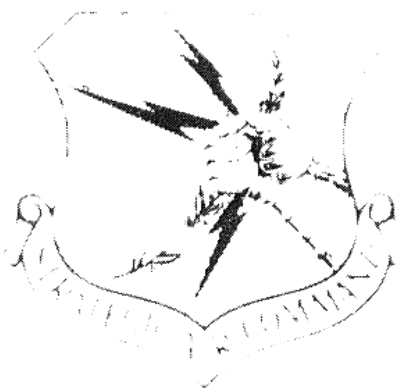
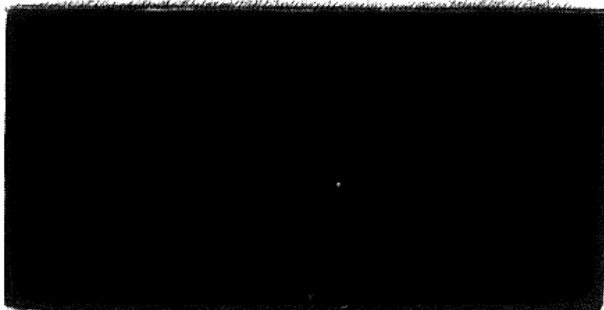


**SECRET**

HISTORY



**SECRET**

4213



SECRET

Col 1	KWIS-26-HI Nov 1957

HISTORY OF  
 THE 26TH STRATEGIC RECONNAISSANCE WING, MEDIUM  
 1-30 November 1957  
 (UNCLASSIFIED TITLE)  
 LOCKBOURNE AIR FORCE BASE  
 OHIO

**P.R.C.**

for *W.E. Silver, Col, USAF*  
 W. H. REDDELL  
 Colonel, USAF  
 Commander

EIGHTH AIR FORCE  
 STRATEGIC AIR COMMAND

*A-0242*  
*449066*  
*4-1983-14A*

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

RM-58-4213

SECRET

*Ind #1*

COLONEL WILLIAM H. REDDELL

Commander, 26th Strategic Reconnaissance Wing, Medium,  
Lockbourne Air Force Base, Ohio



DECLASSIFIED IAW EO 13526



DECLASSIFIED IAW EO 13526

TABLE OF CONTENTS

<u>CHAPTER</u>	<u>TITLE</u>	<u>PAGE NO.</u>
I	ORGANIZATION AND ADMINISTRATION	1
	SAC Competition Victory	2
	Operation Iron Bar	2
	Key Personnel Change	2
	1,000 hour Club	3
II	PERSONNEL	4
	Number of personnel assigned	4
	Reenlistment rate	4
	OJT effectiveness	4
	AWOL rate	5
	Combat crew situation	5
III	OPERATIONS AND TRAINING	7
	Number of flying hours	7
	Project SAC Z-9	7
	Block training program	8
	SES results	8
	Operation Iron Bar	8
	EWP program	9
IV	MATERIEL	11
	Number of aircraft on hand	11
	Number of engine changes	12



<u>CHAPTER</u>	<u>TITLE</u>	<u>PAGE NO.</u>
	Technical Order compliances	12
	MB-3 Anti-Icer trucks	12
	Drop Tanks	13
	40KVA Alternating Current Systems	13
V	SAFETY	14
	Fatal accident	14
	Private vehicle accident	14
	Accident on line	15
	Number of Operational Hazard Reports	15
	Crew of the Month Award	15
	Maintenance Man of the Month Award	15
	ROSTER OF KEY PERSONNEL	16
	LISTING OF EXHIBITS	17

SECRET

1

CHAPTER I

ORGANIZATION AND ADMINISTRATION

As of 30 November 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

SECRET



The Wing was victorious in the annual SAC Bombing, Navigation, Reconnaissance Competition held at Pinecastle Air Force Base, Florida. Last year they came in second, while the 91st Wing, also here at Lockbourne, came in first. This win made it possible for the P. T. Cullen trophy to remain here at Lockbourne for another year. The Wing can boast that it has the best reconnaissance crews in the whole of SAC after winning this little competition. Both winning crews were from the 10th Strategic Reconnaissance Squadron, whose nick-name was the "Big Ten," which it is justly proud of. General Sweeney, Eighth Air Force Commander, sent his personal congratulations and best wishes to Colonel Reddell and the Wing after learning of their accomplishment.

The 26th Wing was chosen to participate in a large scale SAC training exercise given the designation of "Iron Bar". In addition to having our RB-47Es deployed to forward staging bases, the 321st Air Refueling Squadron was required to provide 60 refueling sorties in support of the 341st Bomb Wing. The period of the exercise was to be 25 November through 4 December 1957, and the total amount of RB-47Es required was 40. This number represented nearly all the RB-47Es in the possession of the Wing at the time. A more detailed account of of this operation can be found in Chapter III of these writings.

1. Msg, Comdr 8AF to Comdr 801st ADiv, C 1041, 21 November 1957. Exhibit # 26.
2. Operation Order 39-57, Hq 263RW, 31 Oct 1957. Exhibit # 4.

SECRET

SECRET

3

Captain Jean Y. J. Sharp, AO800409, USAF, was relieved of the duties of Commander, Headquarters Squadron Section, 26th Strategic Reconnaissance Wing, by Captain Donald Koch, AO758008, USAF, effective 22 November 1957.<sup>3</sup> Captain Sharp had been the squadron commander since October 1955.

Six members of the Wing were presented with 1,000 hour pins and certificates in an appropriate ceremony by Colonel W. H. Reddell, the Wing Commander.<sup>4</sup> The club was jointly sponsored by Boeing Aircraft Company and SAC, and to qualify for membership, a person had to have 1,000 flying hours or over in the RB-47. The addition of these new members brought the Wing's total membership to 59 in this exclusive "club."

There were no changes in staff key personnel during the month with the exception of Headquarters Squadron Commander change. Colonel William H. Reddell remained as Wing Commander, while Colonel Robert F. Layton remained as his Deputy Commander. Captain Theodore L. Smoleroff remained as Wing Adjutant with Master Sergeant Ernest F. Cavvey as his Sergeant Major.

3. GO 5, Hq 26SRW, 22 Nov 1957. Exhibit # 1.

4. SKYHAWKER (Lockbourne AFB, Ohio), 22 November 1957. Exhibit # 3.

SECRET



CHAPTER II  
PERSONNEL

1  
The Wing had 2,103 personnel assigned as of the end of November 1957. Of that total, 483 were officers and the remaining 1,620 were airmen. This represented a loss of 110 personnel from last month's total.

The following is a comparative breakdown of the authorized versus the assigned strength of the Wing as of 30 November 1957:<sup>2</sup>

	<u>TOTAL AUTH</u>	<u>TOTAL ASSG</u>
OFFICERS . . . . .	428	483
AIRMEN . . . . .	1,546	1,620
TOTALS . . . . .	1,974	2,103

The body manned percentage for officers was 113, with 419 officers being effectively assigned by DAFSC for an MIRS percentage of 98. Airmen body manning was 105, with 1,339 airmen being effectively assigned by DAFSC for an MIRS percentage of 83.<sup>3</sup>

Our reenlistment rate continued to drop. Twelve airmen out of 51 discharged and eligible to reenlist did so here at Lockbourne. This gave the Wing a reenlistment rate of only 25.4 percent.<sup>4</sup>

1. Strength figures obtained from the 26SRW Morning Report Section.
2. Manning Reports, prep by 26SRW Personnel Directorate for Nov 1957. Exhibits # 20 & 21.
3. Ibid.
4. Information obtained from Base Reenlistment Officer, CWO-2 Francis E. McCracken, 2 January 1958.

SECRET

SECRET

For the second straight month the Wing scored 100 percent on the On the Job Training (OJT) effectiveness. Three hundred men were eligible for OJT and all three hundred were on it. Thirty-eight men were administered the APT and AFJKT during November and 33 of them passed. This gave the Wing a percentage of 87 in this area of scoring.<sup>5</sup>

Four men went AWOL during the month from the Wing. This was one less than the previous month's total. The rate per 1000 personnel assigned was 2.0.<sup>6</sup>

The following is a brief description of the RB-47E combat crew situation in the Wing as of 1 November 1957.<sup>7</sup>

<u>SELECT</u>	<u>LEAD</u>	<u>COMBAT READY</u>	<u>NON-COMBAT READY</u>	<u>"IN" CREWS</u>
10	13	22	11	6

By the end of the month, the situation had been altered to the following:<sup>8</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

Most of the above changes in crew personnel were due to the reassignment of crews from the old 91st Wing that was deactivated here at Lockbourne Air Force Base.

As of the first of the month, the 321st Air Refueling Squadron had the following number and types of KC-97 combat crews assigned:<sup>9</sup>

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

5. "Management Control Data Report," PART I, RCS: 1-SAC-T35, prep by 26SRW, November 1957. Exhibit # 9.

6. Ibid.

7. Information obtained from the 26SRW Combat Crew Section.

8. Ibid.

9. Ibid.

SECRET



SECRET

6

By the end of the month there had been no changes effected  
in the number or types of KC-97 crews.

SECRET

SECRET

7

CHAPTER III  
OPERATIONS AND TRAINING

RB-47E and KC-97 aircraft of the Wing were flown 2,317 hours throughout November. The RB-47Es were allocated 1,600 hours for the month and overflowed that amount by some 48 hours. The KC-97 tankers were allocated 537 hours for a similar period of time and they overflowed that amount by 132 hours ( 669 hours total).<sup>1</sup>

Project SAC 2-9 showed very little progress during the month.<sup>2</sup> Twelve sorties were scheduled and only six were flown. The only acceptable photographic coverage accomplished was that taken of Portsmouth Air Force Base, consisting of oblique photography taken perpendicular to the main runways from opposite directions. Poor weather over the target area accounted for five aborts and also prevented two aircraft from ever taking off from Lockbourne. The project was approximately 50 percent complete on the vertical portion and 25 percent complete on the oblique coverage.<sup>3</sup>

The accomplishment of AFR 60-2 minimums by all rated personnel of the Wing became a matter of great concern to the Wing Commander and in order to complete these requirements, first priority was given over all other training to this area. A target date for completion of this requirement was set up of 18 December 1957.<sup>4</sup>

1. "Consolidated Unit Capability Report (RCS: 2-SAC-VI)," prep by D/Ops, 26SRW, Nov 1957. Exhibit # 18.
2. History of 26SRW (M), October 1957, p 10.
3. Interview, T/Sgt Leslie A. Bell, Historian, with T/Sgt Charles P. Hale, NCOIC Reports and Analysis, 26SRW, 3 January 1958.
4. Ibid.

SECRET



SECRET

8

The RB-47 Combat Crew Block Training Program was 81 percent complete, Phase II, at the end of the month. A similar program for KC-97 combat crews was 100 percent complete at the end of the month. Barring any schedule changes, the program was expected to be 100 percent complete at the end of the then projected training.<sup>5</sup>

Three crews attended Strategic Evaluation Squadron (SES) in November. Crew L-22, aircraft commander Major William W. Behrend, completed a re-evaluation and was found to be fully qualified. Crew L-47, aircraft commander Captain Alfred Ritchason, was found to be fully qualified with the exception of the handgun requirements. Crew S-01, aircraft commander Major William E. Reeter,<sup>6</sup> was incomplete due to the navigator having to go on emergency leave.<sup>7</sup>

Operation "Iron Bar"<sup>7</sup> was the one big operation that the Wing was engaged in during the month. This operation was of such a scale that nearly all the aircraft of the Wing were deployed plus a large number of the crew and support personnel.

Period of the exercise was to be from 25 November through 4 December 1957. Aircraft were deployed to Thule Air Base, Fairford, England, and Goose Air Base. Eight weather scout aircraft were dispatched Goose Air Base, three weather scout and eight strike

---

5. Ibid.

6. Ibid.

7. Operation Order 39-57, Hq 26SRW, 31 Oct 1957. Exhibit # 4.

SECRET

SECRET

9

aircraft were sent to Thule Air Base, and three weather scout and 15 strike aircraft were deployed to Fairford, England. Three weather scout aircraft were to operate in place here at Lockbourne under the direction of the Task Force Commander. The Wing's total effort in RB-47Es was 40 for this operation. Tanker support was to be provided by the 310th and 91st Air Refueling Squadrons.

The purpose of the operation was to accomplish photo reconnaissance as directed by the Task Force Commander, and the performing of weather scout duties after which they were to deploy back to Lockbourne after completion of the exercise. In addition it was a test of the Wing's photo capabilities and ability to deploy in a minutes notice.

By virtue of having the two best reconnaissance crews in SAC, the Wing won the coveted P. T. Cullen award. This award was the symbol of the winning wing in the reconnaissance portion of the annual SAC Bombing, Navigation, and Reconnaissance Competition held this year at Pinecastle Air Force Base, Florida. Last year it was held here at Lockbourne and we came in second behind our "sister" wing the 91st Strategic Reconnaissance Wing (M).

The Emergency War Plans (EWP) program utilized 1,234 hours during the month. This total included that needed to brief the

---

8. Ibid.

9. Ibid.

SECRET



SECRET

10

Wing Commander and to take pertinent examination. Two hundred  
and fifty-four Ultra Sonic trainer runs were accomplished during  
a like period of time.  
10

---

10. As reflected in the SAC-U47 report for November 1957, 26SRW.

SECRET

## CHAPTER IV

## MATERIAL

The Wing had in its possession 16 RB-47Es at the end of November. Aircraft were on hand for 34,413 hours, of which 31,540 hours were operationally ready time. Time not operationally ready and the reasons were as follows: Supply - 680 hours, periodic maintenance and inspection - 1,432 hours, malfunction, mechanical defects and/or operational damage - 761 hours. Four hundred and fifteen landings were made.<sup>1</sup>

There were nine of the older model KC-97s (F model) possessed by the 321st Air Refueling Squadron at the end of the month. Aircraft were on hand for 6,480 hours, of which 5,651 hours were operationally ready time. Time not operationally ready and the reasons were as follows: Supply - 336 hours, periodic maintenance and inspection - 264 hours, malfunction, mechanical defects and/or operational damage - 229 hours. Seventy-eight landings were made.<sup>2</sup>

Eleven of the newer model KC-97s (G model) were possessed by the tanker squadron at the end of November. Aircraft were on hand for 7,920 hours, of which 6,882 hours were operationally ready time. Time not operationally ready and the reasons why were as follows: Supply - 183 hours, periodic maintenance and inspection - 504 hours,

1. "Report of Aircraft Status and Purpose of Flight, RCS: 1-AF-A1," prep by 26SRW Maint Control, Nov 1957. Exhibit # 15.
2. Ibid.

SECRET



SECRET

12

malfunction, mechanical defects and/or operational damage - 351 hours.

One hundred and twenty three landings were made during the month.<sup>3</sup>

Four engines were removed from RB-47Es during the month. Two were removed due to foreign object damage and required major overhauls. One engine was removed for oil leak and was in the process of being minor repaired at the end of the reporting period. The final engine removal was performed due to excessive vibration and was minor repaired.<sup>4</sup>

Maintenance crews removed five engines from our KC-97s during the month. Three were removed due to internal failures and one because of accessory section failure. All four required major overhauls. The remaining engine was removed for oil leaks and was minor repaired and returned to service.<sup>5</sup>

During the reporting period of 16 October through 15 November, 111 technical order compliances were performed on RB-47Es of the Wing with a manhour expenditure of 591. There was an average of .02 technical orders outstanding per aircraft at the end of the reporting period.<sup>6</sup>

Thirty-four technical order compliances were accomplished on our KC-97s during a similar period of time as the RB-47Es. The manhour expenditure to accomplish this task was 280. There were no technical orders outstanding at the end of the reporting period.<sup>7</sup>

- 
3. Ibid.
  4. "Installed Aircraft Engine Report, RCS: 3-ANC-419," prep by 26SRW Maint Standardization, Nov 1957. On file in same.
  5. Ibid.
  6. "Status of Technical Order Compliance, RCS: SAC U-10," prep by 26SRW Maint Standardization, Nov 1957. Exhibit # 14.
  7. Ibid.

SECRET

SECRET

13

Approximately 60 men had been checked out as basket operators in the new MB-3 De-Icar unit at the end of November. One man lost his life while being checked out in this new piece of equipment. A complete account is given in Chapter V of these writings on this unfortunate accident.

Installation of drop tanks on all our RB-47Es was complete insofar as was being attempted at the time. The project was still being monitored and inspected by the 26th Wing Maintenance Standardization Branch.

A Mr. Albert D. Aufderhaar, Westinghouse Company technical representative, and a Mr. Clifford Linders, Sundstrand Company technical representative, were present during a portion of the month for the purpose of instructing and advising our maintenance personnel in the operation and maintenance of the 40KVA Alternating Current Systems of the RB-47Es. The Maintenance Standardization Branch monitored their activities, assisted in scheduling training classes and published current procedures and check lists as the representatives recommended.

8. Interview, T/Sgt Leslie A. Bell, Historian, with S/Sgt Ronald C. Beatty, NCOIC 26SRW Maint Control Admin Section, 6 Jan 1958.
9. Ibid.
10. Ibid.

SECRET



# SECRET

## CHAPTER V

### SAFETY

The Wing sustained no aircraft accidents during the month. There was, however, three ground accidents suffered by personnel. One of those was a fatal one.

On 8 November 1957, at approximately 0845E, Master Sergeant John Q. Taggart, a member of the 3rd Squadron, was being checked out in the operation of the boom and basket controls of the ME-3 Anti-Icing Truck by Master Sergeant Nelson H. Nelson of the 26th Headquarters Squadron. During the course of the demonstration, the boom and basket, with both Nelson and Taggart aboard, was inadvertently moved into the proximity of high tension electrical lines carrying 12,740 volts phase to phase to phase. Sergeant Nelson's head came in contact with a single strand of high voltage line allowing 7,200 volts to surge through his body. Sergeant Taggart grabbed the line with his hands in an attempt to remove it from the other man's head. This act resulted in Sergeant Nelson's life being saved and Sergeant Taggart's death. Sergeant Nelson sustained a burned left ear, a burned area on his back, and a severe electrical shock. He was hospitalized for three days at a cost to the government of \$90.00. Total cost to the government for this unfortunate accident was \$31,590.<sup>1</sup>

1. Interview, T/Sgt Leslie A. Bell, Historian, with Major William J. Pedigo, 26SRW Safety Officer, 7 January 1958.

SECRET

15

At approximately 2200 hours, on 7 December 1957, Airman Second Class Ronald L. Simmons, of the 26th Armament and Electronics Squadron, was involved in a one car private vehicle accident. He sustained three broken ribs, bruised left leg, and a cut left eye lid. He was disabled for seven days at a cost to the government of \$210.00.<sup>2</sup>

On 29 November, at approximately 1700 hours, Captain Eugene Motok, of the 4th Squadron, was climbing down from the forward wheel well of a RB-47E when he slipped off the main tire and fell. He landed on his right knee cap and left hand. He sustained a fractured right knee cap and the third finger of his left hand that disabled him for some 90 days at a cost to the government of \$2,700.00.<sup>3</sup>

Thirteen Operational Hazard Reports were received by the safety office throughout the month. Nine of those were submitted by the 321st Air Refueling Squadron, who also took top honors in the monthly Totem Pole Competition.<sup>4</sup>

Crew L-92, aircraft commander Captain Charles E. Mundy, was selected for the nomination of "Crew of the Month" as a result of their helping win the P. T. Cullen trophy.<sup>5</sup>

Airman Third Class Phillip E. Pheasant, an assistant crew chief in the 10th Squadron, was selected as "Maintenance Men of the Month" for November 1957.<sup>6</sup>

- 
2. Ibid.  
 3. Ibid.  
 4. Ibid.  
 5. Ibid.  
 6. Ibid.

SECRET



SECRET

16

ROSTER OF KEY PERSONNEL FOR MONTH OF NOVEMBER 1957

Commander	FEDDELL, W. H.	Colonel
Deputy Commander	LAYTON, ROBERT F.	Colonel
Adjutant	SMOLEROFF, T. L.	Captain
Management Analysis Officer	SMITH, MERTON V.	Major
Director of Personnel	VACANT	
Director of Operations	DUPONT, RENE G.	Colonel
Director of Intelligence	JIRLES, EDWARD R.	Major
Director of Materiel	SILVER, DELWIN, E.	Colonel
Chief of Maintenance	MYERS, LANSING H.	Lt Col
Director of Safety	FEDICO, WILLIAM J.	Major
Commander, 3rd SRS	STEVENSON, ROGER A.	Lt Col
Commander, 4th SRS	McCONNELL, CHARLES H.	Lt Col
Commander, 10th SRS	BACHTLI, ROBERT G.	Lt Col
Commander, 321st AREFS	ABRAHAM, BRUCE H. JR.	Lt Col
Commander, 26th FMS	GORDON, JAMES H.	Major
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

SECRET

SECRET

17

LISTING OF EXHIBITS FOR NOVEMBER 1957

1. GO 5, 26SRW, dated 22 November 1957. Subject: Change of Command.
2. Article from the SKYHAWKER, dated 8 November 1957.
3. Article from the SKYHAWKER, dated 22 November 1957.
4. Operation Order 39-57, "Iron Bar", dated 31 Oct 1957, 26SRW.
5. Message, DOP 937, dated 6 November 1957; Subject: Iron Bar.
6. Message, DOOIB 41507, dated 16 November 1957; Subject: Iron Bar.
7. Message, DOOIB 39862, dated 5 November 1957; Subject: Snow Flurry.
8. Report, RCS: 8AF S-2, "Status of UME and USE, 26SRW", dated 4 December 1957.
9. Report, RCS: 1-SAC-T35, 26SRW, PART I, November 1957.
10. Report, RCS: 1-SAC-T35, 26SRW, PART II, November 1957.
11. Photograph, Y-bridge at Zanesville, Ohio.
12. Photograph, 26SRW Winning Crews, SAC Competition.
13. Photograph, Colonel Renolds and Colonel Reddell upon Colonel Reddell's return from SAC Competition.
14. Report, RCS: SAC U-10, 26SRW, "Staus of Techncial Order Compliance," November 1957.
15. Report, RCS: 1-AF-A1, 26SRW, "Report of Aircraft and Status of Flight," 30 November 1957.
16. Message, DOO3 G43921, dated 5 December 1957.
17. Message, DOO1A 40439, dated 8 November 1957.
18. Report, RCS: 2-SAC-V1, 26SRW, dated November 1957.
19. Report, RCS: SAC U-54, 26SRW, dated November 1957.
20. Manning Report, Airmen, 26SRW, for month of November 1957.
21. Manning Report, Officers, 26SRW, for month of November 1957.

SECRET



SECRET

18

22. Disposition Form, 26DPO, Subject: Projected Officer Losses, dated 29 November 1957.
23. Report, RCS: 6-SAC-T12, 26SRW, PART IV, November 1957.
24. Report, RCS: 9-SAC-T12, 321AREFS, PART III, November 1957.
25. Officer's Informational Roster, 26SRW, November 1957.
26. Message, C 1041, 8th AF, dated 21 November 1957.
27. Disposition Form, Subject: Iron Bar, 26SRW, dated November 1957.
28. Monthly Operations Plan, 26SRW, for November 1957, dated 27 October 1957.

SECRET

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

GENERAL ORDERS)  
 NUMBER 5)

22 November 1957

ANNOUNCEMENT OF APPOINTMENT OF COMMANDER: Announcement is made of the appointment of CAPTAIN DONALD KOCH, A0758008, this headquarters, as Commander Headquarters Squadron Section, Headquarters 26th Strategic Reconnaissance Wing (M), effective this date. CAPT KOCH is designated the officer authorized to authenticate the morning report of Headquarters 26th Strategic Reconnaissance Wing (M). VICE: CAPT JEAN Y. J. SHARP, A0800409, this headquarters, relieved. Authority: Air Force Regulation 20-27.

FOR THE COMMANDER:

DISTRIBUTION:

7 26WH  
 3 26DO  
 3 COMDR, SAC  
 3 COMDR, 8AF  
 3 26DP  
 1 EA SQ this WG  
 1 26A Files

*Patrick E. Partington*  
 PATRICK E. PARTINGTON  
 1STLT, USAF  
 Ass't Adjutant



*Last Year's Bridesmaid Is This Year's Bride . . .*

# 26th Elopes With

## Cullen Cup

### Koch And Mundy Crews Pile Up Recon Points To Capture Trophy At Series While Childers' Crew Gets Top Points

By JIM GEORGE

For the second consecutive year, the P. T. Cullen Trophy for the top reconnaissance crew in SAC's World Series comes to roost at Lockbourne this time to be brought back by the 26th Wing, first in SAC.

The 91st Wing placed third in this year's recon category at the series, although the crew headed by Maj. David C. Childers topped all participating crews with individual scoring honors in the recon phase of the competition.

The final points are somewhat muddled here since the

photos of the final recon missions were processed and tabulated long after scores in the bombing and navigation categories were made final. Scores we received from press releases and from a longline call to competition headquarters at Pinecastle AFB, Fla., do not jive.

One thing was definitely certain though: the 26th Wing, runner-up to the winning 91st Wing last year, had definitely earned the right to use the Biblical term, "My cup runneth over."

The 10th Strategic Reconnaissance Squadron of Lockbourne's 26th Wing can safely say, without any argument, that it has the best recon crews in all of SAC.

Both 26th crews are from the 10th. Crew #71 is headed by Maj. Travis E. Koch. Lt. Richard K. McNab and Maj. Floyd T. Heath are co-pilot and navigator.

Captain Charles E. Mundy's crew is made up of Capt. Howard R. Adams (co-pilot) and Lt. Roland E. Whitely (navi-

— continued on page 2

SKYHAWKER (Lockbourne AFB), 8 November 1957.

**Thousand Hour Club Pins**



Col. William H. Reddell, 26th Wing CO, presents pins and certificates to new members in joint Boeing SAC B-47 1,000 hour club. Receiving awards (l to r) are Capt. Frank O'Neil, Capt. George Doll, Capt. John Orleski, Maj. Cornelius Buckley, Maj. Gerold Weir and Capt. George Devoe. 26th Wing now has 59 members in club. (RTS Photo By Falke)

SKYHAWKER News Service 1957, 26th Wing



**SECRET**

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

26DOP

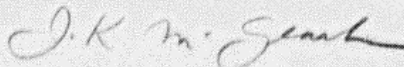
31 October 1957

SUBJECT: 26th Strategic Reconnaissance Wing Operations Order 39-57

TO: See Distribution on Basic Order

1. Attached is 26th Strategic Reconnaissance Wing Operations Order 39-57.
2. Nickname for this operation is "IRON BAR".
3. Request all off base recipients acknowledge receipt of this OPORD.
4. If the inclosure is withdrawn or not attached, the classification of this correspondence will be downgraded to UNCLASSIFIED, in accordance with AFR 205-1.

FOR THE COMMANDER:



J. K. McGEACHIN  
Major, USAF  
ASTADS

1 INCL  
As stated (S)

K-0139

**SECRET**

**'SECRET**

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
LOCKBOURNE AIR FORCE BASE, OHIO  
31 October 1957

OPERATION ORDER

SERIAL NUMBER 39-57

TABLE OF CONTENTS

BASIC OPERATIONS ORDER

ANNEX A - INTELLIGENCE

ANNEX B - AIR OPERATIONS

APPENDIX 1 - ROUTE CHARTS

TAB 1 - DEPLOYMENT ROUTES

TAB 2 - THULE STRIKE ROUTES

TAB 3 - FAIRFORD STRIKE ROUTES

TAB 4 - REDEPLOYMENT ROUTES

APPENDIX 2 - FLIGHT PLANS

TAB 1 - LOCKBOURNE TO GOOSE

TAB 2 - LOCKBOURNE TO THULE

TAB 3 - LOCKBOURNE TO FAIRFORD

TAB 4 - THULE STRIKE

TAB 5 - FAIRFORD STRIKE

TAB 6 - GOOSE TO LOCKBOURNE

TAB 7 - THULE TO LOCKBOURNE

TAB 8 - FAIRFORD TO LOCKBOURNE (Primary)

TAB 9 - FAIRFORD TO LOCKBOURNE (Alternate)

APPENDIX 3 - ALTITUDE RESERVATION

APPENDIX 4 - RECAPS

**'SECRET**

26SRW OPORD 39-57  
K-0139, 31 OCT 57



**SECRET** TABLE OF CONTENTS  
(Cont'd)

TAB 1 - DEPLOYMENT RECAPS

TAB 2 - STRIKE MISSION RECAPS

TAB 3 - POST STRIKE AND REDEPLOYMENT RECAPS

APPENDIX 5 - FORM F

TAB 1 - FORM F

ANNEX C - COMMUNICATIONS

APPENDIX 1 - RECAPS

TAB 1 - LOCKBOURNE TO GOOSE AND RETURN

TAB 2 - LOCKBOURNE TO THULE AND RETURN

TAB 3 - THULE STRIKE

TAB 4 - LOCKBOURNE TO FAIRFORD

TAB 5 - FAIRFORD STRIKE

TAB 6 - FAIRFORD TO LOCKBOURNE

APPENDIX 2 - ECM

TAB 1 - ECM RECAP

ANNEX D - AIR REFUELING

APPENDIX 1 - FORCE REQUIREMENT AND COMMUNICATIONS DATA SHEET

TAB 1 - FORCE REQUIREMENT AND COMMUNICATIONS DATA SHEET

APPENDIX 2 - THULE DEPLOYMENT AIR REFUELING

TAB 1 - COMMUNICATIONS DATA SHEET

ANNEX E - ADMINISTRATION AND LOGISTICS

APPENDIX 1 - GENERAL

TAB 1 - STAGING SUPPORT AND DEPLOYMENT SCHEDULE

TAB 2 - REDEPLOYMENT SCHEDULE

APPENDIX 2 - SUPPLY

APPENDIX 3 - A&E

**SECRET**

2

26SRW OPRD 39-57  
K-0139, 31 Oct 57

**SECRET**

TABLE OF CONTENTS  
(Cont'd)

- APPENDIX 4 - MAINTENANCE
- APPENDIX 5 - TRANSPORTATION
- APPENDIX 6 - MEDICAL
- APPENDIX 7 - PERSONNEL
  - TAB 1 - DEPLOYING PERSONNEL
- APPENDIX 8 - ADJUTANT
- APPENDIX 9 - COMPTROLLER
- APPENDIX 10 - JUDGE ADVOCATE
- APPENDIX 11 - SECURITY
- APPENDIX 12 - MISCELLANEOUS
  
- ANNEX F - WEATHER
- ANNEX G - REPORTS
- ANNEX X - CONTINGENCY PLAN (Published under separate cover with limited distribution)

**SECRET**



**SECRET**

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 LOCKBOURNE AIR FORCE BASE, OHIO  
 31 OCTOBER 1957

## OPERATIONS ORDER

SERIAL NUMBER 39-57 (IRON BAR)

CHARTS AND MAPS: As required for planning.

## TASK ORGANIZATIONS:

3d Strategic Reconnaissance Squadron	Lt. Col. R. A. Stevenson
4th Strategic Reconnaissance Squadron	Lt. Col. C. H. McConnell
10th Strategic Reconnaissance Squadron	Lt. Col. R. C. Bachtell
26th Field Maintenance Squadron	Maj. J. H. Gordon
26th Armament and Electronics Squadron	Lt. Col. K. R. Gosling
26th Periodic Maintenance Squadron	Maj. W. K. Morgan
26th Headquarters Squadron	Capt. J. Y. J. Sharp
26th Tactical Hospital	Lt. Col. H. S. Wendorf

1. GENERAL SITUATION: As directed by Commander, 8AF, a requirement exists for the 26SRW to participate in a Strategic Air Command conducted large scale training exercise. RB-47 aircraft of the 26SRW will deploy to forward staging bases, accomplish photo reconnaissance of selected targets, weather reconnaissance as directed by Task Force Commanders, and redeploy to Lockbourne Air Force Base. In addition the 321ARFES under the direction of the Lockbourne Task Force will provide 60 refueling sorties to the 341BW.

- a. INTELLIGENCE: See Annex A.

- B. FRIENDLY FORCES:

- (1) MATS: will provide airlift support as outlined in paragraph 4 of SAC OPRD.

**SECRET**

26SRW OPRD 39-37  
 K-0139, 31 Oct 57

**SECRET**(2) 7TH AIR DIVISION:3919TH AERON (FAIRFORD):4082ND STRAT WING (GOOSE):4083D STRAT WING (THULE):801ST ABG:

Will provide support and coordination as required to successfully accomplish this mission.

(3) 310TH ARS:521ST ARS:91ST ARS:

Will provide refueling support as outlined in Annex D.

(4) 8TH RTS:3921ST RTS:

Will process film and submit reports as required by appropriate SAC Manuals and directives. (See Annex G, Reports)

2. MISSION: Units of the 26th Strategic Reconnaissance Wing are required to deploy, launch USCM and weather scout aircraft from forward bases, and redeploy to home station during the period 25 November through 4 December. This will consist of 8 WX scout aircraft to Goose AB; 3 WX scout and 8 strike aircraft to Thule; 3 WX scout and 15 strike aircraft to Fairford, England, and 3 WX scout aircraft will operate in place at Lockbourne under direction of the Task Force Commander. The total wing effort will be 40 RB-47 aircraft and crews. Tanker support will be provided by the 310AREFS and 91AREFS.
3. TASKS FOR SUBORDINATE UNITS:

**SECRET**

2

26SRW OPORD 39-57  
K-0139, 31 Oct 57



**'SECRET**a. ALL UNITS:

- (1) Will be prepared to execute Annex "X", in event of implementation of the EWP during this exercise.

b. 3RD SRS:

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

(a) <u>A/C AND CREWS</u>	<u>STATION</u>	<u>DUTY</u>
2	Lockbourne AFB	WX Scout
1	Goose AB	WX Scout
1	Fairford AB	WX Scout
4	Fairford AB	Strike

- (b) Crew priority will be based on utilization of select, lead, and best qualified combat ready.
- (c) Ground spares will be provided in accordance with paragraph 5A, Annex B.
- (d) Brief and insure all crews are thoroughly familiar with the USCM scoring criteria.
- (2) Schedule crews to acquire target study as necessary to properly accomplish the reconnaissance requirements.
- (3) Accomplish aerial and radar photography as directed for each assigned sortie. (See Annex B)
- (4) Provide security as directed in Appendix 11, Annex E.

**SECRET**26SRW OPORD 39-57  
K-0139, 31 Oct 57

c. 4TH SRS:**SECRET**

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

(a) <u>A/C AND CREWS</u>	<u>STATION</u>	<u>DUTY</u>
3	Goose AF	WX Scout
3	Thule AB	WX Scout
8	Thule AB	Strike
1	Fairford AB	Strike

- (b) Crew priority will be based on utilization of select, lead, and best qualified combat ready.
- (c) Ground spares will be provided in accordance with paragraph 5A, Annex B.
- (d) Brief and insure all crews are thoroughly familiar with the USCM scoring criteria.
- (2) Schedule crews to acquire target study as necessary to properly accomplish the reconnaissance requirements.
- (3) Accomplish aerial and radar photography as directed for each assigned sortie. (See Annex B)
- (4) Provide security as directed in Appendix 11, Annex E.
- (5) Furnish one crew to ferry film to Westover AFB, Mass. not later than 24 hours after last Thule strike aircraft lands.

**SECRET**26SRW OPORD 39-57  
K-0139, 31 Oct 57



d. 10TH SRS:**SECRET**

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

(a) <u>A/C AND CREWS</u>	<u>STATION</u>	<u>DUTY</u>
4	Goose AB	WX Scout
2	Fairford AB	WX Scout
10	Fairford AB	Strike
1	Lockbourne AB	WX Scout

- (b) Crew priority will be based on utilization of select, lead, and best qualified combat ready.
- (c) Ground spares will be provided in accordance with paragraph 5A, Annex B.
- (d) Brief and insure all crews are thoroughly familiar with the USCM scoring criteria.
- (2) Schedule crews to acquire target study as necessary to properly accomplish the reconnaissance requirements.
- (3) Accomplish aerial and radar photography as directed for each assigned sortie. (See Annex B)
- (4) Provide security as directed in Appendix 11, Annex E.
- (e) 26TH FIELD MAINTENANCE SQUADRON:

26SRW OFORD 39-57  
K-0139, 31 Oct 57

**'SECRET**

**SECRET**26TH ARMAMENT AND ELECTRONIC SQUADRON:26TH PERIODIC MAINTENANCE SQUADRON:

- (1) Prepare all available aircraft to the 44/50-58 configuration.
- (2) Will provide necessary specialist and/or maintenance support as is required to accomplish this mission as outlined in Annex E.
- (3) Provide security as outlined in Appendix 11, Annex E.

f. 26TH TACTICAL HOSPITAL SQUADRON:26TH HEADQUARTERS SQUADRON:

- (1) Will provide administrative and/or medical support as may be required to successfully accomplish this mission.  
(See Annex E)

g. DETACHMENT 22, 5TH WEATHER GROUP:

- (1) Will prepare, dispatch, and brief weather forecasts for deployment flights to all destinations.
- (2) Deploy one Weather Officer to Fairford and one to Thule in accordance with SACM 400-1C. (See Annex E)
- (3) Collect COMBARS and prepare reports as outlined in Annex F.

x. GENERAL INSTRUCTIONS:

- (1) E hour/day is designated 1400Z, 25 November 1957.  
Unclassified nickname is "IRON BAR".

**SECRET**26SRW OPORD 39-57  
K-0139, 31 Oct 57



**SECRET**

- (2) Execution orders for the mission will be dispatched by Headquarters, 8th Air Force for each days operation.
- (3) Recall Instructions: (See par. 5M and N, Annex C)
- (4) Contents of this order remain classified; however, routes, aircraft movement, and messages pertaining thereto may be treated as unclassified solely for ARTC clearance purposes and other necessary coordination. This is a category 1 mission.

**SECRET**

7

26SRW OPORD 39-57  
K-0139, 31 Oct 57

**SECRET**

- (5) All personnel concerned will be briefed on arctic survival. Participating pilots will be thoroughly briefed on instrument approach and landing procedures for destination and all planned alternates. Further, all pilots will, prior to 21 November, accomplish two simulated instrument approaches on deployment bases and the planned alternates:

## (6) Weather Minimums:

## (a) RB-47 Aircraft:

- 1 ZI Bases: Wing Regulation or AF Regulation 60-16, whichever is higher. B-47 missed air refueling alternates must have alternate minimums as prescribed in AF Regulation 60-16.

## (7) Fuel Minimums:

## (a) RB-47 Aircraft:

- 1 Minimum fuel over primary alternate 12,000 lbs.
- 2 Aircraft commanders will be briefed to proceed to missed refueling alternates in the event the prescribed on load can not be accomplished.
- 3 Aircraft commanders will divert to alternates, if necessary at fuel decision points based on existing and forecast weather or instructions from the Task Force Commander.

**SECRET**26SEW OPCODE 39-57  
K-0139, 31 Oct 57



**SECRET**

- (8) Tactics as per all current SAC Manuals and directives, and as outlined in Annexes B & D.
- (9) Aborts: See Annex B, Operations, and Annex D, Air Refueling.
- (10) Performance:
- (a) Fuel Load: 96,000 lbs and 102,000 lbs.
  - (b) Air Refueling: See Annex D.
  - (c) Altitudes and airspeeds: See flight plans, Annex B.
  - (d) Max mach tactics will be employed as outlined in flight plans, Annex B.
  - (e) All deployment and Fairford take off's will be water assisted.
- (11) Reconnaissance:
- (a) Cameras:
    - 1 As required to accomplish the mission commensurate with equipment as listed in App 3, Annex E.
    - 2 Camera operation will be in accordance with SAC Reconnaissance Tactical Doctrine and applicable SAC directives.
  - (b) Photography: Aerial and radar photography will be evaluated for acceptance in accordance with applicable SAC Regulation.
  - (c) Weather reconnaissance will be accomplished to the maximum extent possible on all sorties.
  - (d) Film:
    - 1 All Fairford strike film and logs will be forwarded to 3921 RTS for processing, evaluation, and reporting. Thule strike film and logs will be forwarded to SAF RTS by 26SRW Aircraft as soon as possible after the last aircraft lands for processing, evaluation, and reporting.

**SECRET**

9

26SRW OPORD 39-57  
K-0139, 31 Oct 57

**SECRET**

- 2 Crews will be critiqued as soon as film is forwarded to this station.
- (e) Targets:
- 1 Targets and target materials are as listed in Intelligence Annex A.
- 2 Target priorities are as listed in Intelligence Annex A.
- (f) Crew assignment and target study:
- 1 Each crew scheduled to participate will be assigned a specific target route.
- 2 Crews will accomplish maximum target study within the limitations of available material.
- (12) Navigation and timing:
- (a) Routes:
- 1 For common routes and individual target assignments see Annex B.
- 2 Mission has been planned and all crews will avoid all danger areas.
- (b) Timings:
- 1 E hour/day is 1400Z, 25 November 1957.
- 2 H hour control points are as designated in flight plans, Annex B.
- 3 Take-off times will be adjusted on the basis of latest meteorological data to make good the specified HHCP times.
- (13) Ammunition: Training ammo will be loaded.
- (14) Chaff: Training chaff will be loaded for deployment and will be dispensed on redeployment as directed by Appendix 2, Annex C.
- (15) Cabin pressurizations: Combat position over simulated enemy territory.

**SECRET**



**SECRET**

- (16) Maximum 50-8 training will be accomplished. USCM credit will ~~be graded on the deployment~~ and strike portion of this mission.
- (17) Direct communication for purpose of coordinating supporting units is authorized.
- (18) Destruction and handling of classified material concerning this mission will be accomplished in accordance with applicable directives. Upon completion of the mission using agencies will destroy all material pertaining to this OPORD, except mission target folders. These will be returned to the 26SRW Intelligence Division. Units will prepare certificates of destruction for all material so destroyed within 5 days after completion of the mission. Office of record copies of records created in support of this Operation Order will be retained and retired or disposed of in accordance with the appropriate paragraphs of AFM 181-4.
- (19) Flying safety will take precedence over mission accomplishments. Since each aircraft and flight crew is a unit of combat potential, it is the responsibility of operating and supervisory personnel to maintain flying safety standards in order that the striking force will not be reduced through losses by avoidable accidents.
4. ADMINISTRATIVE AND LOGISTICAL MATTERS: See Annex E.
5. COMMAND AND COMMUNICATIONS MATTERS:
- a. Command: Normal
  - b. Communications: See Annex C.

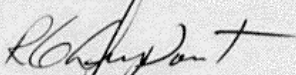
**SECRET**26SRW OPORD 39-57  
K-0139, 31 Oct 57

**SECRET**

## DISTRIBUTION:

CINCSAC	8 cys
COMDR 8AF	8 cys
COMDR 15AF	2 cys (less Annex X)
CINCONAD (ATTN: COC)	1 cy (plus 5 cys of App 1, 2 and 4, Annex B <del>(Less Ann X)</del> )
COMDR EADF	1 cy (App 1, 2 and 4, Annex B only)
COMDR CADF	1 cy (App 1, 2 and 4, Annex B only)
COMDR CFECR	1 cy (App 1, 2 and 4, Annex B only)
COMDR CFCCR	1 cy (App 1, 2 and 4, Annex B only)
COMDR AACS	1 cy (less Annex X)
COMDR CANADIAN ADC	1 cy (Tab 1, 2 and 4, App 1, Annex B. Tab 2, 4 and 7, App 2, Annex B. Tab 1, 2 and 3, App 4, Annex B. App 2, Annex C less Tab 1 only)
COMDR 7AD	5 cys
COMDR 802AD	1 cy (Annex D only)
COMDR 4082 STRATWG (GOOSE)	3 cys
COMDR 4083 STRATWG (THULE)	3 cys
COMDR 3919 ABRON (FAIRFORD)	3 cys
COMDR 310 AREFS	2 cys (Annex D only)
COMDR 91 AREFS	2 cys (Annex D only)
COMDR 3921 RTS	1 cy (Less Annex X)
COMDR 8 RTS	1 cy (Less Annex X)
COMDR 801AD	1 cy
COMDR 801ABG	5 cys (Less Annex X)
COMDR DET 22, 5TH WEA GP	2 cys (Less Annex X)
COMDR 26SRW	1 cy (Less Annex X)
<del>COMDR 26SRW</del>	1 cy (Less Annex X)
DO 26SRW	1 cy (Less Annex X)
DOP 26SRW	4 cys
DOI 26SRW	4 cys
DOT 26SRW	3 cys (Less Annex X)
DOC 26SRW	2 cys (Less Annex X)
DM 26SRW	4 cys (Less Annex X)
DS 26SRW	1 cy (Less Annex X)
COMDR 3SRS	3 cys (Less Annex X)
COMDR 4SRS	3 cys (Less Annex X)
COMDR 10SRS	3 cys (Less Annex X)
COMDR 26PMS	3 cys (Less Annex X)
COMDR 26FMS	3 cys (Less Annex X)
COMDR 26A&E	3 cys (Less Annex X)
COMDR 26TH	1 cy (Basic and Annex E, F <del>and G</del> only)
COMDR 26HS	1 cy (Basic and Annex E, F <del>and G</del> only)
26 WING HISTORIAN	5 cys (Less Annex X)

OFFICIAL:



R. G. DUFONT  
Colonel, USAF  
Director of Operations

**SECRET**

12

26SRW OPORD 39-57  
K-0139  
31 Oct 57



**SECRET**

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 LOCKFOURNE AIR FORCE BASE, OHIO  
 31 October 1957

OPERATIONS ORDER 39-57

ANNEX A - INTELLIGENCE

## 1. INTELLIGENCE SUMMARY:

a. General Situation:

(1) Significance of the mission is as stated in paragraph 2 of the Operations Plan. (U)

(2) Political, Economic, and Psychological: (Omitted) (U)

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

## c. Capabilities of Enemy Forces:

(1) To preclude aircraft appearing in Communist-controlled radar, individual RB-47 aircraft will not be operated within the minimum distance of 80 nautical miles from Communist-controlled radar. Flying individual RB-47 aircraft within surveillance of unfriendly radar (less than 225 nautical miles) will be held to a minimum. (C)

## 2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

(1) General: As required by 8th Air Force ICP (Intelligence Collection Procedure), 1 July 1955, as amended. (U)

(2) Specific: (S)

(a) Inflight, during deployment and overseas operation:

1. Description and complement of airfields not reported in ASSOTW and capable of supporting

ANNEX A  
 26SRW OPORD 39-57  
 K-0139  
 31 Oct 57

**SECRET**

**SECRET**

aircraft with a maximum range of not less than 1,000 nautical miles.

2. Description and complement of airfields capable of supporting fighter aircraft and not listed in ASSOTW.
  3. Characteristics, design, performance, and identification markings of any aircraft sighted having foreign markings.
  4. Airborne intercept equipment noted on any foreign aircraft.
  5. Electronic counter-measures.
  6. USSR or Satellite aircraft flying outside territory under their control.
- (b) If a crew is forced down, the following EEI will pertain: (S)
1. Friendly or hostile factions which may aid or deter future rescue action.
  2. General attitudes of populace toward Americans, Russians, and Europeans.
  3. Aids to concealment and evasion, including least conspicuous type of dress, type of money or property most negotiable, local customs and patterns of behaviour observed.
  4. Adequacy of evasion and escape aids.
  5. Identity of possible landing sites for rescue operations.

ANNEX A  
26SRW OPORD 39-57  
K-0139  
31 Oct 57

2  
**SECRET**



**SECRET**

6. Shelters and clothing that could or should be improvised.

b. Means of Obtaining Information:

- (1) Interrogation of combat crews immediately after the mission by intelligence officers and staff specialists. (U)
- (2) Instructions contained in 8th Air Force ICP, 1 July 1955, as amended, will be followed. (U)

c. Means of Reporting EEI: 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. Navigational Materials:

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

b. EWP Materials:

- (1) In consonance with SAC Manual 55-12, EWP Combat Mission Folders will be carried by deployment forces.

c. Targets:

- (1) Reconnaissance targets selected for aircraft deploying to FAIRFORD, indicated by an asterisk (\*), are as follows:

ANNEX A  
26SRW OPORD 39-57  
K-0139  
31 Oct 57

3  
**SECRET**

**SECRET**

<u>REF NR</u>	<u>COMPLEX NAME</u>	<u>DGZ</u>	<u>COORDINATES</u>	<u>MAP REF</u>
0110	BADAJOS	C	385330N/064830W	Sheet 59 AMS 1943
* 0130	BARCELONA	D	411752N/020447E	Sheet 448 AMS 1943
* 0150	BOYONNE	B	432805N/013150W	25MA Jul 51
* 0230	EL AG	B	431814N/025535W	Sheet 61 AMS 1950
* 0290	BORDES	A	431420N/001714W	ICMA Sep 53
* 0350	CACERES	A	392822N/062240W	Spain 1936
* 0380	CARTAGENA (OWN JAVIER)	C	374700N/004900W	Sheet 75 AMS 1950
0700	GRANADA	A	370800N/033605W	Sheet 1009 AMS 1943
* 0730	HINOJOSA DEL DUQUE	A	383010N/050839W	Spain 1934
0760	LABARTHE INARD	A	430619N/005050E	Sht D3, Ser. T1, Dec 52
* 0870	LEON	A	423525N/053910W	Spain 1930
* 0920	LOGRONO	A	422718N/021921W	100A Jan 57
* 0965	MANRESA	B	414430N/014831E	100A Dec 56
1065	MONTPELLIER	B	433447N/035633E	100A May 54
* 1250	PAU	A	432244N/002447W	100A Mar 57
1330	PORT BOU	A	422633N/030942E	Sht 2250 AMS 3-4 Nov 52
1405	RODEZ	A	442109N/023430E	100 Jul 56
1520	SETE	B	432623N/034211E	25MA May 51
* 1600	TARBES	A	431429N/000400E	Sht 2, Ser. T1, Jan 53
1650	TOULOUSE	E	433245N/012207E	100A Mar 57

(2) Reconnaissance targets for those aircraft deploying to  
THULE and post-striking at LOCKBOURNE are as follows: (S)

ANNEX A  
26SPW OPOHD 39-57  
K-0139  
31 Oct 57

**SECRET**



**SECRET**

<u>REF NR</u>	<u>TARGET</u>	<u>AIMING POINT</u>	<u>DGZ</u>	<u>COORDINATES</u>	<u>MAP REF</u>
009	KAPUSKASING A/F, Ontario, Canada	Runway Inter- section	R	4925N/8227W	WAC 220 Mar 56
010	SAULT STE MARIE A/F, Michigan	Runway Inter- section	S	4629N/8422W	WAC 264 May 56
011	TIMMONS A/F, Ontario, Canada	Center of Runway	T	4834N/8127W	WAC 220 Mar 56
012	GORE BAY A/F, Ontario, Canada	Runway Inter- section	U	4553N/8234W	WAC 264 May 56
013	EARLTON A/F, Ontario, Canada	Center of Runway	V	4742N/7951W	WAC 264 May 56
014	SUDBURY A/F, Ontario, Canada	Runway Inter- section	W	4638N/8047W	WAC 264 May 56
015	NORTH BAY A/F, Ontario, Canada	Center of Runway	X	4622N/7926W	WAC 264 May 56
016	MALTON A/F, Ontario, Canada	Center of Runway	Y	4342N/7939W	WAC 309 Jan 57

- (3) Bombardment targets (camera scored radar attack) for those aircraft deploying to THULE and post-striking at LOCKBOURNE are as follows: (C)

<u>REF NR</u>	<u>TARGET</u>	<u>AIMING POINT</u>	<u>DGZ</u>	<u>COORDINATES</u>	<u>MAP REF</u>
4404	CAPITAL CITY A/F, Lansing, Mich.	Runway Inter- section	C	424631N/843550W	Sht 0 25MA
2124	HISHOP MUN A/F, Flint, Mich.	Runway Inter- section	F	425809N/834437W	Sht 4 25MA
6437	PORT HURON, Michigan	Center of RR Roundhouse	B	425800N/822800W	Sht 0 25MA
9711	WATSON A/F, Youngstown, Ohio	Runway Inter- section	F	410634N/803458W	Sht 2 25MA

d. Photographic Requirements:

- (1) Maximum radar strike photography will be obtained on the

ANNEX A  
26SRW OPORD 39-57  
K-0139  
31 Oct 57

**SECRET**

**SECRET**

Bombardment Targets in accordance with Section IV, Chapter 1, SAC Manual 200-3; the SAC Tactical Doctrine; and applicable observer publications. (U)

- (2) Radar Scope Photo Logs will be accomplished by observers on all photography obtained in accordance with the provisions of SAC Regulation 95-11. Special emphasis will be placed on the preparation of photo logs (SAC Forms 284 or 285) to insure that all data required for film identification and photo scoring is made available to recipients of the logs and accompanying photography. (U)
- (3) Aerial photography will be accomplished on those reconnaissance targets designated in paragraph 3c, above, in accordance with the following directives: SAC Manual 55-3, Annex VI to SAC Regulation 50-8, and SAC Regulation 95-7. (U)  
Small scale (Tri-Camera) and large scale (split vertical) photography will be accomplished on all assigned reconnaissance targets. (U)
- (4) Pre-strike radar target photography will be accomplished on all reconnaissance targets in accordance with Section III, Chapter 1, SAC Manual 200-3. (U)
- (5) Radar route photography will be accomplished to the maximum extent possible in accordance with the Tactical Doctrine. (U)

ANNEX A  
26SRW OPORD 39-57  
K-0139  
31 Oct 57

**SECRET**



**SECRET**

## e. Disposition of bombardment and reconnaissance film:

- (1) Unprocessed aerial and radar film and associated photo logs from aircraft post-striking at bases in England will be delivered to the 3921st RTS at WEST DRAYTON for processing and reporting. (U)
- (2) Unprocessed film (aerial and radar) and associated photo logs from 26th SRW aircraft post-striking at LOCKBOURNE AFB will be delivered by aircraft courier to the 8th RTS, WESTOVER AFB, for processing and reporting. The courier aircraft will be furnished by the 26th Strategic Reconnaissance Wing and will depart with the film and logs no later than 24 hours after the last aircraft lands. (U)

## f. Reporting Requirements:

- (1) Any intelligence information, with the exception of E & E, acquired during the TDY period, will be reported immediately to the intelligence specialists who will forward it on AF Form 112. (U)
- (2) CIRVIS reports will be submitted when applicable. (U)

## h. SURVIVAL INTELLIGENCE:

- a. In all E & E matters, Section V, Volume 1 of the HPG, will be complied with. (U)
- b. Participating aircrew members in this exercise will be thoroughly briefed on Arctic survival at a special lecture which will be announced at a later date. (U)

ANNEX A  
 26SRW OPORD 39-57  
 K-0139  
 31 Oct 57

**SECRET**

**SECRET**

## c. E &amp; E Kits:

- (1) Evasion and escape kits will be furnished by the 26th Wing Evaluation and Dissemination section on the basis of one kit per crewmember. E & E kits will contain the following materials:
  - (a) Flood Chit
  - (b) Pertinent Pointee-Talkees
  - (c) Pertinent Cloth Charts
  - (d) Characteristics handbooks as applicable
  - (e) Plastic container
  - (f) Simulated LOTP and crystals
  - (g) List of habitations (Arctic regions)
- (2) Each crewmember will be held strictly accountable for all the contents of his personal E & E kit. It will be the responsibility of each crewmember to obtain, check for accuracy, and sign for his kit which will be issued at pre-takeoff briefing. (U)
- (3) Crews will be cautioned about the exacting control requirements on Flood Chits. The inadvertent loss of a Flood Chit will be reported immediately in accordance with the procedure outlined in paragraph 4b of SAC Regulation 200-2. (U)
- (4) Squadron personal equipment officers will assure that each crewmember has in his possession an E-1 survival kit. Additionally, the RS-6 survival radio will be issued on the

ANNEX A  
26SRW OPOD 39-57  
K-0139

**SECRET** 31 Oct 57



**SECRET**

basis of one per aircraft; and the URC-h survival radio will be issued on the basis of one per crewmember, if available. (C)

(5) Crewmembers will carry dog tags and identification cards with them at all times while over-flying foreign countries. (U)

(6) Forced landing procedure for personnel downed in enemy territory:

(a) Procedure outlined in SAC Regulation 200-8, 1 December 1956, will be followed by downed crewmembers.

(C)

(7) Regardless of the present political orientation of countries where a crew may go down, military subjects, without exception, will not be discussed with foreign nationals. Unusual questions along this line from officials who claim to be U.S. representatives in the country should be left unanswered until identity of the individual has been positively established. (C)

ANNEX A  
26SRW OPORD  
K-0139  
31 Oct 57

**SECRET**

**SECRET**

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
LOCKBOURNE AIR FORCE BASE  
OHIO  
31 OCTOBER 1957

ANNEX B

TO

OPERATIONS ORDER

SERIAL NUMBER 39-57

AIR OPERATIONS

**SECRET**

ANNEX B  
26SRW OPORD 39-57  
K-0139, 31 OCT 57



**SECRET**

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

ANNEX B TO 26TH SRW OPERATIONS ORDER 39-57 - AIR OPERATIONS

1. GENERAL:

This annex establishes the operational procedure and tactics to be utilized by the RB-47 Weather Scout and strike aircraft. Operational procedures, tactics, and timing for KC-97s reference Lockbourne Task Force Operation Order 39-57.

2. CONCEPT:

a. The 26th SRW will deploy to forward bases, strike and redeploy to home station, in addition to fulfilling Weather Scout commitments. All movements from E-Hour, will simulate the units EWP in areas, timing and tactics as closely as possible.

3. EXECUTION:

- a. E-Hour is 1400Z on 25 Nov. 57.
- b. At E-Hour the 26SRW will commence preparation for support/execution of the 44/50 plan.
- c. The requirement for the stand by alert is waived from E-hour to 36 hours after the first wave (RB-47) of the main force returns to Lockbourne. For KC-97s - the stand by alert requirement is waived from E-hour to 24 hours after the last refueling sortie is completed.

4. FORCE REQUIREMENTS: (RB-47s)

- a. 8 WX Scout to Goose, 3 WX Scout to Thule, 3 WX Scout at Lockbourne, 8 Strike to Thule, 3 WX Scout to Fairford, and 15 Strike to Fairford.

**SECRET**

ANNEX B  
 26SRW OPORD 39-57  
 K-0139, 31 OCT 57

**SECRET**

## b. Generation Time.

## 1. Deployment.

## a. E + 6 Hours

(1) 8 WX Scout to Goose. These aircraft will operate under control of the Goose Task Force Commander from arrival to departure for home station.

## b. E + 8 Hours

(1) 3 WX Scout to Thule. These aircraft will operate under control of the Thule Task Force Commander from arrival to departure for home station.

## c. E + 9 Hours

(1) 3 WX Scout in place at Lockbourne. These aircraft will operate under the control of the Lockbourne Task Force Commander from E + 9 hours to completion of this exercise.

## d. E + 10:00 Hours

(1) 4 Strike aircraft to Thule.

## e. E + 12:00 Hours

(1) 4 Strike aircraft to Thule.

## f. E + 13:00 Hours

(1) 2 WX Scout to Fairford.

## g. E + 14:00 Hours

(1) 1 WX Scout plus 3 strike aircraft to Fairford.

## h. E + 15:00 Hours

(1) 4 Strike aircraft to Fairford.

## i. E + 16:00 Hours

(1) 4 Strike aircraft to Fairford.

3 **SECRET**

GROUP B  
26SERV OPORD 39-57  
K-0139, 31 OCT 57



**SECRET**

J. E + 17:00 Hours

(1) 4 Strike aircraft to Fairford.

2. STRIKE:

a. Thule Strike Force will be composed of 8 RB-47s, dispatched at 10 minute intervals starting at 1400Z on E + 3.

b. Fairford Strike Force will be composed of 15 RB-47s, dispatched in waves of 4, 4, 4, and 3 starting at 0918Z on E + 4 with 10 minute interval between aircraft and 20 minutes between waves.

3. REDEPLOYMENT:

a. Redeployment will be accomplished on the following schedule.

(1) Thule strike aircraft will post strike at Lockbourne.

(2) Thule Weathers: Redeploy on E + 9 in one cell with 1 minute interval take off.

(3) Fairford Strikes: On E + 6 days the first wave will redeploy in 2 cells of 4, and 3 aircraft. On E + 8 days the second wave will redeploy in 2 cells of 4 aircraft each.

(4) Fairford Weather Scouts: Redeploy on E + 9 days in one cell of 3 aircraft.

(5) Goose Weather Scout: Redeploy on E + 9 in 2 cells of 4 aircraft each.

5. TAKE OFF AND ROUTE TACTICS: All cells throughout this mission will form in climb and enroute, using airspeed variation as defined in Sac Manual 55-5.

a. Deployment

(1) Goose - 8 WX Scout

a. Aircraft will be launched starting at 2000Z, 25 NOV 57 as follows:

4 **SECRET**

ANNEX B  
26SRW OPORD 39-57  
K-0139, 31 OCT 57

**SECRET**

4 aircraft, one minute interval, 2000Z

2 aircraft, one minute interval, 2020Z

2 aircraft, one minute interval, 2100Z

(b) Aircraft will utilize enroute cell tactics stacked up 500' from leader and one mile in trail and utilize station keeping techniques IAW Tactical Doctrine.

(c) Route, time, distance, and fuel reserve. (See tab 2, app 2,

Annex B.)

(d) Position	Tactics
Elkins VOR	Start Radar Grid
Anticosti Island	End Radar Grid

(e) The first cell will enter darkness at Millinocket Range.

(f) Emergency air fields enroute:

(1) Pittsburg Air Force Base, Penn.

(2) Westover Air Force Base, Mass.

(3) Loring Air Force Base, Maine

(4) Bangor Air Force Base, Maine

(5) Harmon Air Force Base, N.F.

(g) Air Aborts

(1) First priority will be to return to Lockbourne by direct route, obtain individual clearance - avoiding outbound course. If landing at other than briefed destination contact Crony control as soon as possible for instructions.

(h) Ground Aborts - will be handled separately by the control room on an individual basis, from the wings resource of spare aircraft, dependent on take off time, and type of aircraft involved.

5 **SECRET**

ANNEX B  
26SEW OPORD 39-57  
K-0139, 31 OCT 57



**SECRET**

2. Thule - 3 WX Scout aircraft and 8 Strike aircraft utilizing one air refueling.

a. Aircraft will be launched as follows:

- 3 WX Scout, 2200Z, 25 Nov 57 at one minute intervals
- 4 Strike aircraft, 2400Z, 25 Nov 57 at one minute intervals
- 4 Strike aircraft, 0200Z, 26 Nov 57 at one minute intervals

b. Receiver "on load":

AREA	SCHEDULED	MINIMUM	MINIMUM IN TANKS
CREEK BED	30,000#	27,000#	89,200#
FAT CAT	30,000#	27,000#	89,200#

c. Missed refueling:

(1) Aircraft will return direct Lockbourne with a 44,000# fuel reserve.

d. Route, time, distance, altitude and fuel reserves: (see Tab 2, App 2, this Annex)

POSITION	TACTICS
Abeam Nakina Rng	Start Grid Celestial
73-18N 76-40W	End Grid Celestial

f. Emergency Airfields:

- (1) Lakehead
- (2) Churchill
- (3) Frobisher
- (4) Alert
- (5) Nord

**SECRET**

**SECRET**

## g. Air Aborts.

(1) Aircraft aborting will proceed, if possible, direct to Lockbourne obtaining individual clearance. If landing at other than destination, aircraft commander will contact 26th SRW Control for further instructions.

h. Ground Aborts - will be handled separately by the control room on an individual basis, from the wings resource of spare aircraft, dependent on take off times, and type of aircraft involved.

3. FAIRFORD, ENGLAND - 3 WX Scout and 15 Strike

a. Aircraft will be launched starting at 0300Z, 26 Nov 57 in the following order at 1 minute intervals:

2 WX Scout at 0300 hours

1 WX Scout and 3 Strike aircraft at 0400 hours

4 Strike aircraft at 0500Z hours

4 Strike aircraft at 0600Z hours

4 Strike aircraft at 0700Z hours

b. Aircraft will utilize enroute cell tactics and station keeping techniques IAW Tactical Doctrine.

c. Route, time, distance, altitude, and fuel reserve. (See Tab 3, app 2, Annex B.)

<u>Position</u>	<u>Tactics</u>
Albany VOR	Start Radar Nav. Leg
Coast In Newfoundland	End Radar Nav. Leg
Coast Out Newfoundland	Start Pressure Pattern and Day Celestial Leg.
51-24N 10-00W	Fuel Decision Point and End Celestial Leg.
St. Mawgan, Eng.	Start Gate Procedures

**SECRET**

7

ANNEX B  
26SRW OPORD 39-57  
K-0139, 31 OCT 57



**SECRET**

e. Fuel Decision: To provide at least a minimum of 12000# reserve over destination alternate the following procedure will be used:

(1) All aircraft will obtain latest and forecast weather for Fairford by the time they reach 51-24N 10-00W. This point is 345 NM from destination. If weather at destination prohibits landing, aircraft will proceed from 5124N 10-00W to Madrid, Spain, as primary alternate or Zaragoza, Spain as secondary alternate.

f. Emergency Airfields.

- (1) Westover AFB, Mass.
- (2) Harmon AFB,
- (3) Goose AB,
- (4) Keflavik AB, Iceland
- (5) Greenham Common, Eng.

g. Air Aborts.

(1) First priority will be return to Lockbourne, second priority to other SAC bases, and third priority to other suitable bases.

b. STRIKE

(1) From Thule.

a. 8 aircraft will launch on individual clearance starting 1400Z, 28 Nov 57. Flying in a bomber stream at 10 minute intervals and 2000' altitude separation between successive aircraft. Aircraft flying, odd number routes, (i.e. 1 + 3) will fly at the higher assigned altitudes. Aircraft flying even number routes (2 + 4) will fly at the lower assigned altitudes.

b. Route, time, distance, altitudes, air speeds, and fuel reserve.  
(See tab 4, app 2, Annex B.)

**SECRET**

ANNEX B  
26SRW OPORD 39-57  
K-0139, 31 OCT 57

**'SECRET**

c.	<u>Route</u>	<u>Position</u>	<u>Tactics</u>
	All	77-00N 80-00W	Start Grid
	1 + 2	62-30N	End Grid - Start Day Celestial
	3 + 4	63-00N	End Grid - Start Day Celestial
	All	HHCL 52-00N 80-00W	End Day Celestial, Start O-15 and Tri-net cameras, accelerate to mach .81
	All	1st TOT	HRR primary, radar and visual secondary if HRR is out.
	All	2nd TOT	Measurement Target, HRR primary, radar and visual secondary if HRR is out.
	All	3rd TOT	O-15 Hi-links break-a-way, depart enemy territory, decelerate to .74 mach, all cameras off.

d. Emergency airfields enroute:  
(1) Frobisher, (2) Goose, (3) Plattsburgh

(2) From Fairford.

a. 15 aircraft will launch, 29 Nov 57, on the following schedule:

	<u>Amber</u>	<u>Blue</u>	<u>Green</u>	<u>Red</u>
Route 1	0918Z	1008Z	1058Z	1148Z
Route 2	0928Z	1018Z	1108Z	1158Z
Route 3	0938Z	1028Z	1118Z	1208Z
Route 4	0948Z	1038Z	1128Z	

Flying a common route to the HHCP with 2000' altitude separation between successive aircraft. Aircraft flying odd numbered routes (i.e. 1 + 3) will use the higher assigned altitude. Aircraft flying the even numbered routes (2 + 4) will use the lower assigned altitudes.

b. Routes, times, distances, altitudes, airspeeds, and fuel reserves.

(See Tab 5, App 2, Annex B.)

**'SECRET**

ANNEX B  
26SHW OPORD 39-57  
K-0139, 31 OCT 57



**SECRET**

<u>c. Route</u>	<u>Position</u>	<u>Tactics</u>
All	HHCL	0-15 and TM on (route photograph) accelerate to .81 mach enter enemy territory.
All	1st TGT	All cameras (pre-strike photograph)
All	2nd TGT	All cameras (pre-strike photograph)
1 + 4	After 2nd TGT	Decelerate to .74 mach
1 + 4	42-30N 03-35E	Accelerate to .81 mach
All	3rd TGT	0-15 (High Jinks break away)
All	HHCL	Decelerate to .74 mach
All	Larochelle	Start day celestial and pressure pattern
All	58-07N 05-33W	End day celestial and pressure pattern

## d. Emergency airfields enroute.

- (1) Madrid, Spain
- (2) Zaragoza, Spain
- (3) Greenham Common, England

c. Redeploy

1. Thule WX Scouts: 3 aircraft will take off 1400Z, 4 Dec 57, at 1 minute intervals using route cell tactics flying direct to Buffalo to Lockbourne.
  - a. Route, time, distance, altitude, and fuel reserve. (See tab 7, App 2, Annex B.)

