATHNELL T
63M	ULRICH ALVIN E	12038A	15FEB51	SP-8	A/C CC		3SR	2211	0853	0957	T4Y 72 DAYS	MCCONNELL AFB KANSAS
64M	VICKERS ROBERT E	16587A	11DEC56	SP/4	A/C CC STBD		4SR	1245A	0252	0853	7516	26A BUCKEYE CR T
65M	WAHAB THOMAS W	AO 513128	19OCT55	SP/4	WG STAND BD		4SR	1245A	0244	0852	7516	343GARYLEE DRGH U
66M	WARD JOHN D	13790A					26HQ					
67M	WEIR GERALD C	14542A	01JUN52	SP/4	OIC EWP STUDY BR		26HQ	1435	0751	0952	429	103 MYFR BV
68M	WHITE HARRY A JR	14305A	26JAN56	SP/4	WG PERF OFF		26HQ	1416	0245	0156	7820	3215 ASTOR AVE
69S	WILLIAMS JOHN H	A0576715	16NOV55		ACT MAINT OFF		26FM	4344	0754	0957	122	BOQ #18 RM 43
70M	WOOD NELSON S	808633	01APR53	SP10	A/C CC		321SR	1234C	0455	0655	324	122 BEECH FORD
71M	WOODALL JAMES T J	AO 734860	04FEB55	AC	OB BOMB NAV		26HQ	1525F	0244	1153	403	18C BUCKEYE CIR

CAPTAIN

4	5	6	7	8	9	10	11	12	3	14	15	
0794591	15FEB51	SP	PILOT	321RS	1435	0752	0857	324	357	GARY LEE GP	UN83878	INDF
0885941	02OCT51	SP/4	SQ OPNS OFF	4SR	1435	1253	1154	7405	800	BROOKSIDE DR	BE11158	INDF
0206882	12SEP51	INBR	CH BOMB NAV SEC	26HQ	1525F	0146	0453	406	1027	S ASHBRTN	BE10872	INDF
02046503	13MAY54		MAINT CONTROL OF	26HQ	4355	0355	0554	7349	4154	RICKENBKR	BE55106	INDF
12441A	01JUN52	SP-8	A/C	26HQ	12312	0456	456	2831	2831	RATHNELL	TE63759	RAF
12038A	15FEB51	SP-8	A/C CC	3SR	2211	0853	0957	T4Y		MCCONNELL AFB		RAF
								72		KANSAS		
								DAYS				
16587A	11DEC56	SP/4	A/C CC STBD	4SR	1245A	0252	0853	7516	26A	BUCKEYE CR	TE31436	RAF
0513128	19OCT55	SP/4	WG STAND BD	4SR	1245A	0244	0852	7516	343	GARYLEE DRGH	UN83737	INDF
13790A				26HQ								
14542A	01JUN52	SP/4	OIC EWP STUDY BR	26HQ	1435	0751	0952	429	103	MYFR BV	BE10815	RAF
14305A	26JAN56	SP/4	WG PERF OFF	26HQ	1416	0245	0156	7820	3215	ASTOR AVE	BE52914	RAF
0576715	16NOV55		ACT MAINT OFF	26FM	4344	0754	0957	122	BOQ #18	RM 43	7174	INDF
808633	01APR53	SP10	A/C CC	321SR	1234C	0455	0655	324	122	BEECH FORD	BE15432	INDF
0734860	04FEB55	AC	OB BOMB NAV	26HQ	1525F	0244	1153	403	18C	BUCKEYE CIR	TE31972	INDF



1	2	3	4	5	6	7	8	9	10	11	12	
1M	ADAMS	HOWARD	R	16065A	19DEC50	P-4 PILOT CC	10SR	1245A	0553	1054	7516	22F BUC
2M	ALDHIZER	PAUL	M	AO 828885	01JUL55	SP-8 ACFT MAINT OFF	4SR	4344	0757	0957	322	4717 E
3M	ANGELUS	GRANT	N	AO 837754	01JUN52	P/4 A/C CC	3SR	1245A	0751	1151	7308	44A BUC
4M	BADER	MEINHARDT		AO2216973	08FEB57	P/8 WG GUNNERY OFF	26HQ	1231B	0354	0554	7152	25D UUK
5M	BADGETT	JOSEPH	W	A0822320	15APR54	SP/4 A/C CC	3SR	1231B	0657	0757	7308	919 KAR
6M	BAKES	TONY	S	AO 783165	13MAY54	2NBR PRED & INTP OFF	26HQ	2051	0553	0156	7138	40F BUC
7M	BLOEMENDAAL	CLIFF	AO 929370	26MAR57	4NBR PILOT CC		3SR	1241A	1241	1054	129	76 EAST
8M	BOSSIEUX	ALSTO	JR	AO 743927	31OCT50	1NBR UNBR AIR OBSR CC	4SR	1525F	1251	0253	7516	1076 BI
9M	BOZEMAN	JAMES	W	A02251335	02NOV52	ASST LINE MAINT	26AE	3234B	1057	1157		
10M	BRACKNEY	PAUL	J	AO 779340	01APR53	P/4 AC	3RD	1241A	0856	0557	7308	32A BUC
11M	BREILING	ARNOLD	A	AO 835748	15APR54	SP/4 PILOT CC	10SR	1245A	0646	0652	7409	29D BUC
12M	BRUNSON	REGINALD	AO 835437	01SEP51	SP/4 UNIT SUPPLY OFF		26FM	6424	0851	0353	583	2D BUCK
13M	BURANDT	CHARLES	L	AO 534467	13MAY52	SP10 A/C	321RS	1234C	0545	0956	324	858 S C
14M	BURKHART	JOHN	W	AO 836238	01JUN52	SP/4 A/C CC	10SR	1245A	1252	0254	7409	25B BUC
15M	BUSH	JAMES	J	AO 684486	01APR53	SP/4 A/C CC	4SR	1245A	0755	0456	7405	1E OAK
16M	CALLAHAN	ELLSWORT		14875A	04DEC50	1NBR OBSERVER CC	10SR	1525F	0551	0453	120	130HARR
17M	CASSEDY	THOMAS	J	A02001410	24FEB55	P/10 A/C	321RS	1234C	0945	0856	7838	42B BUC

	4	5	6	7	8	9	10	11	12	3	14	15
RD R	16065A	19DEC50	P-4	PILOT CC	10SR	1245A	0553	1054	7516	22F	BUCKEYE CIR	TE31930 RAF
AUL M	AO 828885	01JUL55	SP-8	ACFT MAINT OFF	4SR	4344	0757	0957	322	4717 E	LIVINGST	BE14088 INDF
ANT N	AO 837754	01JUN52	P/4	A/C CC	3SR	1245A	0751	1151	7308	44A	BUCKEYE CIR	TE31949 INDF
HARDT	A02216973	08FEB57	P/8	WG GUNNERY OFF	26HQ	1231B	0354	0554	7152	25D	UUKKEE CIR	TE31543 INDF
SEPH W	A0822320	15APR54	SP/4	A/C CC	3SR	1231B	0657	0757	7308	919	KARL ST	BE59087 INDF
S	AO 783165	13MAY54	2NBR	PRED & INTP OFF	26HQ	2051	0553	0156	7138	40F	BUCKEYE CIR	TE38142 INDF
L CLIFF	AO 929370	26MAR57	4NBR	PILOT CC	3SR	1241A	1241	1054	129	76	EAST ST AVE	3443 INDF
LSTO JR	AO 743927	31OCT50	1NBR	UNBR AIR OBSR CC	4SR	1525F	1251	0253	7516	1076	BILLIE DR	BE54128 INDF
MES W	A02251335	02NOV52		ASST.LINE MAINT	26AE	3234B	1057	1157				INDF
AUL J	AO 779340	01APR53	P/4	AC	3RD	1241A	0856	0557	7308	32A	BUCKEYE CIR	TE31197 INDF
RNOLD A	AO 835748	15APR54	SP/4	PILOT CC	10SR	1245A	0646	0652	7409	29D	BUCKEYE CIR	TE38177 INDF
GINALD	AO 835437	01SEP51	SP/4	UNIT SUPPLY OFF	26FM	6424	0851	0353	583	2D	BUCKEYE CIR	TE31868 INDF
ARLES L	AO 534467	13MAY52	SP10	A/C	321RS	1234C	0545	0956	324	858 S	CASNGHAM	BE59392 INDF
JOHN W	AO 836238	01JUN52	SP/4	A/C CC	10SR	1245A	1252	0254	7409	25B	BUCKEYE CR	TE31761 INDF
J	AO 684486	01APR53	SP/4	A/C CC	4SR	1245A	0755	0456	7405	1E	OAK RD	TE31979 INDF
LLSWORT	14875A	04DEC50	1NBR	OBSERVER CC	10SR	1525F	0551	0453	120	130	HARRISON AV	AV2224 RAF
OMAS J	A02001410	24FEB55	P/10	A/C	321RS	1234C	0945	0856	7838	42B	BUCKEYE CIR	TE31991 INDF



31 DEC 57

1	2	3	4	5	6	7	8	9	10	11	12	3	
18M	DEVOE	GEORGE	N	A02068191	07JAN55	AC OB BOMB NAV	26HQ	1525F	0646	0354	406	27D BUCKEYE C	
19M	CHANNELL	DYLE	A	AO 938749	26DEC55	P-4 WG PE SUP OFF	26HQ	1431	1241	0554	168	3065 WINCHEST	
20M	CHRISTENSON	JNO	H	A02064526	15MAR54	2NBR OBSERVER CC	10SR	1525F	0154	1055	7409	15C BUCKEYE C	
21M	COFFMAN	WILLIAM	F	17120A	01SEP51	SP/8 ACFT COMDR	3SR	1245A	1049	1155		100FF CIR APT	
22M	CONLEY	FRANK	R	AO 697193	05JUN51	SP10 A/C	321RS	1234C	1254	0856	324	364 DALGLEN D	
23M	CRISWELL	BILLY	S	A0774042	03DEC56	SP10 PILOT	321RS	1044P	0746	0557	324	3503 BOLTON AV	
24M	CRUIKSHANK	ROBE	A	A01858928	01NOV56	SUPPLY OFF	26AE	6424	0557	0757	7805	37E ELM RD	
25M	DAVIDSON	HARRY	C	A02064402	16JAN51	1NBR OBSERVER CC	4SR	1525F	1145	0255	7405	437 WEST ST G	
26M	DILLON	PAUL	A	AO 673111									
27M	DIXON	JOSEPH	L	AO 833900	01SEP51	P/8 PILOT	4SR	7535		0857		RR 2 WESTERVI	
28M	DODSON	ROBERT	W	16776A	14MAY51	SP-4 A/C CC	10SR	1245A	0152	0853	7409	4350 KUMLER D	
29M	SILLON	PAUL	A	AO 673111			26HQ						
30M	DOLL	GEORGE	A	J 28321A	01SEP51	SP/4 CH RPS & ANALY	26HQ	1245A	0851	0353	456	255 PLUM ST A	
31M	DONDANVILLIE	DO	B	A02094307	18JUN52	P/10 SUPPLY LIAISON O	26HQ	1234C	0655	0856	324	4022 BEECHCRE	
32M	DUNAGAN	BOBBY	J	A02221667	05NOV56	P-4 AC CC	4SR	1245A	0253	1054	7405	S-12 APT #1	
33M	DUQUETTE	PAUL	E	A0889814	01APR53	SP-4 A/C	4SR	1241A	0252	0357	7405	1186 MANFELD	
34M	EZELLE	ANCYL	C	JR A01850941	09NOV56	SP10 A/C	3	9	1234C	0542	0856	7593	46F BUCKEYE C

	4	5	6	7	8	9	10	11	12	3	14	15	
Y	AO2068191	07JAN55	AC OB BOMB NAV		26HQ	1525F	0646	0354	406	27D BUCKEYE CR	TE31942	INDF	
A	AO 938749	26DEC55	P-4 WG PE SUP OFF		26HQ	1431	1241	0554	168	3065 WINCHEST P	BE53012	INDF	
H	AO2064526	15MAR54	2NBR OBSERVER CC		10SR	1525F	0154	1055	7409	15C BUCKEYE CIR	TE31061	INDF	
F	17120A	01SEP51	SP/8 ACFT COMDR		3SR	1245A	1049	1155		100FF CIR APT 5	7595	RAF	
	AO 697193	05JUN51	SP10 A/C		321RS	1234C	1254	0856	324	364 DALGLEN DR	UN65067	INDF	
S	AO774042	03DEC56	SP10 PILOT		321RS	1044P	0746	0557	324	3503 BOLTON AVE	BE12458	INDF	
E	AO1858928	01NOV56	SUPPLY OFF		26AE	6424	0557	0757	7805	37E ELM RD	TE31291	INDF	
C	AO2064402	16JAN51	1NBR OBSERVER CC		4SR	1525F	1145	0255	7405	437 WEST ST GP	TE63308	INDF	
	AO 673111												
	AO 833900	01SEP51	P/8 PILOT		4SR	7535		0857		RR 2 WESTERVILL		INDF	
	16776A	14MAY51	SP-4 A/C CC		10SR	1245A	0152	0853	7409	4350 KUMLER DR	BE57291	RAF	
	AO 673111				26HQ								
	28321A	01SEP51	SP/4 CH RPS & ANALY		26HQ	1245A	0851	0353	456	255 PLUM ST AV	AV5292	RAF	
B	AO2094307	18JUN52	P/10 SUPPLY LIAISON O		26HQ	1234C	0655	0856	324	4022 BEECHCREEK	BE56491	INDF	
	AO2221667	05NOV56	P-4 AC CC		4SR	1245A	0253	1054	7405	S-12 APT #1	MKML	INDF	
E	AO889814	01APR53	SP-4 A/C		4SR	1241A	0252	0357	7405	1186 MANFELD DR	BE71036	INDF	
JR	AO1850941	09NOV56	SP10 A/C		3	9	1234C	0542	0856	7593	46F BUCKEYE CIR	TE31226	INDF



1	2	3	4	5	6	7	8	9	10	11	12		
35S	FISHER	VICTOR	G	26706A	02FEB55	P-4 PILOT	3SR	1245A	0954	0756	4060		
36M	FILEMYR	ROBERT	W	A01686157	03JUN53	P-4 A/C CC	4SR	1245A	0150	0655	7405	3110CL	
37M	FOLIO	RUSSELL	J	AO 841922	01FEB55	P-4 PILOT AOB	10SR	3034	1253	1156	234	MA	
38M	FOREMAN	THOMAS	M	A03076340	07JUL57	AVN MED	26TH	9356	0957	107	3244	E	
39M	FRY	WESLEY	L	AO 828141	01SEP51	SP/8 A/C CC	3SR	1234B	0651	0356	7308	773	EU
40M	FULLER	DALE	R	A02038745	01APR53	SP/8 PILOT	10SR	1224P	0753	1056	3631	B	
41M	GAGNON	ROBERT	R	AO 824459	19DEC50	P-4 A/C CC	10SR	1241A	0953	1256	7308	8-E	BU
42M	GARNETT	EMUEL	E J	A01912077	30APR55	P/8 PILOT CC	10SR	1234B	0647	0951			
43M	GEANKOPLIS	NICH	C	A02086513	09JAN57	4NR ELEC CTR MEAS OF	26HQ	1534A	0353				
44M	GIESEN	HERMAN	M	22179A	20DEC56	P/11 ACFT MAINT OFF	26HQ	4344	1253	0154	134	7A	BU
45M	GILLESPIE	WILLI	E	A02094852	12JAN55	P-8 PILOT CC	4SR	1241A	0552	0357	139	3975	B
46M	GONSKE	EDWIN	G	AO 825617	15MAR53	P-4 PILOT CC	4SR	1245A	0854	1055	7405	3666	B
47M	GREENE	JOHN	D	A01903974	19JAN55	2NBR OBSERVER	4SR	1525F	1253	0555	353	48D	OA
48M	GRENON	JEAN	P	A03045118	11JUN57	DENTAL OFF GEN	26TH	9826	1241	0856	7182	15E	WH
49M	GROCHOWSKI	ATHR	R	A02093414	01APR53	SP/8 ACFT COMDR CC	3SR	1241A	1254	0657	129	4615	B
50M	GRODOWSKI	EDWIN	J	A02099861	23JUN51	N/FE WG SUPPLY OFF	26HQ	6424	0855	1055	498	70	PAR
51M	HABERKORN	ARN	HJR	AO 591154	03FEB55	NONE RATED	26HQ	7024	0855	0757	7800	2158	E

	4	5	6	7	8	9	10	11	12	3	14	15
CTOR G	26706A	02FEB55	P-4	PILOT	3SR	1245A	0954	0756		4060 CLEVELAND	AM74672	RAF
OBERT W	AO1686157	03JUN53	P-4	A/C CC	4SR	1245A	0150	0655	7405	3110CLERMONT RD	BE56601	INDF
BELL J	AO 841922	01FEB55	P-4	PILOT AOB	10SR	3034	1253	1156		234 MAYFAIR BLV	BE18537	INDF
THOMAS M	AO3076340	07JUL57		AVN MED	26TH	9356		0957	107	3244 E FULTON	BE10865	759
L	AO 828141	01SEP51	SP/8	A/C CC	3SR	1234B	0651	0356	7308	773 EUCLAIR AVE	BE59139	INDF
E R	AO2038745	01APR53	SP/8	PILOT	10SR	1224P	0753	1056		3631 BROOKGROVE	TR55039	INDF
BERT R	AO 824459	19DEC50	P-4	A/C CC	10SR	1241A	0953	1256	7308	8-E BUCKEYE CIR	TE31937	INDF
JEL E J	AO1912077	30APR55	P/8	PILOT CC	10SR	1234B	0647	0951				
NICH C	AO2086513	09JAN57	4NR	ELEC CTR MEAS OF	26HQ	1534A	0353					INDF
MAN M	22179A	20DEC56	P/11	ACFT MAINT OFF	26HQ	4344	1253	0154	134	7A BUCKEYE CIR	TE31065	RAF
WILLI E	AO2094852	12JAN55	P-8	PILOT CC	4SR	1241A	0552	0357	139	3975 BEECHCREEK	BE71796	INDF
IN G	AO 825617	15MAR53	P-4	PILOT CC	4SR	1245A	0854	1055	7405	3666 BEACH GROV	TR55854	INDF
N D	AO1903974	19JAN55	2NBR	OBSERVER	4SR	1525F	1253	0555	353	48D OAK RD	TE31838	INDF
N P	AO3045118	11JUN57		DENTAL OFF GEN	26TH	9826	1241	0856	7182	15E WHERRY HOUS	TE31528	858
ATHR R	AO2093414	01APR53	SP/8	ACFT COMDR CC	3SR	1241A	1254	0657	129	4615 BROADHURST	BE17322	INDF
EDWIN J	AO2099861	23JUN51	N/FE	WG SUPPLY OFF	26HQ	6424	0855	1055	498	70 PARK ST	AV 5291	INDF
ARN HJR	AO 591154	03FEB55	NONE	RATED	26HQ	7024	0855	0757	7800	2158 EDGEVALE	HU65366	INDF



31 DEC 57

1	2	3	4	5	6	7	8	9	10	11	12	3
52M	HANSON HAROLD M	AO2084703	01APR53	2NBR	AIROBSR	CC	3SR	1525F	1251	0255	129	4081 ABBEY CT
53M	HARPER JAMES B	AO 837936	01JUN52	P/10	ACFT	MAINT OFF	321RS	4344	1052	0856	7180	43A BUCKEYE CI
54M	HATFIELD DAVID C	AO 839518	08FEB55	P-4	PILOT	CCR	3SR	1245A	0156	0956	7308	1342 S WEYANT A
55S	HECHINGER ROBER M	22203A	22MAR57	4NBR	OBSR		3SR	1525F	1153	0953		DEMOREST RD
56M	HIERONYMUS HOME H	AO2071978	15DEC51	1NBR	AIROBSR	CC	4SR	1525F	0847	0951	353	2932 DOVER RD
57M	HIGGINS KENNETH J	AO 936642	01SEP51	SP/8	FLT TEST	MAINTOF	26HQ	1234B	1049	0951	0695	RT #1 AV
58M	HOPKINS THEODOR L	AO 805624	16JAN51	P-8	PILOT		4SR	6424	0855	0955		913 BUCKNELL R
59M	HUCKLEBERRY ALL C	AO2092137	15MAR54	SP-4	ACFT	COMDR	10SR	1245A	0242	0652		15F BUCKEYE CI
60M	HUETHER RYLEY A	AO 775370	25FEB57	SP10	AC	GC	321RS	1234C	0646	0856	324	423 WOLF AVE
61M	JAKAB JOHN A	AO 441968	16JAN51	SP/8	A/C	CC	3RS	1231B	1253	557	129	1991 LINWOOD A
62M	JEFFERY DONALD N	AO1912091	18DEC56	P-4	PILOT	CC	3SR	1245A	0645	0555	129	242 HILLRIDGE
63M	JOHNSON HARLAN W	22426A					3SR					
64M	JOHNSON WENDELL C	AO2058491	01SEP51	2NBR	CH	PRED & INTNSE	26HQ	1525F	0851	0153	293	1328 ZETTLER R
65S	JONES FRANK G	22891A	30JAN57	P/4	PILOT	CC	10SR	1245A	0754	0455	7409	101 BRUNSON AV
66M	JONES JAMES JR	A 780615	15FEB51	SP			3SR	1245A	0351	1153	129	3903 E FULTON
67M	KATES MATTHEW F	A03045512	05JAN57		AVN	MED	26TH	9356	1241	0457	107	20B BUCKEYE CI
68M	KEAL THOMAS L	15406A	19DEC50	SP/4A/C	CC		4SR	1245A	0449	0953	7405	313 PLUM ST AV

4	5	6	7	8	9	10	11	12	3	14	15			
AO2084703	01APR53	2NBR	AIROBSR	CC	3SR	1525F	1251	0255	129	4081	ABBAY CT	BE56085	INDF	
AO 837936	01JUN52	P/10	ACFT	MAINT OFF	321RS	4344	1052	0856	7180	43A	BUCKEYE CIR	TE31439	INDF	
AO 839518	08FEB55	P-4	PILOT	CCR	3SR	1245A	0156	0956	7308	1342	S WEYANT A	BE16234	INDF	
22203A	22MAR57	4NBR	OBSR		3SR	1525F	1153	0953			DEMOREST RD	BR99206	RAF	
AO2071978	15DEC51	1NBR	AIROBSR	CC	4SR	1525F	0847	0951	353	2932	DOVER RD	BE16798	INDF	
AO 936642	01SEP51	SP/8	FLT TEST	MAINTOF	26HQ	1234B	1049	0951	0695	RT #1	AV	AV5108	INDF	
AO 805624	16JAN51	P-8	PILOT		4SR	6424	0855	0955		913	BUCKNELL RD	BE56892	INDF	
AO2092137	15MAR54	SP-4	ACFT	COMDR	10SR	1245A	0242	0652		15F	BUCKEYE CIR	TE31664	INDF	
AO 775370	25FEB57	SP10	AC	GC	321RS	1234C	0646	0856	324	423	WOLF AVE	BE59966	INDF	
AO 441968	16JAN51	SP/8	A/C	CC	3RS	1231B	1253	557	129	1991	LINWOOD AV	HI37503	INDF	
AO1912091	18DEC56	P-4	PILOT	CC	3SR	1245A	0645	0555	129	242	HILLRIDGE R	UN65946	INDF	
22426A					3SR									
AO2058491	01SEP51	2NBR	CH	PRED & INT	PSE	26HQ	1525F	0851	0153	293	1328	ZETTLER RD	BE52619	INDF
22891A	30JAN57	P/4	PILOT	CC	10SR	1245A	0754	0455	7409	101	BRUNSON AVE	CL89039	RAF	
A 780615	15FEB51	SP			3SR	1245A	0351	1153	129	3903	E FULTON A	BE51019	IND	
AO3045512	05JAN57	AVN	MED		26TH	9356	1241	0457	107	20B	BUCKEYE CIR	TE31789	159	
15406A	19DEC50	SP/4A/C	CC		4SR	1245A	0449	0953	7405	313	PLUM ST AV	AV 3064	RAF	