## b. Emergency airfields enroute

- (1) Frobisher
- (2) Plattsburgh, N.Y.
- (3) Selfridge, Michigan

10

**SECRET**

ANNEX B  
26SRW OPORD 39-57  
K-0139, 31 OCT 57

**SECRET**

2. Goose WX Scouts: 8 aircraft will take off in 2 cells at 1400 and 1430Z, 4 Dec. 57, at 1 minute intervals. Flying route cell tactics direct to Houlton VOR, direct Lockbourne TVOR.

a. Route, time, distance, altitude, and fuel reserve. (see Tab 6, App 2, Annex B.)

b. Emergency airfields enroute

- (1) Bangor AFB, Main
- (2) Loring AFB, Main
- (3) Westover AFB, Mass.
- (4) Pittsburgh, Penn.

3. Fairford: 18 aircraft will redeploy in 5 cells of 4, 3, 4, 4, and 3 aircraft each. Utilizing 2 air refuelings. (See Annex D.)

a. Blue and brown cell will depart 1 Dec 57, 0900 and 0930Z take off at 1 minute intervals. Yellow and green cells will depart 3 Dec 57, 0900Z at one minute interval. Silver cell will depart 4 Dec 57, 0900Z at one minute interval. Blue, yellow, and silver cells use "Ann" rend points in both refueling areas. Brown and green cells use "Betty" rend points in both refueling areas. First refueling by Iron Bar Tango to be accomplished in "One Rose" primary area; "Main Gate" alternate area. Second refueling will be provided by Iron Bar Zulu tankers in the "Ice Boat" primary area and "Snow Man" alternate area.

b. Receiver "on load"

Area	Scheduled	Minimum	Minimum in Tanker
One Rose	35,000#	33,500#	96,000#
Main Gate	25,000#	31,000#	94,000#
Ice Boat	32,000#	24,500#	66,000#



**SECRET**

Snow Man 32,000# 32,000# \*59,258#

\* Based on using Buffalo as fuel decision point.

c. Missed refuelings:

(1) 1st Area: Receivers will return to Fairford with 55,000# reserve or alternate at Madrid, Spain with 44,000#. (2) 2nd Area: Receivers will land at Thule AB with 42,000# reserve or can proceed to alternate of Goose AB with 19,000#.

d. Route, time, distance, altitude, and fuel reserves: (see Tab 8 and 9, App 2, Annex B.

e. Cell	Position	Tactics
All	Dundee (primary) 52-00N 01-00W (Alt.)	Fan Point For Ann and Betty Rendezvous Start IFR Cell Tactics
All	61-30N 14-00W (primary) 60-22N 00-57W (Alt.)	Turn Point After Ann and Betty Rendezvous Start Route Cell Tactics
All	Akureyri RBN	Start Radar/Grid Leg
All	78-00N 45-00W (primary) 81-57N 51-45W (Alt.)	Fan Point for Ann and Betty End Grid Leg, Start IFR Cell Tactics.
All	73-00N 70-30W (primary) 74-29N 82-00W (Alt.)	Turn Point After IFR, Start Route Cell Tactics, and Radar Nav. Leg
All	56-00N	IFF Off Start ECM Activity (See App 2, Annex C)
Blue & Yellow	Great Whale River RBN	Use Dog Leg Route
All	45-00N	Stop ECM Activity Turn On IFF
All	Buffalo	Fuel Decision Point if Both Alt. Refueling Areas used. Divert to Plattsburgh or Selfridge if Necessary

ANNEX B  
26SRW OPORD 39-57  
K-0139, 31 OCT 57

12 **SECRET**

**SECRET**

<u>Cell</u>	<u>Position</u>	<u>Tactics</u>
All	Cleveland	End Radar Nav. Leg

## f. Emergency airfields enroute:

- (1) Keflavick
- (2) Nord
- (3) Alert
- (4) Thule
- (5) Frobisher
- (6) Plattsburgh

6. Communications: See Annex C.

7. Recell Instructions: See pages 3, 4, and 5 of annex C.

**SECRET**

13

ANNEX B  
26SEW OPORD 39-57  
K-0139, 31 OCT 57



**SECRET**

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
31 October 1957

APPENDIX 1

ANNEX B

OPERATIONS ORDER

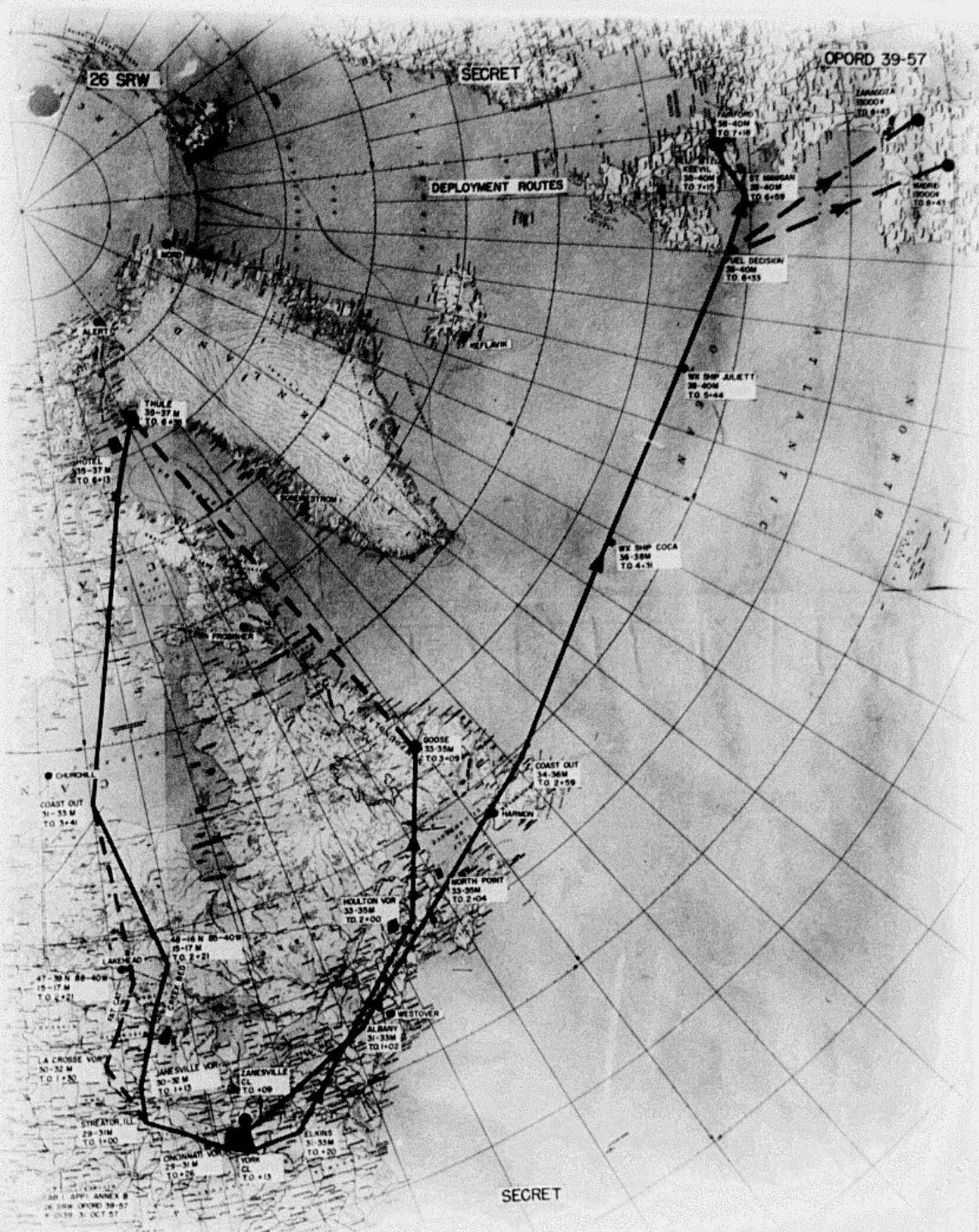
SERIAL NUMBER 39-57

ROUTE CHARTS

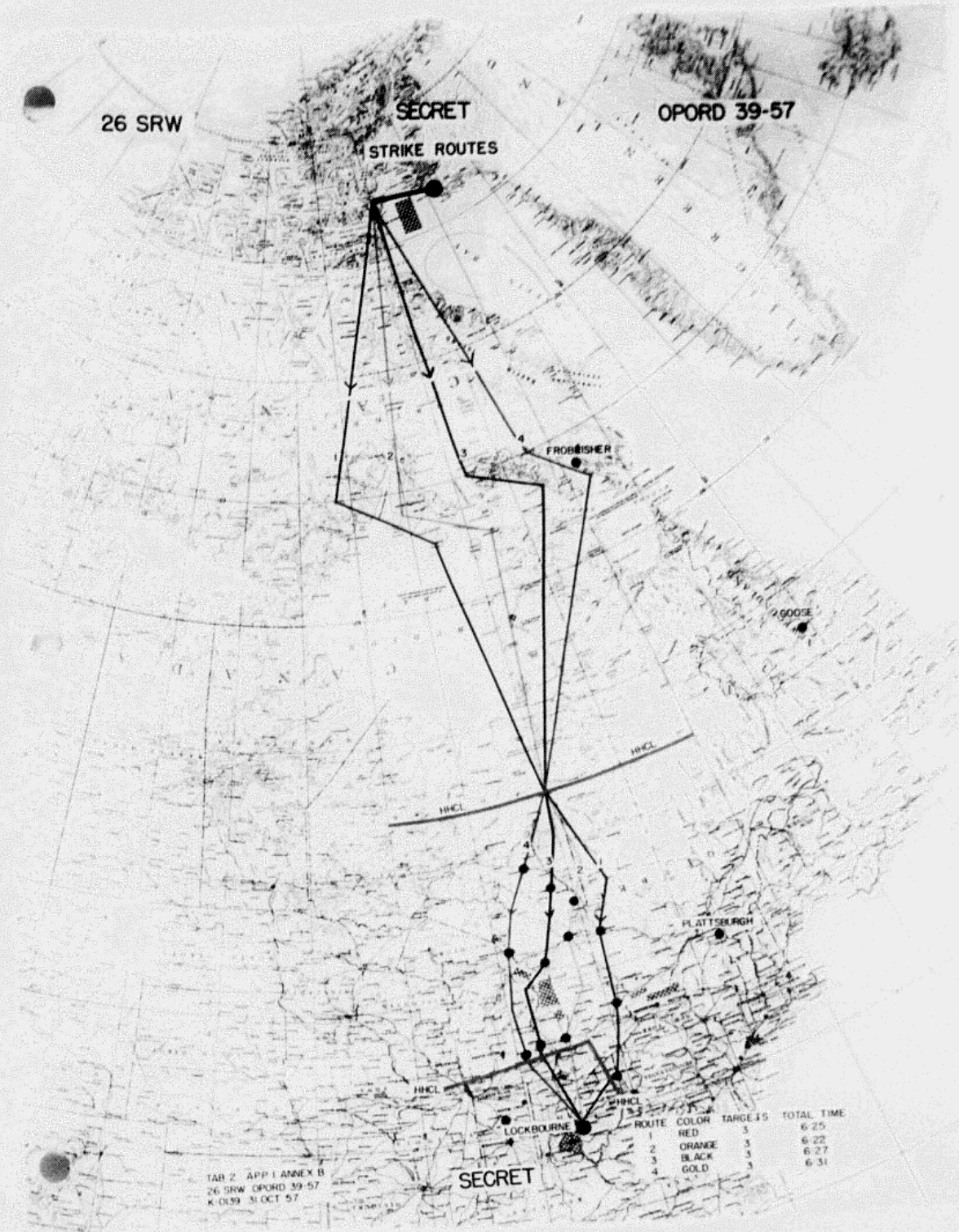
1. TAB 1 - DEPLOYMENT ROUTES
2. TAB 2 - THULE STRIKE ROUTES
3. TAB 3 - FAIRFORD STRIKE ROUTES
4. TAB 4 - REDEPLOYMENT ROUTES

**SECRET**

APP 1, ANNEX B,  
26SRW OPORD 39-57  
K-0139, 31 OCT 57







26 SRW

SECRET

OPORD 39-57

STRIKE ROUTES

KEEVIL

ST MAWGAN

HHCL

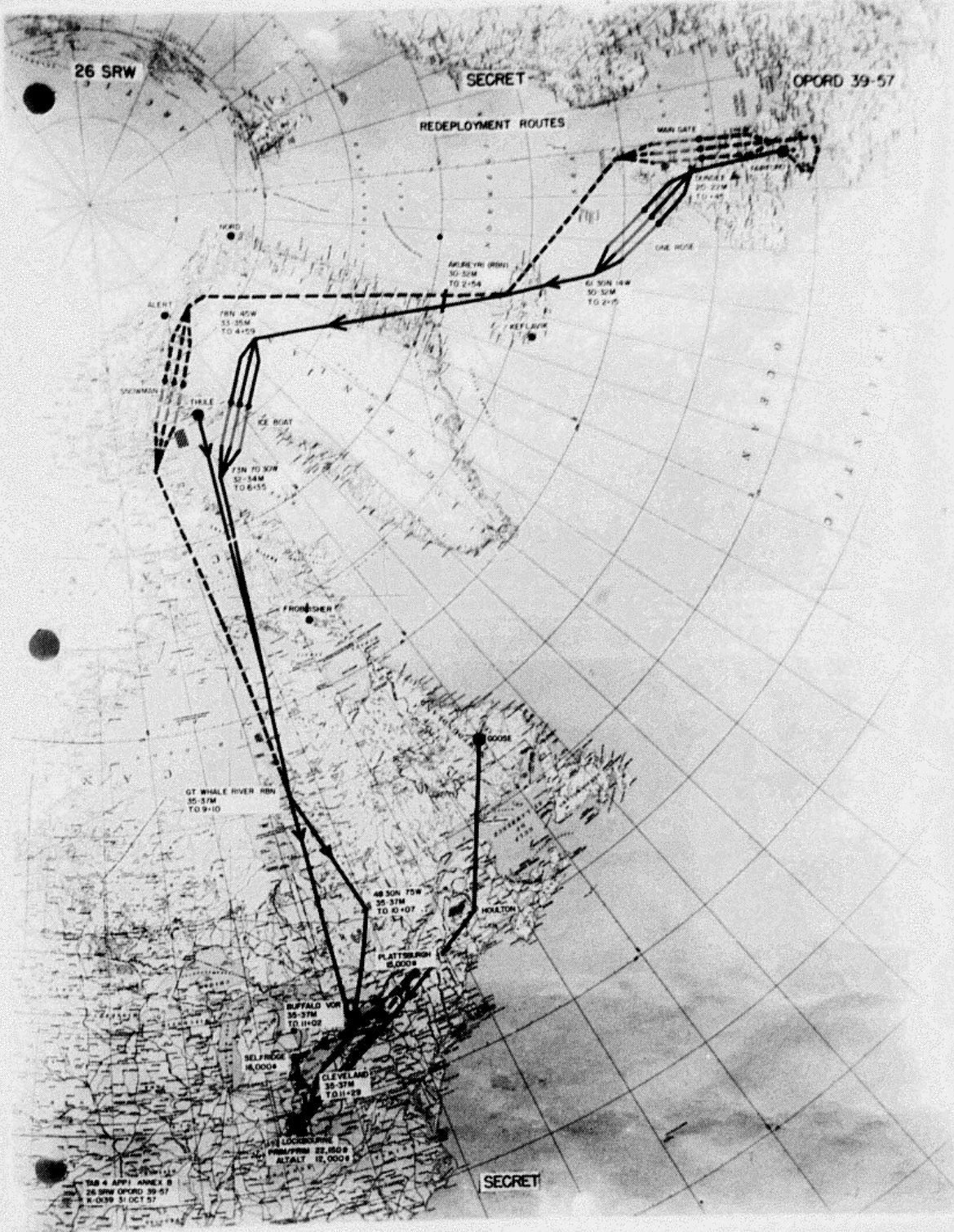
HHCL

TAB 3 APP1 ANNEX B  
26 SRW OPORD 39-57  
K-0139 31 OCT 57

ROUTE	COLOR	TARGETS	TOTAL TIME
1	BLUE	3	6:23
2	BROWN	3	5:27
3	BLACK	3	5:28
4	GREEN	3	6:29

SECRET





SECRET

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
31 October 1957

APPENDIX 2

ANNEX B

OPERATIONS ORDER

SERIAL NUMBER 39-57

FLIGHT PLANS

1. TAB 1 - LOCKBOURNE TO GOOSE
2. TAB 2 - LOCKBOURNE TO THULE
3. TAB 3 - LOCKBOURNE TO FAIRFORD
4. TAB 4 - THULE STRIKE
5. TAB 5 - FAIRFORD STRIKE
6. TAB 6 - GOOSE TO LOCKBOURNE
7. TAB 7 - THULE TO LOCKBOURNE
8. TAB 8 - FAIRFORD TO LOCKBOURNE (PRIMARY)
9. TAB 9 - FAIRFORD TO LOCKBOURNE (ALTERNATE)

SECRET

APP 2, ANNEX B,  
26SRW OPORD 39-57,  
K-0139, 31 Oct 57



SECRET

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
31 October 1957

APPENDIX 2

ANNEX B

OPERATIONS ORDER

SERIAL NUMBER 39-57

FLIGHT PLANS

1. TAB 1 - LOCKBOURNE TO GOOSE
2. TAB 2 - LOCKBOURNE TO THULE
3. TAB 3 - LOCKBOURNE TO FAIRFORD
4. TAB 4 - THULE STRIKE
5. TAB 5 - FAIRFORD STRIKE
6. TAB 6 - GOOSE TO LOCKBOURNE
7. TAB 7 - THULE TO LOCKBOURNE
8. TAB 8 - FAIRFORD TO LOCKBOURNE (PRIMARY)
9. TAB 9 - FAIRFORD TO LOCKBOURNE (ALTERNATE)

SECRET

APP 2, ANNEX B,  
26SRW OPORD 39-57,  
K-0139, 31 Oct 57

MISS FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		IRON BAR		26 SRW	9B-47			GOOSE - WX EMPLOY
POUNDS		FM	AS		POUNDS	<b>SECRET</b>		RUNWAY
ACFT BASIC	87300	CM	REQUIRED	BOMBS				PRESSURE ALT
CREW	1764	AM	FOR	AMMO		1320	11,900	52°F
OIL	394	FA	BEST	WATER AUG	5300	CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
ATO		FB	TAKE	STATIC	187758	9000		120°F+
RACK		AB	OFF			NR FULL ATO REQUIRED	TAKE-OFF DISTANCE	
EXT TANKS WEIGHT (Empty)		AA	G.O.	START ENGINES AND TAXI FUEL ALLOWANCE	2545	NR EMPTY ATO REQUIRED	7,500	156 K
MISCELLANEOUS				TAKE-OFF GROSS	185213	ATO FIRING SPEED	CRITICAL WIND COMPONENT	
CHAFF		TOTAL FUEL	96,000				1ST LEG	2ND LEG
OPERATING	86,458						-	-

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							NACA								96000	187758
START-TAXI-T/O AND ACCEL.												:03			4605	9905
YORK VOR											70	:10			91395	177853
38-38N 82-58W	CL	180	270/40 +6	186	+2	188		VAR	400	400	70	:13			4000	4000
LEVEL OFF			270/50								50	:07			87395	173853
38-46N 81-56W	CL	082	-1	081	+2	083	31-33	VAR	410	440	120	:20			2800	2800
ELKINS RNG			270/50								96	:12			84595	171053
38-57N 79-53W	CR	082	-1	081	+3	084	31-33	74	425	475	216	:32			2453	2453
Houlton VOR			270/50								681	1:28			82172	168600
46-02N 67-51W	CR	051	-7	047	+12	059	33-35	74	425	465	897	2:00			16800	16800
GOOSE BAY			270/50								522	1:09			65372	151800
53-20N 60-25W	CR	033	-5	028	+27	055	33-35	174	425	455	1419	3:09			11800	11800
PEN-GCA-BURN OFF AND LAND	LD											1:00			53542	140000
												4:09			15000	15000
															38542	125000

**SECRET**

TAB 1, AFP 2, ANNEX 2, 26SRW OPORD 39-57, K-0139, 31 OCT 57



MISSIC LIGHT PLAN		O. O. AND NICKNAME IRON BAR		UNIT 26SRW	T. ACFT F-47	WAVE	CELL CALL SIGN	REMARKS THULE - DEPLOY								
	POUNDS	FM	FULL		POUNDS	<b>SECRET</b>		RUNWAY								
ACFT BASIC	84,300	CM		BOMBS			PRESSURE ALT	LENGTH	AIR TEMP							
CREW	1,764	AM		AMMO	473		1,320	11,900	52°F							
OIL	394	FA		WATER AUG	5,300		CRITICAL FIELD LENGTH		CRITICAL AIR TEMP							
ATO		FB		STATIC	199,783		10,200		85°F							
RACK		AB					TAKE-OFF DISTANCE		TAKE-OFF SPEED							
EXT TANKS WEIGHT (Empty)	1,560	AA		START ENGINES AND TAXI FUEL ALLOWANCE	2,583		8,500		161K							
MISCELLANEOUS	792	EXT	9,200				CRITICAL WIND COMPONENT									
CHAFF		TOTAL FUEL	105,200	TAKE-OFF GROSS	197,200		1ST LEG	2ND LEG	3RD LEG							
OPERATING	88,810															
PRE-FLIGHT PLAN																
FROM	FLY 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	
LOCKBOURNE											ACC	ACC	ACC		PRED FUEL REMAINING	GROSS WT
ROUTE			DRIFT				ALT	MACH			GND DIS	TIME	AIR DIS		105,200	199,783
START-TAXI-T.O. + ACCEL							NACA								5,000	10,300
YORK VOR	CL	183	270/10	187	+1	188		VAR	410	410	70	1:10			100,200	189,483
LEVEL OFF															5,100	5,100
36-55N 84-11W	CL	284	270/40	283	+3	284	29-32	.74	425	386	60	1:02			95,100	184,383
CINCINNATI VOR	CR	284	270/10	283	0	283	29-31	.74	425	386	21	1:03			4,500	4,500
39-01N 84-14W											151	1:25			90,600	179,883
STREATOR, ILL	CR	284	270/40	283	0	283	29-31	.74	425	390	207	1:35			800	800
41-07N 88-10W	CR	284	270/40	283	0	283	29-31	.74	425	390	181	1:00			89,800	179,083
JANESVILLE VOR	CR	351	270/40	346	-3	343	30-32	.74	425	418	88	1:12			8,000	8,000
42-34N 89-07W											69	1:13			81,800	171,083
SKY HARBOR	CR	022	270/50	016	+2	014	30-32	.74	425	441	79	1:11			2,700	2,700
43-48N 88-26W											518	1:24			79,100	168,383
START DESCENT	CR	020	270/50	014	-1	013	30-32	.74	425	443	102	1:14			2,400	2,400
45-25N 87-37W											650	1:36			76,700	165,983
												1:03			3,000	3,000
TIMING CONTROL PAD												1:11			73,700	162,983
PRIMARY REFD. PT.	DS	020	270/35	016	0	016	15-17	VAR	450	462	40	1:05			1,000	1,000
46-02N 87-17W											690	1:16			72,700	161,483
END REFUEL	AR	025	270/25	020	+2	022	15-17	VAR	250	260	150	1:35			10,000	10,000
48-16N 85-40W											840	2:21			62,200	151,483
															30,000	30,000
ON LOAD															92,200	181,483
LEVEL OFF	CL	345	270/25	342	+6	348	29-31	VAR	410	402	80	1:12			5,000	5,000
49-28N 86-13W											920	2:33			87,200	176,483
COAST OUT	CR	343	270/30	339	+7	346	31-33	.74	425	415	467	1:08			15,000	15,000
57-00N 90-00W											1387	3:41			72,200	161,483

**SECRET**

Air Force-SAC, Offutt O-1049(56)

SAC FORM 18 APR 56 1a FC: 2720

TAB 2, APP 2, ANNEX B, 26SRW OPOED 39-57, K-0139, 21 OCT 57 PAGE 1





MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS							
		IRONBAR		26 SEW	B-47E			FAIRFORD DEPLO							
ACFT BASIC	POUNDS	FM	AS		POUNDS	<b>SECRET</b>		RUNWAY							
CREW	1764	CM	RED	BOMBS				PRESSURE ALT	LENGTH	AIR TEMP					
OIL	394	AM	FDR	AMMO		1320	11900	52°F							
ATO		FA	REST	WATER AUG	5300	CRITICAL FIELD LENGTH		CRITICAL AIR TEMP							
RACK		FB	TAKE	STATIC		9000		120°F							
EXT TANKS WEIGHT (Empty)		AB	DEF		188550	TAKE-OFF DISTANCE		TAKE-OFF SPEED							
MISCELLANEOUS	772	AA	C.G.	START ENGINES AND TAXI FUEL ALLOWANCE	2550	7600		156K							
CHAFF		TOTAL FUEL		TAKE-OFF GROSS	186000	CRITICAL WIND COMPONENT									
OPERATING	87250	96000				1ST LEG	2ND LEG	3D LEG							
PRE-FLIGHT PLAN															
FROM	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. P.	TEMP	IAS	T. A. S. G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
LOCKBOURNE			DRIFT				ALT	MACH		ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
START, TAXI, T.O.							NACA				1:03			76000	188550
AND ACCEL.											1:03			4600	9900
ZANESVILLE RBN			270/30							47	1:06 1/2			91700	178650
39-55N 81-55W	CL	084	0	084	+2	086		VAR	410 439	47	1:09 1/2			2800	2800
LEVEL OFF			270/30							73	1:10			88600	175850
40-29N 80-13W	CL	062	-2	060	+4	064	31-33	VAR	410 436	120	1:19 1/2			4200	4200
ALBANY VOR			270/50							330	1:42 1/2			84700	171650
42-42N 78-49W	CR	065	-3	062	+9	071	31-33	.74	425 469	450	1:02			8650	8650
NORTH POINT			265/50							490	1:02 1/2			75150	163000
47-04N 64-00W	CC	057	-3	054	+20	074	33-35	.74	425 470	940	2:04 1/2			11500	11500
COAST OUT - NFLD			265/50							430	1:54 1/2			64250	151500
49-39N 54-00W	CC	068	-2	066	+28	084	34-36	.74	425 472	1370	2:59			9000	9000
WA SHIP - COCA			255/40							720	1:33			55250	142500
52-46N 35-30W	CC	075	0	075	+30	105	36-38	.74	425 465	2090	4:32			14200	14200
ROEAM WA SHIP - JULIET			265/40							564	1:13			41050	128300
52-36N 30-00W	CC	090	+1	091	+24	115	38-40	.74	425 465	377	1:48 1/2			10300	10300
FUEL DECISION PT.			265/40							2654	5:45			30750	118000
51-24N 10-00W	CR	101	+2	103	+17	120	38-40	.74	425 465	3031	6:33 1/2			6400	6400
ST. MAWGAN			265/40							199	1:26			24350	111600
50-26N 05-00W	CR	107	+2	109	+12	121	38-40	.74	425 462	3230	6:59 1/2			3100	3100
KEEVIL VOR			265/40							120	1:15 1/2			21250	108500
51-18N 02-09W	DES	064	-2	062	+10	072	25.0	.74	425 460	3350	7:15			2000	2000
FAIRFORD VOR			265/40							26	1:03 1/2			19250	106500
51-40N 01-47W	CR	031	-4	027	+10	037	20.0	.69	425 448	3376	7:18 1/2			600	600
PEN - GCA - LAND	LD									115				18650	105900
										7:33 1/2				3000	3000
														15650	102800
FUEL DECISION AT 10-00W - ARRIVE MADRID 12,000 LBS															

SAC FORM 15 APR 56 18 FC: 2720

Air Force - SAC, Offutt O-1049(56)

FUEL FLIGHT PLAN		A. C. AND EXCHANGE		UNIT	ACFT	WAVE	CELL CALL	REMARKS
IRON BAR		26 SRW		RB-47E				THULE STRIKE # 1 n5D
EMPTY WEIGHT	84550	FUEL	LOAD					
GRAND	1040	FOR	PROP					
GRAND	410							
		C.G.		189560		NO FULL ATO REQUIRED		
	1560		96000		4600	NO EMPTY ATO REQUIRED		
		WG TANK	6000					
		TOTAL FUEL	102000		104960	ATO FIRING		
	87560					MODE		

PER-FLIGHT PLAN

THULE #	FLY COND	T. C.	GRID D/V	T. H.	VAR	M. H.	TEMP	IAS	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		FUEL FLIGHT PLAN
TAXI T.O. & ACC										10	:01			102000 189560
L.O.	CL	282	275/20	281			29/31	VAR	410 410	150	:22			5900 5900
START GRID			275/25	281			-50			160	:25	151		8600 8600
77-00N 80-00W	CR	282						.74	425 401	8	:01	07		87500 175060
65-00N 91-30W	CL	195	275/25	199			-50			168	:26	158		220 220
END GRID			275/25							750	1:47	760		87260 174840
62-30N 83-00W	CR	124	275/25	126				.74	425 448	918	2:13	918		22250 22250
HHCP END DAY CELESTIAL			275/35				33/31			272	:36	259		65030 152590
52-00N 80-00W	CR	171	275/35	176						1190	2:49	1177		7070 7070
PIP LAC LA MOTTE			270/50				-50			647	1:29	630	#1	57960 145520
48-16N 78-05W	CR	162	270/50	168	125	163	33/35	.74	425 430	1827	4:18	1807	1620	15800 15800
IP LAC SIMARD			270/55				-49			236	:29	229		42160 129720
47-36N 78-34W	CR	206	270/55	212	113	225		.81	465 477	2063	4:48	2036		5940 5940
TGT NORTH BAY AIR			270/55							44	:06	46		36220 123780
FIELD 46-22N 79-26W	CR	205	270/55	211	112	223		.81	465 438	2107	4:54	2082		1170 1170
PIP			270/55							82	:11	P		35050 122610
45-09N 79-40W	CR	182	270/55	189	117	198		.81	465 451	2189	5:05	2167		2150 2150
IP BARRIE			270/55							75	:10	78		3200 120460
44-22 N 79-39W	CR	180	270/55	187	118	195		.81	465 460	2264	5:15	2245		1950 1950
TGT TORONTO AIRFIELD			270/55							47	:06	46		30950 118510
43-42N 79-39W	CR	180	270/55	187	118	195		.81	465 460	2311	5:21	2291		1150 1150
PIP			270/50							60	:05	39		29800 117360
42-50N 79-48W	CR	193	270/50	195	117	206		.81	465 451	2351	5:26	2330		970 970
IP ERIE-PA			270/50							54	:07	54		28830 116390
42-08N 80-03W	CR	194	270/50	200	116	206		.81	465 451	2405	5:31	2384		1340 1340
										44	:06	46		27490 115050
										2449	5:39	2430		1100 1120
														26370 113930

SECRET

Air Force - SAC, Offutt D-1040(56)



TAB 4, AFP 2, ANNEX B, 26SRW, OPOHD 39-57, 31 OCT 57, K-0139, Page 2

MISSION FLIGHT												IN - CONTINUATION SHEET			RED (CONT'D)		
FRQ	THULE	FLY COND	T.C.	WIND D/V	T.H.	VAR	M.H.	ALT	MACH	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
																ROUTE	DRIFT
	TGT WATSON AIRFIELD 41-06N 80-35W	CR	200	270/50 46	206	45	211		.81	465	446	64	5:08	66		1600	1600
	TURNS	CR	-	270/50		44			.81	465	465	2513	5:47	2496		24770	112330
	LOCKBOURNE VOR	CL CR	216	270/50 45	221	43	224	-49 37/39	.74	425	394	2544	5:51	2527		24040	111600
	PEN & LAND	LD											117	128		2580	2580
													6:09	2655		21460	109020
													15			3,000	3000
													6:24			18,460	106,020

SECRET

SAC FORM 1b FC: 2720 50

Air Force - SAC, Offutt O-1050(56)

TAB 4, APP 2, ANNEX B, 2555W ORD 3-79, 21 OCT 79, K-0137, Page 8

MISSION PLAN		IRON BAR		TYPE	T ACFT	MODE	CELL CALL	RESERVE
PLN NO	81,550	FUEL	LOAD	GROUP	189560	IN FULL ATD	SECRET	THULE STRIKE # 2 ORANGE
PLN NO	1,040	FOR PROPR	C.G.	STATE	4600	NO EMPTY ATD		RESERVE ALT 1,700
PLN NO	410	TOTAL FUEL	102000	START HEIGHT AND TAN FUEL ALLOWANCE	184960	ATD FINISH SPEED		RESERVE ALT 9,800
PLN NO	1,560	TOTAL FUEL	102000	TANKS	6,000			CRITICAL FUEL LENGTH 9,000
PLN NO	87560	TOTAL FUEL	102000	TANKS	6,000			CRITICAL FUEL LENGTH 9,000
		TOTAL FUEL	102000	TANKS	6,000			TANK-OFF DISTANCE 7,800
		TOTAL FUEL	102000	TANKS	6,000			TANK-OFF SPEED 156K
		TOTAL FUEL	102000	TANKS	6,000			CRITICAL SPEED COMPONENT
		TOTAL FUEL	102000	TANKS	6,000			1ST LEG
		TOTAL FUEL	102000	TANKS	6,000			2ND LEG
		TOTAL FUEL	102000	TANKS	6,000			3RD LEG

FUEL - FLIGHT PLAN																
THULE ROUTE	FLY COND	T.C.	SPEED G/V	T.K.	VAR	SL. H.	TEMP	IAS	T. R. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
															ACC GND DIS	ACC TIME
TAXI TO. & ACC															102000	189560
L.O.	CL		275/20								10	003			5900	5900
START GRID			275/25				29/31				150	022			8600	8600
77-00N 80-00W	CR	282		2814			-50	.74	425	400	8	001	7		87500	175060
64-00N 85-30W	CL	187	275/25								168	025	158		87280	174840
END GRID			275/25								788	102	735		23300	23300
62-30N 78-00W	CR	114		1904			31/33	.74	425	421	955	208	953		63980	151540
HHCP	CL		275/35								222	029	210		5730	5730
52-00N 80-00W	CR	186		113			-50	.74	425	450	1178	207	1163		58250	115810
PIP			270/50				33/35	.74	425	422	632	1030	639		15800	15800
49-10N 78-45W	CR	165		191			-49	.81	465	475	176	022	171		4470	4470
IP			270/50								1985	403	1973		37980	125540
48-29N 79-16W	CR	208		171	415	186		.81	465	440	46	006	51		1310	1310
TGT EARLTON AIRFIELD			270/55								2032	406	2024		36670	124230
47-42N 79-51W	CR	206		213	414	227		.81	465	438	52	007	56		1390	1390
TGT SUDBURY AIRFIELD			270/55								2084	403	2070		35280	122840
46-38N 80-47W	CR	210		212	412	224		.81	465	435	76	010	82		2080	2080
PIP			270/55								2160	503	2160		33200	120760
44-38N 80-55W	CR	175		216	410	226		.81	465	465	124	016	124		3100	3100
IP GODERICH			270/55								2284	509	2284		30100	117660
43-45N 81-42W	CR	213		182	48	190		.81	465	431	62	008	66		1630	1630
TGT FORT HURON			270/50								2346	508	2350		28470	116040
42-58N 82-28W	CR	216		219	47	226		.81	465	434	54	007	58		1420	1420
Turns			270/55								2408	509	2408		27050	114610
			270/55								31	004	31		730	730
			270/55								2431	509	2439		26320	111380





TAB 6, APP 2, ANNEX B, 26SRW OPRD 59-37, 21 OCT 59, K-0135, Page 5

MISSION PLAN		A. G. AND INCREASE		UNIT		WAVE		CELL CALL		REMARKS	
IRON BAR		26SRW		ACFT B-17E		WAVE 11		CELL CALL 10N		THULE STRIKE # 3 BLACK	
WEIGHT	84,550	FUEL	LOAD	BOOMS		<b>SECRET</b>				PRESSURE ALT	
CRUISE	1,040	FOR	PROPER	WATER AUG						1200 9800 0°	
CL	410	C.G.		STATIC						CRITICAL FUEL LOSS	
ATO		96.000		START EXCEEDS	18,960	NR FULL ATO				9,000	
ATO		6.000		AND TANK FUEL	4600	NR EMPTY ATO				7,800 156K	
ATO	1,560	TOTAL FUEL		TAKE-OFF	184960	ATO TERM				CRITICAL WIND COMPONENT	
OPERATED	87560	102000		ORIGIN		SPEED				1ST LEG 2ND LEG 3RD LEG	

PRE-FLIGHT PLAN														
ROUTE	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	D. S.	GRD DIS	TIME	AIR DIS	ETA
			DIRPT				ALT	MACH			ACC	ACC	ACC	
											GRD DIS	TIME	AIR DIS	
TAX T.O. & ACC											10	:03		102000 189560
L.O.	CL		275/30				-50				160	:22		5900 5900
START GRID			275/25	281 1/2			29/31				8	:01	151	96100 183660
77-00N 80-00W	CR	282						.74	425	400	168	:26	158	87500 175060
65-00N 78-45W	CL		275/25	181 1/2							722	1:42	725	220 220
END GRID	CR	178	275/25				31/33	.74	425	426	890	2:08	883	87280 176860
63-30N 72-00W	CR	118	275/25	119 1/2							197	:26	185	21530 21530
HHCP			275/35	205				.74	425	449	1087	2:34	1068	65750 153310
52-00N 80-00W	CR	200	25				-50	.74	425	414	735	1:46	757	5130 5130
PIP			270/50				33/35				1822	4:20	1825	60620 178180
50-19N 80-17 1/2 W	CR	186	26	192	15	207	-49	.81	465	458	101	:13	101	19150 19150
IP			270/50								1923	4:33	1926	11170 129030
49-31N 80-43W	CR	198	26	204	13	217		.81	465	449	52	:07	56	2660 2660
TGT TIMMINS AIRFIELD	CR	204	270/50	210	11	221		.81	465	443	1975	4:40	1980	30810 126370
48-34N 81-22W	CR		270/50								62	:08	66	1390 1390
PIP BISCOTASING			270/50					.81	465	443	2037	4:49	2040	37420 124980
47-18N 82-03W	CR	198	25	204	9	213		.81	465	449	83	:11	86	1690 1690
IP			270/55								2120	5:00	2132	35730 123290
46-47N 82-18W	CR	198	26	204	8	212		.81	465	445	32	:04	35	2180 2180
TGT GORE BAY AIRFIELD	CR	191	270/55	198	7	205		.81	465	450	2152	5:04	2167	33550 121110
45-53N 82-34W	CR		270/55								56	:07	55	880 880
PIP			270/55					.81	465	436	2206	5:11	2222	32670 120230
45-00N 83-50W	CR	239	23	242	5	247		.81	465	436	80	:11	89	1370 1370
IP			270/55								2288	5:23	2311	31300 118860
44-00N 83-40W	CR	178	27	185	4	189		.82	465	463	60	:08	62	2190 2190
											2746	5:31	2373	29110 116670
														1540 1540
														27570 115190

**SECRET**



TAB 4, APP 2, ANNEX B, 26SRW OPRD 39-57, 31 OCT 57, K-0139, Page 6

MISSION FLIGHT F 4 - CONTINUATION SHEET												BLACK (CONFIDENTIAL)						
FROM	ROUTE	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.P.	TEMP	ALT	MACH	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
				DRIFT									ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
THULE	TGT BISHOP AIRFIELD 42-58N 83-44W	CR	178	270/50 46	184	43	187			.81	465	464	58	5:07 1/2	58		1420	1420
	TURNS	CR	-	270/50						.81	465	465	2404	5:38 1/2	2431		26150	113710
	LOCKBOURNE VOR	CL CR	157	270/50 46	163	42	165	-49 37/39		.74	425	443	31	5:04	31		730	730
	PEN & LAND	LD											2435	5:42 1/2	2462		25420	112980
													215	5:29	206		4160	4160
													2640	6:11 1/2	2668		21260	108820
														5:15			3,000	3,000
														6:27 1/2			18,260	105,820

SECRET

SAC FORM 1b FC: 2720 15 APR 56 7B

Air Force - SAC, Offutt O-1050(56)

TAB 4, ATT 2, ANNEX B, CASR OPRD 19-57, 31 OCT 57, K-013, Page 1

<b>MSS20</b>		<b>NET PLAN</b>		<b>G. O. AND WICKNAME</b> IRON BAR		<b>UNIT</b> 26 SRW	<b>T ACFT</b> RL-47E	<b>WAVE</b>	<b>CELL CALL</b> 808	<b>REMARKS</b> THULE STRIKE # 4	
<b>WEIGHTS</b>		<b>FUELS</b>		<b>LOADS</b>		<b>WEIGHTS</b>		<b>SECRET</b>		<b>RUNWAY</b>	
<b>ACTY BASK</b>	84550	<b>FUEL</b>	<b>LOAD</b>	<b>DRMS</b>		<b>PREMRE</b>	<b>LENTH</b>	<b>AIR TEMP</b>			
<b>CREW</b>	1040	<b>FOR</b>	<b>PROPER</b>	<b>ARND</b>		1200	9800	0°			
<b>OIL</b>	410	<b>C.G.</b>		<b>WATER AUG</b>		<b>CRITICAL FIELD LENGTH</b>		<b>CRITICAL AIR TEMP</b>			
<b>ATO</b>						9000'		125°			
<b>BACK</b>				<b>STATIC</b>	189560	<b>VAR-OFF SWAYANCE</b>		<b>VAR-OFF SPEED</b>			
<b>ERT TANK</b>	1560	<b>WG TANK</b>	6000	<b>START ENGINES AND TAXI FUEL ALLOWANCE</b>	4600	7800'		156k			
<b>INCELLANEOUS</b>		<b>TOTAL FUEL</b>		<b>TARE-OFF GROSS</b>	184960	<b>ATO FPMG SPEED</b>		<b>CRITICAL WIND COMPONENT</b>			
<b>CHAFF</b>			102,000					<b>1ST LES</b> / <b>2ND LES</b> / <b>3D LES</b> /			
<b>OPERATION</b>	87560										

**PRE-FLIGHT PLAN**

FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GRD DS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
				DRIFT				ALT	MACH			ACC GRD DS	ACC TIME	ACC AIR DIS		PREO FUEL REMAINING	GROSS WT
THULE												10	03			102,000	189,560
TAXI TO 4 ACC																5900	5900
																96100	183660
												150	:22			8600	8600
I.O.		CL	282	275/20	281 1/2			29/31				160	:25	151		87500	175060
START GRID		CR	282	275/25	281 1/2			-50	.74	425	400	08	:01	07		220	220
77-00N 80-00W												168	:26	158		87280	174640
65-00N 72-20W		CL	168	275/25	171			31/33	.74	425	430	935	1:42 1/2	728		21530	21530
END GRID		CR	137	275/25	139 1/2				.74	425	445	903	2:08 1/2	886		65750	152310
63-00N 68-00W												165	:22	153		4310	4310
HHCP		CL	210	275/35	214 1/2			-50	.74	425	409	1068	2:30 1/2	1039		61440	149000
52-00N 80-00W		CR	210	275/35	214 1/2			33/35	.74	425	409	762	1:52	795		20800	20800
PIP		CR	211	270/50	216	1/15	231	49	.81	465	438	1830	4:22 1/2	1834		40670	128200
51-03N 80-56W												66	:09	70		1830	1830
IF CORAL RAPIDS		CR	210	270/50	215	1/13	228		.81	465	439	1896	4:31 1/2	1904		38810	126370
50-12N 81-42W												59	:08	62		1710	1710
TGT KAMUSKASING AIRFIELD		CR	210	270/50	215	1/11	226		.81	465	439	1955	4:39 1/2	1966		37100	124660
49-25N 82-27W												56	:07 1/2	58		1490	1490
FIP NICHOLSON		CR	210	270/55	216	1/8	224		.81	465	435	2011	4:47	2024		35610	123170
47-57N 83-43W												101	:14	108		2760	2760
IP		CR	198	270/55	204 1/2	1/7	221		.81	465	445	2112	5:01	2132		32850	120410
47-23N 84-00W												36	:05	39		980	980
TGT SAULT STEMARIE AIRFIELD		CR	197	270/55	203 1/2	1/6	209		.81	465	446	2148	5:06	2171		31870	119430
46-21N 84-44W												54	:07 1/2	58		1460	1460
FIP HOUGHTON LAKE		CR	185	270/55	192	1/4	196		.81	465	456	2202	5:13 1/2	2229		30410	117970
44-21N 84-44W												131	:17	132		3260	3260
IP MOUNT PLEASANT		CR	181 1/2	270/55	188 1/2	1/2	190		.81	465	460	2333	5:30 1/2	2361		27150	116710
43-36N 84-47W												45	:06	46		1120	1120
												2378	5:36 1/2	2407		26030	113590

SAC ... PC: 178

8A

**SECRET**

FORM-8AC, OADR 10-10-57



MISSION FLIGHT ~~SECRET~~ GOLD (C) (D)

FROM	THULE	FLY COND	T.C.	WIND D/V	T.H.	VAR	<del>SECRET</del>	ALT	MACH	T. A. S.	S. S.	SHO DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE				DRIFT								ACC SHO DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINS	GROSS WT
TGT LANSING AIRFIELD	CR	171		270/50	177	/2	179		.81	465	470	45	2:05	43		1050	1050
42-46 84-36				/6								2423	5:42	2450		21,980	112540
TURNS	CR	-		270/50	-	-			.81	465	465	31	2:04	31		730	730
LOCKBOURNE VOR	CL			270/50								2454	5:46	2481		24250	111810
	CR	146		/5	151	/2	153	-49 37/39	.74	425	451	226	2:30	212		4250	4250
PEN & LAND	LD												6:16	2693		20000	107560
													2:15			3000	3000
													6:31			17,000	104,560

TAB 4, APP 2, ANNEX B, 28SERV OPRD 39-57, 31 OCT 57, K-0139, Page 8

~~SECRET~~

SAC FORM 1b FC: 2720 80

Air Force - SAC, Offutt O-1850(56)

TAB 5, APP 2, ANNEX B, 26SRW OPORT 39-57, 31 OCT 57, K-0139, Page 5

MISS FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		IRON BAR		26SRW	B-47			U.K. STRIKE #1 BLUE
POUNDS				POUNDS		<b>SECRET</b>		
ACFT BASIC	84,550	FUEL	LOAD	BOMBS				
CREW	1,040			AMMO				
OIL	410	FOR	PROPER	WATER AUG	4,800			
ATO				STATIC	186,800	NR FULL ATO REQUIRED		
RACK		C.G.		START ENGINES AND TAXI FUEL ALLOWANCE	4,600	NR EMPTY ATO REQUIRED		
EXT TANKS WEIGHT (Empty)				TAKE-OFF GROSS	182,200	ATO FIRING SPEED		
MISCELLANEOUS				TOTAL FUEL	96,000			
CHAFF						1ST LEG 2ND LEG 3D LEG		
OPERATING	86,000					PRESSURE ALT 1,300 LENGTH 9,800 AIR TEMP 50		
						CRITICAL FIELD LENGTH 8,300 CRITICAL AIR TEMP 85		
						TAKE-OFF DISTANCE TAKE-OFF SPEED 7,150 155 K		
						CRITICAL WIND COMPONENT		

PRE-FLIGHT PLAN

FROM	FLY 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
FAIRFORD															96,000	186,600
TAXI - ACCEL & T.O.											10	:03			5,900	10,700
LEVEL OFF	CL	237	275/35	240	+10	250	29/31	VAR	410	381	108	:17	116		6,600	6,600
50-07N 05-33W	CR	237	290/30	240	+10	250		.74	425	405	118	:20	116		83,500	169,500
18-00N 06-00W	CR	188	+3	192	+11	203		.74	425	430	64	:09	67		1,900	1,900
HHCL - PIP	CL										182	:29	183		83,600	167,600
11-00N 06-00W	CR	180	+3	184	+10	194	31/33	.74	425	435	128	:18	120		3,300	3,300
IP OVIEDO	CL										310	:17	311		2,300	164,300
43-22N 05-51W	CR	171	+4	174	+10	184		.74	425	435	210	:34	212		6,300	6,300
TGT LEON AIRFIELD	CR	169	+4	172	+10	182		.81	465	478	550	1:21	553		72,000	158,000
42-35N 05-39W	CR	176	+3	179	+10	189		.81	465	478	38	:05	39		1,130	1,130
PIP SALAMANCA AIRFIELD	CR	176	+3	179	+10	189		.81	465	478	588	1:26	592		70,870	156,870
10-58N 05-29W	CR	176	+3	179	+10	189		.81	465	478	47	:06	47		1,340	1,340
IP BEJAR	CR	202	+4	206	+10	216		.81	462	462	635	1:32	639		69,530	155,530
40-23N 05-16W	CR	202	+4	206	+10	216		.81	462	462	96	:12	93		2,600	2,600
TGT CACERES AIRFIELD	CR	207	+4	211	+10	221		.81	460	460	731	1:44	732		66,930	152,930
39-28N 06-22W	CR	207	+4	211	+10	221		.81	460	460	38	:05	39		1,070	1,070
39-15N 00-00	CR	089	-1	087	+8	096	33/35	.74	425	450	769	1:49	770		65,860	151,860
12-00N 03-30E	CR	014	-3	010	+6	017		.74	425	435	61	:08	62		1,700	1,700
12-30N 03-35E	CR	000	-3	356	+6	002		.81	465	454	830	1:57	833		64,160	150,160
PIP ST. CANNONS	CR	283	+2	283	+6	290		.81	434	434	313	:12	298		6,860	6,860
43-06N 00-43E	CR	283	+2	283	+6	290		.81	434	434	1143	2:39	1131		57,300	143,300
											230	:32	227		5,000	5,000
											1373	3:11	1358		52,300	138,300
											30	:04	31		750	750
											1403	3:15	1389		51,550	137,550
											134	:18	143		3,400	3,400
											1537	3:34	1532		48,150	134,150

**SECRET**

SAC FORM 18 APR 55 18 FC: 2720

Air Force - SAC, Offutt O-1049(56)



TAB 5, APP 2, ANNEX B, 26SERV OPORD 39-57, 31 OCT 57, K-0139, Page 2

MISSION FLIGHT I N - CONTINUATION SHEET													BLUE (CONT)			
FROM	FLY COND	T.C.	WIND D/V	T.H.	VAR	M.H.A.	ALT	MACH	S.	G.S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE			DRIFT								ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
PIP ST. GAUDENS																
IP PAU																
13-18N 00-22W	CR	283	+1/2	283 1/2	+7 1/2	291		.81		131	50	2:07	54		1,150	131,150
TOT BAYONNE AIRFIELD											1587	3:11	1586		1,270	1,270
13-21N 01-28 1/2 W	CR	282	+1/2	282 1/2	+8	290 1/2		.81		134	43	2:06	46		1,680	132,880
											1630	3:17	1632		1,080	1,080
14-00N 01-00W	CR	033	-3/2	029 1/2	+8	037 1/2		.81	165	171	40	2:05	39		45,800	131,800
START DAY CELESTIAL	CL										1670	3:52	1671		910	910
LA ROCHELLE	CR	002	-1	358	+8	006	35/37	.74	125	115	135	2:19 1/2	139		14,890	130,890
T.P.											1805	4:11 1/2	1810		2,890	2,890
16-30N 10-00W	CR	273	+1 1/2	271 1/2	+10	281 1/2		.74	125	395	369	2:56	397		42,000	128,000
END DAY CELESTIAL											2174	5:07 1/2	2207		7,850	7,850
50-07N 05-33W	CR	042	-3 1/2	038 1/2	+12	050 1/2		.74	125	135	271	2:37 1/2	266		31,150	120,150
ST. MAWCAN VOR			275/35								2445	5:45	2473		4,950	4,950
50-27N 05-00W	CR	046	-3 1/2	042 1/2	+10 1/2	053		.74	125	148	29	2:01	28		29,200	115,200
KEEVIL TVOR											2474	5:49	2501		500	500
51-18N 02-08W	DS	042	-1	038	+10 1/2	048 1/2	25M	VAR	125	147	52	2:07	49		28,700	114,700
FAIRFORD VOR											2526	5:56	2550		1,000	1,000
		069	-2	067	+10	077	25M	.67	100	158	91	2:12	80		27,700	113,700
PIN & LAND	DS										2617	6:08	2630		2,500	2,500
												2:15			25,200	111,200
												6:23			2,000	2,000
															22,200	108,200
HHCP TIMES:	BLUE 1	10:10Z														
	BLUE 2	11:30Z														
	BLUE 3	12:20Z														
	BLUE 4	13:10Z														
EXTEND		2:06 TO 4:2N														

**SECRET**



TAB 5, APP 2, ANNEX B, 26SRW OPOFD 39-57, 31 OCT 57, K-0139, Page 3

MISSION FLIGHT PLAN		O. O. AND NICKNAME IRON BAR		UNIT 26SRW	TYPE ACFT B-47	WAVE	CELL CALL SIGN	REMARKS U.K. STRIKE #2					
POUNDS				POUNDS		<b>SECRET</b>							
ACFT BASIC	81,550			BOMBS									
CREW	1,040			AMMO			<table border="1"> <tr> <th>PRESSURE ALT</th> <th>LENGTH</th> <th>AIR TEMP</th> </tr> <tr> <td>1300</td> <td>9800</td> <td>50°</td> </tr> </table>	PRESSURE ALT	LENGTH	AIR TEMP	1300	9800	50°
PRESSURE ALT	LENGTH	AIR TEMP											
1300	9800	50°											
OIL	470	FUEL LOAD	WATER AUG	4,800			<table border="1"> <tr> <th>CRITICAL FIELD LENGTH</th> <th>CRITICAL AIR TEMP</th> </tr> <tr> <td>8,300</td> <td>85°</td> </tr> </table>	CRITICAL FIELD LENGTH	CRITICAL AIR TEMP	8,300	85°		
CRITICAL FIELD LENGTH	CRITICAL AIR TEMP												
8,300	85°												
ATO		FOR PROPER	STATIC	186,800	NR FULL ATO REQUIRED								
RACK					NR EMPTY ATO REQUIRED								
EXT TANKS WEIGHT (Empty)		C.G.	START ENGINES AND TAXI FUEL ALLOWANCE	4,600			<table border="1"> <tr> <th>TAKE-OFF DISTANCE</th> <th>TAKE-OFF SPEED</th> </tr> <tr> <td>7,150</td> <td>155K</td> </tr> </table>	TAKE-OFF DISTANCE	TAKE-OFF SPEED	7,150	155K		
TAKE-OFF DISTANCE	TAKE-OFF SPEED												
7,150	155K												
MISCELLANEOUS		TOTAL FUEL	96,000	TAKE-OFF GROSS	182,200	<table border="1"> <tr> <th colspan="3">CRITICAL WIND COMPONENT</th> </tr> <tr> <th>1ST LEG</th> <th>2ND LEG</th> <th>3D LEG</th> </tr> </table>		CRITICAL WIND COMPONENT			1ST LEG	2ND LEG	3D LEG
CRITICAL WIND COMPONENT													
1ST LEG	2ND LEG	3D LEG											
CHAFF					ATO FIRING SPEED								
OPERATING	86,000												

PRE-FLIGHT PLAN														FUEL 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	ETA	PRED FUEL REMAINING	GROSS WT
FATRFORD				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		96,000	186,800
TAXI - ACCEL & T.O.												10	:03			5,900	10,700
LEVEL OFF		CL	237	275/35 +3	240	+10	250	29/31	VAR	410	381	108	:17	116		90,100	176,100
07-08N 05-32W		CR	237	290/30 +3	240	+10	250		.74	425	405	118	:20	116		6,600	6,600
148-00N 06-00W		CR	188	+4	192	+11	203		.74	425	430	128	:18	128		83,500	169,500
HHCL												64	:09	67		1,900	1,900
141-00N 06-00W		CC	180	+4	184	+10	194	31/33	.74	425	435	182	:29	183		81,600	167,600
PIP REINOSA												128	:18	128		3,300	3,300
143-00N 04-08W		CR	128	+1	129	+9	139		.81	465	493	240	:33	234		78,300	164,300
IP TRESADRENE												310	:47	311		6,100	6,100
142-148N 03-23W		CR	108	0	108	+9	117		.81	465	495	240	:33	234		6,100	6,100
TGT LOGRONO AIRFIELD												550	1:20	545		72,200	158,200
142-27N 02-19W		CR	114	+1	114	+8	123		.81	465	495	98	:12	93		2,700	2,700
PIP CASFE												648	1:32	638		69,500	155,500
141-14N 00-03W		CR	126	+1	127	+8	135		.81	465	493	38	:04	35		990	990
IP REVS AIRFIELD												686	1:37	673		68,510	154,510
141-09N 01-11E		CR	096	-1	095	+7	102		.81	465	495	51	:06	46		1,280	1,280
TGT BARCELONA AIRFIELD												737	1:43	719		67,230	153,230
141-18N 02-05E		CR	079	-2	077	+6	083		.81	465	490	126	:15	116		3,130	3,130
142-00N 03-30E		CC	053	-3	050	+6	056	33/35	.81	465	481	863	1:58	850		64,100	150,100
142-30N 03-35E		CR	000	-3	356	+6	002		.81	465	454	55	:07	54		1,440	1,440
PIP PAMERS												918	2:05	889		62,660	148,660
143-05N 01-36E		CR	289	0	289	+6	295		.81	465	435	42	:05	38		1,000	1,000
												960	2:20	927		61,660	147,660
												76	:09	74		1,920	1,920
												1036	2:19	1001		59,740	145,740
												30	:04	31		800	800
												1066	2:23	1032		58,940	144,940
												98	:13	105		2,680	2,680
												1164	2:37	1137		56,260	142,260

SAC FORM 18 APR 56 18 FC: 2720 2A

**SECRET**

Air Force-SAC, Offutt O-1049(56)



MISSION FLIGHT P 1 - CONTINUATION SHEET

BROWN (CONT'D)

FROM	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.N.	ALT	MACH	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
															ACC GND DIS	ACC TIME
PIP HAMERS															56,260	112,260
ROUTE															990	990
IP ST. GAUDENS	CR	270	+1 1/2	271 1/2	+7	278 1/2		.81	165	437	1202	2:12	1176		55,270	111,270
43-06 00-14 1/2 E											38	2:05	39		1,060	1,060
TGT BORDES	CR	280	+1	281	+7 1/2	288 1/2		.81	165	435	1241	2:17 1/2	1219		54,210	110,210
43-14 00-17 1/2 W											39	2:05 1/2	43		1,230	1,230
44-00N 00-00	CR	011	-3 1/2	010 1/2	+7 1/2	003		.81	165	461	1290	2:54	1269		52,980	138,280
START CELESTIAL											110	2:21	119		3,280	3,280
LA ROCHELLE	CC	042	-2	139	+8	347	35737	.74	125	405	1430	3:15	1418		49,700	135,700
46-30N 10-10W	CR	272	+2 1/2	271 1/2	+10	284 1/2		.74	125	395	1799	4:21	1815		4,300	8,300
END CELESTIAL											271	3:37 1/2	266		5,100	5,100
50-07N 05-33W	CR	042	-3 1/2	038 1/2	+22	050 1/2		.74	125	435	2070	4:48 1/2	2081		36,000	122,000
ST. MAWGAN VOR											25	4:10	28		500	500
50-27N 05-00W	CR	046	-2 1/2	042 1/2	+22	050 1/2		.74	125	468	2092	4:52 1/2	2109		35,100	121,100
KERVIL TVOR											52	4:07	50		900	900
51-08N 04-08W	DS	042	-4	038	+10	048	DS	JAN	125	447	2151	4:59 1/2	2159		24,500	120,500
FAIRFORD		069	-2	067	+10	077	DS	JAN	125	447	2151	4:59 1/2	2159		2,500	2,500
PEN & LAND	DW										91	5:12	80		27,000	118,000
											2210	5:14 1/2	2239		1,000	1,000
												5:26 1/2			29,000	115,000
HHCP TIMES:	BROWN 1															
	BROWN 2															
	BROWN 3															
	BROWN 4															

SECRET

Air Force-SAC, Offutt O-1050(56)

SAC FORM 15 APR 56 1b FC: 2720 23

TAB 5, APP 2, ANNEX 3, 26SERV OPREP 32-57, 31 OCT 57, K-0139, Page 3



FAIRFORD		IRON BAR		26SRW	4-47	SECRET	CELL CALL	UK STRIKE # 3 YEL W
84,550	1,040	410	FUEL LOAD	WATER WGT	4,800	NO FULL STO REQUIRED	1,300	9,800
			FOR PROPER	START ENGINE AND TAXI FUEL	4,600	NO EMPTY STO REQUIRED	8,300	50°
			TOTAL FUEL	TAXI OFF	182,200	STO PERMS	7,150	155k
86,000	96,000							

PRE-FLIGHT PLAN

FAIRFORD	FLY COND	T.C.	REQD OFV	T.H.	VAR	R.H.	TRAP	IAS	T.A.L	G.S.L.	CRD DR	TRSE	ARR DR	ETA	PRE-FLIGHT PLAN
ROUTE			DRIFT				ALT	BEACH			ACC	ACC	ACC		ARR BY
											CRD DR	TRSE	ARR DR		ARR BY
TAXI - T.O. - ACC											10	:05			96,000
LO	CL	237	275/33	240	10	250	29/31	VAR	410	381	108	:17			186,800
50-08N 05-32W	CR	237	250/30	240	10	250			425	405	118	:20	116		5,900
48-00N 06-00W	CR	188	74	192	11	203			425	430	64	:09	67		10,700
HHCP											182	:29	181		90,100
44-00N 06-00W	CC	180	74	184	10	194	31/31		425	435	128	:18	128		176,100
PIP LLANES											240	:33	231		6,600
43-25N 04-46W	CR	123	71	124	10	134			465	493	550	01:20	545		6,600
IP TORRE LAVEGA											64	:08	62		83,500
BRIDGE 43-21N 04-03W	CR	097	-1	096	9	105			465	495	614	01:38	607		169,500
TGT BILBAO AIRFIELD											32	:04	31		1,900
43-18N 02-55W	CR	094	-1	093	9	102			465	495	646	01:32	638		1,900
PIP RIO EBRO BRIDGE											49	:06	47		81,600
41-31N 00-31W	CR	139	72	141	8	149			465	490	695	01:38	685		167,600
IP LERIDA											153	:19	148		3,300
41-37N 00-37E	CR	076	-2	074	7	081			465	490	240	:33	231		78,300
TGT MANRESA											55	:07	54		164,300
41-44N 01-48E	CR	083	-1	081	6	075			465	492	848	01:57	841		6,100
41-51N 03-09E	CC	083	-1	081	6	087	33/35		465	492	695	01:38	685		6,100
42-00N 03-30E	CR	068	-2	065	6	071			465	487	54	:06	50		72,200
42-30N 03-35E	CR	000	-3	056	6	002			465	454	55	:07	54		155,530

SECRET

Ref Doc-200, OTHER 0-1849(50)





MISSION FLIGHT PLAN		O. G. AND NICKNAME		UNIT	TARE ACFT	WAVE	CELL CALL SIGN	REMARKS
		IRON BAR		265RW	47			U.K. STRIKE #1
POUNDS				POUNDS		<b>SECRET</b>		
ACFT BASIC	84,550			BOMBS				
CREW	1,040	FUEL LOAD		AMMO		PRESSURE ALT	LENGTH	AIR TEMP
OIL	410			WATER AUG	1,800	1,300	9,800	50°
ATO		FOR PROPER		STATIC		CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
RACK				START ENGINES AND TAXI FUEL ALLOWANCE	1,500	8,300	8,300	85°
EXT TANKS WEIGHT (Empty)				TARE OFF GROSS	1,62,200	TAKE-OFF DISTANCE		TAKE-OFF SPEED
MISCELLANEOUS						7,350	155 K	
CHAFF						CRITICAL WIND COMPONENT		
OPERATING	65,000	TOTAL FUEL	99,100			1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

FROM	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S. G. S.	GRD DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE			DIRT				ALT	MACH		ACC 2ND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
FAIRFORD														95,000	106,000
TAXI - 600RLL & T.D.										10	20			5,900	10,700
LEVEL OFF	CL	227	+3	240	+10	190	25/35	.74	425	108	1:27	67		80,100	176,100
05-07N 05-33W	CR	227	+3	240	+10	190	25/35	.74	425	128	1:40	67		6,600	6,500
05-02N 05-00W	CR	188	+4	192	+10	201	25/35	.74	425	138	1:49	67		83,500	169,500
WHCL										51	1:09	67		1,900	1,900
04-00N 06-00W	CC	180	+4	180	+10	194	30/33	.74	425	138	1:18	67		2,100	2,100
PIP BRIDGE ON RIO TAJO										350	1:17	67		78,300	161,300
39-16N 05-41W	CR	177	+4	191	+10	191		.81	465	240	2:11	67		6,300	6,200
IP LOGROSAN										251	1:32	67		6,200	6,200
39-20N 05-29W	CR	159	+3	162	+10	172		.81	465	28	1:03	27		65,100	151,100
TGT HINOSA DEZ DUQUE										832	1:57	828		720	720
38-30N 05-08W	CR	163	+3	166	+9	175		.81	465	53	1:06	60		61,300	150,300
PIP BALAZOTE										885	2:03	878		1,330	1,330
38-53N 02-09W	CR	074	-2	072	+9	081		.81	465	151	1:18	111		63,050	149,050
IP HELLIN										1036	2:22	1020		3,750	3,750
38-30N 01-42W	CR	136	+2	138	+8	146		.81	465	30	1:04	31		59,300	145,300
TGT SAN JAVIER AIRFIELD										61	1:07	58		790	790
37-47N 00-19W	CR	136	+2	138	+7	145		.81	465	1066	2:26	1053		58,510	141,510
12-00N 03-30E	CC	034	-4	030	+6	036	33/35	.74	425	61	1:07	58		1,470	1,170
12-30N 03-35E	CR	000	-3	356	+6	002		.81	465	1127	2:33	1111		57,010	113,010
PIP PAMIERS										342	1:17	336		7,440	7,440
13-11N 01-36E	CR	289	0	289	+6	295		.81	465	1169	3:21	1147		49,600	135,600
										30	1:04	31		750	750
										1199	3:25	1178		48,850	134,850
										98	1:13	105		2,460	2,460
										1597	3:38	1583		46,390	132,390

SAC FORM 18 FC: 2720 15 APR 55

4/A

**SECRET**

Air Force - SAC, Offutt O-1049(56)















MISSION FLIGHT PLAN CONTINUATION SHEET

TAB 9, APP 2, ANEX B, SCSM ORD 39-57, K-0139, 31 OCT 57, PAGE 2

FROM	FLY COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS		TIME	AIR DIS		ETA	FUEL FLIG PLAN	
											ACC GND DIS	ACC TIME	ACC AIR DIS	PRED FUEL REMAINING	GROSS WT			
START DESCENT - ANN 58-40N 07-16 W	CR	313	275/30 -2	311	+13	324	20-32	.69	425	400	130	1:15	490	1:15		77800	165221	
TIMING CONTROL PAD													1:03			900	900	
RENDERVUS - ANN 58-54N 07-44W	DS	310	275/35 -2	308	+15	323	13-15	VAR	450	430	20	1:03	510	1:21		73000	160421	
END REFUEL - ANN 60-31N 11-28W	AIR	310	275/35 -4	306	+17	323	13-15	VAR	250	230	150	1:39	660	2:00		10000	10000	
ON LOAD																62500	149921	
LEVEL OFF - ANN 61-17N 13-28W	ACC CL	308	270/35 -3	305	+19	324	30-32	VAR	410	380	75	1:11/2	735	2:11/2		33500	33500	
FORMATE POINT 61-30N 14-00W	CR	308	265/40 -4	304	+19	323	30-32	.74	425	397	24	1:03/2	759	2:15		96000	183421	
REFUEL IP - BETTY 59-33N 03-40W	CR	342	275/30 -4	338	+12	350	20-32	.69	425	410	70	1:10/2	360	1:55/2		4500	4500	
START DESCENT BETTY 59-03N 06-41 W	CR	313	275/30 -2	311	+13	324	20-32	.69	425	400	130	1:15	490	1:15		77800	165221	
TIMING CONTROL PAD													1:03			900	900	
RENDERVUS - BETTY 59-17N 07-04W	DS	310	275/35 -2	308	+15	323	13-15	VAR	450	430	20	1:03	510	1:21		73000	160421	
END REFUEL - BETTY 60-55N 10-54W	AIR	310	275/35 -4	306	+17	323	13-15	VAR	250	230	150	1:39	660	2:00		10000	10000	
ON LOAD																62500	149921	
LEVEL OFF - BETTY 61-21N 13-15W	ACC CL	291	270/35 -2	289	+18	307	30-32	VAR	410	378	75	1:11/2	735	2:11/2		33500	33500	
FORMATE POINT 61-30N 14-00W	CR	291	265/40 -3	288	+18	306	30-32	.74	425	390	24	1:03/2	759	2:15		96000	183421	
COAST IN - ICELAND 64-01N 16-16W	CR	337	250/30 -4	333	+21	351	30-32	.74	425	420	164	1:23/2	923	2:38/2		5321	5321	
AKUREYRI RBW 65-40N 18-05W	CR	335	250/30 -4	331	+23	354	30-32	.74	425	420	107	1:15/2	1032	2:54		85479	172900	
																3300	3300	
																82179	169600	

SECRET



MISSION FLIGHT PLAN - CONTINUATION SHEET

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 FLG	PLAN
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
AKUREYRI RBN				<b>SECRET</b>												
COAST IN GREENLD			250/30								270	3:38 1/2			7600	7600
69-49N 22-56W	CR	335	-4	331	+27	358	30-32	.74	425	420	1302	3:32 1/2			74579	162000
FAN POINT			250/20								604	1:26 1/2			15900	15900
78-00N 45-00W	CR	323	-3	320	+42	002	33-35	.74	425	420	1906	4:59			58679	146100
REFUEL IP - CORA			250/20								74	:11			1800	1800
77-01N 48-45W	CR	219	+2	221	+59	280	33-35	.74	425	410	1980	5:10			56879	144300
START DESCENT - CORA			250/20								115	:17			2800	2800
75-58N 55-38W	CR	236	+1	237	+62	299	33-35	.74	425	405	2095	5:27			54079	141500
TIMING CONTROL PAD												:08			2000	2000
RENDERVUS - CORA												5:35			52079	139500
75-38N 57-30W	DS	232	+2	234	+65	299	15-17	VAR	450	432	35	:05			500	500
END REFUEL - CORA			265/20								2130	5:40			51579	139000
74-00N 64-45W	A/R	225	+3	228	+68	296	15-17	VAR	250	236	150	:38			10000	10000
ON LOAD												2280	6:18		41579	129000
LEVEL OFF - CORA	ACC											:08			32000	32000
73-22N 68-33W	CR	238	+1	239	+70	309	32-34	VAR	410	390	75	:11 1/2			4000	4000
TURN POINT			250/20									2355	6:29 1/2		69579	157000
73-00N 70-30W	CR	236	+1	237	+71	308	32-34	.74	425	405	40	:06			1200	1200
REFUEL IP - ANN			250/20									2395	6:35 1/2		68379	155800
77-27N 49-50W	CR	241	0	241	+59	300	33-35	.74	425	408	74	:11			1800	1800
START DESCENT - ANN			250/20									1980	5:10		56879	144300
76-23N 56-55W	CR	236	+1	237	+64	301	33-35	.74	425	405	115	:17			2800	2800
TIMING CONTROL PAD												2095	5:27		54079	141500
RENDERVUS - ANN												:08			2000	2000
76-02N 58-50W	DS	232	+2	234	+67	301	15-17	VAR	450	432	35	:05			500	500
END REFUEL - ANN			265/20									5:35			52079	137500
74-21N 66-05W	A/R	225	+3	228	+70	298	15-17	VAR	250	236	2130	5:40			51579	139000
ON LOAD												:38			10000	10000
LEVEL OFF - ANN	ACC											2280	6:18		41579	129000
73-26N 69-10W	CR	222	+2	224	+71	295	32-34	VAR	410	396	75	:11 1/2			4000	4000
TURN POINT			250/20									2355	6:29 1/2		69579	157000
73-00N 70-30W	CR	220	+1	221	+71	292	32-34	.74	425	410	40	:06			1200	1200
				<b>SECRET</b>								2395	6:35 1/2		68379	155800

TAB 6, AFP 2, ANNEX B, 26 SEM OPORD 39-57, K-0139, 31 OCT 57, PAGE 3



TAB 8 APP 2 ANNEX B 26SRW OPORD 39-57 K-0239 21 OCT 57 PAGE 11

MISSION FLIGHT PLAN - CONTINUATION SHEET																
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 F.	WT PLAN
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
<b>SECRET</b>																
REFUEL IP-BETTY			250/30												1800	1800
77-52N 51-03W	CR	264	-1	263	+60	323	33-35	.74	425	408	1780	5:10			56879	144300
START DESERT-330			250/30												2800	2800
76-47N 58-14W	CR	236	+1	237	+66	303	33-35	.74	425	405	2095	5:27			54079	141500
TIMING CONTROL PAD															2000	2000
RENDEZVOUS-BETTY			265/30												52079	139500
76-26N 60-11W	DS	232	+2	234	+69	303	15-17	VAR	450	432	2130	5:40			500	500
END REFUEL-BETTY			265/30												10000	10000
74-42N 67-28W	HR	225	+3	228	+71	299	15-17	VAR	250	236	2280	6:18			41579	129000
ON LOAD															32000	32000
LEVEL OFF-BETTY			265/30												73579	141000
73-34N 69-34W	ACC CL	206	+2	208	+72	280	32-34	VAR	410	400	2355	6:29 1/2			4000	4000
TURN POINT			250/30												69579	157000
73-00N 70-30W	CR	204	+2	206	+71	277	32-34	.74	425	410	2395	6:35 1/2			1200	1200
CONST IN UNDOUBT			270/30												16100	16100
62-20N 75-49W	CR	189	+4	193	+56	249	35-37	.74	425	420	3050	8:09			52279	139700
GREAT WHALE RIVER RW			270/45												9400	9400
55-17N 77-41W	CR	187	+6	193	+34	227	35-37	.74	425	418	3476	9:10			42879	130300
CELL FAN POINT																
TURN POINT			270/50												8000	8170
48-30N 75-00W	CR	166	+6	172	+20	192	35-37	.74	425	437	3895	10:07 1/2			34879	122124
BUFFALO VOR			270/55												7329	7329
42-56N 78-39W	CR	204	+7	211	+13	234	35-37	.74	425	400	4261	11:02 1/2			27550	114800
CLEVELAND RNC			270/55												3500	3500
41-24N 81-50W	CR	237	+4	241	+6	247	35-37	.74	425	380	4430	11:29			24050	111300
LOCKBOURNE			270/55												1900	1900
74-42N 67-28W	CR	207	+7	214	+2	216	35-37	.74	425	400	4537	11:45			22150	109400
PEN-GCA-LD	LD														3000	3000
															19150	106400
<b>SECRET</b>																

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM GREAT WHALE RDN ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN	
															PRED FUEL REMAINING	GROSS WT
BUFFALO VOR			270/55												42879	130300
42-56N 72-39W	CR	181	+7	188	+16	204	35-37	.74	425	420	742	1:16			14600	14771
CLEVELAND RNG			270/55												28279	115529
41-24N 81-50W	CR	237	+4	241	+6	247	35-37	.74	425	380	169	1:26			3329	3329
LOCKBOURNE	CR	207	+7	214	+2	216	35-37	.74	425	400	107	1:16			1900	1900
PEN-GCA-LD	LD														23050	110300
															3000	3000
															20050	107300
REMARKS: MISSED A/R FIRST REFUELING - ARRIVE MADRID - 4800 <sup>FF</sup>																
MISSED A/R SECOND REFUELING - ARRIVE GOOSE - 1900 <sup>FF</sup>																
171 LBS FOR CHAFF DROPPED FROM G.W. COLUMN AT BUFFALO																

SECRET

SECRET

TAB 8, APP 2, ANNEX B, 265TH OPORD 39-57, K-0139, 31 OCT 57, PAGE 5



TAB 9, APP 2, ANNEX B, 26SRW OPRD 39-57, K-0139, 31 OCT 57, Page 1

<b>MISSION FLIGHT PLAN</b>		O. G. AND NICKNAME <b>IRON BAR</b>		UNIT <b>26 SRW</b>	TYPE ACFT <b>RB-47</b>	WAVE <b>N/A</b>	CELL CALL SIGN <b>N/A</b>	REMARKS <b>MAIN BASE AND ALTERNATE - SNOO MAN</b>
POUNDS		FM	HS	POUNDS		<b>SECRET</b>		
ACFT BASIC	<b>87300</b>	CM	REQ	CHAFF	<b>171</b>			
CREW	<b>1764</b>	AM	FUR	AMMO		RUNWAY		
OIL	<b>394</b>	FA	BEST	WATER AUG	<b>5300</b>	CRITICAL FIELD LENGTH	<b>9100</b>	CRITICAL AIR TEMP
ATO		HA	TAKE	STATIC	<b>188721</b>	NR FULL ATO REQUIRED		<b>79°F</b>
RACK		FB	OFF	START ENGINES AND TAXI FUEL ALLOWANCE	<b>2550</b>	NR EMPTY ATO REQUIRED		TAKE-OFF DISTANCE
EXT TANKS WEIGHT (EMPTY)		AB	C.B.	TAKE-OFF GROSS	<b>186171</b>	ATO FIRING SPEED		<b>7900</b>
MISCELLANEOUS	<b>792</b>	TOTAL FUEL		<b>96000</b>		CRITICAL WIND COMPONENT		
CHAFF		1ST LEG				2ND LEG		
OPERATING	<b>87250</b>	3RD LEG						

PRE-FLIGHT PLAN													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			
FAIRFORD							NACA								76000	188721
START, TAXI, T.O. AND ACCEL. LEVEL OFF			275/20									:03			4600	7700
51-01N 03-00W	CL	227	+1	228	+10	238	20-22	VAR	400	420	60	:12			71400	178821
TURN POINT			275/20								28	:04			4300	4300
50-42N 03-33W	CR	227	+3	230	+10	240	20-22	.69	425	400	28	:16			87100	174521
TURN POINT			275/30								30	:04			900	900
50-13N 03-39W	CR	187	+4	191	+10	201	20-22	.69	425	425	118	:20			86200	173621
TURN POINT			275/30								68	:09			900	900
49-50N 02-00W	CR	110	-1	111	+10	121	20-22	.69	425	425	186	:29			83300	170721
TURN POINT			275/30								68	:09			2100	2100
50-48N 01-05W	CR	031	-3	028	+9	037	20-22	.69	425	440	254	:38			81200	168621
FAN POINT			275/30								72	:10			2200	2200
52-00N 01-00W	CR	001	-4	357	+9	006	20-22	.69	425	422	326	:48			79000	166421
REFUEL IP - CORA			275/30								82	:12			2600	2600
53-20N 01-48W	CR	340	-4	336	+10	346	20-22	.69	425	410	408	1:00			76400	163821
ST. DESCENT - CORA			275/30								130	:18			4000	4000
55-30N 01-45W	CR	000	-4	356	+10	006	20-22	.69	425	422	238	1:19			72400	159221
												:03			1000	1000
TIMING CONTROL PAD												1:22			71400	158821
RENDEZVOUS - CORA			275/25								20	:03			400	400
55-50N 01-45W	DS	000	-3	357	+10	007	13-15	VAR	450	450	528	1:25			71000	158421
END REFUEL - CORA			275/25								150	:36			10000	10000
58-22N 01-42W	AR	000	-6	354	+11	005	13-15	VAR	250	250	708	2:01			61000	148421
															35000	35000
ON LO															76000	183421

**SECRET**

Air Force - SAC, Offutt 349(56)

SAC FORM 15 APR 56 1a FC: 2720

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H. %	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS		TIME	AIR DIS		ETA	FUEL FLIGHT PLAN	
											ACC GND DIS	ACC TIME	ACC AIR DIS	PRED FUEL REMAINING	GROSS WT			
ON LOAD																	26000	183421
LEVEL OFF - CORA	ACC		270/35									75	:11				4500	4500
59-34N 01-15W	CL	011	-5	006	+11	017	30-32	VAR	410	414		783	2:12				91500	178921
FORMATE POINT			265/40									50	:07				1650	1650
60-22N 00-57W	CR	011	-5	006	+11	017	30-32	.74	425	430		833	2:19				89850	177271
REFUEL IP - ANN			275/30									82	:12				2600	2600
53-20N 00-57W	CR	001	-4	357	+10	007	20-22	.69	425	422		408	1:00 1/2				76400	163821
START DESCENT - ANN			275/30									130	:18 1/2				4000	4000
55-30N 00-57W	CC	000	-4	356	+10	006	20-22	.69	425	422		538	1:19				72400	159821
TIMING CONTROL PAD													:03				1000	1000
RENDEZVOUS - ANN			275/30									20	:03				400	400
55-51N 00-57W	DS	000	-3	357	+10	007	13-15	VAR	450	450		558	1:25				71000	158421
END REFUEL - ANN			275/35									150	:36				10000	10000
58-22N 00-57W	AR	000	-6	354	+10	004	13-15	VAR	250	250		708	2:01				61000	148421
ON LOAD																	35000	35000
LEVEL OFF - ANN	ACC		270/35									75	:11				4500	4500
59-34N 00-57W	CL	000	-5	355	+10	005	30-32	VAR	410	410		783	2:12				91500	178921
FORMATE POINT			265/40									50	:07				1650	1650
60-22N 00-57W	CR	000	-5	355	+11	006	30-32	.74	425	425		833	2:19				89850	177271
REFUEL IP - BETTY			275/30									82	:12				2600	2600
53-20N 00-05W	CR	022	-4	018	+9	027	20-22	.69	425	422		408	1:00 1/2				76400	163821
START DESCENT - BETTY			275/30									130	:18 1/2				4000	4000
55-30N 00-05W	CR	000	-4	356	+10	006	20-22	.69	425	422		538	1:19				72400	159821
TIMING CONTROL PAD													:03				1000	1000
RENDEZVOUS - BETTY			275/30									20	:03				400	400
55-51N 00-05W	DS	000	-3	357	+10	007	13-15	VAR	450	450		558	1:25				71000	158421
END REFUEL - BETTY			275/35									150	:36				10000	10000
58-22N 00-05W	AR	000	-6	354	+10	004	13-15	VAR	250	250		708	2:01				61000	148421
ON LOAD																	35000	35000
LEVEL OFF - BETTY	ACC		270/35									75	:11				4500	4500
59-34N 0035W	CL	348	-5	343	+10	353	30-32	VAR	410	402		783	2:12				91500	178921
FORMATE POINT			265/40									50	:07				1650	1650
60-22N 00-57W	CR	348	-5	343	+11	354	30-32		425	420		833	2:19				89850	177271

TAB 9, APP 2, ANNEX B, 265HW OPRD 39-57, K-0139, 31 OCT 57, PAGE 2

SAC FORM 15 APR 56 1b FC: 2720

Air Force - SAC, Offutt (1050)(56)



MISSION FLIGHT PLAN - CONTINUATION SHEET

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	
															PRED FUEL REMAINING	GROSS WT
FORMATE POINT																
ROUTE																
COAST IN - ICELAND	CR	305	250/30	301	+16	317	32-34	.74	425	405	445	1:06			87850	177271
64-43N 14-02W			-3								1278	3:25			13800	13800
AKUREYRI R.BN			250/30								116	1:12			76050	163471
65-40N 18-05W	CR	299	-3	296	+23	319	32-34	.74	425	402	1394	3:42 1/2			3400	3400
COAST IN - GREENLAND			250/30								204	1:3			72650	160071
70-33N 21-30W		345	-4	341	+27	008	32-34	.74	425	425	1197	4:25 1/2			8071	8071
TURN POINT			250/30								743	1:45			64579	152000
81-48N 45-00W		333	-4	329	+45	014	35-37	.74	425	425	2441	6:10 1/2			17400	17400
FAN POINT			250/20								57	1:08 1/2			47179	134600
81-57N 51-45W		279	-2	277	+65	012	35-37	.74	425	110	2498	6:19			1200	1200
															45979	133420
REFUEL IP - CORA			250/30								121	1:18				
80-19N 59-45W	CR	217	+2	219	+75	294	35-37	.74	425	410	2619	6:37			2700	2700
START DESCENT - CORA			250/30								112	1:17			43279	130700
78-57N 67-13W	CR	223	+1	224	+78	302	35-37	.74	425	408	2734	6:54			2400	2400
												11			40879	128300
TIMING CONTROL PAD												7:05			2500	2500
RENDEZVOUS - CORA			265/20								35	1:05			38379	125900
78-30N 69-04W	DS	219	+2	221	+80	301	15-17	VAR	450	436	2769	7:10			500	500
END REFUEL - CORA			265/20								150	1:38			37879	125300
76-25N 75-20W	AR	212	+4	216	+82	298	15-17	VAR	250	238	2919	7:48			10000	10000
															27879	115300
ON LOAD															32000	32000
LEVEL OFF - CORA	ACC		265/20								75	1:11			59879	147300
75-29N 78-50W	CL	222	+2	224	+84	308	32-34	VAR	410	395	2994	7:59			4000	4000
TURN POINT			250/30								77	1:11			55879	143300
74-29N 82-00W	CR	218	+2	220	+85	305	32-34	.74	425	410	3071	8:10			1800	1800
															54079	141500
REFUEL IP - ANN			250/20								121	1:18				
80-42N 61-50W	CL	230	+1	231	+75	306	35-37	.74	425	405	2691	6:37			2700	2700
START DESCENT - ANN			250/20								112	1:17			43279	130700
79-16N 69-15W	CR	221	+1	222	+80	302	35-37	.74	425	408	2734	6:54			2400	2400
												11			40879	128300
TIMING CONTROL PAD												7:05			2500	2500
RENDEZVOUS - ANN			265/20								35	1:05			38379	125900
78-49N 71-04W	DS	217	+2	219	+80	299	15-17	VAR	450	436	2769	7:10			500	500
END REFUEL - ANN			265/30								150	1:38			37879	125300
76-43N 77-32W	AL	212	+4	216	+85	301	15-17		250	238	2919	7:48			10000	10000
															27879	1300

TAB 9, APP 2, ANNEX B, 26SRW OFORD 39-57, K-0139, 31 OCT 57, PAGE 3



TAB 9, APP 2, ANNEX B, 26000 OZD 39-57, K-0139, 31 OCT 57, PROB L

**MISSION FLIGHT PLAN - CONTINUATION SHEET**

FROM	FLY COND	T.C.	WIND D/V	T.M.	VAR	M.H.	TEMP	IAS	T. A. L.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
															ACC	GOOD WT
END REFUEL - ANN															27879	115300
ROUTE															32000	32000
ON LOAD															59879	147300
LEVEL OFF - ANN	ACC		265/20												4000	4000
75-39N 77-55W	CL	207	+2	209	+87	296	32-34	VAR	410	400	2994	7:59			55879	143300
TURN POINT			250/20												1800	1800
74-29N 82-00W	CR	205	+2	207	+85	292	32-34	.74	425	412	3071	8:10			54879	141500
REFUEL SP BETTY			250/20												2700	2700
81-04N 64-20W	CR	243	0	243	+75	318	35-37	.74	425	405	2619	6:37			43279	130700
START DESCENT - BETTY			250/20												2400	2400
79-34N 71-35W	CR	218	+1	219	+82	301	35-37	.74	425	408	2734	6:54			40879	128300
															2500	2500
TIMING CONTROL PAD															38379	125800
RENDEZVOUS - BETTY			265/20												500	500
77-06N 77-20W	DS	213	+2	215	+85	300	15-17	VAR	450	436	2769	7:10			37879	125300
END REFUEL - BETTY			265/20												10000	10000
77-01N 77-50W	AR	212	+7	216	+88	304	15-17	VAR	250	238	2919	7:48			27879	115300
															32000	32000
ON LOAD															59879	147300
LEVEL OFF - BETTY	ACC		265/20												4000	4000
75-47N 81-00W	CL	191	+3	194	+88	282	32-34	VAR	410	405	2994	7:59			55879	143300
TURN POINT			250/20												1800	1800
74-29N 82-00W	CR	190	+2	192	+87	279	32-34	.74	425	415	3071	8:10			54079	141500
TURN POINT			270/30												14100	14100
62-30N 78-30W	CR	174	+4	178	+64	242	35-37	.74	425	429	3240	9:43 1/2			39979	127400
GREAT WHALE RIVER RON			270/45												9500	9500
55-17N 77-41W	CR	177	+6	183	+34	217	37-39	.74	425	425	4233	10:53 1/2			30479	117900
↑																
CELL FAN POINT																
TURN POINT			270/50												7300	7471
48-30N 75-00W	CR	166	+6	172	+20	192	38-40	.74	425	437	4652	11:51			23179	110429
BUFFALO VOR			270/55												6329	6329
42-56N 78-39W	CR	204	+7	211	+13	224	38-40	.74	425	400	5018	12:46			16950	104200
CLEVELAND RING			270/55												3000	3000
41-24N 81-50W	CR	237	+4	241	+6	217	38-40		425	380	5187	13:13			13950	40700

**SECRET**

**SECRET**

SAC 15 APR 58 1b FC: 2720

Air Force - SAC, Off. - 1850(56)



MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM CLEVELAND RAG ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H. EST E.T.O	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN	
															PRED FUEL REMAINING	GROSS WT
LOCKBOURNE	CR	207	270/55 +7	214	+2	216	38-40	.74	425	400	107 5294	1:16 13:29	.15 13:44		13950 1950 12000	101200 1950 99250
PEN-GCA-LAND	LD														3000 9000	3000 96250
BUFFALO VOR 42-54N 78-39W	CR	181	270/55 +7	188	+16	204	38-40	.74	425	400	742 4975	1:46 12:37 1/2			13000 17477	13171 104721
CLEVELAND RAG 41-24N 81-50W	CR	237	270/55 +7	241	+6	247	38-40	.74	425	380	169 5144	1:27 13:06 1/2			3027 14450	3027 101700
LOCKBOURNE	CR	207	270/55 +7	214	+2	216	38-40	.74	425	400	107 5251	1:16 13:22 1/2	.15 13:37 1/2		2000 12450	2000 97700
PEN-GCA-LAND	LD														3000 9450	3000 96700
REMARKS : FUEL DECISION WILL BE MADE AT BUFFALO - ARRIVE PLATTSBURGH - 15000#																
- ARRIVE SELFREDGE - 16000#																
MISSED AIR FIRST REFUELING - ARRIVE MADRID - 47000#																
MISSED AIR SECOND REFUELING - ARRIVE THULE - 76000#																
171 LBS FOR CHAFF DROPPED FROM G.W. CO. AT BUFFALO																

TAB 9, APP 2, ANNEX B, 26SRW OPOFD 39-57, K-0139, 31 OCT 57, PAGE 5

**SECRET**

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
31 October 1957

APPENDIX 3

ANNEX B

OPERATIONS ORDER

SERIAL NUMBER 39-57

ALTITUDE RESERVATIONS

1. Previously dispatched to all organizations concerned.
2. Included in 8AF copies only.

**SECRET**



**SECRET**

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
31 October 1957

APPENDIX 1

ANNEX B

OPERATIONS ORDER

SERIAL NUMBER 39-57

RECAP SHEETS

1. TAB 1 - DEPLOYMENT RECAP (FORMS 96 and 96a)
2. TAB 2 - STRIKE MISSION RECAP (FORMS 275, 275a and 275b)
3. TAB 3 - POST-STRIKE AND REDEPLOYMENT RECAP (FORM 111)

**SECRET**

APP 1, ANNEX B,  
26SRW OPORD 39-57  
K-0139, 31 Oct 57

DEPARTMENT		RECAPITULATION		UNIT		AIR FORCE		HOME STATION		DATE		PAGE							
SECRET				2601		84P		12000000000000000000		1		2							
OPERATIONAL		OPERATIONAL		EXCEPTIONS TO REG. MANUAL (M-1)		AGE		ENGINES		UNIT		DATE							
OPERATIONAL		OPERATIONAL		EXCEPTIONS TO REG. MANUAL (M-1)		AGE		ENGINES		UNIT		DATE							
OPERATIONAL		OPERATIONAL		EXCEPTIONS TO REG. MANUAL (M-1)		AGE		ENGINES		UNIT		DATE							
1	THULE AB	EX SUPPORT		20X T501 / 11 M2	SAP LTR #1 6 MAR 57	N/A	N/A	N/A	0	0	0	59	5	8	N/A	N/A	N/A	17	5
2	THULE AB	EX SUPPORT		1 MX T501	SAP LTR #1 6 MAR 57				0	0	0	24	3	3				12	3
3	THULE AB	MODIFIED B-15 AIR-CRAFT PRE-STRIKE		DELTA 33 120					0-17	0	7	100	25	8				140	25
4	FAIRFORD	EX AIRCRAFT PRE-STRIKE		N/A					0	0	0	12	2	2				0	2
5	FAIRFORD	EX AIRCRAFT PRE-STRIKE		N/A					0	0	0	12	2	2				0	2
SECTION I - DEPLOYMENT		SECTION II - DEPLOYMENT		SECTION III - DEPLOYMENT		SECTION IV - DEPLOYMENT		SECTION V - DEPLOYMENT		SECTION VI - DEPLOYMENT		SECTION VII - DEPLOYMENT		SECTION VIII - DEPLOYMENT		SECTION IX - DEPLOYMENT		SECTION X - DEPLOYMENT	
TRIP NO	UNIT	ACFT	MODEL	BASE	ETA	ETD	ROUTE	ALT	DIST	FUEL	FUEL	WAX	WAX	WAX	WAX	WAX	WAX	WAX	WAX
11	N/A	N/A	B-47D	0600	0000	1009	N/A	0000	0000	1419	51.5	N/A	1	N/A					
12				0601		1010													
13				0602		1011													
14				0603		1012													
15				0604		1013													
16				0605		1014													
17				0606		1015													
18				0607		1016													
19				0608		1017													
20				0609		1018													
21				0610		1019													
22				0611		1020													
23				0612		1021													
24				0613		1022													
25				0614		1023													
26				0615		1024													
27				0616		1025													
28				0617		1026													
29				0618		1027													
30				0619		1028													
31				0620		1029													
32				0621		1030													
33				0622		1031													
34				0623		1032													
35				0624		1033													
36				0625		1034													
37				0626		1035													
38				0627		1036													
39				0628		1037													
40				0629		1038													
41				0630		1039													
42				0631		1040													
43				0632		1041													
44				0633		1042													
45				0634		1043													
46				0635		1044													
47				0636		1045													
48				0637		1046													
49				0638		1047													
50				0639		1048													
51				0640		1049													
52				0641		1050													
53				0642		1051													
54				0643		1052													
55				0644		1053													
56				0645		1054													
57				0646		1055													
58				0647		1056													
59				0648		1057													
60				0649		1058													
61				0650		1059													
62				0651		1060													
63				0652		1061													
64				0653		1062													
65				0654		1063													
66				0655		1064													
67				0656		1065													
68				0657		1066													
69				0658		1067													
70				0659		1068													
71				0660		1069													
72				0661		1070													
73				0662		1071													
74				0663		1072													
75				0664		1073													
76				0665		1074													
77				0666		1075													
78				0667		1076													
79				0668		1077													
80				0669		1078													
81				0670		1079													
82				0671		1080													
83				0672		1081													
84				0673		1082													
85				0674		1083													
86				0675		1084													
87				0676		1085													
88				0677		1086													
89				0678		1087													
90				0679		1088													
91				0680		1089													
92				0681		1090													
93				0682		1091													
94				0683		1092													
95				0684		1093													
96				0685		1094													
97				0686		1095													
98				0687		1096													
99				0688		1097													
100				068															



**SECRET**

DEPLOYMENT RECAPITULATION SHEET (CONTINUATION)

SECTION II: DEPLOYMENT

UNIT	ACT	DST	FUEL RESERVE	PARADES FUEL FREQUENCY	PAS	CARGO	REMARKS
1000							
1001							
1002							
1003							
1004							
1005							
1006							
1007							
1008							
1009							
1010							
1011							
1012							
1013							
1014							
1015							
1016							
1017							
1018							
1019							
1020							
1021							
1022							
1023							
1024							
1025							
1026							
1027							
1028							
1029							
1030							
1031							
1032							
1033							
1034							
1035							
1036							
1037							
1038							
1039							
1040							
1041							
1042							
1043							
1044							
1045							
1046							
1047							
1048							
1049							
1050							
1051							
1052							
1053							
1054							
1055							
1056							
1057							
1058							
1059							
1060							
1061							

**SECRET**

SECRET







**SECRET** (When Filled In)

**RECAPITULATION SHEET**  
COMBARDMENT - RECONNAISSANCE - PART II

BASE TO HOUR CONTROL POINT				PERFRACTION SPEED	FRIENDLY IDENTIFICATION AND CONTROL				CONTROL CORRIDOR			POST STRIKE	CELL CALL SIGN AND NUMBER	NO. OF PAGE		
OFFICER	ALTITUDE	COORDINATES	MINUTES	START	DURATION (TIME)	SECRET	PRE-TARGET ENTER FRIENDLY OR NET	POST-TARGET ENTER FRIENDLY OR NET	ALTITUDE	T.A.S.	SECRET	ALTITUDE	PRMVAL/FX	BASE	NO. OF PAGE	
T.ME	"	"	"	"	"	"	"	"	CC	DO	EE	FF	GG	HH	"	
1	1821	33.0	52-00N 80-00W	N/A	362	1:33	N/A	N/A	N/A	N/A	N/A	N/A	N/A	LOCKBURN	GRY IRON BAR DELTA BLACK - 1	1
1	"	"	"	"	595	"	"	"	"	"	"	"	"	"	"	1
1	"	"	"	"	686	"	"	"	"	"	"	"	"	"	"	1
2	1810	33.0	52-00N 80-00W	"	274	1:22	"	"	"	"	"	"	"	"	GRY IRON BAR DELTA BLACK - 1	2
2	"	"	"	"	350	"	"	"	"	"	"	"	"	"	"	2
2	"	"	"	"	590	"	"	"	"	"	"	"	"	"	"	2
3	1822	33.0	52-00N 80-00W	"	215	1:22	"	"	"	"	"	"	"	"	GRY IRON BAR DELTA BLACK - 1	3
3	"	"	"	"	304	"	"	"	"	"	"	"	"	"	"	3
3	"	"	"	"	582	"	"	"	"	"	"	"	"	"	"	3
4	1830	33.0	52-00N 80-00W	"	181	1:23 1/2	"	"	"	"	"	"	"	"	GRY IRON BAR DELTA GOLD - 1	4
4	"	"	"	"	372	"	"	"	"	"	"	"	"	"	"	4
4	"	"	"	"	593	"	"	"	"	"	"	"	"	"	"	4
5	1817	35.0	52-00N 80-00W	"	362	1:33	"	"	"	"	"	"	"	"	GRY IRON BAR DELTA RED - 2	5
5	"	"	"	"	526	"	"	"	"	"	"	"	"	"	"	5
5	"	"	"	"	686	"	"	"	"	"	"	"	"	"	"	5
6	1810	35.0	52-00N 80-00W	"	274	1:22	"	"	"	"	"	"	"	"	GRY IRON BAR DELTA BLACK - 2	6
6	"	"	"	"	350	"	"	"	"	"	"	"	"	"	"	6
6	"	"	"	"	590	"	"	"	"	"	"	"	"	"	"	6
7	1822	35.0	52-00N 80-00W	"	215	1:22	"	"	"	"	"	"	"	"	GRY IRON BAR DELTA BLACK - 2	7
7	"	"	"	"	304	"	"	"	"	"	"	"	"	"	"	7

**SECRET**









SECRET (When Filled In)

RECAPITULATION SHEET  
COMPARTMENT - RECONNAISSANCE - PART II

AIR FORCE: R6h  
WING: 25th SWG  
UNIT TACT: ORBY  
ALL USE: RB-17E  
OPERATIONS ORDER NO: 39-57  
EFFECTIVE DATE: 31 OCT 57  
PAGE NO: 5  
SERIAL: 16

IS 103 H 6600-A 1/27/57 (When Filled In)

LINE NO	BASE TO A HOUR CONTROL POINT				PENETRATION SPEED		FRIENDLY IDENTIFICATION AND CONTROL				CONTROL CORRIDOR			POST STRIKE BASE	CELL CALL SIGN AND NUMBER
	DISTANCE TIME	ALTITUDE	COORDINATES	MINUTES	START	DURATION (TIME)	PRE-TARGET ENTER FRIENDLY ID NET		POST-TARGET ENTER FRIENDLY ID NET		SECRET	ALTITUDE	TERMINAL FIX		
							SECRET	SECRET	CC	DD					
7	1822	35.0	32-00S 10-00W	N/A				N/A	N/A	N/A	N/A	N/A	N/A	N/A	GRUNT IRON BAR DELTA BLACK - 2
	1820				582	1:22									
8	1830	35.0	32-00S 10-00W												GRUNT IRON BAR DELTA GOLD - 2
	1824				181	1:23									
	*	*	*	*											*
	*	*	*	*											*
	*	*	*	*											*
	550	31.0	31-00S 06-00W												GRUNT IRON BAR WHISKEY AMBER - 1
	1:20				85	1:36									
	*	*	*	*											*
	*	*	*	*											*
	*	*	*	*											*
	550	31.0	31-00S 06-00W												GRUNT IRON BAR WHISKEY AMBER - 2
	1:20				187	1:33									
	*	*	*	*											*
	*	*	*	*											*
	*	*	*	*											*
	550	31.0	31-00S 06-00W												GRUNT IRON BAR WHISKEY AMBER - 3
	1:20				115	1:34									
	*	*	*	*											*
	*	*	*	*											*
	*	*	*	*											*
	550	31.0	31-00S 06-00W												GRUNT IRON BAR WHISKEY AMBER - 4
	1:20				335	1:12									
	*	*	*	*											*
	*	*	*	*											*
	*	*	*	*											*
	550	31.0	31-00S 06-00W												GRUNT IRON BAR WHISKEY BLUE - 1
	1:20				85	1:36									
	*	*	*	*											*
	*	*	*	*											*
	*	*	*	*											*
	550	31.0	31-00S 06-00W												GRUNT IRON BAR WHISKEY BEAN - 2
	1:20				187	1:33									

SECRET

SECRET

SECRET

RECAPITULATION SHEET BARNERT - RECONNAISSANCE - PART III										DATE	TIME	UNIT	TYPE AND MODEL AIRCRAFT	OPERATOR	PROJECT NO.	PAGE NO.	TOTAL PAGES							
										08N	2600 DTW	CRUI	RB-47E	39-57	31 OCT 57	6	12							
NO.	NAME	ELECTRONIC COORDINATE READINGS								MILES TO TARGET	FLIGHT TIME TO TARGET	TYPE OF TARGET	RANGE	AZIS	EAS	PRESSURE ALTITUDE	RANGES TO MOST STRIKE DATA				MILES TO TARGET	MILES TO TARGET	MILES TO TARGET	MILES TO TARGET
		1	2	3	4	5	6	7	8								9	10	11	12				
7	BARONETA STAKE 2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	582	1:18	5:33	1	N/A	178	165	35.0	10000	23	2550	6:11	21200	N/A	7
8	BARONETA STAKE 2									181	1:21	1:57			210				1:29	6:15	20000			8
8	BARONETA STAKE 2									372	1:24	1:57			171				1:29	6:15	20000			8
8	BARONETA STAKE 2									51	5:11				171				1:29	6:15	20000			8
8	BARONETA STAKE 2									593	1:19	5:52			171				1:29	6:15	20000			8
9	CRONY IRON BAR WISKEY AMPH 1									85	1:11	1:32			169		31.0	FAIRPORT	1:35	6:05	20000			9
9	CRONY IRON BAR WISKEY AMPH 1									280	1:36	1:57			207		31.0		1:35	6:05	20000			9
9	CRONY IRON BAR WISKEY AMPH 1									1080	1:36	1:57			207		31.0		1:35	6:05	20000			9
9	CRONY IRON BAR WISKEY AMPH 1									2:25	3:17				282		35.0		2:21	5:11	32000			9
10	CRONY IRON BAR WISKEY AMPH 2									187	1:22	1:43			111		31.0		1:28	5:11	32000			10
10	CRONY IRON BAR WISKEY AMPH 2									410	1:22	1:43			111		31.0		1:28	5:11	32000			10
10	CRONY IRON BAR WISKEY AMPH 2									109	2:10				079		31.0		1:28	5:11	32000			10
10	CRONY IRON BAR WISKEY AMPH 2									691	1:27	2:10			280		31.0		1:28	5:11	32000			10
11	CRONY IRON BAR WISKEY AMPH 3									115	1:18	1:38			094		31.0		1:28	5:11	31780			11
11	CRONY IRON BAR WISKEY AMPH 3									107	1:40	2:11			083		31.0		1:28	5:11	31780			11
11	CRONY IRON BAR WISKEY AMPH 3									687	1:29	2:10			277		31.0		1:28	5:11	31780			11
11	CRONY IRON BAR WISKEY AMPH 3									335	1:43	2:10			163		31.0		1:28	5:11	31780			11
12	CRONY IRON BAR WISKEY AMPH 1									577	1:13	2:13			136		31.0		1:28	5:11	31780			12
12	CRONY IRON BAR WISKEY AMPH 1									1131	2:29	3:50			288		31.0		1:28	5:11	31780			12
12	CRONY IRON BAR WISKEY AMPH 1									85	1:11	1:32			169		31.0		1:35	6:05	20000			12
13	CRONY IRON BAR WISKEY AMPH 1									280	1:36	1:57			207		31.0		1:35	6:05	20000			13
13	CRONY IRON BAR WISKEY AMPH 1									1080	1:36	1:57			207		31.0		1:35	6:05	20000			13
13	CRONY IRON BAR WISKEY AMPH 1									2:25	3:17			282		35.0			2:21	5:11	32000			13
13	CRONY IRON BAR WISKEY AMPH 1									187	1:22	1:43			111		31.0		1:28	5:11	32000			13

SECRET

SECRET

SECRET



SECRET (When Filled In)

RECAPITULATION SHEET ARMAMENT - RECONNAISSANCE - PART I		AIR FORCE	WING	UNIT TACTICAL SIGN	TYPE AND MODEL AIRCRAFT	OPERATIONS ORDER NO.	EFFECTIVE DATE	PLATE NO.	NO. OF PAGES									
		8th	265th SWW	CRONY	SECRET	37907	21 04 57	7	12									
NO.	TARGET NAME AND COORDINATES	DTG REF NR	COG	DIR	CELL CALL SIGN AND NUMBER	WEAPON	TAKE-OFF DATA					SCHEDULED REFUELING						
							MARK NR CAPSULE	DEPART	GROSS WEIGHT (LBS)	FUEL (LBS) (Standard)	TYPE TAKE-OFF (W/C, T/W, A/T)	T.O. TIME (HOUR PLUS)	AREA - RECON POINT AND TANKER CYCLE	SIST	FLIGHT TIME	OFFLOAD AVAILABLE	UNLOADED TANK	CROSSR AT 500 FEET
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	
11	11-18N 02-05E	0130	D	N/A	CRONY IRON BAR WHISKEY BLUE 2	N/A	FAIRFORD	186800	96000	W	9218							
11	13-11N 00-17W	0290	A		"						9218							
15	13-18N 02-55W	0230	B		CRONY IRON BAR WHISKEY BLUE 3						9228							
15	11-14N 01-48W	0965	B		"						9228							
15	13-11N 00-01E	1600	A		"						9228							
16	18-30N 05-08W	0730	A		CRONY IRON BAR WHISKEY BLUE 4						9238							
16	17-47N 00-49W	0380	C		"						9238							
16	13-20N 00-25W	1250	A		"						9238							
17	12-31N 05-19W	0670	A		CRONY IRON BAR WHISKEY GREEN 1						9258							
17	13-08N 06-21W	0350	A		"						9258							
17	13-08N 01-11E	0150	B		"						9258							
18	13-07N 02-19W	0920	A		CRONY IRON BAR WHISKEY GREEN 2						9308							
18	11-18N 00-05E	0130	D		"						9308							
18	13-11N 00-17W	0290	A		"						9308							
19	13-18N 02-55W	0230	B		CRONY IRON BAR WHISKEY GREEN 3						9318							
19	11-14N 01-48W	0965	B		"						9318							
19	13-11N 00-01E	1600	A		"						9318							
20	18-30N 05-08W	0730	A		CRONY IRON BAR WHISKEY GREEN 4						9328							
20	17-47N 00-49W	0380	C		"						9328							
20	13-20N 00-25W	1250	A		"						9328							

SECRET

SECRET (When Filled In)

RECAPITULATION SHEET WARDEN - RECONNAISSANCE - PART II				AIR FORCE	WING	UNIT TACTICAL CALL SIGN	TYPE AND MODEL AIRCRAFT	OPERATIONS ORDER NO.	EFFECTIVE DATE	PAGE NO.	NO. OF PAGES									
				8th	26th SW	CRG	RB-47E	39-57	31 OCT 57	8	12									
SERIAL NO.	BASE TO N HOUR CONTROL POINT			TIME OF CONTROL POINT	PENETRATION SPEED		FRIENDLY IDENTIFICATION AND CONTROL						POST OFFICE BOX	CELL CALL SIGN AND NUMBER						
	DISTANCE	ALTITUDE	GRID COORDINATES		START	END	PREL TARGET	GEOREF	GEOREF	ALTITUDE	T.A.S.	GEOREF			CONTROL CORRIDOR	CONTROL CORRIDOR				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
11	31:00	33,0	11-00N 06-00W	N/A	1:10	1:33	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	GRY 100 SUN W WILKEY GREEN - 2	11
12	"	"	"	"	691	"	"	"	"	"	"	"	"	"	"	"	"	"	"	12
15	11:00	33,0	11-00N 06-00W	"	1:15	1:31	"	"	"	"	"	"	"	"	"	"	"	"	GRY 100 SUN W WILKEY GREEN - 3	15
15	"	"	"	"	1:07	"	"	"	"	"	"	"	"	"	"	"	"	"	"	15
15	"	"	"	"	687	"	"	"	"	"	"	"	"	"	"	"	"	"	"	15
16	11:00	33,0	11-00N 06-00W	"	1:12	1:12	"	"	"	"	"	"	"	"	"	"	"	"	GRY 100 SUN W WILKEY GREEN - 4	16
16	"	"	"	"	577	"	"	"	"	"	"	"	"	"	"	"	"	"	"	16
16	"	"	"	"	258	1:35	"	"	"	"	"	"	"	"	"	"	"	"	"	16
17	11:00	31,0	11-00N 06-00W	"	1:15	1:36	"	"	"	"	"	"	"	"	"	"	"	"	GRY 100 SUN W WILKEY GREEN - 1	17
17	"	"	"	"	280	"	"	"	"	"	"	"	"	"	"	"	"	"	"	17
17	"	"	"	"	257	1:07	"	"	"	"	"	"	"	"	"	"	"	"	"	17
18	11:00	31,0	11-00N 06-00W	"	1:17	1:33	"	"	"	"	"	"	"	"	"	"	"	"	GRY 100 SUN W WILKEY GREEN - 2	18
18	"	"	"	"	1:10	"	"	"	"	"	"	"	"	"	"	"	"	"	"	18
18	"	"	"	"	691	"	"	"	"	"	"	"	"	"	"	"	"	"	"	18
19	11:00	31,0	11-00N 06-00W	"	1:15	1:31	"	"	"	"	"	"	"	"	"	"	"	"	GRY 100 SUN W WILKEY GREEN - 1	19
19	"	"	"	"	1:07	"	"	"	"	"	"	"	"	"	"	"	"	"	"	19
19	"	"	"	"	687	"	"	"	"	"	"	"	"	"	"	"	"	"	"	19
20	11:00	31,0	11-00N 06-00W	"	1:12	1:12	"	"	"	"	"	"	"	"	"	"	"	"	GRY 100 SUN W WILKEY GREEN - 4	20
20	"	"	"	"	577	"	"	"	"	"	"	"	"	"	"	"	"	"	"	20
20	"	"	"	"	258	1:35	"	"	"	"	"	"	"	"	"	"	"	"	"	20

SECRET

SAC 100-2758 PREVIOUS EDITION IS OBSOLETE. FC 370

Air Force - SAC, Offutt

(When Filled In)

SECRET



**SECRET** (When Filled In)

**RECAPITULATION SHEET**  
**MOVEMENT - RECONNAISSANCE - PART III**

AIR FORCE: 95th    AIRCRAFT: 26th BW    UNIT: 20th    TYPE AND MODEL AIRCRAFT: RB-47E    OPERATIONS ORDER NO: 39-47    EFFECTIVE DATE: 31 OCT 57    PAGE NO: 9    NO. OF PAGES: 12

NO	REAL CALL NUMBER	ELECTRONIC COUNTERMEASURES								HOUR TO TARGET	FLIGHT TIME TO TARGET	TARGET	BOMB RUN	AXIS	YAW	PRESSURE ALTITUDE	TARGET TO POST STRIKE BASE			MISSION RECAP			S
		MODE	W/EN	W/EN	STANBY	STOP	NO	NO	NO								BASE	DISTANCE	TIME	TIME	TOTAL	FUEL	
14	CHRONY IRON BAR WHISKY BLUE 2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4:10	2:10	I	N/A	079	165	33.0	FAIRFORD	1280	2250	3:01	5:11	30000	N/A	14
15	CHRONY IRON BAR WHISKY BLUE 3								6:21	2:17		N/A	280	35.0			999		2:28				15
15	CHRONY IRON BAR WHISKY BLUE 3								1:27	1:38			094	33.0			1512	2237	3:38	5:12	31780		15
15	CHRONY IRON BAR WHISKY BLUE 3								1:07	2:11			083	33.0			1280		3:01				15
15	CHRONY IRON BAR WHISKY BLUE 3								6:87	2:11		N/A	277	35.0			1000		2:28				15
16	CHRONY IRON BAR WHISKY BLUE 4								3:35	2:03			163	33.0			1796	2679	4:10	6:13	25000		16
16	CHRONY IRON BAR WHISKY BLUE 4								5:77	2:33			136	33.0			1552		3:10				16
16	CHRONY IRON BAR WHISKY BLUE 4								1:13	2:33			136	33.0			3:10						16
16	CHRONY IRON BAR WHISKY BLUE 4								11:33	3:50		N/A	288	35.0			996		2:23				16
17	CHRONY IRON BAR WHISKY GREEN 1								85	1:32			169	31.0			1982	2617	4:35	6:08	25000		17
17	CHRONY IRON BAR WHISKY GREEN 1								2:80	1:57			207	31.0			1797		4:10				17
17	CHRONY IRON BAR WHISKY GREEN 1								10:80	3:17		N/A	282	33.0			987		2:21				17
18	CHRONY IRON BAR WHISKY GREEN 2								2:25	1:13			114	31.0			3503	2250	3:28	5:11	30000		18
18	CHRONY IRON BAR WHISKY GREEN 2								4:10	2:10			079	31.0			1280		3:01				18
18	CHRONY IRON BAR WHISKY GREEN 2								6:21	2:17		N/A	280	33.0			999		2:28				18
19	CHRONY IRON BAR WHISKY GREEN 3								1:25	1:38			094	31.0			1512	2237	3:38	5:12	31780		19
19	CHRONY IRON BAR WHISKY GREEN 3								1:07	2:11			083	31.0			1280		3:01				19
19	CHRONY IRON BAR WHISKY GREEN 3								6:87	2:11		N/A	277	33.0			1000		2:28				19
20	CHRONY IRON BAR WHISKY GREEN 4								3:35	2:03			163	31.0			1796	2679	4:10	6:13	25000		20
20	CHRONY IRON BAR WHISKY GREEN 4								5:77	2:33			136	31.0			1552		3:10				20
20	CHRONY IRON BAR WHISKY GREEN 4								1:13	2:33			136	31.0			3:10						20
20	CHRONY IRON BAR WHISKY GREEN 4								11:33	3:50		N/A	288	33.0			996		2:23				20

**SECRET**

SAC, 525th, 275b FC 3720    Air Force SAC, Other    (When Filled In)    **SECRET**

SECRET (When Filled In)

SECRET

RECAPITULATION SHEET BOMBARDMENT - RECONNAISSANCE - PART I		AIR FORCE	WING	UNIT TACTICAL CALL SIGN	TYPE AND CLASS AIRCRAFT	OPERATIONS ORDER NO.	EFFECTIVE DATE	PAGE NO.	NO OF PAGES												
		8th	26th BRW	TRICY	B-29	39-57	11 Oct 57	10	12												
TARGET NAME AND COORDINATES	SQUADRON	EGZ	ELEVATION	CELL CALL SIGN AND NUMBER	WEAPON	TAKE-OFF DATA				SCHEDULED REFUELING											
						MARK NO. CAPSULE	DEPART	GROSS WEIGHT (LBS)	FUEL (LBS)	TYPE TAKE-OFF (W, D, A, etc.)	T.O. TIME & HOUR PLUS	AREA - REFUEL POINT AND TANKER CYCLE	DIST	FLIGHT TIME	OFFLOAD AVAILABLE	OWLOAD (LBS)	GROSS WT AT DISCONNECT	MIN FUEL IN TANKS AT DISCONNECT			
21	17-25N 05-39W	0570	A	N/A	GRONY IRON BAR WHISKEY RED 1	N/A	AIRFORD	18600	26000	W	9348	1	N/A	(	N/A	N/A	N/A	N/A	N/A	N/A	21
21	19-22N 06-27E	0350	A		"						9348	1	(								21
21	13-29N 01-28W	0150	B		"						9348	1	(								21
22	12-27N 02-19W	0920	A		GRONY IRON BAR WHISKEY RED 2						9358	1	(								22
22	12-18N 02-05E	0130	D		"						9358	1	(								22
22	11-11N 00-17W	0290	A		"						9358	1	(								22
23	13-18N 02-53W	0230	B		GRONY IRON BAR WHISKEY RED 3						9408	1	(								23
23	11-44N 01-43W	0965	B		"						9408	1	(								23
23	13-14N 00-01E	1600	A	✓	"	✓	✓	✓	✓	✓	9408	1	✓	✓	✓	✓	✓	✓	✓	✓	23

SECRET



SECRET (When Filled In)

RECAPITULATION SHEET OPERATION - RECONNAISSANCE - PART II				AIR FORCE 8th	SQUADRON 26th SW	UNIT TACTICAL CALL SIGN GRONY	TYPE AND MODEL AIRCRAFT RB-47E	OPERATIONS ORDER NO 39-57	EFFECTIVE DATE 31 OCT 57	PAGE NO 11	NO OF PAGES 12						
MISSION NO	BASE TO HOUR CONTROL POINT			PENETRATION SPEED		FRIENDLY IDENTIFICATION AND CONTROL						POST STRIKE BASE	CELL CALL SIGN AND NUMBER	S F W E E S			
	DISTANCE STAT	ALTITUDE FT	NCP COORDINATES U V	MINUTES M	DURATION (TIME) X	PRE-TARGET ENTER			FRIENDLY IDENT						CONTROL CORRIDOR		
						GEOREF Y	Z	AA	BB	CC	DD				EE	FF	GG
1	550	33,0	14-00N 06-00W	N/A	85	1:36	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	GRONY IRON BAR WHISKY RD - 1	21
1	1:20 1/2				280	*										*	21
21					257	1:04										*	21
22	550	33,0	14-00N 06-00W		187	1:33 1/2										GRONY IRON BAR WHISKY RD - 2	22
22	1:20 1/2				410	*										*	22
22					691	*										*	22
23	550	33,0	14-00N 06-00W		145	1:34 1/2										GRONY IRON BAR WHISKY RD - 2	23
23	1:20 1/2				107	*										*	23
23			2		687	*										*	23

SECRET

SECRET (When Filled In)		RECAPITULATION SHEET OPERATION - RECONNAISSANCE - PART III		AIR FORCE	WING	UNIT TACTICAL CALL SIGN	TYPE AND MODEL AIRCRAFT	OPERATION ORDER NR	EFFECTIVE DATE	PAGE NR	NR OF PAGES					
				Rth	265B SW	GRAY	RB-17E	39-57	31 OCT 57	12	12					
COUNTERMEASURES								BOMB RUN			TARGET TO POST STRIKE BASE			MISSION RECORD		PAGE
TYPE	TIME	ALTITUDE	STATUS	REASON	TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
21	1:32	85	I	N/A	1	N/A	169	165	33.0	VAIPFORD	1982	2617				21
21	1:36	290			1		207		33.0		1787	*	*			21
21	1:57	1080			1	13-29-22H 01-27-1/W					187	*	*			21
21	2:25	187			1	N/A	282		35.0		987	*	*			21
22	1:13	110			1		114		33.0		2:21	*	*			22
22	1:22	691			1						1503	2240				22
22	2:10	1:27			1	13-17-29H 00-21-3/W					3:28	5:11	32000			22
22	2:17	115			1	N/A	280		35.0		1280	*	*			22
23	1:38	1:07			1		094		33.0		3:01	*	*			23
23	2:11	697			1						1542	2237				23
23	2:18	1:29			1	13-13-19A 00-05-50B					3:34	5:12	31780			23
23	2:18				1	N/A	277		35.0		1280	*	*			23
											3:01	*	*			23
											1000	*	*			23
											2:24	*	*			23

SECRET



**SECRET** (When Filled In)

**POST-STRIKE AND REDEPLOYMENT RECAP SHEET**

GENERAL INSTRUCTIONS: 1. This form reports the post-strike and redeployment of bombers and reconnaissance aircraft. It does not apply to tanker aircraft. 2. Fill in all times in E+ hours. 3. Prepare information for this form assuming that aircraft will be as refueled as designated (A/C Non-USA routes).

UNIT: 2000W AIR FORCE: RAF HOME BASE: LACKLAND AFB

LAUNCH DATE	LAUNCH TIME	BASE	POST-STRIKE				RECOVERY FROM POST-STRIKE					REDEPLOYMENT			HOME OPERATING BASE			
			E+ 22 ETA	WT ETD	E+ 1 ETA	E+ 1 ETD	E+ 1 ETA	E+ 1 ETD	E+ 1 ETA	E+ 1 ETD	E+ 1 ETA	E+ 1 ETD	NAME	E+ 1 ETA	E+ 1 ETD	BASE	E+ 1 ETA	E+ 1 ETD
1 1	THIRX	LACKLAND	7826	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
2 2			7831															
3 3			7867															
4 4			7901															
5 5			7905															
6 6			7911															
7 7			7927															
8			7941															
9																		
10	FATB	FATB	9711	13900														15100
11			9654	13901														15101
12			9705	13902														15102
13			9716	13903														15103
14			9831	13930														15123
15			9744	13931														15124
16			9755	13932														15125
17			9906	18700														19900
18			9921	18701														19901
19			9934	18702														19902
20			9855	18703														19903

SECRET

DECLASSIFIED IAW EO 13526

Air Force - SAC, Office (When Filled In) SECRET

**SECRET**

GENERAL INSTRUCTIONS: 1. This form records the post-strike and redeployment of bombardment and reconnaissance aircraft. It does not apply to tanker aircraft. 2. Entries are all times in 24 hours. 3. Entries are for the time from assumption that aircraft will be controlled at destination (EAC, Main 2-2) control point with home base as final destination. 4. Entries are for the time from assumption that aircraft will be controlled at destination (EAC, Main 2-2) control point with home base as final destination.

UNIT: 26534      AIR FORCE: 8AF      HOME BASE: LOCKBURN AFB      PA: 2      NR OF PAGES: 2

LAUNCH BASE	POST-STRIKE						RECOVERY FROM POST-STRIKE					REDEPLOYMENT			HOME/OPERATING BASE			
	BASE	ETA	ETD	ETA	ETD	ETA	RECOVERY BASE	ETA	ETD	ETA	ETD	NAME	ETA	ETA	BASE	ETA	ETA	
7															LOCKBURN AFB	19923	NA	
2220	FAIRFORD	FAIRFORD	9956	18730	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	19924		
2221			10011	18731													19925	
2222			9924	18732													19926	
2223			9935	18733													22253	
2224	FAIRFORD - WX	FAIRFORD - WX	AS TIR- EDT	21100													22254	
2225				21101													22255	
2226				21102													21518	
2227	TRULE - WX	TRULE - WX		21200													21619	
2228				21201													21620	
2229				21202													21621	
2230				21203													21648	
2231				21230													21519	
2232				21231													21650	
2233				21232													21651	
2234				21233													22118	
2235	TRULE - WX	TRULE - WX		21600													22119	
2236				21601													22120	
2237				21602														

**SECRET**

Air Force - SAC, Office (When Filled In)      **SECRET**

FORM 141 10 APR 67 141 FC 470



**SECRET**

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
31 October 1957

APPENDIX 5

ANNEX B

OPERATIONS ORDER

SERIAL NUMBER 39-57

FORM F FOR HEAVIEST AIRCRAFT

(SEE TAB 1)

**SECRET**

APP 5, ANNEX B,  
26SEW OPORD 39-57  
K-0139, 31 Oct 57

### WEIGHT AND BALANCE CLEARANCE FORM F TACTICAL

(FOR REVERDE F-4C AIRCRAFT MISSIONS)

DATE 31 OCT 67		REMARKS	
MISSION/TRIP/FLIGHT NO		OPERATION	

QUANTITY	T.O. CONDITION	INDEX	REF	ITEM	WEIGHT	INDEX	DISTRIBUTION OF LOAD		
							COMPT	CREW	
				NO	WEIGHT	BAGGAGE	CARGO AND MISC.		
WH	22,200	22.2							
FN	19,000	53.4							
CH	18,200	55.5							
FA	6,300	35.1							
FB	7,300	24.0							
AB	15,200	33.3							
AA	7,800	47.0							
EW	9,200	53.1							
		105,200							
EXT LAND CONDITION									
FM	7,000	09.8							
CM	7,000	10.9							
AM	10,500	43.0							
		27,500							

COMPUTER PLATE NO. (If used) E - 1075	4 OPERATING WEIGHT 88150	210	
CORRECTIONS (Ref. 11)	5 COMPT. ROUNDS CALIBER -1 700 20MM	473	236
	6 FORWARD AFT EXTERNAL ROCKETS 7 EXTERNAL FOCKETS EIGHT IN (11,380 Gal.) BOMB BAY (3,510 Gal.) EXTERNAL (1,425 Gal.) FUEL WT. 6.15 LBS/ GAL.	73100 22600 9200	(SEE REMARKS) (SEE REMARKS) 531
TOTAL WEIGHT REMOVED	8 WATER IN FLUID (662 Gal.)	5300	466
TOTAL WEIGHT ADDED	9 JATO OR RATO		
NET DIFFERENCE (Ref. 11)	10 TAKEOFF CONDITION (Uncorrected)	199123	466
	11 CORRECTIONS (If required)	-77010	
	12 TAKEOFF CONDITION (Corrected)	191423	490
	13 TAKEOFF C. G. IN % M. A. C. OR IN	27.9	
	14 JATO OR RATO BOMB 15 EXTERNAL FUEL WATER IN FLUID	73200 21000	430 450
	16 ESTIMATED LANDING CONDITION	11161231	460
	17 ESTIMATED LANDING C. G. IN % M. A. C. OR IN	27.9	

32 PLY TIRES LIMITATIONS	
1 GROSS WT. TAKEOFF (lb.) 200,000	2 GROSS WT. LANDING (lb.) 125,000
3 PERMISSIBLE C. G. TAKEOFF FROM 14.4 TO 14.5	TO 14.5
4 PERMISSIBLE C. G. LANDING FROM 9.5 TO 9.6	TO 9.6

1 Enter constant used  
2 Enter values from aircraft applicable T.O.  
3 Applicable to gross weight (B-1, T2)



**SECRET**

HEADQUARTER  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
LOCKBOURNE AIR FORCE BASE, OHIO  
31 October 1957

ANNEX C

OPERATIONS ORDER

SERIAL NO. 39-57

Annex "C"  
26SRW OPord 39-57  
31 October 1957

**SECRET**

K-0139

**SECRET**

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 United States Air Force  
 Leckbourne Air Force Base, Ohio  
 31 October 1957

ANNEX "C" TO OPERATIONS ORDER 39-57, COMMUNICATIONS

1. GENERAL:

This Annex prescribes the Communications procedures to be used for the deployments to the UK and return and to Thule with procedures for the Strike phase. Compliance with the instructions contained herein should insure that no communications difficulties arise.

2. RECOGNITION AND IDENTIFICATION:

a. Within the ZI, Canada and NE area, IFF will be operated on Mode II by the flight leader and on Standby for other aircraft in the cell. Individual aircraft will operate on Mode II. When crossing a Canadian ADIZ, Radar Advisory will be contacted on 364.2 mcs and the equipment operated as directed by the ground station. After initial call, 364.2 mcs will be monitored by one aircraft within the cell, or by individual aircraft, while operating in a CADIZ.

b. IFF will be switched to Mode I by the flight leader prior to 250 nautical miles of the UK. Same procedure for individual aircraft. The reverse procedure for the return flight to the ZI applies.

c. Recognition between RB-47's and ADC Fighters will be accomplished on 364.2 mcs using authentication tables in KAC-1.

Annex "C"  
 26SRW OPord 39-57  
 31 October 1957

**SECRET**

K-0139



**SECRET**3. EMERGENCY PROCEDURES:

- 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. If time permits, submit M-14 Report to any AACS HF station for relay to "JACKRABBIT" and "PINEFEATHER".

4. AUTHENTICATION:

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

5. CALL SIGNS:

- a. Wx Scout Aircraft - - - - - CRONY (2 digits)  
IRON BAR
- b. Aircraft (Recon Mission Thule) - - - - - CRONY (2 digits)  
IRON BAR - DELTA
- c. Aircraft (Recon Mission Fairford)- - - - - CRONY (2 digits)  
IRON BAR - WHISKEY
- d. Ocean Station Vessels:
  - (1) Ocean Station CHARLIE
  - (2) Ocean Station JULIETT
- e. HF Control Stations on UK Flight:
  - (1) ZI to 30° West Longitude:
    - (a) Harmon - - - - - Primary
    - (b) Goose - - - - - Secondary

Annex "C"  
26SRW OPord 39-57  
31 October 1957

2

K-0139

**SECRET**

# SECRET

- (2) 30° West Longitude to UK:
  - (a) Croughton - - - - - Primary
  - (b) Lajes - - - - - Secondary
- f. HF Control Stations for Thule Flight:
  - (1) ZI to 60° North Latitude:
    - (a) Loring - - - - - Primary
    - (b) Andrews - - - - - Secondary
  - (2) 60° North Latitude to Thule:
    - (a) Goose - - - - - Primary
    - (b) Thule - - - - - Secondary
- g. HF Control Stations for UK Re-deployment Flight:
  - (1) UK to second refueling (North Green)
    - (a) Keflavik - - - - - Primary
    - (b) Thule - - - - - Secondary
  - (2) Second Refueling to ZI:
    - (a) Goose - - - - - Primary
    - (b) Loring - - - - - Secondary
- h. SAC Control Room Collective Call Sign - - - - - SKYBIRD CONTROL
- i. Collective Call (all SAC A/C copy) - - - - - SKYKINC
- j. Thule Air Defense Radar - - - - - BLUSTER
- k. 7th Air Division Control Room - - - - - PEPPERCORN CONTROL
- l. Air Refueling Call Signs - - - - - IAW Refueling Annex
- m. Recall Words with related meanings as indicated:
  - (1) GOLDFISH - - - - - Recall all SAC aircraft this mission

Annex "C"  
 26SRW OPord 39-57  
 31 October 1957

# SECRET



# SECRET

- (2) GOLDFISH INDIA - - - Recall (Thule Wx Scouts)
- (3) GOLDFISH ONE - - - - Recall Wx Scouts on deployment to and from Goose Air Base only.
- (4) GOLDFISH KILO - - - Recall Wx Scouts supporting Goose Air Refueling area.
- (5) GOLDFISH ROMEO - - - Recall Wx Scouts supporting Harmon Air Refueling area.
- (6) GOLDFISH XRAY - - - Recall Wx Scouts Fairford
- (7) GOLDFISH DELTA - - - Recall Recon Mission Thule
- (8) GOLDFISH WHISKEY - - Recall Recon Mission Fairford
- (9) GOLDFISH MIKE - - - Recall 26th SRW Wx Scouts Lockbourne

n. The Recall Words are further suffixed, as indicated, for the purpose of designating a specific landing base:

- (1) Westover - - - - - FIVE
- (2) Goose - - - - - SIX
- (3) Harmon - - - - - SEVEN
- (4) Sondrestrom - - - - - EIGHT
- (5) Loring - - - - - NINE
- (6) Lockbourne - - - - - DELTA
- (7) Keflavik - - - - - ECHO
- (8) Lakenheath - - - - - HOTEL
- (9) Greenham Common - - - - - INDIA
- (10) Upper Heyford - - - - - JULIETT
- (11) East Kirkby - - - - - KILO

Annex "C"  
26SRW OPord 39-57  
31 October 1957

# SECRET

# SECRET

- (12) Brize Norton - - - - - LIMA
- (13) Chelveston - - - - - MIKE
- (14) Burtonwood - - - - - PAPA
- (15) Madrid (Barajas) - - - - - QUEBEC
- (16) Madrid (Getafe) - - - - - ROMEO
- (17) Fairford - - - - - SIERRA
- (18) Zaragoza - - - - - TANGO
- (19) Portsmouth - - - - - WHISKEY
- (20) Plattsburgh - - - - - XRAY

EXAMPLE: To recall the 26th SRW Thule Weather Scouts and direct them to Loring, the following message would be transmitted: "GOLDFISH INDIA NINE".

6. HF FREQUENCIES AND CHANNELIZATION:

- a. HF channelization will be as presently installed in the aircraft.
- b. HF Back-Up for UHF:
  - (1) ZI - - - - - 5710.5 Kcs (Ch 6)
  - (2) NEAC, Canada and Atlantic:
    - West of 30° West Longitude - - - - - 5710.5 Kcs (Ch 6)
    - (3) East of 30° West Longitude
      - to and including the UK - - - - - 3023.5 Kcs (Ch 1)

7. UHF FREQUENCIES AND CHANNELIZATION:

- a. Interplane frequency - - - - - 311.0 mcs
- b. Thule Flight:
  - UHF channelization will be as presently installed.

Annex "C"  
26SRW OPord 39-57  
31 October 1957

# SECRET



**SECRET**

## c. UK Flight:

(1) From ZI to UK and return, channelization will be as follows:

<u>CHANNEL</u>	<u>FREQ.</u>	<u>USE</u>
1	257.8	Control Tower Common (UK)
2	350.8	Control Tower (Fairford)
3	353.8	GCI/EW/FIR
4	301.4	CAA (above 17,000 feet)
5	255.4	CAA (below 17,000 feet)
6	364.2	GCI Common (ADC - SAC)
7	240.4 * 317.5	Lakenheath RAPCON Pick-Up UHF/DF (working)
8	236.6	Control Tower (ZI)
9	335.8	GCA Search (ZI) (NEAC)
10	289.4	GCA Final(ZI) (NEAC)
11	282.4	Brize Norton RAPCON Pick-Up
12	314.8	Fairford RAPCON Feeder
13	304.0	Fairford GCA, Search
14	399.3	Fairford GCA, Final
15	311.0	SAC Common (Peppercorn Control)
16	344.6	Pilot to Forcaster (ZI)
17	344.0	Common Feeder/GCA (UK)
18	385.4	Common Feeder/GCA (UK)
Guard	243.0	Emergency - UK D/F Call-Up

Annex "C"  
26SRW OPord 39-57  
31 October 1957

6

K-0139

**SECRET**

**SECRET**8. OCEAN STATION VESSELS:

a. All aircraft flying within a 100 nautical mile radius of an Ocean Station Vessel should report the following information to the vessel:

- (1) Aircraft Call Sign.
- (2) Position and time of position or : request for a radar fix.
- (3) Altitude.
- (4) Estimate of either;
  - (a) Time (GMT) over the next reporting point in minutes past the hour, or
  - (b) Position and time (GMT) at next routine reporting point, or
  - (c) Point of first intended landing.

b. Ocean Station CHARLIE (52-45N - 35-30W) and JULIETT (52-30N - 20-00W) will be contacted on 243.0 mcs. In case of an emergency, when contact cannot be made on UHF, contact may be made on 3023.5 kcs.

c. Aircraft may request continuous Beacon service, radar fixes, bearings, true ground speed and other information by contacting Ocean Station Vessel's on UHF 243.0 mcs.

d. When air to ground communications throughout the normal channels have been lost by an individual aircraft and communications can be established with an Ocean Station, send a position report to the vessel for relay to the appropriate ACC. Such messages should be preceded by instructions to insure proper relay by the vessel and should be assigned the priority prefix "DD".