1	2	3	4	5	6	7	8	9	10	11	12	
69M	KELLEY	GEORG E JR	AO 945112	01JUN52	P/10	A/C CC	321RS	1234C	0755	0856	7838	3045
70M	KINDER	RICHARD O	15245A	19DEC50	1NBR	OBSERVER CC	3SR	1525F	0551	0453	129	895 E
71M	KING	NOEL O	AO 815501	04JAN53	SP/8	PILOT CC	10SR	1234B	1241	0253	7611	LAFB
72M	KIRBIE	GUY B	AO 929602	21OCT54	SP/4	PILOT AOB	10SR	1245A	1245	0752		126 B
73M	KOHLLENSTEIN	JOSEPH	AO 788651	01APR53	4N-R	ACFT OBSR	4SR	1521F	1050	1154	427	334 M
74M	KOCH	DONALD	AO 758008	31OCT50	SP/4	SQ COMDR	26HQ	2334	0355	1254	332	22E B
75M	LAFRANCIS	CYRIL R	AO2098541	28NOV56	P/10	A/C	321RS	1234C	1042	0856	324	360 B
76M	LOGDON	CHARLES	AO2070282	31JAN55	NAV4	PROJECT OFFICER FT	10SR	1525F	0845	0652	TDY 310 DAYS	PROJ LOCKH MARIE
77M	LUCAS	ROBERT J	A03044025	05OCT56		MED OFF GENERAL	26TH	9326	1241	1056	7506	1040
78M	MARTINI	GERALD D	AO 784203	15APR54	P-4	A/C CC	10SR	1245A	0353	1154	7409	RFD #
79M	MASON	ROBERT S	AO 929767	01SEP51	1NBR	OBSERVER CC	4SR	1525F	0248	0153	7405	37D E
80M	MESSMER	ROBERT F	AO2069461	01APR53	P-4	ACFT COMDR	3SR	1245A	0242	0652		3153
81M	MCGOVERN	JOSEPH W	30276A	26APR56	P-10	PILOT	321RS	1231C	1155	0557	324	42 MID
82M	MEEKS	WILLIAM A	AO 812631	15APR54	P-8	PILOT	10SR	1241A	0752	0457		
83M	MCMINN	MARTIN E	AO 695940	16JAN51	1NBR	AONB BOMB NAV	26HQ	1525F	0251	0153	7344	4588 P
84M	MILLS	EDWARD K JR	21670A	03FEB56	N-R	CH OPRNL INTELL	26HQ	2054	0354	0356	7454	17B BU

	4	5	6	7	8	9	10	11	12	3	14	15
ORG E JR	AO 945112	01JUN52	P/10	A/C CC	321RS	1234C	0755	0856	7838	3045	KENLAWN ST	AM73795 INDF
CHARD O	15245A	19DEC50	1NBR	OBSERVER CC	3SR	1525F	0551	0453	129	895	EASTMOOR BL	BE55726 RAF
O	AO 815501	04JAN53	SP/8	PILOT CC	10SR	1234B	1241	0253	7611	LAFB	TR CT	EXT7548 INDF
Y B	AO 929602	21OCT54	SP/4	PILOT AOB	10SR	1245A	1245	0752		126	BEECHBANK	BE55031 INDF
IN JOSEP	AO 788651	01APR53	4N-R	ACFT OBSR	4SR	1521F	1050	1154	427	334	MAYFAIR RD	BE58177 INDF
LD	AO 758008	31OCT50	SP/4	SQ COMDR	26HQ	2334	0355	1254	332	22E	BUCKEYE CIR	TE31481 INDF
CYRIL R	AO2098541	28NOV56	P/10	A/C	321RS	1234C	1042	0856	324	360	BROAD ST-RB	UN66058 INDF
ARLES	AO2070282	31JAN55	NAV4	PROJECT OFFICER FT	10SR	1525F	0845	0652		TDY 310 DAYS	PROJ MONTICELLO LOCKHEED AC MARIETTA GA	31DEC57 INDF
BERT J	AO3044025	05OCT56		MED OFF GENERAL	26TH	9326	1241	1056	7506	1040	S KELNER R	BE13265 1058
GERALD D	AO 784203	15APR54	P-4	A/C CC	10SR	1245A	0353	1154	7409	RFD #2	CW	TE77238 INDF
BERT S	AO 929767	01SEP51	1NBR	OBSERVER CC	4SR	1525F	0248	0153	7405	37D	ELM RD	TE31758 INDF
ROBERT F	AO2069461	01APR53	P-4	ACFT COMDR	3SR	1245A	0242	0652		3153	CLERMONT R	BE58756 INDF
JOSEPH W	30276A	26APR56	P-10	PILOT	321RS	1231C	1155	0557	324	42	MIDCLIFF DR	BE72248 RAF
LLIAM A	AO 812631	15APR54	P-8	PILOT	10SR	1241A	0752	0457				INDF
MARTIN E	AO 695940	16JAN51	1NBR	AONB BOMB NAV	26HQ	1525F	0251	0153	7344	4588	RODNEY	BE53918 INDF
WARD K JR	21670A	03FEB56	N-R	CH OPRNL INTELL	26HQ	2054	0354	0356	7454	17B	BUCKEYE CIR	TE31575 RAF



1	2	3	4	5	6	7	8	9	10	11	12	
85M	MITCHELL GLENN	A02082719	28FEB57	P/8	PILOT	CC	10SR	1241A	0456	0457	7308	1555 FORE
86M	MITCHELL RICHAR D	A01909183	13JAN55	SP-4	A/C	CC	4SR	1245A	0642	0951	7308	41D BUCKEY
87M	MORRE MAX L	15554A					26HQ					
88S	MOTOK EUGENE	A3 830513	18FEB55	P-4	PILOT		4SR	1644	1055	0656		24 MERLINE
89M	MULLEN RAPHALE D	AO 681167	31OCT50	P-4	PILOT		4SR	3044	0754	1056		848 SHAMPT
90M	MUNDY CHARLES E	A02063458	19DEC50	SP/8	A/C	CC	10SR	1234B	0953	0953	7516	33E BUCKEY
91M	NELSON DONALD E	AO 727525	31OCT50	CP10	PILOT	CC	321RS	7224	0753	0557	324	36F BUCKEY
92M	NERATKO JOSEPH J	A02063142	01APR53	1NBR	ACFT	OBSR	3SR	1521F	0651	1256	7308	7B BUCKEY
93M	NELSON ORVILLE C	AO 772460	31OCT50	SP10	PILOT		321RS	1234C	0655	0856	324	1103 MANFE
94M	OLSEN GEORGE L	A02067964	01SEP51	1NBR	ACFT	OBSR	26AE	3231B	1156	1256	7484	3277 KIRKW
95M	ONEILL NELSON S	AO 943081	08APR57	P/10	PILOT		321RS	1234C	0455	0856	7351	4119 BEECH
96M	ORLISKI JOHN C	AO 823926	01JUN52	SP/4	A/C	CC WSB	26HQ	1245A	0346	0852	406	3342 TOWER
97M	ONEAL HOWARD F	19856A	24JAN55	SP-4	AC	CC	3SR	1241A	1052	0357	129	80Q 17 RM
98M	ONEILL JAMES F	A02060075	15APR54	P-4	OPNS	STAFF OFF	26HQ	1435	1241	0852	429	439 S ASHBI
99M	ONEILL THOMA F JR	A02209621	25MAR56	2NBR	ACFT	OBSR	10SR	1525F	1241	0456	7409	292 S ASHBI
100M	ORSBORN HARRY T	AO 816927	01APR53	P/10	SQ	ACFT PERF ENG	321RS	4324	0353	0856	7871	8D BUCKEY
101M	PECK WYNDHAM M W	AO 745493	19DEC50	SP10	A/C		321RS	1234C	1149	0856	7324	82 BEECHWO

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4	5	6	7	8	9	10	11	12	3	14	15	
02082719	28FEB57	P/8	PILOT CC	10SR	1241A	0456	0457	7308	1555	FOREST ST	CL82831	INDF
01909183	13JAN55	SP-4	A/C CC	4SR	1245A	0642	0951	7308	41D	BUCKEYE CIR	TE31895	INDF
	15554A			26HQ								
3 830513	18FEB55	P-4	PILOT	4SR	1644	1055	0656		24	MERLINE OB	HI43218	INDF
0 681167	31OCT50	P-4	PILOT	4SR	3044	0754	1056		848	SHAMPTON RD	BE18294	INDF
02063458	19DEC50	SP/8	A/C CC	10SR	1234B	0953	0953	7516	33E	BUCKEYE CIR	TE31984	INDF
0 727525	31OCT50	CP10	PILOT CC	321RS	7224	0753	0557	324	36F	BUCKEYE CIR	TE31652	INDF
02063142	01APR53	1NBR	ACFT OBSR	3SR	1521F	0651	1256	7308	7B	BUCKEYE CIR	TE31716	INDF
0 772460	31OCT50	SP10	PILOT	321RS	1234C	0655	0856	324	1103	MANFELD DR	BE50825	INDF
02067964	01SEP51	1NBR	ACFT OBSR	26AE	3231B	1156	1256	7484	3277	KIRKWOOD	BE10033	INDF
0 943081	08APR57	P/10	PILOT	321RS	1234C	0455	0856	7351	4119	BEECHBANK	BE59037	INDF
0 823926	01JUN52	SP/4	A/C CC WSB	26HQ	1245A	0346	0852	406	3342	TOWERS CRT	BE58901	INDF
	19856A	24JAN55	SP-4 AC CC	3SR	1241A	1052	0357	129	BOQ 17 RM 37		7198	RAF
02060075	15APR54	P-4	OPNS STAFF OFF	26HQ	1435	1241	0852	429	439 S	ASHBRTN	BE52733	INDF
02209621	25MAR56	2NBR	ACFT OBSR	10SR	1525F	1241	0456	7409	292 S	ASHBURTON	BE50026	658
0 816927	01APR53	P/10	SQ ACFT PERF ENG	321RS	4324	0353	0856	7871	8D	BUCKEYE CIR	TE31669	INDF
0 745493	19DEC50	SP10	A/C	321RS	1234C	1149	0856	7324	82	BEECHWOOD RD	BE55113	INDF



1	2	3	4	5	6	7	8	9	10	11	12			
102M	PENDERGRASS	BAILE	AO1909931	14FEB55	SP/0	PILOT	CC	3SR	1124	0757	0857	129	800	1
103M	PFEFFER	LOUIS L	AO 439851	19DEC50	SP/8	A/C	CC	4SR	1234B	0953	0951	7405	441	N
104M	POWERS	ROBERT J	AO1849628	15MAR54	P/10	A/C		321RS	1234C	0254	0856	7824	3680	
105M	POYNTER	HERBERT M	AO1911359	15NOV55	P/8	A/C	CC	3SR	1234B	0554	0654	129	4358	
106M	UPHOUSE	EARL W	AO1858619	19DEC56	P/10	PILOT		321RS	1231C	0757	0857	324	800	1
107M	RAFFY	ALEXANDER	AO 750093	01APR53	1NBR	SQ	NAV	4SR	1525F	0544	0752	353	4634	
108M	REDMOND	LAWRENC K	AO2260074	01JUL55		WG	PHOTO OFF	26HQ	8696	0955	1256	510	1193	
109M	RHODES	RICHARD E	AO 803688	03JAN55	SP10	A/C		321RS	1234C	1145	0856	7351	1622	
110M	RITCHASON	ALFRED	AO 784959	01SEP51	SP/4	A/C	CC	4SR	1245A	1051	0953	7516	41EL	
111M	ROACH	THOMAS C	AO3042039	08JUL57		INTERNIST		26TH	9386C	1241	0757	206	41D	B
112M	ROBROCK	PAUL A	AO 751609	01APR53	2NBR	OBSERVER	CC	10SR	1525F	0153	0854	7409	3262	
113M	ROLL	FRANKLIN T	AO 685218	03SEP51	SP/4	A/C	CC	3SR	1245A	1252	0354	7409	39	B
114M	ROLOFF	DONALD H	22329A	25JAN57	P-4	PILOT	CC	4SR	1245A	1241	1055	7405	34A	B
115M	ROSS	IRVING F	AO2084016	04FEB55	1NBR	STAFF	OSBR	321RS	1534A	0954	0856	7835	3971	
116M	SALKELD	GEORGE H	AO 755759	31OCT50	S/P	A/C	CC	10SR	1224P	1149	1256	129	1280	
117M	SANDINI	EDWARD J	AO 783842	16SEP51	P-11	AC	CC	3SR	1241A	0746	1056	129	4528	
118M	SAYERS	ROBERT R	AO1909098	10JAN55	P-4	AC		3SR	1234C	0353	0957			

	4	5	6	7	8	9	10	11	12	3	14	15
LE	AO1909931	14FEB55	SP/0	PILOT CC	3SR 1124	0757	0857	129	BOQ 17			1798 INDF
	AO 439851	19DEC50	SP/8	A/C CC	4SR 1234B	0953	0951	7405	441 NAOMI CT GP	TE65480		INDF
	AO1849628	15MAR54	P/10	A/C	321RS 1234C	0254	0856	7824	3680 BRIGGS RD	BR62569		INDF
M	AO1911359	15NOV55	P/8	A/C CC	3SR 1234B	0554	0654	129	4358 KUMLER DR	BE54983		INDF
	AO1858619	19DEC56	P/10	PILOT	321RS 1231C	0757	0857	324	BOQ 18			662 INDF
R	AO 750093	01APR53	1NBR	SQ NAV	4SR 1525F	0544	0752	353	4634 ST FRANCIS	BE54320		INDF
C K	AO2260074	01JUL55		WG PHOTO OFF	26HQ 8696	0955	1256	510	1193 MARBLE DR	BE71900		INDF
E	AO 803688	03JAN55	SP10	A/C	321RS 1234C	1145	0856	7351	1622 MOLER RD	HI36199		INDF
ED	AO 784959	01SEP51	SP/4	A/C CC	4SR 1245A	1051	0953	7516	41ELIZABETHSTCW	TE77086		INDF
	AO3042039	08JUL57		INTERNIST	26TH 9386C	1241	0757	206	41D BUCKEYE CUR	TE31056	759	
	AO 751609	01APR53	2NBR	OBSERVER CC	10SR 1525F	0153	0854	7409	3262 TOWERS CT	BE56603		INDF
T	AO 685218	03SEP51	SP/4	A/C CC	3SR 1245A	1252	0354	7409	39 BUCKEYE CIR	TE31966		INDF
H	22329A	25JAN57	P-4	PILOT CC	4SR 1245A	1241	1055	7405	34A BUCKEYE CIR	TE31637		RAF
	AO2084016	04FEB55	1NBR	STAFF OBSR	321RS 1534A	0954	0856	7835	3971 BEECHCREEK	BE56717		INDF
E H	AO 755759	31OCT50	S/P	A/C CC	10SR 1224P	1149	1256	129	1280 LINWOOD AV	HI38269		INDF
D J	AO 783842	16SEP51	P-11	AC CC	3SR 1241A	0746	1056	129	4528DUNDEE AVE			INDF
R	AO1909098	10JAN55	P-4	AC	3SR 1234C	0353	0957					INDF



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1	2	3	4	5	6	7	8	9	10	11	12	3
119M	SCHRUP	RAYMOND L	AO 754674	24NOV51	N/F	WG PHOTO OFF	26HQ 2334	0255	0355	314	46A	BUCKEY
120M	SEXTON	CHARLES D	16239A	08SEP51	P-8	A/C CC	3SR 1241A	0654	1056	7308	1591	SIMPS
121M	SHARP	JEAN Y J	AO 800409	01APR53	P-11	SQ ADJ	26HQ 7024	0954	1054	332	3971	DONEY
122M	SHIRLEY	LEE E	AO2086122	01APR53	SP10	A/C	321RS 1234C	0953	0856	7836	3340	EAKIN
123M	SISTEK	ANTON A	AO 700371	01FEB53	P-11	ACFT MAINT OFFIC	26PM 4341	0255	0355	397	80Q 17	ROO
124M	SNYDER	EUGEN F JR	AO 821792	19DEC50	SP-4	ACFT COMDR	4SR 1245A	1248	0652		1196	HUNTL
125M	STONE	CHESTER M	AO 762501	19DEC50	SP/4	A/C CC	4SR 1245A	0951	0652	7405	BLDG 11	AP
126M	STRENGER	LAWRENCE	AO3044371	18JUL57		SURGEON GEN	26TH 9416D	1241	0857	7408	5C	BUCKEY
127M	STUDAK	JOSEPH W J	AO 936436	01JUN52	1NBR	ACFT OBSERVER CC	3SR 1525F	0749	0153	237	4939	DIMSO
128M	SULLIVAN	JAMES P	AO 862612	15FEB51	2ECM	WING ECM OFF	26HQ 3024	1245	1255	7655	788	DIMSO
129M	SWOFFORD	PAUL	AO 808606	16JAN51	P-8	PILOT	10SR 1611	0856	0857		3970	ESTE
130S	TALBERT	EDWARD H	AO1912298	15NOV56	1NBR	ACFT OBSR	10SR 1521F	0352	0856	129	209	N JAM
131M	TEACHOUT	GERALD P	28328A	15APR54	S/P	PILOT	3SR 1231B	0951	0757	129		
132M	TRAVIS	RAYMOND R	AO 835723	04JAN56	P-4	PILOT CC	4SR 1243A	0246	1154	7405	1796	EAST
133M	TUCKER	JAMES V	AO 669813	07FEB55	SP10	A/C	321RS 1234C	0845	0856	7366	454	CHERF
134M	TURCOTTE	ROGER L	AO 779706	19JUN51	P-4	PILOT	3SR 1241A	0156	0956	129	1198	MANF
135M	TURNER	JOSEPH M	AO 864434	29JAN57	N/F	FLT LINE OIC	26AE 3234B	0453	0653	7704	35C	BUCKE

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4	5	6	7	8	9	10	11	12	3	14	15
754674	24NOV51	N/F	WG PHOTO OFF	26HQ	2334	0255	0355	314	46A BUCKEYE CR	TE31231	INDF
16239A	08SEP51	P-8	A/C CC	3SR	1241A	0654	1056	7308	1591 SIMPSON DR	BE59028	RAF
800409	01APR53	P-11	SQ ADJ	26HQ	7024	0954	1054	332	3971DONEY ST	BE57764	INDF
086122	01APR53	SP10	A/C	321RS	1234C	0953	0856	7836	3340 EAKIN RD	BR97240	INDF
700371	01FEB53	P-11	ACFT MAINT OFFIC	26PM	4341	0255	0355	397	BOQ 17 ROOM 16	7198	INDF
821792	19DEC50	SP-4	ACFT COMDR	4SR	1245A	1248	0652		1196 HUNTLY DR	BE53103	INDF
762501	19DEC50	SP/4	A/C CC	4SR	1245A	0951	0652	7405	BLDG 11 APT 4	7669	INDF
044371	18JUL57		SURGEON GEN	26TH	9416D	1241	0857	7408	5C BUCKEYE CIR	TE31650	759
936436	01JUN52	1NBR	ACFT OBSERVER CC	3SR	1525F	0749	0153	237	4939 DIMSON DR	BE55643	INDF
862612	15FEB51	2ECM	WING ECM OFF	26HQ	3024	1245	1255	7655	788 DIMSON DR	BE53689	INDF
808606	16JAN51	P-8	PILOT	10SR	1611	0856	0857		3970 ESTER AVE		INDF
912298	15NOV56	1NBR	ACFT OBSR	10SR	1521F	0352	0856	129	209 N JAMES RD	BE50906	INDF
28328A	15APR54	S/P	PILOT	3SR	1231B	0951	0757	129			RAF
35723	04JAN56	P-4	PILOT CC	4SR	1243A	0246	1154	7405	1796 EAST BROOK	BR64786	INDF
69813	07FEB55	SP10	A/C	321RS	1234C	0845	0856	7366	454 CHERRY GP	TE65922	INDF
79706	19JUN51	P-4	PILOT	3SR	1241A	0156	0956	129	1198 MANFELD DR		INDF
64434	29JAN57	N/F	FLT LINE OIC	26AE	3234B	0453	0653	7704	35C BUCKEYE CIR	TE31989	INDF



1	2	3	4	5	6	7	8	9	10	11	12			
136M	VACCARO	VINCENT L	AO 886971	15APR54	2NBR	OBSERVER	CC	10SR	1525F	0553	0555	7409	2880	RUHL
137M	VANATTA	PAUL W	AO 831856	01APR53	PP10	ACFT	COMDR	4SR	1234C	0853	0757			
138M	VANVLEET	GERALD E	16318A	31OCT50	P-4	A/C	CC	4SR	1241A	0853	1056	7405	411	ROBIR
139M	VOVRICK	GEORGE R	A02068804	01APR53	P-4	A/C	CC	10SR	1245A	0350	1053	7409	13F	BUCKE
140M	WAHL	BERNARD	AO 780093	16JAN51	SP-4	ACFT	COMDR	3SR	1245A	1148	0552		BOQ	T-19
141M	WALKER	JOHN B	AO 794999	07DEC52	P-8	A/C	CC	3SR	1231B	0445	0557		3B	BUCKEY
142M	WALTS	ROBERT	A02071073	05DEC50	SP/4	A/C	CC	4SR	1245A	1145	0853	7405		PICKERING
143M	WARD	RAYMOND W	AO 754248	19DEC50	SP/8	A/C		4SR	1234B	0456	0656	7308	4942	MCA
144M	WARD	ROYCE L	AO 757631	16JAN51	SP10	AC		321RS	1234C	0353	0856	7851	3737	E M
145M	WARD	WILLIAM R	AO 788679	15MAR54	1NBR	SO	OBSERVER	3SR	1525F	0351	0353	237	47A	BUCK
146M	WEEKS	MILTON E	A32063208	01APR53	1NBR	ACFT	OBSR	4SR	1525F	1045	0652	353	481	LORO
147M	WEIGELT	WINFRED H	17278A	01SEP51	P-4	ACFT	COMDR	4SR	1245A	1251	0353		469	VIRG
148M	WHEELER	ROBERT E	AO 808627	15FEB51	SP10	AC		321RS	1234C	0942	0856	324	42C	BUCK
149M	WILKINS	ROBERT G	AO 777279	16OCT52	P-4	PILOT		4SR	1435	0457	0657			
150M	WOHLERS	JACK K	AO 693442	07JAN55	SP-4	A/C	CC	3SR	1241A	0956	0657	129	33F	BUCK
151M	WILEY	ROBERT B	24338A	03SEP52	SP-4	PILOT		4SR	1435	0249	0757			
152M	WHITE	DAVID B	AO 720678	15FEB51	SP/8	A/C	CC	3SR	1231B	0556	0656	7308	31D	BUCK

	4	5	6	7	8	9	10	11	12	3	14	15	
NT L	AO 886971	15APR54	2NBR	OBSERVER	CC	10SR	1525F	0553	0555	7409	2880 RUHL AVE	BE54637	INDF
W	AO 831856	01APR53	PP10	ACFT	COMDR	4SR	1234C	0853	0757				
ALD E	16318A	31OCT50	P-4	A/C	CC	4SR	1241A	0853	1056	7405	411 ROBINWOOD	BE53952	RAF
GE R	AO2068804	01APR53	P-4	A/C	CC	10SR	1245A	0350	1053	7409	13F BUCKEYE CIR	TE38136	INDF
	AO 780093	16JAN51	SP-4	ACFT	COMDR	3SR	1245A	1148	0552		BOQ T-19 RM 1	7254	INDF
B	AO 794999	07DEC52	P-8	A/C	CC	3SR	1231B	0445	0557		3B BUCKEYE CIR		INDF
	AO2071073	05DEC50	SP/4	A/C	CC	4SR	1245A	1145	0853	7405	PICKERINGTON O	TE72640	INDF
W	AO 754248	19DEC50	SP/8	A/C		4SR	1234B	0456	0656	7308	4942 MCALLISTER	BE50482	INDF
	AO 757631	16JAN51	SP10	AC		321RS	1234C	0353	0856	7851	3737 E MAIN J-7	BE18716	INDF
A R	AO 788679	15MAR54	1NBR	SQ	OBSERVER	3SR	1525F	0351	0353	237	47A BUCKEYE CR	TE31428	INDF
N E	A32063208	01APR53	1NBR	ACFT	OBSR	4SR	1525F	1045	0652	353	481 LOROSA GC	TR54692	INDF
FRED H	17278A	01SEP51	P-4	ACFT	COMDR	4SR	1245A	1251	0353		469 VIRGINIA C	BE55102	RAF
ERT E	AO 808627	15FEB51	SP10	AC		321RS	1234C	0942	0856	324	42C BUCKEYE CIR	TE31087	INDF
ERT G	AO 777279	16OCT52	P-4	PILOT		4SR	1435	0457	0657				INDF
CK K	AO 693442	07JAN55	SP-4	A/C	CC	3SR	1241A	0956	0657	129	33F BUCKEYE CIR	TE31900	INDF
RT B	24338A	03SEP52	SP-4	PILOT		4SR	1435	0249	0757				RAF
D B	AO 720678	15FEB51	SP/8	A/C	CC	3SR	1231B	0556	0656	7308	31D BUCKEYE CIR	TE31683	INDF