Annex "C"  
26SRW OPord 39-57  
31 October 1957

7

K-0139

**SECRET**



SECRET

9. PROCEDURES:

a. From Lockbourne through Canada, NEAC area and in the UK, normal ATC reporting will be accomplished with CAA, DOT and UK FIR's. Canadian Radar, GCI and DOT UHF stations will be utilized to fullest extent for passing mandatory civil position reports when over flying Canada.

b. ICAO reporting procedures for the UK flight for any aircraft which does not operate within a block altitude must file an individual flight plan and comply with normal procedures. Position reports will be made at the Gander Oceanic FIR boundary, 50°, 40°, 30°, 20°, and 10° West Longitude. The HF Control Stations will be Harmon from the 21 to 30° W and Croughton from 30° W to the UK. Position reporting for UK re-deployment flight will be made at 56°N and 61°N. Additional report may be requested by ATC for 58°N. Ocean Stations will be contacted when within a 100 nautical mile radius. All HF position reports will be accompanied with the request to relay to "JACKRABBIT" and the appropriate Oceanic Area Control (Gander, Prestwick/Shannon or Reykjavik). Each position report should be based on the best navigational fix. The position report should be transmitted at the time of crossing a reporting line or as soon thereafter as possible. When an aircraft is about to cross one of the boundaries in the control area, the position report should be sent to the ATCC or ACC serving both the control area or FIR it is leaving and the one it is about to enter.

## Contents of Position Report:

- (1) "Position" shall be expressed by the latitude and longitude of crossing the fixed reporting line.

Annex "C"  
26SRW OPord 39-57  
1 October 1957

8

K-0139

SECRET

# SECRET

- (2) "Estimated next position" shall be expressed at the latitude, longitude and time of crossing the next fixed reporting line.

EXAMPLE: 52-30N - 20-00W at 0225Z Flight level 190, sky clear, Estimating 51-25N - 10-00W at 0320Z.

- c. Reporting during Altitude Reservation Mass Flight to and from the UK:

SAC Tactical A/C operating on altitude reservation flight plans will comply with the following procedure in an effort to reduce the amount of intelligence information made available to a potential enemy through HF air/ground position reporting:

- (1) The Remarks Section of the Altitude Reservation Flight Plan will contain:

- (a) Estimates (TO plus ETE) based on best available winds to turning points and for each 10° of longitude for that portion of the route lying over oceanic areas.
- (b) Following Remarks: "No HF reporting unless A/C deviate in excess of one hour, plus or minus, from estimates contained in Altitude Reservation Flight Plan or as required to comply with ADIZ/CADIZ requirements."

- (2) Appropriate HF frequencies will be monitored at all times.

HF silence will be broken if any of the following occurs:

- (a) Emergency.
- (b) Deviation from route.
- (c) Deviation in excess of one hour, plus or minus, from estimates listed in Altitude Reservation Flight Plan.

Annex "C"  
26SEW OPOrd 39-57  
31 October 1957

# SECRET



SECRET

- (d) Deviation from estimated time of penetration (ETP) or ADIZ/CADIZ exceeds prescribed tolerances. ETP may be revised in flight provided contact is made with appropriate aeronautical facility or "CONAD RADAR" on 364.2 mcs with instructions to pass to ARTC.
- (3) The following inter-aircraft reporting procedures will apply on Altitude Reservation Mass Flights to and from the UK when position reports cannot be made to Air Traffic Control agencies via UHF/VHF:
- (a) A primary and secondary control A/C will be designated in each wave or stream as required to assure complete coverage of all aircraft. Each aircraft will report to the control aircraft with hourly position reports (identification, position, altitude, time) and operations normal reports midway between position reports via UHF/VHF.
- NOTE: This procedure will not apply to cell formations when aircraft are in electronic contact with each other.
- (b) Control aircraft will record information received.
- (c) Relay of reports through other aircraft in wave or stream is authorized.
- (d) If control aircraft does not receive required reports from any aircraft at the prescribed time, the control aircraft will break HF silence and endeavor to contact aircraft on HF. If this proves unsuccessful, control

Annex "C"  
26SRW OPord 39-57  
31 October 1957

10

REF-0139

SECRET

# SECRET

aircraft will alert search and rescue facilities immediately, using any appropriate frequency.

d. HF will NOT be used on the flight to Thule as all position reports will be accomplished on UHF by the flight leaders.

e. Reporting positions and radio facilities to call will be found on the Communications Flimsy. A sealed envelope (TIS) describing routes, check points and identification maneuvers will be issued prior to departure by the Communications Officer to Thule aircraft.

## 10. DIRECTION FINDING PROCEDURE IN THE UK:

a. Within the UK there is a UHF/DF fixer service available at the following stations: Lakenheath, Burtonwood, Weathersfield, Sculthorpe, Manston, Shephards Grove, Sturgate and Brize Norton.

b. This net provides fixes and steers. All stations respond to the call "Lakenheath Fixer". The initial call is always made on 243.0 mcs and will be accomplished as follows:

- (1) EMERGENCY - "Lakenheath Fixer Mayday Mayday Mayday this is CRONY (2 digits) Over".
- (2) NON-EMERGENCY - "Lakenheath Fixer, Test Test Test this is CRONY (2 digits) Over".
- (3) Stations will reply on 243.0 mcs and may request aircraft to switch to 317.5 mcs or 257.8 mcs. These frequencies are not guarded so call on 243.0 mcs.

c. Fixes will be classified as follows:

- (1) Class "A" - Accurate within 5 miles.

Annex "C"  
26SRW OPord 39-57  
1 October 1957

11

K-0139

# SECRET



# SECRET

(2) Class "B" - Accurate within 20 miles.

(3) Class "C" - Accurate within 50 miles.

## 11. VOR/TVOR IN UK:

The following VOR/TVOR'S are operating in the UK:

### TVOR:

<u>FREQ.</u>	<u>IDENT.</u>	<u>LOCATIONS</u>
117.0	BZ	Brize Norton
114.4	FF	Fairford
116.0	GC	Greenham Common
117.8	UH	Upper Heyford
112.6	MI	Mildenhall

### VOR:

114.0	KL	Keevil
112.8	SU	Sturgate
114.2	SN	St. Mawgan
114.8	LK	Lakenheath

## 12. HF AND UHF MONITORING:

a. Frequencies of HF air/ground stations for the particular area being flown will be monitored during the periods listed below (given in minutes past the hour) for receipt of Operational Control information:

:05 to :08

:25 to :28

:45 to :48

b. 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.

Annex "C"  
26SRW OPord 39-57  
31 October 1957

12

K-0139

# SECRET

**SECRET**13. UK FIR'S:

UK FIR's are served by the following ATCC's on 353.8 mcs.

- a. Scottish FIR - Prestwick ATCC
- b. Northern FIR - Preston and Watnall ATCC
- c. South Western FIR - Gloucester ATCC
- d. South Eastern FIR - Uxbridge ATCC

The UHF in these FIR's are alerted by PEPPERCOORN CONTROL and are only on an "on call" basis.

14. RADAR BEACONS UK:

The following Radar Beacons are available in the UK:

Brize Norton	51-45N	01-35W	2-2-1
Lakenheath	52-24N	00-35E	1-2-3
Sturgate	53-23N	00-41W	1-2-2

15. REPORTS:

- a. Hot News Report (M-12):

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

- b. Aircraft Distress Report (M-14):

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

- c. Aircraft Commanders Report (R-17 or M-17):

The aircraft commanders report will be submitted when not landing at briefed destination.

Annex "C"  
26SRW OPord 39-57  
31 October 1957

13

K-0139

**SECRET**



**SECRET**

## d. CIRVIS Report:

a. The CIRVIS is a U.S. Military procedure for reporting vital intelligence sightings from aircraft. The report will be made at any time over international waters and territory under control of the U.S. Sightings made over foreign territory may be reported as soon as possible after leaving such area. The report will consist of the following information:

- (1) CIRVIS REPORT (normally in the first word of the text).
- (2) Identification of reporting aircraft.
- (3) Description of object sighted.
- (4) Position of object, time and altitude.
- (5) Direction of travel and speed of the object.
- (6) Other significant data such as insignia or other identification observed.

b. An example of this report may be found on pages 101 and 102 of the Supplementary Flight Information Document, North American Area, dated 1 July 1957.

c. Formats for Reports will be found in the Reports Folder.

17. REMARKS FOR UK OPERATIONS:

a. Never rely on LF Radio Beacons: Always check one facility against another. Utilize other aids to affirm your position.

b. VOR's are accurate and should be used for fixing and penetration whenever possible.

c. Rely on the Radar Approach Controllers:

They are qualified controllers and are aware of problems peculiar to B/RB-47's operation.

Annex "C"  
26SRW OPord 39-57  
31 October 1957

14

K-0139

**SECRET**

# SECRET

d. Be accurate and timely with position reports. In penetration be especially careful to follow instructions issued by your Approach Controllers. He can't help you if you don't co-operate by flying your A/C as directed.

e. Don't panic if you are in trouble.

The RAPCON's have saved several A/C experiencing emergencies. Let the RAPCON Controller know your difficulties and follow approach instructions as closely as possible.

18. UK STRIKE MISSION:

a. FIR Reporting:

- (1) Position reports are required by an ATCC in UK in whose flight information region a flight is taking place, in the following circumstances:
  - (a) When deviation from a flight plan is necessary.
  - (b) At 30 minute intervals when flying over the sea more than 10NM from the coast.
  - (c) On entering UK flight information region from seaward.
  - (d) When crossing the UK coast, inbound flights which have extended 10NM from coast, but within boundary of a UK FIR; and when crossing the UK coast outbound on flights which it is intended should extend 10NM or more from the coast.
  - (e) When clearance is required into a controlled airspace IAW current ICAO recommended practices.

Annex "C"  
26SEW OPord 39-57  
31 October 1957

15

K-0139

# SECRET



**SECRET**

- (2) A block clearance will be used from take off at Fairford to the fan point. The first and last aircraft will make position reports and open and close the block from Fairford to the fan point. From the fan point back to Fairford, individual aircraft will make position reports for routes 1, 2, 3 and 4. Position reports will be submitted to USAF air/ground stations on HF for relay to ATCC of the area in which aircraft are operating when contact cannot be made on UHF.
- (3) Position reports on HF radio will be made to Croughton (primary) or Sidi Slimane (secondary) on one of the following frequencies:
- 4724.5 kcs (Ch 7)
  - 6730.5 kcs (Ch 13)
  - 11228.0 kcs (Ch 18)
  - 13215.5 kcs (Ch 11)
  - 15016.5 kcs (Ch 19)
- b. IFF will be operated on Mode I.
- c. HF Channelization normal.
- d. UHF in place channelization will be as follows:

<u>CHANNEL</u>	<u>FREQ.</u>	<u>USE</u>
1	257.8	Tower Common
2	350.8	Local Tower (Fairford)
3	353.8	FIR/GCI (France and England FIR)
4	311.0	SAC Common (PEPPERCORN CONTROL)
5	362.3	Spanish FIR

Annex "C"  
26SRW OPord 39-57  
31 October 1957

16

**SECRET**

K-0139

**SECRET**

<u>CHANNEL</u>	<u>FREQ.</u>	<u>USE</u>
6	*	Tactical or as required.
7	282.4	Brize Norton RAPCON Pick-Up
8	314.8	Fairford RAPCON Feeder
9	304.0	Fairford GCA, Search
10	399.3	Fairford GCA, Final
11	*	Tactical or as required
12	385.4	Alternate GCA (Fairford) Final
13	356.0	Lakenheath RAPCON Pick-Up
14	240.4	Lakenheath Feeder
15	272.0	Lakenheath GCA
16	379.4	Lakenheath GCA
17	344.0	Common Feeder GCA
18	317.5	UHF/DF Working
Guard	243.0	Emergency - UK D/F Call-Up

19. THULE STRIKE AND RE-DEPLOYMENT:

Communications procedures will be the same as for the re-deployment with the exception that all aircraft will make position reports on routes 1, 2, 3 and 4.

20. EMERGENCY COMMUNICATIONS:

- a. The RS-6 radio set will be carried on this mission.
- b. Simulated LOTP's and EWP crystals will be issued by the Intelligence Division. They will be turned in to the Intelligence de-briefing team after completion of the mission.

Annex "C"  
26SRW OPord 39-57  
31 October 1957

17

K-0139

**SECRET**



**SECRET**

21. 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. HF will be used only for position reporting to meet mandatory requirements as outlined in paragraph nine (9), and in case of an emergency.

Annex "C"  
26SIW OPord 39-57  
31 October 1957

18

K-0139

**SECRET**

**SECRET**

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
LOCKBOURNE AIR FORCE BASE, OHIO  
31 October 1957

APPENDIX 1

ANNEX C

OPERATIONS ORDER

SERIAL NO. 39-57

COMMUNICATIONS RECAP SHEETS

- Tab 1 - Lockbourne to Goose and return (Wx Scouts)
- Tab 2 - Lockbourne to Thule (all acft) and return (Wx Scouts)
- Tab 3 - Thule Strike (Post Strike Lockbourne)
- Tab 4 - Lockbourne to Fairford
- Tab 5 - Fairford Strike (Post Strike Fairford)
- Tab 6 - Fairford to Lockbourne (Primary and Alternate)

Annex "C"  
26SRW OPord 39-57  
31 October 1957

**SECRET**

K-0139



SECRET (When Filled In)

COMMUNICATIONS RECAP SHEET		UNIT	AIR FORCE	HOME BASE	LOCAL/ENROUTE AIR	UNIT CALL SIGN	UNIT/ENROUTE CALL SIGN	UNIT/ENROUTE FREQ	ROUTE	LOCKBOOBS TO	PAGE NO.	TOTAL PAGES		
		2600N	RAF	POWELL BASE, OHIO	LOUIS/ENROUTE AIR	CRONY	CRONY	311.0 MCS	GOOSE & RETURN (WX)	SECRET	1	1		
ENROUTE AIR/GROUND FACILITIES				NON-SAC FACILITIES				CIVIL/TACTICAL REPORTING					ID. REF PROCEDURES	
LOCATION	TYPE	FREQ	LOCATION	CALL SIGN	TYPE	CONTACT	STA	FREQ	TYPE	RELAY TO	AREA	CHALLENGE		
1 PLATTSBURGH	GAFFNEY CONTROL	311.0 MCS.	JORDG A/G STATION	LORING	H SEE F RPC	FACE OFF		263.0 MCS.	DEPARTURE INST.	----	U. S.	II		
2 WESTOVER	WEDDING CONTROL	311.0 MCS.	HARMON A/G STATION	HARMON	H SEE F RPC	ZORK VOR		385.6 MCS.	M-19 (ALFA)	NO RELAY REQUIRED	U. S.	II		
3 PORTSMOUTH	RIMBOLT CONTROL	311.0 MCS.	GOOSE A/G STATION	GOOSE	H SEE F RPC	ELKINS VOR		301.4 MCS.	M-19 (ALFA)	NO RELAY REQUIRED	U. S.	II		
4 DOW	PONY CONTROL	321.0 MCS.				SCRANTON		301.4 MCS.	M-19 (ALFA)	NO RELAY REQUIRED	U. S.	II		
5 LORING	NEILON CONTROL	311.0 MCS.				ABRAM MONTPELIER RING.		301.4 MCS.	M-19 (ALFA)	NO RELAY REQUIRED	U. S.	II		
6 HARMON	BETTY CONTROL	321.0 MCS.				HEULTON VOR		255.4 MCS.	M-19 (ALFA)	MONCTON FIR	U. S.	II		
7 GOOSE	SEABELA SIX CONTROL	321.0 MCS.				COAST OUT		364.2 MCS.	M-19 (ALFA)	GOOSE FIR	CANADA	II		
						100 NM FROM GOOSE		363.8 MCS.	APPROACH INST.	----	CANADA	II		
						GOOSE (WEATHER OUT) RE-DEPLOYMENT								
						ENTERING MONCTON CADIZ		364.2 MCS.	M-19 (ALFA)	MONCTON FIR	CANADA	II		
						COAST IN		364.2 MCS.	M-19 (ALFA)	MONCTON FIR	CANADA	II		
						HEULTON VOR		255.4 MCS.	M-19 (ALFA)	NO RELAY REQUIRED	U. S.	II		
						MONTPELIER RING.		301.4 MCS.	M-19 (ALFA)	NO RELAY REQUIRED	U. S.	II		
						ABRAM ELMIRA VOR		255.4 MCS.	M-19 (ALFA)	NO RELAY REQUIRED	U. S.	II		
						ABRAM CANTON		385.6 MCS.	M-19 (ALFA)	NO RELAY REQUIRED	U. S.	II		

SECRET

SAC (When Filled In) 100 (When Filled In)

All Forces - SAC, Other

(When Filled In)

SECRET





COMMUNICATIONS CHECK SHEET		UNIT	UNIT NO.	UNIT TYPE	HOME BASE	10000 HZ	ATR	UNIT CALL SIGN	COMM. METHOD	COMM. RANGE	ROUTE	LOCATION	TIME	PAGE NO.	NO. OF PAGES
					FOUR BRAS, ONT			GROUP	GROUND	311.0 KCS.	TO	(A/G) AIR		2	2
AIRCRAFT FACILITIES										CIVIL TACTICAL REPORTING					
AIRCRAFT FACILITIES					NON-SAC FACILITIES					POSITION	TYPE	RELAY TO	AREA	CLASS.	CHALLENGE
CALL SIGN	FREQ.	LOCATION	CALL SIGN	FREQ.	LOCATION	CALL SIGN	FREQ.	POSITION	TYPE						
	311.0	RESEARCH STN, PETERB.	RESEARCH TOWER	311.8				ALT. STATE							
		LAKE	LAKE					2000' FROM TOWER	SEARCHER	10	351.2 KCS.	N-19 (ALFA)	NO RELAY REQUIRED	SEA	II
		LOCHAB ONT. (MT. HILLARY)	LAKEHEAD TOWER	335.6				SEARCHER CONTS. RE-DEVELOPMENT							
		ONCE A/G STATION	GOOSE	335.0				SEARCHING 52-00N	SEARCH ADVISORY	10	351.2 KCS.	N-19 (ALFA)	TORONTO	CANADA	II
		BRUSHILL STN.	BRUSHILL TOWER	335.6				ASST. SOUTH BAY	SEARCH ADVISORY	10	351.2 KCS.	N-19 (ALFA)	TORONTO	CANADA	II
		PROBISER STN.	PROBISER TOWER	235.5				OSWALD	SEARCHER	5	355.1 KCS.	N-19 (ALFA)	NO RELAY REQUIRED	C. S.	II
		TOWER	WELL	355.0				ATLANTIC	SEARCHER	9	355.6 KCS.	N-19 (ALFA)	NO RELAY REQUIRED	C. S.	II

**SECRET**

**SECRET**

**SECRET**

SECRET (When Filled In)

COMMUNICATIONS RECAP SHEET		UNIT	AIR FORCE	HOME BASE	LOC	LINE AIR	UNIT CALL SIGN	ROOM CALL SIGN	UNIT RW UNP FREQ	ROUTE	THULE STRIKE	NR OF FACILITIES					
		260SW	SAP	FORCE BASE,	OHIO		CROXY	CHRONY CONTROL	311.0 MCS.		(POST STRIKE LOCKBOURNE)	1	2				
SAC CONTROL ROOM FACILITIES				ENROUTE AIR/GROUND FACILITIES				CIVIL/TACTICAL REPORTING						INT. IFF PROCEDURES			
LOCATION	CALL SIGN	FREQ	LOCATION	CALL SIGN	FREQ	POSITION	ETA	CONTACT	FREQ	TYPE	RELAY TO	AREA	CHALLENGE				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	THULE RAMBONE CONTROL	321.0 MCS.	THULE A/G STATION	THULE	H F	SEE RPC	ROUTE #1 (RED)										
2			GOOSE A/G STATION	GOOSE	H F	SEE RPC	DEPARTING RECP	RADAR ADVISORY	364.2 MCS.	M-19 (ALFA)	TORONTO FIR	CANADA	II				
3			CHURCHILL AP, MANITOBA	CHURCHILL TOWER	1	236.6 MCS.	LAC LA MOTTE	RADAR ADVISORY	364.2 MCS.	M-19 (ALFA)	TORONTO FIR	CANADA	II				
4			NORTH BAY AP, ONT.	NORTH BAY TOWER	3	257.8 MCS.	BARRIE	RADAR ADVISORY	364.2 MCS.	M-19 (ALFA)	TORONTO FIR	CANADA	II				
5			LORING A/G STATION	LORING	H F	SEE RPC	DEPARTING JATSON AF	CLEVELAND CENTER	301.4 MCS.	M-19 (ALFA)	NO RELAY REQUIRED	U. S.	II				
6			SELFRIDGE AFB	SELFRIDGE TOWER	1	236.6 MCS.	ABRAM CANTON	INDIANAPOLIS CENTER	385.6 MCS.	M-19 (ALFA)	NO RELAY REQUIRED	U. S.	II				
							ROUTE #2 (ORANGE)										
							DEPARTING RECP	RADAR ADVISORY	364.2 MCS.	M-19 (ALFA)	TORONTO FIR	CANADA	II				
							19-10N 78-15W	RADAR ADVISORY	364.2 MCS.	M-19 (ALFA)	TORONTO FIR	CANADA	II				
							OWEN SOUND	RADAR ADVISORY	364.2 MCS.	M-19 (ALFA)	TORONTO FIR	CANADA	II				
							ABRAM CHATHAM	CLEVELAND CENTER	301.4 MCS.	M-19 (ALFA)	NO RELAY REQUIRED	CANADA	II				
							ABRAM MANFIELD	INDIANAPOLIS CENTER	385.6 MCS.	M-19 (ALFA)	NO RELAY REQUIRED	U. S.	II				

SECRET



SECRET (When Filled In)

COMMUNICATIONS RECAP SHEET		2622M	AIR FORCE	HOME BASE	LOC	UNIT AIR	UNIT CALL SIGN	UNIT ROOM CALL SIGN	UNIT OF ORG	ROUTE	TRAIL STAKE	SR	NO OF PAGES				
			RAF	FOUR BATS,			SECRET	CONTROL	311.0 MDS.	(POSTSTRIKE LOCKDOWN)		2	2				
MILITARY AIR/GROUND FACILITIES													CIVIL/TACTICAL REPORTING		SEE PROCEDURES		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
FROM	TO	FREQ	LOCATION	CALL SIGN	1	FREQ	POSITION	STA	CONTACT	11	FREQ	TYPE	RELAY TO	AREA	17	18	
	BOURNE CONTROL	321.0 MDS.	TRILE A/G STATION	TRILE	H SEE F	236.6 MDS.	ROUTE #3 (BLACK)										
			GOOSE A/G STATION	GOOSE	H SEE F		DEPARTING HEMP		RADAR ADVISORY		364.2 MDS.	M-19 (ALFA)	TORONTO FIR	CANADA			
			CHURCHILL AP, MANITOBA	CHURCHILL TOWER	1	236.6 MDS.	DEPARTING TDMINS		RADAR ADVISORY		364.2 MDS.	M-19 (ALFA)	TORONTO FIR	CANADA			
			NORTH BAY AP, ONT.	NORTH BAY TOWER	3	257.8 MDS.	DEPARTING OGRE BAY		RADAR ADVISORY		364.2 MDS.	M-19 (ALFA)	TORONTO FIR	CANADA			
			LORING A/G STATION	LORING	H SEE F		DEPARTING BISHOP AF		DETROIT CENTER		301.4 MDS.	M-19 (ALFA)	NO RELAY REQUIRED	U. S.			
			SELFRIDGE AFB	SELFRIDGE TOWER	1	236.6 MDS.	ABRAM MARION		INDIANAPOLIS CENTER		385.6 MDS.	M-19 (ALFA)	NO RELAY REQUIRED	U. S.			
							ROUTE #4 (GOLD)										
							DEPARTING HEMP		RADAR ADVISORY		364.2 MDS.	M-19 (ALFA)	TORONTO FIR	CANADA			
							DEPARTING KAMUSKASTING		RADAR ADVISORY		364.2 MDS.	M-19 (ALFA)	TORONTO FIR	CANADA			
							DEPARTING SAULT ST. MARIE		RADAR ADVISORY		364.2 MDS.	M-19 (ALFA)	TORONTO FIR	CANADA			
							LANSING		DETROIT CENTER		301.4 MDS.	M-19 (ALFA)	NO RELAY REQUIRED	U. S.			
							ABRAM FENDLAY		INDIANAPOLIS CENTER		385.6 MDS.	M-19 (ALFA)	NO RELAY REQUIRED	U. S.			

SECRET

RECOMMENDATIONS REC'D SHEET		DATE	DAY	TIME	LOCATION	TYPE	STATUS	REMARKS	CONTROL	TO	PAGE NO	TOTAL PAGES		
											1	1		
CIVIL/TACTICAL REPORTING														
STATION	TYPE	FREQ	LOCATION	CALL SIGN	TYPE	FREQ	POSITION	ETA	CONTACT	FREQ	TYPE	RELAY TO	AREA	PROCEDURE
FAIRFORD	CONTROL	311.0	LEWING A/G STATION	LEWING	H	SEE RFC	TAKE OFF		COLUMBUS DEP CONTROL	263.0	DEPARTURE INST.	----	U. S.	II
WADDON	CONTROL	311.0	HADDON A/G STATION	HADDON	H	SEE RFC	ABEAM PITTSBURGH		PITTSBURGH CENTER	301.4	M-19 (ALFA)	NO RELAY REQUIRED	U. S.	II
BINGHAMTON	CONTROL	311.0	COOP A/G STATION	COOP	H	SEE RFC	BINGHAMTON		BINGHAMTON RADIO	255.4	M-19 (ALFA)	NO RELAY REQUIRED	U. S.	II
NEW YORK	CONTROL	321.0	LEIPLAVIK A/G STATION	LEIPLAVIK	H	SEE RFC	LEIPLAVIK		BOSTON CENTER	301.4	M-19 (ALFA)	NO RELAY REQUIRED	U. S.	II
HEULTON	CONTROL	311.0	OCEAN STATION VESSEL CHARLIE	OCEAN STATION CHARLIE	G	243.0	ABEAM HEULTON VOR		HEULTON RADIO	255.4	M-19 (ALFA)	MONITOR FIR	U. S.	II
HEULTON	CONTROL	321.0	OCEAN STATION JULIETT	OCEAN STATION JULIETT	G	243.0	NORTH POINT		RADAR ADVISORY	364.2	M-19 (ALFA)	GANDER FIR	CANADA	II
HEULTON	CONTROL	321.0	OCEAN STATION JULIETT	OCEAN STATION JULIETT	G	243.0	ABEAM STEPHENVILLE		RADAR ADVISORY	364.2	M-19 (ALFA)	GANDER FIR	CANADA	II
7AD	CONTROL	311.0			H	SEE RFC	COAST OUT		RADAR ADVISORY	364.2	M-19 (ALFA)	GANDER FIR	CANADA	II
							OCEAN STATION VESSEL CHARLIE		OCEAN STATION CHARLIE	243.0	M-19 (ALFA)	NO RELAY REQUIRED	ATLANTIC	II
							OCEAN STATION VESSEL JULIETT		OCEAN STATION JULIETT	243.0	M-19 (ALFA)	NO RELAY REQUIRED	ATLANTIC	II
													U. K.	I
							COAST IN		GLoucester	353.8	M-19 (ALFA)	LONDON FIR	U. K.	I
							ST MAWGAN VOR		BRIZE NORTON APP CONTROL	282.4	M-19 (ALFA)	NO RELAY REQUIRED	U. K.	I
							KEEVIL VOR		BRIZE NORTON APP CONTROL	314.8	APPROACH INST.	----	U. K.	I

SECRET

SECRET



SECRET (When Filled In)

COMMUNICATIONS RECAP SHEET		260PM	54F	HOME BASE	LOGSDON AIR FORCE BASE, OHIO	UNIT CALL SIGN	CONTROL ROOM CALL SIGN	CONTROL ROOM CONTROL	ROUTE	FAIRFORD TO	PAGE NO	NO OF PAGES	
SAC CONTROL ROOM FACILITIES		EN ROUTE AIR/GROUND FACILITIES		NON-SAC FACILITIES		CIVIL/TACTICAL REPORTING							
LOCATION	CALL SIGN	FREQ	LOCATION	CALL SIGN	FREQ	POSITION	ETA	CONTACT	FREQ	TYPE	RELAY TO	AREA	CLASS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
7AD	PEPPERBOX CONTROL	311.0 MCG.	CROUGHTON A/G STATION	CROUGHTON	H SEE RFG F RFG	ABRAM PLUMOUTH		GLOUCESTER	353.8 MCG.	M-19 (ALFA)	NO RELAY REQUIRED	U. K.	I
			SIDI SLIMANE A/G STATION	SIDI SLIMANE	H SEE RFG F RFG	COAST OUT		GLOUCESTER	353.8 MCG.	M-19 (ALFA)	PARIS FIR	U. K.	I
						CROSSING 17-00N		CROUGHTON	H * F	M-19 (ALFA)	PARIS & MADRID FIR	EUROPE	I
						ROUTE #1 (BLUE)							
						DEPARTING HBT		CROUGHTON	H * F	M-19 (ALFA)	MADRID FIR	EUROPE	I
						CROSSING 01-00N		CROUGHTON	H * F	M-19 (ALFA)	MADRID & BARCELONA FIR	EUROPE	I
						TURN POINT 42-00N, 03-10E		CROUGHTON	H * F	M-19 (ALFA)	BARCELONA, MARSEILLE, ROUEN FIR	EUROPE	I
						LA MOUELLE		CROUGHTON	H * F	M-19 (ALFA)	ROUEN, PARIS FIR	EUROPE	I
						CROSSING 06-00N		CROUGHTON	H * F	M-19 (ALFA)	PARIS FIR	EUROPE	I
						COAST IN		GLOUCESTER	353.8 MCG.	M-19 (ALFA)	NO RELAY REQUIRED	U. K.	I
						ST MAWGAN VCI		BRIZE NORTON APP CONTROL	282.4 MCG.	M-19 (ALFA)	NO RELAY REQUIRED	U. K.	I
						KEEVIL VCI		BRIZE NORTON APP CONTROL	311.8 MCG.	APPROACH INST.	---	U. K.	I
* SEE COMMUNICATIONS FLIMSY FOR FREQUENCIES													

SECRET

SECRET

**SECRET** (When Filled In)

**COMMUNICATIONS REC'P SHEET**

UNIT: 255W AIR FORCE: 8AF HOME BASE: 14CE AIR: FORCE BASE, OHIO UNIT CALL SIGN: CROFT CONTROL ROOM CALL SIGN: CONTROL UNIT OR UNIT FREQ: 311.0 MCS ROUTE: FAIRFORD TO FAIRFORD

**SECRET**

SAC CONTROL ROOM FACILITIES		ENROUTE AIR/GROUND FACILITIES				NON-SAC FACILITIES		CIVIL/TACTICAL REPORTING							DL. IFF PROCEDURES	
LOCATION	CALL SIGN	FREQ	LOCATION	CALL SIGN	FREQ	POSITION	ETA	CONTACT	FREQ	TYPE	RELAY TO	AREA	CHALLENGE			
7AD	PEPPER CORN CONTROL	311.0 MCS.	CROUGHTON A/G STATION	CROUGHTON	H SEE RPC	AREAM PLYMOUTH		GLoucester	353.8 MCS.	M-19 (ALFA)	NO RELAY REQUIRED	U. K.	I			
			SIDI SLIMANE A/G STATION	SIDI SLIMANE	H SEE RPC	COAST OUT		GLoucester	353.8 MCS.	M-19 (ALFA)	PARIS FIR	U. K.	I			
						CROSSING 17-00H		CROUGHTON	M P	*	M-19 (ALFA)	PARIS & MADRID FIR	EUROPE	I	IFF PROCEDURES IN SAC ROOMS CONTROL ROOMS IN ENROUTE STATIONS	
ROUTE #2 (BROWN)																
						DEPARTING HEEY		CROUGHTON	H P	*	M-19 (ALFA)	BARCELONA & MADRID	EUROPE	I		
						DEPARTING BARCELONA		CROUGHTON	H P	*	M-19 (ALFA)	BARCELONA MARSEILLE BORDEAUX	EUROPE	I		
						LA ROCHELLE		CROUGHTON	H P	*	M-19 (ALFA)	BORDEAUX PARIS FIR	EUROPE	I		
						CROSSING 06-00H		CROUGHTON	M P	*	M-19 (ALFA)	PARIS FIR	EUROPE	I		
						COAST IN		GLoucester	353.8 MCS.	M-19 (ALFA)	NO RELAY REQUIRED	U. K.	I			
						ST MARGAN VOR		BRIZE NOTON APP CONTROL	282.4 MCS.	M-19 (ALFA)	NO RELAY REQUIRED	U. K.	I			
						KEZVIL VOR		BRIZE NOTON APP CONTROL	311.8 MCS.	APPROACH INST.	----	U. K.	I			
* SEE COMMUNICATIONS PLAN FOR FREQUENCIES																

**SECRET**

FORM 100 15 APR 61 100 FC 270

SECRET



**SECRET** (When Filled In)

**COMMUNICATIONS RECAP SHEET**

UNIT CALL SIGN: **CROUCH**    UNIT: **311.0 MCS.**    AIR FORCE:    HOME BASE:    AIRPORT TO:    PAGE NO: **3**    NO OF PAGES: **4**

**SECRET**

SAC CONTROL WITH FACILITIES		ENROUTE AIR/GROUND FACILITIES		NON-SAC FACILITIES		CIVIL/TACTICAL REPORTING										INT. OFF. PROCEDURES	
1. STATION	2. CALL SIGN	3. FREQ	4. LOCATION	5. CALL SIGN	6. TYPE	7. FREQ	8. POSITION	9. ETA	10. CONTACT	11. FREQ	12. TYPE	13. RELAY TO	14. AREA	15. NO.	16. CHAL-LENGE		
7AD	311.0 MCS.	311.0 MCS.	CROUGHTON A/G STATION	CROUGHTON	H SEE RPC	353.8 MCS.	ABRAM PLYMOUTH		GLOUCESTER	3	M-19 (ALFA)	NO RELAY REQUIRED	U. K.				
			SIDI SLIMANE A/G STATION	SIDI SLIMANE	H SEE RPC	353.8 MCS.	COAST OUT		GLOUCESTER	3	M-19 (ALFA)	PARIS FIR	U. K.				
							CROSSING 47-00N		CROUGHTON	H	M-19 (ALFA)	PARIS & MADRID FIR	EUROPE				
							ROUTE #3 (YELLOW)										
							DEPARTING HICP		CROUGHTON	H	M-19 (ALFA)	MADRID FIR	EUROPE				
							BIZIAH		CROUGHTON	H	M-19 (ALFA)	MADRID & BARCELONA FIR	EUROPE				
							LEJIDA		CROUGHTON	H	M-19 (ALFA)	BARCELONA, MARSEILLE	EUROPE				
							TURN POINT 42-30N, 03-35E		CROUGHTON	H	M-19 (ALFA)	MARSEILLE, BORDEAUX FIR	EUROPE				
							LA ROCHELLE		CROUGHTON	H	M-19 (ALFA)	BORDEAUX, PARIS FIR	EUROPE				
							CROSSING 06-00W		CROUGHTON	H	M-19 (ALFA)	PARIS FIR	EUROPE				
							COAST IN		GLOUCESTER	3	M-19 (ALFA)	NO RELAY REQUIRED	U. K.				
							ST MAWGAN VOR		BRIZE NORTON APP CONTROL	7	M-19 (ALFA)	NO RELAY REQUIRED	U. K.				
							KEEVIL VOR		BRIZE NORTON APP CONTROL	8	APPROACH INST.	---	U. K.				
							* SEE COMMUNICATIONS PLDSY FOR FREQUENCIES										

**SECRET**

SAC 100 AC 270    Air Force SAC, (When Filled In)    **SECRET**

**SECRET** (When Filled In)

**COMMUNICATIONS RECAP SHEET**

UNIT: 26004 AIR FORCE: RAF HOME BASE: 10 FORCE BASE: ONE AIR: GROYNY UNIT CALL SIGN: GROYNY UNIT ROOM CALL SIGN: GROYNY CONTROL UNIT RM JIFF FREQ: 311.0 MCS ROUTE: FAIRFORD TO FAIRFORD NR: 6 NR OF PAGES: 6

**SECRET**

SAC CONTROL ROOM FACILITIES		ENROUTE AIR/GROUND FACILITIES		NON-SAC FACILITIES		CIVIL/TACTICAL REPORTING									
LOCATION	CALL SIGN	FREQ	LOCATION	CALL SIGN	FREQ	ETA	CONTACT	FREQ	TYPE	RELAY TO	AREA	CHALLENGE	PROCEDURES		
7AD	FAIRFORD CONTROL	311.0 MCS	CROUGHTON A/G STATION	CROUGHTON	H SEE RFC		ABRAM PLYMOUTH	353.8 MCS	M-19 (ALFA)	NO RELAY REQUIRED	U.K.	I			
			SIDI SLIMANE A/G STATION	SIDI SLIMANE	H SEE RFC		COAST OUT	351.0 MCS	M-19 (ALFA)	PARIS FIR	U.K.	I			
							CROSSING 47-00N		M-19 (ALFA)	PARIS & MADRID FIR	EUROPE	I			
							ROUTE #1 (GREEN)								
							DEPARTING HEP		M-19 (ALFA)	MADRID & BARCELONA FIR	EUROPE	I			
							BALAZATE		M-19 (ALFA)	MADRID SEVILLE BARCELONA FIR	EUROPE	I			
							CROSSING 01-00E		M-19 (ALFA)	BARCELONA MARSEILLE FIR	EUROPE	I			
							TURN POINT 42-30N, 03-35E		M-19 (ALFA)	MARSEILLE BORDEAUX FIR	EUROPE	I			
							LA ROCHELLE		M-19 (ALFA)	BORDEAUX PARIS FIR	EUROPE	I			
							CROSSING 06-00W		M-19 (ALFA)	PARIS FIR	EUROPE	I			
							COAST IN	353.8 MCS	M-19 (ALFA)	NO RELAY REQUIRED	U.K.	I			
							ST MAUDAN VOR	282.4 MCS	M-19 (ALFA)	NO RELAY REQUIRED	U.K.	I			
							KEEVIL VOR	311.8 MCS	APPROACH INST.	----	U.K.	I			
							* SEE COMMUNICATIONS FLIGHT FOR PROCEDURES								

**SECRET**

FORM 100 15 APR 67 100 (When Filled In) **SECRET**



**SECRET**

COMMUNICATIONS RECAP SHEET		UNIT	AIR FORCE	HOME BASE	LOCKBOURNE AIR FORCE BASE, OHIO	UNIT CALL SIGN	UNIT ROOM CALL SIGN	UNIT ROOM CALL SIGN	ROUTE	FAIRPLAY TO	PAGE NR	REP PAGE	
		2600W	BAP			MOBY		311.0 MCB	LOCKBOURNE		1	1	
ENROUTE AIR GROUND FACILITIES				NON-SAC FACILITIES				CIVIL/TACTICAL REPORTING				DIL. IFF PROCEDURES	
LOCATION	CALL SIGN	FREQ	LOCATION	CALL SIGN	FREQ	LOCATION	CONTACT	FREQ	TYPE	RELAY TO	AREA	CHG. LENGTH	
1	2	3	4	5	6	7	8	9	10	11	12	13	
7AD	PEPPERBORN CONTROL	311.0 MCB	CROUGHTON A/G STATION	CROUGHTON	H 353.2 F 257.8 RPC		PRIMARY ROUTE						
	BARBONE CONTROL	321.0 MCB	BURTONWOOD AF	BURTONWOOD TOWER	I 267.0 F MCB		FIRST RENDEZVOUS	TANKER LEADER	15	311.0 MCB	REQUEST TANKER MAKE NECESSARY POSITION	U. S.	
			FRESTWICK AF	FRESTWICK TOWER	I 267.0 F MCB		SECOND RENDEZVOUS	TANKER LEADER	15	311.0 MCB	REQUEST TANKER MAKE NECESSARY POSITION	SEA	
			SEPLAVIK A/G STATION	KEPLAVIK	H 366.2 F RPC		CROSSING 51-00N	RADAR ADVISORY	6	366.2 MCB	M-19 (ALFA)	TORONTO FIR CANADA	
			THULE A/G STATION	THULE	H 366.2 F RPC		CROSSING 65-00N	RADAR ADVISORY	6	366.2 MCB	M-19 (ALFA)	TORONTO FIR CANADA	
			GOOSE A/G STATION	GOOSE	H 255.4 F RPC		BUFFALO	BUFFALO RADIO	5	255.4 MCB	M-19 (ALFA)	NO RELAY REQUIRED U. S.	
			HARMON A/G STATION	HARMON	H 301.4 F RPC		CLEVELAND	CLEVELAND CENTER	4	301.4 MCB	M-19 (ALFA)	NO RELAY REQUIRED U. S.	
			LORING A/G STATION	LORING	H 385.6 F RPC		ASBAY PARSEFIELD	INDIANAPOLIS CENTER	9	385.6 MCB	M-19 (ALFA)	NO RELAY REQUIRED U. S.	
							ALTERNATE ROUTE						
							TWEN POINT 50-13N, 03-39W	OXBRIDGE	3	353.8 MCB	M-19 (ALFA)	NO RELAY REQUIRED U. S.	
							TWEN POINT 50-40N, 01-05W	OXBRIDGE	3	353.8 MCB	M-19 (ALFA)	NO RELAY REQUIRED U. S.	
							FIRST RENDEZVOUS	TANKER LEADER	15	311.0 MCB	REQUEST TANKER MAKE NECESSARY POSITION	U. S.	
							SECOND RENDEZVOUS	TANKER LEADER	15	311.0 MCB	REQUEST TANKER MAKE NECESSARY POSITION	SEA	
							CROSSING 51-00N	RADAR ADVISORY	6	366.2 MCB	M-19 (ALFA)	TORONTO FIR CANADA	
							CROSSING 65-00N	RADAR ADVISORY	6	366.2 MCB	M-19 (ALFA)	TORONTO FIR CANADA	
							BUFFALO	BUFFALO RADIO	5	255.4 MCB	M-19 (ALFA)	NO RELAY REQUIRED U. S.	
							CLEVELAND	CLEVELAND CENTER	4	301.4 MCB	M-19 (ALFA)	NO RELAY REQUIRED U. S.	
							ASBAY PARSEFIELD	INDIANAPOLIS CENTER	9	385.6 MCB	M-19 (ALFA)	NO RELAY REQUIRED U. S.	

**SECRET**

**SECRET**

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

APPENDIX 2ANNEX COPERATIONS ORDER 39-57ECM1. GENERAL:

- a. The ECM for Fairford redeploying aircraft will consist of penetration of the following Canadian GCI sites: Redskin, Puritan, Scooter, Scabbard, Snowshoe, Crystal, Eskimo, Cupid, Tomboy, Popular.
- b. Coordination for all ECM activity will be accomplished by this headquarters and Air Officer Commanding, Air Defense Command, RCAF, and not passed to individual sites.
- c. The Blue and Yellow Cells flying the diversionary route will be loaded with one (1) ALT-6 or ALT-8 (except Aircraft 700, which has no ECM capability), and eight (8) cartons of chaff in the SUD hopper, four (4) cartons of chaff in the SPD hopper. The Brown and Green cells will have six (6) cartons of chaff in the SPD hopper. The Silver cell will have one (1) ALT-6, four (4) cartons of chaff in each hopper. The weight of either the ALT-6 or ALT-8 is 150 pounds. The weight of the chaff will be included in the ECM flimsy.
- d. There will be no remarks entered in the DD Form 175, Aircraft Clearance. Radio silence will be maintained for the ECM portion of this mission.

**SECRET**

APP 2, ANNEX C  
 26 SRW OPORD 39-57  
 8-0139 31 OCT 57



**SECRET**

e. The IFF will be at Standby unless advised otherwise at the Pre Take Off briefing. The APS -54 will be turned on at the start of the ECM activity. Transmitters will be turned to Standby immediately after take off.

2. PROCEDURES:

a. First Day (1 Dec 57) - Blue cell, flying the Diversionary Route, will commence SUD chaff activity using Position E of the Inter-velometer Control Box and Electronic Jamming activity at 56-00N. At 50-00N turn on SPD chaff dispenser using Position B of the Inter-velometer Control Box, terminating the SPD dispersal at 48-30N. SPD chaff will then be used as needed until termination of all ECM activity at 45-00N. Brown cell upon crossing 56-00N will use SPD chaff in position B when needed, terminate activity at 45-00N.

b. Second Day (3 Dec 57) - Yellow cell, flying the Diversionary Route, will commence SUD chaff activity using Position E of the Inter-velometer Control Box and Electronic Jamming activity at 56-00N. At 50-00N turn on SPD chaff dispenser using Position B of the Inter-velometer Control Box, terminating the SPD dispersal at 48-30N. SPD chaff will then be used as needed until termination of all ECM activity at 45-00N. Green cell upon crossing 56-00N will use SPD chaff in position B when needed, terminating activity at 45-00N.

c. Third Day (4 Dec 57) - Silver cell, will start Electronic Jamming and SPD chaff as needed at 56-00N, terminating activity at 45-00N.

APP 2, ANNEX C  
26 SRW OPORD 39-57  
K-0139 31 OCT 57

**SECRET** 2

**SECRET**

d. SPD chaff procedures are as follows: In the Event a fighter is visually observed, detected on the Bomb-Nav Radar, APS-54, or A-5 Gunnery System, the SPD chaff will be dispensed to protect the aircraft. The SPD chaff will be turned on within twenty (20) seconds after a fighter obtains a lock and terminate when the lock is broken.

**CAUTION:**

Guard Channel (243.0 Mcs) will be monitored throughout the mission. In case of an emergency the Site will contact you on this channel. The code term to stop jamming is "Stop buzzer". The code term to stop chaff is "Stop Stream".

APP 2, ANNEX C  
26 SRW OPORD 39-57  
K-0139 31 OCT 57

**SECRET** 3





**SECRET**

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 LOCKBOURNE AIR FORCE BASE  
 COLUMBUS 17, OHIO  
 31 OCT 57

ANNEX DOPERATIONS ORDERSERIAL NO. 39-57AIR REFUELING1. GENERAL:

- a. Air refueling will be accomplished in the ONE ROSE (UK) and ICE BOAT (Thule) refueling areas on 1, 3 and 4 December 1957.
- b. Tanker forces will be supplied by the 310 AREFS in the UK and the 91 AREFS at Thule.
- c. Alternate refueling areas will be MAIN GATE (UK) and SNOW MAN (Thule).
- d. Tanker orbit points:
  - (1) One Rose (UK - Primary)
    - (a) Ann - 58-06N 06-03W
    - (b) Betty - 58-28N 05-25W
  - (2) Main Gate (UK - Alternate)
    - (a) Ann - 54-42N 00-56W
    - (b) Betty - 54-42N 00-05W
  - (3) Ice Boat (Thule - Primary)
    - (a) Ann - 76-45N 54-55W
    - (b) Betty - 77-09N 56-15W
  - (4) Snow Man (Thule - Alternate)
    - (a) Ann - 79-42N 67-00W
    - (b) Betty - 80-02N 69-10W

Annex D  
 26SRW OPORD 39-57  
 K-0139, 31 Oct 57

**SECRET**



**SECRET**

## e. Rendezvous Points:

- (1) One Rose (UK - Primary)
  - (a) Ann - 58-54N 07-44W
  - (b) Betty - 59-17N 07-04W
- (2) Main Gate (UK - Alternate)
  - (a) Ann - 55-51N 00-57W
  - (b) Betty - 55-51N 00-05W
- (3) Ice Boat (Thule - Primary)
  - (a) Ann - 76-02N 58-50W
  - (b) Betty - 76-26N 60-11W
- (4) Snow Man (Thule - Alternate)
  - (a) Ann - 78-49N 71-04W
  - (b) Betty - 79-06N 73-20W

## f. End Refueling Points:

- (1) One Rose (UK - Primary)
  - (a) Ann - 60-31N 11-28W
  - (b) Betty - 60-55N 10-50W
- (2) Main Gate (UK - Alternate)
  - (a) Ann - 58-22N 00-57W
  - (b) Betty - 58-22N 00-05W
- (3) Ice Boat (Thule - Primary)
  - (a) Ann 74-21N 66-05W
  - (b) Betty - 74-42N 67-28W
- (4) Snow Man (Thule - Alternate)
  - (a) Ann - 76-43N 77-32W
  - (b) Betty - 77-01N 79-50W

2

**SECRET**Annex D  
26SRW OPORD 39-57  
K-0139, 31 Oct 57

**SECRET**

## g. Refueling True Courses and Distance are:

- (1) One Rose - 310° - 150NM
- (2) Main Gate - 360° - 150NM
- (3) Ice Boat - 225° - 150NM
- (4) Snow Man - 212° - 150NM

## h. Refueling Altitudes:

- (1) United Kingdom Areas - Base Altitude - 13,000 feet.
- (2) Thule Areas - Base Altitude - 15,000 feet.

## i. Tanker - Receiver Ratio:

- (1) Tankers and receivers will A/R on a one tanker to one receiver basis.
- (2) One airborne tanker spare per cell is authorized.

## j. Minimum receiver "in tanks" data:

- (1) Receivers, upon completion of A/R, must have a minimum fuel in tanks as follows:

Route	1st Refuel	2d Refuel
Prim-Prim	96,000	66,000
Prim-Alt	96,000	66,000
Alt-Prim	96,000	66,000
Alt-Alt	96,000	59,258*

\*Based on a terminal decision point of Buffalo

2. TANKER FORCE REQUIREMENT:

## a. UK Area:

**SECRET**

Annex D  
26SRW OPOD 39-57  
K-0139, 31 Oct 57



**SECRET**

- (1) 310 AREFS - 7 Tankers - 1 Dec 57
- (2) 310 AREFS - 8 Tankers - 3 Dec 57
- (3) 310 AREFS - 3 Tankers - 4 Dec 57

## b. Thule Area:

- (1) 91 AREFS - 7 Tankers - 1 Dec 57
- (2) 91 AREFS - 8 Tankers - 3 Dec 57
- (3) 91 AREFS - 3 Tankers - 4 Dec 57

c. The above tanker forces will furnish refueling support to receiver aircraft as indicated in Tab 1, App 1, Annex D, plus air and ground spares as required.

3. AIR REFUELING TACTICS:

a. Air refueling will be in accordance with SACM 55-10, Tactical Doctrine Air Refueling, as revised.

## b. Receiver Formation Procedures:

(1) Upon arriving at briefed level off altitude, the receiver formation leader will maintain his level off IAS until the following range versus speed schedule applies:

- (a) 4 nautical miles - 310 KIAS
- (b) 3 nautical miles - 275 KIAS
- (c) 2 nautical miles - 250 KIAS
- (d) 1 nautical mile - 225 KIAS

(2) Other aircraft will maintain one nautical mile echelon trail separation distance.

**SECRET**

4

Annex D  
26SRW OPORD 39-57  
K-0139, 31 Oct 57

**SECRET**

(3) All receiver observers will closely monitor the altitude hole during this critical period. The lead aircraft observer must correlate distance versus airspeed to avoid over-running the tanker formation or a prolonged, unnecessary tail chase. Other receiver observers must maintain the best possible formation position during the closure.

c. Rendezvous Procedures:

(1) All receiver aircraft will turn on APN-76 rendezvous equipment when reaching a point 250NM from tanker orbit point. After initial electronic contact between tanker and receiver forces, all aircraft except leader will turn off APN-12/76 to avoid confusion.

(2) All tanker aircraft will insure rendezvous equipment is turned on at least 30 minutes prior to receiver ETA for the Rendezvous point. After initial contact between tanker and receiver forces, all aircraft except leaders will turn all rendezvous equipment to standby to avoid confusion.

(3) When receivers are at descent range, the last tanker in the formation will turn the APN-69 beacon to the on position, single code, to identify the last and highest tanker in the formation to the descending receiver leader. This is a safety precaution to preclude receiver force descending through a tanker formation.

(a) Remaining tankers, except tanker leader, will carry APN-69 in standby position and be prepared to turn it on if directed by tanker leader.

(b) When receiver leader reaches his base altitude, he will

Annex D  
26SRW OPORD 39-57  
K-0139, 31 Oct 57

5 **SECRET**



**SECRET**

notify the tanker leader who will then turn on his APN-69 beacon. Last tanker will then place his beacon equipment on standby.

(c) Only one tanker will carry APN-11 or APN-69 in the on position at any one time due to overlapping of returns on receiver's scope.

(4) All aircraft will standby on designated radio frequency one hour before planned rendezvous time.

(5) Receiver leader will communicate with tanker leader as far from the rendezvous point as possible and furnish an ETA to the rendezvous point based on best known information.

(6) Tanker force will orbit in the designated orbit area. If communication has been established between tanker and receiver formations, the tanker leader will depart the orbit area on course based on making good the receivers latest ETA to the rendezvous point. Thus, tankers and receivers both will fly the same course during the critical stages of rendezvous, providing positioning for rendezvous equipment.

(a) After initial radar contact, the tanker leader will transmit ranges and course corrections to the receiver leader. Ranges will be transmitted every 20 nautical miles to a minimum of 100 nautical miles, and there after every 10 nautical miles. Until a point 5 nautical miles from descent point, after which range to descent point will be called in 1 nautical mile increments. After calling the descent range, the tanker will continue to call ranges every 10NM down to 10NM range, after which point the range will be

Annex D  
26SRW OPORD 39-57  
K-0139, 31 Oct 57

6

**SECRET**

**'SECRET**

called in LNM increments until visual contact is established. Course corrections may be transmitted at any time regardless of range. This procedure need not be followed if receiver leader determines that his electronic equipment is receiving reliable beacon indications and he prefers to determine azimuth and range himself. A combination of the two methods will give the best results. The receiver leader will advise the tanker leader of his desires in this regard. The receiver leader will clearly establish if he desires to make a beacon rendezvous, so that the tanker leader will know whether his heading corrections are being followed by receiver aircraft.

(b) Receiver observers will monitor the altitude hole throughout the rendezvous (if not beacon reading) to aid in final stages of closure and assure proper separation in periods of darkness or restricted visibility. Observers will aid pilots in proceeding to the assigned tanker and will give warning in event of impending collision. This activity will continue until the receiver is in observation position with assigned tanker.

(c) If final stages of closure are made with radar contact only, receiver pilots will maintain the established 500 ft. altitude differential until visual contact has been established with assigned tanker.

(8) If either tanker or receiver leader cannot make electronic contact well enough to effect the rendezvous, he will notify other aircraft in his formation so that they may attempt to establish contact. Aircraft successful in establishing electronic contact with the other force will advise the formation commander, who will direct the rendezvous based upon that information.

Annex D  
26SRW OPORD 39-57  
K-0139, 31 Oct 57

7

**SECRET**



**SECRET**

(9) It should, in all cases, be clearly established between the tanker and receiver leaders what equipment is being utilized for the rendezvous, and the relative reliability of the indications upon which the information is being based. This is of particular interest to receiver leader if tanker information controls the rendezvous. The decision to descend will commit receiver leader to a definite course of action, and he must make the ultimate decision to so commit himself.

(10) The receiver leader will notify the tanker leader of any late or straggler aircraft in his flight. The tanker leader will then direct the assigned tanker to remain at the rendezvous point for this aircraft.

d. Equipment Failure Procedures Will Be In Accordance with SACM 55-10 as amended.

4. ALTERNATE AIR REFUELING ROUTE:

a. The alternate refueling area will be used only after approval by the appropriate Task Force Commander.

5. ABORT PROCEDURES:

a. Enroute to refueling areas: Clear cell by making left turn and obtain ARTC clearance to nearest enroute emergency or alternate base.

b. In refueling formation: Receivers descend straight ahead to below base altitude and obtain clearance. Tankers turn right  $45^{\circ}$  and descend to 10,000 feet and obtain ARTC clearance.

c. While hooked up: Initiate breakaway procedures in accordance with Tactical Doctrine.

6. AIR REFUELING COMMUNICATIONS: See Tab 1, App 1, this Annex.

8  
**SECRET**

Annex D,  
26SRW OFORD 39-57  
K-0139, 31 Oct 57

**'SECRET**

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
31 October 1957

APPENDIX 1

ANNEX D

OPERATIONS ORDER

SERIAL NUMBER 39-57

AIR REFUELING FORCE REQUIREMENTS

AND COMMUNICATIONS DATA

APP 1, ANNEX D,  
26SHW OPORD 39-57,  
K-0139, 31 Oct 57

**'SECRET**



**SECRET**

AIR REFUELING FORCE REQUIREMENTS  
AND COMMUNICATIONS DATA

TANK UNIT	REFUEL AREA	REC COLOR CODE	NR ACFT	REND POINT	REND DATE/TIME	OFF LOAD	MF HOM	TANK APN 12	REC APN 76	APN 69	TANK IN-PL VHF	UHF	UHF BACK-UP
310	ONE ROSE	BLUE	4	ANN	01/1021Z	35M	1742	T-4 R-7	T-7 R-4	1-2-1	133.6	337.6	398.2
310	ONE ROSE	BROWN	3	BETTY	01/1051Z	35M	1734	T-8 R-4	T-4 R-8	2-1	132.7	271.9	398.2
310	ONE ROSE	YELLOW	4	ANN	03/1021Z	35M	1742	T-4 R-7	T-7 R-4	1-2-1	133.6	337.6	398.2
310	ONE ROSE	GREEN	4	BETTY	03/1051Z	35M	1734	T-8 R-4	T-4 R-8	2-1	132.7	271.9	398.2
310	ONE ROSE	SILVER	3	ANN	04/1021Z	35M	1742	T-4 R-7	T-7 R-4	1-2-1	133.6	337.6	398.2
91	ICE BOAT	BLUE	4	ANN	01/1440Z	32M	1742	T-4 R-7	T-7 R-4	1-2-1	133.6	256.0	308.8
91	ICE BOAT	BROWN	3	BETTY	01/1510Z	32M	1734	T-8 R-4	T-4 R-8	2-1	132.7	361.4	337.4
91	ICE BOAT	YELLOW	4	ANN	03/1440Z	32M	1742	T-4 R-7	T-7 R-4	1-2-1	133.6	272.8	363.4
91	ICE BOAT	GREEN	4	BETTY	03/1510Z	32M	1734	T-8 R-4	T-4 R-8	2-1	132.7	266.2	308.8
91	ICE BOAT	SILVER	3	ANN	04/1440Z	32M	1742	T-4 R-7	T-7 R-4	1-2-1	133.6	359.0	337.4

1. HF - 4731.5 kcs (emergency only)
2. Beacon or Lamp Color Code - Tanker #1 - GREEN, #2 - AMBER, #3 - WHITE, #4 - BLUE.
3. Navigation Lights tanker and receiver #1 and #3 Bright and Flashing, #2 and #4 Bright and Steady.
4. Receivers will monitor tanker inter-plane frequency on OMNI receiver.
5. All communication procedures are in accordance with SACM 100-1, as revised.
6. In the event alternate refueling areas are used, adjusted rendezvous times will be forwarded by "ZIPPO MESSAGES", when possible.
 

TAB 1, APP 1, ANNEX D,  
26SRW OPORD 39-57  
K-0139, 31 Oct 57.
7. Alternate UK - MAIN GATE. Alternate Thule - SNOW MAN.
8. If Primary UK and Alternate Thule are used adjust SNOW MAN Rend times +:42.
9. If Alternate UK is used adjust MAIN GATE Rend times +:04.
10. If Alternate UK and Primary Thule are used adjust ICE BOAT Rend times +:48.
11. If Alternate UK and Alternate Thule are used adjust SNOW MAN Rend times + 1:30.

**SECRET**

**SECRET**

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (S)  
UNITED STATES AIR FORCE  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
31 October 57

APPENDIX 2, ANNEX D, OPERATIONS ORDER 39-571. GENERAL:

a. Air refueling will be accomplished in the CREEK BED (primary) or FAT CAT (alternate) Refueling Area on 25 and 26 Nov 57 in support of eleven 26SRW aircraft deploying to Thule.

b. Tanker force will be supplied by the 321st ARSFG.

c. Rendezvous Points:

(1) CREEK BED (PRIMARY)

(a) 46-02N 27-17W

(2) FAT CAT (ALTERNATE)

(a) 45-22N 26-13W

d. End Refuel Points:

(1) CREEK BED (PRIMARY)

(a) 42-16N 25-40W

(2) FAT CAT (ALTERNATE)

(a) 47-32N 28-40W

e. Refueling True Courses and Distances:

(1) CREEK BED - 025° - 150NM

(2) FAT CAT - 024° - 150NM

f. Refueling Altitudes - 15,000 Foot Base

g. Tanker - Receiver Ratios:

(1) Tankers and receivers will A/R on a one Tanker to one Receiver

basis.

**SECRET**

App 2, Annex D,  
26TH SRW ORD 39-57  
1-REV, 31 Oct 57



**SECRET**

(2) One airborne tanker spare per cell is authorized.

- h. ON Load - 30,000#
- i. Minimum in Tanks - 89,200#
- 2. TANKER FORCE REQUIREMENT: (see Tab 1, this Appendix)
- 3. AIR REFUELING TACTICS:  
ALTERNATE AIR REFUELING ROUTE:  
ABORT PROCEDURES:  
(see basic Annex D)
- 4. AIR REFUELING COMMUNICATIONS: (see Tab 1, this Appendix)

**SECRET**

## COMMUNICATIONS DATA

TANK UNIT	REFUEL AREA	REC COLOR CODE	NR ACFT	REND POINT	REND DATE/TIME	OFF LOAD	MF HOM	TANK APN 12	REC APN 76	APN 69	TANK IN-FL VHF	ZI ALFA UHF	UHF BACK-UP
321	CREEK RED	ORANGE	3	ANN	25/2346Z	30M	1742	T-5 R-6	T-6 R-5	1-2-1	133.6	256.0	352.6
321	CREEK RED	FINK	4	ANN	26/0146Z	30M	1742	T-5 R-6	T-6 R-5	1-2-1	133.6	256.0	352.6
321	CREEK RED	RED	4	ANN	26/0356Z	30M	1742	T-5 R-6	T-6 R-5	1-2-1	133.6	256.0	352.6

1. HF - 4731.5 kcs (emergency only)
2. Beacon or Lamp Color Code - Tanker #1 - Green, #2 - Amber, #3 - White, #4 - Blue.
3. Navigation Lights tanker and receiver #1 and #3 Bright and Flashing, #2 and #4 Bright and Steady.
4. Receivers will monitor tanker inter-plane frequency on OMNI receiver.
5. All communication procedures are in accordance with SACM 100-1, as revised.
6. In the event the alternate refueling area is used, the above rendezvous times will remain the same.
7. Alternate area - FAT CAT.

**SECRET**

Tab 1, App 2, Annex D,  
26SRW OPORD 39-57,  
K-0139, 31 Oct 57



**SECRET**

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
31 OCTOBER 1957

ANNEX E

OPERATIONS ORDER

SERIAL NUMBER 39-57

LOGISTICS AND ADMINISTRATION

1. Appendix 1 - General
2. Appendix 2 - Supply
3. Appendix 3 - Armament and Electronics
4. Appendix 4 - Maintenance
5. Appendix 5 - Transportation
6. Appendix 6 - Medical
7. Appendix 7 - Personnel
8. Appendix 8 - Adjutant
9. Appendix 9 - Comptroller
10. Appendix 10 - Judge Advocate
11. Appendix 11 - Security
12. Appendix 12 - Miscellaneous

ANNEX E  
26 SRW OPORD 39-57  
K-0139, 31 Oct 57

**SECRET**

**SECRET**

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
31 OCTOBER 1957

APPENDIX 1

ANNEX E

OPERATIONS ORDER

SERIAL NUMBER 39-57

GENERAL

GENERAL: This Annex is in accordance with SAC Regulation 400-3.  
The overall deployment and redeployment of personnel, materiel and aircraft  
are shown in TAB 1 and 2 of this Appendix.

APP 1, ANNEX E  
26 SRW OPORD 39-57  
K-0139, 31 Oct 57

**SECRET**



STAGING SUPPORT AND DEPLOYMENT SCHEDULE

DEPLOYMENT BASE	TYPE STAGING TEAM	NR OF PERS		AMT CARGO	TYPE AIRLIFT	DEPART LOCKBNE		ARRIVE DEPLOYMENT BASE	
		TOTAL	SUPP			RB-47	SUPPORT	RB-47	SUPPORT
Goose Air Base 8 WX Acft	*2 WX and 11 Men	59	27	VIA MATS 5 Tons	MATS	E Day	E Day	E Day	E Day
Thule Air Base 3 WX Acft	*1 WX	24	12	VIA BASE FLIGHT 3 Tons	8 AF	E Day	E - 2	E Day	E Day
Thule Air Base 8 Strike Acft	**Modified 15 Acft Pre-Strike Staging Team	180	148	VIA MATS 26 Tons (incl 3 J-47 Eng)	MATS	E Day	E - 1	E Day	E Day
Fairford Air Base 3 WX Acft	Supp by 26 SRW Pre-Post Strike Stage ing Team	12	N/A	N/A	N/A	E Day	N/A	E Day	N/A
Fairford Air Base 15 Strike Acft	15 Acft Pre- Post Strike Staging Team	259	199	VIA MATS 33 tons (incl 6 J-47 Eng)	MATS	E Day	E - 2 E - 1	E Day	E / 1 E Day

SECRET

SECRET

\* Authorization for WX Teams prescribed in 8AF Ltr DML, dated 6 Mar 57.  
 \*\* Modification consisting of deletion of support personnel dictated by only 8 Strike Aircraft deploying.  
 This chart shows the overall deployment phase of the Operation. The team composition is as prescribed in current directives. The chart totals include aircrews and crew chiefs and all other personnel deploying as support.

TAB 1, TO  
 APPENDIX 1,  
 ANNEX E,  
 26 SEM OPORD  
 39-57,  
 K-0139,  
 31 Oct 57

RE-DEPLOYMENT SCHEDULE

DEPLOYMENT BASE	TYPE STAGING TEAM	RE-DEPLOYMENT	REDEPLOYMENT OF SUPP PERS & MATERIEL
Goose Air Base 8 WX Acft	2 WX and 11 Men	E/9 days	E/10 days 27 Men 5 Tons
Thule Air Base 3 WX Acft	1 WX	E/9 days	E/10 days 12 Men 3 Tons
Thule Air Base 8 Strike Acft	Modified 15 Acft Pre-Strike Stag- ing team	E/3 days 8 Acft	E/5 days 148 Men 26 Tons
Fairford Air Base, 3 WX Acft	Supported by 26 SRW Pre-Post Strike staging team	E/9 days	N/A
Fairford Air Base, 15 Strike Acft	15 Acft Pre-Post strike staging team	7 Acft at E/6 8 Acft at E/8	E/8 days 199 Men 33 Tons

The redeployment phase of the operation is depicted above. It is based on MATS OPRD 32-57 and 8AF OPRD 39-57.

SECRET

SECRET

TAB 2, APPENDIX 1  
ANNEX E, 26 SEM OPRD  
39-57  
K-0139, 31 Oct 57



**SECRET**

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
31 OCTOBER 1957

APPENDIX 2

ANNEX E

OPERATIONS ORDER

SERIAL NUMBER 39-57

SUPPLY

1. GENERAL: Commands and agencies responsible for logistical support of bases through or to which the 26th SRW forces deploy will furnish supply and service support required by these forces to the extent available.
2. MATERIEL DEPLOYED. Materiel to be deployed is as outlined in SAC Manual 400-1C and 8AF Ltr DML dated 6 March 1957. Materiel is commensurate with the type of team to be deployed by each unit.
  - a. Flyaway Kit deployment Breakdown is as follows.

**SECRET**

APP 2, ANNEX E  
26 SRW OPORD 39-57  
K-0139, 31 Oct 57

## SECRET

BASE	TYPE TEAM	SQDN KIT	TYPE KIT	WEIGHT
Goose Air Base 8 WX Acft	2 WX & 11 Men	3d SRS	WX Kit	5,400
Thule Air Base 3 WX Acft	1 WX	3d SRS	WX Kit	2,700
Thule Air Base 3 Strike Acft	Modified 15 A/C Pre-Strike Team	4th SRS	15 A/C Pre- Strike Kit	26,500
Fairford Air Base, 3 WX Acft	Supported by 26 SRW Pre-Post Team	N/A	N/A	N/A
Fairford Air Base, 15 Strike Acft	15 A/C Pre-Post Strike Staging Team	10th SRS	15 A/C Pre- Post Kit	34,500

b. J-47 engine deployment will be limited to:

- (1) 3 each J-47 engines to Thule as part of the 15 A/C Pre-Strike Staging Team.
- (2) 6 each J-47 engines to Fairford as part of the 15 A/C Pre-post Strike Staging Team.

c. Other equipment outside of the FAK and engine deployment listed above will be as prescribed in the applicable current directives except in the case of the medical equipment with the 15 A/C Pre-Strike Staging team deployed to Thule. In this case no medical equipment will be deployed.

3. OVERSEA SUPPLY SUPPORT: 26th SRW while deployed outside the Zone of Interior will be afforded supply support in accordance with Volume XVI, AFM 67-1. The project designators will be forward separately. Deployed

2

APP 2, ANNEX E  
26 SRW OPORD 39-57  
K-0139, 31 Oct 57

SECRET



**SECRET**

flyaway kits assets may be used. On resupply under Volume XVI, SAC will not be furnished copies of reports required under this procedure.

4. HOME BASE SUPPORT: 26th Aircraft participating in this exercise at Lockbourne will be given normal supply support. Flyaway Kit assets will not be used to support aircraft at Lockbourne Air Force Base.

5. PROPERTY RESPONSIBILITY: An individual from each deploying team will be designated to accept responsibility at bases outside the Zone of Interior for house-keeping items and other property required by the unit.

- |                                  |       |
|----------------------------------|-------|
| a. Goose WX Team                 | 1 Man |
| b. Thule WX Team                 | 1 Man |
| c. Thule Pre-Strike Team         | 1 Man |
| d. Fairford Pre-Post Strike Team | 1 Man |

e. The names of these men must be submitted to the 26th Wing DML by 15 November 1957, who is responsible for consolidation and transmission of the information to the forward areas concerned.

6. SUBSISTANCE: Flight lunches will consist of either IF-7's or fresh lunches for the deploying crews and support personnel. They will be furnished by the In Flight Kitchen of Lockbourne Air Force Base. In the case of those deploying VIA RB-47's sufficient lunches to destination will be issued. For those deploying VIA Support aircraft sufficient lunches will be furnished by Lockbourne In Flight Kitchen to the enroute stop.

7. REFERENCES: SAC Regulations 67-17, 67-25, and 67-31 as amended will be complied with.

8. PERSONAL EQUIPMENT: Each person deploying will depart with individual equipment as prescribed in SOP # 16, 801st Air Division Mobility

3

**SECRET**

APP 2, ANNEX E  
26 SRW OPOD 39-57  
K-0139, 31 Oct 57

**SECRET**

Plan, with the exception of the deletion of the requirement to deploy summer uniforms. See Appendix 7, paragraph 5. He will deploy with his weapon and one basic load of ammunition as prescribed in SOP # 13, 801st Air Division Mobility Plan. The procedures for deployment of individual weapons and ammunition will be as prescribed in Section IX Paragraph 1, 3, 4, and 5, SAC Manual 400-1, dtd Jul 57.

a. Personnel designated to deploy as classified materiel custodians will retain their individual weapons and ammunition during the deployment.

b. Weapons and ammunition for cargo guards will be stowed aboard each aircraft to provide issue of these items to the guards during all stops.

4

**SECRET**

APP 2, ANNEX E  
26 SRW OPORD 39-57  
K-0139, 31 Oct 57



**SECRET**

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 LOCKBOURNE AIR FORCE BASE  
 COLUMBUS 17, OHIO  
 31 October 1957

APPENDIX 3ANNEX EOPERATIONS ORDERSERIAL NUMBER 39-57A4E

1. AMMO: Live ammo will be retained at forward base upon deployment and returned aboard tactical aircraft. Ammo identification will be maintained by lot number.
2. RADIOLOGICAL EQUIPMENT: All available authorized radiological, indication, computation and maintenance equipment will be carried.
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 AEE Maintenance will be serviceable and distributed to each aircraft element proportional to the number of aircraft in each element and as shown FAK breakdown chart in App 2, Supply.
5. TEST EQUIPMENT: "Shop Standards" test equipment will be serviceable and current in accordance with applicable tech orders and regulations. Other test equipment will be current in regard to calibration with the shop standards.

**SECRET**

App 3, Annex E,  
 26SRW OPORD 39-57,  
 K-0139, 31 Oct 57

**SECRET**

6. CAMERA CONFIGURATION AND LOADING: Applicable to all aircraft.

<u>STATION</u>	<u>CAMERA</u>	<u>FOCAL LENGTH</u>	<u>MAGAZINE</u>	<u>FILM LOAD</u>	<u>FILM CLASS</u>
FORWARD OBLIQUE	K-38	24"	A-8B	370'	N
SPLIT VERTICAL	K-38	36"	A-8B	370'	N
PRIME VERTICAL	K-37	12"	A-28 (or)	370'	N
			LA-12 (or)	370'	N
			A-9B	370'	N
TRI-CAMERA	K-17C (or)	6"	A-28 (or)	370'	N
	KA-3	6"	LA-12	370'	N
RADARSCOPE	O-15	-	C-1A (2 ea)	100' (ea)	N
*HRR	ATC-56	-	Q-56 (2 ea)	100' (ea)	Lino/Ortho

\* Loaded on Thule Strike aircraft only.



**SECRET**

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 LOCKBOURNE AIR FORCE BASE  
 COLUMBUS 17, OHIO  
 31 OCTOBER 1957

APPENDIX 4ANNEX EOPERATIONS ORDERSERIAL NUMBER 39-57MAINTENANCE

1. TECHNICAL REPRESENTATIVES: No tech reps are scheduled for this deployment, however one civilian, Mr Fred Tietzel, Battelle Institute, WADC Engine Study Project, is scheduled to deploy to Fairford.
2. ENROUTE SUPPORT: Enroute Support for tactical aircraft is not planned since deployment and redeployment are non stop flights.
3. STAGING TEAMS: All support elements are developed from either standard or modified 15 Acft Pre-Strike or Pre-Post Strike, or 3 Acft WX Staging teams as outlined in Appendix 7, Personnel and TAB 1, Appendix 1.
4. MAINTENANCE DIFFICULTIES: Maintenance support required beyond the combined capability of the SAC and local forces at any point will be reported to 8th Air Force.
5. ORGANIZATION: The maintenance activity at forward areas will be organized and operated as prescribed in SACM 66-12, as amended.
6. FLOW BOARDS: Aircraft maintenance status and flow boards will be used as prescribed in SACM 66-13.

APP 4, ANNEX E  
 26 SRW OPGRD 39-57  
 K-Q139, 31 Oct 57

**SECRET**

**SECRET**

7. SECURITY CHECKS: Aircraft commanders or designated representatives, will perform a security check at all enroute and/or operating stations to insure that:

a. Fuel, Oil and Water Alcohol for servicing aircraft are not contaminated.

b. Fuel and oil are of the grade specified by the applicable TO's.

8. POLICING: Commanders of deploying 26th Units will insure compliance with TO 02J-11-17, concerning determination of policing status of parking areas, runways, taxiways, etc., at enroute bases.

**SECRET**



**SECRET.**

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 LOCKBOURNE AIR FORCE BASE  
 COLUMBUS 17, OHIO  
 31 OCTOBER 1957

APPENDIX 5ANNEX EOPERATIONS ORDERSERIAL NUMBER 39-57TRANSPORTATION

1. DEPLOYMENT AND REDEPLOYMENT: Overall deployment and redeployment of personnel, aircraft and cargo may be found in Tab 1 and Tab 2 respectively to Appendix 1 of this annex.
2. PREPARATION OF CARGO: Cargo will be prepared for shipment in accordance with SOP # 2 of 801st Air Division Mobility Plan. Upon redeployment to the Zone of 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 # 3, 4, and 6, 801st Air Division Mobility Plan.
3. AIRLIFT SCHEDULE: Support airlift schedule for those not deploying in unit aircraft will be firmly resolved at MATS Pre-Planning Conference to be held at Lockbourne 29 Oct 57. MATS Operations Order 32-57, dated 17 Oct, is in advance of the pre-planning conference and is extracted as follows:
  - a. Airlift required for the 26th SRW, 25 Nov (Lockbourne -

**SECRET**

APP 5, ANNEX E  
 26 SRW OPORD 39-57  
 K-0139, 31 Oct 57

**SECRET**

Goose) total of 24 passengers plus 6 tons of cargo. Trip numbers 1205-1207 assigned. Return date is 5 December with trip numbers 1206-1208 assigned.

<u>NR TRIPS</u>	<u>TYPE ACFT</u>	<u>ACL - PAX/CARGO</u>	<u>OPERATOR</u>
2	C-54	12/3 tons	CHS

b. Airlift required for the 26th SRW, 24 November (Lockbourne - Thule) total of 184 passengers plus 23.9 tons of cargo. Trip numbers 1209 - 1219 assigned. Return date is 30 November with trip numbers 1210 - 1220 assigned.

<u>NR TRIPS</u>	<u>TYPE ACFT</u>	<u>ACL - PAX/CARGO</u>	<u>OPERATOR</u>
4	C-118	40/0	WRI
2	C-124	12/12 tons	DOV

c. Airlift required for the 26th SRW, 23-24 November (Lockbourne-Fairford) total of 202 passengers plus 32.4 tons of cargo. Trip numbers 1221 - 1231 assigned. Return date is 3 December with Trip numbers 1222 - 1232 assigned.

<u>NR TRIPS</u>	<u>TYPE ACFT</u>	<u>ACL - PAX/CARGO</u>	<u>OPERATOR</u>
4	C-118	50/0	WRI
2	C-124	2/16 Tons	DOV

d. 801st Air Division is directed to furnish airlift for the 3 WX scout team deploying to Thule. However, it may be possible to transport the WX team with the 15 Pre-Strike team to Thule, VIA MATS. Redeployment of the Weather Scout Team from Thule will be VIA 801st Air Division Aircraft, because of time of redeployment, reference TAB 2 Appendix 1. The total airlift prescribed in MATS OPORD 32-57 is adequate to take care of requirements. Readjustment as to numbers of persons and

**SECRET**



**SECRET**

tonage differential from that stated in Appendix 1, Tab 1 and 2 will be resolved at the pre-planning conference.

4. PERSONNEL AND BAGGAGE: The number of personnel to be transported in tactical aircraft will not exceed 4 including crew. The number of personnel to be transported in support aircraft will be specified by the supporting carrier. For planning purposes personnel weights will be 300 lbs per man (average), including baggage.

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

5. AIR MOVEMENT REPORTS:

a. Air movement reports (RCS: SAC J-4) required for this deployment will be submitted in accordance with Chapter 6, SACM 76-1, dtd Aug 56.

b. Travel of dependents and shipment of house hold goods are not authorized.

3

**SECRET**

APP 5, ANNEX E  
26 SRW OPOD 39-57  
K-0139, 31 Oct 57

**SECRET**

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 LOCKBOURNE AIR FORCE BASE  
 COLUMBUS 17, OHIO  
 31 October 1957

APPENDIX 6ANNEX EOPERATIONS ORDERSERIAL NUMBER 39-57MEDICAL

1. PERSONNEL AND EQUIPMENT: The only medical personnel and materiel to deploy will be that in support of the 15 Pre-Post Strike staging team at Fairford. 1 Officer, 3 Airman and 3,098 lbs of materiel will comprise this team.
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, Par 5, of 80LAD Mobility Plan.
3. HOSPITALIZATION: Hospitalization and evacuation will be in accordance with procedures prevailing at enroute stations and at the destinations.

**SECRET**

APP 6, Annex E,  
 26SRW OPORD 39-57  
 K-0139, 31 Oct 57



**SECRET**

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 LOCKBOURNE AIR FORCE BASE  
 COLUMBUS 17, OHIO  
 31 OCTOBER 1957

APPENDIX 7

ANNEX E

OPERATIONS ORDER

SERIAL NUMBER 39-57

PERSONNEL

1. DEPLOYING PERSONNEL: Upon deployment, personnel accompanying the unit will be those assigned the EWP staging teams where possible. The limitation on total number of personnel, imposed by this operations order will not be exceeded:

26 SRW - 15 Acft Pre-Strike Staging Team (Thule)	180
26 SRW - Weather Scout (Thule)	24
26 SRW - Weather Scout (Goose)	59
26 SRW - Weather Scout (Fairford) not included in the Fairford 15 Acft Pre-Post Strike Staging Team.	12
26 SRW - 15 Aircraft Pre-Post Strike Staging Team (Fairford)	259
GRAND TOTAL	534

a. Deploying personnel for 26th Wing Units is shown in Tab 1, to this Appendix.

2. RETAINABILITY: Personnel deploying will have sufficient retainability to insure that the duration of TDY will be completed.

**SECRET**

APP 7, ANNEX E  
 26 SRW OPORD 39-57  
 K-0139, 31 Oct 57

**SECRET**

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 LOCKBOURNE AIR FORCE BASE  
 COLUMBUS 17, OHIO  
 31 OCTOBER 1957

APPENDIX 7

ANNEX E

OPERATIONS ORDER

SERIAL NUMBER 39-57

PERSONNEL

1. DEPLOYING PERSONNEL: Upon deployment, personnel accompanying the unit will be those assigned the EWP staging teams where possible. The limitation on total number of personnel, imposed by this operations order will not be exceeded:

26 SRW - 15 Acft Pre-Strike Staging Team (Thule)	180
26 SRW - Weather Scout (Thule)	24
26 SRW - Weather Scout (Goose)	59
26 SRW - Weather Scout (Fairford) not included in the Fairford 15 Acft Pre-Post Strike Staging Team.	12
26 SRW - 15 Aircraft Pre-Post Strike Staging Team (Fairford)	259
GRAND TOTAL	534

a. Deploying personnel for 26th Wing Units is shown in Tab 1, to this Appendix.

2. RETAINABILITY: Personnel deploying will have sufficient retainability to insure that the duration of TDY will be completed.

**SECRET**

APP 7, ANNEX E  
 26 SRW OPORD 39-57  
 K-0139, 31 Oct 57



**SECRET**

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.
  - a. Personnel undergoing investigation or awaiting trial by courts-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 black-market activities.

**SECRET**

APP 7, ANNEX E  
26 SRW OPORD 39-57  
K-0139, 31 Oct 57

**'SECRET**

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.
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.

3

**SECRET**APP 7, ANNEX E  
26 SRW OPGRD 39-57  
K-0139, 31 Oct 57



DEPLOYING PERSONNEL BREAKOUT FOR 26TH WING UNITS

WING UNITS	GOOSE 8 WX TEAM	THULE 3 WX TEAM	THULE 15 A/C PRE-STRIKE (8 STRIKE ACFT)	FAIRFORD 3 WX TEAM	FAIRFORD 15 PRE POST STRIKE TEAM	LOCKBNE 3 WX TEAM	TOTALS
Hq Sq	3	1	22	Supp by 26th SRW 15 Acft Pre-Post Strike Staging Team.	30	No DEPLOY- MENT	56
3d SRS	6	0	0		4		10
4th SRS	0	4	13		0		17
10th SRS	3	0	0		11		14
26 A&E	7	3	47		60		117
26 FMS	8	4	21		36		69
TAC HQSP	0	0	0		4		4

SECRET

SECRET

This list does not include aircrew, crew chiefs nor Air Base Group Deploying personnel

Air Base Group Personnel deploying will be in consonance with SAC Manual 400-1C to the following areas.

1. 15 Aircraft Pre-Strike Staging team column of SAC Manual 400-1C to Thule.
2. 15 Aircraft Pre-Post Strike staging column of SAC Manual 400-1C to Fairford.
3. No Air Base Group Personnel will deploy to Goose Air Base.

TAB 1, APP 7  
ANNEX E,  
26 SIM OPORD 39-57  
K-0139, 31 Oct 57

**'SECRET**

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
31 OCTOBER 1957

APPENDIX 8ANNEX EOPERATIONS ORDERSERIAL NUMBER 39-57ADJUTANT

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 this order. 26th SRW personnel section will process all orders.

a. Justification for Orders. The purpose of this SAC deployment is for SAC Air Operations.

b. Per Diem. Because of the short duration of this operation no advanced per diem will be paid. Upon return from TDY per diem will be paid in the same manner as for ordinary TDY.

2. MAIL: Mail will be held at Lockbourne, pending return of affected personnel.

**'SECRET**

APP 8, ANNEX E  
26 SRW OPORD 39-57  
K-0139, 31 Oct 57



**SECRET**

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 LOCKBOURNE AIR FORCE BASE  
 COLUMBUS 17, OHIO  
 31 OCTOBER 1957

APPENDIX 9ANNEX EOPERATIONS ORDERSERIAL NUMBER 39-57COMPTROLLER

1. PAY RECORDS: Military Pay records will remain at Lockbourne.
2. FINANCE BRIEFING: A finance briefing to include customs will be held at Lockbourne for Lockbourne personnel on 14 November 1957 to cover items listed in Paragraph 54 SAC Reg 400-3. For those deploying to Fairford a supplemental briefing will be held upon arrival.
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: Expense summary reports for units concerned will be prepared and submitted in accordance with AFM 177-1 as amended, and AFM 171-8, as supplemented.
5. FUNDING: Funding information will be forwarded at a later date upon receipt of the information.

APP 9, ANNEX E  
 26 SRW OPGRD 39-57  
 K-0139, 31 Oct 57

**SECRET**

**SECRET**

6. GOVERNMENT QUARTERS AND MESSING: Available Government Quarters and messing facilities will be used to the maximum extent practicable.

2

APP 9, ANNEX E  
26 SRW OPORD 39-57  
K-0139, 31 Oct 57

**SECRET**



**'SECRET**

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING ( )  
 UNITED STATES AIR FORCE  
 LOCKBOURNE AIR FORCE BASE  
 COLUMBUS 17, OHIO  
 31 OCTOBER 1957

APPENDIX 10ANNEX EOPERATIONS ORDERSERIAL NUMBER 39-57JUDGE ADVOCATE

1. COURT-MARTIAL JURISDICTION: Air force personnel of SAC units, who are assigned or attached for temporary duty to any oversea SAC organization of 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, 36-62, 35-66, 36-2, 36-12 and other administrative regulations, which actions will continue to be processed through SAC channels.

APP 10, ANNEX E  
 26 SRW OPORD 39-57  
 K-0139, 31 Oct 57

**'SECRET**

SECRET

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 of administrative proceedings.



**'SECRET**

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 LOCKBOURNE AIR FORCE BASE  
 COLUMBUS 17, OHIO  
 31 OCTOBER 1957

APPENDIX 11ANNEX EOPERATIONS ORDERSERIAL NUMBER 39-57SECURITY

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 enroute, staging and forward operating areas.
2. UNIT SECURITY OFFICERS: 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 400-1 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.

APP 11, ANNEX E  
 26 SRW OPORD 39-57  
 K-0139, 31 Oct 57

**'SECRET**

**SECRET**

b. Deployed personnel who maintain the FAK will be responsible for access to, and internal security of, the kits during working hours.

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. SECURITY OPERATIONS AT ENROUTE BASES: Security operations at enroute bases will be conducted as follows:

a. The security of SAC aircraft and equipment staging through non SAC bases will normally be provided by the air police component of the staging team designated for that station.

b. The security of SAC aircraft and equipment staging through SAC bases will be the responsibility of the host SAC base. Additional Air Police will not normally be provided by the staging organization.

5. AUTHORIZATION TO DEPLOY: Air Police will be deployed to both Thule and Fairford in accordance with the appropriate column of SAC Manual 400-1C.

2

**SECRET**

APP 11, ANNEX E  
26 SRW OPOD 39-57  
K-0139, 31 Oct 57



**SECRET**

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
LOCKBOURNE AIR FORCE BASE  
COLUMBUS 17, OHIO  
31 OCTOBER 1957

APPENDIX 12ANNEX EOPERATIONS ORDERSERIAL NUMBER 39-57MISCELLANEOUS

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's 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.

**SECRET**

APP 12, ANNEX E  
26 SEW OPORD 39-57  
K-0139, 31 Oct 57

**SECRET**

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

ANNEX FOPERATIONS ORDERSERIAL NO. 39-57WEATHER

1. GENERAL: Weather support for "IRON BAR" will generally be within the normal operations of weather units concerned.
2. DEPLOYMENT OF WING WEATHER OFFICER:
  - a. Deploy one weather officer to Thule and Fairford in accordance with SACM 400-1C.
3. PREPARATION AND DISPATCH OF FORECASTS:
  - a. Detachment 22, 5th WEAGRU will be responsible for:
    - (1) Deployment forecasts from Lockbourne to destinations utilizing National Weather Analysis Center facsimile product, the Offutt Weather Central prognostic charts and routinely transmitted terminal forecasts.
    - (2) Coordinating all forecasts with Westover Forecast Center (SOCS Drop 35).
  - b. Westover Forecast Center will be responsible for:
    - (1) Terminal forecasts for those stations not transmitting routine terminal forecasts.
    - (2) General flight meteorological watch for the entire deployment and redeployment.

**SECRET**

Annex F  
 26SRW OPORD 39-57  
 K-0139, 31 Oct 57



**SECRET**

- (3) Forecasts for air refueling areas.
  - (4) Redeployment route forecast from ZI or NE refueling area to Lockbourne.
  - (5) Coordinating all forecasts with overseas forecast centers.
  - c. Weather detachments at deployment bases with assistance from deployed forecasters are responsible for forecasts for all operations from their bases.
  - d. Forecast center serving the area in which the departure base is located is responsible for redeployment forecast from departure base to the first NEAC or ZI refueling area.
  - e. Distribution of Forecasts:
    - (1) Deployment planning winds will be distributed to tactical squadrons by 1200E, 24 November 1957.
    - (2) Deployment operational winds will be distributed at pre-take off briefing.
4. COMMUNICATIONS:
- a. All messages will be transmitted as Operational Immediate.
  - b. All messages from bases outside the U. S. will be transmitted by ZIPPO messages over the SACOMNET.
  - c. Planning and operational forecasts will be transmitted 24 and 12 hours respectively before scheduled take off.
5. WEATHER SCOUT PROCEDURES:
- a. Weather scout procedures will be as outlined in section IV, SACM 55-10.

2

**SECRET**

Annex F  
 26SRW OFORD 39-57  
 K-0139, 31 Oct 57

**SECRET**

6. REPORTS:

- a. Wing weather officers will be responsible for collection of COMBARS and T-18 reports and preparation of weather data for M-21 and R-21 reports and forwarding of T-18 reports to using agencies in accordance with 3rd Weather Wing Regulation 55-2 and SACM 55-8.

3

**SECRET**

ANNEX F  
26SRW OFORD 39-57  
K-0139, 31 Oct 57



**SECRET**

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

ANNEX GOPERATIONS ORDER 39-57REPORTS

1. The following reporting instructions apply for this training exercise and will be submitted under procedures outlined in SACM 55-8 series as revised:

## a. Reconnaissance Aircraft:

## (1) Distribution A:

<u>TYPE OF REPORT</u>	<u>RESPONSIBLE AGENCY</u>
(a) M-2 - Deployment Pre-Mission Rpt	Wing Control Room
(b) M-9 - Deployment Telephone Departure Report	Wing Control Room
(c) M-10 - Deployment Departure Rpt	Wing Control Room
(d) M-15 - Deployment Landing Rpt	Control Rm Fwd Base
(e) M-17 - Deployment Delay Rpt (If Required)	Acft Comdr
(f) M-21 - Weather Report	Wx at Fwd Base
(g) R-2 - Strike Pre-Mission Rpt	Control Rm Fwd Base
(h) R-10 - Strike Departure Rpt	Control Rm Fwd Base
(i) R-15 - Strike Landing Rpt	Control Rm Briefed Landing Base
(j) R-17 - Aircraft Comdr's Rpt (For aircraft landing at other than briefed destination)	Acft Comdr

**SECRET**

Annex G  
26SRW OPord 39-57  
K-0139, 31 Oct 57

**SECRET**

NOTE: After submission of R-17 report, Aircraft Commander will report in accordance with the M-15, M-17 and M-10 sections of SACM 55-8M.

- |     |  |                                 |
|-----|--|---------------------------------|
| (k) | R-21 - Weather Report                        | Wx at Idg Base                  |
| (l) | R-81 - Simulated Combat Ops Summary          | Control at Briefed Landing Base |
| (m) | T-18 - Wx Rpt - Airborne                     | Airborne Wx Scout               |
| (n) | M-2 - Re-Deployment Pre-Msn Rpt              | Control Rm Fwd Base             |
| (o) | M-10 - Re-Deployment Departure Rpt           | Control Rm Fwd Base             |
| (p) | M-15 - Re-Deployment Landing Rpt             | Wing Control Rm                 |
| (q) | M-17 - Re-Deployment Delay Rpt<br>(Required) | Aircraft Commander              |
| (r) | M-21 - Re-Deployment Weather Rpt             | Wing Wx Officer                 |

## (2) Distribution B:

	<u>TYPE OF REPORT</u>	<u>RESPONSIBLE AGENCY</u>
(a)	R-25 - Intelligence Summary Rpt	Intelligence Div
(b)	R-51 - Immediate Photo Intelligence Report	Aval Rech Tech Facilities
(c)	B-51 - Immediate Photo Intelligence Report	Wing PI
(d)	M-27 - Final Mission Report	Plans Div (Project Officer)

## b. Tanker Aircraft:

## (1) Distribution A:

	<u>TYPE OF REPORT</u>	<u>RESPONSIBLE AGENCY</u>
(a)	T-2 - Pre-Mission Report	Wg Control Room
(b)	T-9 - Telephone Departure Report	Wg Control Room
(c)	T-10 - Departure Report	Wg Control Room

Annex G  
26SRW OPord 39-57  
K-0139, 31 Oct 57

**SECRET**



**SECRET**

- |  |                    |
|--|--------------------|
| (d) T-11 - Air Refueling Report<br>(Airborne Tanker)   | Task Force Comdr   |
| (e) T-15 - Landing Report  | Wg Control Room    |
| (f) T-17 - Aircraft Commander's Rpt<br>(For aircraft landing at other<br>than briefed destination) | Aircraft Commander |

NOTE: After submission of T-17 report, the aircraft commander will report in accordance with the M-15, M-17 and M-10 sections of SACM 55-EM.

- |   |                                |
|---|--------------------------------|
| (g) T-18 - Weather Report-Airborne      | Tanker Task Force<br>Commander |
| (h) T-21 - Weather                      | Wing Wx Officer                |
| (i) T-61 - Simulated Combat Ops Summary | Wg Control Room                |

## (2) Distribution B:

<u>TYPE OF REPORT</u>	<u>RESPONSIBLE AGENCY</u>
T-27 - Wing Commanders Report	Plans Div (Project Officer)

2. Messages for overflight of Canada will be submitted by the Wing Control Room and the Forward Base Control Teams as required in accordance with SACR 55-18.

3. Reports Timeliness: Reports will be submitted within timeliness criteria as required by SACM 55-8 and sub-manuals and SACR 55-18 as revised.

4. Reports Classification and Precedence: As required for simulated combat mission contained in individual reports instructions.

**SECRET**

Annex G  
26SRW OPord 39-57  
K-0139, 31 Oct 57

**SECRET**

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
LOCKBOURNE AIR FORCE BASE, OHIO  
31 OCTOBER 1957

ANNEX "X"

OPERATIONS ORDER

SERIAL NO. 39-57

Contingency Plan "TOP SECRET". Published and forwarded under  
separate cover. (See DISTRIBUTION)

**SECRET**

ANNEX "X"  
26SRW OPORD 39-57  
K-0139, 31 Oct 57



**SECRET**

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
LOCKBOURNE AIR FORCE BASE, OHIO  
31 OCTOBER 1957

ANNEX "X"

OPERATIONS ORDER

SERIAL NO. 39-57

Contingency Plan "TOP SECRET". Published and forwarded under  
separate cover. (See DISTRIBUTION)

**SECRET**

ANNEX "X"  
26SRW OPORD 39-57  
K-0139, 31 Oct 57

20115  
SBA570  
OO RJEPEO RJEDBO  
DE RJERSB 36  
O 061522  
IN COMSTRATWC 4033  
TO RJEPEO/COMAIRDIV 031 ✓  
INFO RJEPEO/COMAF 3  
BT

*S F H 117*

*04/11/57  
KK*

*L-0132*

*26-3/DO-1  
B150-4*

1/5 N O R E T/DOP 937. ATTN 23DOP. SUBJECT: IRON BAR (UNCL)  
PART I OF III PARTS. REFERENCE RENDEZVOUS TIMES ICE BOAT BROWN, YELLOW,  
GREEN AND SILVER CELLS. YOUR MSG 23DOP K-9587, 22 OCT 57 CHANGED BLUE  
CELL RENDEZ TIME FROM 01/1429Z TO 01/1432Z, REMAINING CELL TIMES NOT  
CHANGED. THIS HQ NOTES YOUR IRON BAR OPORD ADJUSTED ABOVE CELL RENDEZ  
TIMES TO: 01/1519Z, 03/1443Z, 05/1519Z AND 04/1443Z, RESPECTIVELY.  
REQUEST CLARIFICATION AS YOUR OPORD AND JAF OPORD DO NOT AGREE, PART II.  
REFERENCE STRIKE DEPARTURE TIME OF 1400Z 23 NOV ON DR PLUS 3 AS INDICATED  
IN YOUR OPORD AND YOUR MSG DOP K-0775, 31 OCT 57. THIS TIMING IS NOT  
COMPATABLE WITH JAF OPORD HMCL TIMES AS CHANGED BY JAF MSG 0001B 36346.

PAGE TWO RJERSB 36  
24 OCT 57. IN ORDER TO PRECLUDE CONFUSION REQUEST CLARIFICATION OF  
THIS TIMING. PART III, REFERENCE REDEPLOYMENT OF THULE WEATHERSCOUTS  
AS SPECIFIED IN YOUR OPORD. THULE TASK FORCE IS COMMITTED TO EXERCISE  
SCOUT ACFT ON E PLUS 9 TO COVER REFUELING OF REDEPLOYING UK RE-47 WEA  
SCOUTS THEREFORE, THULE WEA SCOUTS SHOULD BE REDEPLOYED ON E PLUS 10.  
REQUEST CONCURRENCE ON THIS ACTIVITY.  
BT  
03/1630Z NOV RJERSB

AND THE DTG IS 061523Z  
R

*S F H 117*

Paraphrase not required except prior to  
Category B encryption. Physically remove  
all internal references by date-time group  
prior to declassification.

"A"



SECRET

JRB/00

16-19

EOA131WMCB141  
PP RJDLCB RJEDBR RJEDBO  
DE RJEPEO 64  
P R 161607Z  
FM COMAF 8  
TO RJDLCB/COMAIRDIV 7  
INFO RJEDBO/COMAIRDIV 8014  
RJEDBR/CINCSAC

4/00  
1040Z

16/3046  
JRB/00

Action Item  
26-2  
00-1  
18150/4

~~SECRET~~ 0001B 41507 SUBJECT: (UNCL) OPERATION "IRON BAR".  
DUE TO CRITICAL FUEL RESERVES, 26TH SRW AIRCRAFT DEPLOYING TO UK  
ON OPERATION "IRON BAR" MUST HAVE A FUEL DECISION POINT AT 51 24N  
10 00W. AT TGIS DECISION POINT ALL AIRCRAFT MUST RECEIVE POSITIVE  
ASSURANCE THAT WEATHER CONDITIONS WILL PERMIT A SAFE LANDING IN  
THE UK. IF THIS ASSURANCE IS NOT RECEIVED, THE AIRCRAFT HAVE BEEN  
DIRECTED TO PROCEED TO THE SPANISH ALTERNATE. REQUEST YOU TAKE  
NECESSARY ACTION TO INSURE THAT ALL AIRCRAFT RECEIVE EITHER ASSUR-  
ANCE THAT A SAFE LANDING CAN BE ACCOMPLISHED IN THE UK OR/INSTRUC-  
TIONS TO DIVERT TO THEIR SPANISH ALTERNATE. REQUEST YOU ADVISE  
THIS HEADQUARTERS AND 26TH SRW THE PROCEDURES AND COMMUNICATIONS  
TO BE USED.

BT  
16/ 629Z NOV RJEPEO

SECRET

Paraphrase not required except prior to  
Category B encryption. Physically remove  
all internal references by date-time group  
prior to declassification.

"A"

00433000000000  
RR RJEDEO RJEDEO  
DE RJEPEO 720  
R 031926Z  
FM COMAF 3  
TO RJEDEO/COMAINDIV 631  
INFO RJEDEO/CINCSAC  
BT

6-3  
SECRET  
L-0173

66/1  
9/18  
not 1/14  
91-3 / 00-1  
26-3 / DM-1  
B150

71/1 S E C R E T 0001B 3986Z. SUBJECT: (UNCL) -CAF PEACETIME AIR OPERATIONS SCHEDULE. REFERENCE YOUR MESSAGE 00 2175Z, SECRET, SAME SUBJECT, DATED 30 OCT 57. REFERENCED PUBLICATION WILL BE AMENDED IN THE NEAR FUTURE. HOWEVER, FOLLOWING INFORMATION IS FORWARDED CONCERNING SUBJECT OPERATIONS:

1. "BUCK BOARD". CAF OPERATIONS DIRECTIVE WILL PROVIDE FOR WEATHER SCOUT RESPONSIBILITIES FROM OTHER THAN 61ST AIR DIVISION RESOURCES.
2. "SNOW FLURRY". 61ST SRW HAS BEEN DELETED FROM "SNOW FLURRY." 61ST SRW WILL PROVIDE WEATHER SCOUTS AS FOLLOWS FOR THIS

PAGE TWO RJEPEO 259  
OPERATION (CAF WARNING ORDER DISPATCHED 2 NOV 57):

- A. FOUR RB-47'S, GOOSE.
- B. FOUR RB-47'S, KEFLAVIK.
- C. "GOOD EARTH". 61ST SRW IS RELIEVED OF THIS REQUIREMENT. "GOOD EARTH" IS BEING REPLANNED AT THIS HEADQUARTERS AND CAF OPERATIONS DIRECTIVE WILL BE PUBLISHED A SUFFICIENT TIME PRIOR TO PERIOD OF VULNERABILITY.

BT  
00433000000000

SECRET

Paraphrase not required except prior to Category B encryption. Physically remove all internal references by date-time group prior to declassification.

"A"



CONFIDENTIAL (When Filled In)

STATUS REPORT OF UME AND USE				FOR MONTH OF November		DATE PREPARED 4 December 1957		REPORTS CONTROL SYMBOL BAF-32	
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 AUTH B	ON HAND C	PERCENTAGE ON HAND D	NR OF PIECES AUTH E	ON HAND F	PERCENTAGE ON HAND G			
Hq Sq 122 3	5178	4566	88	3482	3058	88	Regression is due to receipt of new UAL and permanent retention type items being transferred to AF Form 538s. All authorized shortages have been requisitioned.		
3rd SRS 122 5	5258	4523	86	2007	1801	87			
4th SRS 122 5	5269	4570	87	1810	1605	89			
10th SRS 122 5	5263	4953	94	1811	1656	92			
26th A&E 436 5	10988	9216	84	4337	3958	91			
26th FMS 424 5	38960	31085	80	4445	4133	93			
26th PMS 428 5	4112	3694	90	1434	1240	86			
321st ARS 032	12317	9723	79	4915	3808	77			
26th Tac Hosp 018	2471	2321	94						
TYPED NAME, GRADE, AND TITLE				AUTHENTICATION				M-0086	
D. E. SILVER, Colonel, USAF, Director of Materiel				SIGNATURE <i>D.E. Silver</i>					

BAF 36 FC: 4210

(When Filled In) CONFIDENTIAL

MANAGEMENT CONTROL DATA		PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
		November 1957	1	7	PART I 1-SAC-T35 (8AF-1)		
ORGANIZATION	ITEM	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL	
		AUG	SEP	OCT	NOV		
26th Strategic Reconnaissance Wing (M) Lockbourne Air Force Base, Ohio							
<b>A. PERSONNEL</b>							
1. Manning in Required Specialties							
a. Officer MINS, Percent Score							
(1) Number Required		416	416	414	421	421	
(2) Number Assigned		432	455	515	477	477	
(3) Number IRS		383	392	399	411	411	
(4) Percent of Required		92	94	96	98	98	
(5) Percent of Assigned		89	86	77	86	86	
b. Airman MIRS, Direct Support Skills, Percent Score							
(1) Number required		1107	1107	1105	1109	1109	
(2) Number Assigned		1149	1175	1172	1143	1143	
(3) Number IRS		934	955	968	944	944	
(4) Percent of required		84	86	88	85	85	
(5) Percent of Assigned		81	81	83	83	83	
c. Airman MIRS, Indirect Support Skills, Percent Score							
(1) Number required		488	487	487	437	437	
(2) Number Assigned		569	541	522	477	477	
(3) Number IRS		438	440	432	402	402	
(4) Percent of required		90	90	89	92	92	
(5) Percent of Assigned		77	81	83	84	84	
2. OJT Effectiveness, Percent Score		116	49	46	79	43	
a. Number on OJT vs Number Eligible Percent Score		15	15	15	15	15	
(1) Number on OJT		401	385	328	300	1414	
(2) Number Eligible		402	387	329	300	1418	
(3) Percent on OJT		100	99	100	100	100	
b. Number Passing Test (APT & AFJAT) vs Number Tested, Percent Score		0	9	6	51	9	
(1) Number Passing Test		30	110	13	33	186	
(2) Number Tested		48	150	18	38	254	
(3) Percent Passing Test		63	73	72	87	73	





MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	November 1957	3	7	PART I 1-SAC-T35 (8AF-1)	
ORGANIZATION	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
26th Strategic Reconnaissance Wing (M) Lockbourne Air Force Base, Ohio	AUG	SEP	OCT	NOV	
ITEM					
<b>B. OPERATIONS MATERIEL</b>					
<b>TACTICAL</b>					
1. Flying Hours as % of Standard % Score		33	36	38	100
a. Average # CR and above crews asgd		39.6	28.8	29.5	29.5
b. Average # Stbd and Instr Crews Asgd			12.4	12.9	12.9
c. Average # NCR crews available		8.8	9.6	10.4	10.4
d. Standard Hours Required		4588	4111	4296	4296
e. Hours Flown		1519	1476	1648	4643
2. Sorties as % of Standard % Score		32	35	40	100
a. Sorties Airborne		229	223	262	714
<b>TANKER</b>					
1. Flying Hours as % of standard % Score		25	24	27	76
a. Average # CR and above crews Asgd		22	19.5	21.5	21.5
b. Average # Stbd and Instr Crews Asgd			3	3	3
c. Average # NCR crews available		7.8	7.9	7.3	7.3
d. Standard Hours Required		2587	2394	2485	2485
e. Hours Flown		655	565	669	1889
2. Sorties as % of Standard % Score		24	23	27	74
a. Sorties Airborne		112	98	118	328
3. Bonus Points (Scored by SAC)					



MANAGEMENT CONTROL DATA	PERIOD COVERED NOVEMBER 1957	PAGE NR 4	NR OF PAGES 7	REPORTS CONTROL SYMBOL PART I 1-SAC-T35 (8AF-1)		
ORGANIZATION 26th Strategic Reconnaissance Wing Lockbourne Air Force Base, Ohio		CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
ITEM		AUG	SEP	OCT	NOV	
<b>C. MATERIEL</b>						
1. Aircraft Maintenance Scheduling * SEP, OCT AND NOV SCORE						
RECONNAISSANCE (RB-47)						
a. Airborne Sorties as percent of Required Percent Score	90	50	100	70	90*	100
(1) Sorties Scheduled (Par 7, U, SACR 55-10)	220	252	257	265	274*	974
(2) Sorties Scheduled (Par 7, w, SACR 55-10)	213	264	252	252	282*	1011
(3) Sorties airborne as scheduled par 7y, SACR 55-10	201	229	223	262	714*	915
(4) Sorties airborne par 7x, SACR 55-10	201	229	223	262	714*	915
(5) Percent Schedule airborne as scheduled. 1a(3) ÷ by 1a(2)	94.4	86.7	86.5	92.9	89.5*	90.5
(6) Adjusted Requirement				246	593*	900
b. Percent of Abne Sorties which are Variations from schedule. % Score	100	100	100	100	100	100
Number of Variations						
(1) 1a(4) minus 1a(3)	0	0	0	0	0	0
Percent of Abne Sorties						
(2) 1b(1) ÷ by 1a(4)	0	0	0	0	0	0
c. Time to complete Periodic Inspection. % Score	100	100	100	100	100	100
(1) Number of Inspections Completed	4	7	8	7	26	
(2) Clock Hours of Work	256	426	512	392	1586	
Average Clock Hours per periodic						
(3) Inspection. 1c(2) ÷ by 1c(1)	64	61	64	56	61	
TANKER (KC-97)						
a. Airborne Sorties as Percent of Required, Percent Score		80	80	50	70*	70
(1) Sorties Required. par 7c SACR 55-10	120	119	113	115	347*	467
(2) Sorties Scheduled. par 7w SACR 55-10	133	126	118	132	376*	509
(3) Sorties Abne as Scheduled par 7y SACR 55-10	109	112	98	118	328*	437
(4) Sorties Abne par 7x SACR 55-10	109	112	98	118	328*	437
(5) Percent Schedule Airborne as Scheduled. 1a(3) ÷ by 1a(2)	82	89	83	89	87*	86
(6) Adjusted Requirement				102	302*	402
b. Percent of Airborne Sorties which are Variation from schedule. % score	100	100	100	100	100	100
Number of Variations.						
(1) 1a(4) minus 1a(3)	0	0	0	0	0	0
Percent of Abne Series 1b(1) ÷ by 1a(4)	0	0	0	0	0	0
c. Time to complete Periodic Inspection. % score	100	100	100	100	100	100
(1) Number of Inspections Compltd.	4	4	4	4	16	
(2) Clock Hours of Work	196	220	215	208	842	
Average Clock Hrs per Periodic						
(3) Inspection 1c(2) ÷ by 1c(1)	47	55	54	52	53	





MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NO.	NR OF PAGES	REPORTS CONTROL SYMBOL	
	November 1957	6	7	1-SAC-T35 (8AF-1)	
ORGANIZATION	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
26th Strategic Reconnaissance Wing (M) Lockbourne Air Force Base, Ohio	AIR	SEP	OCT	NOV	
ITEM					
<b>D. GENERAL ITEMS</b>					
<b>1. Cost per Flying Hour, Percent Score</b>	76	83	83	81	81
<b>a. Tactical Flying Hours</b>	1212	1519	1476	1648	5855
<b>b. Tactical Personnel Costs, Percent Score</b>	75	76	71	73	74
(1) Headquarters Sqdn Costs	86116	85969	120258	88122	380465
(2) Tactical Sqdn Costs (3 Sqds)	197814	209446	212390	243420	863070
(3) A&E Maint Sqdn Costs	93937	95646	90882	89724	370189
(4) FM Sqdn Costs	97871	100328	102948	101320	402467
(5) PM Sqdn Costs	21191	21670	21333	20944	85138
(6) Total Personnel Costs	496929	513059	547811	543530	2101329
(7) Cost per Flying Hour	410	338	371	330	359
(8) Standard Cost per Flying Hour	306	256	264	242	264
<b>c. Tactical Mission POL Costs, % Score</b>	95	100	100	100	100
(1) Total POL Costs	264083	241054	226022	218770	949929
(2) Cost per Flying Hour	218	159	153	133	162
(3) Standard Cost per Flying Hour	208	208	208	225	225
<b>d. Tactical All Other Costs, % Score</b>	42	61	70	57	56
(1) Headquarters Sqdn Costs	613	910	1242	746	3511
(2) Tactical Sqdn Costs (3 Sqds)	26493	10681	3812	23333	64319
(3) A&E Maint Sqdn Costs	48069	50208	39933	43158	181368
(4) FM Sqdn Costs	20386	16095	17023	26562	80066
(5) PM Sqdn Costs	5837	9003	11106	7438	33348
(6) Total All Other Costs	101398	86897	73116	101237	362648
(7) Cost per Flying Hour	84	57	50	61	62
(8) Standard Cost per Flying Hour	35	35	35	35	35
<b>e. Tanker Flying Hours</b>	560	655	565	669	2449
<b>f. Tanker Personnel Costs, % Score</b>	67	68	66	71	68
(1) Total Personnel Costs	131619	137099	133979	134068	536765
(2) Cost per Flying Hour	235	209	237	200	219
(3) Standard Cost per Flying Hour	157	142	157	142	150

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
	November 1957	7	7	PART I 1-SAC-T35 (6AF-1)		
ORGANIZATION	ITEM	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
26th Strategic Reconnaissance Wing (M) Lockbourne Air Force Base, Ohio		AUG	SEP	OCT	NOV	
<b>g. Tanker Mission POL Costs, % Score</b>		100	100	100	100	100
(1) Total POL Costs		75726	74789	65442	95917	311874
(2) Cost per Flying Hour		135	114	117	143	127
(3) Standard Cost per Flying Hour		135	135	135	156	156
<b>h. Tanker All Other Costs, % Score</b>		100	100	100	100	100
(1) Total All Other Costs		640	1426	418	1548	4032
(2) Cost per Flying Hour		1	2	1	2	2
(3) Standard Cost per Flying Hour		5	5	5	5	5
<b>2. Safety</b>						
<b>a. Flying, % Score</b>		100	100	100	100	100
(1) Number of Accidents		0	0	0	0	0
(2) Flying Hours		1772	2174	2041	2317	8304
(3) Rate per 100,000 Hours Flown		0	0	0	0	0
<b>b. Ground, % Score</b>		15	75	80	75	45
(1) Ground Safety Index		12.23	4.59	5.99	4.58	6.73
(a) Mil Disabling Inj Rate per 100,000 Man-Days Exposure		6.05	4.59	0	4.58	3.77
<u>1.</u> Number of Military Disabling Injuries		4	3	0	3	10
<u>2.</u> Number Man-Days Exposure (On and Off Duty)		66123	65340	67890	65520	264873
(b) Govt Mtr Veh Accident Rate per 100,000 Miles Driven		6.18	0	5.99	0	2.96
<u>1.</u> Number of Accidents		1	0	1	0	2
<u>2.</u> Number of Miles Driven		16193	17169	16695	17564	67621
(c) Civ Inj Rate per 1,000,000 Payroll Manhour Exposure		0	0	0	0	0
<u>1.</u> Number of Civilian Disabling Injuries		0	0	0	0	0
<u>2.</u> Number of Payroll Manhour Exposure		1984	1680	1656	1848	7168
(2) Accident Cost Index		3.61	14.50	.32	14.49	8.25
(a) Total Cost		7736	31731	703	31814	71984
(b) Mean Strength		2142	2188	2199	2195	8724
<b>3. Reports on Time</b>		Not scored by this Headquarters				
<b>4. USCM Sabotage</b>		N/A	N/A	N/A	N/A	100



MANAGEMENT CONTROL DATA		PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
		November 1957	1	13	PART II 1-SAC-T35		
ORGANIZATION		26th Strategic Reconnaissance Wing (M) Lockbourne Air Force Base, Ohio			CURRENT PERIOD (Enter months that apply)		AVERAGE OR TOTAL
ITEM		AUG	SEP	OCT	NOV		
<b>F. OPERATIONS</b>							
1. Training Accomplishments							
a. Reconnaissance, Percent Score							
(1) Average No. Non-Combat Ready Crews		8.8	9.6	10.4	10.4	10.4	
(2) Avg No. Combat Ready and above crews (Less stdbd & instr crews)		27.6	27.8	29.5	29.5	29.5	
(3) No. Stdbd & Instr Crews Auth		12	13	13	13	13	
(4) Avg. No. Stdbd & Inst Crews Assigned - Combat Ready		12	12.4	12.7	12.9	12.9	
(5) Category of Training Activity							
(a) Radar RBS, % Score							
1. Total Required		109	112	120	120	120	
2. Total Accomplished		58	153	168	168	168	
(b) Mach .81, % Score							
1. Total Required		28	28	30	30	30	
2. Total Accomplished		4	23	29	29	29	
(c) Evasive Action, % Score							
1. Total Required		37	38	40	40	40	
2. Total Accomplished		7	15	24	24	24	
(d) IBDA, % Score							
1. Total Required		28	28	30	30	30	
2. Total Accomplished		5	17	21	21	21	
(e) GPI, % Score							
1. Total Required		37	38	40	40	40	
2. Total Accomplished		8	25	30	30	30	
(f) Large Scale Photo, % Score							
1. Total Required		108	114	122	122	122	
2. Total Accomplished		77	152	210	210	210	
(g) Tri-Camera Photo, % Score							
1. Total Required		54	57	61	61	61	
2. Total Accomplished		43	92	122	122	122	

**CONFIDENTIAL**

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	MONTHS 1957	2	13	PART II	1 SAC-T35
ORGANIZATION	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
26th Strategic Reconnaissance Wing (M) Lockbourne Air Force Base, Ohio	Aug	SEP	OCT	NOV	
ITEM					
(h) HI Alt Act Nite Phfl, % Score		42	83	98	98
1. Total Required		45	48	50	50
2. Total Accomplished		19	40	49	49
(i) HI Alt RBS Photo, % Score		33	75	94	94
1. Total Required		108	114	121	121
2. Total Accomplished		36	85	114	114
(j) Low Alt Day Photo, % Score		72	100	100	100
1. Total Required		36	25	25	25
2. Total Accomplished		26	42	54	54
(k) Low Alt Nite Photo, % Score		N/A	N/A	N/A	N/A
1. Total Required					
2. Total Accomplished					
(l) Radar Recon, IP-Target, % Score		100	100	100	100
1. Total Required		136	141	151	151
2. Total Accomplished		217	218	280	280
(m) Navigation					
1. Night Cell Leg, % Score		47	74	90	90
a. Total Required		90	94	101	101
b. Total Accomplished		42	70	91	91
2. Day Cel Leg, % Score		46	72	100	100
a. Total Required		46	47	51	51
b. Total Accomplished		21	34	75	75
3. Cel Grid Leg, % Score		53	100	100	100
a. Total Required		73	75	80	80
b. Total Accomplished		39	89	105	105
4. Radar Grid Leg, % Score		32	79	100	100
a. Total Required		37	38	40	40
b. Total Accomplished		12	30	44	44
5. Pressure Pat Leg, % Score		57	82	100	100
a. Total Required		37	38	40	40
b. Total Accomplished		21	31	55	55

SAC FORM 149 18 MAR 57 FC: 1800

CONFIDENTIAL

110329

Air Force - SAC, ORFut



MANAGEMENT CONTROL DATA	PERIOD COVERED November 1957	PAGE NO 3	NO OF PAGES 13	REPORTS CONTROL SYMBOL		AVERAGE OR TOTAL
				PART II 1-SAC-T35		
ORGANIZATION	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL	
ITEM	AUG	SEP	OCT	NOV		
26th Strategic Reconnaissance Wing (M) Lockbourne Air Force Base, Ohio						
(n) Refueling						
1. Total, % Score		34	69	71	91	
a. Total Required		109	112	120	120	
b. Total Accomplished		37	77	109	109	
2. Mass Night, % Score		36	100	100	100	
a. Total Required		28	28	30	30	
b. Total Accomplished		10	30	34	34	
3. Max Gross Wt - Nite, % Score		32	54	97	97	
a. Total Required		28	28	30	30	
b. Total Accomplished		9	15	29	29	
4. Opt Gross Wt - 20 Min Contact, % Score		39	66	75	75	
a. Total Required		46	47	51	51	
b. Total Accomplished		18	31	38	38	
5. Max Gross Wt - Day or Night, % Score		0	50	90	90	
a. Total Required		9	10	10	10	
b. Total Accomplished		0	5	9	9	
(o) Dry Contacts, % Score		79	100	100	100	
1. Total Required		219	225	239	239	
2. Total Accomplished		172	289	392	392	
(p) Rendezvous						
1. Total, % Score		37	74	100	100	
a. Total Required		118	121	131	131	
b. Total Accomplished		44	90	136	136	
2. Night, % Score		28	71	100	100	
a. Total Required		64	66	69	69	
b. Total Accomplished		18	47	77	77	
3. AN/APN-12/76 Primary, % Score		86	100	100	100	
a. Total Required		37	38	40	40	
b. Total Accomplished		18	60	82	82	

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED November 1957	PAGE NR 4	NR OF PAGES 13	REPORTS CONTROL SYMBOL		
				PART II 1-SAC-T35		
ORGANIZATION 26th Strategic Reconnaissance Wing (M) Lockbourne Air Force Base, Ohio		CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
ITEM		AUG	SEP	OCT	NOV	
(q) Gunnery, Max Load, % Score			30	100	100	100
<u>1.</u> Total Required			46	47	51	51
<u>2.</u> Total Accomplished			14	50	58	58
(r) Fighter Attack Mission, % Score			49	84	100	100
<u>1.</u> Total Required			37	38	40	40
<u>2.</u> Total Accomplished			18	32	45	45
(s) Formation Flying						
<u>1.</u> Total, % Score			26	100	100	100
<u>a.</u> Total Required			109	112	120	120
<u>b.</u> Total Accomplished			28	135	323	323
<u>2.</u> Hrs At 30,000 ft or above, % Score			27	100	100	100
<u>a.</u> Total Required			73	75	80	80
<u>b.</u> Total Accomplished			20	94	245	245
<u>3.</u> Hrs At 10,000 ft or below, % Score			22	100	100	100
<u>a.</u> Total Required			37	38	40	40
<u>b.</u> Total Accomplished			8	41	78	78
Average for items ( )1 thru ( )3, % Score			25	100	100	100
(t) Pilot Proficiency Msn, % Score			23	68	100	100
<u>1.</u> Total Required			46	47	51	51
<u>2.</u> Total Accomplished			10	32	58	58
(u) Take-Offs						
<u>1.</u> Aircraft Commander, % Score			100	100	100	100
<u>a.</u> Total Required			136	143	151	151
<u>b.</u> Total Accomplished			135	320	667	667
<u>2.</u> Co-Pilot, % Score			28	87	100	100
<u>a.</u> Total Required			81	85	90	90
<u>b.</u> Total Accomplished			23	74	105	105
(v) Landings						
<u>1.</u> Aircraft Commander, % Score			98	100	100	100
<u>a.</u> Total Required			136	143	151	151
<u>b.</u> Total Accomplished			133	317	493	493



~~CONFIDENTIAL~~

MANAGEMENT CONTROL DATA	PERIOD COVERED September 1955	PAGE NR 5	NR OF PAGES 13	REPORTS CONTROL SYMBOL		AVERAGE OR TOTAL
				PART II 1-SAC-T35		
ORGANIZATION 26th Strategic Reconnaissance Wing (K) Lockbourne Air Force Base, Ohio		CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
ITEM	AUG	SEP	OCT	NOV		
2. Co-Pilot, % Score		28	88	100	100	
a. Total Required		81	85	90	90	
b. Total Accomplished		23	75	105	105	
(w) ILS or GCA						
1. Aircraft Commander, % Score		96	100	100	100	
a. Total Required		118	121	131	131	
b. Total Accomplished		113	271	414	414	
2. Co-Pilot, % Score		59	100	100	100	
a. Total Required		73	75	80	80	
b. Total Accomplished		43	110	196	196	
(x) PFI Approach						
1. Aircraft Commander, % Score		24	77	100	100	
a. Total Required		46	47	51	51	
b. Total Accomplished		11	36	70	70	
2. Co-Pilot, % Score		12	100	100	100	
a. Total Required		37	38	40	40	
b. Total Accomplished		7	45	59	59	
(y) Gyro-Out Approach						
1. Aircraft Commander, % Score		24	91	100	100	
a. Total Required		46	47	51	51	
b. Total Accomplished		11	43	68	68	
2. Co-Pilot, % Score		22	100	100	100	
a. Total Required		47	38	40	40	
b. Total Accomplished		8	47	60	60	
Average of items (x) through (y) above, % Score		50	94	100	100	
(z) Air Radar Dir Approach, % Score		87	100	100	100	
1. Total Required		109	112	120	120	
2. Total Accomplished		95	173	250	250	
(aa) Press Flt-Combat Pos-Hrs, % Score		86	100	100	100	
1. Total Required		118	121	131	131	
2. Total Accomplished		101	180	214	214	

~~CONFIDENTIAL~~





MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NO	NO OF PAGES	REPORTS CONTROL SYMBOL		
	November 1957	7	13	PART II 1-SAC-T15		
ORGANIZATION	26th Strategic Reconnaissance Wing (M) Lockbourne Air Force Base, Ohio				CURRENT PERIOD (Enter months that apply)	
ITEM	AUG	SEP	OCT	NOV	AVERAGE OR TOTAL	
b. Tanker, % Score	NOT SCORED INFORMATION ONLY					
(1) Avg No. Non-Combat Ready Crews		1.8	7.9	7.3	7.1	
(2) Avg. No. Combat Ready Crews (Less Stdbd & Instructor Crews)		19	19.5	21.5	21.5	
(3) No. Stdbd & Instr Crews Auth		3	3	3	3	
(4) Avg. No. Stdbd & Instr Crews Assigned-Combat Ready		3	3	3	3	
(5) Category of Training Activity						
(a) Refueling						
1. Total Refueling % Score		36	24	40	30	
a. Total Required		563	552	531	571	
b. Total Accomplished		200	135	213	213	
2. Day % Score		39	48	65	56	
a. Total Required		390	395	232	372	
b. Total Accomplished		153	191	100	165	
3. Night - Wet % Score		32	68		30	
a. Total Required		96	99	102	102	
b. Total Accomplished		31	67	124	121	
4. Radio Silence % Score		28	58	100	100	
a. Total Required		57	59	65	65	
b. Total Accomplished		16	34	86	86	
(b) Rendezvous						
1. Rendezvous - Total, % Score		30	56	74	74	
a. Total Required		161	164	171	171	
b. Total Accomplished		49	92	128	128	
2. Multiple Pattern, % Score		22	21	100	100	
a. Total Required		27	28	29	29	
b. Total Accomplished		6	6	4	16	
3. AN/APN-12/76 Primary, % Score		54	100	100	100	
a. Total Required		54	55	58	58	
b. Total Accomplished		27	52	20	80	
(c) Navigation						
1. Day Celestial Leg, % Score		37	61	59	69	
a. Total Required		27	28	29	29	
b. Total Accomplished		10	17	20	20	

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED November 1957	PAGE NR 8	NR OF PAGES 13	REPORTS CONTROL SYMBOL		
				PART II L-SAC-T35		
ORGANIZATION 26th Strategic Reconnaissance Wing Lockbourne Air Force Base, Ohio		CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
ITEM		AUG	SEP	OCT	NOV	
2. Night Cel Leg, % Score			20	43	90	90
a. Total Required			80	83	87	87
b. Total Accomplished			16	36	78	78
3. Radar Leg, % Score			100	100	100	100
a. Total Required			27	28	29	29
b. Total Accomplished			33	48	56	56
4. Press Pattern Leg, % Score			0	0	0	0
a. Total Required			27	28	29	29
b. Total Accomplished			0	0	0	0
5. Loran Leg, % Score			2	2	2	2
a. Total Required			54	55	58	58
b. Total Accomplished			1	1	1	1
6. Celestial Grid Leg, % Score			13	40	100	100
a. Total Required			54	55	58	58
b. Total Accomplished			7	22	78	78
(d) Pilot Proficiency Man, % Score			48	71	69	69
1. Total Required			27	28	29	29
2. Total Accomplished			13	20	20	20
(e) Take-Offs						
1. Aircraft Commander, % Score			79	100	100	100
a. Total Required			174	192	202	202
b. Total Accomplished			137	232	321	321
2. Co-Pilot, % Score			33	55	70	70
a. Total Required			134	138	145	145
b. Total Accomplished			44	76	101	101
(f) Landings						
1. Aircraft Commander, % Score			79	100	100	100
a. Total Required			174	192	202	202
b. Total Accomplished			134	225	320	320

SAC FORM 18 MAR 57 149 FC: 1900

**CONFIDENTIAL**

M 0329 Air Force-SAC, Offutt



MANAGEMENT CONTROL DATA	PERIOD COVERED November 1957	PAGE NR 9	NR OF PAGES 13	REPORTS CONTROL SYMBOL		
				PART II 1-SAC-T35		
ORGANIZATION 26th Strategic Reconnaissance Wing Lockbourne Air Force Base, Ohio		CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
ITEM	AUG	SEP	OCT	NOV		
2. Co-Pilot, % Score		33	59	70	70	
a. Total Required		174	138	145	145	
b. Total Accomplished		45	81	101	101	
(g) ILS or GCA						
1. Aircraft Commander, % Score		66	100	100	100	
a. Total Required		88	91	94	94	
b. Total Accomplished		58	101	208	208	
2. Co-Pilot, % Score		63	100	100	100	
a. Total Required		54	55	58	58	
b. Total Accomplished		14	69	86	86	
(h) PFI Approach						
1. Aircraft Commander, % Score		23	39	49	49	
a. Total Required		35	36	37	37	
b. Total Accomplished		8	11	18	18	
2. Co-Pilot, % Score		30	39	45	45	
a. Total Required		27	28	29	29	
b. Total Accomplished		8	11	13	13	
(i) Gyro-Out Approach						
1. Aircraft Commander, % Score		0	11	18	18	
a. Total Required		15	16	17	17	
b. Total Accomplished		0	5	14	14	
2. Co-Pilot, % Score		1	11	24	24	
a. Total Required		27	28	29	29	
b. Total Accomplished		1	3	7	7	
Average for items (e) thru (i) above		41	62	70	70	
(j) Cruise Control Msn, % Score		52	86	100	100	
1. Total Required		27	28	29	29	
2. Total Accomplished		14	24	83	83	
(k) EWP Loading & Unloading, % Score		0	21	24	24	
1. Total Required		27	28	29	29	
2. Total Accomplished		0	6	7	7	

SAC FORM 149 FC: 1900  
18 MAR 57

CONFIDENTIAL

110329 Air Force - SAC, Offutt

**CONFIDENTIAL**

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	November 1957	10	13	PART II 1-SAC-T <sub>2</sub>	
ORGANIZATION	26th Strategic Reconnaissance Wing Lockbourne Air Force Base, Ohio				AVERAGE OR TOTAL
ITEM	CURRENT PERIOD (Enter months that apply)				
	AUG	SEP	OCT	NOV	
(l) Precomp of Max Load, % Score		1	49	87	87
1. Total Required		151	164	173	173
2. Total Accomplished		2	81	151	151
(m) Emergency Procedure drills					
1. Simulated Bailout, % Score		36	72	94	94
a. Total Required		80	83	87	87
b. Total Accomplished		29	60	82	82
2. Simulated Ditching, % Score		10	15	63	63
a. Total Required		80	83	87	87
b. Total Accomplished		8	29	55	55
3. Simulated Crash Landing (Crews), % Score		20	19	74	74
a. Total Required		80	83	87	87
b. Total Accomplished		16	11	64	64
4. Simulated Crash Landing (Max Pass), % Score		26	79	100	100
a. Total Required		27	28	29	29
b. Total Accomplished		7	22	32	32
5. Pass Emergency Procedure Brief, % Score		29	66	94	94
a. Total Required		80	83	87	87
b. Total Accomplished		23	55	81	81
(n) AVERAGE (k) thru (m) Cell Flying				77	77
1. Day Missions, % Score		0	0	0	0
a. Total Required		8	8	7	7
b. Total Accomplished		0	0	0	0
2. Night Missions, % Score		24	34	100	100
a. Total Required		16	47	50	50
b. Total Accomplished		11	16	72	72
(o) Abn Radar Directed Approach % Score		73	100	100	100
1. Total Required		80	83	87	87
2. Total Accomplished		48	122	180	180

**CONFIDENTIAL**



**CONFIDENTIAL**

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	NOVEMBER 1957	11	13	PART II 1-SAC-T5	
ORGANIZATION	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
26th Strategic Reconnaissance Wing Lockbourne Air Force Base, Ohio	AUG	SEP	OCT	NOV	
ITEM					
<b>2. Wing Reliability</b>					
<b>a. Reconnaissance</b>					
(1) Radar RBS, % Score		81	75	80	80
(a) Number Accomplished		64	151	172	172
(b) Number Acceptable		52	114	138	138
(2) Nite Cel Navigation, % Score		100	100	100	100
(a) Number Accomplished		52	87	115	115
(b) Number Acceptable		52	87	115	115
(3) Grid Celestial Navigation, % Score		100	100	100	100
(a) Number Accomplished		46	111	131	131
(b) Number Acceptable		46	111	131	131
(4) Gunnery, % Score		94	90	89	91
(a) Number Accomplished		17	62	71	71
(b) Number Acceptable		16	56	63	63
(5) RBS Photoflash, % Score		81	91	92	91
(a) Number Accomplished		40	101	115	115
(b) Number Acceptable		33	94	109	109
(6) Large Scale Photo, % Score		95	97	97	97
(a) Number Accomplished		84	183	279	279
(b) Number Acceptable		80	178	272	272
(7) Rendezvous, % Score		100	100	100	100
(a) Number Attempted		42	84	128	128
(b) Number Successful		42	84	128	128
(8) Refueling					
(a) Wet Hookups, % Score		100	100	97	97
1. Number Attempted		41	81	119	119
2. Number Successful		41	81	115	115
(b) Mass Nite Refueling, % Score		100	94	94	94
1. Number Attempted		18	34	48	48
2. Number Successful		18	32	45	45

**CONFIDENTIAL**

**CONFIDENTIAL**

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	November 1957	12	13	PART II 1-SAC-T	
ORGANIZATION	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
26th Strategic Reconnaissance Wing Lockbourne Air Force Base, Ohio	AUG	SEP	OCT	NOV	
ITEM					
<b>b. Tankers</b>					
(1) Night Celestial Navigation, % Score		100	100	100	100
(a) Number Accomplished		10	23	64	64
(b) Number Acceptable		10	23	64	64
(2) Grid Celestial Navigation, % Score		100	100	100	100
(a) Number Accomplished		3	7	14	14
(b) Number Acceptable		3	7	14	14
(3) Cruise Control, % Score		100	100	100	100
(a) Number Accomplished		5	12	71	71
(b) Number Acceptable		5	12	71	71
(4) Rendezvous, % Score		100	100	100	100
(a) Number Attempted		23	50	79	79
(b) Number Successful		23	50	79	79
(5) Refueling					
(a) Wet Hookups, % Score		100	100	99	99
1. Number Attempted		36	79	117	117
2. Number Successful		36	79	116	116
(b) Mass Nite Refueling, % Score		93	92	90	90
1. Number Attempted		14	24	63	63
2. Number Successful		13	22	57	57
<b>4. Non-Combat Ready Crew Upgrading</b>					
a. Reconnaissance, % Score		38		25	63
(1) Number of NCR Crews Upgraded to CR		3	0	2	4
(2) No. Points for Upgrading Crews		75	0	25	100
(3) Avg. Number CR Crews Assigned		39	41.1	43	43
(4) No. Points for CR Crews Assigned		0	0	25	25
b. Tanker, % Score		63	100	100	100
(1) No. of NCR Crews Upgraded to CR		0	2	2	3
(2) No. Points for Upgrading Crews		0	50	25	75
(3) Avg. No. CR Crews Assigned		22	22.5	25	25
(4) Number Points for CR Crews Assigned		125	150	200	200

**CONFIDENTIAL**

329





This vertical photograph of the Y-bridge at Zanesville, Ohio was taken during a routine training mission on 15 November 1957. It was a target of opportunity and was taken at an altitude of 34,500 feet MSL with the Right Split Vertical K-38 camera, having a 36 inch focal length. This particular photograph was cut from the 9x18 inch contact print. When flying large scale photography runs such as this, the target must fall between the principal points of the Right Split Vertical (RSV) and Left Split Vertical (LSV) cameras. This bridge is reputed to be the only one of its kind left in existence in the United States today.

The shot was taken by Combat Crew R-62, aircraft commander Captain G. R. Vovrick, pilot First Lieutenant L. J. Pierson, and observer First Lieutenant R. W. Sonnichesen.





Shown here are the two winning combat crews from the 26th Strategic Reconnaissance Wing, Medium, that won the P. T. Cullen trophy at Pinecastle Air Force Base during the SAC Competition. Both crews are from the 10th Strategic Reconnaissance Squadron.

From left to right they are: Major Floyd T. Heath, Lieutenant Richard K. McNab, Major Travis E. Koch (Crew L-71), Captain Charles E. Mandy, Captain Howard R. Adams, and Lieutenant Ronald K. Whiteley (Crew L-92).

This was the second straight year that the trophy had been won by a wing from Lockbourne. The 91st Strategic Reconnaissance Wing, Medium, won it last year while the 26th Wing came in second.