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1	2	3	4	5	6	7	8	9	10	11	12	3
153M	YATES CHARLES R	AO 668688	19DEC50	SP/8	PILOT	CCR	3SR 1231B	1045	0656	7308	4233	MAYFLOWER
154M	YUSKA ROBERT D	AO 802511	10JAN51	SP10	A/C		321RS 1234C	0446	0856	324	3316	MARY
155M	ZOTTER LEROY P	16525A	16JAN51	P-4	CH GND	TNG BR	3SR 1241A	0345	0953	7816	800	17 ROOM 11

FIRST LIEUTENANT

1M	ADDISON BELMER J	A03009631	01DEC55	NONE	OIC OFF	BRANCH	26HQ 7324	1157	0158	143	511	APT OFF CI
2M	ALTIMUS WILLIAM R	A02224317	25MAY53	P/8	A/C	CC	10SR 1234B	0953	0953	7409	298N	KELLNER CT
3M	ANDERSON DAVID H	A03058269	01MAY57	P/10	PILOT		321RS 1234C	1241	0856	7351	256	MAYFAIR 2LV
4M	ANDERSON WILLIA J	A03022614	17MAR55	P-8	PILOT		4SR 1231B	1241	1056	7405	411	ROSS RD
5M	ARRINGTON WA E JR	28917A	26NOV55	P/10	PILOT		321RS 1234C	1241	0857	324	4098	BEECH BANK
6M	BAILEY BENJAMIN N	A03022614	11JUN56	P-8	PILOT		3SR 1231B	1241	0456		3120	KENTWOOD
7M	BARBEE JOSEPH A	A03052416	01MAY57	2NBR	A3FT	OBSR	321RS 1531A	1241	1256	7835	QTRS	S-17 RM 15
8M	BAKAS ALAN J	A03008319	18DEC55	P/4	PILOT		10SR 1224P	0849	0357			
9M	BASKETT SILAS R	A03051917	04JUL57		SUPPLY	OFF	26PM 6424	1241	1156	621	1402	MOLER
10S	BEECHER ROBERT W	A03058424	18MAY57	P-8	PILOT		10SR 1234B	1241	1255	129	2346	BERWICK
11M	BELLIS HAROLD A	A02210936	20AUG56	P-8	PILOT		10SR 1124Q	1241	0556			

4 5 6 7 8 9 10 11 12 3 14 15

AD 668688 19DEC50 SP/8 PILOT CCR 3SR 1231B 1045 0656 7308 4233 MAYFLOWER BE50700 INDF  
 AO 802511 10JAN51 SP10 A/C 321RS 1234C 0446 0856 324 3316 MARY BR62805 INDF  
 16525A 16JAN51 P-4 CH GND TNG BR 3SR 1241A 0345 0953 7816 BOQ 17 ROOM 11 TE30384 RAF

AO3009631 01DEC55 NONE OIC OFF BRANCH 26HQ 7324 1157 0158 143 511 APT OFF CIR 660 INDF  
 R AO2224317 25MAY53 P/8 A/C CC 10SR 1234B 0953 0953 7409 298N KELLNER CT BE57260 INDF  
 AO3058269 01MAY57 P/10 PILOT 321RS 1234C 1241 0856 7351 256 MAYFAIR 2LV BE10616 1059  
 J AO3022614 17MAR55 P-8 PILOT 4SR 1231B 1241 1056 7405 411 ROSS RD BE71711 INDF  
 R 28917A 26NOV55 P/10 PILOT 321RS 1234C 1241 0857 324 4098 BEECH BANK BE12304 INDF  
 N AO3022614 11JUN56 P-8 PILOT 3SR 1231B 1241 0456 3120 KENTWOOD BE18252 INDF  
 AO3052416 01MAY57 2NBR A3FT OBSR 321RS 1531A 1241 1256 7835 QTRS S-17 RM 15 INDF  
 AO3008319 18DEC55 P/4 PILOT 10SR 1224P 0849 0357 INDF  
 AO3051917 04JUL57 SUPPLY OFF 26PM 6424 1241 1156 621 1402 MOLER HI47527 159  
 AO3058424 18MAY57 P-8 PILOT 10SR 1234B 1241 1255 129 2346 BERWICK BE12438 1158  
 AO2210936 20AUG56 P-8 PILOT 10SR 1124Q 1241 0556 358



1	2	3	4	5	6	7	8	9	10	11	12		
12M	BELZ WILLIAM JR	A03025495	15SEP55		PILOT		321ST	1234C		0956	7351	1445 V	
13S	BERRY CHARLES W	A03021209	20JAN56	P/8	PILOT CC		10SR	1234B	1241	0955	7409	2267 FA	
14M	BLAIR WILLIAM O	28083A	28FEB57	PLT	PILOT CC		3SR	1241A	1241	0657	129	355 OBE	
15M	BLOSE JAMES H	A02206191	07JUN56	P-8	PILOT		3SR	1234B	1241	0456		103 BEB	
16M	BROWN PAUL J	A03058543	14JUN57	2NBR	ACFT OBSR CC		4SR	1521F	1241	0656	129	BOQ 17	
17M	BOCK FRED C	A02208463	30APR56	4NBR	OBSR		10SR	1521F	1241	0556			
18M	BOYLE RONALD F	A03022574	28FEB55	P/8	PILOT		4SR	1234B	1241	0556	7491	222 D F	
19S	BOZZETTI TEODORO	A33057308	01FEB57	P-8	PILOT CC		10SR	1234B	0242	1055		1063 S	
20M	BRAISTED STARYL C	A03025565	15SEP55	P/8	PILOT CC		4SR	1234B	1234	0654	7405	17D BU	
21M	BRONG GENE E	A03004876	01NOV54	2NBR	ACFT OBSR		321RS	1534A	1254	0956	7593	3226MA	
22M	BROWN JAMES K	A03034712	02DEC55	2NBR	AIROBSR CC		10SR	1525F	1241	1054	7409	3C BUC	
23M	BRUCE EDWARD M	A01912139	04NOV55	P/8	PILOT		3SR	1241A	0753	0657	129	32 N H	
24S	BUBNIS KEAN C	A03036478	15MAR56	2NBR	ACFT OBSR		3	9S	1534A	0242	0856	7835	335 S
25M	CALDWELL RALPH G	A03040018	08DEC56	2NBR	ACFT OBSR		321RS	1534A	0952	0856	7835	398 WE	
26S	CALLIGAN BERNARD	A03035093	30DEC55	2NBR	AIROBSR CC		4SR	1525F	1147	1254	353	3233 DA	
27M	CAMPBELL KENNET A	A03057976	30MAR57	P-10	PILOT		321RS	1234C	0242	0856	324	3257 DA	
28M	CARROLL DOLPHA T	A03034660	10DEC55	P/8	PILOT CC		3SR	1234B	1052	0854	7308	8A BUC	

	4	5	6	7	8	9	10	11	12	3	14	15
JR	A03025495	15SEP55		PILOT	321ST 1234C		0956 7351	1445	VILARDO		BE54316	INDF
W	A03021209	20JAN56	P/8	PILOT CC	10SR 1234B	1241	0955 7409	2267	FAIRFAX		HU61667	INDF
O	28083A	28FEB57		PLT PILOT CC	3SR 1241A	1241	0657 129	355	OBETZ RD		HI41550	RAF
	A02206191	07JUN56		P-8 PILOT	3SR 1234B	1241	0456		103 BEECHRTEE		BE72400	658
	A03058543	14JUN57	2NBR	ACFT OBSR CC	4SR 1521F	1241	0656 129	BOQ 17 RM 19			EXT 719	8258
	A02208463	30APR56	4NBR	OBSR	10SR 1521F	1241	0556					358
F	A03022574	28FEB55	P/8	PILOT	4SR 1234B	1241	0556 7491	222 D	PARKLAWN		BE53272	459
ORO	A33057308	01FEB57	P-8	PILOT CC	10SR 1234B	0242	1055		1063 S CASSINGH		BE56972	858
YL C	A03025565	15SEP55	P/8	PILOT CC	4SR 1234B	1234	0654 7405	17D	BUCKEYE CIR		TE31693	INDF
	A03004876	01NOV54	2NBR	ACFT OBSR	321RS 1534A	1254	0956 7593	3226	MAYFAIR BL		BE19730	INDF
	A03034712	02DEC55	2NBR	AIROBSR CC	10SR 1525F	1241	1054 7409	3C	BUCKEYE CIR		TE31475	INDF
M	A01912139	04NOV55	P/8	PILOT	3SR 1241A	0753	0657 129	32 N	HIGH CW		TE74015	INDF
	A03036478	15MAR56	2NBR	ACFT OBSR	3 9S 1534A	0242	0856 7835	335 S	ASBURTON		BE71679	INDF
H G	A03040018	08DEC56	2NBR	ACFT OBSR	321RS 1534A	0952	0856 7835	398	WEST MAIN		TE65851	INDF
ARD	A03035093	30DEC55	2NBR	AIROBSR CC	4SR 1525F	1147	1254 353	3233	DALE AVE		BE72411	INDF
ET A	A03057976	30MAR57	P-10	PILOT	321RS 1234C	0242	0856 324	3257	DALE AVE		BE14628	INDF
A T	A03034660	10DEC55	P/8	PILOT CC	3SR 1234B	1052	0854 7308	8A	BUCKEYE CIR		TE31570	658



31 DEC

1	2	3	4	5	6	7	8	9	10	11	12	3	
29S	CHAMBERLEN	GERA L	A03025446	15SEP55	P/10	PILOT	321RS	1234C	0542	0856	7824	1010	ANTWERP
30M	CHRISTOPHERSON	LH	A03025684	24SEP55	2NBR	ACFT OBSR	321RS	1534A	0542	0856	7824	20C	BUCKEYE
31M	CHRISTENSEN	ROB V	A03048249	25APR57	N/A	OIC ANALYSIS &	26HQ	4341	1241	0757			
32M	CLARE	FRED E	A03046303	19APR57	2NBR	ACFT OBSR	321RS	1531P	1241	0857	7835	4187	WRIGHT
33M	CLARK	PAUL J	A03036933	03MAY56	2NBR	ACFT OBSR	321RS	1534A	0242	0856	7835	1043	ELIZABETH
34M	COFFMAN	CARL K	27053A				321RS						
35S	COOK	DONALD R	A03050585	12JUN57		OIC EVAL DISEM	26HQ	2054	1241	0656	430	2632	E LIV
36M	COOPER	CARL E	A33035805	28JAN56	2NBR	ACFT OBSR	321RS	1534A	0542	0856	7835	3793	N ROS
37M	CORNICK	WILL E	A03025449	15SEP55	P-10	PILOT	321RS	1234C	0742	0956	324	15D	BUCKEYE
38S	COUILLARD	DONALD	A03064201	02SEP57	2NBR	AIROBSR CCR	3SR	1521F	1241	0856		1061	S CAS
39M	COURCHESNE	L G	32102A	02DEC55	2NBR	PHOTO NAV	4SR	1525F	1241	1154	7405	2C	BUCKEYE
40M	CROSS	RUSSELL W	A33021492	13JAN55	2NBR	AFT OBSR	3SR	1521F	1054	0957			
41S	CROWE	CLYDE W	A03040133	08DEC56	2NBR	ACFT OBSR	321RS	1534A	0242	0856	7833	1010	ANTWERP
42M	CULTRERI	ARMAND A	A03026086	14OCT55	P-8	PILOT	3SR	1231B	1241	0654	129	932	S HAMP
43M	DAVIS	ROBERT E	A03048885	12JUN57	2NBR	ACFT OBSR	321SR	1531P	1241	0457	7035	92	MIDCLIFF
44S	DAUGHERTY	TIM T	A02209728	16JUL56	P-8	PILOT	4SR	1234B	1241	0556	7405	2377	E LIV
45M	DELATORRE	JO J JR	A03021018	03FEB56	P/10	PILOT	321RS	1234C	1241	0856	7351	799	DUKE

	4	5	6	7	8	9	10	11	12	3	14	15	
L	A03025446	15SEP55	P/10	PILOT	321RS	1234C	0542	0856	7824	1010	ANTWERP RD	BE50442	INDF
H	A03025684	24SEP55	2NBR	ACFT OBSR	321RS	1534A	0542	0856	7824	20C	BUCKEYE CIR	TE38194	INDF
V	A03048249	25APR57	N/A	OIC ANALYSIS &	26HQ	4341	1241	0757					INDF
	A03046303	19APR57	2NBR	ACFT OBSR	321RS	1531P	1241	0857	7835	4187	WRIGHT AVE	BE56584	INDF
	A03036933	03MAY56	2NBR	ACFT OBSR	321RS	1534A	0242	0856	7835	1043	ELIZABETH	BE53020	INDF
	27053A				321RS								
	A03050585	12JUN57		OIC EVAL DISEM	26HQ	2054	1241	0656	430	2632	E LIVINGST	BE15379	659
	A33035805	28JAN56	2NBR	ACFT OBSR	321RS	1534A	0542	0856	7835	3793	N ROSEVELT	BE56608	INDF
	A03025449	15SEP55	P-10	PILOT	321RS	1234C	0742	0956	324	15D	BUCKEYE CIR	TE31905	INDF
D	A03064201	02SEP57	2NBR	AIROBSR CCR	3SR	1521F	1241	0856		1061	S CASSINGH	BE18698	359
	32102A	02DEC55	2NBR	PHOTO NAV	4SR	1525F	1241	1154	7405	2C	BUCKEYE CIR	TE31933	RAF
	A33021492	13JAN55	2NBR	AFT OBSR	3SR	1521F	1054	0957					INDF
	A03040133	08DEC56	2NBR	ACFT OBSR	321RS	1534A	0242	0856	7833	1010	ANTWERP RD	BE50442	INDF
A	A03026086	14OCT55	P-8	PILOT	3SR	1231B	1241	0654	129	932	S HAMPTON R	BE77576	INDF
	A03048885	12JUN57	2NBR	ACFT OBSR	321SR	1531P	1241	0457	7035	92	MIDCLIFF DR	BE16972	INDF
T	A02209728	16JUL56	P-8	PILOT	4SR	1234B	1241	0556	7405	2377	E LIVINGST	BE17358	459
JR	A03021018	03FEB56	P/10	PILOT	321RS	1234C	1241	0856	7351	799	DUKE ROAD	BE14628	INDF



1	2	3	4	5	6	7	8	9	10	11	12	
46M	DENNEY CARL L JR	31435A	15SEP55	ASST CH RPTS ANAL BR			26HQ	1234C	0542	0956	7311	1096
47M	DIEKMAN JOHN D	A02247305	09FEB54	P-10 A/C CC			321RS	1224P	1241	0557	7351	77B E
48S	DIPIETRO ANTHON J	A03034714	02DEC55	2NBR AIROBSR CC			4SR	1525F	0553	1054	353	4597
49M	DONOGHUE JOHN	A03024553	16DEC56	P-10 PILOT			321RS	1124Q	1241	0557	324	1607
50M	DRISCOLL ROBERT E	A03033770	05NOV55	2NBR AIROBSR CC			4SR	1525F	1241	1054	7405	783 N
51S	DURKIN CHARLES R	A03004804	26SEP54	P-4 PILOT			10SK	1245A	1241	0856	7409	1786
52M	EDELEN RICHARD B	A02225551	09APR54	2NBR OBSR			10SR	1525F	0354	1254		160 B
53M	EDGREN ROBERT D	31842A	17DEC56	2NBR ACFT OBSR			10SR	1525F	0149	1256	7409	3469
54M	EDWARDS HARRY N	31881A	28FEB57	P-8 PILOT			3SR	1241A	1241	0657	129	280 M
55M	ELROD WATT D	A02205336	12APR56	P-1 JOB CONTROL OFF			26HQ	3231B	1241	0856	7704	44 PA
56S	EVANKO JOHN R	A03006683	06JAN55	P/4 PILOT CC			3SR	1245A	1241	1255	129	1097
57S	FADEL FERRIS R	A02211718	27SEP56	4NBR OBSR			10SR	1521F	1241	1056		998 A
58S	FALKINBURG RICH A	A03057324	01FEB57	P-8 PILOT			10SR	1234B	1241	0855	7409	810 B
59M	FAZIO VINCENT S	A03018698	09DEC55	P-8 PILOT			4SR	1321A	1241	0856	7405	2728
60M	FINCH ALFRED W	A03052812	06AUG57	P/10 PILOT			321SR	1224P	1241	0757	7823	3096
61M	FOGLE EARL N	A03009222	13DEC54	2NBR OBSERVER			10SR	1525F	1241	1155	7409	20A B
62M	FRANKLIN FELIX	A03026349	28OCT55	P/8 PILOT			4SR	1234B	0242	0654		10A B

	4	5	6	7	8	9	10	11	12	3	14	15
JR	31435A	15SEP55	ASST CH RPTS ANAL BR		26HQ 1234C	0542	0956	7311		1096 S CASINGHM	BE56358	RAF
	A02247305	09FEB54	P-10 A/C CC		321RS 1224P	1241	0557	7351		77B ERICKSON AV	BE19926	INDF
N J	A03034714	02DEC55	2NBR AIROBSR CC		4SR 1525F	0553	1054	353		4597 E MAIN ST	BE58897	INDF
	A03024553	16DEC56	P-10 PILOT		321RS 1124Q	1241	0557	324		1607 CUNARD RD		INDF
T E	A03033770	05NOV55	2NBR AIROBSR CC		4SR 1525F	1241	1054	7405		783 NO WAVERLY	BE13405	658
R	A03004804	26SEP54	P-4 PILOT		10SR 1245A	1241	0856	7409		1786 KING	HU69226	459
B	A02225551	09APR54	2NBR OBSR		10SR 1525F	0354	1254			16D BUCKEYE CIR	TE31764	INDF
D	31842A	17DEC56	2NBR ACFT OBSR		10SR 1525F	0149	1256	7409		3469 SCOTTWOOD		INDF
	31881A	28FEB57	P-8 PILOT		3SR 1241A	1241	0657	129		280 MAYFAIR BLV	BE50798	RAF
	A02205336	12APR56	P-1 JOB CONTROL OFF		26HQ 3231B	1241	0856	7704		44 PARK AV	5293	INDF
	A03006683	06JAN55	P/4 PILOT CC		3SR 1245A	1241	1255	129		1097 LOCKBRN RD	CL36265	INDF
	A02211718	27SEP56	4NBR OBSR		10SR 1521F	1241	1056			998 ANTWERD	BE15526	INDF
H A	A03057324	01FEB57	P-8 PILOT		10SR 1234B	1241	0855	7409		810 E COMO	AM32426	258
S	A03018698	09DEC55	P-8 PILOT		4SR 1321A	1241	0856	7405		2728 GRACE ST	AM81996	INDF
	A03052812	06AUG57	P/10 PILOT		3215R 1224P	1241	0757	7823		3096 MARYLAND		259
	A03009222	13DEC54	2NBR OBSERVER		10SR 1525F	1241	1155	7409		20A BUCKEYE	TE38167	INDF
	A03026349	28OCT55	P/8 PILOT		4SR 1234B	0242	0654			10A BUCKEYE CIR	TE31673	INDF



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1	2	3	4	5	6	7	8	9	10	11	12	3
63M	FRYMIRE RANDOLP W	A02210375	27JUL56	P/8	PILOT		4SR	1234B	1241	0556	7308	4044BEECHCREE
64S	GALLAGHER DANIE J	A03040563	08DEC56	2NBR	ACFT OBSR		321RS	1534A	0242	0856	7835	3350 BROADMOR
65M	GAMACHE GEORGE P	25375A	17DEC55	2NBR	OBSR CC		4SR	1525F	0254	1154	7405	GP PIKE
66M	GIBBONS LEROY E J	A02227650	01FEB56	P/8	MAINT OFFWSB		10SR	1234B	0548	0254	667	44B BUCKEYE C
67M	GILCHRIST DOUG W	A03022878	16MAR55	P/8	PILOT CC		3SR	1435	0857	0757	7308	903 DERRER RD
68M	GILLESPIE RONALD	A03058121	17OCT55	P-8	PILOT		10SR	1234B	0242	1155	7409	2346 EVERGREE
69M	GORMAN ROBERT T	A03052436	07JUN57	P-8	PILOT		3SR	1124Q	1241	0957	129	399 ASHBURTON
70M	GORDON GEORG A JR	A03022048	26JAN55	2NBR	ACFT OBSR		321RS	1531A	1241	0657	7835	1691 SHADY LA
71M	GREEN BILLY L	31815A	01DEC56	P-3	PILOT		3SR	1231B	1231	0557	129	136 BEECHWOOD
72M	GROVER DAVID B	25102A	02DEC54	2NBR	ACFT OBSR CC		3SR	1521	1241	0257	237	1350 LOCKBOUR
73S	HACKNEY GEORGE S	A03058402	18MAY57	P-8	PILOT		3SR	1231B	1241	1255	129	108 CLIFTON
74S	HAHN ROBERT A	A02206152	04JUN56	P-8	PILOT		3SR	1234B	1241	0556	129	2632 E LIVING
75M	HALL BILLY	A03035812	28JAN56	2NBR	ACFT OBSR		321RS	1534A	0542	0856	7435	1575 SIMPSOM
76M	HARRISON JAMES H	A03064491	23JUL57				4SR					
77M	HAMILTON WALLAC J	A03037011	27APR56	P/10	PILOT		321RS	1231C	0242	0856	324	421D S ASHBR
78M	HANSEN HEMMING O	A03008517	13AUG55	P-4	PILOT		10SR	1241	0853	0657		COMMERCE ST
79M	HARRIS WILLIAM D	A03025511	15SEP55	P/10	A/C		321RS	1234C	0542	0856	7351	608 WEDGEWOOD

5	6	7	8	9	10	11	12	3	14	15
5	27JUL56	P/8 PILOT	4SR	1234B	1241	0556	7308	4044BEECHCREEK	BE56077	459
3	08DEC56	2NBR ACFT OBSR	321RS	1534A	0242	0856	7835	3350 BROADMORE	BE52564	INDF
5A	17DEC55	2NBR OBSR CC	4SR	1525F	0254	1154	7405	GP PIKE	TE65224	RAF
0	01FEB56	P/8 MAINT OFFWSB	10SR	1234B	0548	0254	667	44B BUCKEYE CR	TE31139	INDF
8	16MAR55	P/8 PILOT CC	3SR	1435	0857	0757	7308	903 DERRER RD	BR64415	INDF
21	17OCT55	P-8 PILOT	10SR	1234B	0242	1155	7409	2346 EVERGREEN	BE14063	INDF
6	07JUN57	P-8 PILOT	3SR	1124Q	1241	0957	129	399 ASHBURTON	BE57282	658
8	26JAN55	2NBR ACFT OBSR	321RS	1531A	1241	0657	7835	1691 SHADY LAWN	BE53608	INDF
5A	01DEC56	P-3 PILOT	3SR	1231B	1231	0557	129	136 BEECHWOOD	BE13878	RAF
2A	02DEC54	2NBR ACFT OBSR CC	3SR	1521	1241	0257	237	1350 LOCKBOURNE	HI47190	RAF
2	18MAY57	P-8 PILOT	3SR	1231B	1241	1255	129	108 CLIFTON CT	CL89323	1158
52	04JUN56	P-8 PILOT	3SR	1234B	1241	0556	129	2632 E LIVINGST	BE15379	459
12	28JAN56	2NBR ACFT OBSR	321RS	1534A	0542	0856	7435	1575 SIMPSOM DR	BE56795	INDF
91	23JUL57		4SR							
11	27APR56	P/10 PILOT	321RS	1231C	0242	0856	324	421D S ASHBRTON	BE58074	458
17	13AUG55	P-4 PILOT	10SR	1241	0853	0657		COMMERCE ST LC		INDF
11	15SEP55	P/10 A/C	321RS	1234C	0542	0856	7351	608 WEDGEWOOD D	BR46446	INDF