Colonel E. D. Reynolds, Commander 801st Air Division, greets Colonel W. H. Reddell, Commander 26th Strategic Reconnaissance Wing, upon his return to Lockbourne with the P. T. Cullen trophy. The trophy was won by the 26th Wing at Pinecastle Air Force Base, Florida, during the annual SAC Competition, for first place in the reconnaissance portion of the competition.





STATUS OF TECHNICAL ORDER COMPLIANCE		AS OF DATE	PAGE NUMBER	NR OF PAGES	REPORTS CONTROL SYMBOL	
		15 Nov 57	1	1	SAC U-10	
TO: Commander in Chief SAC Offutt AFB Omaha, Nebr ATTN: DM4E		THRU: (Major Subordinate Comd Hq) Commander Eighth Air Force Westover AFB, Massachusetts		FROM: (Wing or Separate Squadron)  26th Strat Recon Wing (M) Lockbourne AFB, Ohio		
I TECHNICAL ORDER STATUS						
1. TYPE AND NUMBER OF AIRCRAFT POSSESSED	PRIMARY ACFT		OTHER AIRCRAFT			
	TYPE	NR	TYPE	NR	TYPE	NR
	RB-47	48	EC-97	20		
2. TOTAL BACKLOG OF OUTSTANDING TO'S						
a. NUMBER OF TO'S	1		0			
b. NUMBER OF COMPLIANCES REQUIRED	3		0			
c. MANHOURS REQUIRED	15		0			
3. AVERAGE NUMBER OUTSTANDING PER ACFT						
a. NUMBER OF TO'S	0.02		0			
b. NUMBER OF COMPLIANCES REQUIRED	0.06		0			
c. MANHOURS REQUIRED	0.31		0			
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		0			
b. NUMBER OF COMPLIANCES REQUIRED	3		0			
c. MANHOURS REQUIRED	15		0			
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	11		9			
b. NUMBER OF COMPLIANCES COMPLETED	111		34			
c. MANHOUR BACKLOG ACCOMPLISHED	591		280			
II REMARKS (If additional space is required, continue on blank 8X10 1/2" paper and attach hereto)						
<p>1. No. of T.O. and Subject: 2J-J47-600, Title: Insp of Fuel Pump Spline &amp; Fuel Pump Drive Splines.</p> <p>2. Date of T.O. 16 Sep 57.</p> <p>3. Date received by Maintenance: 30 Sep 57.</p> <p>4. Base requisition number: Parts are available if required.</p> <p>5. Status of Supply Action: Parts are available if required.</p> <p>6. Reasons for non-compliance: T.O. was not complied with on one aircraft due to non-scheduling for accomplishment during the reptg period. T.O. has been scheduled and will be accomplished by 8 Dec 57.</p> <p>7. Additional Difficulties: None.</p> <p>8. Date of Completion: 8 Dec 57.</p>						
SECTION I.			INSTRUCTIONS			
<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 4+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 - (Example): 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>SECTION II - a. 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. Include any additional difficulties in maintenance or ply for which assistance by higher headquarters is required.</p> <p>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.</p>			





REPORT OF AIRCRAFT STATUS AND PURPOSE OF FLIGHT

REPORTS CONTROL SYMBOL  
1-AF-A1

MAJOR AIR COMMAND SAC	SURCOMMAND 8AF	WING 26SRW	GROUP
SQUADRON	DETACHMENT	INSTALLATION LOCKBOURNE AFB, OHIO	DATE OF REPORT 1-30 Nov 57

PART I

LINE NO.	TYPE, MODEL, AND SERIES A	ASSIGNMENT OR STATUS CODE B	TOTAL NUMBER ACFT ON HAND C	TOTAL HOURS							NUMBER OF LANDINGS, LAUNCHINGS, OR FLIGHTS L	HQ USAF/CMD HQ USE		
				ON HAND D	OPERATIONALLY READY E	NOT OPERATIONALLY READY						NOT OPERATIONALLY READY FLYABLE K	M	N
						SUPPLY F	TECHNICAL ORDER COMPLIANCE G	PERIODIC MAINT INSP H	MAL-FUNCTION MECH DEFECTS, OPR DAM I	OTHER REASONS J				
1	RB-47E	CC	46	34413	31540	680		1432	761		2174	415		
2														
3	KC-97F	CC	9	6480	5651	336		254	229		637	78		
4														
5	KC-97G	CC	11	7920	6882	183		504	351		860	123		
6														
7	KC-97G	RT	0	471	26				445			1		
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								HQ USAF/CMD HQ USE			
				TRAINING		ADMINISTRATIVE F	COMBAT READINESS TNG			OTHER J	TOTAL K	L	M	N	
				COMBAT CREW AND OPERATIONAL D	STUDENT E		TRAINING G	DUAL PURPOSE H	SPECIAL MISSIONS I						
1	RB-47E	CC		1555							21	1576			
2															
3	KC-97F	CC		296							4	300			
4															
5	KC-97G	CC		369							6	375			
6															
7	KC-97G	RT		2								2			
8															
9															
10															

TYPED NAME, GRADE AND TITLE OF COMMANDING OFFICER  
/t/s/ LAWRENCE C. SCOTT, 2ND LT, USAF, REPTS & ADMIN OFF

SIGNATURE OF COMMANDING OFFICER

FOR AF 15 MAY 56 110a

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.



A TRUE COPY:

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





ESTIMATE WHAT UP I HERE GA  
OT TO CHECK WITH THE CHIEF OF

~~SECRET~~  
K0235

Approved  
26-2  
B130

EC0145MCA203  
RR RJEDEB RJEDEB RJEODL  
DE RJEPEO 392  
R 232135Z  
FM COMAF 8  
TO RJEDEB/COMAIRDIV 801C  
INFO RJEDEB/CINCSAC  
RJEODL/COMSTRATEG 4282

~~SECRET~~ 40493 SUBJECT: (UNCL) PREROTATIONAL FAMILIARIZA-  
TION VISIT. REF YOUR SECRET MESSAGE 26DOP K-2630 DATED 28 OCT 57.  
THIS MESSAGE IN 3 PARTS. PART I. IAW SAC REG 55-40 AUTHORITY  
GRANTED FOR COMDR 26TH SRW TO PROCEED TO GOOSE AB ON 18 DEC 57.  
(A) WILLIAM H. REDBELL, COL, 8874A, 7.0.0. COMDR 26TH SRW.  
BRUCE W. ABRAHAM, LT COL, 22591A, T.S. COMDR 321ST ARYFS.  
(B) CONDUCT PREROTATIONAL FAMILIARIZATION VISIT (OPERATION "DEAR  
TRACK").  
(C) KC-97 ACFT, 17 OFFICERS, 7 AIRMEN.  
(D) DEPART LOCKBOURNE AFB 1520Z 18 DEC 57 TO GOOSE AB.

PAGE TWO RJEPEO 392  
DEPART GOOSE AB 1200Z 14 DEC TO LOCKBOURNE AFB.  
PART II. COMDR 301ST AIR DIV WILL ADVISE THIS HQ AND ALL ADDRESSEES  
OF ANY CHANGE IN ITINERARY AND/OR PERSONNEL. PROVISIONS OF SAF  
REG 55-5 DATED 18 OCT 57 WILL APPLY. TRIP NUMBER 321K-12-1 IS  
ASSIGNED THIS MISSION. PART III. FURTHER REQUESTS OF THIS NATURE  
SHOULD CONTAIN HQ SAC AS AN INFO ADDRESSEE, AS REQUIRED IN SAC REG  
55-40.  
BT  
08/2224Z NOV RJEPEO

~~SECRET~~

Paraphrase not required except prior to  
Category B encryption. Physically remove  
all internal references by date-time group  
prior to declassification.  
"A"

The following is a recap of the HCS: 2-3AC-VI report excluding the generation rate for the month of November 1957:

## PART I:

- a. 26SRW.
- b. Omitted.
- c. Type aircraft: RE-47E.
- d. Number aircraft assigned: 46.
- e. Average available past four weeks: 47.
- f. AOCP: 1.
- g. AOCM: 3.
- h. ANFE: 0-0.
- i. Armament deficiencies: 0.
- j. Explanation of i above: Not applicable.
- k. Number of ready crews assigned: 49.
- l. Number of ready crews available: 27.
- m. Number of non-ready crews assigned: 20.
- n. Number of non-ready crews available: 12.
- o. Operational requirement in sorties: 265.
- p. Operational requirement in time: 1,755.
- q. Flying hour allocation: 1,600.
- r. Maintenance capability: 258.
- s. Scheduled sorties: 258.
- t. Scheduled flying hours: 1,766.
- u. Average hours per available aircraft: 33.
- v. Hours flown this month: 1,648.
- w. Sorties scheduled this month: 282.
- x. Sorties airborne this month: 262.
- y. Sorties airborne as scheduled: 262.



- z. Sorties completed as briefed: 211.
  - aa. Aircraft scheduled deviations: 20.
  - ab. Aircraft scheduled deviations: 20.
- 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. AACP: 0/0.
  - g. ACCM: 0/0.
  - h. ANFE: 0-0/0-0.
  - i. Armament deficiencies: Not applicable.
  - j. Explanation of i above: Not applicable.
  - k. Number of ready crews assigned: 25.
  - l. Number of ready crews available: 25.
  - m. Number of non-ready crews assigned: 6.
  - n. Number of non-ready crews available: 6.
  - o. Operational requirement in sorties: 115.
  - p. Operational requirement in time: 606.
  - q. Flying hour allocation: 537.
  - r. Maintenance capability: 103.
  - s. Scheduled sorties: 103.
  - t. Scheduled flying hours: 691.
  - u. Average hours per available aircraft: 33.3.

- v. Hours flown this month: 669.
- w. Sorties scheduled this month: 132.
- x. Sorties airborne this month: 118.
- y. Sorties airborne as scheduled: 118.
- z. Sorties completed as briefed: 93.
- aa. Late take-offs: 11.
- ab. Aircraft schedule deviations: 14.

A TRUE COPY:

*Billy L. Baxter*

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



SECRET

20TH STRATEGIC RECONNAISSANCE WING (S)  
MONTHLY ANALYSIS  
RCS: SAC-054 (SAP-1)

DETAILED ANALYSIS OF LOW AREAS

AWOL - Although 19 AWOL's were reported, 18 actually occurred. One of the AWOL's ~~that~~ occurred in October was deleted from the Morning Report 13 December. These 18 AWOL's are the most the wing has obtained for any previous four month period. Positive disciplinary action is being taken by commanders to prevent recurrence. Action taken is also being publicized as a warning to those who are not aware of the stringent punitive and administrative measures. A breakdown of the AWOL's for the quarter is:

- a. Fifteen airmen caused the 18 AWOL's - three were repeats during the quarter scored.
- b. Four airmen have been discharged. The four caused five of the AWOL's.
- c. One airman is awaiting Eighth Air Force approval of a Bad Conduct Discharge.
- d. Five airmen which caused seven of the AWOL's are in confinement with discharge action pending for all five.
- e. Two airmen were reduced.
- f. Two airmen are awaiting Special Courts Martials.
- g. One airman is still absent. (Unclassified)

GROUND SAFETY - The military injury rate alone was low enough to place the wing in SAC Top Quarter, but the combination of government motor vehicle accident rate and accident cost index was responsible for the high ground safety index. The motor vehicle accident rate was caused by two separate ambulance accidents. Corrective action has been taken to prevent recurrence of this type accident. Two fatal injuries during the quarter accounted for the cost index. One airman, a passenger riding in a car with his brother was fatally injured. A Collateral Board of Investigation to fix responsibilities for the second accident has not completed its final report. It will be forwarded to 8th AF when finished. Disciplinary action is being taken in accordance with 8th Air Force Letter, Subject: Motor Vehicle Accident Prevention Summary of Required Actions. Wing Troop Management Element leaders have been briefed on their responsibilities to assist preventing accidents. (Unclassified)

SECRET

M-0332

SECRET

HAWAII RBS - The radar RBS reliability started out low in September for both Shack type and Photoflash. Wing Operations Personnel have provided additional instructions and emphasis on synchronization techniques and crew coordination, the primary causes for the unacceptable runs. In October and November a great improvement for photoflash was accomplished, but Shack Type RBS remained low. (Confidential)

OCTOBER

Number of runs ----- 63  
 Number of acceptance ----- 20

## Errors:

8 - Synchronization  
 4 - Equipment  
 3 - Crew Coordination  
 5 - Aiming point identification

9 Gross errors  
 11 Unreliable

NOVEMBER

Number of runs ----- 32  
 Number of acceptance ----- 2

## Errors:

1 - Target Material  
 1 - Unknown

1 - Gross Error  
 1 - Unreliable

(Confidential)

PROGRESS REPORT

MIRS - This is the first quarter that not one of the MIRS items has been in the lower quartile. Officer MIRS, percent of assigned, is above the red, but is lower than desired because part of the overage still exists from the transfer of about seventy (70) officers from the now disbanded 91st SR Wing. (Unclassified)

MATERIAL SECTION - All items in this area are in the blue for the quarter. This is a vast improvement over the last quarter when the wing scored just above the lower quartile. The greatest improvement was for the item, airborne sorties as a percent of requirement. (Unclassified)

SECRET



OCR CREW UPGRADE - Another first for the wing has been established for average number of CR Crews assigned. Sufficient CR Crews (43) were assigned this quarter for the wing to receive 25 bonus points. This is the first time bonus points have been received by the wing. (Confidential)

USCM - A flash computation of the USCM, IRON BAR, indicates the wing will score in the low 90%. This is for the combined 26th SRW and 321st AREFS. This mission has just been completed, and the I-37's are still being processed, but all results indicate much improvement over "EVERGLADES". (Secret)

#### SPECIAL PROJECTS AREA

The Squadron Organization MCS Program is in operation with considerable interest shown by squadron personnel. The squadrons have been scored individually for October and November to conform with the Base Wide Outstanding Squadron Selection Program which has been established by the 801st Air Division Comptroller. (Unclassified)

#### AREAS BEYOND THE CONTROL OF THE REPORTING UNIT

OFFICER MINS, PERCENT OF ASSIGNED - A problem <sup>EXISTS</sup> which prevents this wing from scoring 100% in Officer MINS, Percent of assigned, even though the wing is overstrength in number of officers assigned and all positions manned with officers proficient in their duties. It has been a perfectly legitimate transaction to assign maintenance officers on ICM crews as a method of protecting the wing's maintenance capability. The total number of officers assigned to this duty including ICM crew members must not exceed the total number of maintenance and AGE officers authorized. This means that every member filling a WMD position as a secondary duty decreases our ability to achieve 100% MINS proportionately. For example, this wing is authorized two 4334's (Flight Test Maintenance Officers) and have two ICM crew members performing this duty. (Unclassified)

Although this problem is SAC-wide, it is recommended that the MCS scoring tables be revised to recognize the ICM manning procedure by counting those WMD positions filled by ICM crew members as being effectively manned. (Unclassified)

#### FORECASTS

The 26th Tactical Hospital progressed in Commander's estimate to an eight the first of this month. Progression for the tactical squadrons is not anticipated until January when a total of 50CR crews will be assigned. At present item LOVE is the limiting factor preventing the tactical squadrons from progressing. (Secret)

26TH SRS WING						WORKSHEET FOR MANNING INFORMATION									
STRAT RECON WING (M) - MANNING INFORMATION FOR SAC MANAGEMENT CONTROL STATEMENT AS OF: 30 NOV 57															
OFFICERS						AIRMEN (DIRECT SUPPORT)					AIRMEN (INDIRECT SUPPORT)				
ORGANIZATION	AUTH	ASGD	% ASGD	MIRS	% * MIRS	AUTH	ASGD	XXXX ASGD REQ	MIRS	XXXX MIRS ASG	AUTH	ASGD	XXXX ASGD REQ	MIRS	XXXX MIRS ASG
HQ SQ 26TH						33	29	70	23	79	110	123	91	100	81
3RD SRS						76	82	88	67	82	17	17	88	15	88
4TH SRS						76	83	74	56	67	17	16	88	15	94
10TH SRS						76	86	80	61	71	17	16	71	12	75
321ST AREFS						171	176	103	141	80	54	60	111	52	87
26TH PMS						90	70	77	69	99	16	13	69	11	85
26TH FMS						320	322	91	289	90	95	112	86	82	73
26TH A&E						267	295	84	225	76	81	87	90	73	84
26TH TAC HOSP						0	0	0	0	0	30	33	93	28	85
WING TOTALS						1109	1143	85	944	83	437	477	92	402	84

11ABG 4 FORM MAR 57 129 FC: 1910

\* % MRS BASED ON AUTHORIZED STRENGTH



OFFICERS

26SRW  
MANNING STATUS

ASGDI

AS OF 30 NOV 57

ORGANIZATION	OFFICERS			EFF BAFSC			EFF DAFSC			MANNING			EFF CAFSC		
	AUTH	ASGD	%	BAFSC	%	DAFSC	%	AUTH	ASGD	%	CAFSC	%	CAFSC	%	
HQ SQ								143	152	106	121	80	122	80	
3DR SRS								93	99	106	80	81	82	83	
4TH SRS								93	99	106	72	73	71	72	
10TH SRS								93	102	110	74	73	73	72	
321ST ARS								225	236	105	196	83	193	82	
26TH PMS								106	83	78	80	96	80	96	
26THFMS								415	434	105	374	86	367	85	
25TH A&E								348	382	110	291	76	298	78	
26TH T HOSP								30	33	110	28	85	28	85	
TOTAL								1546	1620	105	1339	82.6	1345	83	
CAREER FLD	OFFICERS			EFF PAESC			CAREER FIELDS EFF MANNING			EFF PAESC			EFF CAFESC		
	AUTH	ASGD	%	PAESC	%	DAESC	%	AUTH	ASGD	%	PAESC	%	CAFESC	%	
70-73								121	129	107	109	84	113	88	
64								67	67	100	62	93	65	97	
43								638	661	104	553	84	544	82	

WORKSHEET FOR MANNING INFORMATION

26th Strat Recon Wg

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

30 Nov 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 26th SRW	61	63	103	56	92										
3rd SRS	77	103	134	77	100										
4th SRS	77	86	112	77	100										
10th SRS	77	85	110	75	97										
321st ARS	104	114	110	104	100										
26th FMS	3	3	100	1	33										
26th FMS	6	5	83	5	83										
26th A&E	8	9	112	7	87										
26th Tac Hosp	8	9	112	6	75										
TOTAL	421	477	113	411	98										

801ABG 4 FORM MAR 57 129 FC: 1910

\* % MIRS BASED ON AUTHORIZED STRENGTH



26TH STRATEGIC RECONNAISSANCE WING (S)

Personnel Accounting Roster

As of Date 30 Nov 57

AFSC	AUTH	PAFSC	DAFSC	CAFSC	AFSC	AUTH	PAFSC	DAFSC	CAFSC
3031			1		7021			2	
3034	1	1			7024	5	2	3	
3216	2	1	1		7224		1		
3231B		2	3		7321		2	3	
3234B	5	3	3		7324	4	1	1	
3241			1		7351			1	
3244	1				7524		1		
4311		1	2		8616	1			
4316	3				8611		1		
4321			1		8696		1		
4324	2	2	2		23100		1		
4334	2				32000	2	1	1	
4341		4	5		40200	1		1	
4344	8	4	2		43100	1	1	1	
4351			2		43200	1	1	1	
4355	3	1	1		53000		1		
4364		1			73000	1	1	1	
6415	1				9021		1		
6421			2		9025	1		1	
6424	9	6	6		9316	1		1	
6451		1			9326		3	1	
6741			1		9356	4	1	2	
6746	1				9386			1	
7016		1			9386C		1		





DISPOSITION FORM

26DPO Projected Officer Losses  
 BFO 26DPO 29 Nov 57  
 A/2C Vick/443

The following is the information that you requested from this directorate:

<u>LOSSES FOR PERIOD 1 DEC thru 31 MAY 58.</u>		<u>PAFSC</u>	<u>DAFSC</u>	<u>REASON</u>
1		1534A	1534A	DOS(10 Dec)
2		1234C	1234C	DOS(23 Dec)
1		1525F	1525F	PCS(1 Jan)
1		1234B	1234B	DOS(14 Jan)
1		1525F	1525F	DOS(14 Jan)
1		1521F	1521F	DOS(14 Jan)
1		1234C	1234C	DOS(14 Jan)
1		1234B	1234B	DOS(1 Feb)
1		1234B	1234B	DOS(2 Feb)
1		1231C	1231C	DOS(2 Feb)
1		1231B	1231B	DOS(4 Feb)
1		1531A	1531A	DOS(5 Feb)
1		1231B	1231B	DOS(18 Feb)
1		1234C	1234C	DOS(4 Mar)
1		1525F	1525F	DOS(11 Mar)
1		1531P	1431	DOS(31 Mar)
1		2044	2044	DOS(1 Apr)
1		7324	7324	DOS(1 Apr)
2		1525F	1525F	DOS(1 Apr)
1		1231B	1231B	DOS(1 Apr)
3		1234B	1234B	DOS(1 Apr)
1		1234C	1234C	DOS(1 Apr)

s/t/ PATRICK E. PARTINGTON  
 1st Lt, USAF  
 Personnel Officer

A TRUE COPY:

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

**CONFIDENTIAL**

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

November 1957

PART IV, WING COMMANDERS REMARKS

1. HOURS FLOWN PERFORMING MISSIONS ORDERED BY:

a. HIGHER HEADQUARTERS:

<u>OPord #</u>	<u>Commitment</u>	<u>Hours Prgmd</u>	<u>Hours Accomp</u>
(1) --	SES	126	102:15
(2) SAC Z-9	Photo Project	130	76:30
(3) 8AF 56AR-7	Photo Project	95	159:20
(4) 8AF	8AF Staff Orientation	41	34:00
(5) --	Ferry to Iran	26	26:00
(6) 8AF 245-57	Pacesetter IX	203	203:15
(7) 8AF	Oldtimer	26	28:15
(8) SAC 35-57	Bomb Competition	41	53:20
(9) USAF	Wilson Flyover	<u>43</u>	<u>43:10</u>
TOTAL		731	726:05

(1) Reference (1) above: 2 crews incomplete and returned early from SES.

(2) Reference (2) above: 7 sorties cancelled due to weather in SAC Z-9 photo area.

(3) Reference (3) above: Photo project over-scheduled due to weather at Atlanta.

b. EIGHTH AIR FORCE AIR TRAINING PRIORITIES:

(1) Programmed and accomplished for November:

<u>Priority</u>	<u>Commitment</u>	<u>Hours Prgmd</u>	<u>Hours Accomp</u>
1	AiR 60-2	0	30:50
2	Standboard Checks	50	48:10
3	SACR 51-26 Training	225	239:00
4	CR Crew Training	335	332:15
4a	SAC Bomb Competition	30	40:00

**CONFIDENTIAL**

M-0083



**CONFIDENTIAL**

26SRW Comdr's remarks

November 1957

<u>Priority</u>	<u>Commitment</u>	<u>Hours Prgrmd</u>	<u>Hours Accompl</u>
4b	Iron Bar	610	658:30
4c	Other Higher Headquarters	123	58:10
5	NCR Crew Training	153	153:35
6	SES	24	24:10
	Staff and 5X Training	50	46:25
		<u>1600</u>	<u>1631:05</u>
	TEST FLIGHTS	--	<u>18:55</u>
	TOTAL		1650:00

(a) Reference priority 1: Time diverted from priority 4c for 60-2 to complete individuals prior to 1 Dec.

(b) Reference priority 4b: Eleven (11) additional deployment sorties flown due to missed refuelings and air abort on first attempt.

(c) Reference priority 4c: See par 1. a. (2) above.

(d) Reference total time & priority 4b: These times approximate due to 19 aircraft TDY Iron Bar at time of report.

(2) Flying time programmed for December:

<u>Priority</u>	<u>Commitment</u>	<u>Hours Programmed</u>
1	AFR 60-2	0
2	Standboard Checks	80
3	NCR Crew Training	200
4	CR Crew Training	188
4a	Iron Bar	370
4b	Pacesetter X	165
4c	Other Higher Headquarters	30
5	Staff and 5X Training	<u>30</u>
	TOTAL	1063

c. TEST HOPS: 27 Sorties; 58:40 hours.

2. WEATHER OR LOCAL CONDITIONS: Not applicable.

3. RESTRICTIVE DIRECTIVES: Not applicable.

**CONFIDENTIAL**

M-0083

**CONFIDENTIAL**

26SRW Comdr's Remarks

November 1957

4. CREW MEMBER GAINS AND LOSSES:(a) CREW MEMBERS GAINED:

14 Aircraft Commanders

15 Pilots

16 Navigators

(b) CREW MEMBERS LOST:

1 Aircraft Commander to Sqdn Staff

1 Aircraft Commander to Sqdn Off Course

2 Navigators PCS

3 Navigators separated

5. CREW MEMBER CHANGES:

3 Aircraft Commanders

7 Pilots

3 Navigators

6. NEW CREWS:

IN-03	1 Oct 57	EDCR: Unk
N-61	1 Oct 57	EDCR: Unk
IN-70	1 Oct 57	EDCR: Unk
S-11	21 Oct 57	Formerly 91SRW S-69
S-90	21 Oct 57	Formerly 91SRW S-85
S-98	21 Oct 57	Formerly 91SRW S-16
L-29	21 Oct 57	Formerly 91SRW L-76
L-20	28 Oct 57	Formerly 91SRW L-53
L-21	28 Oct 57	Formerly 91SRW L-78
L-51	28 Oct 57	Formerly 91SRW L-27
R-60	28 Oct 57	Formerly 91SRW R-79
R-66	28 Oct 57	Formerly 91SRW R-96
R-88	28 Oct 57	Formerly 91SRW R-97
IN-91	3 Nov 57	EDCR: Unk
N-49	6 Nov 57	EDCR: 30 Nov 57 Formerly 91SRW N-63

**CONFIDENTIAL**

M-0083



CONFIDENTIAL

265RW Condr's Remarks

November 1957

IN-90 18 Nov 57 EDCR: Unk  
 N-97 18 Nov 57 EDCR: 15 Apr 58 Formerly 91SRW N-36  
 N-45 18 Nov 57 EDCR: 15 Feb 58 Formerly 91SRW N-81  
 IN-55 19 Nov 57 EDCR: Unk Formerly 91SRW IN-39  
 N-52 19 Nov 57 EDCR: 15 Feb 58 Formerly 91SRW N-61

7. INCOMPLETE COCREAT MAINTENANCE CREWS:

Crew No.	Pos	Name, Grade, AFSC, Job Assign	Date Last CB	Result	Fly Hours
ICM401	AC	Capt Kenneth J. Higgins, 4331 (Flt Test Maint Off)	1 Aug 57	Successful	32:20
	P	Maj Norman L. Bailey, 4341 (Acft Maint Off)	9 Sep 57	Successful	44:40
	N	Capt George L. Olsen, 3231 (OIG, Malfunction Analysis Unit)	None		TDY
ICM402	AC	Unmanned			
	P	Maj Walter K. Morgan, 4311 (Cndr, PM Sq)	26 Apr 57	Successful	13:10
	N	Unmanned			
ICM403	AC	Capt William R. Wronski, 4311 (Flt Test Maint Off)	13 May 57	Successful	42:20
	P	Capt Leroy E. Gibbons, 4341 (Acft Maint Off)	18 Apr 57	Successful	11:20

8. CREW STATUS CHANGES:

R-93 deleted 16 Sep 57. Navigator PCS. AC to Sdn Staff. Pilot extra crew member.

L-47 to S-47 upgraded, 6 Sep 57.

IN-96 deleted 1 Oct 57. Navigator separated. AC to N-61. Pilot to IN-91.

R-28 deleted 7 Oct 57. Navigator PCS. AC TDY. Pilot extra.

IN-06 deleted 4 Oct 57, EDCSA B-52 program

IN-59 deleted 4 Oct 57, EDCSA B-52 program

L-95 to N-95, downgraded 7 Oct 57 - SES failure.

R-94 deleted 11 Oct 57. Navigator separated. AC and Pilot extra.

4  
CONFIDENTIAL

M-0083

**CONFIDENTIAL**

26SRW Comdr's Remarks

November 1957

S-69 to L-69, downgraded 4 Oct 57.

S-47 to L-47, downgraded 4 Oct 57.

N-95 to R-95, upgraded 18 Nov 57.

N-9 to R-49, upgraded 25 Nov 57.

9. STANDARDIZATION CREWS:

S-40, 1 May 55

S-69, 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

10. REFUELING DATA:a. INDIVIDUAL SORTIES:

	SEP	OCT	NOV
(1) Confirmed:			
(a) RF-47	91	63	80
(b) KC-97	79	61	47
(2) Airborne:	59	37	51
(3) Completing electronic rendezvous:	59	35	47
(a) Two receivers with one tanker:	20	12	14
(b) One receiver with one tanker:	39	22	33
(c) One receiver with two tankers:	0	1	0
(4) Not completing rendezvous:	32	28	33
(a) Tanker ground abort:	10	11	5
(b) Tanker air abort:	1	1	0
(c) Tanker ground aborts for two receivers:	10	2	4
(d) Weather cancellations:	5	3	12
(e) Receiver ground abort:	5	3	6
(f) Receiver air abort:	0	1	3
(g) Flying hour allocation cancellation:	1	0	0

**CONFIDENTIAL**

M-0083



## CONFIDENTIAL

26SRW Comdr's Remarks

November 1957

(h) Tankers rescheduled by 8AF	0	7	2
(i) Receiver late for rendezvous	0	0	1
(5) Transferring required fuel:	59	35	47
(a) Two receivers with one tanker:	20	12	14
(b) One receiver with one tanker:	39	22	33
(c) One receiver with two tankers:	0	1	0
(6) Failing to transfer required fuel:	32	28	33
(a) Tanker ground abort:	10	11	5
(b) Tanker air abort:	1	1	0
(c) Tanker ground abort for two receivers:	10	2	4
(d) Weather cancellations:	5	3	12
(e) Receiver ground abort:	5	3	6
(f) Receiver air abort:	0	1	3
(g) Flying hour allocation cancellation:	1	0	0
(h) Tankers rescheduled by 8AF:	0	7	2
(i) Receiver late for rendezvous	0	0	1
b. MASS NIGHT CELL SORTIES:			
(1) Confirmed:			
(a) RB-47	18	16	16
(b) KC-97	15	16	16
(2) Airborne:	18	16	14
(3) Completing electronic rendezvous:	18	14	13
(4) Transferring required fuel:			
(a) Two receivers with one tanker:	10	10	0
(b) One receiver with one tanker:	8	4	13
(c) One receiver with two tankers:	0	0	0
c. TOTAL FUEL TRANSFERRED:			
(1) Gallons:	147,385	82,846	134,156
(2) Pounds	958,000	538,500	872,000
d. 8AF NOVEMBER AIR REFUELING SCHEDULE:			

CONFIDENTIAL

M-0083

## CONFIDENTIAL

268RW Comdr's Remarks

November 1, 57

- (1) Number of Inter AF sorties scheduled by BAF: 80
- (2) Number of Inter AF sorties scheduled by unit: 80
- (3) Number of additional sorties scheduled by BAF: 0
- (4) Number of additional sorties scheduled by unit: 0
- (5) Remarks: Not applicable.

11. ADDITIONAL MATERIAL AND PERSONNEL PROBLEMS: Reference Supply Letter to BAF no. AFB 4656-2330-FY58-32, 27 Nov 57. Assistance is requested in obtaining the following item to comply with Ground Safety procedures in T.O. 1 RB-47E-2, H-3, 6J14-1 and 6J14-1-3 and BAF "Fuel System Safety Check List."

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>QTY</u>	<u>CONTROL NR.</u>	<u>TYPE</u>
2330-540-2620	Trailer Compressed Gas MB-2	1	9-19-866	USE

12. COMMENTS OR RECOMMENDATIONS OF THE WING COMMANDER:

(1) Reference columns 3 and 4, Part I: 96 sorties and 657:00 hours flown while in 91st SRW by new crews as outlined in paragraph 2e(3) Part IV.

(2) Training credit for 190,000 pound external heavy weight refueling awarded to those non-ready crews who accomplished a maximum internal refueling. This action necessary in that all external wing tanks assigned to this wing are assigned to the squadron without NCR crews for EWP purposes.

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: 31
- (3) Number of crews scheduled to attend block training in Nov: 6
- (4) Number of crews attending block training in Nov: 6
- (5) Number of crews completing block training in Nov: 6
- (6) None.
- (7) Number of crews scheduled to attend block training in Dec: 6

b. SPECIAL WEAPONS TRAINING: Not applicable.

14. HI-JINKS TACTICS: Reference Secret BAF Letter DOT3A, dated 18 January 1957,

CONFIDENTIAL

M-0083



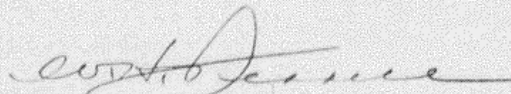
CONFIDENTIAL

26SRW Comdr's Remarks

November 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-04	Yes	Yes	N-34	No	No
R-10	Yes	Yes	N-37	No	No
R-12	Yes	Yes	N-38	No	No
R-23	Yes	Yes	N-39	No	No
R-35	Yes	Yes	N-43	No	No
R-49	No	No	N-45	Yes	Yes
R-54	Yes	Yes	N-52	Yes	Yes
R-63	Yes	Yes	N-61	No	No
N-05	No	No	N-97	No	No
N-14	No	No			

  
 N. H. REDDELL  
 Colonel, USAF  
 Commander

8  
 CONFIDENTIAL

N-083

**CONFIDENTIAL**

321ST AIR REFUELING SQUADRON  
 26TH STRATEGIC RECONNAISSANCE WING, MEDIUM  
 United States Air Force  
 Lockbourne Air Force Base, Ohio

PART III. SQUADRON COMMANDER'S REMARKS - NOVEMBER 1957:

1. HOURS FLOWN PERFORMING MISSIONS ORDERED BY:

- a. HIGHER HEADQUARTERS: Not applicable this reporting period.
- b. EIGHTH AIR FORCE TRAINING PRIORITIES:
  - (1) Programmed and accomplished for November:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
1	AFR 60-2	00:00	00:00
2	USCM - IRONBAR	175:00	328:10
3	HIGHER HEADQUARTERS	00:00	00:00
4	NON-COMBAT READY CREW UPGRADING	153:00	119:00
5	STANDARDIZATION ACTIVITIES	58:00	76:00
6	COMBAT READY CREW PROFICIENCY	140:00	128:10
TOTALS		<u>526:00</u>	<u>651:20</u>

(a) The time flown for IRONBAR was greater than that programmed since the actual duration of the sorties proved to be approximately one and one-half hours longer than programmed, and the actual number of sorties flown was increased due to the requirement to fly Airborne Commander aircraft, and an additional six sorties each on the 26th and 27th of November. Non-combat Ready Crew time is low since three of the non-combat ready crews took 51-4 checks prior to the 18th of the month and one crew was disbanded the 16th due to the discharge of their flight engineer.

(2) Eighth Air Force Training Priorities for December:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>
1	AFR 60-2	00:00
2	USCM - IRONBAR	137:00
3	HIGHER HEADQUARTERS	00:00
4	NON-COMBAT READY CREW UPGRADING	95:00
5	STANDARDIZATION ACTIVITIES	51:30

**CONFIDENTIAL**



CONFIDENTIAL

6

COMBAT READY CREW PROFICIENCY

56:20

TOTAL

339:50

(a) Combat ready crew proficiency will be accomplished on the execution of IRONBAR. Non-combat ready crew upgrading is based upon the requirements for four crews, two of which are in the process of completing 51-4 checks at the present time.

c. TEST HOPS: 27 sorties and 40:40 hours flown this reporting period.

2. WEATHER OR LOCAL CONDITIONS: Not applicable this reporting period.
3. RESTRICTIVE DIRECTIVES: Not applicable this reporting period.

4. CREW DATA:

a. COMBAT CREW MEMBER GAINS AND LOSSES:

(1) Crew members gained and assigned to crews:

- (a) 5 Aircraft Commanders
- (b) 5 Copilots
- (c) 3 Navigators
- (d) 6 Flight Engineers
- (e) 2 Radio Operators
- (f) 6 Refueling Technicians

(2) Those removed from crews by crew positions:

- (a) 1 Aircraft Commander transferred.
- (b) 5 Copilots; 2 transferred, 3 released from active duty.
- (c) 3 Navigators; 2 transferred, 1 released from active duty.
- (d) 6 Flight Engineers; 3 transferred, 3 discharged.
- (e) 3 Radio Operators transferred.
- (f) 1 Refueling Technician transferred.

5. CREW MEMBER CHANGES:

- a. 4 Aircraft Commanders
- b. 8 Copilots
- c. 9 Navigators
- d. 3 Flight Engineers
- e. 12 Radio Operators

-2-

CONFIDENTIAL

## CONFIDENTIAL

6	COMBAT READY CREW PROFICIENCY	56:20
	TOTAL	<u>339:50</u>

(a) Combat ready crew proficiency will be accomplished on the execution of IRONBAR. Non-combat ready crew upgrading is based upon the requirements for four crews, two of which are in the process of completing 51-4 checks at the present time.

c. TEST HOPS: 27 sorties and 40:40 hours flown this reporting period.

2. WEATHER OR LOCAL CONDITIONS: Not applicable this reporting period.

3. RESTRICTIVE DIRECTIVES: Not applicable this reporting period.

4. CREW DATA:

a. COMBAT CREW MEMBER GAINS AND LOSSES:

(1) Crew members gained and assigned to crews:

(a) 5 Aircraft Commanders

(b) 5 Copilots

(c) 3 Navigators

(d) 6 Flight Engineers

(e) 2 Radio Operators

(f) 6 Refueling Technicians

(2) Those removed from crews by crew positions:

(a) 1 Aircraft Commander transferred.

(b) 5 Copilots; 2 transferred, 3 released from active duty.

(c) 3 Navigators; 2 transferred, 1 released from active duty.

(d) 6 Flight Engineers; 3 transferred, 3 discharged.

(e) 3 Radio Operators transferred.

(f) 1 Refueling Technician transferred.

5. CREW MEMBER CHANGES:

a. 4 Aircraft Commanders

b. 8 Copilots

c. 9 Navigators

d. 3 Flight Engineers

e. 12 Radio Operators

CONFIDENTIAL





CONFIDENTIAL

(c) Receiver cancellation:	2	1	1
(d) Weather in refueling area:	4	2	9
(e) Radar malfunction:	2	3	1
(f) Tanker operations cancellation:	0	1	0
(g) Higher headquarters cancellation:	0	2	0
(h) Receiver abort:	0	0	2
(5) Transferring required fuel (KC97):	53	50	67
(a) Two receivers with one tanker:	13	15	8
(b) One receiver with one tanker:	40	34	59
(c) One receiver with two tankers:	0	1	0
(6) Failing to transfer required fuel (KC97):	28	38	42
(a) Tanker maintenance cancellations:	15	27	15
(b) Tanker air abort:	7	5	12
(c) Receiver cancellations:	2	1	1
(d) Weather in refueling area:	4	2	9
(e) Tanker operations cancellation:	0	1	0
(f) Higher headquarters cancellation:	0	2	0
(g) Receiver abort:	0	0	5
b. MASS NIGHT CELL SORTIES:			
(1) Confirmed:			
(a) KC97:	15	16	44
(b) B47:	18	16	40
(2) Airborne (KC97):	14	10	39
(3) Completing electronic rendezvous (KC97):	13	9	28
(4) Transferring required fuel (KC97):	13	9	35
(a) Two receivers with one tanker:	5	5	6
(b) One receiver with one tanker:	8	4	29
(c) One receiver with two tankers:	0	0	0

(5) Remarks: Of the four airborne mass refueling sorties which did not transfer the required fuel, two were due to receiver aborts, and two were tanker air aborts which were due to engine malfunctions during climbout, and

-4-

CONFIDENTIAL



## CONFIDENTIAL

which were replaced by ground spares that transferred the required fuel.

c. FUEL TRANSFERRED:	SEP	OCT	NOV
(1) Pounds:	972,180	784,200	1,784,000
(2) Gallons:	149,778	120,644	274,462
d. INTER-AIR FORCE SCHEDULE:			
(1) Scheduled by Eighth Air Force:			80
(2) Scheduled by Unit:			80
(3) Additional scheduled by Eighth Air Force:			24
(4) Additional scheduled by Unit:			29
(5) Remarks: Additional sorties scheduled by Eighth Air Force			

were the twenty-four added to IRONBAR. The unit scheduled five additional sorties as ground spares to replace air aborts during IRONBAR.

11. MATERIEL AND PERSONNEL PROBLEMS: Materiel and supply problems are being provided for under the provisions of Operation Long Run. Anticipated personnel problems in the aircrew positions of Radio Operator and Copilot have been covered in separate messages to Eighth Air Force.

12. COMMENTS OR RECOMMENDATIONS OF THE UNIT COMMANDER: In accordance with instructions contained in SAC Programming Plan 9-56, the following information is submitted.

- a. Number of combat ready crews assigned as of 2400, 30 Nov 57: 25
- b. Number of non-combat ready crews assigned as of 2400, 30 Nov 57: 6
- c. Number of "IM" crews assigned as of 2400, 30 Nov 57: 0
- d. Combat ready dates for M crews:
  - (1) M45, M48, M49, M50, M52 - 31 Dec 57
  - (2) M53 - 30 Jan 58
- e. The upgrading program for the month of November fell further behind schedule for the following reasons:
  - (1) Increased sorties requirements for IRONBAR starting on the 25th of November cost the unit 3 training days with a standdown starting on 20 Nov 57.
  - (2) Individual crew members on three crews either failed the 51-4

-5-

CONFIDENTIAL

## CONFIDENTIAL

checks or were not able to complete the 51-4 check.

(3) One crew completed the 51-4 check, but was not scheduled for the interview with the Wing Commander since the Commander was not on station at the time, but is scheduled the week of 9 Dec 57.

(4) Combat crew proficiency is still a problem area since the combat ready crews flew an average of 10 sorties and 53 hours during the quarter. This problem is not peculiar to combat ready crews alone, however. Non-combat ready crews averaged 11 sorties and 78 hours, while the squadron average was 10.9 sorties and 61.6 hours per assigned crew.

f. Recommendations to aid future units during the upgrading program: New personnel should be in the units long enough before commencement of the upgrading program to allow completion of the ground phases of the program early in the flying portion of the program.

13. GROUND TRAINING:

a. PHASE TRAINING:

(1) Total number of combat ready crews responsible for applicable phase of SAC Reg 50-24 requirements: 22

(2) Cumulative total of above crews that have completed applicable phase of SAC Reg 50-24 requirements: 24

(3) Number of crews that were scheduled for block training the month of this report: 1

(4) Number of crews that attended block training the month of this report: 15

(5) Number of crews that completed block training the month of this report: 15

(6) Reasons scheduled crews did not complete block training: Not applicable this reporting period.

(7) Number of combat ready crews scheduled to attend block training during the month subsequent to the month of this report: 0

*Bruce H. Abraham, Jr.*  
BRUCE H. ABRAHAM, JR.  
Lt Col, USAF  
Commander

CONFIDENTIAL



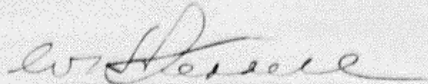
**CONFIDENTIAL**

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING, MEDIUM  
United States Air Force  
Lockbourne Air Force Base, Ohio

PART IV. WING COMMANDER'S REMARKS:

November 1957

I concur with Squadron Commander's comments.



WILLIAM H. REDDELL  
Colonel, USAF  
Commander

**CONFIDENTIAL**

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

ROSTER OF OFFICERS

30 Nov 1957

1. Number of Items within Grade
2. Marital Status
3. Name, (Last, First, Middle Initial)
4. Service Number
5. Date of Rank in Grade
6. Aircrew Data - Aeronautical Rating
  - P-1: Fighter Pilot, Jet
  - P-2: Fighter Pilot, Single
  - P-3: Pilot, Single Engine (Other)
  - P-4: Pilot, AIROBSREMBDR
  - P-5: Pilot, B-29 and KB-29
  - P-6: Pilot, B-36 and RB-36
  - P-7: Pilot, B-50
  - P-8: Pilot, B-47 and RB-47
  - P-9: Pilot, B-52
  - P-10: Pilot, Four Engine (Other)
  - P-11: Pilot, Twin Engine (Other)
    - E: Aircraft Performance Engineer
    - \*R: AIROBSER, Radar Operator
    - \*N: AIROBSER, Navigator
    - \*B: AIROBSER, Bombardier
6. Aircrew Data-Aeronautical Rating
  - \*NER: AIROBSER, Navigator-Bombardier
  - \*ECM: AIROBSER, ECM Officer
  - U: Weapons Officer
  - F: Flight Surgeon
  - AOM: Aircraft Observer-Medic
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

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 corrections or additions to the Unit Adjutant.



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

ROSTER OF OFFICERS

30 Nov 1957

Grade  
Middle Initial)  
Aeronautical Rating  
Jet  
Single  
Engine (Other)  
MBDR  
KB-29  
RB-36  
RB-47  
Engine (Other)  
Engine (Other)  
Performance Engineer  
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

CONTAINED ON BACK OF COVER SHEET

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

\*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: Grovescity  
EP: 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  
n Others on SPTC will be listed by DOS



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

2 Column 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

Column 15 - Category Status; RAF: Regular Air Force  
INDF: Reserve Officer on Indefinite Statement  
n 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	BUCKE
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	SHOO
4M SILVER DELWYN E	AO 436011	13JAN56	CP11 DIR OF MATERIAL	26HQ	0046C	0555	0555	405	102	WALNU

LIEUT COLONELS

1M ABRAHAM BRUC H JR	22591A	26APR57	SP10 SQ COMMANDER	321RS	0066A	1151	0856	7833	45C	BUCKE
2S ALEXANDER JEROM C	3973A	01AUG51	INBR INTELL STAFF OFF	3SR	2316	0457	0657			MATHER AF
3M BACHTELL ROBERT C	9891A	15APR54	SP/4 SQ COMMANDER	10SR	0066A	0751	1255	7610	3150	CLER
4M BELL WILLIAM I	AO 667232	10MAR57	1NBR AIR OBSR STBD	4SR	1525F	0951	1153	7516	18B	BUCKE
5M GOSLING KENNETH R	5635A	10DEC53	SQ COMMANDER	26AE	3216	0155	0155	7416	RT #1	ASH
6M HICKS GEORGE T	AO 903226	01AUG51	SP10 ACFT COMDR	321RS	0026A	0349	0557	324	1501	BENS
7M KRIEHN NORMAN A	AO 435083	22MAR55	1NBR OBSR CC	10SR	1416	0949	0951			
8M MCCONNELL CHARL H	8848A	10MAY54	CP8 SQ COMMANDER	4SR	1234B	0656	0856	129	1384	S JA
9M MYERS LANSING H	7305A	01JUN52	CP/8 CHIEF OF MAINTEN	26HQ	4311	0954	0854	421	3012	E MO



30 NOV 57 PAGE NO. 1

4 5 6 7 8 9 10 11 12 3 14 15

11836A	25APR57	DIR OPNS	26HQ	0026B	0655	0857	7706	30D	BUCKEYE CIR	TE31256	RAF
3462A	01AUG51	CP-8 DEP WG COMMANDER	26HQ	0066C	0752	0456	410	99	WALNUT DR	TE31584	RAF
8874A	01AUG51	CP/8 WING COMMANDER	26HQ	0066C	0554	0657	7407	183	SHOOK ROAD	7520	RAF
AO 436011	13JAN56	CP11 DIR OF MATERIAL	26HQ	0046C	0555	0555	405	102	WALNUT DR	TE38156	INDF
22591A	26APR57	SP10 SQ COMMANDER	321RS	0066A	1151	0856	7833	45C	BUCKEYE CIR	TE31193	RAF
3973A	01AUG51	INBR INTELL STAFF OFF	3SR	2316	0457	0657			MATHER AFB CAL		RAF
9891A	15APR54	SP/4 SQ COMMANDER	10SR	0066A	0751	1255	7610	3150	CLERMONT	BE57416	RAF
AO 667232	10MAR57	INBR AIR OBSR STBD	4SR	1525F	0951	1153	7516	18B	BUCKEYE CIR	TE31871	INDF
5635A	10DEC53	SQ COMMANDER	26AE	3216	0155	0155	7416	RT #1	ASHVILLE	AV5961	RAF
AO 903226	01AUG51	SP10 ACFT COMDR	321RS	0026A	0349	0557	324	1501	BENSON DR	BE57660	INDF
AO 435083	22MAR55	INBR OBSR CC	10SR	1416	0949	0951					
8848A	10MAY54	CP8 SQ COMMANDER	4SR	1234B	0656	0856	129	1384	S JAMES RD	BE51953	RAF
7305A	01JUN52	CP/8 CHIEF OF MAINTEN	26HQ	4311	0954	0854	421	3012	E MOUND ST	BE56957	RAF

DECLASSIFIED IAW EO 13526

30 NOV 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 CIP
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 CIP
14M	WHITKER	FREDERI E	8711A	01AUG51	SP11	ACFT COMDR CC	3SR	7016	0255	0355	129	1055 S CASSINGI
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 RI

DECLASSIFIED IAW EO 13526



4	5	6	7	8	9	10	11	12	3	14	15
9535A	15MAR57	1NBR	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
88673	05OCT57	1NBR	OBSERVER CC	10SR	1525F	0152	0453	TDY	MARIETTA GA		INDF
								60 DAYS			
43655	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
96510	19OCT55	CP-8	ACFT MAINT OFF	26PMR	1234B	1045	1153	397	756 WELDON ST	AM87964	INDF
062956	15NOV55	SP/4	A/C CC	3SR	1245A	0450	0852	0129	2969 BROWN LEE	BE15721	INDF
32614	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
86535	01APR53	SP/4	A/C CC	3SR	1245A	0945	0852	0129	23C BUCKEYE CIR	TE31634	INDF
14154A	01SEP51	SP/4	SQ COMDR	26HQ	1435	0446	0156	7402	S-14 APT 3	EXT7813	RAF
08919	22SEP56	4NBR	OBSR CC	10SR	1525F	0552	0853		589 S JAMES RD	BE55827	INDF

1	2	3	4	5	6	7	8	9	10	11	12	
8M	CAMPBELL	WOODRO R	AO 427298	11MAR54	CP10	SUPPLY OFF	321RS	6424	0254	0856	7581	23D BUCK
9M	COHEN	GERALD	AO 807153	15DEC51	1NBR	ACFT OBSR	3SR	1525F	1251	0456	120	1255 ASH
10M	COMERFORD	CHARLES	AO 818617	22SEP56	SP/4	A/C CC	10SR	1245A	1245	0353	TDY 60 DAYS	MARIETTA
11S	CONES	ERNEST R	AO 743817	10DEC56	1NBR	CH TGT INT BR	26HQ	1416	1256	353	314	1086 BOY
12M	CONRAD	HENRY W	13056A	01APR53	SP/8	A/C CC	4SR	1234B	0952	0754	7405	68 PARK
13M	COTTON	ALLEN B	14124A	11JUN54	SP-8	AC CC	10SR	1234B	1150	0452	7409	34 W CO
14M	CROWLEY	EDWARD J	AO 746699	30APR55	3NBR	OBSR CC	3SR	1525F	0545	0653		2953 E M
15M	DONOVAN	JOHN H	A3 723776	11MAR52	4NBR	OBSR CC	4SR	1525F	0952	0851	7405	3142 CLE
16M	FIELDS	LLOYD F	11042A	01SEP51	CP14	DIR OPNS	26HQ	1416	0943	0553	7706	26B BUCK
17M	GAFFNEY	JOSEPH H	AO 738771	10JAN57	2NBR	AC OB BOMB NAV	10SR	1525F	1241	0353	7311	243 YEAR
18S	GALE	LOUIS E	14908A	15MAR54	P/4	PILOT	10SR	1435	1051	0457		
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 LOC
22M	HEDGES	DAVID A	AO 561245	01JUN52	1NBR	SQ OBSR	10SR	1525F	0151	0555	7571	688 RALF
23M	HEROLD	ARMIN F JR	AO 440326	14NOV55	1NBR	OBSR CC	3SR	1525F	0744	0253	237	S-12 AP



	4	5	6	7	8	9	10	11	12	3	14	15	
OODRO R	AO 427298	11MAR54	CP10	SUPPLY OFF	321RS	6424	0254	0856	7581	23D	BUCKEYE CIR	TE38191	INDF
LD	AO 807153	15DEC51	1NBR	ACFT OBSR	3SR	1525F	1251	0456	120	125S	ASHBURTON		INDF
CHARLES	AO 818617	22SEP56	SP/4	A/C CC	10SR	1245A	1245	0353	TDY	MARIETTA	GA		INDF
									60 DAYS				
ST R	AO 743817	10DEC56	1NBR	CH TGT INT BR	26HQ	1416	1256	353	314	1086	BOYDEN RD	CL37366	INDF
RY W	13056A	01APR53	SP/8	A/C CC	4SR	1234B	0952	0754	7405	68	PARK ST AV	AV5761	RAF
EN B	14124A	11JUN54	SP-8	AC CC	10SR	1234B	1150	0452	7409	34	W COL ST CW	TE74823	RAF
WARD J	AO 746699	30APR55	3NBR	OBSR CC	3SR	1525F	0545	0653		2953	E MORELAND	BE54877	INDF
MN H	A3 723776	11MAR52	4NBR	OBSR CC	4SR	1525F	0952	0851	7405	3142	CLERMONT R	BE58755	INDF
YD F	11042A	01SEP51	CP14	DIR OPNS	26HQ	1416	0943	0553	7706	26B	BUCKEYE CR	TE31241	RAF
DEPH H	AO 738771	10JAN57	2NBR	AC OB BOMB NAV	10SR	1525F	1241	0353	7311	243	YEARLING RD	BE53228	INDF
E	14908A	15MAR54	P/4	PILOT	10SR	1435	1051	0457					RAF
S H	16165A	20APR56		COMMANDER	26FM	4344	0756	0756	7707	4010	BEE3HCREEK	BE52807	RAF
ALPH C	AO 753511	02APR57	SP/8	CH AIR TNG BR	26HQ	1416	0146	0756	7152	614	ERICKSON AV	BE18473	INDF
T	A01911755	26AUG57	2NBR	OBSERVER CC WSB	10SR	1525F	0851	0652	7516	1067	LOCKWOOD E	BE18350	INDF
D A	AO 561245	01JUN52	1NBR	SQ OBSR	10SR	1525F	0151	0555	7571	688	RALEIGH DR	BR43660	INDF
N F JR	AO 440326	14NOV55	1NBR	OBSR CC	3SR	1525F	0744	0253	237	S-12	APT-3	EXT7629	INDF

DECLASSIFIED IAW EO 13526

30 NOV 57

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	7024	0954	0957	324	BURLEY ST RD
26M	HUBBARD CECIL A	A0726169	11MAR52	2NBR	OIC	SPCL	RADAR	26HQ	1416	0557	0450	658	BLDG 5-10 APR
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	80Q 518 RM 14
32M	KENDALL JOHN E	AO 662457	08FEB55	SP10	PILOT			321RS	1231C	0355	0856	324	80Q 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

DECLASSIFIED IAW EO 13526



4	5	6	7	8	9	10	11	12	3	14	15
A	A02082596	19OCT55	2NBR WG STD BD	4SR	1525F	1249	0153	7409	GAHANNA	UN83758	INDF
A3	559944	04JUN54	SP/8 ACFT COMM	321RS	7024	0954	0957	324	BURLEY ST RD	UN64284	INDF
A0726169	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
AO	683135	27SEP56	1NBR OBSERVER CC	3SR	1525F	1250	0153	129	4186 MAYFLOUR	BE57227	INDF
AO	565759	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
A3	736240	21OCT54	SP-4 ACFT COMDR CC	4SR	1245A	1149	0852	7504	BOQ S18 RM 14	7846	INDF
AO	662457	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
AO	930402	19JUL57	SP/8 A/C CC	10SR	1234B	0853	0953	7409	162 FRANKLIN CW	TE77793	INDF
DE	AO 678442	01JUL55	1NBR OBSERVER CC	26AE	1525F	0745	0153	129	3851BOLTON AVE	BE55574	INDF
LD	AO 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
L	AO 828733	25MAY56	SP/8 A/C CC	4SR	1234B	1045	0754	7615	RM 30 BOQ 17	EXT7198	INDF
JR	AO 714973	11MAR52	SP/8 PILOT	10SR	1234B	0643	0757	120	2895 FAIRWOOD	HI36084	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 TE
42M	MOORE	JOHN P	15906A	30APR53	SP/4	SQ OPNS OFF	3SR	1245A	0648	0353 7808	669 EAS
43M	MORGAN	WALTER K	AO 661536	01APR53	CP/8	SQ COMMANDER	26PM	1435	0653	0753 0694	98 BUCK
44M	OLSON	ROBERT C	AO 666803	01SEP51	SP/8	CHIEF AIR TRNG	26HQ	1435	0449	0857 7132	4141 E
45M	PEDIGO	WILLIAM E	14109A	13MAY54	SP/4	DIR OF SAFETY	26HQ	1416	0953	1054 7815	48W MOU
46M	RAE	ROBERT	AO 692609	13MAY54	SP/4	A/C CC	3SR	1245A	1150	0752 0129	170 DOU
47M	RAWLINSON	ROBER M	AO 670609	22NOV55	SP10	A/C	321RS	1234C	0454	0856 324	33D BUC
48M	REES	JOHN C	AO 705427	13MAY54	SP/4	SQ OPER OFF	10SR	1435	0150	0853 7409	48 BUCK
49M	REETER	WILLIAM E	AO 690252	27SEP56	SP/4	A/C CC	3SR	1245A	1251	0353 0129	BLDG 14
50M	ROBERTS	JAMES A	AO 664259	01APR53	SP/4	A/C CC	3SR	1245A	0545	0852 7409	4131 RI
51M	RUNYAN	JACK E	AO 669505	15APR54	SP10	A/C CC	10SR	1234B	1255	1155 7409	112 SAN
52M	RUNYON	JAMES H	AO 856803	15DEC51		COMM OFF	26HQ	3016	0155	1251 108	115 MAR
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	4312 E
55M	SMITH	MERTON V	10394A	15FEB51	SP/4	MGMT ANAL OFF	26HQ	0026A	0252	0251 7728	33B BUCK
56S	SMITH	ROBERT	AO 834048	06FEB57	SP10	A/C	321RS	1234C	1053	0856 324	1055 S
57M	STEWART	DONALD S	10490A	01SEP51	CP10	OPNS OFF	321RS	1435	0754	0856 324	43E BUCK



	4	5	6	7	8	9	10	11	12	3	14	15
	22760A	22SEP56	SP-4	ACFT COMDR CC	10SR	1245A	0651	0853		2914	TEMPLETON	BE11087 RAF
	15906A	30APR53	SP/4	SQ OPNS OFF	3SR	1245A	0648	0353	7808	669	EASTMOOR	BE19086 RAF
R K	AO 661536	01APR53	CP/8	SQ COMMANDER	26PM	1435	0653	0753	0694	9B	BUCKEYE CIR	TE31270 INDF
C	AO 666803	01SEP51	SP/8	CHIEF AIR TRNG	26HQ	1435	0449	0857	7132	4141	E MOUND	BE17182 INDF
AM 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
ER M	AO 670609	22NOV55	SP10	A/C	321RS	1234C	0454	0856	324	33D	BUCKEYE CIR	TE31531 INDF
	AO 705427	13MAY54	SP/4	SQ OPER OFF	10SR	1435	0150	0853	7409	4B	BUCKEYE CIR	TE31070 INDF
M E	AO 690252	27SEP56	SP/4	A/C CC	3SR	1245A	1251	0353	0129	BLDG 14	APT 5	7347 INDF
A	AO 664259	01APR53	SP/4	A/C CC	3SR	1245A	0545	0852	7409	4131	RICKENBCKR	BE13024 INDF
	AO 669505	15APR54	SP10	A/C CC	10SR	1234B	1255	1155	7409	112	SANTA MARIE	BE58772 INDF
H	AO 856803	15DEC51		COMM OFF	26HQ	3016	0155	1251	108	115	MARABAR DR	UN65760 INDF
UB O	AO 676601	01SEP51	INBR		26HQ	1416	0957					INDF
R	AO 680526	20DEC56	SP/4	A/C	3SR	1241A	0856	0557	129	4312	E BROAD ST	BE71697 INDF
V	10394A	15FEB51	SP/4	MGMT ANAL OFF	26HQ	0026A	0252	0251	7728	33B	BUCKEYE CIR	TE31187 RAF
	AO 834048	06FEB57	SP10	A/C	321RS	1234C	1053	0856	324	1055	S CASNGHAM	BE71491 INDF
D S	10490A	01SEP51	CP10	OPNS OFF	321RS	1435	0754	0856	324	43E	BUCKEYE CIR	TE31089 RAF

DECLASSIFIED IAW EO 13526

30 NOV 57

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 G
59M	STITZEL CARL N	AO 885941	02OCT51	SP/4	SQ OPNS OFF		4SR	1435	1253	1154	7405	800BROOKSIDE D
60M	STOWBRIDGE GEORGE	AO 206882	12SEP51	1NBR	CH BOMB NAV SEC		26HQ	1525F	0146	0453	406	1027 S ASHBRTM
61M	SUMNER CHARLES A	A02046503	13MAY54		MAINT CONTROL OF		2 HQ	4355	0355	0554	7349	4154 RICKENBKR
62M	TWOMEY THOMAS A	12441A	01JUN52	SP-8	A/C		3SR	1231B	0456	0456	7504	2831 RATHNELL
63M	ULRICH ALVIN E	12038A	06SEP56	SP-8	A/C CC		3SR	2211	0853	0957	TDY 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
65M	WAHAB THOMAS W	AO 51312B	19OCT55	SP/4	WG STAND BD		4SR	1245A	0244	0852	7516	343GARYLEE DRG
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
69M	WILLIAMS JOHN H	A0576715	16NOV55		ACT MAINT OFF		26FM	4362	0754	0957	122	80Q #18
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 CI

CAPTAIN

DECLASSIFIED IAW EO 13526



4	5	6	7	8	9	10	11	12	3	14	15	
AO794591	15FEB51	SP	PILOT	321RS	1435	0752	0857	324	357	GARY LEE GP	UN83878	INDF
AO 885941	02OCT51	SP/4	SQ OPNS OFF	4SR	1435	1253	1154	7405	800BROOKSIDE	DR	BE11158	INDF
AO 206882	12SEP51	1NBR	CH BOMB NAV SEC	26HQ	1525F	0146	0453	406	1027	S ASHBRTN	BE10872	INDF
AO2046503	13MAY54		MAINT CONTROL OF	2 HQ	4355	0355	0554	7349	4154	RICKENBKR	BE55106	INDF
12441A	01JUN52	SP-8	A/C	3SR	1231B	0456	0456	7504	2831	RATHNELL	TE63759	RAF
12038A	06SEP56	SP-8	A/C CC	3SR	2211	0853	0957	TDY 72 DAYS	MCCONNELL AFB KANSAS			RAF
16587A	11DEC56	SP/4	A/C CC STBD	4SR	1245A	0252	0853	7516	26A	BUCKEYE CR	TE31436	RAF
AO 513128	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
AO576715	16NOV55		ACT MAINT OFF	26FM	4362	0754	0957	122	BOQ #18		7174	INDF
808633	01APR53	SP10	A/C CC	321SR	1234C	0455	0655	324	122	BEECH FORD	BE15432	INDF
AO 734860	04FEB55	AC	OB BOMB NAV	26HQ	1525F	0244	1153	403	18C	BUCKEYE CIR	TE31972	INDF

DECLASSIFIED IAW EO 13526

30 NOV

1	2	3	4	5	6	7	8	9	10	11	12	3
1M	ADAMS HOWARD R		16065A	19DEC50	P-4	PILOT CC	10SR	1245A	0553	1054	7516	22F BUCKEY
2M	ALDHIZER PAUL M	AO 828885		01JUL55	SP-8	ACFT MAINT OFF	4SR	4344	0757	0957	322	4717 E LIV
3M	ANGELUS GRANT N	AO 837754		01JUN52	P/4	A/C CC	3SR	1245A	0751	1151	7308	44A BUCKEY
4M	BADER MEINHARDT	A02216973		08FEB57	P/8	WG GUNNERY OFF	26HQ	1231B	0354	0257	7454	747 KINWIC
5M	BADGETT JOSEPH W	A0822320		15APR54	SP/4	A/C CC	3SR	1231B	0657	0757	7308	954 BUCKNE
6M	BAKES TONY S	AO 783165		13MAY54	2NBR	PRED & INTP OFF	26HQ	2051	0553	0156	7138	40F BUCKEY
7M	BLOEMENDAAL CLIFF	AO 929370		26MAR57	4NBR	PILOT CC	3SR	1241A	1241	1054	129	76 EAST S
8M	BOSSIEUX ALSTO JR	AO 743927		31OCT50	1NBR	UNBR AIR OBSR CC	4SR	1525F	1251	0253	7516	1076 BILL
9M	BRACKNEY PAUL J	AO 779340		01APR53	P/4	AC	3RD	1241A	0856	0557	7308	32A BUCKE
10M	BREILING ARNOLD A	AO 835748		15APR54	SP/4	PILOT CC	10SR	1245A	0646	0652	7409	29D BUCKE
11M	BRUNSON REGINALD	AO 835437		01SEP51	SP/4	SUP LIA OFF	26FM	6424	0851	0353	583	2D BUCKEY
12M	BURANDT CHARLES L	AO 534467		13MAY52	SP10	A/C	321RS	1234C	0545	0956	324	858 S CAS
13M	BURKHART JOHN W	AO 836238		01JUN52	SP/4	A/C CC	10SR	1245A	1252	0254	7409	25B BUCKE
14M	BUSH JAMES J	AO 684486		01APR53	SP/4	A/C CC	4SR	1245A	0755	0456	7405	1E OAK RD
15M	CALLAHAN ELLSWORT		14875A	04DEC50	1NBR	OBSERVER CC	10SR	1525F	0551	0453	120	130HARRIS
16M	CASSEDY THOMAS J	A02001410		24FEB55	P/10	A/C	321RS	1234C	0945	0856	7838	42B BUCKE
17M	DEVOE GEORGE N	A02068191		07JAN55	AC	OB BOMB NAV	26HQ	1525F	0646	0354	406	27D BUCKE

DECLASSIFIED IAW EO 13526



	4	5	6	7	8	9	10	11	12	3	14	15	
R	16065A	19DEC50	P-4	PILOT CC	10SR	1245A	0553	1054	7516	22F	BUCKEYE CIR	TE31930	RAF
L M	AO 828885	01JUL55	SP-8	ACFT MAINT OFF	4SR	4344	0757	0957	322	4717 E	LIVINGST	BE14088	INDF
NT N	AO 837754	01JUN52	P/4	A/C CC	3SR	1245A	0751	1151	7308	44A	BUCKEYE CIR	TE31949	INDF
ARDT	AO2216973	08FEB57	P/8	WG GUNNERY OFF	26HQ	1231B	0354	0257	7454	747	KINWICK RD	BE56557	INDF
EPH W	AO822320	15APR54	SP/4	A/C CC	3SR	1231B	0657	0757	7308	954	BUCKNELL RD	BE59087	INDF
S	AO 783165	13MAY54	2NBR	PRED & INTP OFF	26HQ	2051	0553	0156	7138	40F	BUCKEYE CIR	TE38142	INDF
CLIFF	AO 929370	26MAR57	4NBR	PILOT CC	3SR	1241A	1241	1054	129	76	EAST ST AVE	3443	INDF
STO JR	AO 743927	31OCT50	1NBR	UNBR AIR OBSR CC	4SR	1525F	1251	0253	7516	1076	BILLIE DR	BE54128	INDF
L J	AO 779340	01APR53	P/4	AC	3RD	1241A	0856	0557	7308	32A	BUCKEYE CIR	TE31197	INDF
NOLD A	AO 835748	15APR54	SP/4	PILOT CC	10SR	1245A	0646	0652	7409	29D	BUCKEYE CIR	TE38177	INDF
INALD	AO 835437	01SEP51	SP/4	SUP LIA OFF	26FM	6424	0851	0353	583	2D	BUCKEYE CIR	FR31868	INDF
ARLES L	AO 534467	13MAY52	SP10	A/C	321RS	1234C	0545	0956	324	858 S	CASNGHAM	BE59392	INDF
HN 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
MAS J	AO2001410	24FEB55	P/10	A/C	321RS	1234C	0945	0856	7838	42B	BUCKEYE CIR	TE31991	INDF
GE N	AO2068191	07JAN55	AC	OB BOMB NAV	26HQ	1525F	0646	0354	406	27D	BUCKEYE CR	TE31942	INDF

30 NOV 57

1	2	3	4	5	6	7	8	9	10	11	12	3
18M	CHANNELL DYLE A	AO 938749	26DEC55	P-4	WG PE SUP OFF		26HQ 6421	1241	0554	168	3065 WINCHEST P	
19M	CHRISTENSON JNO H	A02064526	15MAR54	2NBR	OBSERVER CC		10SR 1525F	0154	1055	7409	15C BUCKEYE CIR	
20M	COFFMAN WILLIAM F	17120A	01SEP51	SP/8	ACFT COMDR		3SR 1245A	1049	1155		100FF CIR APT	
21M	CONLEY FRANK R	AO 697193	05JUN51	SP10	A/C		321RS 1234C	1254	0856	324	364 DALGLEN DR	
22M	CRISWELL BILLY S	A0774042	03DEC56	SP10	PILOT		321RS 1044P	0746	0557	324	3503 BOLTON AV	
23M	CRUIKSHANK ROBE A	A01858928			SUPPLY OFF		26AE 6424	0575	0757	7805	37E ELM RD	
24M	DAVIDSON HARRY C	A02064402	16JAN51	1NBR	OBSERVER CC		4SR 1525F	1145	0255	7405	437 WEST ST GP	
25M	DIXON JOSEPH L	AO 833900	01SEP51	P/8	PILOT		4SR 7535		0857		RR 2 WESTERVIL	
26M	DODSON ROBERT W	16776A	14MAY51	SP-4	A/C CC		10SR 1245A	0152	0853	7409	4350 KUMLER DR	
27M	SILLON PAUL A	AO 673111					26HQ					
28M	DOLL GEORGE A J	28321A	01SEP51	SP/4	CH RPS & ANALY.		26HQ 1245A	0851	0353	456	255 PLUM ST A	
29M	DONDANVILLIE DO B	A02094307	18JUN52	P/10	SUPPLY LIAISON O		26HQ 1234C	0655	0856	324	4022 BEECHCRE	
30M	DUNAGAN BOBBY J	A02221667	05NOV56	P-4	AC CC		4SR 1245A	0253	1054	7405	5-12 APT #1	
31M	DUQUETTE PAUL E	A0889814	01APR53	SP-4	A/C		4SR 1224P	0252	0357	7405	1186 MANFELD	
32M	EZELLE ANCYL C JR	A01850941	09NOV56	SP10	A/C		3 9 1234C	0542	0856	7593	46F BUCKEYE C	
33S	FISHER VICTOR G	26706A	02FEB55	P-4	PILOT		3SR 1245A	0954	0756		4060 CLEVELAN	
34M	FILEMYR ROBERT W	A01686157	03JUN53	P-4	A/C CC		4SR 1245A	0150	0655	7405	3110CLERMONT	



	4	5	6	7	8	9	10	11	12	3	14	15
	AO 938749	26DEC55	P-4	WG PE SUP OFF	26HQ 6421	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	
A	AO1858928			SUPPLY OFF	26AE 6424	0575	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 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 BEEHCREEK	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 1224P	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	
S	26706A	02FEB55	P-4	PILOT	3SR 1245A	0954	0756		4060 CLEVELAND	AM74672	RAF	
W	AO1686157	03JUN53	P-4	A/C CC	4SR 1245A	0150	0655	7405	3110CLERMONT RD	BE56601	INDF	

1	2	3	4	5	6	7	8	9	10	11	12
35M	FOLIO	RUSSELL J	AO 841922	01FEB55	P-4	PILOT AOB	10SR 3034	1253	1156		234 MAY
36M	FOREMAN	THOMAS M	A03076340	07JUL57		AVN MED	26TH 9356		0957	107	3244 E
37M	FRY	WESLEY L	AO 828141	01SEP51	SP/8	A/C CC	3SR 1234B	0651	0356	7308	773 EUC
38M	FULLER	DALE R	A02038745	01APR53	SP/8	PILOT	10SR 1224P	0753	1056		3631 BR
39M	GAGNON	ROBERT R	AO 824459	19DEC50	P-4	A/C CC	10SR 1241A	0953	1256	7308	8-E BUC
40M	GARNETT	EMUEL E J	A01912077	30APR55	P/8	PILOT CC	10SR 1234B	0647	0951		
41M	GIESEN	HERMAN M	22179A	20DEC56	P/11	ACFT MAINT OFF	26HQ 4344	1253	0154	134	7A BUCK
42M	GILLESPIE	WILLI E	A02094852	12JAN55	P-8	PILOT CC	4SR 1241A	0552	0357	139	3975 BE
43M	GONSKE	EDWIN G	AO 825617	15MAR53	P-4	PILOT CC	4SR 1245A	0854	1055	7405	3666 BE
44M	GREENE	JOHN D	A01903974	19JAN55	2NBR	OBSERVER	4SR 1525F	1253	0555	353	48D OAK
45M	GRENON	JEAN P	A03045118	11JUN57		DENTAL OFF GEN	26TH 9826	1241	0856	7182	15E WHE
46M	GROCHOWSKI	ATHR R	A02093414	01APR53	SP/8	ACFT COMDR CC	3SR 1241A	1254	0657	129	4615 BF
47M	GRODOWSKI	EDWIN J	A02099861	23JUN51	N/FE	WG SUPPLY OFF	26HQ 6424	0855	1055	498	70 PARK
48M	HABERKORN	ARN HJR	AO 591154	03FEB55	NONE	RATED	26HQ 7024	0855	0757	7800	2158 ED
49M	HANSON	HAROLD M	A02084703	01APR53	2NBR	AIROBSR CC	3SR 1525F	1251	0255	129	4081 AE
50M	HARPER	JAMES B	AO 837936	01JUN52	P/10	ACFT MAINT OFF	321RS 4344	1052	0856	7180	43A BUC
51M	HATFIELD	DAVID C	AO 839518	08FEB55	P-4	PILOT CCR	3SR 1245A	0156	0956	7308	1342 S



	4	5	6	7	8	9	10	11	12	3	14	15
SELL 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
Y L	AO 828141	01SEP51	SP/8	A/C CC	3SR 1234B	0651	0356	7308		773	EUCLAIR AVE	BE59139 INDF
LE 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
MUEL E J	AO1912077	30APR55	P/8	PILOT CC	10SR 1234B	0647	0951					
RMAN 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	BEECHGREEK	BE71796 INDF
WIN G	AO 825617	15MAR53	P-4	PILOT CC	4SR 1245A	0854	1055	7405		3666	BEACH GROV	TR55854 INDF
HN D	AO1903974	19JAN55	2NBR	OBSERVER	4SR 1525F	1253	0555	353		48D	OAK RD	TE31838 INDF
AN P	AO3045118	11JUN57		DENTAL OFF GEN	26TH 9826	1241	0856	7182		15E	WHERRY HOUS	TE31528 858
I 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
ROLD M	AO2084703	01APR53	2NBR	AIROBSR CC	3SR 1525F	1251	0255	129		4081	ABBAY CT	BE56085 INDF
ES B	AO 837936	01JUN52	P/10	ACFT MAINT OFF	321RS 4344	1052	0856	7180		43A	BUCKEYE CIR	TE31439 INDF
DAVID C	AO 839518	08FEB55	P-4	PILOT CCR	3SR 1245A	0156	0956	7308		1342	S WEYANT A	BE16234 INDF

DECLASSIFIED IAW EO 13526

30 NOV 5

1	2	3	4	5	6	7	8	9	10	11	12	3
52S	HECHINGER ROBER M	22203A	22MAR57	4NBR	OBSR		3SR	1525F	1153	0953		DEMOREST RD
53M	HEMPEN ROBERT L	A01908671	18APR52	P/8	ACFT MAINT OFF		26FM	4344	0746	1254	100	698 HARDING
54M	HIERONYMUS HOME H	A02071978	15DEC51	1NBR	AIROBSR CC		4SR	1525F	0847	0951	353	2932 DOVER R
55M	HIGGINS KENNETH J	AO 936642	01SEP51	SP/8	FLT TEST MAINTOF		26HQ	1234B	1049	0951	0695	RT #1 AV
56M	HOPKINS THEODOR L	AO 805624	16JAN51	P-8	PILOT		4SR	6424	0855	0955		913 BUCKNELL
57S	HOWARD BESSIE T	AN2241940	30APR56		NURSE GEN DUTY		26TH	9754	1255	1255	7476	518 E TOWN S
58M	HUCKLEBERRY ALL C	A02092137	15MAR54	SP-4	ACFT COMDR		10SR	1245A	0242	0652		15F BUCKEYE
59M	HUETHER RYLEY A	AO 775370	25FEB57	SP10	AC CC		321RS	1234C	0646	0856	324	423 WOLF AVE
60M	JAKAB JOHN A	AO 441968	16JAN51	SP/8	A/C CC		3RS	1231B	1253	557	129	1991 LINWOOD
61M	JEFFERY DONALD N	A01912091	18DEC56	P-4	PILOT CC		3SR	1245A	0645	0555	129	242 HILLRIDG
62M	JOHNSON HARLAN W	22426A					3SR					
63M	JOHNSON WENDELL C	A02058491	01SEP51	2NBR	CH PRED & INTPSE		26HQ	1525F	0851	0153	293	1328 ZETTLER
64S	JONES FRANK G	22891A	30JAN57	P/4	PILOT CC		10SR	1245A	0754	0455	7409	101 BRUNSON
65M	JONES JAMES JR	A 780615	15FEB51	SP			3SR	1245A	0351	1153	129	3903 E FULTO
66M	KATES MATTHEW F	A03045512	05JAN57		AVN MED		26TH	9356	1241	0457	107	20B BUCKEYE
67M	KEAL THOMAS L	15406A	19DEC50	SP/4	A/C CC		4SR	1245A	0449	0953	7405	313 PLUM ST
68M	KELLEY GEORG E JR	AO 945112	01JUN52	P/10	A/C CC		321RS	1234C	0755	0856	7838	3045 KENLAWN

DECLASSIFIED IAW EO 13526



4	5	6	7	8	9	10	11	12	3	14	15		
	22203A	22MAR57	4NBR	OBSR		3SR	1525F	1153	0953		DEMOREST RD	BR99206	RAF
AO	1908671	18APR52	P/8	ACFT MAINT OFF		26FM	4344	0746	1254	100	698 HARDING AVE	OL35696	INDF
AO	2071978	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
AN	2241940	30APR56		NURSE GEN DUTY		26TH	9754	1255	1255	7476	518 E TOWN ST	CA19597	INDF
AO	2092137	15MAR54	SP-4	ACFT COMDR		10SR	1245A	0242	0652		15F BUCKEYE CIR	TE31664	INDF
AO	775370	25FEB57	SP10	AC CC		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
AO	1912091	18DEC56	P-4	PILOT CC		3SR	1245A	0645	0555	129	242 HILLRIDGE R	UN65946	INDF
	22426A					3SR							
AO	2058491	01SEP51	2NBR	CH PRED & INTPSE		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
AO	3045512	05JAN57		AVN MED		26TH	9356	1241	0457	107	20B BUCKEYE CIR	TE31789	159
	15406A	19DEC50	SP/4	A/C CC		4SR	1245A	0449	0953	7405	313 PLUM ST AV	AV 3064	RAF
AO	945112	01JUN52	P/10	A/C CC		321RS	1234C	0755	0856	7838	3045 KENLAWN ST	AM73795	INDF

DECLASSIFIED IAW EO 13526

30 N

1	2	3	4	5	6	7	8	9	10	11	12	
69M	KINDER RICHARD O		15245A	19DEC50	1NBR	OBSERVER CC	3SR	1525F	0551	0453	129	895 EAST
70M	KING NOEL O	AO	815501	04JAN53	SP/8	PILOT CC	10SR	1234B	1241	0253	7611	LAFB TR
71M	KIRBIE GUY B	AO	929602	21OCT54	SP/4	PILOT AOB	10SR	1245A	1245	0752		126 BEECH
72M	KOHLLENSTEIN JOSEP	AO	788651	01APR53	4N-R	ACFT OBSR	4SR	1521F	1050	1154	427	334 MAYFA
73M	KOCH DONALD	AO	758008				26HQ				332	22E BUCKE
74M	LAFRANCIS CYRIL R	AO2098541		28NOV56	P/10	A/C	321RS	1234C	1042	0856	324	260 BROAD
75M	LOGDON CHARLES	AO2070282		31JAN55	NAV4	PROJECT OFFICER FT	10SR	1525F	0845	0652	TDY 310 DAYS	PROJ MONT LOCKHEED MARIETTA
76M	LUCAS ROBERT J	AO3044025		05OCT56		MED OFF GENERAL	26TH	9326	1241	1056	7506	1040 S KE
77M	MARSHALL LOUISE A		26659W	12APR56	N/R	NURSE GEN DUTY	26TH	9754	0857	0957	7505	NQ
78M	MARTINI GERALD D	AO	784203	15APR54	P-4	A/C CC	10SR	1245A	0353	1154	7409	RFD #2 CW
79M	MASON ROBERT S	AO	929767	01SEP51	1NBR	OBSERVER CC	4SR	1525F	0248	0153	7405	37D ELM R
80M	MESSMER ROBERT F	AO2069461		01APR53	P-4	ACFT COMDR	3SR	1245A	0242	0652		3153 CLER
81M	MCGOVERN JOSEPH W		30276A	26APR56	P-10	PILOT	321RS	1231C	1155	0557	324	42 MIDCLI
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 RODN
84M	MILLS EDWARD K JR		21670A	03FEB56	N-R	CH OPRNL INTELL	26HQ	2054	0354	0356	7454	17B BUCKE

DECLASSIFIED IAW EO 13526



	4	5	6	7	8	9	10	11	12	3	14	15
MARD 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
B	AO 929602	21OCT54	SP/4	PILOT AOB	10SR	1245A	1245	0752		126	BEECHBANK	BE55031 INDF
M JOSEP	AO 788651	01APR53	4N-R	ACFT OBSR	4SR	1521F	1050	1154	427	334	MAYFAIR RD	BE58177 INDF
D	AO 758008				26HQ					332	22E BUCKEYE CIR	TE31481
CYRIL R	A02098541	28NOV56	P/10	A/C	321RS	1234C	1042	0856	324	360	BROAD ST-RB	UN66058 INDF
RLES	A02070282	31JAN55	NAV4	PROJECT OFFICER FT	10SR	1525F	0845	0652	TDY	310	PROJ MONTICELLO LOCKHEED AC MARIETTA GA	31DEC57 INDF
RT J	A03044025	05OCT56		MED OFF GENERAL	26TH	9326	1241	1056	7506	1040	S KELNER R	BE13265 1058
DUISE A	26659W	12APR56	N/R	NURSE GEN DUTY	26TH	9754	0857	0957	7505	NQ		EXT 137 RAF
RALD D	AO 784203	15APR54	P-4	A/C CC	10SR	1245A	0353	1154	7409	RFD #2 CW	TE77238	INDF
RT S	AO 929767	01SEP51	1NBR	OBSERVER CC	4SR	1525F	0248	0153	7405	37D	ELM RD	TE31758 INDF
BERT F	A02069461	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
IAM A	AO 812631	15APR54	P-8	PILOT	10SR	1241A	0752	0457				INDF
TIN E	AO 695940	16JAN51	1NBR	AONB BOMB NAV	26HQ	1525F	0251	0153	7344	4588	RODNEY	BE53918 INDF
RD K JR	21670A	03FEB56	N-R	CH OPRNL INTELL	26HQ	2054	0354	0356	7454	17B	BUCKEYE CIR	TE31575 RAF

DECLASSIFIED IAW EO 13526

30 NOV 57

1	2	3	4	5	6	7	8	9	10	11	12	3
85M	MITCHELL GLENN	A02082719	28FEB57	P/8	PILOT	CC	10SR	1241A	0456	0457	7308	1555 FOREST ST
86M	MITCHELL RICHAR D	A01909183	13JAN55	SP-4	A/C	CC	4SR	1245A	0642	0951	7308	41D BUCKEYE CIR
87M	MORRE MAX L	15554A					26HQ					
88S	MOTOK EUGENE	A3 830513	18FEB55	P-4	PILOT		4SR	1644	1055	0656		24 MERLINE OB
89M	MULLEN RAPHALE D	AO 681167	31OCT50	P-4	PILOT		4SR	3044	0754	1056		848 SHAMPTON RI
90M	MUNDY CHARLES E	A02063458	19DEC50	SP/8	A/C	CC	10SR	1234B	0953	0953	7516	33E BUCKEYE CI
91S	MYLREA VIRGINIA E	AN2242003	23MAR57		NURSE	GEN DY	26TH	9754	0856	0856	7476	810 WEDGEWOOD
92M	NELSON DONALD E	AO 727525	31OCT50	CP10	PILOT	CC	321RS	7224	0753	0557	324	36F BUCKEYE CI
93M	NERATKO JOSEPH J	A02063142	01APR53	1NBR	ACFT	OBSR	3SR	1521F	0651	1256	7308	7B BUCKEYE CIR
94M	NELSON ORVILLE C	AO 772460	31OCT50	SP10	PILOT		321RS	1234C	0655	0856	324	1103 MANFELD D
95M	OLSEN GEORGE L	A02067964	01SEP51	1NBR	ACFT	OBSR	26AE	3231B	1156	1256	7484	3277 KIRKWOOD
96M	ONEILL NELSON S	AO 943081	08APR57	P/10	PILOT		321RS	1234C	0455	0856	7351	4119 BEECHBANK
97M	ORLISKI JOHN C	AO 823926	01JUN52	SP/4	A/C	CC WSB	26HQ	1245A	0346	0852	406	3342 TOWERS CF
98M	ONEAL HOWARD F	19856A	24JAN55	SP-4	AC	CC	3SR	1241A	1052	0357	129	80Q 17 RM 37
99M	ONEILL JAMES F	A02060075	15APR54	P-4	OPNS	STAFF OFF	26HQ	1435	1241	0852	429	439 S ASHBRTN
100M	ONEILL THOMA F JR	A02209621	25MAR56	2NBR	ACFT	OBSR	10SR	1525F	1241	0456	7409	292 S ASHBURT
101M	ORSBORN HARRY T	AO 816927	01APR53	P/10	SQ	ACFT PERF ENG	321RS	4324	0353	0856	7871	8D BUCKEYE CI

DECLASSIFIED IAW EO 13526



4	5	6	7	8	9	10	11	12	3	14	15	
AO2082719	28FEB57	P/8	PILOT CC	10SR	1241A	0456	0457	7308	1555	FOREST ST	CL82831	INDF
AO1909183	13JAN55	SP-4	A/C CC	4SR	1245A	0642	0951	7308	41D	BUCKEYE CIR	TE31895	INDF
	15554A			26HQ								
A3 830513	18FEB55	P-4	PILOT	4SR	1644	1055	0656		24	MERLINE OB	HI43218	INDF
AO 681167	31OCT50	P-4	PILOT	4SR	3044	0754	1056		848	SHAMPTON RD	BE18294	INDF
AO2063458	19DEC50	SP/8	A/C CC	10SR	1234B	0953	0953	7516	33E	BUCKEYE CIR	TE31984	INDF
AN2242003	23MAR57		NURSE GEN DY	26TH	9754	0856	0856	7476	810	WEDGEWOOD	BR47403	INDF
AO 727525	31OCT50	CP10	PILOT CC	321RS	7224	0753	0557	324	36F	BUCKEYE CIR	TE31652	INDF
AO2063142	01APR53	1NBR	ACFT OBSR	3SR	1521F	0651	1256	7308	7B	BUCKEYE CIR	TE31716	INDF
AO 772460	31OCT50	SP10	PILOT	321RS	1234C	0655	0856	324	1103	MANFELD DR	BE50825	INDF
AO2067964	01SEP51	1NBR	ACFT OBSR	26AE	3231B	1156	1256	7484	3277	KIRKWOOD	BE10033	INDF
AO 943081	08APR57	P/10	PILOT	321RS	1234C	0455	0856	7351	4119	BEECHBANK	BE59037	INDF
AO 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	80Q	17 RM 37	7198	RAF
AO2060075	15APR54	P-4	OPNS STAFF OFF	26HQ	1435	1241	0852	429	439	S ASHBRTN	BE52733	INDF
AO2209621	25MAR56	2NBR	ACFT OBSR	10SR	1525F	1241	0456	7409	292	S ASHBURTON	BE50026	658
AO 816927	01APR53	P/10	SQ ACFT PERF ENG	321RS	4324	0353	0856	7871	8D	BUCKEYE CIR	TE31669	INDF

DECLASSIFIED IAW EO 13526

30 N

1	2	3	4	5	6	7	8	9	10	11	12	
102M	PECK WYNDHAM M W	AO 745493	19DEC50	SP10	A/C		321RS	1234C	1149	0856	7324	82 BEECH
103M	PENDERGRASS BAILE	AO1909931	14FEB55	SP/0	PILOT	CC	3SR	1124	0757	0857	129	80Q 17
104M	PFEFFER LOUIS L	AO 439851	19DEC50	SP/8	A/C	CC	4SR	1234B	0953	0951	7405	441 NAOM
105M	POWERS ROBERT J	AO1849628	15MAR54	P/10	A/C		321RS	1234C	0254	0856	7824	3680 BRI
106M	POYNTER HERBERT M	AO1911359	15NOV55	P/8	A/C	CC	3SR	1234B	0554	0654	129	4358 KUM
107M	PRESTON WILLIAM M	AO3043543	11JUN56		DENT OFF	GEN	26TH	9826	0757	0857	7182	80Q
108M	UPHOUSE EARL W	AO1858619	19DEC56	P/10	PILOT		321RS	1054B	0757	0857	324	80Q 18
109M	RAFFY ALEXANDER	AO 750093	01APR53	1NBR	SQ	NAV	4SR	1525F	0544	0752	353	4634 ST
110M	REDMOND LAWRENC K	AO2260074	01JUL55		WG PHOTO	OFF	26HQ	8696	0955	1256	510	1193 MA
111M	RHODES RICHARD E	AO 803688	03JAN55	SP10	A/C		321RS	1234C	1145	0856	7351	1622 MOI
112M	RITCHASON ALFRED	AO 784959	01SEP51	SP/4	A/C	CC	4SR	1245A	1051	0953	7516	41ELIZA
113M	ROACH THOMAS C	AO3042039	08JUL57		INTERNIST		26TH	9386C	1241	0757	206	41D BUC
114M	ROBROCK PAUL A	AO 751609	01APR53	2NBR	OBSERVER	CC	10SR	1525F	0153	0854	7409	3262 TO
115M	ROLL FRANKLIN T	AO 685218	03SEP51	SP/4	A/C	CC	3SR	1245A	1252	0354	7409	39 BUCK
116M	ROLOFF DONALD H	22329A	25JAN57	P-4	PILOT	CC	4SR	1245A	1241	1055	7405	34A BUC
117M	ROSS IRVING F	AO2084016	04FEB55	1NBR	STAFF	OBSR	321RS	1534A	0954	0856	7835	3971 BE
118M	SALKELD GEORGE H	AO 755759	31OCT50	S/P	A/C	CC	10SR	1224P	1149	1256	129	1280 LI

DECLASSIFIED IAW EO 13526



	4	5	6	7	8	9	10	11	12	3	14	15
M W	AO 745493	19DEC50	SP10	A/C	321RS	1234C	1149	0856	7324	82	BEECHWOOD RD	BE55113 INDF
BAILE	AO1909931	14FEB55	SP/0	PILOT CC	3SR	1124	0757	0857	129	BOQ 17		1798 INDF
S L	AO 439851	19DEC50	SP/8	A/C CC	4SR	1234B	0953	0951	7405	441	NAOMI CT GP	TE65480 INDF
RT J	AO1849628	15MAR54	P/10	A/C	321RS	1234C	0254	0856	7824	3680	BRIGGS RD	BR62569 INDF
BERT M	AO1911359	15NOV55	P/8	A/C CC	3SR	1234B	0554	0654	129	4358	KUMLER DR	BE54983 INDF
LAM M	AO3043543	11JUN56		DENT OFF GEN	26TH	9826	0757	0857	7182	BOQ		662 1157
W	AO1858619	19DEC56	P/10	PILOT	321RS	1054B	0757	0857	324	BOQ 18		662 INDF
NDER	AO 750093	01APR53	1NBR	SQ NAV	4SR	1525F	0544	0752	353	4634	ST FRANCIS	BE54320 INDF
ENC K	AO2260074	01JUL55		WG PHOTO OFF	26HQ	8696	0955	1256	510	1193	MARBLE DR	BE71900 INDF
RD E	AO 803688	03JAN55	SP10	A/C	321RS	1234C	1145	0856	7351	1622	MOLER RD	HI36199 INDF
FRED	AO 784959	01SEP51	SP/4	A/C CC	4SR	1245A	1051	0953	7516	41	ELIZABETHSTCW	TE77086 INDF
C	AO3042039	08JUL57		INTERNIST	26TH	9386C	1241	0757	206	41D	BUCKEYE CUR	TE31056 759
A	AO 751609	01APR53	2NBR	OBSERVER CC	10SR	1525F	0153	0854	7409	3262	TOWERS CT	BE56603 INDF
N T	AO 685218	03SEP51	SP/4	A/C CC	3SR	1245A	1252	0354	7409	39	BUCKEYE CIR	TE31966 INDF
D H	22329A	25JAN57	P-4	PILOT CC	4SR	1245A	1241	1055	7405	34A	BUCKEYE CIR	TE31637 RAF
F	AO2084016	04FEB55	1NBR	STAFF OBSR	321RS	1534A	0954	0856	7835	3971	BEEHCREEK	BE56717 INDF
GE H	AO 755759	31OCT50	S/P	A/C CC	10SR	1224P	1149	1256	129	1280	LINWOOD AV	HI38269 INDF

DECLASSIFIED IAW EO 13526

30 NOV 51

1	2	3	4	5	6	7	8	9	10	11	12	3
119M	SANDINI EDWARD J	AO 783842	16SEP51	P-11	AC	CC	3SR 1241A	0746	1056	129	4528DUNDEE AV	
120M	SAYERS ROBERT R	A01909098	10JAN55	P-4	AC		3SR 1234C	0353	0957			
121M	SCHRUP RAYMOND L	AO 754674	24NOV51	N/F	WG	PHOTO OFF	26HQ 2334	0255	0355	314	46A BUCKEYE C	
122M	SEXTON CHARLES D	16239A	08SEP51	P-8	A/C	CC	3SR 1241A	0654	1056	7308	1591 SIMPSON	
123M	SHARP JEAN Y J	AO 800409	01APR53	P-11	N/F	SQ COMMANDER	26HQ 7024	0954	1054	332	3971DONEY ST	
124M	SHIRLEY LEE E	A02086122	01APR53	SP10	A/C		321RS 1234C	0953	0856	7836	3340 EAKIN RD	
125M	SISTEK ANTON A	AO 700371	01FEB53	P-11	ACFT	MAINT OFF13	26PM 4341	0255	0355	397	BOQ 17 ROOM 1	
126M	SNYDER EUGEN F JR	AO 821792	19DEC50	SP-4	ACFT	COMDR	4SR 1245A	1248	0652		1196 HUNTLY C	
127M	STONE CHESTER M	AO 762501	19DEC50	SP/4	A/C	CC	4SR 1245A	0951	0652	7405	BLDG 11 APT 4	
128M	STUDAK JOSEPH W J	AO 936436	01JUN52	1NBR	ACFT	OBSERVER CC	3SR 1525F	0749	0153	237	4939 DIMSON C	
129M	SOUTAR JAMES B	AO 804528	30JUN50	S/P	PILOT		3SR 1121A	0657	0757	129	380 ELM RD	
130M	SULLIVAN JAMES P	AO 862612	15FEB51	2ECM	WING	ECM OFF	26HQ 3024	1245	1255	7655	788 DIMSON DF	
131M	SWOFFORD PAUL	AO 808606	16JAN51	P-8	PILOT		10SR 1611	0856	0857		3970 ESTER AV	
132S	TALBERT EDWARD H	A01912298	15NOV56	1NBR	ACFT	OBSR	10SR 1521F	0352	0856	129	209 N JAMES R	
133M	TEACHOUT GERALD P	28328A	15APR54	S/P	PILOT		3SR 1231B	0951	0757	129		
134M	TRAVIS RAYMOND R	AO 835723	04JAN56	P-4	PILOT	CC	4SR 1243A	0246	1154	7405	1796 EAST BRO	
135M	TUCKER JAMES V	AO 669813	07FEB55	SP10	A/C		321RS 1234C	0845	0856	7366	454 CHERRY GP	

DECLASSIFIED IAW EO 13526



4	5	6	7	8	9	10	11	12	3	14	15
AO 783842	16SEP51	P-11	AC CC	3SR	1241A	0746	1056	129	4528DUNDEE AVE		INDF
AO1909098	10JAN55	P-4	AC	3SR	1234C	0353	0957				INDF
AO 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
AO 800409	01APR53	P-11	N/F SQ COMMANDER	26HQ	7024	0954	1054	332	3971DONEY ST	BE57764	INDF
AO2086122	01APR53	SP10	A/C	321RS	1234C	0953	0856	7836	3340 EAKIN RD	BR97240	INDF
AO 700371	01FEB53	P-11	ACFT MAINT OFFI3	26PM	4341	0255	0355	397	BOQ 17 ROOM 16	7198	INDF
AO 821792	19DEC50	SP-4	ACFT COMDR	4SR	1245A	1248	0652		1196 HUNTLY DR	BE53103	INDF
AO 762501	19DEC50	SP/4	A/C CC	4SR	1245A	0951	0652	7405	BLDG 11 APT 4	7669	INDF
AO 936436	01JUN52	1NBR	ACFT OBSERVER CC	3SR	1525F	0749	0153	237	4939 DIMSON DR	BE55643	INDF
AO 804528	30JUN50	S/P	PILOT	3SR	1121A	0657	0757	129	380 ELM RD	TE31694	INDF
AO 862612	15FEB51	2ECM	WING ECM OFF	26HQ	3024	1245	1255	7655	788 DIMSON DR	BE53689	INDF
AO 808606	16JAN51	P-8	PILOT	10SR	1611	0856	0857		3970 ESTER AVE		INDF
AO1912298	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
AO 835723	04JAN56	P-4	PILOT CC	4SR	1243A	0246	1154	7405	1796 EAST BROOK	BR64786	INDF
AO 669813	07FEB55	SP10	A/C	321RS	1234C	0845	0856	7366	454 CHERRY GP	TE65922	INDF

DECLASSIFIED IAW EO 13526

30 NO

1	2	3	4	5	6	7	8	9	10	11	12	
136M	TURCOTTE	ROGER L	AO 779706	19JUN51	P-4	PILOT	3SR	1241A	0156	0956	129	1198 MANI
137M	TURNER	JOSEPH M	AO 864434	29JAN57	N/F	FLT LINE OIC	26AE	3234B	0453	0653	7704	35C BUCKI
138M	VACCARO	VINCENT L	AO 886971	15APR54	2NBR	OBSERVER CC	10SR	1525F	0553	0555	7409	2880 RUH
139M	VANATTA	PAUL W	AO 831856	01APR53	PP10	ACFT COMDR	4SR	1234C	0853	0757		
140M	VANVLEET	GERALD E	16318A	31OCT50	P-4	A/C CC	4SR	1241A	0853	1056	7405	411 ROBI
141M	VOVRICK	GEORGE R	AO2068804	01APR53	P-4	A/C CC	10SR	1245A	0350	1053	7409	13F BUCK
142M	WAHL	BERNARD	AO 780093	16JAN51	SP-4	ACFT COMDR	3SR	1245A	1148	0552		80Q T-19
143M	WALKER	JOHN B	AO 794999	07DEC52	P-8	A/C CC	3SR	1231B	0445	0557		3B BUCKE
144M	WALTS	ROBERT	AO2 71073	05DEC50	SP/4	A/C CC	4SR	1245A	1145	0853	7405	PICKERIN
145M	WARD	RAYMOND W	AO 754248	19DEC50	SP/8	A/C	4SR	1234B	0456	0656	7308	4942 MCA
146M	WARD	ROYCE L	AO 757631	16JAN51	SP10	AC	321RS	1234C	0353	0856	7851	3737 E M
147M	WARD	WILLIAM R	AO 788679	15MAR54	1NBR	SQ OBSERVER	3SR	1525F	0351	0353	237	47A BUCK
148M	WEEKS	MILTON E	A32063208	01APR53	1NBR	ACFT OBSR	4SR	1525F	1045	0652	353	481 LORC
149M	WEIGELT	WINFRED H	17278A	01SEP51	P-4	ACFT COMDR	4SR	1245A	1251	0353		469 VIRG
150M	WHEELER	ROBERT E	AO 808627	15FEB51	SP10	AC	321RS	1234C	0942	0856	324	42C BUCI
151M	WILKINS	ROBERT G	AO 777279	16OCT52	P-4	PILOT	4SR	1435	0457	0657		
152M	WOHLERS	JACK K	AO 693442	07JAN55	SP-4	A/C CC	3SR	1241A	0956	0657	129	33F BUCI

DECLASSIFIED IAW EO 13526



	4	5	6	7	8	9	10	11	12	3	14	15
GER L	AO 779706	19JUN51	P-4	PILOT	3SR 1241A	0156	0956	129	1198	MANFELD DR		INDF
PH M	AO 864434	29JAN57	N/F	FLT LINE OIC	26AE 3234B	0453	0653	7704	35C	BUCKEYE CIR	TE31989	INDF
CENT L	AO 886971	15APR54	2NBR	OBSERVER CC	10SR 1525F	0553	0555	7409	2880	RUHL AVE	BE54637	INDF
L W	AO 831856	01APR53	PP10	ACFT COMDR	4SR 1234C	0853	0757					
RALD E	16318A	31OCT50	P-4	A/C CC	4SR 1241A	0853	1056	7405	411	ROBINWOOD	BE53952	RAF
RGE R	AO2068804	01APR53	P-4	A/C CC	10SR 1245A	0350	1053	7409	13F	BUCKEYE CIR	TE38136	INDF
D	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
T	AO2 71073	05DEC50	SP/4	A/C CC	4SR 1245A	1145	0853	7405		PICKERINGTON O	TE72640	INDF
D W	AO 754248	19DEC50	SP/8	A/C	4SR 1234B	0456	0656	7308	4942	MCALLISTER	BE50482	INDF
L	AO 757631	16JAN51	SP10	AC	321RS 1234C	0353	0856	7851	3737	E MAIN J-7	BE18716	INDF
M 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
K K	AO 693442	07JAN55	SP-4	A/C CC	3SR 1241A	0956	0657	129	33F	BUCKEYE CIR	TE31900	INDF

DECLASSIFIED IAW EO 13526

30 NOV 57

1	2	3	4	5	6	7	8	9	10	11	12	3
153M	WILEY	ROBERT	B	24338A	03SEP52	SP-4	PILOT	4SR	1435	0249	0757	
154M	WHITE	DAVID	B	AO 720678	15FEB51	SP/8	A/C CC	3SR	1231B	0556	0656	7308 31D BUCKEYE CI
155M	WRONSKI	WILLIAM	R	AO 764555	29MAR51	SP/4	A/C CC	26HQ	1245A	1241	0853	7405 3A BEYE CR
156M	YATES	CHARLES	R	AO 668688	19DEC50	SP/8	PILOT CCR	3SR	1231B	1045	0656	7308 4233 MAYFLOWER
157M	YUSKA	ROBERT	D	AO 802511	10JAN51	SP10	A/C	321RS	1234C	0446	0856	324 3316 MARY
158M	ZOTTER	LEROY	P	16525A	16JAN51	P-4	CH GND TNG BR	3SR	1435	0345	0953	7816 80Q 17 ROOM 11

FIRST LIEUTENANT

1M	ALTIMUS	WILLIAM	R	A02224317	25MAY53	P/8	A/C CC	10SR	1234B	0953	0953	7409 298N KELLNER
2M	ANDERSON	DAVID	H	A03058269	01MAY57	P/10	PILOT	321RS	1234C	1241	0856	7351 256 MAYFAIR B
3M	ANDERSON	WILLIA	J	A03022614	17MAR55	P-8	PILOT	4SR	1231B	1241	1056	7405 411 ROSS RD
4M	ARRINGTON	WA E	JR	28917A	26NOV55	P/10	PILOT	321RS	1234C	1241	0857	324 4098 BEECH BA
5M	BAILEY	BENJAMIN	N	A03022614	11JUN56	P-8	PILOT	3SR	1231B	1241	0456	3120 KENTWOOD
6M	BARBEE	JOSEPH	A	A63 52416	01MAY57	2NBR	ACFT OBSR	321RS	1531A	1241	1256	7835 QTRS S-17 RM
7M	BAKAS	ALAN	J	A03008319	18DEC55	P/4	PILOT	10SR	1224P	0849	0357	
8S	BARNHART	RICHAR	E	A03038743	04SEP56	2NBR	ACFT OBSR	321RS	1534A	0242	0856	7835 1015 DIMSON D

DECLASSIFIED IAW EO 13526



4	5	6	7	8	9	10	11	12	3	14	15
	24338A	03SEP52	SP-4	PILOT	4SR	1435	0249	0757			RAF
AO	720678	15FEB51	SP/8	A/C CC	3SR	1231B	0556	0656	7308	31D BUCKEYE CIR	TE31683 INDF
AO	764555	29MAR51	SP/4	A/C CC	26HQ	1245A	1241	0853	7405	3A BEYE CR	TE31459 INDF
AO	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	1435	0345	0953	7816	80Q 17 ROOM 11	TE30384 RAF
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 BLV	BE10616	1059
AO3022614	17MAR55	P-8	PILOT	4SR	1231B	1241	1056	7405	411 ROSS RD	BE71711	INDF
	28917A	26NOV55	P/10	PILOT	321RS	1234C	1241	0857	324	4098 BEECH BANK	BE12304 INDF
AO3022614	11JUN56	P-8	PILOT	3SR	1231B	1241	0456		3120 KENTWOOD	BE18252	INDF
A63	52416	01MAY57	2NBR	ACFT OBSR	321RS	1531A	1241	1256	7835	QTRS S-17 RM 15	INDF
AO3008319	18DEC55	P/4	PILOT	10SR	1224P	0849	0357				INDF
AO3038743	04SEP56	2NBR	ACFT OBSR	321RS	1534A	0242	0856	7835	1015 DIMSON DR	BE72256	358

1	2	3	4	5	6	7	8	9	10	11	12
9M	BASKETT	SILAS R	A03051917	04JUL57		SUPPLY OFF	26PM 6424	1241	1156	621	1402 M
10M	BEAVER	GEORGE HJR	A02211427	12DEC56		SUPPLY OFF	26AE 6424	1241	1155	7804	13D BU
11S	BEECHER	ROBERT W	A03058424	18MAY57	P-8	PILOT	10SR 1234B	1241	1255	129	2346 B
12M	BELLIS	HAROLD A	A02210936	20AUG56	P-8	PILOT	10SR 1124Q	1241	0556		
13M	BELZ	WILLIAM JR	A03025495	15SEP55		PILOT	321ST 1234C		0956	7351	1445 V
14S	BERRY	CHARLES W	A03021209	20JAN56	P/8	PILOT CC	10SR 1234B	1241	0955	7409	2267 F
15M	BLAIR	WILLIAM O	28083A	28FEB57	PLT	PILOT CC	3SR 1241A	1241	0657	129	355 OB
16M	BLOSE	JAMES H	A02206191	07JUN56	P-8	PILOT	3SR 1234B	1241	0456		103 BE
17M	BROWN	PAUL J	A03058543	14JUN57	2NBR	ACFT OBSR CC	4SR 1521F	1241	0656	129	80Q 17
18M	BOCK	FRED C	A02208463	30APR56	4NBR	OBSR	10SR 1521F	1241	0556		
19M	BOYLE	RONALD F	A03022574	28FEB55	P/8	PILOT	4SR 1234B	1241	0556	7491	222 D
20S	BOZZETTI	TEODORO	A33057308	01FEB57	P-8	PILOT CC	10SR 1234B	0242	1055		1063 S
21M	BRAISTED	STARYL C	A03025565	15SEP55	P/8	PIL6T CC	4SR 1234B	1234	0654	7405	17D BU
22M	BREYER	WALTE H JR	A03018503	06JUL55	2NBR	ACFT OBSR	321RS 1534A	0242	0856	7835	3348 M
23M	BRONG	GENE E	A03004876	01NOV54	2NBR	ACFT OBSR	321RS 1534A	1254	0956	7593	3226MA
24M	BROWN	JAMES K	A03034712	02DEC55	2NBR	AIROBSR CC	10SR 1525F	1241	1054	7409	3C BUC
25M	BRUCE	EDWARD M	A01912139	04NOV55	P/8	PILOT	3SR 1241A	0753	0657	129	32 N H



	4	5	6	7	8	9	10	11	12	3	14	15
R	A03051917	04JUL57		SUPPLY OFF	26PM 6424	1241	1156	621	1402	MOLÉR	HI47527	159
HJR	A02211427	12DEC56		SUPPLY OFF	26AE 6424	1241	1155	7804	13D	BUCKEYE CIR	TE38172	58
W	A03058424	18MAY57	P-8	PILOT	10SR 1234B	1241	1255	129	2346	BERWICK	BE12438	1158
A	A02210936	20AUG56	P-8	PILOT	10SR 1124Q	1241	0556					358
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	PIL6T CC	4SR 1234B	1234	0654	7405	17D	BUCKEYE CIR	TE31693	INDF
H JR	A03018503	06JUL55	2NBR	ACFT OBSR	321RS 1534A	0242	0856	7835	3348	MARY ST	BR63046	358
	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

DECLASSIFIED IAW EO 13526

30 NOV

1	2	3	4	5	6	7	8	9	10	11	12	3	
26S	BUBNIS KEAN C	A03036478	15MAR56	2NBR	ACFT	OBSR	3	9S	1534A	0242	0856	7835	335 S ASBUR
27M	CALDWELL RALPH G	A03040018	08DEC56	2NBR	ACFT	OBSR	321RS	1534A	0952	0856	7835	398 WEST MA	
28S	CALLIGAN BER5ARD	A03035093	30DEC55	2NBR	AIROBSR	CC	4SR	1525F	1147	1254	353	3233 DALE A	
29M	CAMPBELL JAMES T	A03041084	15DEC56	P/10	PILOT		321RS	1231C	1241	1056	7351	342 N VIRGI	
30M	CAMPBELL KENNET A	A03057976	30MAR57	P-10	PILOT		321RS	1234C	0242	0856	324	3257 DALE A	
31M	CARROLL DOLPHA T	A03034660	10DEC55	P/8	PILOT	CC	3SR	1234B	1052	0854	7308	8A BUCKEYE	
32S	CHAMBERLEN GERA L	A03025446	15SEP55	P/10	PILOT		321RS	1234C	0542	0856	7824	1010 ANTWER	
33M	CHRISTOPHERSON LH	A03025684	24SEP55	2NBR	ACFT	OBSR	321RS	1534A	0542	0856	7824	20C BUCKEYE	
34M	CLARE FRED E	A03046303	19APR57	2NBR	ACFT	OBSR	321RS	1531P	1241	0857	7835	4187 WRIGHT	
35M	CLARK PAUL J	A03036933	03MAY56	2NBR	ACFT	OBSR	321RS	1534A	0242	0856	7835	1043 ELIZAB	
36S	COOK DONALD R	A03050585	12JUN57		OIC	EVAL DISEM	26HQ	2054	1241	0656	430	2632 E LIVI	
37M	COOPER CARL E	A33035805	28JAN56	2NBR	ACFT	OBSR	321RS	1534A	0542	0856	7835	3793 N ROSE	
38M	CORNICK WILL E	A03025449	15SEP55	P-10	PILOT		321RS	1234C	0742	0956	324	15D BUCKEYE	
39S	COUILLARD DONALD	A03064201	02SEP57	2NBR	AIROBSR	CCR	3SR	1521F	1241	0856		1061 S CASS	
40M	COURCHESNE L G	32102A	02DEC55	2NBR	PHOTO	NAV	4SR	1525F	1241	1154	7405	2C BUCKEYE C	
41M	CROSS RUSSELL W	A33021492	13JAN55				3SR						
42S	CROWE CLYDE W	A03040133	08DEC56	2NBR	ACFT	OBSR	321RS	1534A	0242	0856	7833	1010 ANTWERP	

DECLASSIFIED IAW EO 13526



4	5	6	7	8	9	10	11	12	3	14	15		
A03036478	15MAR56	2NBR	ACFT	OBSR	3	9S	1534A	0242	0856	7835	335 S ASBURTON	BE71679	INDF
A03040018	08DEC56	2NBR	ACFT	OBSR	321RS	1534A	0952	0856	7835	398 WEST MAIN	TE65851	INDF	
A03035093	30DEC55	2NBR	AIROBSR	CC	4SR	1525F	1147	1254	353	3233 DALE AVE	BE72411	INDF	
A03041084	15DEC56	P/10	PILOT		321RS	1231C	1241	1056	7351	342 N VIRGINIA	BE13252	658	
A03057976	30MAR57	P-10	PILOT		321RS	1234C	0242	0856	324	3257 DALE AVE	BE14628	INDF	
A03034660	10DEC55	P/8	PILOT	CC	3SR	1234B	1052	0854	7308	8A BUCKEYE CIR	TE31570	658	
A03025446	15SEP55	P/10	PILOT		321RS	1234C	0542	0856	7824	1010 ANTWERP RD	BE50442	INDF	
A03025684	24SEP55	2NBR	ACFT	OBSR	321RS	1534A	0542	0856	7824	20C BUCKEYE CIR	TE38194	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	
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	
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				3SR							INDF	
A03040133	08DEC56	2NBR	ACFT	OBSR	321RS	1534A	0242	0856	7833	1010 ANTWERP RD	BE50442	658	

1	2	3	4	5	6	7	8	9	10	11	12	
43M	CULTRERI	ARMAND A	A03026086	14OCT55	P-8	PILOT	3SR	1231B	1241	0654	129	932 S HA
44M	DAVIS	ROBERT E	A03048885	12JUN57	2NBR	ACFT OBSR	321SR	1531P	1241	0457	7035	92 MIDCL
45S	DAUGHERTY	TIM T	A02209728	16JUL56	P-8	PILOT	4SR	1234B	1241	0556	7405	2377 E L
46M	DELATORRE	JO J JR	A03021018	03FEB56	P/10	PILOT	321RS	1234C	1241	0856	7351	799 DUKE
47M	DENNEY	CARL L JR	31435A	15SEP55	ASST	CH RPTS ANAL BR	26HQ	1234C	0542	0956	7311	1096 S C
48M	DIEKMAN	JOHN D	A02247305	09FEB54	P-10	A/C CC	321RS	1224P	1241	0557	7351	77B ERIC
49S	DIPIETRO	ANTHON J	A03034714	02DEC55	2NBR	AIROBSR CC	4SR	1525F	0553	1054	353	4597 E M
50M	DONOGHUE	JOHN	A03024553	16DEC56	P-10	PILOT	321RS	1124Q	1241	0557	324	1607 CU
51M	DRISCOLL	ROBERT E	A03033770	05NOV55	2NBR	AIROBSR CC	4SR	1525F	1241	1054	7405	783 NO I
52S	DURKIN	CHARLES R	A03004804	26SEP54	P-4	PILOT	10SR	1245A	1241	0856	7409	1786 KI
53M	EDELEN	RICHARD B	A02225551	09APR54	2NBR	OBSR	10SR	1525F	0354	1254		16D BUCI
54M	EDGREN	ROBERT D	31842A	17DEC56	2NBR	ACFT OBSR	10SR	1525F	0149	1256	7409	3469 SC
55M	EDWARDS	HARRY N	31881A	28FEB57	P-8	PILOT	3SR	1241A	1241	0657	129	280 MAY
56M	ELROD	WATT D	A02205336	12APR56	P-1	JOB CONTROL OFF	26HQ	3231B	1241	0856	7704	44 PARK
57S	EVANKO	JOHN R	A03006683	06JAN55	P/4	PILOT CC	3SR	1245A	1241	1255	129	1097 LO
58S	FADEL	FERRIS R	A02211718	27SEP56	4NBR	OBSR	10SR	1521F	1241	1056		998 ANT
59S	FALKINBURG	RICH A	A03057324	01FEB57	P-8	PILOT	10SR	1234B	1241	0855	7409	810 E C



4 5 6 7 8 9 10 11 12 3 14 15

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
	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
R	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
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
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
	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
A	A03057324	01FEB57	P-8 PILOT		10SR 1234B	1241	0855	7409	810 E COMO	AM32426	758

30 NOV 57

1	2	3	4	5	6	7	8	9	10	11	12	3
60M	FAZIO	VINCENT	S	A03018698	09DEC55	P-8 PILOT	4SR	1321A	1241	0856	7405	2728 GRACE ST
61M	FINCH	ALFRED	W	A03052812	06AUG57	P/10 PILOT	321SR	1224P	1241	0757	7823	3096 MARYLAND
62M	FOGLE	EARL	N	A03009222	13DEC54	2NBR OBSERVER	10SR	1525F	1241	1155	7409	20A BUCKEYE
63M	FRANKLIN	FELIX		A03026349	28OCT55	P/8 PILOT	4SR	1234B	0242	0654		10A BUCKEYE CI
64M	FRYMIRE	RANDOLP	W	A02210375	27JUL56	P/8 PILOT	4SR	1234B	1241	0556	7308	4044BEECHCREEK
65S	GALLAGHER	DANIE		A03040563	08DEC56	2NBR ACFT OBSR	321RS	1534A	0242	0856	7835	3350 BROADMORE
66M	GAMACHE	GEORGE	P	25375A	17DEC55	2NBR OBSR CC	4SR	1525F	0254	1154	7405	GP PIKE
67M	GIBBONS	LEROY	E J	A02227650	01FEB56	P/8 MAINT OFFWSB	10SR	1234B	0548	0254	667	44B BUCKEYE CR
68M	GILCHRIST	DOUG	W	A03022878	16MAR55	P/8 PILOT CC	3SR	1435	0857	0757	7308	903 DERRER RD
69M	GILLESPIE	RONALD		A03058121	17OCT55	P-8 PILOT	10SR	1234B	0242	1155	7409	2346 EVERGREEN
70M	GOODKIND	MARK	J	A03047913	07JUN57	P-8 PILOT	3SR	1224P	1241			
71M	GORMAN	ROBERT	T	A03052436	07JUN57	P-8 PILOT	3SR	1124Q	1241	0957	129	399 ASHBURTON
72M	GORDON	GEORG	A JR	A03022048	26JAN55	2NBR ACFT OBSR	321RS	1531A	1241	0657	7835	1691 SHADY LAW
73M	GREEN	BILLY	L	31815A	01DEC56	P-3 PILOT	3SR	1231B	1231	0557	129	136 BEECHWOOD
74M	GROVER	DAVID	B	25102A	02DEC54	2NBR ACFT OBSR CC	3SR	1521	1241	0257	237	1350 LOCKBOURN
75S	HACKNEY	GEORGE	S	A03058402	18MAY57	P-8 PILOT	3SR	1231B	1241	1255	129	108 CLIFTON CT
76S	HAHN	ROBERT	A	A02206152	04JUN56	P-8 PILOT	3SR	1234B	1241	0556	129	2632 E LIVINGS



30 NOV 57 PAGE NO. 20

4	5	6	7	8	9	10	11	12	3	14	15	
03018698	09DEC55	P-8	PILOT	4SR	1321A	1241	0856	7405	2728	GRACE ST	AM81996	INDF
03052812	06AUG57	P/10	PILOT	321SR	1224P	1241	0757	7823	3096	MARYLAND		259
03009222	13DEC54	2NBR	OBSERVER	10SR	1525F	1241	1155	7409	20A	BUCKEYE	TE38167	INDF
03026349	28OCT55	P/8	PILOT	4SR	1234B	0242	0654		10A	BUCKEYE CIR	TE31673	INDF
02210375	27JUL56	P/8	PILOT	4SR	1234B	1241	0556	7308	4044	BEECHCREEK	BE56077	459
03040563	08DEC56	2NBR	ACFT OBSR	321RS	1534A	0242	0856	7835	3350	BROADMORE	BE52564	INDF
25375A	17DEC55	2NBR	OBSR CC	4SR	1525F	0254	1154	7405	GP	PIKE	TE65224	RAF
02227650	01FEB56	P/8	MAINT OFFWSB	10SR	1234B	0548	0254	667	44B	BUCKEYE CR	TE31139	INDF
03022878	16MAR55	P/8	PILOT CC	3SR	1435	0857	0757	7308	903	DERRER RD	BR64415	INDF
03058121	17OCT55	P-8	PILOT	10SR	1234B	0242	1155	7409	2346	EVERGREEN	BE14063	INDF
03047913	07JUN57	P-8	PILOT	3SR	1224P	1241						359
03052436	07JUN57	P-8	PILOT	3SR	1124Q	1241	0957	129	399	ASHBURTON	BE57282	658
03022048	26JAN55	2NBR	ACFT OBSR	321RS	1531A	1241	0657	7835	1691	SHADY LAWN	BE53608	INDF
31815A	01DEC56	P-3	PILOT	3SR	1231B	1231	0557	129	136	BEECHWOOD	BE13878	RAF
25102A	02DEC54	2NBR	ACFT OBSR CC	3SR	1521	1241	0257	237	1350	LOCKBOURNE	HI47190	RAF
03058402	18MAY57	P-8	PILOT	3SR	1231B	1241	1255	129	108	CLIFTON CT	CL89323	1158
02206152	04JUN56	P-8	PILOT	3SR	1234B	1241	0556	129	2632	E LIVINGST	BE15379	459

1	2	3	4	5	6	7	8	9	10	11	12	
77M	HALL BILLY	A03035812	28JAN56	2NBR	ACFT	OBSR	321RS	1534A	0542	0856	7435	1575
78M	HARRISON JAMES H	A03064491	23JUL57				4SR					
79M	HAMILTON WALLAC J	A03037011	27APR56	P/10	PILOT		321RS	1231C	0242	0856	324	421D
80M	HANSEN HEMMING O	A03008517	13AUG55	P-4	PILOT		10SR	1241	0853	0657		COMMEI
81M	HARRIS WILLIAM D	A03025511	15SEP55	P/10	A/C		321RS	1234C	0542	0856	7351	608 W
82M	HARDBERGER PHIL D	A03027284	14JAN57	P-10	PILOT		4SR	1224P	1241	0457		
83M	HEFLIN FRANK E	A03003420	07OCT54	P/1	AIR	OPNS OFF	26HQ	1231B	1241	1154	TDY	MAXWEL
											104	
											DAYS	
84M	HENTSCHEL RDPH JR	A02228492	24OCT54	2NBR	ACFT	OBSR CC	3SR	1525A	0642	0757	129	473 AS
85M	HESS RONALD J	A03050280	14JUN57	P-10	PILOT	CC	321SR	1224P	1241	0557	7351	BOQ #1
86M	HEIN BARNEY J	A03025017	26JUL55	P-8	PILOT		4SR	1245A	1241	0856	127	225 DA
87M	HEWITT ALBERT G J	30490A	15MAR54	N-4	OBSERVER	CC	3SR	1525F	1241	0155	0208	1201 H
88M	HINKLE HAROLD L	A03005073	01NOV54	P-8	PILOT		3SR	1231B	1241	1056	129	105N W
89M	HOFFMAN MICHAEL J	A03046989	28MAR57	2NBR	ACFT	OBSR	321RS	1531P	1241	0357	7835	157 BE
90M	HOON PAUL E	A02095859	09NOV53	P-8	PILOT		3SR	1231B	1241	0257	129	1249 C
91S	HOROCHIVSKY MICHA	A03007931	11JUN55	N/R	WG	STILL PHOTO	26HQ	2334	0555	0657	510	259D M
92M	HUDSON KENNETH L	A02209759	17JUL56			PHOTO RADAR INTE	26HQ	2044	1241	0856	7138	PLANEV



30 NOV 57

1	2	3	4	5	6	7	8	9	10	11	12	3
93M	HUNDLEY	KENNETH O	A02204344	29MAY56	P/10	PILOT	321RS	1234C	0242	0856	7360	37F ELM RD
94M	JACOBS	MAX R	A03034018	08NOV55	P/10	PILOT	321RS	1231C	1241	0657	324	120 DAVID AVE
95M	JARVIS	EDMUND E	A02244896	21APR54	2NBR	OBSR	321SR	1534A	1241	0956	7835	4509 SAN JOSE
96S	JENKINS	JAMES R	A03048896	12JUN57	P/10	PILOT	321SR	1231C	1241	0557	324	430 MAYFAIR BL
97M	JENNER	THEODORE L	A03025589	15SEP55	P/8	PILOT CC	10SR	1234B	1241	0654	120	32F BUCKEYE CIP
98M	JOHNKOŠKI	VINCE H	A03028636	02FEB57	P-10	PILOT	321RS	1231C	1241	1056	324	256R PARKLAWN E
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	1521B	0342	0857	7318	1055 SMITH RD
102M	KESKE	RONALD W	A03051068	15JUN57	P/10	PILOT	321RS	1224P	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	2ECM	ECM OFF	26HQ	3024	1241	0355	7655	504 WEST ST GP
106M	KOMM	DONALD R	A03022274	24FEB55	2NBR	ACFT OBSR	321SR	1534A	0856	0757	7835	1075 ELIZABETH
107M	KRUMME	DONALD P	A02209830	14JUL56	2NBR	ACFT OBSR	10SR	1525F	1241	0956	237	3422 E BROAD C
108M	LEA	ROBERT E	A02228462	10SEP54	2NBR	ACFT OBSR	321RS	1534C	1054	0856	7835	347 DALGLEN DR
109M	LEACH	JAMES A	26136A	04DEC55	P/4	PILOT CC	4SR	1243A	1241	0456	7405	34B BUCKEYE CIP

4	5	6	7	8	9	10	11	12	3	14	15
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
AO2244896	21APR54	2NBR	OBSR	321SR	1534A	1241	0956	7835	4509 SAN JOSE	BE55628	INDF
AO3048896	12JUN57	P/10	PILOT	321SR	1231C	1241	0557	324	430 MAYFAIR BLV	BE11963	159
AO3025589	15SEP55	P/8	PILOT CC	10SR	1234B	1241	0654	120	32F BUCKEYE CIR	TE31484	INDF
AO3028636	02FEB57	P-10	PILOT	321RS	1231C	1241	1056	324	256R PARKLAWN B	BE14675	858
AO3025463	15SEP55	P/10	A/C	321RS	1234C	0542	0956	324	3324 MARV AVE	BR97137	INDF
AO3024471	11JUN55	NAV4	ACFT OBSR CC	4SR	1525F	1241	0855	353	879 DUKE RD	BE13891	INDF
AO3024190	25MAY55	2NBR	ACFT OBSR CC	3SR	1521B	0342	0857	7318	1055 SMITH RD	HI32804	INDF
AO3051068	15JUN57	P/10	PILOT	321RS	1224P	1241	0557	7823	1057 S HAMPTON	BE17814	INDF
30807A	18NOV54	P-8	PILOT	10SR	1234B	0242	0155		438 BEAVER AVE	BE16926	RAF
AO3046996	05MAY57		LINE BOMB-NAV	26AE	3231B	1241	1155	7704	48A OAK RD	TE31588	1157
AO3009108	15MAR56	2ECM	ECM OFF	26HQ	3024	1241	0355	7655	504 WEST ST GP	TE65455	658
AO3022274	24FEB55	2NBR	ACFT OBSR	321SR	1534A	0856	0757	7835	1075 ELIZABETH	BE50151	INDF
AO2209830	14JUL56	2NBR	ACFT OBSR	10SR	1525F	1241	0956	237	3422 E BROAD C	BE18236	358
AO2228462	10SEP54	2NBR	ACFT OBSR	321RS	1534C	1054	0856	7835	347 DALGLEN DR	UN65998	INDF
26136A	04DEC55	P/4	PILOT CC	4SR	1243A	1241	0456	7405	34B BUCKEYE CIR	TE34094	RAF



DECLASSIFIED IAW EO 13526

30 NO

1	2	3	4	5	6	7	8	9	10	11	12	
110S	LOCHOCKI	STA W JR	A03035388	14JAN56	P-4	PILOT	AOB	3SR	1525F	1241	0155	PARADISE
111M	LYNN	ROY H JR	27323A	03DEC56	P/8	PILOT	CC	3SR	1241A	1241	0456	129 921 BUCKI
112M	LILLY	CARTER H	A03049192	12JUN57	P/11	ACFT	OBSR	321RS	1531A	1241	0457	7835 2062 RIDG
113M	LOGAN	DONALD E	A01858682	10NOV53	P/8	A/C	CC	4SR	1234B	1241	1056	7405 4900 BARE
114S	LOW	EDWARD	27320A	03DEC56	P-8	PILOT		10SR	1124Q	1241	0457	120 S COU
115M	LETTO	AUGUSTINE R	A03057960	30MAR57	P-8	PILOT	CC	4SR	1234B	1241	0156	7405 4018 DONI
116M	LEEKA	RICHARD B	A02209666	16JUL56	P-10	PILOT		321RS	1234C	1241	0956	324 1574 HUXI
117M	LUDLOW	WILLIAM I	A02210926	20AUG56	P/10	PILOT		321RS	1234C	0242	0856	324 3385 BRO
118M	MAKOWSKI	LOUIS F	A03034949	16DEC55	2NBR	OBSERVER	CC	3SR	1525F	1241	1154	129 7E BUCKE
119M	MANNING	THOMAS E	A02226057	25APR54	P/8	A/C		10SR	1234B	0454	0554	120 38C ELM
120M	MARLEY	WILLIAM H	32107A	06DEC55	P/8	PILOT	CC	4SR	1234B	1241	1055	7405 5D BUCKE
121M	MARTIN	DONALD S	A03048901	12JUN57	P-10	PILOT	CC	321RS	1224P	1241	0357	324 913 DUKE
122M	MAY	LEO J	A03025215	15SEP55	P-8	PILOT	CC	3SR	1231B	1241	0654	129 29A BUCKI
123M	MCCULLOUGH	WALT J	A02210952	27AUG56	2NBR	NAV	BOMB CC	4SR	1525F	1241	1056	7405 355N ROO
124S	MCCULLOUGH	ROB E	A02210709	20AUG56	P-8	PILOT	CC	4SR	1231B	1241	0456	5035 VAN
125M	MCELROY	JAMES MJR	A03018666	04DEC55	P-8	PILOT	CC	4SR	1234B	1241	1055	7405 5E BUCKE
126M	MCFERREN	ROBERT D	A02211189	03SEP56	P/10	PILOT		321RS	1234C	1241	0856	324 356 ASHB

DECLASSIFIED IAW EO 13526

	4	5	6	7	8	9	10	11	12	3	14	15	
JR	A03035388	14JAN56	P-4	PILOT	A0B	3SR	1525F	1241	0155		PARADISE TR PK	BE58891	INDF
	27323A	03DEC56	P/8	PILOT	CC	3SR	1241A	1241	0456	129	921 BUCKNELL RD	BE72430	RAF
	A03049192	12JUN57	P/11	ACFT	OBSR	321RS	1531A	1241	0457	7835	2062 RIDGEVIEW	HU66296	INDF
	A01858682	10NOV53	P/8	A/C	CC	4SR	1234B	1241	1056	7405	4900 BARBRAEACT	BE59968	INDF
	27320A	03DEC56	P-8	PILOT		10SR	1124Q	1241	0457		120 S COURT MY	22872	RAF
R	A03057960	30MAR57	P-8	PILOT	CC	4SR	1234B	1241	0156	7405	4018 DONEY	BE50372	INDF
B	A02209666	16JUL56	P-10	PILOT		321RS	1234C	1241	0956	324	1574 HUXLEY DR	BE51612	459
I	A02210926	20AUG56	P/10	PILOT		321RS	1234C	0242	0856	324	3385 BROADMOOR	BE11603	358
F	A03034949	16DEC55	2NBR	OBSERVER	CC	3SR	1525F	1241	1154	129	7E BUCKEYE CIR	TE31272	INDF
E	A02226057	25APR54	P/8	A/C		10SR	1234B	0454	0554	120	38C ELM RD	TE31730	INDF
H	32107A	06DEC55	P/8	PILOT	CC	4SR	1234B	1241	1055	7405	5D BUCKEYE CIR	TE31268	RAF
S	A03048901	12JUN57	P-10	PILOT	CC	321RS	1224P	1241	0357	324	913 DUKE RD	BE55343	259
	A03025215	15SEP55	P-8	PILOT	CC	3SR	1231B	1241	0654	129	29A BUCKEYE CIR	TE31983	658
T J	A02210952	27AUG56	2NBR	NAV BOMB	CC	4SR	1525F	1241	1056	7405	355N ROOSVELT	BE51043	358
E	A02210709	20AUG56	P-8	PILOT	CC	4SR	1231B	1241	0456		5035 VANDERBILT	BE56525	459
MJR	A03018666	04DEC55	P-8	PILOT	CC	4SR	1234B	1241	1055	7405	5E BUCKEYE CIR	TE31171	INDF
T D	A02211189	03SEP56	P/10	PILOT		321RS	1234C	1241	0856	324	356 ASHBURTON		358



DECLASSIFIED IAW EO 13526

30 NOV 57

1	2	3	4	5	6	7	8	9	10	11	12	3
127M	MCGINNIS	JAMES B	A03051830	28MAR57	2NBR	ACFT OBSR	321RS	1531P	1241	0557	7833	28 S RICHARDSON
128M	MCKINLAY	EDWIN J	A03023950	06MAY55	4NBR	OBSR	3SR	1525F	0242	0555		582 OAKWOOD
129M	MCINTYRE	HAROLD F	A02088939	09NOV 5	U4NB	ROBSR	4SR	1521F	0354	1256		887 DENSON DR
130M	MCNAB	RICHARD K	A03033847	12NOV55	P-8	PILOT CC	10SR	1234B	1241	0754	INDF	35E BUCKEYE CIR
131M	MEINERS	HERMAN P	A03027169	04FEB57	P-4	PILOT CC	3RS	1241A	1241	0557	129	4384 EAST BROAD
132M	MILLER	JOSEPH B	27800A	03JUL53	2NBR	OBSR	4SR	1525F	1248	1153		BASE TRAILER PK
133M	MILES	JAMES D	A03043799	12AUG57		UNIT COMDR	26TH	9021	1241	0756	7889	3096 MARYLAND
134M	MIILLER	RICHARD S	A02207141	06NOV56	P/10	PILOT	321RS	1234C	0242	0957	324	1547 CANALD RD
135S	MITTELSTAEDT	GORG	A03058406	18MAY57	P-8	PILOT	3SR	1231B	1241	1255	7310	3113 RUHL AVE
136S	MONFORT	JAMES W	A03064480	27OCT57	P-8	PILOT	10SR	1234B	1241	0556	7308	1057 CASSINGHM
137M	MORGAN	CHARLES C	A03058407	18MAY57	P-8	PILOT CC	4SR	1231B	1241	1255	289	5-10 APT 4
138M	MORRIS	DUDLEY JR	A03007053	19DEC54	2NBR	OBSERVER	10SR	1525F	1241	0954	129	36D BUCKEYE CIF
139M	MORRIS	JOHN J	26179A	04DEC55	P/10	PILOT	4TH	1234B	1241	1055	129	104 HAMILTON RI
140M	MORTENSEN	DOM M	A02210091	16JUL56	P-8	PILOT	3SR	1234B	1241	0556		11 OFF CIR #5
141M	MURPHY	SAMUEL E	A03021356	21JAN56	P-8	PILOT	3SR	1234B	1241	0156	7409	3250 MAYFAIR PH
142M	NEARY	EUGENE P	A03035817	27JAN56	2NBR	ACFT OBSR	321RS	1534A	0542	0856	7835	1913 S CHAMPION
143M	NIGHTENGALE	MER E	26188A	04DEC55	P/4	PILOT CC	4SR	1245A	1241	0856	7308	4993 DIMSON DR