31 DEC

1	2	3	4	5	6	7	8	9	10	11	12	3
80M	HARDBERGER PHIL D	A03027284	14JAN57	P-10	PILOT		4SR	1224P	1241	0457		
81S	HARTMAN ROY E	A03051018	27SEP57	P-10			321RS	1231C	1241	1057	324	42 MAPLE W
82M	HEFLIN FRANK E	A03003420	07OCT54	P/1	AIR OPNS OFF		26HQ	1231B	1241	1154	TDY 104 DAYS	MAXWELL AF
83M	HENTSCHEL RDPH JR	A02228492	24OCT54	2NBR	ACFT OBSR CC		3SR	1521A	0642	0757	129	473 ASHBUR
84M	HESS RONALD J	A03050280	14JUN57	P-10	PILOT CC		321SR	1224P	1241	0557	7351	BOQ #18 RM
85M	HEIN BARNEY J	A03025017	26JUL55	P-8	PILOT		4SR	1245A	1241	0856	127	225 DARBYH
86M	HEWITT ALBERT G J	30490A	15MAR54	N-4	OBSERVERCC		3SR	1525F	1241	0155	0208	1201 HUNTL
87M	HINKLE HAROLD L	A03005073	01NOV54	P-8	PILOT		3SR	1231B	1241	1056	129	105N WAVER
88M	HOFFMAN MICHAEL J	A03046989	28MAR57	2NBR	ACFT OBSR		321RS	1531P	1241	0357	7835	157 BEECH
89S	HOLGUIN PETE P	A03080275	08JUL57	1NBR			321RS	1531A	1241	0757	324	BOQ 17
90M	HOON PAUL E	A02095859	09NOV53	P-8	PILOT		3SR	1231B	1241	0257	129	1249 COUN
91S	HOROCHIVSKY MICHA	A03007931	11JUN55	N/R	WG STILL PHOTO		26HQ	2334	0555	0657	510	259D MAYF
92M	HUDSON KENNETH L	A02209759	17JUL56		PHOTO RADAR INTE		26HQ	2044	1241	0856	7138	PLANEVIEW
93M	HUNDLEY KENNETH O	A02204344	29MAY56	P/10	PILOT		321RS	1234C	0242	0856	7360	37F ELM R
94M	JACOBS MAX R	A03034018	08NOV55	P/10	PILOT		321RS	1231C	1241	0657	324	120 DAVID
95M	JARVIS EDMUND E	A02244896	21APR54	2NBR	OBSR		321SR	1534A	1241	0956	7835	4509 SAN

	4	5	6	7	8	9	10	11	12	3	14	15
D	AO3027284	14JAN57	P-10	PILOT	45R	1224P	1241	0457				INDF
Y	AO3051018	27SEP57	P-10		321RS	1231C	1241	1057	324	42 MAPLE WOOD	BE54581	INDF
	AO3003420	07OCT54	P/1	AIR OPNS OFF	26HQ	1231B	1241	1154	TDY 104 DAYS	MAXWELL AFB ALA		
JR	AO2228492	24OCT54	2NBR	ACFT OBSR CC	3SR	1521A	0642	0757	129	473 ASHBURN		INDF
	AO3050280	14JUN57	P-10	PILOT CC	321SR	1224P	1241	0557	7351	BOQ #18 RM 41	7846	359
	AO3025017	26JUL55	P-8	PILOT	45R	1245A	1241	0856	127	225 DARBYHURST	TR89137	759
G J	30490A	15MAR54	N-4	OBSERVERCC	3SR	1525F	1241	0155	0208	1201 HUNTLY DR	BE52464	RAF
	AO3005073	01NOV54	P-8	PILOT	3SR	1231B	1241	1056	129	105N WAVERLEE	BE71312	INDF
J	AO3046989	28MAR57	2NBR	ACFT OBSR	321RS	1531P	1241	0357	7835	157 BEECHTREE	BE71412	INDF
	AO3080275	08JUL57	1NBR		321RS	1531A	1241	0757	324	BOQ 17	7198	INDF
	AO2095859	09NOV53	P-8	PILOT	3SR	1231B	1241	0257	129	1249 COUNTRY CL		INDF
CHA	AO3007931	11JUN55	N/R	WG STILL PHOTO	26HQ	2334	0555	0657	510	259D MAYFAIR BL	BE58128	INDF
L	AO2209759	17JUL56		PHOTO RADAR INTE	26HQ	2044	1241	0856	7138	PLANEVIEW TLP	AV 5128	658
H O	AO2204344	29MAY56	P/10	PILOT	321RS	1234C	0242	0856	7360	37F ELM RD	TE31605	358
	AO3034018	08NOV55	P/10	PILOT	321RS	1231C	1241	0657	324	120 DAVID AVE	UN64168	INDF
E	AO2244896	21APR54	2NBR	OBSR	321SR	1534A	1241	0956	7835	4509 SAN JOSE	BE55628	INDF



31 DEC 57

1	2	3	4	5	6	7	8	9	10	11	12	3
96S	JENKINS	JAMES	R	A03048896	12JUN57	P/10 PILOT	321SR	1231C	1241	0557	324	430 MAYFAIR BLV
97M	JENNER	THEODORE	L	A03025589	15SEP55	P/8 PILOT CC	10SR	1234B	1241	0654	120	32F BUCKEYE CIR
98M	JOHNKOSKI	VINCE	H	A03028636	02FEB57	P-10 PILOT	321RS	1231C	1241	1056	324	256R PARKLAWN B
99M	JOHNSON	WILL	M	JR A03025463	15SEP55	P/10 A/C	321RS	1234C	0542	0956	324	3324 MARV AVE
100M	JONES	JAMES	F	A03024471	11JUN55	NAV4 ACFT OBSR CC	4SR	1525F	1241	0855	353	879 DUKE RD
101M	KELLY	JAMES	T	A03024190	25MAY55	2NBR ACFT OBSR CC	3SR	1521F	0342	0857	7318	1055 SMITH RD
102M	KESKE	RONALD	W	A03051068	15JUN57	P/10 PILOT	321RS	1231C	1241	0557	7823	1057 S HAMPTON
103M	IDDER	LYMAN	M	30807A	18NOV54	P-8 PILOT	10SR	1234B	0242	0155		438 BEAVER AVE
104M	KINDT	NOEL	O	A03046996	05MAY57	LINE BOMB-NAV	26AE	3231B	1241	1155	7704	48A OAK RD
105S	KLEIN	ALAN	M	A03009108	15MAR56	2EGM ECM OFF	26HQ	3024	1241	0355	7655	504 WEST ST GP
106M	KOMM	DONALD	R	A03022274	24FEB55	2NBR ACFT OBSR	321SR	1531A	0856	0757	7835	1075 ELIZABETH
107M	KOTHEIMER	CARL	E	A069J09K1	20OCT53	SP/4	3SR	1224P	1056			
108M	KRUMME	DONALD	P	A02209830	14JUL56	2NBR ACFT OBSR	10SR	1525F	1241	0956	237	3422 E BROAD C
109M	LEA	ROBERT	E	A02228462	10SEP54	2NBR ACFT OBSR	321RS	1534C	1054	0856	7835	347 DALGLEN DR
110M	LEACH	JAMES	A	26136A	04DEC55	P/4 PILOT CC	4SR	1243A	1241	0456	7405	34B BUCKEYE CI
111S	LOCHOCKI	STA W	JR	A03035388	14JAN56	P-4 PILOT AOB	3SR	1525F	1241	0155		PARADISE TR PK
112M	LYNN	ROY	H	JR 27323A	03DEC56	P/8 PILOT CC	3SR	1241A	1241	0456	129	921 BUCKNELL H

5	6	7	8	9	10	11	12	3	14	15	
8896	12JUN57	P/10 PILOT	321SR	1231C	1241	0557	324	430	MAYFAIR BLV	BE11963	159
5589	15SEP55	P/8 PILOT CC	10SR	1234B	1241	0654	120	32F	BUCKEYE CIR	TE31484	INDF
8636	02FEB57	P-10 PILOT	321RS	1231C	1241	1056	324	256R	PARKLAWN B	BE14675	858
5463	15SEP55	P/10 A/C	321RS	1234C	0542	0956	324	3324	MARV AVE	BR97137	INDF
4471	11JUN55	NAV4 ACFT OBSR CC	4SR	1525F	1241	0855	353	879	DUKE RD	BE13891	INDF
4190	25MAY55	2NBR ACFT OBSR CC	3SR	1521F	0342	0857	7318	1055	SMITH RD	HI32804	INDF
1068	15JUN57	P/10 PILOT	321RS	1231C	1241	0557	7823	1057	S HAMPTON	BE17814	INDF
0807A	18NOV54	P-8 PILOT	10SR	1234B	0242	0155		438	BEAVER AVE	BE16926	RAF
6996	05MAY57	LINE BOMB-NAV	26AE	3231B	1241	1155	7704	48A	OAK RD	TE31588	1157
9108	15MAR56	2ECM ECM OFF	26HQ	3024	1241	0355	7655	504	WEST ST GP	TE65455	658
8274	24FEB55	2NBR ACFT OBSR	321SR	1531A	0856	0757	7835	1075	ELIZABETH	BE50151	INDF
09K1	20OCT53	SP/4	3SR	1224P	1056						INDF
9830	14JUL56	2NBR ACFT OBSR	10SR	1525F	1241	0956	237	3422	E BROAD C	BE18236	358
8462	10SEP54	2NBR ACFT OBSR	321RS	1534C	1054	0856	7835	347	DALGLEN DR	UN65998	INDF
6136A	04DEC55	P/4 PILOT CC	4SR	1243A	1241	0456	7405	34B	BUCKEYE CIR	TE34094	RAF
5388	14JAN56	P-4 PILOT AOB	3SR	1525F	1241	0155			PARADISE TR PK	BE58891	INDF
7323A	03DEC56	P/8 PILOT CC	3SR	1241A	1241	0456	129	921	BUCKNELL RD	BE72430	RAF



1	2	3	4	5	6	7	8	9	10	11	12					
113M	LILLY	CARTER	H	A03049192	12JUN57	P/11	ACFT	OBSR	321RS	1531A	1241	0457	7835	2062	RIDG	
114M	LOGAN	DONALD	E	A01858682	10NOV53	P/8	A/C	CC	4SR	1234B	1241	1056	7405	4900	BARB	
115S	LOW	EDWARD		27320A	03DEC56	P-8	PILOT		10SR	1241A	1241	0457		120	S CO	
116M	LETTO	AUGUSTINE	R	A03057960	30MAR57	P-8	PILOT	CC	4SR	1234B	1241	0156	7405	4018	DONB	
117M	LEEKA	RICHARD	B	A02209666	16JUL56	P-10	PILOT		321RS	1234C	1241	0956	324	1574	HUXL	
118M	LUDLOW	WILLIAM	I	A02210926	20AUG56	P/10	PILOT		321RS	1234C	0242	0856	324	3385	BRO	
119M	MAKOWSKI	LOUIS	F	A03034949	16DEC55	2NBR	OBSERVER	CC	3SR	1525F	1241	1154	129	7E	BUCKE	
120M	MANNING	THOMAS	E	A02226057	25APR54	P/8	A/C		10SR	1234B	0454	0554	120	38C	ELM	
121M	MARLEY	WILLIAM	H	32107A	06DEC55	P/8	PILOT	CC	4SR	1234B	1241	1055	7405	5D	BUCKE	
122M	MARTIN	DONALD	S	A03048901	12JUN57	P-10	PILOT	CC	321RS	1224P	1241	0357	324	913	DUKE	
123M	MAY	LEO	J	A03025215	15SEP55	P-8	PILOT	CC	3SR	1231B	1241	0654	129	29A	BUCK	
124M	MCCULLOUGH	WALT	J	A02210952	27AUG56	2NBR	NAV	BOMB	CC	4SR	1525F	1241	1056	7405	355N	RO
125S	MCCULLOUGH	ROB	E	A02210709	20AUG56	P-8	PILOT	CC	4SR	1231B	1241	0456		5035	VA	
126M	MCELROY	JAMES	MJR	A03018666	04DEC55	P-8	PILOT	CC	4SR	1234B	1241	1055	7405	5E	BUCK	
127M	MCFERREN	ROBERT	D	A02211189	03SEP56	P/10	PILOT		321RS	1234C	1241	0856	324	356	ASH	
128M	MCGINNIS	JAMES	B	A03051830	28MAR57	2NBR	ACFT	OBSR	321RS	1531P	1241	0557	7833	28	S RI	
129M	MCKINLAY	EDWIN	J	A03023950	06MAY55	4NBR	OBSR		3SR	1525F	0242	0555		582	OAK	

4	5	6	7	8	9	10	11	12	3	14	15			
AO3049192	12JUN57	P/11	ACFT	OBSR										
AO1858682	10NOV53	P/8	A/C	CC										
27320A	03DEC56	P-8	PILOT											
O3057960	30MAR57	P-8	PILOT	CC										
O2209666	16JUL56	P-10	PILOT											
O2210926	20AUG56	P/10	PILOT											
O3034949	16DEC55	2NBR	OBSERVER	CC										
O2226057	25APR54	P/8	A/C											
32107A	06DEC55	P/8	PILOT	CC										
O3048901	12JUN57	P-10	PILOT	CC										
O3025215	15SEP55	P-8	PILOT	CC										
O2210952	27AUG56	2NBR	NAV BOMB	CC										
O2210709	20AUG56	P-8	PILOT	CC										
O3018666	04DEC55	P-8	PILOT	CC										
O2211189	03SEP56	P/10	PILOT											
O3051830	28MAR57	2NBR	ACFT	OBSR										
O3023950	06MAY55	4NBR	OBSR											
					321RS	1531A	1241	0457	7835	2062	RIDGEVIEW	HU66296	INDF	
					4SR	1234B	1241	1056	7405	4900	BARBRAEACT	BE59968	INDF	
					10SR	1241A	1241	0457		120	S COURT	MY	22872	RAF
					4SR	1234B	1241	0156	7405	4018	DONEY	BE50372	INDF	
					321RS	1234C	1241	0956	324	1574	HUXLEY DR	BE51612	459	
					321RS	1234C	0242	0856	324	3385	BROADMOOR	BE11603	358	
					3SR	1525F	1241	1154	129	7E	BUCKEYE CIR	TE31272	INDF	
					10SR	1234B	0454	0554	120	38C	ELM RD	TE31730	INDF	
					4SR	1234B	1241	1055	7405	5D	BUCKEYE CIR	TE31268	RAF	
					321RS	1224P	1241	0357	324	913	DUKE RD	BE55343	259	
					3SR	1231B	1241	0654	129	29A	BUCKEYE CIR	TE31983	658	
					4SR	1525F	1241	1056	7405	355N	ROOSVELT	BE51043	358	
					4SR	1231B	1241	0456		5035	VANDERBILT	BE56525	459	
					4SR	1234B	1241	1055	7405	5E	BUCKEYE CIR	TE31171	INDF	
					321RS	1234C	1241	0856	324	356	ASHBURTON		358	
					321RS	1531P	1241	0557	7833	28	S RICHARDSON	BR48794	956	
					3SR	1525F	0242	0555		582	OAKWOOD	CL89052	INDF	



1	2	3	4	5	6	7	8	9	10	11	12
130M	MCINTYRE	HAROLD F	A02088939	09NOV 5	U4NB	ROBSR	4SR	1521F	0354	1256	887 DENS
131M	MCNAB	RICHARD K	A03033847	12NOV55	P-8	PILOT CC	10SR	1234B	1241	0754	INDF 35E BUCK
132M	MEINERS	HERMAN P	A03027169	04FEB57	P-4	PILOT CC	3RS	1241A	1241	0557	129 4384 EAS
133M	MILLER	JOSEPH B	2780CA	03JUL53	2NBR	OBSR	4SR	1525F	1248	1153	BASE TRA
134M	MILES	JAMES D	A03043799	12AUG57		UNIT COMDR	26TH	9021	1241	0756	7889 3096 MAR
135M	MIILLER	RICHARD S	A02207141	06NOV56	P/10	PILOT	321RS	1234C	0242	0957	324 1547 CAN
136S	MITTELSTAEDT	GORG	A03058406	18MAY57	P-8	PILOT	3SR	1231B	1241	1255	7310 3113 RUH
137S	MONFORT	JAMES W	A03064480	27OCT57	P-8	PILOT	10SR	1234B	1241	0556	7308 1057 CAS
138M	MORGAN	CHARLES C	A03058407	18MAY57	P-8	PILOT CC	4SR	1231B	1241	1255	289 5-10 APT
139M	MORRIS	DUDLEY JR	A03007053	19DEC54	2NBR	OBSERVER	10SR	1525F	1241	0954	129 36D BUCK
140M	MORRIS	JOHN J	26179A	04DEC55	P/10	PILOT	4TH	1234B	1241	1055	129 104 HAMI
141M	MORTENSEN	DOM M	A02210091	16JUL56	P-8	PILOT	3SR	1234B	1241	0556	11 OFF C
142M	MURPHY	SAMUEL E	A03021356	21JAN56	P-8	PILOT	3SR	1234B	1241	0156	7409 3250 MAY
143M	NIGHTENGALE	MER E	26188A	04DEC55	P/4	PILOT CC	4SR	1245A	1241	0856	7308 4993 DIM
144S	NIGRO	JOSEPH A	A01864924	11JAN54		OIC RPTS PAY SEC	26HQ	7321	0457	0557	7119 800 18
145S	NORDBY	CLYDE D	A03064482	13JUN57	P/8	PILOT	10SR	1234B	1241	0556	7409 1057 S C
146M	OBRIEN	WILLIAM R	A03021726	01FEB55	P/10	GROUND SAFETY OF	26HQ	1234C	0542	0956	7517 3673 BEE

4	5	6	7	8	9	10	11	12	3	14	15	
2088939	09NOV 5	U4NB	ROBSR	4SR	1521F	0354	1256		887	DENSON DR	TE58563	INDF
033847	12NOV55	P-8	PILOT CC	10SR	1234B	1241	0754	INDF	35E	BUCKEYE CIR	TE31791	INDF
027169	04FEB57	P-4	PILOT CC	3RS	1241A	1241	0557	129	4384	EAST BROAD	BE71856	INDF
27800A	03JUL53	2NBR	OBSR	4SR	1525F	1248	1153			BASE TRAILER PK		RAF
043799	12AUG57		UNIT COMDR	26TH	9021	1241	0756	7889	3096	MARYLAND	BE17906	359
2207141	06NOV56	P/10	PILOT	321RS	1234C	0242	0957	324	1547	CANALD RD		INDF
058406	18MAY57	P-8	PILOT	3SR	1231B	1241	1255	7310	3113	RUHL AVE	BE52008	1158
064480	27OCT57	P-8	PILOT	10SR	1234B	1241	0556	7308	1057	CASSINGHM	BE55313	459
058407	18MAY57	P-8	PILOT CC	4SR	1231B	1241	1255	289	5-10	APT 4	EXT7780	INDF
007053	19DEC54	2NBR	OBSERVER	10SR	1525F	1241	0954	129	36D	BUCKEYE CIR	TE31638	957
26179A	04DEC55	P/10	PILOT	4TH	1234B	1241	1055	129	104	HAMILTON RD	BE14638	RAF
2210091	16JUL56	P-8	PILOT	3SR	1234B	1241	0556		11	OFF CIR #5	7726	459
021356	21JAN56	P-8	PILOT	3SR	1234B	1241	0156	7409	3250	MAYFAIR PK	BE13115	INDF
26188A	04DEC55	P/4	PILOT CC	4SR	1245A	1241	0856	7308	4993	DIMSON DR	BE54123	RAF
864924	11JAN54		OIC RPTS PAY SEC	26HQ	7321	0457	0557	7119	800	18	7198	INDF
064482	13JUN57	P/8	PILOT	10SR	1234B	1241	0556	7409	1057	S CASSINGH	BE55313	459
021726	01FEB55	P/10	GROUND SAFETY OF	26HQ	1234C	0542	0956	7517	3673	BEECH GRVE	TR53570	INDF



1	2	3	4	5	6	7	8	9	10	11	12
147S	OLIKER DANIEL R	A03028647	03FEB57	P/8	PILOT		10SR	1224P	1241	1056	BOQ 17R
148M	OLIVE LEWIS C JR	27369A	03DEC56	P/8	PILOT CC		3SR	1241A	1241	0456	129 80Q17
149M	OLOUGHLIN EARL T	28470A	16OCT53	P/8	A/C COMDR		10SR	1234B	0853	1053	7409 26D BUCK
150M	ORENIC EDWARD J	A03008517	10MAR57				10SR	1124Q	0653	0757	
151M	OROURKE ROBERT F	A03025849	07OCT55	2NBR	OBSERVER		10SR	1525F	1241	0954	7409 36B BUCK
152M	PARRY JAMES T	A02207649	12JUN56	4NBR	OBSR		10SR	1521A	1241	0976	819C KEN
153M	PARSONS DONALD L	A03024241	24NOV56		ACFT OBSR PLANS		26HQ	1525A	0242	0757	7222 206 E HI
154M	PARTINGTON PATRIK	A03048906	01MAY57		OIC OFFICERS BR		26HQ	7324	1241	0256	143 403 MAYF
155S	PAWLIK HARRY	A02210041U	17JUL56	P-8	PILOT		4SR	1124Q	1241	0556	2377 E L
156S	PETERS NORMAN D	A03034677	10DEC55	P/8	PILOT CC		4SR	1234B	1241	0854	7405 6415E BR
157S	PETERS RICHARD W	A02208371	07JUN56	P-8	PILOT		10SR	1234B	1241	056	821 EXET
158S	PIERSON LLOYD J	A03023166	29MAR55	P/8	PILOT		10SR	1234B	1054	0556	7308 1057 S C
159S	PIGG JAMES C	A03058290	01MAY57	P/10	CO-PILOT		321RS	1234C	0342	0856	324 1015 DIM
160M	POE EUGENE M JR	26206A	04DEC55	P/4	PILOT		10SR	1245A	1241	0456	7409 4985 DIM
161M	PORTER RALPH E	26207A	04DEC55	P/4	PILOT		10TH	1245A	0342	0456	7409 7F BUCKE
162M	PUCKETT WILLIAM E	31812A	19AUG56	P/10	PILOT		321RS	1234C	0242	0856	324 2910 ASH
163M	RAHN JOHN Q	31439A	15SEP55	P/10	PILOT		321RS	1234C	0342	0856	324 1245 S J

	4	5	6	7	8	9	10	11	12	3	14	15
	AO3028647	03FEB57	P/8 PILOT		10SR 1224P	1241	1056			BOQ 17 RM 3	7198	858
R	27369A	03DEC56	P/8 PILOT CC		3SR 1241A	1241	0456	129		BOQ17	7198	RAF
T	28470A	16OCT53	P/8 A/C COMDR		10SR 1234B	0853	1053	7409		26D BUCKEYE CIR	TE31096	RAF
	AO3008517	10MAR57			10SR 1124Q	0653	0757					INDF
F	AO3025849	07OCT55	2NBR OBSERVER		10SR 1525F	1241	0954	7409		36B BUCKEYE CIR	TE31741	INDF
	AO2207649	12JUN56	4NBR OBSR		10SR 1521A	1241	0976			819C KENNRICK	BE52474	459
L	AO3024241	24NOV56	ACFT OBSR PLANS		26HQ 1525A	0242	0757	7222		206 E HINMAN ST	H133387	INDF
IK	AO3048906	01MAY57	OIC OFFICERS BR		26HQ 7324	1241	0256	143		403 MAYFAIR BLV	BE56317	1057
	AO2210041U	17JUL56	P-8 PILOT		4SR 1124Q	1241	0556			2377 E LIVINGSO	BEUMOK8	INDF
	AO3034677	10DEC55	P/8 PILOT CC		4SR 1234B	1241	0854	7405		6415E BROAD	UN65179	656
W	AO2208371	07JUN56	P-8 PILOT		10SR 1234B	1241	056			821 EXETER	BEU00K9	258
	AO3023166	29MAR55	P/8 PILOT		10SR 1234B	1054	0556	7308		1057 S CASSINGH	BE55313	559
	AO3058290	01MAY57	P/10 CO-PILOT		321RS 1234C	0342	0856	324		1015 DIMSON DR	BE72256	1058
	26206A	04DEC55	P/4 PILOT		10SR 1245A	1241	0456	7409		4985 DIMSON DR	BE58875	RAF
	26207A	04DEC55	P/4 PILOT		10TH 1245A	0342	0456	7409		7F BUCKEYE CIR	TE38169	RAF
E	31812A	19AUG56	P/10 PILOT		321RS 1234C	0242	0856	324		2910 ASHBURTON	BE16720	RAF
	31439A	15SEP55	P/10 PILOT		321RS 1234C	0342	0856	324		1245 S JAMES RD	BE59136	RAF



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1	2	3	4	5	6	7	8	9	10	11	12	3
164S	REILEY	GEO M JR	A02209907	17JUL56	P-8	PILOT	10SR	1234B	1241	0556	7409	243 N JAMES
165M	REILLY	JOHN J	A02209990	09APR56	2NBR	ACFT OBSR	4SR	1525F	1241	1056	353	65 1/2 COLUM
166M	RIEDEL	EMIL G	27394A	03DEC56	2NBR	ACFT OBSR	321RS	1534A	0242	0856	7360	5089 DIMSON
167M	RINGEY	BRUCE W	A03051185	17JUN57	2NBR	ACFT OBSR	321RS	1531A	1241	0457	7835	4294 DONEY S
168M	RINI	JOSEPH C	A03053682	27SEP57	2NBR	AIR OBSER	321RS	1521P	1241	0657	TDY 80 DAYS	KC-97 CREW TR RAFB TEXAS
169S	ROLLINS	JAMES R	A03051213	11JUL57	2NBR	OBSR	321RS	1531A	1241	0557	7835	BOQ 19
170S	ROSSETTI	ALFRED D	A03064447	20OCT57	2NBR	OBSR	4SR	1241	1056			998 ANTWERP
171M	ROQUE	BERNARD A	A02210508	09AUG56	P-8	PILOT	4SR	1231B	1241	0556	7405	265 VIRGINIA
172S	ROYSTON	CRAIG	A03058415	18MAY57	P-8	PILOT CC	4SR	1234B	1241	1255	7405	2346 BERWICK
173M	RUPPERT	ARTHUR J	A03034610	10DEC55	P/8	PILOT CC WG STBD	4SR	1234B	1241	0854	7516	242 LEACHWOR
174M	SAGE	TED A	A03038007	15AUG56	2NBR	ACFT OBSR	321RS	1534A	1241	0857	7835	1232 BEECHWO
175S	SALVATORE	COM	A02205496	12DEC56	N/R	ASST OICFLDMAINT	26A&E	3234B	0242	0957	113	822 ELM ST G
176M	SASAKI	RONALD T	A02207615	16JUN56	2NBR	ACFT OBSR	3SR	1521F	1241	0257	237	3016 CHESTER
177M	SCAMBOS	ERNEST T	28926A	10DEC55	P-8	PILOT	10SR	1234B	0242	0854		2326 BERWICK
178S	SAUNDERS	DEWEY S	A03024212				3SR					
179M	SCOTT	JACK E	A03008641	11JUN56	P-4	PILOT AOB	10SR	1124Q	0253	0956		4030 DONEY S

4	5	6	7	8	9	10	11	12	3	14	15
209907	17JUL56	P-8	PILOT	10SR	1234B	1241	0556	7409	243 N JAMES RD	BE52988	358
209990	09APR56	2NBR	ACFT OBSR	4SR	1525F	1241	1056	353	65 1/2 COLUMBUS	TE74543	658
27394A	03DEC56	2NBR	ACFT OBSR	321RS	1534A	0242	0856	7360	5089 DIMSON DR	BE58012	RAF
051185	17JUN57	2NBR	ACFT OBSR	321RS	1531A	1241	0457	7835	4294 DONEY ST	BE13907	359
053682	27SEP57	2NBR	AIR OBSER	321RS	1521P	1241	0657	TDY 80 DAYS	KC-97 CREW TNG RAFB TEXAS	14AUG57	359
051213	11JUL57	2NBR	OBSR	321RS	1531A	1241	0557	7835	BOQ 19	EXT7846	INDF
064447	20OCT57	2NBR	OBSR	4SR	1241	1056			998 ANTWERP	BE15526	INDF
210508	09AUG56	P-8	PILOT	4SR	1231B	1241	0556	7405	265 VIRGINIA RD	BE58840	459
058415	18MAY57	P-8	PILOT CC	4SR	1234B	1241	1255	7405	2346 BERWICK	BE12438	459
034610	10DEC55	P/8	PILOT CC WG STBD	4SR	1234B	1241	0854	7516	242 LEACHTHORTH	BR46776	658
038007	15AUG56	2NBR	ACFT OBSR	321RS	1534A	1241	0857	7835	1232 BEECHWOOD	BE15695	INDF
205496	12DEC56	N/R	ASST OICFLDMAINT	26AGE	3234B	0242	0957	113	822 ELM ST GP	TE63357	INDF
207615	16JUN56	2NBR	ACFT OBSR	3SR	1521F	1241	0257	237	3016 CHESTERFLD	BE50746	258
28926A	10DEC55	P-8	PILOT	10SR	1234B	0242	0854		2326 BERWICK	BE16821	RAF
024212				3SR							
008641	11JUN56	P-4	PILOT AOB	10SR	1124Q	0253	0956		4030 DONEY ST	BE51274	259



1	2	3	4	5	6	7	8	9	10	11	12	
180M	SEILER	RICHARD F	A03012889	16MAR55	P/10	PILOT	321RS	1234C	0242	0856	7351	379 N RO
181M	SEMANN	RALPH L	A03025929	14OCT55	P-8	PILOT	10SR	1234B	0242	0155		3736 ASH
182M	SHAW	JOHN V	A03008123	11JUN55	P/4	PILOT	3SR	1241A	0555	0357	7308	164 N YE
183M	SHELDON	CARL W	A03058416	18MAY57	P-8	PILOT CC	4SR	1234B	1241	1255	7308	S-10 APT
184M	SHERIFF	DONALD F	A02221403	19SEP54	2NBR	OBSR	321RS	1534A	0250	1256	7835	200 MIDCL
185M	SHIRLEY	CHARLES L	A03040905	08DEC56	2NBR	ACFT OBSR	321RS	1534A	0242	0856	7835	325 E MOR
186S	SIMPSON	ALONZO	A03026128	14OCT55	P/8	PILOT CC	3SR	1234B	1241	0654	129	2173 BREI
187S	SMITH	MAX E	A02205615	17FEB56	P/8	PILOT CC	10SR	1234B	1241	0156	7409	2632 E L
188S	SONNICHSEN	ROBT W	A02225414	05JAN54	2NBR	ACFT OBSR	10SR	1525F	0853	1256	120	810 COMO
189M	SMOLAREK	ROBERT L	A03025481	14MAR57	P/10	PILOT	321RS	1231C	1241	0957		
190M	SPENCER	JOHN F	A02204909	14JUN56	2NBR	ACFT OBSR	321RS	1531A	1241	0956	7835	361B S AS
191M	STEBICK	JAMES A	A03022646	17MAR55	P/8	PILOT CC	3RS	1231B	1241	1156	129	459 ROSS
192M	STOREY	ALVIN B	27438A	03DEC56	P-8	PILOT	10SR	1241A	1241	0457		154 GROVE
193M	SUGAR	STEPHEN J	A03047838	08JUN57	P/10	PILOT	3SR	1231B	1241	0657	129	225 W TEN
194M	STREIBIG	GLENN A	A03028852	17FEB57	P-10	PILOT	4SR	1224P	1241	0457		4079 ABBE
195M	TEGEMAN	ERI P JR	A03005476	23OCT54	2NBR	ACFT OBSR	321RS	1534A	1054	0956	7351	690 JAMES
196M	THOMPSON	JACK E	A03039245	07OCT56	4-N	ACFT PERF ENGR	26HQ	4324	0853	1255	7668	41A BUCKE

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	4	5	6	7	8	9	10	11	12	3	14	15	
RD F	A03012889	16MAR55	P/10	PILOT	321RS	1234C	0242	0856	7351	379 N	ROOSEVELT	BE50020	INDF
L	A03025929	14OCT55	P-8	PILOT	10SR	1234B	0242	0155		3736	ASHGROVE G	TR56866	658
	A03008123	11JUN55	P/4	PILOT	3SR	1241A	0555	0357	7308	164 N	YEARLING	BE72002	INDF
W	A03058416	18MAY57	P-8	PILOT CC	4SR	1234B	1241	1255	7308	S-10	APT 6	EXT7818	INDF
LD F	A02221403	19SEP54	2NBR	OBSR	321RS	1534A	0250	1256	7835	200	MIDCLIFF DR	BE19587	INDF
ES L	A03040905	08DEC56	2NBR	ACFT OBSR	321RS	1534A	0242	0856	7835	325 E	MORRILL	HI43989	INDF
ZO	A03026128	14OCT55	P/8	PILOT CC	3SR	1234B	1241	0654	129	2173	BRETNELL	AM80784	658
	A02205615	17FEB56	P/8	PILOT CC	10SR	1234B	1241	0156	7409	2632 E	LIVINGST	BE15379	INDF
DBT W	A02225414	05JAN54	2NBR	ACFT OBSR	10SR	1525F	0853	1256	120	810	COMO AVE	AM32426	INDF
ERT L	A03025481	14MAR57	P/10	PILOT	321RS	1231C	1241	0957					INDF
F	A02204909	14JUN56	2NBR	ACFT OBSR	321RS	1531A	1241	0956	7835	361B S	ASHBURTA	BE58065	558
E A	A03022646	17MAR55	P/8	PILOT CC	3RS	1231B	1241	1156	129	459	ROSS RD	BE71728	INDF
B	27438A	03DEC56	P-8	PILOT	10SR	1241A	1241	0457		154	GROVEPORT	HI37051	RAF
N J	A03047838	08JUN57	P/10	PILOT	3SR	1231B	1241	0657	129	225 W	TENTH	AX98222	259
NN A	A03028852	17FEB57	P-10	PILOT	4SR	1224P	1241	0457		4079	ABBNEY CT	BE50453	858
P JR	A03005476	23OCT54	2NBR	ACFT OBSR	321RS	1534A	1054	0956	7351	690	JAMES RD	BE57684	INDF
K E	A03039245	07OCT56	4-N	ACFT PERF ENGR	26HQ	4324	0853	1255	7668	41A	BUCKEYE CIR	TE31977	INDF



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1	2	3	4	5	6	7	8	9	10	11	12	
197M	THIELE RAYMOND G	A02211938	08NOV56	2NBR	OBSR		321RS	1531A	1241	0557		
198M	TYNAN DON M	A03026135	14OCT55	P-8	PILOT CC		4SR	1324B	0242	0155		BASE TRAILER
199M	VASS BOOKER N	A03034683	10DEC55	P-8	PILOT CC		3SR	1234B	1241	0854	129	405 MAYFAIR
200M	VONLOHR MORGAN W	A03026016	14OCT55	P/8	PILOT		10SR	1324D	0456	0456		1097 LOCKBOU
201M	VUOZZO EUGENE A	A02224684	24FEB54	2NBR	OBSERVER CC		4TH	1525F	0148	1254	406	983 DIMSON D
202M	WALLACE JAMES L	29367A	15SEP54	P/10	A/C		321RS	1234C	0542	0856	324	2979 BROWNLE
203S	WEIBEL DONALD L	29745A	21NOV57	2NBR	ACFT OBSR		4SR	1521F	1241	0257	7308	821 EXETER
204M	WEIDMAN TED J	A03057243	09FEB57	2NBR	NAV		3SR	1531P	0957	1057	129	358 DESHLER
205M	WEIGLE RAYMOND V	30451A	23MAR54	P-4	PILOT		4SR	1245A	0654	1055		35B BUCKEYE
206S	WEIGMAN RICHARD J	A03026139	14OCT55	P/8	PILOT CC		4SR	1234B	1241	0654	7516	4597 E MAIN
207M	WEINER ARTHUR C	31811A	28NOV56	2NBR	OBSR CC/R		3SR	1521F	1241	0157	237	5001 WINSLOW
208S	WILLIAMS ROBERT O	A03034956	16DEC55	4NBR	OBSR		3SR	1521F	0642	1154		1157 BRYDEN
209S	WEISBURN ROBERT H	A02092975	11MAR53	2B	WG PHOTO		26HQ	2334	0854	0256	510	80Q 17
210M	WHITELY RONALD E	A03022033	20JAN55	2NBR	OBSERVER CC WSB		10SR	1525F	1241	0555	7516	37B ELMRDLOC
211M	WILLIAMS ROBERT Q	30944A	10JAN55	2NBR	ACFT OBSR		321RS	1534A	0542	0856	7835	4287 DONEY S
212M	WILSON ALMA M	A02207206	13MAR56	P/10	PILOT		321RS	1234C	1241	0856	324	629 WIRT RD
213M	WILSON GEORGE W	A03051057	15JUN57	P/10	PILOT		321RS	1231C	1241	0857	324	130 MIDELIFF

5	6	7	8	9	10	11	12	3	14	15
1938	08NOV56	2NBR	OBSR	321RS	1531A	1241	0557			INDF
26135	14OCT55	P-8	PILOT CC	4SR	1324B	0242	0155	BASE TRAILER CR	TE57458	INDF
34683	10DEC55	P-8	PILOT CC	3SR	1234B	1241	0854	129	405 MAYFAIR BLV	BE54656 658
26016	14OCT55	P/8	PILOT	10SR	1324D	0456	0456		1097 LOCKBOURNE	CL36265 INDF
24684	24FEB54	2NBR	OBSERVER CC	4TH	1525F	0148	1254	406	983 DIMSON DR	BE57789 INDF
29367A	15SEP54	P/10	A/C	321RS	1234C	0542	0856	324	2979 BROWNLEE	BE56750 RAF
29745A	21NOV57	2NBR	ACFT OBSR	4SR	1521F	1241	0257	7308	821 EXETER	BE13359 RAF
057243	09FEB57	2NBR	NAV	3SR	1531P	0957	1057	129	358 DESHLER AVE	HI47552 INDF
30451A	23MAR54	P-4	PILOT	4SR	1245A	0654	1055		35B BUCKEYE CIR	TE31146 INDF
026139	14OCT55	P/8	PILOT CC	4SR	1234B	1241	0654	7516	4597 E MAIN ST	BE58897 INDF
31811A	28NOV56	2NBR	OBSR CC/R	3SR	1521F	1241	0157	237	5001 WINSLOW DR	BE50701 RAF
034956	16DEC55	4NBR	OBSR	3SR	1521F	0642	1154		1157 BRYDEN RD	CL85888 INDF
092975	11MAR53	2B	WG PHOTO	26HQ	2334	0854	0256	510	BOQ 17	7198 INDF
022033	20JAN55	2NBR	OBSERVER CC WSB	10SR	1525F	1241	0555	7516	37B ELMRDLOCKMN	TE31643 INDF
30944A	10JAN55	2NBR	ACFT OBSR	321RS	1534A	0542	0856	7835	4287 DONEY ST	BE51116 RAF
2207206	13MAR56	P/10	PILOT	321RS	1234C	1241	0856	324	629 WIRT RD	TE63124 1158
051057	15JUN57	P/10	PILOT	321RS	1231C	1241	0857	324	130 MIDELIFF DR	BE22928 INDF



1	2	3	4	5	6	7	8	9	10	11	12	
2145	WILSON	JACK W	A03020088	14AUG55	P/10	PILOT	321RS	1234C	0242	0856	324	38B ELM
2155	WILSON	MELVIN C	A03028208	04FEB57	P-1	PILOT	4SR	1231B	1241	0457	7405	3019 BE
216M	WORSHAM	GEORGE M	31253A	02MAY55	P-8	PILOT	4SR	1234B	1241	1056	7405	744 WAD
217M	WRIGHT	CLAUDE L	A03033326	15DEC56	2NBR	ACFT OBSR	321RS	1531A	1241	0457	7835	1428 FR
218M	ZESCHKE	RICHARD A	A03009335	30APR55	2NBR	ACFT OBSR	321RS	1534A	1241	0856	7835	351C AS

SECOND LIEUTENANT

1M	BEACHLER	JOHN C	A03073676	25SEP57		ACFT MAINT OFF	10SR	8611	1241	0957		
2M	BREWER	ALLAN J	A03056253	15JUN56		ENG OFFICER	3SR	4341	0152	0557	134	3960 BE
3M	CARLINO	WILLIAM L	A03069373	05JUL57		ASST FLIGHT OFF	26A&E	6451	1241	1057		
4S	CATTEE	EUGENE P	A03066419	20MAR57	2NBR	A/C OBSR	321RS	1531P	1255	0457	7835	815 BRU
5S	CATTON	ROBERT D	A03051577				3SR					
6M	DONALDSON	CHARL A	A03066525	04APR57	2NBR	AIROBSR CCR	321SR	1531A	1241	0457		4483 RI
7M	FLECKENSTEIN	JO J	A03064624	12MAY56	P-8	PILOT	4SR	1231B	1241	0556	7405	773 DE
8S	HARRISON	JAMES H	A03064491	17APR56	P-8	PILOT	4SR	1124Q	1241	0556		1152 S
9M	DRAUSE	DONALD G	A03049396	10JUN57	P/10	PILOT	321SR	1224P	1241	0857	7835	63 N H

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	4	5	6	7	8	9	10	11	12	3	14	15
	A03020088	14AUG55	P/10 PILOT		321RS	1234C	0242	0856	324	388 ELM RD	TE31801	259
C	A03028208	04FEB57	P-1 PILOT		4SR	1231B	1241	0457	7405	3019 BELLWOOD	BE56525	INDF
E M	31253A	02MAY55	P-8 PILOT		4SR	1234B	1241	1056	7405	744 WADGEWOOD	BR46886	RAF
L	A03033326	15DEC56	2NBR ACFT OBSR		321RS	1531A	1241	0457	7835	1428 FR AVE	CL80416	360
RD A	A03009335	30APR55	2NBR ACFT OBSR		321RS	1534A	1241	0856	7835	351C ASHBURTON	BE53677	INDF
C	A03073676	25SEP57	ACFT MAINT OFF		10SR	8611	1241	0957				960
J	A03056253	15JUN56	ENG OFFICER		3SR	4341	0152	0557	134	3960 BEECHCREEK	BE71845	659
AM L	A03069373	05JUL57	ASST FLIGHT OFF		26A&E	6451	1241	1057				760
P	A03066419	20MAR57	2NBR A/C OBSR		321RS	1531P	1255	0457	7835	815 BRUCK ST	HI35937	INDF
D	A03051577				3SR							
RL A	A03066525	04APR57	2NBR AIROBSR CCR		321SR	1531A	1241	0457		4483 RITALN ST	BE55590	INDF
JO J	A03064624	12MAY56	P-B PILOT		4SR	1231B	1241	0556	7405	773 DERRER RD	BR92334	559
S H	A03064491	17APR56	P-8 PILOT		4SR	1124Q	1241	0556		1152 S CASSINHA	BE71022	459
G	A03049396	10JUN57	P/10 PILOT		321SR	1224P	1241	0857	7835	63 N HAMPTON	BE13910	259



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1	2	3	4	5	6	7	8	9	10	11	12	3
10S	GINGERRICH FRAN H	A03069184	01JUN57	N/A			26HQ 7321	1241			143	
11S	KELLEY EDWARD J	A03047592				NO RECORDS	3SR					
12M	LYMAN ARTHUR T	A03068480	31MAY57			ACFT MAINT OFF	26HQ 4341	1241	1157			
13S	MATTHEWS LARRY D	A03064641	12MAY56	P/8		PILOT	10SR 1234B	1241	0556	120	2632 E	LIVINGS
14M	MELLON WILLI L JR	A03066537	04APR57	2NBR		AIR OBSR	321SR 1534A	1241	0457	7835	4483 ST	RITALM
15S	MORSE JOHN E	A03046425				NO RECORDS	3SR					
16S	SANDERCOX GORDN H	A03065681	13OCT56	P/8		PILOT	6TSR 1241	1241	0757	120	355 OBETZ	RD
17S	SIDLEY ROBERT C	A03047541				NO RECORDS	3SR					
18M	STALLARD DONALD E	A03052236	10APR56	P-8		PILOT	3SR 1124Q	1241	0757			
19M	TATMAN PAUL E	A03064919	20JUN56	2NBR		ACFT OBSR	3SR 1521F	1241	0157	129	2032 N	HIGH
20M	WALKER ASA R	A03066546	04APR57	2NBR		ACFT OBSR	321SR 1531P	1241	0457	7835	754 WEDGEWOOD	
21S	WARREN GEROGE V	A03080134				NO RECORDS	10SR					
22M	WEY HENRY F G JR	A03067159	01JUN56	N/A		SQ ADJUTANT	26AE 7021	1241	1056	401	34 MIDSLIFF	DR
23S	WILLIAMSON PAUL L	A03065122	14JUL56	P/10		PILOT	321RS 1234C	1241	0856	324	80Q 17	
24S	WOOD WILLIAM C	A03064321	28SEP57	P/4		PILOT	3SR 1241A	1241	1156	129	3019 BELLWOOD	

CWO

4	5	6	7	8	9	10	11	12	3	14	15
069184	01JUN57	N/A		26HQ 7321	1241			143			560
047592		NO RECORDS		3SR							
068480	31MAY57	ACFT MAINT OFF		26HQ 4341	1241	1157					560
064641	12MAY56	P/8 PILOT		10SR 1234B	1241	0556	120	2632 E LIVINGST	BE15379		559
066537	04APR57	2NBR AIR OBSR		321SR 1534A	1241	0457	7835	4483 ST RITALN	BE55590	INDF	
046425		NO RECORDS		3SR							
065681	13OCT56	P/8 PILOT		6TSR 1241	1241	0757	120	395 OBETZ RD	H147550	INDF	
047541		NO RECORDS		3SR							
052236	10APR56	P-8 PILOT		3SR 11240	1241	0757					INDF
064919	20JUN56	2NBR ACFT OBSR		3SR 1521F	1241	0157	129	2032 N HIGH	AX94679		659
066546	04APR57	2NBR ACFT OBSR		321SR 1531P	1241	0457	7835	754 WEDGEWOOD	BR64072	INDF	
080134		NO RECORDS		10SR							
067159	01JUN56	N/A SQ ADJUTANT		26AE 7021	1241	1056	401	34 MIDSLIFF DR	BE57012		1259
065122	14JUL56	P/10 PILOT		321RS 1234C	1241	0856	324	BOQ 17		7198	INDF
064321	28SEP57	P/4 PILOT		3SR 1241A	1241	1156	129	3019 BELLWOOD	BE56325	INDF	



1	2	3	4	5	6	7	8	9	10	11	12	
1M	BOWINGS BENJAMI P	950399E	20MAR56			WG PERSONNELOFF	26HQ	73000	0155	0255	7619	128N M
2M	DILLARD HUGH E	954521E	08JUN55			PROPULSION BR	26FM	43200	0152	450	522	14C BU
3M	FAHNESTOCK CHAR M	AW2102887	09APR43			ACFT MAINT SUPT	26FM	43100	0949	1056	100	12 OFF
4S	MATTHEWS PRESTO A	AW2202501				NO RECORDS	26HQ					
5M	MOORE CHARLES A	AW2201060	29NOV55			FABRICATION BR	26FM	53000	0550	1056	323	BASE T
6M	MORENTE DANIEL S	954721E	28DEC56			ASST MAINT OFF	26AE	32000	1254	1254	130	86C BU
7M	MOSKOT JOSEPH A	953011E	03MAY54			OIC CAMERA LINE	26AE	23100	0854	0954	7307	121 CO

4            5            6            7            8            9            10          11          12                            3            14          15

MI P	950399E	20MAR56	WG PERSONNELOFF	26HQ	73000	0155	0255	7619	128N	MAPLE LC	OL35442	RAF
E	954521E	08JUN55	PROPULSION BR	26FM	43200	0152	450	522	14C	BUCKEYE CR	TE31780	RAF
AR M	AW2102887	09APR43	ACFT MAINT SUPT	26FM	43100	0949	1056	100	12	OFFICER CR	7775	INDF
TO A	AW2202501		NO RECORDS	26HQ								
A	AW2201060	29NOV55	FABRICATION BR	26FM	53000	0550	1056	323	BASE	TRL PARK	7458	INDF
L S	954721E	28DEC56	ASST MAINT OFF	26AE	32000	1254	1254	130	86C	BUCKEYE CIR	TE31950	RAF
A	953011E	03MAY54	OIC CAMERA LINE	26AE	23100	0854	0954	7307	121	COLLEGE GP	TE63686	RAF



LOSSES  
1 December 1957 to 31 December 1957

CAPTAINS

1. HEMPEN ROBERT L	A01908671	4344	REASSIGNED	HQ 801ST ABGP LAFB, OHIO	PARA 12, SO 238, 801ST ADiv DTD 13 NOV 57, EDCSA: 25 NOV 57
2. SOUTAR JAMES B	A0804528	1121A	REL FR AD		PARA 17, SO 233, 801ST ADiv DTD 13 NOV 57, EFF: 30 NOV 57

FIRST LIEUTENANTS

1. BEAVER GEORGE H JR	A02211427	6424	REL FR AD		PARA 8, SO 235, 801ST ADiv DTD 15 NOV 57, EFF: 20 NOV 57
2. BARNHART RICHARD E	A03038743	1534A	REL FR AD		PARA 18, SO 246, 801ST ADiv DTD 29 NOV 57, EFF: 10 DEC 57
3. BREYER WALTER H JR	A03018503	1534A	REL FR AD		PARA 21, SO 234, 801ST ADiv DTD 14 NOV 57, EFF: 24 NOV 57
4. CAMPBELL JAMES T	A03041084	1231C	REL FR AD		PARA 24, SO 234, 801ST ADiv DTD 14 NOV 57, EFF: 22 NOV 57
5. GOODKIND MARK J	A03047913	1224F	REASSIGNED	3636TH CCR TARN STEAD AFB, NEV	PARA 8, SO 199, 801ST ADiv DTD 3 OCT 57, EFF: 1 DEC 57
6. NEARY EUGENE P	A03035717	1534A	REASSIGNED	LAURENCE HANSON FLD MASS	PARA 10, SO 235, 801ST ADiv DTD 15 NOV 57, EDCSA: 1 DEC 57
7. PERRY JAMES M	A02212067	1234C	REL FR AD		PARA 23, SO 234, 801ST ADiv DTD 14 NOV 57, EFF: 23 NOV 57

SECOND LIEUTENANTS

1. SCOTT LAURENCE C	A03056096	4351	REASSIGNED	HQ 801ST ABGP LAFB, OHIO	PARA 12, SO 238, 801ST ADiv DTD 19 NOV 57, EDCSA: 25 NOV 57
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## LOSSES

1 December 1957 to 31 December 1957

AO1908671	4344	REASSIGNED	HQ 801ST ABGP LAFB, OHIO	PARA 12, SO 238, 801ST ADiv DTD 13 NOV 57, EDCSA: 25 NOV 57
AO804528	1121A	REL FR AD		PARA 17, SO 233, 801ST ADiv DTD 13 NOV 57, EFF: 30 NOV 57
AO2211427	6424	REL FR AD		PARA 8, SO 235, 801ST ADiv DTD 15 NOV 57, EFF: 20 NOV 57
AO3038743	1534A	REL FR AD		PARA 18, SO 246, 801ST ADiv DTD 29 NOV 57, EFF: 10 DEC 57
AO3018503	1534A	REL FR AD		PARA 21, SO 234, 801ST ADiv DTD 14 NOV 57, EFF: 24 NOV 57
AO3041084	1231C	REL FR AD		PARA 24, SO 234, 801ST ADiv DTD 14 NOV 57, EFF: 22 NOV 57
AO3047913	1224F	REASSIGNED	3636TH CCR TARN STEAD AFB, NEV	PARA 8, SO 199, 801ST ADiv DTD 3 OCT 57, EDCSA: 1 DEC 57
AO3035717	1534A	REASSIGNED	LAURENCE HANSON FLD MASS	PARA 10, SO 235, 801ST ADiv DTD 15 NOV 57, EDCSA: 1 DEC 57
AO2212067	1234C	REL FR AD		PARA 23, SO 234, 801ST ADiv DTD 14 NOV 57, EFF: 23 NOV 57
AO3056096	4351	REASSIGNED	HQ 801ST ABGP LAFB, OHIO	PARA 12, SO 238, 801ST ADiv DTD 19 NOV 57, EDCSA: 25 NOV 57



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (14)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
25 November 1957

26TH STRATEGIC RECONNAISSANCE WING (14)

OPERATIONS PLAN

DECEMBER 1957

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 United States Air Force  
 Lockbourne Air Force Base, Ohio  
 25 November 1957

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
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OPERATIONS PLAN)

NUMBER DECEMBER 1957)

TASK ORGANIZATIONS

3rd Strategic Reconnaissance Squadron	Lt Col Stevenson
4th Strategic Reconnaissance Squadron	Lt Col McConnell
10th Strategic Reconnaissance Squadron	Lt Col Bachtell
321st Air Refueling Squadron	Lt Col Abramham
26th Armament and Electronics Squadron	Lt Col Gosling
26th Field Maintenance Squadron	Major Gordon
26th Periodic Maintenance Squadron	Major Morgan
26th Headquarters Squadron	Capt Koch

1. GENERAL SITUATION:

a. Intelligence:

(1) Omitted.

b. Friendly Forces:

(1) 801st Air Division:

(a) Provide Air Base Facilities at Lockbourne Air Force

Base.

(b) Provide security forces as required.

(c) Provide crash trucks in strategic locations and CGA

monitoring during bomber stream take-off and landing operations.

2. MISSION:

a. To support all Higher Headquarters directed missions.

b. To provide the necessary aircraft and crews as scheduled to accomplish all training missions for the month of December 1957.

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c. To upgrade NCR crews and individual crew members to combat ready in the minimum period of time.

d. To provide flying training for staff crews and staff personnel as scheduled.

e. To provide the crews and crew personnel to accomplish all Ground Training as published in this operations plan and the Weekly Training Schedule.

f. To fly 1126 hours RB-47 and this time to be apportioned approximately as follows: 3SRS 53 sorties including Three 2 hour test hops for 364.0 hours; 4SRS 54 sorties including Two 2 hour test hops for 338.1 hours; and 10SRS 57 sorties including Two 2 hour test hops for 409.6 hours. Except as determined by the Director of Operations, no missions will be flown on week-ends.

g. All transition and field check missions will be of 6 hours duration, all normal missions will be of 7 hours duration and all 51-26 pilot proficiency missions will be of 6 hours duration, unless otherwise indicated on the official flying schedule. Missions receiving air refueling support will be of 6+30 hours duration for non combat ready crews and 8 hours for combat ready crews.

h. Current Operations Plans/Orders:

(1) 10-58

(2) 44-58

(3) 50-58

(4) IRON BAR

(5) Photo Projects:

(a) SAC Z-9 (4-10 SRS)

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1. Air Training Objectives:

- (1) Completion of 50 percent of AFR 60-2 minimums.
- (2) Upgrade two aircraft commanders to instructor pilot status.

(1-4SRS) (1-3SRS)

(3) All combat ready crews available in Dec will complete "Hi-Jinks" checkout.

(4) All combat crews available in December will accomplish maximum ECM training requirements. All aircraft possessing ECM capabilities will be scheduled for ECM activity.

(5) A minimum of 2 Q-56 runs (1 IP-TOT & 1 Charting strip) will be scheduled by the 4th Squadron and flown by all ready and above crews.

(6) Progression of upgrading program of 13 available non-combat ready crews, to permit upgrading of a total of 4 crews by 31 December 1957.

(7) Completion of all standardization checks due at six months since completion of the previous check.

j. Ground Training Objectives:

(1) Completion of EWP Target Study Requirements, Trainer and Let Down procedures requirements.

(2) Completion of ground training requirements, Phase II, Annex I-II, (SACR 50-24) as outlined in Annex "B" of this Operations Plan.

(3) Support OQ spaces as outlined in Annex "B" of this Operations Plan.

3. TASKS FOR SUBORDINATE UNITS:

a. 3rd, 4th and 10th Strategic Reconnaissance Squadrons:

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- (1) To insure all officers assigned to squadron for flying complete 50% of Air Force Regulation 60-2 minimums.
- (2) Each squadron fly allocated hours as outlined in the 26SRW Operations Projections.
- (3) Maintain crews on combat ready status with flying time available to support the EMP.
- (4) Provide personnel to meet ground training requirements as outlined in Annex "B", Appendix II and the Weekly Training Schedules.
- (5) Support by crews and sorties, special projects as required by higher headquarters.
- (6) Provide aircraft and crews as scheduled to support all phases of this plan.

b. 321st Air Refueling Squadron:

- (1) To insure all officers assigned to the squadron for flying complete 50% of the Air Force Regulation 60-2 minimums.
- (2) Maintain crews on combat ready status to support the EMP.
- (3) Fly 1483 hours as outlined in the 26SRW Operations Projections.
- (4) Support by crews and sorties, special projects as required by higher headquarters.

c. 26th Armament and Electronics Squadron, 26th Periodic Maintenance Squadron, 26th Field Maintenance Squadron, and 26th Headquarters Squadron:

- (1) Provide necessary support to accomplish the mission of the Wing.

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(2) Provide personnel to meet ground training requirements as outlined in Annex "B", Appendix II.

(3) Provide support for special missions as required by higher headquarters.

4. ADMINISTRATION AND LOGISTICS:

a. This plan becomes effective 1 December 1957 and will continue in effect through 31 December 1957.

b. This plan supersedes 26SRW OPlan November 1957, dated 27 October 1957.

c. Logistics:

(1) Omitted.

5. COMMAND AND COMMUNICATIONS:

a. Command:

(1) 801st Air Division.

(2) 26th Strategic Reconnaissance Wing (M).

b. Command Post:

(1) 26th Strategic Reconnaissance Wing will maintain a 24 hour schedule at the Wing Control Room.

c. Communications:

(1) Omitted.

DISTRIBUTION:

8AFComdr	4 cys
801st Comdr	2 cys
201DO	2 cys
B-47 MTD	1 cy
26SRW Comdr	1 cy
26DO	1 cy

W. H. REDDELL  
Colonel, USAF  
Commander

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25 Nov 57



26IM	1 cy
26IMM	3 cys
26DOI	2 cys
26DOS	1 cy
26DS	1 cy
26DOC	2 cys
26DOP	2 cys
26DOT	2 cys
26DOTR	1 cy
26DOTA	5 cys
26DOTG	4 cys
26DOTC	1 cy
3SRSC	4 cys
4SRSC	4 cys
10SRSC	4 cys
321ARSC	4 cys
ABTF	2 cys
26ARC	3 cys
26PMC	2 cys
26PMC	2 cys
26HEC	1 cy
Radar Proj	1 cy
26 Historian	4 cys

OFFICIAL:

*R. C. Olson Maj*  
for  
R. G. DUPONT  
Colonel, USAF  
Director of Operations

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
25 November 1957

ANNEX "A"

TO

OPERATIONS PLAN DECEMBER 1957

INTELLIGENCE

Omitted.



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
25 November 1957

ANNEX "B"

TO

OPERATIONS PLAN DECEMBER 1957

OPERATIONS

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING(II)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
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APPENDIX I  
TO  
ANNEX "B"  
OPERATIONS PLAN DECEMBER 1957  
AIR TRAINING



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
25 November 1957

ATTACHMENT A  
APPENDIX I  
TO  
ANNEX "B"  
OPERATIONS PLAN DECEMBER 1957  
TRAINING PRIORITIES

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
25 November 1957

ATTACHMENT A TO APPENDIX I ANNEX "B" OPERATION PLAN DECEMBER 1957-TRAINING PRIORITIES

1. AFR 60-2
2. Standardization Checks SAC Regulation 51-4
3. Combat Ready Training SAC Regulation 50-8 to include Higher Headquarters

Directed Mission Iron Bar

4. Non Combat Ready Training SAC Regulation 50-8
5. 5X and Staff Crew Proficiency
6. Test
7. Ferry

Attach A  
App I  
Annex "B"  
26SRW CPlan Dec 57  
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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
25 November 1957

ATTACHMENT B.

TO

APPENDIX I

TO

ANNEX B

OPERATIONS PLAN DECEMBER 1957

RBS AND AVON PARK SCHEDULE

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 United States Air Force  
 Lockbourne Air Force Base, Ohio  
 25 November 1957

ATTACHMENT B TO APPENDIX I TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957, RES AND

AVON

PARK SCHEDULE

<u>1. RES:</u>	<u>SITE</u>	<u>TIME (EST)</u>
5 Dec	Springfield Montreal	1600-1800 1600-1800
6 Dec	Montreal Columbus	1300-1500 1600-1800
(9 Dec Thru 13 Dec - - To be published later)		
16 Dec	Montreal	2100-2300
17 Dec	Richmond Montreal	1500-1700 1900-2100
18 Dec	Columbus Montreal	1900-2100 2000-2200
19 Dec	Springfield Montreal	1600-1800 1600-1800
20 Dec	Montreal Columbus	1300-1500 1600-1800
23 Dec	Columbus	1800-2000
27 Dec	St Louis	1200-1400
28 Dec	Columbus Richmond	1800-1900 2130-2300

2. Avon Park Schedule: Omitted.

Atch B  
 App I  
 Annex B  
 26SRW OPlan Dec 57  
 25 Nov 57



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ATTACHMENT C

TO

APPENDIX I

TO

ANNEX "E"

OPERATIONS PLAN DECEMBER 1957

TANKER SCHEDULE

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 United States Air Force  
 Lockbourne Air Force Base, Ohio  
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ATTACHMENT C TO APPENDIX I TO ANNEX "I" OPERATIONS PLAN DECEMBER 1957-TANKER

SCHEDULE

	<u>3SRS</u>	<u>4SRS</u>	<u>10SRS</u>	<u>AIR UNIT</u>
9 Dec	1 (2 For 1)	1	1 (2 For 1)	321ARS
10 Dec	1	1 (2 For 1)	1	321ARS
11 Dec	1 (2 For 1)	1	1 (2 For 1)	321ARS
13 Dec	1	1 (2 For 1)	1	321ARS
16 Dec	1 (2 For 1)	1	1 (2 For 1)	321ARS
17 Dec	1	1 (2 For 1)	1	321ARS
18 Dec	1 (2 For 1)	1	1 (2 For 1)	321ARS
19 Dec	1	1	1	321ARS
20 Dec	0	1 (2 For 1)	1	321ARS

Attach C  
 App I  
 Annex "I"  
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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
25 November 1957

TAB I  
TO  
ATTACHMENT C  
TO  
APPENDIX I  
TO  
ANNEX B  
OPERATIONS PLAN DECEMBER 1957  
STRIP ALERT TANKER SCHEDULE

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 United States Air Force  
 Lockbourne Air Force Base, Ohio  
 25 November 1957

TAB I TO ATTACHMENT C TO APPENDIX I TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957,

STRIP ALERT TANKER SCHEDULE

The following crews will pull strip alert on dates indicated:

1 Dec	Wood	2 Dec	Crisswell
3 Dec	Tucker	4 Dec	Wheeler
5 Dec	Cornick	6 Dec	Ward
7 Dec	Horne	8 Dec	Nelson, O.C.
9 Dec	Rhodes	10 Dec	Burandt
11 Dec	Wood	12 Dec	Cassedy
13 Dec	Kelley	14 Dec	Harris
15 Dec	LaFrancis	16 Dec	Conley
17 Dec	Ezelle	18 Dec	Ward
19 Dec	Shirley	20 Dec	Crisswell
21 Dec	Seiler	22 Dec	Wallace
23 Dec	Kendall	24 Dec	Jacobs
25 Dec	Rawlinson	26 Dec	Diekman
27 Dec	Arrington	28 Dec	Donoghue
29 Dec	Smolarek	30 Dec	Burandt
31 Dec	Horne		

Tab I, Atch C  
 App I, Annex B  
 26SRW OPlan Dec 57  
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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
25 November 1957

TAB II

TO

ATTACHMENT C

TO

APPENDIX I

TO

ANNEX B

OPERATIONS PLAN DECEMBER 1957

STANDARDIZATION TANKER SCHEDULE

1. Omitted.

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
25 November 1957

ATTACHMENT D

TO

APPENDIX I

TO

ANNEX "B"

OPERATIONS PLAN DECEMBER 1957

AIRCRAFT PERFORMANCE & WEATHER

1. Omitted.



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
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25 November 1957

ATTACHMENT "E"  
TO  
APPENDIX I  
TO  
ANNEX "B"  
OPERATIONS PLAN DECEMBER 1957  
3SRS FLYING SCHEDULE

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 United States Air Force  
 Lockbourne Air Force Base, Ohio  
 25 November 1957

ATTACHMENT E TO APPENDIX I TO ANNEX "B" OPERATIONS PLAN DECEMBER 1957 - 3SR5 FLYING

SCHEDULE

1 Dec	None		
2 Dec	None		
3 Dec	Hoxie	7+30	50-43
	Reeter	7+30	50-43
	Baker	7+30	50-43
4 Dec	Roll	5+00	50-43
	Fry	5+00	50-43
	Weigelt	5+00	50-43
5 Dec	Carroll	7+00	50-43
6 Dec	None		
9 Dec	Mitchell	7+00	50-43
	Meltzer	8+00	50-43
	May	7+00	50-43
10 Dec	Carroll	7+00	51-4
	Sexton	7+00	50-43
	Whitker	8+00 AR	50-43
11 Dec	Grochowski	6+00	51-19
	Roll	7+00 AR	50-43
12 Dec	Reeter	7+00	Pacesetter
	Roll	7+00	Pacesetter
	Poynter	7+00	Pacesetter
	Behrend	7+00	Pacesetter
	Fry	7+00	Pacesetter
13 Dec	Carroll	7+00	51-4
	Mitchell	8+00 AR	50-43
16 Dec	Meltzer	7+00	50-43
	Sexton	8+00 AR	50-43
	Whitker	7+00	50-43

Attach E, App 1  
 Annex "B"  
 26SRWOPlan Dec 57  
 25 Nov 57



17 Dec	Messmer	8+00 AR	50-43
	Fry	6+00	51-4
	Staff	7+00	51-4
	Carroll	7+00	50-43
18 Dec	Sandini	7+00	50-43
	Poynter	7+00	50-43
	O'Neal	8+00 AR	50-43
19 Dec	Carroll	8+00 AR	50-43
	Staff	7+00	51-4
	Whitker	7+00	50-43
	Fry	7+00	51-4
20 Dec	Baker	7+00	50-43
	Behrend	7+00	50-43
	Coffman	8+00 AR	50-43
	May	7+00	50-43

Attach "E"  
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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
25 November 1957

ATTACHMENT F  
TO  
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TO  
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OPERATIONS PLAN DECEMBER 1957  
LSRS FLYING SCHEDULE



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ATTACHMENT F TO APPENDIX I TO ANNEX B OPERATIONS PLAN DECEMBER 1957 - 4SRW FLYING

SCHEDULE

1 Dec	Wahab Snyder	7+00 7+00	50-43 50-43
2 Dec	Bush	7+00	50-43
3 Dec	Stnd Board Logan Hopkins	7+00 7+00 6+00	50-43 50-43 50-43
4 Dec	Worsham Filemyr VanVleet	7+00 7+00 7+00	50-43 50-43 50-43
5 Dec	Stone	7+00	50-43
6 Dec	Duquette	7+00	50-43
9 Dec	Mitchell Bush	8+00 AR 7+00	50-43 50-43
10 Dec	Ward Walts Worsham Duquette	7+00 7+00 7+00 8+00 AR	50-43 50-43 50-43 50-43
11 Dec	Pfeffer Logan Filemyr	7+00 7+00 8+00 AR	50-43 50-43 50-43
12 Dec	Wahab Beam Snyder Conrad Dunagan Keal Walts Mitchell	7+00 7+00 7+00 7+00 7+00 7+00 7+00 7+00	Pacesetter Pacesetter Pacesetter Pacesetter Pacesetter Pacesetter Pacesetter Pacesetter

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13 Dec	VanVleet	8+00 AR	50-43
14 Dec	Keller	7+00	50-43
	Mitchell	7+00	50-43
	Franklin	8+00 AR	50-43
17 Dec	Pfeffer	7+00	50-43
	Bush	7+00	50-43
	Worsham	8+00 AR	50-43
18 Dec	Melville	7+00	50-43
	Stone	7+00	50-43
	Walts	7+00	50-43
	Hopkins	8+00 AR	50-43
19 Dec	Ward	7+00	50-43
	Logan	7+00	50-43
	VanVleet	8+00 AR	50-43
20 Dec	Snyder	7+00	50-43
	Pfeffer	8+00 AR	50-43
	Keal	7+00	50-43

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IOSRS FLYING SCHEDULE

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ATTACHMENT G TO APPENDIX I TO ANNEX "B" OPERATIONS PLAN DECEMBER 1957 - LOSRS

FLYING SCHEDULE

1 Dec	O'Loughlin	7+30	50-43
	Manning	7+30	50-43
	Moon	7+30	50-43
	Mundy	7+30	50-43
	Lappo	7+30	50-43
2 Dec	None		
3 Dec	Huckleberry	7+30	50-43
	Koch	7+30	50-43
	Jenner	7+30	50-43
	Kirbie	7+30	50-43
	Burkhart	7+30	50-43
4 Dec	Angelus	7+30	50-43
	Altimus	7+30	50-43
	Cotton	5+00	50-43
	Runyan	5+00	50-43
	Martini	5+00	50-43
	Dodson	5+00	50-43
5 Dec	None		
6 Dec	None		
9 Dec	Manning	7+00	50-43
	Jenner	8+00 AR	50-43
10 Dec	Runyan	7+00	50-43
	Martini	7+00	51-4
	Cotton	8+00 AR	50-43
11 Dec	Kirbie	7+00	50-43
	Vovrick	7+00	50-43
	Kidder	8+00 AR	50-43

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12 Dec	Koch	7+00	Pacesetter
	Mundy	7+00	Pacesetter
	Moon	7+00	Pacesetter
	Huckleberry	7+00	Pacesetter
	Burkhart	7+00	Pacesetter
	Lappo	7+00	Pacesetter
	Dodson	7+00	Pacesetter
	Angelus	7+00	Pacesetter
	O'Loughlin	7+00	Pacesetter
13 Dec	Martini	7+00 STBD	51-4
16 Dec	Burkhart	7+00	50-43
	Lappo	7+00	50-43
	O'Neal(Staff)	8+00(2onl)	50-43
		( AR )	
	Kidder	7+00	50-43
17 Dec	Huckleberry	7+00	50-43
	Staff	7+00	51-4
	Martini	8+00 AR	50-43
18 Dec	Angelus	7+00	50-43
	Altimus	7+00	50-43
	O'Loughlin	8+00(2onl)	50-43
		( AR )	
19 Dec	Staff	7+00 STBD	51-4
	Kidder	8+00 AR	50-43
	Gagnon	7+00	50-43
20 Dec	Manning	8+00 AR	50-43
	Jenner	7+00	50-43
	Martini	7+00	50-43
	Lappo	7+00	50-43

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ATTACHMENT "H"

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OPERATIONS PLAN DECEMBER 1957

321ARS FLYING SCHEDULE



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 United States Air Force  
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FLYING SCHEDULE

1 Dec	Support	Iron Bar	12 Aircraft
2 Dec	Support	Iron Bar	12 Aircraft
3 Dec	Support	Iron Bar	12 Aircraft
9 Dec	Powers/Peck	7+00	60-7
	Arrington/Conley	7+00	51-19
	Steward/Smith	7+00	51-19
	Smolarek/Yuska	7+00	51-4
	LaFrancis	7+00	50-8
	Horne	7+00	50-8
10 Dec	Donoghue/Powers	7+00	51-4
	Jacobs	7+00	50-8
	Crisswell	7+00	50-8
	Wheeler	7+00	50-8
	Cassedy	7+00	50-8
11 Dec	Steward/Smith	7+00	51-19
	Arrington/Peck	7+00	51-4
	Smolarek/Yuska	7+00	51-4
	Ezelle	7+00	50-8
12 Dec	Wallace/Powers	7+00	51-4
	Ward	7+00	50-8
	Burandt	7+00	50-8
	Harris	7+00	50-8
	Diekman	7+00	50-8
	Nelson, O.C.	7+00	50-8
13 Dec	Arrington/Peck	7+00	51-19
	Steward/Smith	7+00	51-19
	Wood	IRAN	50-8
	Kendall	7+00	50-8
	Tucker/Yuska	7+00	51-4

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16 Dec	Smith/Peck	7+00	60-7
	Wallace/Powers	7+00	51-4
	Diekman	7+00	50-8
	Steward/Yuska	7+00	51-4
17 Dec	Shirley	7+00	50-8
	LaFrancis	7+00	50-8
	Horne	7+00	50-8
	Arrington	7+00	50-8
	Burandt/Powers	7+00	51-4
18 Dec	Kendall	7+00	50-8
	Tucker/Yuska	7+00	51-4
19 Dec	Smith/Peck	7+00	60-7
	Conley	7+00	50-8
	Nelson, O.C.	7+00	50-8
	Jacobs	7+00	50-8
	Steward/Yuska	7+00	51-4
20 Dec	Burandt/Powers	7+00	51-4
	Cornick	7+00	50-8
	Seiler	7+00	50-8
	Johnson	7+00	50-8
21 Dec	Rawlinson	7+00	50-8
	Kelley	7+00	50-8
	Ward	7+00	50-8
	Harris	7+00	50-8
23 Dec	Cornick	IRAN	50-8

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PROBATION

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 United States Air Force  
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ATTACHMENT I TO APPENDIX I TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957, PROBATION

The following crew is on probation:

<u>Sqdn</u>	<u>Crew #</u>	<u>Acft Comdr</u>	<u>Type</u>	<u>Area</u>	<u>Susp Date</u>
3SRG	L-22	Behrend	SES	O-15 & Aerial Photo	8 Dec 57

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STAFF CREWS

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ATTACHMENT J TO APPENDIX I TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957, STAFF CREWS

1. The following named personnel are assigned to Staff Crews and squadrons as indicated for flying purposes:

<u>CREW #</u>	<u>NAME</u>	<u>SQUADRON</u>
5X-1	AC Maj White P Maj Morgan N Capt Johnson	4SRS
5X-2	AC Capt O'Neill P Maj Kluender IN Capt McMinn	10SRS
5X-3	AC Capt Doll P Capt Bader IN Maj Cones	4SRS
5X-4	AC Maj Pedigo P Capt Channel N Maj Schoolcraft	4SRS
5X-5	AC Maj Olson P Capt Halliday IN Maj Woodall	10SRS (801ABG)
5X-6	AC Maj Weir P Capt Shafer IN Maj Stowbridge	10SRS (801ABG)
5X-7	AC Capt Higgins P Capt Wronski IN Maj Marshall	10SRS
5X-8	IP Capt Orlicki P 1/Lt Gibbons IN Capt DeVoe	10SRS
5X-9	AC Colonel Reddell P Maj Guisinger N Lt Col Rogers	4SRS

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2. Staff crews will be scheduled to fly sufficient sorties in December to complete 50% of the annual AFR 60-2 requirements. When staff crews and staff personnel are scheduled for flying on the weekly flying schedule, they will consider it their primary duty and make themselves available for briefing and flight planning at the times designated by the squadron concerned.

3. Individuals are attached to squadrons for flying as follows:

	<u>IP</u>	<u>PILOTS</u>	<u>OBSERVERS</u>
3SRS	None	Col Reynolds (801AD)	None
4SRS	Maj Buckley	Maj Bailey Colonel Dupont Lt Col Edwards (801AD)	Maj Bonnhus (801AD)
10SRS	Maj Fields	Colonel Layton Colonel Silver	

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GROUND TRAINING



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ATTACHMENT A TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957

Consolidated Trainer Schedule

INDEX OF TRAINER SCHEDULES

Tab 1	C-11 Link Trainer
Tab 2	P-3 Link Trainer
Tab 3	T-1A Gunnery Trainer
Tab 4	T-2A Trainer
Tab 5	KIFM
Tab 6	RB-47 Flight Simulator

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TAB 1 TO ATTACHMENT A TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957

C-11 Link Trainer Schedule

Place: Building #248 (East End)

<u>DATE</u>	<u>0800</u>	<u>1000</u>	<u>1200</u>	<u>1400</u>
2 Dec	RAE 3		PIERSON 10	LYNN 3
3 Dec	WILSON 4	TURCOTTE 3	LYNN 3	MCCONNELL 4
4 Dec	KIDDER 10	WARD 4		SALKEID 10
5 Dec	MCNAB DOS	LOW 10	FRANKLIN 4	MCNAB DOS
6 Dec	TURCOTTE 3	RAE 3	SEMANN 10	MURPHY 3
9 Dec	STITZEL 4	MELBRAATEN 4	VASS 3	ROQUE 4
10 Dec	MITCHELL, G 10	GAGNON 10	ANDERSON 4	SANDERCOX 10
11 Dec		LYNN 3	STOREY 10	GREEN 3
12 Dec	TURCOTTE 3	MELBRAATEN 4		GONSKE 4
13 Dec	VANATTA 4	BEECHER 10	FRY 3	SEMANN 10
16 Dec	OLIKER 10	BADGETT 3	VANATTA 4	MURPHY 3
17 Dec		VANATTA 4	BEECHER 10	MCCONNELL 4
18 Dec	FRY 3	OLIKER 10	VASS 3	SEMANN 10
19 Dec	DUQUETTE 4	VASS 3	FRANKLIN 4	JEFFERY 3
20 Dec	BEECHER 10	DUQUETTE 4	OLIKER 10	HOPKINS 4

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TAB 2 TO ATTACHMENT A TO APPENDIX II TO AMMEX B TO OPERATIONS PLAN DECEMBER 1957

F-3A Instrument Trainer (LINK) Schedule

Place: Building #248 (East End)

Personnel Concerned: All KC-97 Pilots

<u>DATE</u>	<u>1000</u>	<u>1200</u>	<u>1400</u>
9 Dec	ORSBORNE		
10 Dec	HARTMAN		
11 Dec	MCGOVERN		
12 Dec	HARTMAN		
13 Dec	MCGOVERN		
18 Dec	HARTMAN	STEWARD	
19 Dec	STEWARD	EZELE	
20 Dec	EZELE		
23 Dec	EZELE	WILSON, J W	
27 Dec	WILSON, J W	LEEKA	
30 Dec	WILSON, J W	LEEKA	LEEKA

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TAB 3 TO ATTACHMENT A TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957

T-1A Gunnery Trainer Schedule

Place: Bldg #262 (South Wing)

Personnel Concerned: All RB-47 Co-Pilots

<u>DATE</u>	<u>0800</u>	<u>0900</u>	<u>1300</u>	<u>1100</u>	<u>1500</u>
2 Dec	HATFIELD 3	WOOD 3	HOON 3	TURCOTTE 3	SHAW 3
3 Dec	HAHN 3	NORDBY 10	LEACH 4	CULTRERI 3	PIERSON 10
4 Dec	SHELDON 4	MEINERS 3	BELIS 10	PAWLICK 4	LYNN 3
5 Dec	PORTER 10	WILSON 4	BLAIR 3	HINKLE DOS	ROYSTON DOS
6 Dec	SIMPSON 3	FALKINBURG 10	TRAVIS 4		
9 Dec	TYNAN 4	VASS 3	FOE 10	GREEN 3	BRAISTED 4
10 Dec	SMITH 10	ROQUE 4	BLAIR 3	MARLEY 4	MATTHEWS 10
11 Dec	BLOSE 3	MONFORT 10	GILLESPIE, W 4	FOE 10	HINKLE 3
12 Dec	MCCULLOUGH 4	WOOD 3	GILLESPIE 10	LEACH DOS	
13 Dec	FALKINBURG 10	STREBIG 4	HOON 3		EVANKO DOS
16 Dec	MORTENSON 3	NORDBY 10	NIGHTENGALE 4	OLIVE 3	DAUGHERTY 4
17 Dec	HARRISON 4	HATFIELD 3	MATTHEWS 10	FRYMIRE 4	MITCHELL, G 10
18 Dec	SMITH 10	MOTOK 4	BLAIR 3	LYNN 3	MEINERS 3
19 Dec	BAILEY, B 3	PIERSON 10	MORRIS 4		
20 Dec	BOYIE 4	EVANKO 3	FALKINBURG 10	DURKIN DOS	BREILING DOS

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TAB 4 TO ATTACHMENT A TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957

T-2A Trainer Schedule

Place: Bldg #262 (South Wing)

Personnel Concerned: All RB-47 Observers. NOTE: All S, L, and CR Observers will use their assigned periods for EWP runs only, and will pick up their plates prior to reporting time at the trainer.

<u>DATE</u>	<u>0930</u>	<u>1230</u>	<u>1400</u>	<u>1530</u>
2 Dec	COHEN 3	SONNICHSEN 10	DAVIDSON 4	HEWITT 3
3 Dec	REILLY 4	LOHOCKI 3	CHRISTENSON 10	GREENE 4
4 Dec	CALLAHAN 10	COURCHESNE 4	GROVER 3	HENTSCHELL 3
5 Dec	BELL, W I DOS	ROBROCK 10	BROWN, P J 4	KELLY 3
6 Dec	IVERSON 3	EDGREN 10	WEINER 3	DIPIETRO 4
9 Dec	GAMACHE 4	HEATH DOS	BOCK 10	HEROLD 3
10 Dec	O'NEILL, T F	KINDER 3	MILLER 4	WILLIAMS, R 3
11 Dec	CALLIGAN 4	MORRIS, D 10	ROSSIEUX DOS	MCCULLOUGH 4
12 Dec	HIERONYMUS 4	NERATKO 3	KRUMME 10	JONES, J F 4
13 Dec	MCKINLAY 3	PARRY 10	BROWN, C R 4	VACCARO 10
16 Dec	MAKOWSKI 3	MASON 4	TALBFRT 10	HILDERMAN DOS
17 Dec		KRIEHN 10	HANSON 3	DRISCOLL 4
18 Dec	DONOVAN 4	GAFFNEY 10	WHITELY DOS	HECKINGER 3
19 Dec	FADEL 10	WEIBEL 4	EDELEN 10	ROZZETTI 4
20 Dec	O'ROURKE 10	CROWLEY 3	FOGLE 10	GREENE 4

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TAB 5 TO ATTACHMENT A TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957

KIFM Schedule

Place: 26AE Classroom

Time: 0800 to 1000 hrs, every Monday, Wednesday and Friday.

Personnel Concerned: RB-47 Observers (SACR 50-24 requires each Observer to complete 2 hours of KIFM per month)

Phase VII: Thru 13 Dec 57

Phase IX: 16 Dec 57 thru 25 Jan 58

<u>DATE</u>	<u>N</u>	<u>A</u>	<u>M</u>	<u>E</u>	<u>S</u>
2 Dec	GROVER, LOHOCKI, WEINER, HENTSCHELL, ALEXANDER, TATMAN, PARRY, NERATKO, TALBERT, KELLY, WEIBEL, WEEKS, ROZZETTI, BELL, W I				
4 Dec	BOSSIEUX, DRISCOLL, JONES, J F, BROWN, P J				
6 Dec	BROWN, C R, HEWITT, COUILLARD, DONOVAN, HIERONYMUS, MORRIS, D, SONNICHSEN				
9 Dec	REILLY, J J, IVERSON, DIPIETRO, HANSON, WEEKS, MCKINLAY, GAFFNEY, EDELEN, ROBROCK, CHRISTENSON				
11 Dec	JONES, J F, KINDER, DAVIDSON, MAKOWSKI, ROZZETTI, VACARRO				
13 Dec	MILLER, BOCK, GAMACHE, FOGLE, COURCHESNE				
16 Dec	GREENE, HECKINGER, DIPIETRO, COHEN, CALLIGAN, EDGREN, HEATH, O'ROURKE, BROWN, W, O'NEILL				
18 Dec	MCCULLOUGH, HEROLD, WEEKS, WILLIAMS, R D, ROZZETTI, CALLAHAN				
20 Dec	MASON, FADEL, WEIBEL, WHITELEY, MCINTYRE				

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TAB 6 TO ATTACHMENT A TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957

RB-47 Personnel Concerned: RB-47 Acft Comdr, and Pilots (12 hrs 51-19 for NCR crews and 12 hrs yearly for CR crews but not more than 6 hrs in each phase)

Place: Bldg #816, Simulator Bldg.

1. Transition Course (SACR 51-19) duration 5 days.
  - a. 2 thru 6 Dec 57: 1 crew, 3SRS; IN91, Grochowski, Green.
  - b. 9 thru 13 Dec 57: 1 crew, 3SRS; IN03, O'Neal, Olive.
  - c. 16 thru 20 Dec 57: 1 crew, 3SRS; N43, Mitchell, J, Stebick.
2. Emergency Procedures Course (SACR 50-24) duration 3 days.
  - a. 10 thru 12 Dec 57: 1 crew, 4SRS; R16, Stone, McElroy.
  - b. 17 thru 19 Dec 57: 1 crew, 10SRS; R18, Manning, Monfort.

NOTE: Crews will report at 0745 hrs on first date scheduled with flying suits, navigation kits, TO 1B-47(r)E-1, Take-off and Landing Data Cards and Check-lists.

3. Standboard Assigned Periods: The 26SRW RB-47 Standboard is assigned the following Simulator periods and is responsible for filling these periods:

<u>DATE</u>	<u>0745</u>	<u>1330</u>
6 Dec	CARROLL HINKLE	ROYSTON INSTRUCTOR TRAINING
10 Dec		FRY EVANKO
13 Dec	MOORE LEACH	ORLISKI OLSON
20 Dec	LAPPO SMITH	COTTON DURKIN

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KC-97 Simulator:

Place: Dow AFB, Maine

To be announced.

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ATTACHMENT "B"

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EWP TARGET STUDY

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ATTACHMENT B TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957

EWP Target Study Schedule

1. Crews will attend EWP Target Study as required.
2. Crews should be scheduled during alert status.
3. All crews scheduled will be shown on the Weekly Training Schedule.
4. Crews not scheduled here, will be scheduled to complete all EWP

Target Study Requirements NLT 20 Dec 57:

<u>DATE</u>	<u>0800-1000</u>	<u>1000-1200</u>	<u>1230-1430</u>	<u>1430-1630</u>
2 Dec	As Required			
3 Dec	S40, Williams	S40, Williams		
4 Dec			S47, Ritchason	
5 Dec			R10, Roberts	R10, Roberts
6 Dec			R66, Messmer	R66, Messmer
9 Dec	S90, Moon	S90, Moon	L22, Behrend S71, Koch, T	L22, Behrend
10 Dec			S01, Reeter	S01, Reeter
11 Dec	As Required			
12 Dec			R88, Wahl	R88, Wahl
13 Dec			R79, Roll	R79, Roll
16 Dec	S17, Baker	S17, Baker	L48, Fry S11, Hoxie S09, Wahab	L48, Fry

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<u>DATE</u>	<u>0800-1000</u>	<u>1000-1200</u>	<u>1230-1430</u>	<u>1430-1630</u>
17 Dec	As Required			
18 Dec	Lt Weigman L92, Mundy	Lt Weigman L92, Mundy		
19 Dec	As Required			
20 Dec			L20, Weigelt	L20, Weigelt

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UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
25 November 1957

ATTACHMENT "C"

TO

APPENDIX II

TO

ANNEX "B"

TO

OPERATIONS PLAN DECEMBER 1957

B-47 BLOCK TRAINING



HEADQUARTERS  
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ATTACHMENT C TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957

RB-47 Block Training

i. The following listed crews, by squadrons, are scheduled to attend the Block Training Classes (Combat Crew) on dates indicated:

3SRS

18 thru 20 Dec 57: Crew R79, A/C Roll

4SRS

18 thru 20 Dec 57: Donovan

10SRS

4 thru 6 Dec 57: Lappo and Callahan

18 thru 20 Dec 57: Crew 167, A/C Burkhart

NOTE 1: Request for orders (Block Training) will be submitted by the squadrons to Wing Ground Training Office NLT Thursday preceding the class starting date.

NOTE #2: Code & Blinker Make-up will be held every Monday at 1430 hrs.

NOTE #3: Standboard will schedule new crews assigned as required during the above dates as well.

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ATTACHMENT "D"  
TO  
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TO  
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KC-97 BLOCK TRAINING



HEADQUARTERS  
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UNITED STATES AIR FORCE  
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ATTACHMENT D TO APPENDIX II TO ANNEX "B" TO OPERATIONS PLAN DECEMBER 1957

KC-97 Block Training

Maximum scheduling will be accomplished by 321ARS to assure 100% completion.

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ATTACHMENT "E"

TO

APPENDIX II

TO

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OPERATIONS PLAN DECEMBER 1957

B-47 CHECK-OUT TRAINING



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ATTACHMENT E TO APPENDIX II TO ANNEX "B" TO OPERATIONS PLAN DECEMBER 1957

RB-47 Check-out Training (SACR 51-19)

Maximum SACR 51-19 Training will be accomplished by the 3SRS to assure completion of all CR dates as projected.

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ATTACHMENT "F"  
TO  
APPENDIX II  
TO  
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TO  
OPERATIONS PLAN DECEMBER 1957  
KC-97 CHECK-OUT TRAINING



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ATTACHMENT F TO APPENDIX II TO ANNEX "B" TO OPERATIONS PLAN DECEMBER 1957

KC-97 Check-out Training (SACR 51-19)

Maximum training will be accomplished IAW SAC Operations Plan 9-56.

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ATTACHMENT "B"  
TO  
APPENDIX II  
TO  
ANNEX "B"  
TO  
OPERATIONS PLAN DECEMBER 1957  
INSTRUMENT SCHOOL SCHEDULE



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ATTACHMENT G TO APPENDIX II TO ANNEX "B" TO OPERATIONS PLAN DECEMBER 1957

Instrument School Schedule

Place: Link Trainer Bldg #248

Duration: 3 days

Time: 0800

1. The following personnel are scheduled to attend Instrument School on the dates indicated:

a. 9 Dec 57: Fry, 3SRS	Pawlik, 4SRS
Murphy, 3SRS	Vanatta, 4SRS
Rae, 3SRS	Lappo, 10SRS
Lynn, 3SRS	Falkinburg, 10SRS
D. White, 3SRS	Beecher, 10SRS
Zotter, 3SRS	Diekman, 321ARS
Martin, 321ARS	Donoghue, 321ARS
McGovern, 321ARS	
b. 16 Dec 57: Jeffery, 3SRS	Mullen, 4SRS
Roque, 4SRS	Steward, 321ARS
Ezelle, 321ARS	Hartman, 321ARS

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ATTACHMENT "H"  
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OPERATIONS PLAN DECEMBER 1957  
NON-AIRCREW MEMBER ASSOCIATED TRAINING



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ATTACHMENT H TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957

Non-Aircrew Member Associated Training

1. Group Training Program

- a. Non-Combat Crew Personnel (rated and non-rated) conducted Thursday and Friday each week.
- b. The following organizations will submit a roster of personnel to the Wing Ground Training Section NLT Tuesday of the week personnel are scheduled to attend this training, on 80LABG Form 245. This form will be submitted in three (3) Copies.

3SRS	26FMS
4SRS	26FMS
10SRS	26AES
321ARS	26HS

- c. The following squadrons are required to have a range officer at the Base Range at 1230 hrs on dates indicated:

6 Dec - 3SRS  
 13 Dec - 4SRS  
 20 Dec - 10SRS

NOTE: All squadrons are required to complete this training 100% by 20 Dec 57.

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ATTACHMENT "I"

TO

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TO

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OPERATIONS PLAN DECEMBER 1957

JUDO AND PHYSICAL CONDITIONING UNIT



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 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
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ATTACHMENT I TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957

Judo and Physical Conditioning Unit

Place: Base Gym

1. All personnel who have not completed all of Basic Judo will make up deficiencies according to the schedule below. New training (51-19) personnel who have not previously completed the Basic Judo Course will be scheduled on the same program.

2. Schedule of Basic & Refresher Judo:

DEC	BASIC JUDO		REFRESHER JUDO	
	0930-1030	1030-1130	1300-1430	1430-1600
2	XI	XII	III	IV
3	XIII	XIV	V	I
4	XV	I	II	III
5	II	III	IV	V
6	IV	V	I	II
9	VI	VII	III	IV
10	VIII	IX	V	I
11	X	XI	II	III
12	XII	XIII	IV	V
13	XIV	XV	I	II
16	I	II	III	IV
17	III	IV	V	I
18	V	VI	II	III
19	VII	VIII	IV	V
20	IX	X	I	II

NOTE #1: Individuals will be scheduled by name on the Weekly Training Schedule.

NOTE #2: To complete the Phase II Refresher course requirement, all combat ready crews and above will complete lessons I thru V during the period of 1 Jul thru 31

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Dec 57. This course will also suffice for the SES Refresher.

3. Physical Conditioning Unit:

- a. Personnel Concerned: Combat Crew Personnel
- b. Place: Base Gym, Bldg #625.
- c. Date: Each Monday, Wednesday, and Friday.
- d. Time: 1100 to 1200 and 1530 to 1630.

NOTE #1: Students must report to class with sweatsuits, fatigues and tennis shoes.

NOTE #2: All Combat Ready Crew Members are required to accomplish 15 hrs annually.

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ATTACHMENT "J"  
TO  
APPENDIX II  
TO  
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TO  
OPERATIONS PLAN DECEMBER 1957  
HANDGUN

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
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ATTACHMENT J TO APPENDIX II TO ANNEX "B" TO OPERATIONS PLAN DECEMBER 1957

Handgun

Personnel Concerned: All Officers and Airmen on flying status

1. Basic Handgun: Course will be given once a week and is  $1\frac{1}{2}$  days in length.

Personnel will report to Bldg #217, Rm #1, on Monday at 0800 hrs and on Tuesday will report to the Handgun Range at 0800 hrs.

- a. 2 Dec 57: 3SRS - Shaw, Alexander.

4SRS - Duquette, McCullough, R, Weibel

10SRS - Lappo, Jenner, Krumme, Vovrick, Sonnichsen.

321ARS - Cornick, Berry, Wood, Gorden, Pruden.

- b. 9 Dec 57: 3SRS - Badgett, Barnes, Sinn.

4SRS - VanVleet, Weeks.

321ARS - Wheeler, Ward, Scarbrough, Pusley, Miller,

Dampier, Krause.

- c. 16 Dec 57: 4SRS - Wiley, Gillespie, W.

321ARS - Rhodes, Clark, Finch, Crowe, Barnett, Ramlow.

2. Refresher Handgun: One course ( $\frac{1}{2}$  day) per week will be conducted every

Tuesday at 1300 hrs. Personnel will report directly to the range.

DATE	3SRS	4SRS	10SRS	321ARS
3 Dec	3	3	3	6
10 Dec	3	3	3	6
17 Dec	3	3	3	6

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TO  
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MTD TRAINING

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ATTACHMENT K TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957

MTD Training

Place: (See Below)

Personnel Concerned: Aircrew and Maintenance Personnel

1. Maintenance Familiarization: Room 220, Academic Bldg, duration 140 hrs, (35 days). Two classes in December starting at 0800 hrs.

- a. 5 Dec 57: 3SRS - 1 student  
4SRS - 1 student  
10SRS - 1 student  
26FMS - 1 student  
26FMS - 2 students
- b. 12 Dec 57: 3SRS - 2 students  
4SRS - 2 students  
10SRS - 2 students

2. IFR MTD (Aircrew): Room 218, Academic Bldg, duration 8 hrs, (2 days).

Two classes in December starting at 1300 hrs.

- a. 2 Dec 57: 3SRS - 2 students  
4SRS - 2 students  
10SRS - 2 students
- b. 9 Dec 57: 3SRS - 2 students  
4SRS - 2 students  
10SRS - 2 students

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3. Seat Ejection System: Room 219, Academic Bldg, duration 12 hrs, (3 days.)

Class starts at 0800 hrs Monday, 2 Dec 57:

a. All squadrons - as required

4. 40KVA Electrical Course: Room 20, Academic Bldg, duration 20 hrs, (5 days.)

class starts at 1300 hrs Monday, 2 Dec 57:

a. 26AES - 4 students

5. SAC Samo 66-12: Room 221, Academic Bldg, duration 40 hrs, (10 days).

Class starts at 0800 hrs Monday, 2 Dec 57:

a. 26AES - 1 student

26FMS - 1 student

26PMS - 1 student

6. Special Forms Class: Room 221, Academic Bldg, duration 20 hrs, (5 days).

Class starts at 0800 hrs Monday, 16 Dec 57:

a. 3SRS - 2 students

b. 4SRS - 2 students

c. 10SRS - 2 students

d. 321ARS - 2 students

7. KC-97 Engine Conditioning (R-4360): Room 215, Academic Bldg, duration 40 hrs, (10 days). Two classes in December starting at 0800 hrs:

a. 2 Dec 57: 26FMS - 2 students

26FMS - 4 students

321ARS - 3 students

b. 16 Dec 57: 26FMS - 2 students

26FMS - 4 students

321ARS - 3 students

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APPENDIX III

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TO

OPERATIONS PLAN DECEMBER 1957

STANDARDIZATION DIVISION



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UNITED STATES AIR FORCE  
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ATTACHMENT A TO APPENDIX III TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957,

GROUND TRAINING SCHEDULE

1. The following Standardization Division members will attend physiological training during December:

Lt Weigman

Lt Whitley

2. The following quotas are assigned for basic hand gun:

\*2 Dec 57-2

\*9 Dec 57-1

\*16 Dec 57-2

\*Individual names will appear on Weekly Training Schedule.

3. Block Training: Make-up classes will be scheduled as required.

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ATTACHMENT B

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ANNEX B

OPERATIONS PLAN DECEMBER 1957

FLYING TRAINING SCHEDULE



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United States Air Force  
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ATTACHMENT B TO APPENDIX III TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957, FLYING

SCHEDULE

1. STANDARDIZATION CHECKS: (Duration not less than 8 nor more than 15 working days)

a. The following is a typical example of the sequence of events during a standardization check. (combat ready crews will normally be scheduled for air refueling check with standboard co-pilot two weeks prior to events below. Non-combat ready crews will be scheduled one week subsequent to events below for air refueling check).

(1) Thursday - report to Standboard, aircrew manuals check and written examinations.

Friday - Written examinations, \*T-1A trainer

Monday - Brief and flight plan

Tuesday - Fly

Wednesday - Brief and flight plan

Thursday - Fly

\*Friday - Simulator

Tuesday - Normal crew mission scheduled as back up for abort during check.

Friday - Critique

\*Simulator and T-1A check varies with available periods.

2. The following crews and individual staff members will be scheduled for

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Standardization checks during the month of December.

<u>CREW #</u>	<u>NAME</u>	<u>ENTRY DATE</u>	<u>FLYING</u>	<u>TYPE CHECK</u>
N-84	May		2 Dec	Pilot
R-04	Bush		3 Dec	Observer
Staff	Brunson		3 Dec	Pilot
R-41	Martini	5 Dec	10 Dec	Pilot
R-41	Martini		13 Dec	Observer
S-01	Reeter	6 Dec	9 Dec	Pilot
S-01	Reeter		12 Dec	Observer
Staff	Orliski	13 Dec	17 Dec	Pilot (IP)
Staff	Olson	13 Dec	17 Dec	Pilot
Staff	McMinn	13 Dec	19 Dec	Observer
Staff	Moore	13 Dec	17 Dec	Pilot (IP)
Staff	Bloemendaal	13 Dec	17 Dec	Pilot
Staff	Ward	13 Dec	19 Dec	Observer
Staff	Leech	13 Dec	17 Dec	Pilot
Staff	Woodall	13 Dec	19 Dec	Observer
L-48	Fry	13 Dec	17 Dec	Pilot (IP)
L-48	Fry	13 Dec	19 Dec	Observer
R-77	Cotton	13 Dec	17 Dec	Pilot
R-77	Cotton	13 Dec	19 Dec	Observer
L-69	Lappo	13 Dec	17 Dec	Pilot (IP)
L-69	Lappo	13 Dec	19 Dec	Observer

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SES SCHEDULE AND PRE-SES TRAINING PROGRAM

1. Omitted.

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APPENDIX V  
TO  
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ON BASE SPECIAL WEAPONS TRAINING

1. Not required.



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APPENDIX VI

TO

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OPERATIONS MEETING

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 United States Air Force  
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APPENDIX VI TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957, OPERATIONS MEETINGS

1. The Operations Meetings listed below are scheduled for the month of December on dates indicated. Meetings will be held in building 321, Wing Operations Building.

2 Dec	1430	Schedule coordination meeting
4 Dec	1000	Weekly scheduling meeting
5 Dec	0800	Weekly 60-9 meeting (Comdr, DM, DO)
9 Dec	1430	Schedule coordination meeting
11 Dec	1000	Weekly scheduling meeting
12 Dec	0800	Weekly 60-9 Meeting (Comdr, DM, DO)
12 Dec	1000	Monthly coordination meeting
16 Dec	1430	Schedule coordination meeting
18 Dec	1000	Weekly scheduling meeting
19 Dec	0800	Weekly & monthly 60-9 meeting (Comdr, DM, DO)
30 Dec	1430	Schedule coordination meeting

NOTE: Scheduling meeting attendance - DOTA - DOTG - Gunnery - ECM -  
 each squadron operations and ground training officer - DOS -  
 Maint Control Officer

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APPENDIX VII  
TO  
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OPERATIONS PLAN DECEMBER 1957  
OFF-BASE SCHOOL SCHEDULE

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UNITED STATES AIR FORCE  
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ATTACHMENT "A"

TO

APPENDIX VII

TO

ANNEX "B"

TO

OPERATIONS PLAN DECEMBER 1957

ADVANCED SURVIVAL AND ADVANCED SURVIVAL REFRESHER



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ATTACHMENT A TO APPENDIX VII TO ANNEX "B" TO OPERATIONS PLAN DECEMBER 1957

Advanced Survival and Advanced Survival Refresher

Assignments for Advanced Survival (17 day and 10 day) course will be made by the Chief, Training Division. The following named officers are scheduled to attend during the month of December:

1. Advanced Survival: (17 day course)

No quotas in December

2. Advanced Survival Refresher (10 day course)

a. 5 Dec 57: McIntyre, LSRS

Kreihn, LOSRS

NOTE: BAF Message DPOIC 7465 dtd 31 Jan 57. Subject: SAC Survival Refresher Course Nr 140003. This msg in four parts. Part I. Your attention is invited to my message DPO2 5466, 8 Jan 57, which superseded mandatory clothing and/or equipment outlined on page O-14-2, Apr 56 USAF Training Prospectus. My above cited message applies only to students attending Advanced Survival Course Nr 140000, repeat, only for course Nr 140000. Part II. The following mandatory clothing and equipment will be in possession of students attending course Nr 140003: A. Individual Clothing: Uniform, Class "A", (Summer mandatory 30 May to 30 Sep) (Winter mandatory 15 Oct to 30 Apr); drawers wool, (1 Oct to 30 Apr); boots combat (Preferred) or shoes, service acceptable but not desirable; socks, wool, cushion sole; undershirt, wool (1 Oct to 30 Apr); gloves, leather shell, (with inserts 1 Oct to 31 Apr). B. Students will be required to report for training with clothing

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to be utilized during field exercise. This clothing will be only those items of clothing in which they normally perform operational flights. This includes outer-clothing, footgear, socks, underclothing, and headgear. (For economic reasons anti-exposure suits and helmets, etc, will not be utilized). Part III. For your info this refresher course is designed to give students opportunity to field test items of clothing and equipment utilized in flying, exclusive of commercial food, under rigorous realistic field conditions. Part IV. Following items of equipment are issued by the survival school for winter phase of course 140003; A. Sleeping bag; B. One (1) each compass; C. One (1) each poncho; D. One (1) each canteen, cup and cover; E. One (1) each pair snowshoes and binding; F. Entrenching tool two (2) per crew; G. One (1) parachute per four (4) men; H. Parachute harness, as needed; I. One (1) each pair overshoes per individual; J. Snow goggles (Flying); K. Toilet tissue (Survival Tissue).

ADDITIONAL INFORMATION. For students planning purposes, following are temperature ranges during winter and summer training periods: A. Jun thru Sep: Average mean temperature, plus 70 degrees F, plus 38 degrees F. Average maximum temperature plus 30 degrees F. average extreme range, plus 85 degrees F, plus 19 degrees F. B. Oct thru May: Average mean temperature, plus 40 degrees F, plus 13 degrees F. Average maximum temperature, plus 55 degrees F, high, minus 20 degrees F, low. Average extreme range plus 71 degrees F, high: minus 20 degrees F, low.

NOTE #2: Trainees will be ordered to the 3636th Combat Crew Training Squadron (Support) Stead Air Force Base, Reno, Nevada, on temporary duty in accordance with AFM 30-3 and AFR 35-52. Temporary duty orders will list aircrews by type aircraft and aircrew personnel by crew number and position. Reporting date not

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earlier than 0800 hours and not later than 2400 hours the day preceding class entry date.

NOTE #3: 8AF message DO 61496 dtd 18 Jun 57. Subject: Pre-SES Training. This Hq. has become extremely concerned over the high failure rate of Eighth Air Force crews in the Survival portion of the SES examination. To insure that R/RB crew members are proficient in the required survival procedures when scheduled for Evaluation, it is recommended that each Hq. concerned insure that all crew members have successfully completed Air Training Command Advanced Survival Course Number 140000 sometime in the past and that Refresher Survival Training as required by paragraph 8 J, Annex I SACR 50-24, dtd 13 Nov 56 has been accomplished during the two-month period prior to evaluation.

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ATTACHMENT "B"  
TO  
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TO  
ANNEX "B"  
TO  
OPERATIONS PLAN DECEMBER 1957  
SURVIVAL EXERCISE



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 UNITED STATES AIR FORCE  
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ATTACHMENT B TO APPENDIX VII TO ANNEX "B" TO OPERATIONS PLAN DECEMBER 1957

Survival Exercise

Place: Nelsonville, Ohio

Duration: 2 days

Personnel Concerned: All Crew Members

1. Survival Exercise will be conducted six (6) times during the month of December. The following personnel will attend on dates as indicated:

Reporting 2 Dec 57: Calligan, 4SRS,

Reporting 5 Dec 57: Burkhart, 10SRS; Nordby, 10SRS; Christenson, 10SRS, Chamberlen, 321ARS; Williams, 321ARS; Mayo, 321ARS; Little, 321ARS; Hines, 321ARS.

Reporting 9 Dec 57: Smith, 321ARS; Cooper, 321ARS; Schaffer, 321ARS; Fobian, 321ARS; Burandt, 321ARS; Price, 321ARS; Belz, 321ARS.

Reporting 12 Dec 57: As required.

Reporting 16 Dec 57: Yuska, 321ARS; Grant, 321ARS; Leithold, 321ARS; Bullers, 321ARS; Rawlinson, 321ARS; Early, 321ARS; Lawrance, 321ARS.

Reporting 19 Dec 57: Ward, 321ARS; Volle, 321ARS; Petters, 321ARS; Tomzak, 321ARS.

NOTE: Anybody who requires this training can attend during the above dates.

2. Clothing and Equipment: Students will have in their possession the following clothing and equipment:

Compass	Fatigues or Flying Suits
GI Shoes or suitable Subst.	Insect Repellant
Jacket	Mess Gear

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Flashlight

Hunting Knife

Canteen w/case

Web Belt

One (1) #10 can

Socks, underclothing and toilet articles suitable for a 2 day field exercise. (Overshoes and such other clothing or equipment that might be appropriate to cold weather).

3. Rations: Type IFR-6 will be utilized at expense of student.

4. Transportation to Nelsonville: Government transportation is available. Students desiring to travel by private conveyance at no expense to government are permitted to do so. Students electing to drive their privately owned vehicles must sign a certificate regarding their travel, furnished by ABTF (Bldg 263) by 0800 hrs preceding the day of departure. Students driving their own vehicles will report to Nelsonville Survival School by 0830 hrs, on the date the training is to begin. Government transportation, if required, will depart from ABTF (Bldg 263) at 0630 hrs on the day training is scheduled to begin. Travel Orders will not be issued.

NOTE: THIS TRAINING IS A "FIELD EXERCISE" AND THEREFORE, NO PER DIEM WILL BE AUTHORIZED.

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HEADQUARTERS  
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Lockbourne Air Force Base, Ohio  
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ATTACHMENT "C"  
TO  
APPENDIX VII  
TO  
ANNEX "B"  
TO  
OPERATIONS PLAN DECEMBER 1957  
OQ GUNNERY COURSE

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 Lockbourne Air Force Base, Ohio  
 25 November 1957

ATTACHMENT C TO APPENDIX VII TO ANNEX "B" TO OPERATIONS PLAN DECEMBER 1957

OQ Gunnery Course

Place: Camp Phillips Gunnery Range, Schilling AFB, Salina, Kansas  
 Building 936, Room 109.

1. The following personnel organization indicated, are scheduled to attend OQ Gunnery Exercises on dates indicated:

a. 12 Dec 57: 1/Lt Meiners, 3SRS

1/Lt Boyle, 4SRS

1/Lt Durkin, 10SRS

NOTE: Change in course schedule 8AF TWX DOT2 53287 dtd 13 Dec 56, quote "OQ Range Exercise is now two days in duration. First day will be Academic classroom training and the second day will be spent on the range. All personnel scheduled to attend subject training for initial check-out in accordance with Annex V SACR 51-19, will accomplish prerequisite requirements as outlined in SACR 51-19. All personnel scheduled to attend subject training as annual refresher training in accordance with Annex II, SACR 50-24, will accomplish a minimum of two hours T-1A Trainer time prior to reporting. All personnel will report to Lt Chandler, OIC Camp Phillips OQ Range, Base Training Flight NLT 1730 hrs on day prior to starting date." Unquote. Students scheduled for OQ Gunnery are advised to bring flight fatigues, jackets and gloves or other suitable warm clothing.

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26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
25 November 1957

ATTACHMENT "D"

TO

APPENDIX VII

TO

ANNEX "B"

TO

OPERATIONS PLAN DECEMBER 1957

PHYSIOLOGICAL TRAINING

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
25 November 1957

ATTACHMENT D TO APPENDIX VII TO ANNEX "B" TO OPERATIONS PLAN DECEMBER 1957

Physiological Training

Place: Wright Patterson AFB, Ohio, Building 103, Area B

Personnel Concerned:

Requirement: Every 3 years

1. The following is a list of quotas, by squadrons, by date for December:

a. 2 Dec 57: 26FMS - 1 (A/lc Douglas G. Swan)

26AES - 1

321ARS - 2 (S/Sgt C L Gay) (S/Sgt K G Spates)

b. 9 Dec 57: 3SRS - 1 (A/lc P Smith)

4SRS - 1 (Capt Aldhizer)

10SRS - 1 (Crew Chief)

321ARS - 6 (T/Sgt Scarbrough) (1/Lt Jarvis) (1/Lt Lilly)  
(T/Sgt Dressel) (S/Sgt Robinson) (S/Sgt Woodrum)

26FMS - 2 (T/Sgt Docherty) (A/lc Martin, C S)

c. 16 Dec 57: 26DOS - 2 (Lt Weigman) (Lt Whitely)

3SRS - 2 (Capt Roll) (Maj Rae)

4SRS - 2 (Ludwig) (Peterson)

10SRS - 2 (Lt Morris, D) (Lt Jenner)

321ARS - 2 (1/Lt Clark) (1/Lt Crowe)

26HS - 1 (Kohlenstein)

2. Government transportation is available, however, personnel may travel by

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private conveyance at no expense to the government. Personnel needing government transportation will contact ABTF ext 7479, 5 days prior to attendance date. If government transportation is required, bus will leave the Motor Pool at 0645 hrs on the day students are scheduled to report to Wright-Patterson AFB.

3. Course is approximately two (2) days, 12 hrs duration.

4. Government housing facilities are available at Wright-Patterson AFB.

5. Per diem will be authorized only from the time government transportation is used - beginning at 0601 on the day the class starts and terminating at 2100 hrs on the following day.

6. Orders will be requested from Wing Ground Training by the squadrons concerned, seven days prior to the date of attendance. One copy of the orders will be furnished the Wing Ground Training Section for confirmation.

a. Orders must state the following:

(1) Date and type of physical examination. (Must have been within the last year).

(2) Explosive Decompression required (Providing student has not received it before). THIS IS A ONE-TIME REQUIREMENT AND MUST HAVE BEEN RECORDED ON INDIVIDUAL'S AF FORM 702.

(3) Student is currently on flying status, or in case of crew chiefs, chamber ride is required prior to being placed on flying status.

7. Personnel assigned helmet and mask should take that equipment to chamber training.

8. Personnel scheduled to attend this training will pick up the AF Form 702, "Individual Physiological Training Record" from the Reports and Analysis Section, Room 201, 26SRW Hq. Bldg, 3 days prior to their attendance. Upon completion of

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this training the individuals will return their AF Form 702 to the Wing Ground Training Section in order that the training may be entered on the SAC Form 293, Individual Ground Training Record, and forwarded afterwards to the Reports and Analysis Section to be entered in the individuals Form V.

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26TH STRATEGIC RECONNAISSANCE WING (1)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
25 November 1957

APPENDIX VIII  
TO  
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OPERATIONS PLAN DECEMBER 1957  
DUTY SCHEDULES

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
25 November 1957

ATTACHMENT A

TO

APPENDIX VIII

TO

ANNEX B

OPERATIONS PLAN DECEMBER 1957

SENIOR FLYING SUPERVISOR AND CONTROL ROOM DUTY OFFICER



HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 United States Air Force  
 Lockbourne Air Force Base, Ohio  
 25 November 1957

ATTACHMENT A TO APPENDIX VIII TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957, SENIOR FLYING SUPERVISOR AND CONTROL ROOM DUTY OFFICER

1. Officers as listed below are assigned duty as Senior Flying Supervisor for the month of December 1957.

<u>SENIOR FLYING SUPERVISOR</u>		<u>SENIOR FLYING SUPERVISOR</u>	
1 Dec	Moore	16 Dec	Fields
2 Dec	White	17 Dec	Buckley
3 Dec	Stitzel	18 Dec	Rees
4 Dec	Olson	19 Dec	Stitzel
5 Dec	Pedigo	20 Dec	Moore
6 Dec	Rees	21&22 Dec	White
7&8 Dec	Weir	23 Dec	Weir
9 Dec	Bachtell	24 Dec	Buckley
10 Dec	McConnell	25 Dec	Bachtell
11 Dec	Stevenson	26 Dec	McConnell
12 Dec	Kluender	27 Dec	Stevenson
13 Dec	Olson	28 Dec	Kluender
14&15 Dec	Guisinger	29&30 Dec	Guisinger
		31 Dec	Fields

2. The Senior Flying Supervisors are specifically responsible for supervision of all tactical (RB-47 & KC-97) flying conducted after the termination of normal duty hours daily. On duty days if flying is scheduled, the Senior

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Flying Supervisor will report to the Wing Control Room at 1600 hours for briefing and will remain in the control room for all 26SRW flying activity (including KC-97) occurring before 0730F. Should it be impossible for the scheduled officer to report as required, he will be responsible for arranging for a fully qualified substitute and will notify the Wing Control Room Officer not later than the day prior to his assigned duty day. Instructions pertaining to his duties and responsibilities are included in the Senior Flying Supervisor Policy File, which is kept in the Wing Control Room at all times. On week-ends and holidays, the Senior Flying Supervisor will be as designated. His physical presence in the Wing Control Room will be required if tactical aircraft are scheduled to fly, or are returning from alternate bases. If no flying is in progress, he will keep himself immediately available to the Control Room by telephone.

3. Control Room Duty Officers are specifically responsible for maintaining liaison with higher headquarters and other agencies, from 0800 to 1200 on non-duty week-ends and certain holidays. In this capacity, he will be the direct representative of the Wing Commander. The Control Room Duty Officer will not supervise flying activities, nor make decisions which should properly be made by the Wing Commander or designated senior staff officers. The Control Room Duty Officer will maintain his station in the office of the Wing Commanders secretary and answer all phones there and in the Director of Operations office.

4. The following officers will be Control Room Duty Officers for the month of December 1957:

7 Dec	Capt Johnson
14 Dec	Capt Doll
21 Dec	Capt Schrup

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28 Dec

Major Cones

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26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
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25 November 1957

ATTACHMENT B

TO

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ANNEX B

OPERATIONS PLAN DECEMBER 1957

TOWER OFFICER DUTIES



HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 United States Air Force  
 Lockbourne Air Force Base, Ohio  
 25 November 1957

ATTACHMENT B TO APPENDIX VIII TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957, TOWER

OFFICER DUTIES

1. Qualified RB-47 Aircraft Commanders will be scheduled for duty as tower officers. The tours of duty will be from 0800 to 2000 and from 2000 to 0800. The tower officer will be on call on the base during his tour of duty and must be physically located in the tower whenever any of the following conditions exist:
  - a. Any RB-47 or KC-97 is airborne or scheduled for take-off within one hour.
  - b. IFR.
  - c. Any emergency.
2. The assigned tower officer will make himself familiar with the provisions of the following regulations before his tour of duty begins:
  - a. SAC Regulation 62-17, dated 30 August 1956
  - b. Interim Eighth Air Force Regulation 55-1, dated 5 October 1956.
3. Tower officer will be selected at the weekly scheduling meeting. 3SRS and 10SRS will be responsible for dates and periods as indicated below, 4SRS will be responsible for 2 December 1957.

3SRS

1 Dec (0800-2000)  
 4 Dec (2000-0800)  
 6 Dec (2000-0800)  
 8 Dec (2000-0800)  
 10 Dec (0800-2000)  
 12 Dec (0800-2000)  
 14 Dec (0800-2000)  
 16 Dec (2000-0800)

4SRS

2 Dec (2000-0800)

10SRS

3 Dec (2000-0800)  
 5 Dec (2000-0800)  
 7 Dec (2000-0800)  
 9 Dec (0800-2000)  
 11 Dec (0800-2000)  
 13 Dec (0800-2000)  
 15 Dec (0800-2000)  
 17 Dec (2000-0800)

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18 Dec (2000-0800)  
20 Dec (2000-0800)  
22 Dec (2000-0800)  
24 Dec (0800-2000)  
26 Dec (0800-2000)  
28 Dec (0800-2000)  
31 Dec (2000-0800)

19 Dec (2000-0800)  
21 Dec (2000-0800)  
23 Dec (0800-2000)  
25 Dec (0800-2000)  
27 Dec (0800-2000)  
29 Dec (0800-2000)  
30 Dec (2000-0800)

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (R)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
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TO  
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TO  
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AIRDROME OFFICER

Omitted.

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
25 November 1957

ATTACHMENT D  
TO  
APPENDIX VIII  
TO  
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TEST FLIGHT CREWS



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
25 November 1957

ATTACHMENT D TO APPENDIX VIII TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957, TEST  
FLIGHT CREWS

One crew will be on test hop duty each week TDY to DM. 4SRS and 10SRS will alternate weekly. First week of December (9 to 13 Dec) will be the responsibility of the 10SRS, second week (16 to 20 Dec) 4SRS and so on. Primary duty will be test hop of aircraft. Crew will be scheduled for Ground Training commitments that will not interfere with test hops.

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
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25 November 1957

APPENDIX IX

TO

ANNEX B

TO

OPERATIONS PLAN DECEMBER 1957

NON-COMBAT READY CREW UPGRADE & READINESS PROJECTS



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
25 November 1957

ATTACHMENT A

TO

APPENDIX IX

TO

ANNEX B

OPERATIONS PLAN DECEMBER 1957

NON-COMBAT READY CREW PROJECTION

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 United States Air Force  
 Lockbourne Air Force Base, Ohio  
 25 November 1957

ATTACHMENT A TO APPENDIX IX TO ANNEX B TO OPERATIONS PLAN DECEMBER 1957, NON-COMBAT

READY CREW PROJECTION

The following crews are projected for upgrading to combat ready status on dates indicated:

<u>Squadron</u>	<u>Crew #</u>	<u>Acft Comdr</u>	<u>Date</u>
3SRS	N-84	May	15 Dec 57
3SRS	N-02	Carroll	15 Dec 57
3SRS	N-43	Mitchell, J. W.	15 Dec 57
3SRS	N-14	Meltzer	15 Dec 57
3SRS	N-37	Whitker	16 Jan 58
3SRS	N-34	Sexton	23 Jan 58
3SRS	N-38	Sandini	10 Feb 58
4SRS	N-05	Duquette	15 Mar 58
10SRS	N-39	Salkeld	15 Apr 58
4SRS	N-45	Hopkins	15 Feb 58
4SRS	N-52	Franklin	15 Feb 58
4SRS	N-61	VanVleet	15 Mar 58
10SRS	N-97	Kidder	15 Apr 58

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HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
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25 November 1957

ATTACHMENT B

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OPERATIONS PLAN DECEMBER 1957

INDIVIDUAL NON-COMBAT READY PROJECTION

1. Omitted.

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
22 November 1957

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TO  
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FLYING SAFETY



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
22 November 1957

APPENDIX X TO ANNEX "B", OPERATIONS PLAN DECEMBER 1957

FLYING SAFETY

1. General:

a. Compliance and Survival:

(1) There is no denying that an emergency bail-out will prove of little value if the emergency kit is lost before reaching land, sea or snow. Many reports indicate just one solitary knife meant the difference between survival and failure. Realizing that many of our flights can present us with the cold facts of arctic survival it behooves us to review the requirements for this type of survival.

(a) SACR 60-8 outlines the basic requirements for personal and survival equipment that must be carried on all flights.

(b) SACR 50-15 requires arctic indoctrination for all personnel operating in these regions.

(c) AFM 64-5 should be reviewed by all aircrew members, especially the section concerning Survival on Sea Ice.

(d) Back issues of Flying Safety, Combat Crew and Maintenance Review provide many of the answers that are best not learned through experience.

(2) Weather briefings during the months ahead achieve an importance second to none.

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(3) As in the case of any peacetime military air operation, the safe passage of the aircraft and crew to destination is the primary objective of the mission. At no time will continuance of the tactical mission be decided upon if such action will jeopardize either aircrew or aircraft. Nor will a crew be scheduled for a mission unless it has been certified as officially checked out in the aircraft and has received proper crew rest prior to departure. The following items will be checked for adequacy against the proposed flight plan prior to execution.

(a) For each Aircraft Scheduled:

- 1 Is survival equipment aboard the aircraft adequate for the terrain and has it been inspected recently?
- 2 Are current facility charts and pilots' handbooks aboard the aircraft for the area to be flown over?
- 3 Are there any maintenance deficiencies on any aircraft that would effect the mission, i.e., instruments not calibrated, etc.?

(b) Briefing Information:

- 1 Is the fuel reserve in accordance with current directives and will it allow for safe diversion in case of inclement weather?
- 2 Does the aircraft commander's folder contain an overlay showing enroute information, letdown diagrams, etc.?
- 3 Have practice approaches been made in the Link Trainer for intended landing bases?

(c) For the Aircrew Briefing:

Specific emphasis will be placed on the following items:

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- 1 Terrain features enroute and destination.
- 2 Alternate landing bases, emergency and weather.
- 3 Monitoring of approaches and letdowns by radar observers.
- 4 Position of aircraft to be continuously monitored by use of all available navigation devices.
- 5 Crews will be briefed that aircraft which land individually at alternate or diversionary bases will not proceed until clearance is obtained from higher SAC authority.
- 6 Specific briefing will be conducted on ditching and crash landing relative to the type of terrain to be encountered enroute.
- 7 Flight planning will be checked to insure correct weight and balance computation, and correctness of takeoff and landing computations.
- 8 Ops memos will be constantly reviewed to insure thorough comprehension of requirements.
  - a Paragraph 4c of RB-47-10 must be emphasized to insure that Senior Staff Flying Supervisor and Tower Officer are aware of arriving aircraft conditions and intentions a minimum of ten minutes prior to penetration.

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United States Air Force  
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ANNEX C  
TO  
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COMMUNICATIONS

Omitted.