DECLASSIFIED IAW EO 13526

4	5	6	7	8	9	10	11	12	3	14	15	
AO3051830	28MAR57	2NBR	ACFT	OBSR	321RS	1531P	1241	0557	7833	28 S RICHARDSON	BR48794	956
AO3023950	06MAY55	4NBR	OBSR		3SR	1525F	0242	0555		582 OAKWOOD	CL89052	INDF
AO2088939	09NOV 5	U4NB	ROBSR		4SR	1521F	0354	1256		887 DENSON DR	TE58563	INDF
AO3033847	12NOV55	P-8	PILOT	CC	10SR	1234B	1241	0754	INDF	35E BUCKEYE CIR	TE31791	INDF
AO3027169	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
AO3043799	12AUG57		UNIT	COMDR	26TH	9021	1241	0756	7889	3096 MARYLAND	BE17906	359
AO2207141	06NOV56	P/10	PILOT		321RS	1234C	0242	0957	324	1547 CANALD RD		INDF
AO3058406	18MAY57	P-8	PILOT		3SR	1231B	1241	1255	7310	3113 RUHL AVE	BE52008	1158
AO3064480	27OCT57	P-8	PILOT		10SR	1234B	1241	0556	7308	1057 CASSINGHM	BE55313	459
AO3058407	18MAY57	P-8	PILOT	CC	4SR	1231B	1241	1255	289	S-10 APT 4	EXT7780	1158
AO3007053	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
AO2210091	16JUL56	P-8	PILOT		3SR	1234B	1241	0556		11 OFF CIR #5	7726	459
AO3021356	21JAN56	P-8	PILOT		3SR	1234B	1241	0156	7409	3250 MAYFAIR PK	BE13115	INDF
AO3035817	27JAN56	2NBR	ACFT	OBSR	321RS	1534A	0542	0856	7835	1913 S CHAMPION	HI43860	INDF
26188A	04DEC55	P/4	PILOT	CC	4SR	1245A	1241	0856	7308	4993 DIMSON DR	BE54123	RAF



1	2	3	4	5	6	7	8	9	10	11	12
144S	NIGRO	JOSEPH A	A01864924	11JAN54		OIC RPTS PAY SEC	26HQ 7321	0457	0557	7119	BOQ 18
145S	NORDBY	CLYDE D	A03064482	13JUN57	P/8	PILOT	10SR 1234B	1241	0556	7409	1057 S
146M	OBRIEN	WILLIAM R	A03021726	01FEB55	P/10	GROUND SAFETY OF	26HQ 1234C	0542	0956	7517	3673 BE
147S	OLIKER	DANIEL R	A03028647	03FEB57	P/8	PILOT	10SR 1224P	1241	1056		BOQ 17
148M	OLIVE	LEWIS C JR	27369A	03DEC56	P/8	PILOT CC	3SR 1241A	1241	0456	129	BOQ17
149M	OLOUGHLIN	EARL T	28470A	16OCT53	P/8	A/C COMDR	10SR 1234B	0853	1053	7409	26D BUC
150M	ORENIC	EDWARD J	A03008517	10MAR57			10SR 1124Q	0653	0757		
151M	OROURKE	ROBERT F	A03025849	07OCT55	2NBR	OBSERVER	10SR 1525F	1241	0954	7409	36B BUC
152M	PARRY	JAMES T	A02207649	12JUN56	4NBR	OBSR	10SR 1521A	1241	0976		819C KEI
153M	PARSONS	DONALD L	A03024241	24NOV56		ACFT OBSR PLANS	26HQ 1525A	0242	0757	7222	206 E H
154M	PARTINGTON	PATRIK	A03048906	01MAY57		OIC OFFICERS BR	26HQ 7324	1241	0256	143	403 MAY
155S	PAWLIK	HARRY	A02210041U	17JUL56	P-8	PILOT	4SR 1124Q	1241	0556		2377 E I
156S	PERRY	JAMES N	A02212007	18NOV56	P/10	PILOT	321RS 1234C	1241	0856	324	430C MA
157S	PETERS	NORMAN D	A03034677	10DEC55	P/8	PILOT CC	4SR 1234B	1241	0854	7405	6415E BR
158S	PETERS	RICHARD W	A02208371	07JUN56	P-8	PILOT	10SR 1234B	1241	056		821 EXET
159S	PIERSON	LLOYD J	A03023166	29MAR55	P/8	PILOT	10SR 1234B	1054	0556	7308	1057 S C
160S	PIGG	JAMES C	A03058290	01MAY57	P/10	CO-PILOT	321RS 1234C	0342	0856	324	1015 DIM

4	5	6	7	8	9	10	11	12	3	14	15
A01864924	11JAN54		OIC RPTS PAY SEC	26HQ 7321	0457	0557	7119	BOQ 18		7198	INDF
A03064482	13JUN57	P/8	PILOT	10SR 1234B	1241	0556	7409	1057 S CASSINGH	BE55313	459	
A03021726	01FEB55	P/10	GROUND SAFETY OF	26HQ 1234C	0542	0956	7517	3673 BEECH GRVE	TR53570	INDF	
A03028647	03FEB57	P/8	PILOT	10SR 1224P	1241	1056		BOQ 17 RM 3		7198	858
27369A	03DEC56	P/8	PILOT CC	3SR 1241A	1241	0456	129	BOQ17		7198	RAF
28470A	16OCT53	P/8	A/C COMDR	10SR 1234B	0853	1053	7409	26D BUCKEYE CIR	TE31096	RAF	
A03008517	10MAR57			10SR 1124Q	0653	0757					INDF
A03025849	07OCT55	2NBR	OBSERVER	10SR 1525F	1241	0954	7409	36B BUCKEYE CIR	TE31741	INDF	
A02207649	12JUN56	4NBR	OBSR	10SR 1521A	1241	0976		819C KENNRICK	BE52474	459	
A03024241	24NOV56		ACFT OBSR PLANS	26HQ 1525A	0242	0757	7222	206 E HINMAN ST	HI33387	INDF	
A03048906	01MAY57		OIC OFFICERS BR	26HQ 7324	1241	0256	143	403 MAYFAIR BLV	BE56317	1057	
A02210041U	17JUL56	P-8	PILOT	4SR 1124Q	1241	0556		2377 E LIVINGSO	BEUMOK8	INDF	
A02212007	18NOV56	P/10	PILOT	321RS 1234C	1241	0856	324	430C MAYFAIR BL	BE11963	258	
A03034677	10DEC55	P/8	PILOT CC	4SR 1234B	1241	0854	7405	6415E BROAD	UN65179	656	
A02208371	07JUN56	P-8	PILOT	10SR 1234B	1241	056		821 EXETER	BEU00K9	258	
A03023166	29MAR55	P/8	PILOT	10SR 1234B	1054	0556	7308	1057 S CASSINGH	BE55313	559	
A03058290	01MAY57	P/10	CO-PILOT	321RS 1234C	0342	0856	324	1015 DIMSON DR	BE72256	1058	



DECLASSIFIED IAW EO 13526

30 NOV 57

1	2	3	4	5	6	7	8	9	10	11	12	3
161M	POE	EUGENE M JR	26206A	04DEC55	P/4	PILOT	10SR	1245A	1241	0456	7409	4985 DIMSON DR
162M	PORTER	RALPH E	26207A	04DEC55	P/4	PILOT	10TH	1245A	0342	0456	7409	7F BUCKEYE CIR
163M	PUCKETT	WILLIAM E	31812A	19AUG56	P/10	PILOT	321RS	1234C	0242	0856	324	2910 ASHBURTON
164M	RAHN	JOHN Q	31439A	15SEP55	P/10	PILOT	321RS	1234C	0342	0856	324	1245 S JAMES R
165S	REILEY	GEO M JR	A02209907	17JUL56	P-8	PILOT	10SR	1234B	1241	0556	7409	243 N JAMES RD
166M	REILLY	JOHN J	A02209990	09APR56	2NBR	ACFT OBSR	4SR	1525F	1241	1056	353	65 1/2 COLUMBU
167M	RIEDEL	EMIL G	27394A	03DEC56	2NBR	ACFT OBSR	321RS	1534A	0242	0856	7360	5089 DIMSON DR
168M	RINGEY	BRUCE W	A03051185	17JUN57	2NBR	ACFT OBSR	321RS	1531A	1241	0457	7835	4294 DONEY ST
169M	RINI	JOSEPH C	A03053682	27SEP57	2NBR	AIR OBSER	321RS	1521P	1241	0657	TDY 80 DAYS	KC-97 CREW TNG RAFB TEXAS
170S	ROLLINS	JAMES R	A03051213	11JUL57	2NBR	OBSR	321RS	1531P	1241	0557	7835	80Q 19
171S	ROSSETTI	ALFRED D	A63064447	20OCT57	2NBR	OBSR	4SR	1241	1056			998 ANTWERP
172M	ROQUE	BERNARD A	A02210508	09AUG56	P-8	PILOT	4SR	1231B	1241	0556	7405	265 VIRGINIA R
173S	ROYSTON	CRAIG	A03058415	18MAY57	P-8	PILOT CC	4SR	1234B	1241	1255	7405	2346 BERWICK
174M	RUPPERT	ARTHUR J	A03034610	10DEC55	P/8	PILOT CC WG STB4	4SR	1234B	1241	0854	7516	242 LEACHWORTH
175M	SAGE	TED A	A03038007	15AUG56	2NBR	ACFT OBSR	321RS	1534A	1241	0857	7835	1232 BEECHWOOD
176S	SALVATORE	COM	A02205496	12DEC56	N/R	ASST OICFLDMAINT	26A&E	3234B	0242	0957	113	822 ELM ST GP

DECLASSIFIED IAW EO 13526

4	5	6	7	8	9	10	11	12	3	14	15	
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
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
AO2209907	17JUL56	P-8	PILOT	10SR	1234B	1241	0556	7409	243	N JAMES RD	BE52988	358
AO2209990	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
AO3051185	17JUN57	2NBR	ACFT OBSR	321RS	1531A	1241	0457	7835	4294	DONEY ST	BE13907	359
AO3053682	27SEP57	2NBR	AIR OBSER	321RS	1521P	1241	0657	TDY 80 DAYS	KC-97	CREW TNG RAFB TEXAS	14AUG57	359
AO3051213	11JUL57	2NBR	OBSR	321RS	1531P	1241	0557	7835	BOQ 19		EXT7846	INDF
A63064447	20OCT57	2NBR	OBSR	4SR	1241	1056			998	ANTWERP	BE15526	459
AO2210508	09AUG56	P-8	PILOT	4SR	1231B	1241	0556	7405	265	VIRGINIA RD	BE58840	358
AO3058415	18MAY57	P-8	PILOT CC	4SR	1234B	1241	1255	7405	2346	BERWICK	BE12438	459
AO3034610	10DEC55	P/8	PILOT CC WG STB4	4SR	1234B	1241	0854	7516	242	LEACHWORTH	BR46776	658
AO3038007	15AUG56	2NBR	ACFT OBSR	321RS	1534A	1241	0857	7835	1232	BEECHWOOD	BE15695	INDF
AO2205496	12DEC56	N/R	ASST OICFLDMAINT	26AGE	3234B	0242	0957	113	822	ELM ST GP	TE63357	INDF



DECLASSIFIED IAW EO 13526

30 NOV

1	2	3	4	5	6	7	8	9	10	11	12	
177M	SASAKI RONALD T	A02207615	16JUN56	2NBR	ACFT	OBSR	3SR	1521F	1241	0257	237	3016 CHES
178M	SCAMBOS ERNEST T	28926A	10DEC55	P-8	PILOT		10SR	1234B	0242	0854		2326 BERW
179S	SAUNDERS DEWEY S	A03024212					3SR					
180M	SCOTT JACK E	A03008641	11JUN56	P-4	PILOT	AOB	10SR	1124Q	0253	0956		4030 DONE
181M	SEILER RICHARD F	A03012889	16MAR55	P/10	PILOT		321RS	1234C	0242	0856	7351	379 N ROO
182M	SEMANN RALPH L	A03025929	14OCT55	P-8	PILOT		10SR	1234B	0242	0155		3736 ASHG
183M	SHAPPELL PAUL G	A03056215	16SEP57		WG	ADJUTANT	26HQ	7024	1052	0756	7621	13 OFF CI
184M	SHAW JOHN V	A03008123	11JUN55	P/4	PILOT		3SR	1241A	0555	0357	7308	164 N YEA
185M	SHELDON CARL W	A03058416	18MAY57	P-8	PILOT	CC	4SR	1234B	1241	1255	7308	S-10 APT
186M	SHERIFF DONALD F	A02221403	19SEP54	2NBR	OBSR		321RS	1534A	0250	1256	7835	200 MIDCI
187M	SHIRLEY CHARLES L	A03040905	08DEC56	2NBR	ACFT	OBSR	321RS	1534A	0242	0856	7835	325 E MOI
188S	SIMPSON ALONZO	A03026128	14OCT55	P/8	PILOT	CC	3SR	1234B	1241	0654	129	2173 BREI
189S	SMITH MAX E	A02205615	17FEB56	P/8	PILOT	CC	10SR	1234B	1241	0156	7409	2632 E L
190S	SONNICHSEN ROBT W	A02225414	05JAN54	2NBR	ACFT	OBSR	10SR	1525F	0853	1256	120	810 COMO
191M	SMOLAREK ROBERT L	A03025481	14MAR57	P/10	PILOT		321RS	1224P	1241	0957		
192M	SPENCER JOHN F	A02204909	14JUN56	2NBR	ACFT	OBSR	321RS	1531A	1241	0956	7835	361B S A
193M	STEBICK JAMES A	A03022646	17MAR55	P/8	PILOT	CC	3RS	1231B	1241	1156	129	459 ROSS

DECLASSIFIED IAW EO 13526

	4	5	6	7	8	9	10	11	12	3	14	15	
	A02207615	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
	A03024212					3SR							
	A03008641	11JUN56	P-4	PILOT	AOB	10SR	1124Q	0253	0956		4030 DONEY ST	BE51274	259
	A03012889	16MAR55	P/10	PILOT		321RS	1234C	0242	0856	7351	379 N ROOSEVELT	BE50020	INDF
	A03025929	14OCT55	P-8	PILOT		10SR	1234B	0242	0155		3736 ASHGROVE G	TR56866	658
	A03056215	16SEP57		WG	ADJUTANT	26HQ	7024	1052	0756	7621	13 OFF CIRCLE	EXT7798	INDF
	A03008123	11JUN55	P/4	PILOT		3SR	1241A	0555	0357	7308	164 N YEARLING	BE72002	INDF
	A03058416	18MAY57	P-8	PILOT	CC	4SR	1234B	1241	1255	7308	5-10 APT 6	EXT7818	1158
	A02221403	19SEP54	2NBR	OBSR		321RS	1534A	0250	1256	7835	200 MIDCLIFF DR	BE19587	INDF
	A03040905	08DEC56	2NBR	ACFT	OBSR	321RS	1534A	0242	0856	7835	325 E MORRILL	HI43989	INDF
	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
	A02225414	05JAN54	2NBR	ACFT	OBSR	10SR	1525F	0853	1256	120	810 COMO AVE	AM32426	INDF
	A03025481	14MAR57	P/10	PILOT		321RS	1224P	1241	0957				INDF
	A02204909	14JUN56	2NBR	ACFT	OBSR	321RS	1531A	1241	0956	7835	361B S ASHBURTA	BE58065	558
	A03022646	17MAR55	P/8	PILOT	CC	3RS	1231B	1241	1156	129	459 ROSS RD	BE71728	INDF



DECLASSIFIED IAW EO 13526

30 NOV 57

1	2	3	4	5	6	7	8	9	10	11	12	3
194M	STOREY	ALVIN	B	27438A	03DEC56	P-8 PILOT	105R	1224P	1241	0457		154 GROVEPORT
195M	SUGAR	STEPHEN	J	A03047838	08JUN57	P/10 PILOT	35R	1231B	1241	0657	129	225 W TENTH
196M	STREIBIG	GLENN	A	A03028852	17FEB57	P-10 PILOT	45R	1224P	1241	0457		4079 ABBEY CT
197M	TEGGEMAN	ERI	P JR	A03005476	23OCT54	2NBR ACFT OBSR	321RS	1534A	1054	0956	7351	690 JAMES RD
198M	THOMPSON	JACK	E	A03039245	07OCT56	4-N ACFT PERF ENGR	26HQ	4324	0853	1255	7668	41A BUCKEYE C
199M	THIELE	RAYMOND	G	A02211938	08NOV56	2NBR OBSR	321RS	2051	1241	0557		
200M	TYNAN	DON	M	A03026135	14OCT55	P-8 PILOT CC	45R	1324B	0242	0155		BASE TRAILER
201M	VASS	BOOKER	N	A03034683	10DEC55	P-8 PILOT CC	35R	1234B	1241	0854	129	405 MAYFAIR B
202M	VONLOHR	MORGAN	W	A03026016	14OCT55	P/8 PILOT	105R	1324D	0456	0456		1097 LOCKBOUR
203M	VUOZZO	EUGENE	A	A02224684	24FEB54	2NBR OBSERVER CC	4TH	1525F	0148	1254	406	983 DIMSON DR
204M	WALLACE	JAMES	L	29367A	15SEP54	P/10 A/C	321RS	1234C	0542	0856	324	2979 BROWNLEE
205M	WEIDMAN	TED	J	A63057243	09FEB57	2NBR NAV	35R	1531P	0957	1057	129	358 DESHLER A
206M	WEIGLE	RAYMOND	V	30451A	23MAR54	P-4 PILOT	45R	1245A	0654	1055		35B BUCKEYE C
207S	WEIGMAN	RICHARD	J	A03026139	14OCT55	P/8 PILOT CC	45R	1234B	1241	0654	7516	4597 E MAIN S
208M	WEINER	ARTHUR	C	31811A	28NOV56	2NBR OBSR CC/R	35R	1521F	1241	0157	237	5001 WINSLOW
209S	WILLIAMS	ROBERT	O	A03034956	16DEC55	4NBR OBSR	35R	1521F	0642	1154		1157 BRYDEN
210S	WEISBURN	ROBERT	H	A02092975	11MAR53	2B WG PHOTO	26HQ	2334	0854	0256	510	80Q 17

DECLASSIFIED IAW EO 13526

4	5	6	7	8	9	10	11	12	3	14	15	
	27438A	03DEC56	P-8 PILOT		10SR	1224P	1241	0457		154 GROVEPORT	HI37051	RAF
A03047838	08JUN57	P/10 PILOT		3SR	1231B	1241	0657	129	225 W TENTH	AX98222	259	
A03028852	17FEB57	P-10 PILOT		4SR	1224P	1241	0457		4079 ABBEY CT	BE50453	858	
A03005476	23OCT54	2NBR ACFT OBSR		321RS	1534A	1054	0956	7351	690 JAMES RD	BE57684	INDF	
A03039245	07OCT56	4-N ACFT PERF ENGR		26HQ	4324	0853	1255	7668	41A BUCKEYE CIR	TE31977	INDF	
A02211938	08NOV56	2NBR OBSR		321RS	2051	1241	0557				INDF	
A03026135	14OCT55	P-8 PILOT CC		4SR	1324B	0242	0155		BASE TRAILER CR	TE57458	INDF	
A03034683	10DEC55	P-8 PILOT CC		3SR	1234B	1241	0854	129	405 MAYFAIR BLV	BE54656	658	
A03026016	14OCT55	P/8 PILOT		10SR	1324D	0456	0456		1097 LOCKBOURNE	CL36265	INDF	
A02224684	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
A63057243	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
A03026139	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
A03034956	16DEC55	4NBR OBSR		3SR	1521F	0642	1154		1157 BRYDEN RD	CL85888	INDF	
A02092975	11MAR53	2B WG PHOTO		26HQ	2334	0854	0256	510	BOQ 17		7198	INDF



30 NOV

1	2	3	4	5	6	7	8	9	10	11	12	3	
211M	WHITELY	RONALD E	A03022033	20JAN55	2NBR	OBSERVER CC WSB	10SR	1525F	1241	0555	7516	37B	ELMRDL
212M	WILLIAMS	ROBERT Q	30944A	10JAN55	2NBR	ACFT OBSR	321RS	1534A	0542	0856	7835	4287	DONEY
213M	WILSON	ALMA M	A02207206	13MAR56	P/10	PILOT	321RS	1234C	1241	0856	324	629	WIRT F
214M	WILSON	GEORGE W	A03051057	15JUN57	P/10	PILOT	321RS	1224P	1241	0857	324	130	MIDEL
215S	WILSON	JACK W	A03020088	14AUG55	P/10	PILOT	321RS	1234C	0242	0856	324	38B	ELM RI
216S	WILSON	MELVIN C	A03028208	04FEB57	P-1	PILOT	4SR	1231B	1241	0457	7405	3019	BELL
217M	WORSHAM	GEORGE M	31253A	02MAY55	P-8	PILOT	4SR	1234B	1241	1056	7405	744	WADGE
218M	WRIGHT	CLAUDE L	A03033326	15DEC56	2NBR	ACFT OBSR	321RS	1531P	1241	0457	7835	1428	FR A
219M	ZESCHKE	RICHARD A	A03009335	30APR55	2NBR	ACFT OBSR	321RS	1534A	1241	0856	7835	351C	ASHB

SECOND LIEUTENANT

1M	BREWER	ALLAN J	A03056253	15JUN56		ENG OFFICER	3SR	4341	0152	0557	134	3960	BEEC
2S	CATTEE	EUGENE P	A03066419	20MAR57	2NBR	A/C OBSR	321RS	1531P	1255	0457	7835	815	BRUCI
3S	CATTON	ROBERT D	A03051577				3SR						
4M	DONALDSON	CHARL A	A03066525	04APR57	2NBR	AIROBSR CCR	321SR	1531P	1241	0457		4483	RIT
5M	FLECKENSTEIN	JO J	A63064624	12MAY56	P-8	PILOT	4SR	1231B	1241	0556	7405	773	DERR

	4	5	6	7	8	9	10	11	12	3	14	15	
LD E	A03022033	20JAN55	2NBR	OBSERVER CC	WSB	10SR	1525F	1241	0555	7516	37B ELMRDLOCKMN	TE31643	INDF
ERT Q	30944A	10JAN55	2NBR	ACFT	OBSR	321RS	1534A	0542	0856	7835	4287 DONEY ST	BE51116	RAF
M	A02207206	13MAR56	P/10	PILOT		321RS	1234C	1241	0856	324	629 WIRT RD	TE63124	1158
E W	A03051057	15JUN57	P/10	PILOT		321RS	1224P	1241	0857	324	130 MIDELIFF DR	BE22928	INDF
W	A03020088	14AUG55	P/10	PILOT		321RS	1234C	0242	0856	324	38B ELM RD	TE31801	259
N C	A03028208	04FEB57	P-1	PILOT		4SR	1231B	1241	0457	7405	3019 BELLWOOD	BE56525	INDF
GE M	31253A	02MAY55	P-8	PILOT		4SR	1234B	1241	1056	7405	744 WADGEWOOD	BR46886	RAF
E L	A03033326	15DEC56	2NBR	ACFT	OBSR	321RS	1531P	1241	0457	7835	1428 FR AVE	CL80416	360
ARD A	A03009335	30APR55	2NBR	ACFT	OBSR	321RS	1534A	1241	0856	7835	351C ASHBURTON	BE53677	INDF
J	A03056253	15JUN56		ENG OFFICER		3SR	4341	0152	0557	134	3960 BEECHCREEK	BE71845	659
E P	A03066419	20MAR57	2NBR	A/C	OBSR	321RS	1531P	1255	0457	7835	815 BRUCK ST	HI35937	INDF
T D	A03051577					3SR							
ARL A	A03066525	04APR57	2NBR	AIROBSR	CCR	321SR	1531P	1241	0457		4483 RITALN ST	BE55590	INDF
JO J	A63064624	12MAY56	P-8	PILOT		4SR	1231B	1241	0556	7405	773 DERRER RD	BR92334	559



DECLASSIFIED IAW EO 13526

30 NOV 57

1	2	3	4	5	6	7	8	9	10	11	12	3
6S	HARRISON JAMES H	A03064491	17APR56	P-8	PILOT		4SR	1124Q	1241	0556		1152 S CASSINHA
7S	HOLGUIN PETE P	A03080275					321RS					
8M	DRAUSE DONALD G	A03049396	10JUN57	P/10	PILOT		321SR	1224P	1241	0857	7835	63 N HAMPTON
9S	GINGERRICH FRAN H	A03069184	01JUN57	N/A			26HQ	7321	1241		143	
10S	HARTMAN ROY E	A03051018					321RS					
11S	KELLEY EDWARD J	A03047592				NO RECORDS	3SR					
12S	MATTHEWS LARRY D	A03064641	12MAY56	P/8	PILOT		10SR	1234B	1241	0556	120	2632 E LIVINGS
13M	MELLON WILLI L JR	A03066537	04APR57	2NBR	AIR OBSR		321SR	1534A	1241	0457	7835	4483 ST RITALN
14S	MORSE JOHN E	A03046425				NO RECORDS	3SR					
15S	SANDERCOX GORDN M	A03065681	13OCT56	P/8	PILOT		6TSR	1241	1241	0757	120	355 OBETZ RD
16M	SCOTT LAURENCE C	A03056096	11NOV56		ASST CH MAINT ST		26HQ	4351	1241	1256	198	BOX 11 LP OHIO
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 GEROG V	A03080134				NO RECORDS	10SR					
22S	WEIBEL DONALD L	29745A	21MAY56	2NBR	ACFT OBSR		4SR	1521F	1241	0257	7308	821 EXETER

DECLASSIFIED IAW EO 13526

	4	5	6	7	8	9	10	11	12	3	14	15
H	A03064491	17APR56	P-8	PILOT	4SR	1124Q	1241	0556		1152	S CASSINHA	BE71022 459
	A03080275				321RS							
S	A03049396	10JUN57	P/10	PILOT	321SR	1224P	1241	0857	7835	63	N HAMPTON	BE13910 259
N H	A03069184	01JUN57	N/A		26HQ	7321	1241		143			560
	A03051018				321RS							
J	A03047592			NO RECORDS	3SR							
D	A03064641	12MAY56	P/8	PILOT	10SR	1234B	1241	0556	120	2632	E LIVINGST	BE15379 559
JR	A03066537	04APR57	2NBR	AIR OBSR	321SR	1534A	1241	0457	7835	4483	ST RITALN	BE55590 INDF
	A03046425			NO RECORDS	3SR							
M	A03065681	13OCT56	P/8	PILOT	GTSR	1241	1241	0757	120	355	OBETZ RD	HI47550 INDF
C	A03056096	11NOV56		ASST CH MAINT ST	26HQ	4351	1241	1256	198	BOX 11	LP OHIO	1159
	A03047541			NO RECORDS	3SR							
D E	A03052236	10APR56	P-8	PILOT	3SR	1124Q	1241	0757				INDF
	A03064919	20JUN56	2NBR	ACFT OBSR	3SR	1521F	1241	0157	129	2032	N HIGH	AX94679 659
	A03066546	04APR57	2NBR	ACFT OBSR	321SR	1531P	1241	0457	7835	754	WEDGEWOOD	BR64072 INDF
	A03080134			NO RECORDS	10SR							
	29745A	21MAY56	2NBR	ACFT OBSR	4SR	1521F	1241	0257	7308	821	EXETER	BE13359 RAF



1	2	3	4	5	6	7	8	9	10	11	12
23S	WEY HENRY F G JR	A03067059				NO RECORDS	26AE				
24S	WILLIAMSON PAUL L	A03065122	14JUL56	P/10	PILOT		321RS	1234C	1241	0856	324 80Q 17
25S	WOOD WILLIAM C	A03064321	28SEP57	P/4	PILOT		3SR	1241A	1241	1156	129 3019 BEL

CWO

1M	BOWINGS BENJAMI P	950399E	20MAR56		WG PERSONNELOFF	26HQ	73000	0155	0255	7619	128N MAP
2M	DILLARD HUGH E	954521E	08JUN55		POWER PLANT OFF	26FM	43200	0152	0452	0583	14C BUCK
3M	FAHNESTOCK CHAR M	AW2102887	09APR43		ACFT MAINT SUPT	26FM	43100	0949	1056	100	12 OFFIC
4S	MATTHEWS PRESTO A	AW2202501			NO RECORDS	26HQ					
5M	MOORE CHARLES A	AW2201060	29NOV55		ACFT MAINT OFF	26FM	53000	0550	1056	344	BASE TRL
6M	MORENTE DANIEL S	954721E	28DEC56		ASST MAINT OFF	26AE	32000	1254	1254	130	86C BUCK
7M	MOSKOT JOSEPH A	953011E	03MAY54		OIC CAMERA LINE	26AE	23100	0854	0954	7307	121 COLL

4 5 6 7 8 9 10 11 12 3 14 15

JR	A03067059		NO RECORDS	26AE											
L	A03065122	14JUL56	P/10 PILOT	321RS	1234C	1241	0856	324	80Q	17			7198	INDF	
C	A03064321	28SEP57	P/4 PILOT	35R	1241A	1241	1156	129	3019	BELLWOOD			BE56325	INDF	
MI P	950399E	20MAR56	WG PERSONNELOFF	26HQ	73000	0155	0255	7619	128N	MAPLE LC			OL35442	RAF	
E	954521E	08JUN55	POWER PLANT OFF	26FM	43200	0152	0452	0583	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	ACFT MAINT OFF	26FM	53000	0550	1056	344	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	



## DECLASSIFIED IAW EO 13526

LOSSES  
1 November 1957 to 30 November 1957 Inclusive

MAJORS

1. CECIL CHARLES W	A0753128	1416	REASSIGNED	Hq 8th Air Force WESTOVER AFB, MASS	PARA 10, DTD 5 NOV
2. MASON JOHN J	13482A	1416	REASSIGNED	HQ 8TH AIR FORCE WESTOVER AFB, MASS	PARA 18, DTD 18 OCT

CAPTAINS

1. BRITTON BERNICE E	22023W	9734	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, DTD 15 NOV
2. CAVATONI TERESA	AN1906315	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, DTD 15 NOV
3. DUNCAN RACHEL	AN788838	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, DTD 15 NOV
4. GUTWENIGER CHARLES A	A03043064	9826	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, DTD 15 NOV
5. HOWARD BESSIET	AN2241940	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, DTD 15 NOV
6. MARSHALL LOUISE A	26659W	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, DTD 15 NOV
7. MYLREA VIRGINIA E	AN2242003	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, DTD 15 NOV
8. ROGERS RICHARD M	A0940480	7024	REL FR AD		PARA 26, DTD 11 OCT

DECLASSIFIED IAW EO 13526

LOSSES  
1 November 1957 to 30 November 1957 Inclusive

A0753128	1416	REASSIGNED	Hq 8th Air Force WESTOVER AFB, MASS	PARA 10, SO 226, HQ 801ST ADiv DTD 5 NOV 57, EDCSA: 14 NOV 57
13482A	1416	REASSIGNED	HQ 8TH AIR FORCE WESTOVER AFB, MASS	PARA 18, SO 211, HQ 801ST ADiv DTD 18 OCT 57, EDCSA: 1 NOV 57
E 22023W	9734	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15 NOV 57, EDCSA: 25NOV 57
AN1906315	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15 NOV 57, EDCSA: 25 NOV 57
AN788838	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15 NOV 57, EDCSA: 25 NOV 57
LES A A03043064	9826	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15 NOV 57, EDCSA: 25 NOV 57
AN2241940	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15 NOV 57, EDCSA: 25 NOV 57
A 26659W	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15, NOV 57,EDCSA: 25 NOV 57
E AN2242003	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15 NOV 57, EDCSA: 25 NOV 57
A0940480	7024	REL FR AD		PARA 26, SO 206, HQ 801ST ADiv DTD 11 OCT 57, EFF: 31 OCT 57



DECLASSIFIED IAW EO 13526

LOSSES  
1 November 1957 to 30 November 1957 Inclusive

MAJORS

1. CECIL CHARLES W	A0753128	1416	REASSIGNED	Hq 8th Air Force WESTOVER AFB, MASS	PARA 10, SC DTD 5 NOV 57
2. MASON JOHN J	13482A	1416	REASSIGNED	HQ 8TH AIR FORCE WESTOVER AFB, MASS	PARA 18, SC DTD 18 OCT 57

CAPTAINS

1. BRITTON BERNICE E	22023W	9734	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SC DTD 15 NOV 57
2. CAVATONI TERESA	AN1906315	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SC DTD 15 NOV 57
3. DUNCAN RACHEL	AN788838	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SC DTD 15 NOV 57
4. GUTWENIGER CHARLES A	A03043064	9826	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SC DTD 15 NOV 57
5. HOWARD BESSIET	AN2241940	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SC DTD 15 NOV 57
6. MARSHALL LOUISE A	26659W	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SC DTD 15 NOV 57
7. MYLREA VIRGINIA E	AN2242003	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SC DTD 15 NOV 57
8. ROGERS RICHARD M	A0940480	7024	REL FR AD		PARA 26, SC DTD 11 OCT 57

DECLASSIFIED IAW EO 13526

LOSSES  
1 November 1957 to 30 November 1957 Inclusive

W	A0753128	1416	REASSIGNED	Hq 8th Air Force WESTOVER AFB, MASS	PARA 10, SO 226, HQ 801ST ADiv DTD 5 NOV 57, EDCSA: 14 NOV 57
	13482A	1416	REASSIGNED	HQ 8TH AIR FORCE WESTOVER AFB, MASS	PARA 18, SO 211, HQ 801ST ADiv DTD 18 OCT 57, EDCSA: 1 NOV 57
ICE E	22023W	9734	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15 NOV 57, EDCSA: 25NOV 57
ESA	AN1906315	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15 NOV 57, EDCSA: 25 NOV 57
	AN788838	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15 NOV 57, EDCSA: 25 NOV 57
CHARLES A	A03043064	9826	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15 NOV 57, EDCSA: 25 NOV 57
T	AN2241940	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15 NOV 57, EDCSA: 25 NOV 57
SE A	26659W	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15, NOV 57, EDCSA: 25 NOV 57
IA E	AN2242003	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15 NOV 57, EDCSA: 25 NOV 57
D M	A0940480	7024	REL FR AD		PARA 26, SO 206, HQ 801ST ADiv DTD 11 OCT 57, EFF: 31 OCT 57



## DECLASSIFIED IAW EO 13526

CAPTAINS CONT

9. ROTH MARGARET L	AN787314	9711	REASSIGNED	4233RS USAF HOSP LAFB, OHIO	PARA 15, SO 23 DTD 15 NOV 57,
10. SCHARA AUGUST W	A02047484	4034	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 23 DTD 15 NOV 57,
11. TIERNEY JOHN M	A03076740	9326	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 23 DTD 15 NOV 57,
12. TUCKER DANIEL J	A0679960	1245A	REL FR AD		PARA 9, SO 226 DTD 5 NOV 57,

FIRST LIEUTENANTS

1. DENPENBROCK ROBERT	A02209819	1234C	REL FR AD		PARA 22, SO 21 DTD 17 OCT 57,
2. DOYLE RALPH E	A03025452	1234C	REASSIGNED	90TH BOMBARDMENT SQ APO994, SAN FRANCISCO, CALIF	PARA 24, SO 20 DTD 9 OCT 57,
3. EDWARDS JENNIE M	AN3075726	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 23 DTD 5 NOV 57,
4. EHRHARDT GEORGE L	A02205309	3231B	REL FR AD		PARA 4, SO 209 DTD 16 OCT 57,
5. HUTTON JOHN E	AN2243508	9734	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 23 DTD 15, NOV 57
6. JOHNSON CORNELI C	AN2242923	9734	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 23 DTD 15 NOV 57,
7. PRICKETT JOSEPH E	A03049931	6424	REL FR AD		PARA 3, SO 226 DTD 5 NOV 57,
8. SPEARS CLYDE C	A01853640	7024	REASSIGNED	6940TH TECH TR GP MARCH AFB, CALIF	PARA 18, SO 21 DTD 23 OCT 57,
9. TORWEIHE ALICE L	AN3044849	9731	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 23 DTD 15 NOV 57,

DECLASSIFIED IAW EO 13526

AN787314	9711	REASSIGNED	4233RS USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15 NOV 57, EDCSA: 25 NOV 57
A02047424	4034	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15 NOV 57, EDCSA: 25 NOV 57
A03076740	9326	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15 NOV 57, EDCSA: 25 NOV 57
A0679960	1245A	REL FR AD		PARA 9, SO 226, HQ 801ST ADiv DTD 5 NOV 57, EFF: 11 NOV 57
A02209819	1234C	REL FR AD		PARA 22, SO 210, HQ 801ST ADiv DTD 17 OCT 57, EFF: 1 NOV 57
A03025452	1234C	REASSIGNED	90TH BOMBARDMENT SQ APO994, SAN FRANCISCO, CALIF	PARA 24, SO 204, HQ 801ST ADiv DTD 9 OCT 57, EDCSA: 23 DEC 57
AN3075726	9754	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 5 NOV 57, EDCSA 25NOV 57
A02205309	3231B	REL FR AD		PARA 4, SO 209, HQ 801ST ADiv DTD 16 OCT 57, EFF: 29 OCT 57
AN2243508	9734	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15, NOV 57, EDCSA: 25 NOV 57
AN2242923	9734	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15 NOV 57, EDCSA: 25 NOV 57
A03049931	6424	REL FR AD		PARA 3, SO 226, HQ 801ST ADiv DTD 5 NOV 57, EFF: 17 NOV 57
A01853640	7024	REASSIGNED	6940TH TECH TR GP MARCH AFB, CALIF	PARA 18, SO 216, HQ 801ST ADiv DTD 23 OCT 57, EDCSA: 5 NOV 57
AN3044849	9731	REASSIGNED	4233RD USAF HOSP LAFB, OHIO	PARA 15, SO 235, HQ 801ST ADiv DTD 15 NOV 57, EDCSA: 25 NOV 57



FM COMAF 8  
TO COMAIRDIV 801  
BT

/UNCLASSIFIED/ C 1041.  
FOR COMMANDER REYNOLDS FROM COMMANDER SWEENEY. MY SINCERE CONGRATULATIONS  
TO YOU AND ALL MEMBERS OF THE 26TH STRATEGIC RECONNAISSANCE WING  
FOR WINNING THE P. T. CULLEN AWARD DURING THE RECENT SAC BOMBING,  
NAVIGATION, AND RECONNAISSANCE COMPETITION. THE WING'S OVER-ALL  
RESULTS IN THE COMPETITION ARE MOST COMMENDABLE AND EXEMPLIFY THE  
HIGHEST PROFESSIONAL STANDARDS. PLEASE PASS TO COLONEL REDDELL,  
THE CREW COMMANDED BY MAJOR KOCH AND CAPTAIN MUNDY, THE MAINTENANCE  
PERSONNEL AND STAFF MY APPRECIATION FOR A JOB WELL DONE.  
BT  
21/1626Z NOV RJEPEO

A TRUE COPY:

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

DISPOSITION FORM

SUBJECT: IRON BAR

TO	COMDR 801AD	FROM	26DOP	DATE	14 Nov 57
	COMDR 801ABG				
	COMDR DET 22, 5th WFLGP				Lt Parsons/hlt/622
	COMDR 26SRW				
	DEPUTY COMDR 26SRW				
	TO 26SRW				
	TOI 26SRW				
	TOY 26SRW				
	TOC 26SRW				
	TO 26SRW				
	TS 26SRW				
	COMDR 39RS				
	COMDR 49RS				
	COMDR 10SRS				
	COMDR 26PMS				
	COMDR 26PMS				
	COMDR 26AE				
→	26 WING HISTORIAN				

The following is quoted for your information and action:

"SUBJECT: (UNCLASSIFIED) IRON BAR. REFERENCE 26SRW OPORD 39-57.  
 AMEND ANNEX C, APPENDIX I, TAB 5. DELETE COLORS, BLUE, BROWN,  
 YELLOW, AND GREEN IN REGARD TO ROUTES ONE, TWO, THREE AND FOUR.

*Donald L. Parsons*  
 Donald L. Parsons  
 1/Lt., US F  
 .sst. OIC Plans



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

26TH STRATEGIC RECONNAISSANCE WING (M)

OPERATIONS PLAN

NOVEMBER 1957

*Final!*

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (P)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
27 October 1957

TABLE OF CONTENTS

<u>ITEM</u>	<u>AGENCY RESPONSIBLE FOR PREPARATION</u>
Basic Order	
Annex A - Intelligence - Omitted	
Annex B - Operations	
Appendix I - Air Training	
Attachment A - Training Priorities	DOT
Attachment B - RES & Avon Park Schedule	DOTA(E/N)
Attachment C - Tanker Schedule	DOTA
Tab 1 - Strip Alert Tanker Schedule	
Tab 2 - Standardization Tanker Schedule - Omitted	
Attachment D - Aircraft Performance & Weather - Omitted	DOTA
Attachment E - 3SRS Flying Schedule	DOTA
Attachment F - 4SRS Flying Schedule	DOTA
Attachment G - 10SRS Flying Schedule	DOTA
Attachment H - 321ARS Flying Schedule	DOTA
Attachment I - Probation	DOTR
Attachment J - Staff Crews	DOTR
Appendix II - Ground Training	
Attachment A - Consolidated Trainer Schedule	DOTG
Attachment B - EWP Target Study	DOTG
Attachment C - B-47 Block Training	DOTG
Attachment D - KC-97 Block Training	DOTG
Attachment E - B-47 Check-out Training	DOTG
Attachment F - KC-97 Check-out Training	DOTG
Attachment G - Instrument School Schedule	DOTG
Attachment H - Non-Aircrew Member Associated Training	DOTG
Attachment I - Judo & Physical Conditioning Unit	DOTG
Attachment J - Handgun	DOTG
Appendix III - Standardization Division	
Attachment A - Ground Training Schedule	DCS
Attachment B - Flying Training Schedule	DCS

26SRW OPlan Nov 57  
27 Oct 57



Appendix IV - SES Schedule and Pre-SES Training Program	DOT
Appendix V - On Base Special Weapons Training	Not required
Appendix VI - Operations Meeting	DOTA
Appendix VII - Off-Base School Schedule	
Attachment A - Advanced Survival & Survival Refresher	DOTG
Attachment B - Survival Exercise	DOTG
Attachment C - O Q Gunnery Course	DOTG
Attachment D - Physiological Training	DOTG
Appendix VIII - Duty Schedules	
Attachment A - Senior Flying Supervisor and Control Room Duty Officer	DOTA
Attachment B - Tower Officer Duties	DOTA
Attachment C - Airdrome Officer	DOTA
Attachment D - Test Flight Crews	DOTA
Appendix IX - Non-Combat Ready Crew Upgrade & Readiness Projects	
Attachment A - Non-Combat Ready Crew Projections	DOTR
Attachment B - Individual Crew Member Projections	Omitted
Appendix X - Flying Safety	DS
Annex C - Communications - Omitted	
Annex D - Maintenance Order	DMM

26SRW OPlan Nov 57  
27 Oct 57

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

OPERATIONS PLAN)

NUMBER NOVEMBER 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 Abraham
26th Armament and Electronics Squadron	Lt Col Gosling
26th Field Maintenance Squadron	Major Gordon
26th Periodic Maintenance Squadron	Major Morgan
26th Headquarters Squadron	Captain Sharp

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 GCA 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 November 1957.

c. To upgrade MCR crews and individual crew members to ~~combat~~ ready status in the minimum period of time.

26SRW OPlan Nov 57

27 Oct 57



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 1536 hours RB-47 and this time to be apportioned approximately as follows: 10SRS 76 sorties including three 2 hour test hops for 496 hours; 4SRS 78 sorties including two 2 hour test hops for 517 hours; and 10SRS 77 sorties including two 2 hour test hops for 510 hours. No missions will be flown on Saturday or Sunday except as determined by the Director of Operations.

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) 57-26-V9 (4-10SRS)
  - (b) SAC Z-9 (4-10 SRS)
  - (c) 56-26-Q5 (4SRS)

26SRW OPlan Nov 57  
27 Oct 57

2

1. Air Training Objectives:

- (1-10SRS)
- (1) Completion of 50 percent of AFR 60-2 minimums.
  - (2) Upgrade two aircraft commanders to instructor pilot status. (1-10SRS)
  - (3) All combat ready crews available in November will complete "Hi-Jinks" checkout.
  - (4) All combat crews available in November 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 on every mission until 50-8 is completed.
  - (6) Completion of 100% of requirements of SACR 51-26.
  - (7) Progression of upgrading program of 9 non-combat ready crews, to permit upgrading of a total of 2 crews by 30 November 1957.
  - (8) 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 "D" of this Operations Plan.
- (3) Support OQ spaces as outlined in Annex "D" of this Operations Plan.

3. TASKS FOR SUBORDINATE UNITS:

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

- (1) To insure all officers assigned to squadron for flying complete 50% of Air Force Regulation 60-2 minimums.

26SRW OPlan Nov 57  
27 Oct 57



(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 EWP.

(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 EWP.

(3) Fly 525 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.

(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:

26SRW OPlan Nov 57  
27 Oct 57

a. This plan becomes effective 1 November 1957 and will continue in effect through 30 November 1957.

b. This plan supersedes 26SRW OPlan October 1957, dated 16 September 1957.

c. Logistics:

(1) Omitted.

5. COMMAND AND COMMUNICATIONS:

a. Commands:

(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
80LDO	2 cys
B-47 MTD	1 cy
26SRW Comdr	1 cy
26DO	1 cy
26DM	1 cy
26DMM	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

W. H. REDDELL  
Colonel, USAF  
Commander

26SRW OPlan Nov 57  
27 Oct 57



26DOTC	1 cy
3SRSC	4 cys
4SRSC	4 cys
10SRSC	4 cys
321ARSC	4 cys
AETF	2 cys
26AEC	3 cys
26PHE	2 cys
26HSC	1 cy
Radar Proj	1 cy
26 Historian	4 cys

OFFICIAL:

*C. Buckley Major*  
R. G. DUPONT  
Colonel, USAF  
Director of Operations

26SRW OPlan Nov 57  
27 Oct 57

26DOTC	1 cy
3SRSC	4 cys
4SRSC	4 cys
10SRSC	4 cys
321ARSC	4 cys
ABTF	2 cys
26AEC	3 cys
26CIC	2 cys
26FIC	2 cys
26HSC	1 cy
Radar Proj	1 cy
26 Historian	4 cys

OFFICIAL:

*C. Buckley Major*  
R. G. DUPONT  
Colonel, USAF  
Director of Operations

26SRW OPlan Nov 57  
27 Oct 57



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

ANNEX "A"  
TO  
OPERATIONS PLAN NOVEMBER 1957  
INTELLIGENCE

Omitted.

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

ANNEX "B"  
TO  
OPERATIONS PLAN NOVEMBER 1957  
OPERATIONS



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

APPENDIX I  
TO  
ANNEX "B"  
OPERATIONS PLAN NOVEMBER 1957  
AIR TRAINING

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

ATTACHMENT A  
APPENDIX I  
TO  
ANNEX "B"  
OPERATIONS PLAN NOVEMBER 1957  
TRAINING PRIORITIES



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

ATTACHMENT A TO APPENDIX I ANNEX "B" OPERATION PLAN NOVEMBER 1957 - TRAINING PRIORITY

1. AFR 60-2
2. Standardization Checks SAC Regulation 51-4
3. SAC Regulation 51-26
4. Combat Ready Training SAC Regulation 50-8
5. Non Combat Ready Training SAC Regulation 50-8
6. IRON BAR
7. Strategic Evaluation
8. 5X and Staff Crew Proficiency
9. Test
10. Ferry

Attach A  
App I  
Annex "B"  
26SRW OPlan Nov 57  
27 Oct 57

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

ATTACHMENT B

TO

APPENDIX I

TO

ANNEX B

OPERATIONS PLAN NOVEMBER 1957

RES AND AVON PARK SCHEDULE



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

ATTACHMENT B TO APPENDIX I TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957, RBS AND AVON

PARK SCHEDULE

1. RBS:

1 Nov	Springfield Montreal	1100-1300 1700-1900
4 Nov	Montreal Springfield	1900-2100 2100-2300
5 Nov	Columbus Springfield	1800-2000 1600-1800
6 Nov	Montreal Springfield Columbus	1600-2000 1900-2100 1900-2300
7 Nov	St Louis Columbus Springfield	1300-1500E 1500-1700E 1600-1800E
8 Nov	Columbus Montreal	1400-1600 1600-1800
12 Nov	Kansas City Columbus	2000-2200 2200-2400
13 Nov	Kansas City St Louis	1900-2100 2100-2300
14 Nov	Kansas City	1500-1700
15 Nov	Columbus Montreal	1400-1600 1600-1800
18 Nov	Richmond Columbus	1600-1800 1700-1900

Atch B  
 App I  
 Annex B  
 26SRW OPlan Nov 57  
 27 Oct 57

19 Nov	Columbus	2200-2400
20 Nov	Columbus	1900-2300
	Springfield	1800-2100
	Montreal	1600-2000
21 Nov	St Louis	1300-1500
	Richmond	1600-1200
	Columbus	2000-2100
22 Nov	Columbus	1400-1600
	Springfield	1500-1600
	Montreal	1600-1800
25 Nov	Richmond	2400-0200 (26 Nov)
26 Nov	Kansas City	2000-2200
	Columbus	2200-2400
27 Nov	St Louis	1300-1500
	Columbus	1500-1700
29 Nov	Columbus	1400-1600
	Montreal	1600-1800

2. Avon Park schedule: Omitted.

Atch B  
 App I  
 Annex B  
 26SRW OPlan Nov 57  
 27 Oct 57



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

ATTACHMENT C  
TO  
APPENDIX I  
TO  
ANNEX "B"  
OPERATIONS PLAN NOVEMBER 1957  
TANKER SCHEDULE

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

ATTACHMENT C TO APPENDIX I TO ANNEX "B" OPERATIONS PLAN NOVEMBER 1957 - TANKER SCHEDULE

	<u>3SRS</u>	<u>4SRS</u>	<u>10SRS</u>	<u>ARS UNIT</u>
1 Nov	1		1	321ARS
5 Nov	2	4	2	321ARS
6 Nov	1	1		321ARS
6 Nov		1	2	4081ARS
7 Nov	2	1	1	321ARS
8 Nov	1	1	1	321ARS
12 Nov	2	4	2	321ARS
13 Nov	1		1	321ARS
14 Nov	2	1	1	321ARS
15 Nov	1	2		321ARS
18 Nov	1	2	1	321ARS
19 Nov	2	1	1	321ARS
19 Nov			1	4081ARS
20 Nov	1	1	2	321ARS
20 Nov	1	1	1	4081ARS

Attach C  
 App I  
 Annex "B"  
 26SRW OPlan Nov 57  
 27 Oct 57



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

TAB I  
TO  
ATTACHMENT C  
TO  
APPENDIX I  
TO  
ANNEX B  
OPERATIONS PLAN NOVEMBER 1957  
STRIP ALERT TANKER SCHEDULE

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

TAB I TO ATTACHMENT C TO APPENDIX I TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957, STRIP  
ALERT TANKER SCHEDULE

The following crews will pull strip alert on dates indicated:

1 Nov	Rhodes	2 Nov	Harris
3 Nov	LaFrancis	4 Nov	Conley
5 Nov	Ezelle	6 Nov	Wallace
7 Nov	Huether	8 Nov	Tucker
9 Nov	Kelley	10 Nov	Smith
11 Nov	LaFrancis	12 Nov	Conley
13 Nov	Seiler	14 Nov	Wallace
15 Nov	LaFrancis	16 Nov	Conley
17 Nov	Cornick	18 Nov	Wallace
19 Nov	Shirley	20 Nov	Conley
21 Nov	Rawlinson	22 Nov	Wallace
23 Nov	Wood	24 Nov	Conley
25 thru 30 November - Stand down.			

Tab I  
 Atch C  
 App I  
 Annex B  
 26SRW OPlan Nov 57  
 27 Oct 57



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Leckbourne Air Force Base, Ohio  
27 October 1957

TAB II  
TO  
ATTACHMENT C  
TO  
APPENDIX I  
TO  
ANNEX B

OPERATIONS PLAN NOVEMBER 1957  
STANDARDIZATION TANKER SCHEDULE

1. Omitted.

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

ATTACHMENT D

TO

APPENDIX I

TO

ANNEX "B"

OPERATIONS PLAN NOVEMBER 1957

AIRCRAFT PERFORMANCE & WEATHER

1. Omitted.



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

ATTACHMENT E

TO

APPENDIX I

TO

ANNEX "B"

OPERATIONS PLAN NOVEMBER 1957

3SRS FLYING SCHEDULE

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

ATTACHMENT E TO APPENDIX I TO ANNEX "B" OPERATIONS PLAN NOVEMBER 1957 - 3SRS FLYING

SCHEDULE

1 Nov	Carroll	6+50	50-43
	Meltzer-Hanson	6+50	51-19
	Fry-Walker		
	Grochowski-Saunders	6+50	51-19
4 Nov	Sexton	6+50	51-19
	Sandini-Makowski	6+50	51-19
	Mitchell-Hewitt	6+50	51-19
	Behrend-Jakab		
	Grochowski-Saunders	6+50	51-19
5 Nov	May	6+50	51-4
	Carroll	6+50	50-43
	Poynter-Salkeld		
	Duquette-McCullough	6+50	51-19
	Meltzer	6+50	51-19
6 Nov	<del>Whitker-Herold</del>	6+50	51-19
	Moore-VanVleet		
	Gagnon-Sandercox	6+50	51-19
7 Nov	May	6+50	51-4
	Carroll	6+50	50-43
	Sandini-Kinder	6+50	51-19
8 Nov	Behrend-Duquette		
	Salkeld-Mitchell	6+50	51-19
	Meltzer	6+50	51-19
	Roll-VanVleet		
	Jakab-Meiners	6+50	51-19
12 Nov	Carroll	6+50	50-43
	Sexton	6+50	51-19
	Sandini	6+50	51-19
13 Nov	Meltzer	6+50	51-19
	Mitchell	6+50	51-19
	Reeter-VanVleet		
	Gagnon-Sandercox	6+50	51-19

Attach E  
 App I  
 Annex "B"

26SRWOPlan Nov 57  
 27 Oct 57



14 Nov	Whitker-Iverson	6+50	51-19
	Duquette-Hanson	6+50	51-19
	Salkeld-Kinder	6+50	51-19
15 Nov	Sexton	6+50	50-43
	Sandini	6+50	50-43
	Fry-Jakab		51-19
	Grochowski-Green	6+50	
18 Nov	Carroll	6+50	51-4
	Sexton	6+50	50-43
	Sandini	6+50	50-43
19 Nov	Whitker-Iverson	6+50	51-19
	Duquette-Herold	6+50	51-19
	Salkeld-Hewitt	6+50	51-19
20 Nov	Carroll	6+50	51-4
	Meltzer	6+50	50-43
	Poynter-VanVleet		51-19
	Gagnon-Sandercox	6+50	
25-30 Nov	Support "IRON BAR"		

ATTACH E  
 App I Annex "B"  
 26SRW OPlan Nov 57  
 27 Oct 57

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

ATTACHMENT F

TO

APPENDIX I

TO

ANNEX "B"

OPERATIONS PLAN NOVEMBER 1957

4SRS FIXING SCHEDULE



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

ATTACHMENT F TO APPENDIX I TO ANNEX B OPERATIONS PLAN NOVEMBER 1957 - 4SRW FLYING

SCHEDULE

1 Nov	Pfeffer	6+50	51-26
	Waits	6+50	51-26
	Ritchason	6+50	51-26
4 Nov	Logan	6+50	51-26
	Dunagan	6+50	51-26
	Conrad	6+50	51-26
5 Nov	Keal	6+50	51-26
	Stone	6+50	51-26
	Bush	6+50	51-26
	Ward	6+50	51-26
6 Nov	Filemyr	6+50	51-26
	Wahab	6+50	51-26
	Doil	6+50	60-2
7 Nov	Worsham	6+50	51-26
	Pfeffer	6+50	51-26
	Melville	6+50	51-26
8 Nov	Keal	6+50	51-26
	Ward	6+50	51-26
	White	6+50	51-26
12 Nov	Logan	6+50	51-26
	Dunagan	6+50	51-26
	Mitchell	6+50	51-26
	Waits	6+50	51-26
13 Nov	Conrad	6+50	51-26
	Bush	6+50	51-26
14 Nov	Keal	6+50	51-26
	Filemyr	6+50	51-26
	Ward	6+50	51-26
	Colonel Reddell	6+50	60-2

Attach F  
 App I  
 Annex "B"  
 26SRW OPlan Nov 57  
 27 Oct 57

15 Nov	Mitchell	6+50	51-26
	Stone	6+50	51-26
	Williams	6+50	51-26
18 Nov	Logan	6+50	51-26
	Dunagan	6+50	51-26
	Conrad	6+50	51-26
	Bush	6+50	51-26
19 Nov	Worsham	6+50	51-26
	Pfeffer	6+50	51-26
	Filemyr	6+50	51-26
20 Nov	Pedigo	6+50	60-2
25-30 Nov	Support "IRON BAR"		

Attach F  
App I, Annex "B"  
26SRW OPlan Nov 57  
27 Oct 57



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

ATTACHMENT G  
TO  
APPENDIX I  
TO  
ANNEX "B"  
OPERATIONS PLAN NOVEMBER 1957  
IOSRS FLYING SCHEDULE

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

ATTACHMENT G TO APPENDIX I TO ANNEX "B" OPERATIONS PLAN NOVEMBER 1957 - 10CRS FLYING

SCHEDULE

1 Nov	Dodson	6+50	51-26
	Runyan	6+50	51-26
	Martini	6+50	51-26
4 Nov	Altimus	6+50	51-26
	O'Loughlin	6+50	51-26
	Vovrick	6+50	51-26
5 Nov	Manning	6+50	51-26
	Runyan	6+50	51-26
	Angelus	6+50	51-26
	Rees-Smith-Cohen	6+50	51-26
6 Nov	Dodson	6+50	51-26
	Martini	6+50	51-26
7 Nov	Lappo	6+50	51-26
	Altimus	6+50	51-26
	Jenner	6+50	51-26
8 Nov	O'Loughlin	6+50	51-26
	Cotton	6+50	51-26
	Manning	6+50	51-26
	Angelus	6+50	51-26
12 Nov	Altimus	6+50	51-26
	O'Loughlin	6+50	51-26
	Cotton	6+50	51-26
	Jenner	6+50	51-26
13 Nov	Manning	6+50	51-26
	Angelus	6+50	51-26
	Burkhart	6+50	51-26
14 Nov	Lappo	6+50	51-26
	Dodson	6+50	51-26
	Runyan	6+50	51-26
15 Nov	Altimus	6+50	51-26
	O'Loughlin	6+50	51-26
	Cotton	6+50	51-26

Attach G  
 App I  
 Annex "B"  
 26S.W OPlan Nov 57  
 27 Oct 57



18 Nov	Vovrick	6+50	51-26
	Burkhart	6+50	51-26
	Koch	6+50	51-26
19 Nov	Dodson	6+50	51-26
	Martini	6+50	51-26
	Altimus	6+50	51-26
20 Nov	Angelus	6+50	51-26
	Mundy	6+50	51-26
25-30 Nov	Support "IRON BAR"		

Attach G  
App I, Annex "B"  
26SRW OPlan Nov 57  
27 Oct 57

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

ATTACHMENT H

TO

APPENDIX I

TO

ANNEX B

OPERATIONS PLAN NOVEMBER 1957

321ARS FLYING SCHEDULE



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

ATTACHMENT H TO APPENDIX I TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957, 321ARS FLYING

SCHEDULE

1 Nov	Nelson	50-8	7+00
	Arrington (Powers)	51-4	7+00
4 Nov	Wallace	50-8	7+00
	Smith	50-8	7+00
	Ward	50-8	7+00
	Diekman	50-8	7+00
5 Nov	Wood	50-8	7+00
	LaFrancis	50-8	7+00
	Donahue	50-8	7+00
	Kendall	50-8	7+00
	Nelson, D. E.	50-8	7+00
	Huether	50-8	7+00
	Shirley	50-8	7+00
	Powers	50-8	7+00
6 Nov	Tucker	50-8	7+00
	Wheeler	50-8	7+00
	Criswell	50-8	7+00
	Cassedy	50-8	7+00
7 Nov	Ezelle	50-8	7+00
	Seiler	50-8	7+00
	Cornick	50-8	7+00
	Kelly	50-8	7+00
8 Nov	Harris	50-8	7+00
	Jacobs	50-8	7+00
	Diekman	50-8	7+00
	Smith	50-8	7+00
12 Nov	Wallace	50-8	7+00
	Burandt	50-8	7+00
	Harris	50-8	7+00
	Smith	50-8	7+00
	Rawlinson (Yuska)	51-4	7+00
	Ward (Powers)	51-4	7+00
	Seiler	50-8	7+00
	Rhodes	50-8	7+00

Atch H  
 App I  
 Annex B  
 26SRW OPlan Nov 57  
 27 Oct 57

13 Nov	Arrington	50-	7+00
	Ward (Powers)	51-4	7+00
	Nelson, D. E.	50-8	7+00
	Wood	50-8	7+00
14 Nov	Tucker	50-8	7+00
	Nelson, O. C.	50-8	7+00
	Criswell	50-8	7+00
	Diekman (Peck)	51-4	7+00
15 Nov	Cornick	50-8	7+00
	Smolarek	50-8	7+00
	Kelley	50-8	7+00
	Rawlinson (Yuska)	51-4	7+00
18 Nov	Cassedy	50-8	7+00
	Conley	50-8	7+00
	Ward (Powers)	51-4	7+00
	Wheeler	50-8	7+00
	Jacobs	50-8	7+00
19 Nov	Rhodes	50-8	7+00
	Diekman (Peck)	51-4	7+00
	Cornick	50-8	7+00
	Seiler	50-8	7+00
	Ezelle	50-8	7+00
20 Nov	Wallace	50-8	7+00
	Diekman	50-8	7+00
	Burandt	50-8	7+00
	Harris	50-8	7+00
	Smith	50-8	7+00
	Hicks	50-8	7+00

28, 29, 30 Nov - Support IRON BAR.

Attch H  
 App I  
 Annex B  
 26SRW OPlan Nov 57  
 27 Oct 57



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

ATTACHMENT I

TO

APPENDIX I

TO

ANNEX B

TO

OPERATIONS PLAN NOVEMBER 1957

PROBATION

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

ATTACHMENT I TO APPENDIX I TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957, PROBATION

The following crews are on probation:

<u>Sqdn</u>	<u>Crew #</u>	<u>Acft Comdr</u>	<u>Type</u>	<u>Area</u>	<u>Susp Date</u>
3SRS	L-22	Behrend	SES	O-15 & Aerial Photo	8 Dec 57

Atch I  
 App I  
 Annex B  
 26SRW OPlan Nov 57  
 27 Oct 57



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

ATTACHMENT J  
TO  
APPENDIX I  
TO  
ANNEX "B"  
OPERATIONS PLAN NOVEMBER 1957  
STAFF CREWS

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

ATTACHMENT J TO APPENDIX I TO ANNEX "B" OPERATIONS PLAN NOVEMBER 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 Major 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 Cecil	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 Capt Jones, J.J. P Maj Bailey	4SRS
5X-10	AC Colonel Reddell P Maj Guisinger N Lt Col Rogers	4SRS

Attach J  
 App I  
 Annex "B"  
 26SRW OPlan Nov 57  
 27 Oct 57



2. Staff Crews will be scheduled to fly two crew sorties in November. 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	None	None
4SRS	Major Buckley	Lt Col Myers Colonel Dupont	Major Bondhus (801AD)
10SRS	Major Fields	Lt Col Edwards (801AD) Colonel Layton Colonel Silver	Lt Klein (ECM)(DNIF) Major Schoolcraft

4. 3SRS crew chiefs must be scheduled to fly with 4SRS and 10SRS for flying time during November. 3SRS crew chiefs will be scheduled as follows:

With 4SRS: 5 crew chief spaces.

With 10SRS: 6 crew chief spaces.

Attach J  
App I, Annex "B"  
26SPW OPLAN Nov 57  
27 Nov 57

2

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

APPENDIX II

TO

ANNEX B

TO

OPERATIONS PLAN NOVEMBER 1957

GROUND TRAINING



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT A TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957

Consolidated Trainer Schedule

INDEX OF TRAINER SCHEDULES

Tab 1	C-119 Link Trainer
Tab 2	F-3 Link Trainer
Tab 3	T-1A Gunnery Trainer
Tab 4	T-2A Trainer
Tab 5	KIFM
Tab 6	RB-47 Flight Simulator

Atchmt A, App II, Annex B  
26SRW OPlan Nov 57  
27 Oct 57

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 Lockbourne Air Force Base, Ohio  
 27 October 1957

TAB 1 TO ATTACHMENT A TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN NOVEMBER 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>
1 Nov	BUSH 4	VOVRICK 10	BARNES 3	PETERS 4
4 Nov	10	PETERS 4	10	3
5 Nov	3	10	ALDHIZER 4	3
6 Nov	3	10	3	PETERS 4
7 Nov	NIGHTENGALE 4	10	BUSH 4	10
8 Nov	10	4	3	NIGHTENGALE 4
12 Nov	3	4	10	PFEFFER 4
13 Nov	10	PFEFFER 4	3	10
14 Nov	10	3	NIGHTENGALE 4	BUSH 4
15 Nov	ALDHIZER 4	3	10	10
18 Nov	ALDHIZER 4	10	3	4
19 Nov	10	STITZEL 4	3	10
20 Nov	4	10	RITCHASON 4	10
21 Nov	STITZEL 4	3	3	10
22 Nov	10	RITCHASON 4	10	4
25 Nov	3	3	3	3
26 Nov	3	3	3	3
27 Nov	3	3	3	3

NOTE: Periods assigned to squadrons but not scheduled by name will be published on the Weekly Training Schedule.

Tab 1, Atchmt A, App II, Annex B  
 26SRW Oplan Nov 57  
 27 Oct 57



HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 Lockbourne Air Force Base, Ohio  
 27 October 1957

TAB 2 TO ATTACHMENT A TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957

P-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>
1 Nov	DONDANVILLE	*
7 Nov	BURANDT	BURANDT
15 Nov	BURANDT	*
20 Nov	D. MARTIN	*
21 Nov	J. V. TUCKER	*
22 Nov	DONOCHUE	*
25 Nov	J. V. TUCKER	D. MARTIN
26 Nov	J. V. TUCKER	DONOCHUE
27 Nov	D. MARTIN	DONOCHUE

\* = Periods not assigned to 321ARS.

Tab 2, Atchmt A, App II, Annex B  
 26SRW OPlan Nov 57  
 27 Oct 57

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 Lockbourne Air Force Base, Ohio  
 27 Oct 57

TAB 3 TO ATTACHMENT A TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN NOVEMBER 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>1000</u>	<u>1500</u>
1 Nov	3	4	10
4 Nov	4	10	3
5 Nov	10	3	4
6 Nov	3	4	10
7 Nov	4	10	3
8 Nov	3	4	10
12 Nov	4	10	3
13 Nov	3	4	10
14 Nov	4	10	3
15 Nov	10	4	3
18 Nov	3	10	4
19 Nov	10	3	4
20 Nov	3	4	10
21 Nov	4	10	3
22 Nov	10	3	4
25 Nov	3	4	10
26 Nov	4	10	3
27 Nov	10	3	4

NOTE: Periods assigned to sqdns but not scheduled by name will be published on the Weekly Training Schedule.

Tab 3, Atchmt A, App II, Annex B  
 26SRW OPlan Nov 57  
 27 Oct 57



HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 Lockbourne Air Force Base, Ohio  
 27 October 1957

TAB 4 TO ATTACHMENT A TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN NOVEMBER 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 EWF runs only, and will pick up their plates prior to reporting time at the trainer.

DATE	0800	1100	1400
1 Nov	3	4	10
4 Nov	4	10	3
5 Nov	10	3	4
6 Nov	3	4	10
7 Nov	4	10	3
8 Nov	10	3	4
12 Nov	3	4	10
13 Nov	10	3	4
14 Nov	4	10	3
15 Nov	3	4	10
18 Nov	4	10	4
19 Nov	10	10	4
20 Nov	3	4	10
21 Nov	4	10	4
22 Nov	10	10	4
25 Nov	3	4	10
26 Nov	4	10	3

Tab 4, Atchmt A, App II, Annex B  
 26SEW Oplan Nov 57  
 27 Oct 57

DATE	0800	1100	1400
27 Nov	10	3	4
29 Nov	3	4	10

NOTE: Periods assigned to squadrons but not scheduled by name will be published on the Weekly Training Schedule.

Tab 4, Atchmt A, App II, Annex B  
26<sup>CRW</sup> Oplan Nov 57  
27 Oct 57



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

TAB 5 TO ATTACHMENT A TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN NOVEMBER 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: 20 Oct thru 15 Nov 57

Phase VIII: 18 Nov thru 13 Dec 57

NOTE: Personnel will be scheduled on the Weekly Training Schedule.

Tab 5, Atchmt A, App II, Annex B  
26SRW OPlan Nov 57  
27 Oct 57

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 Lockbourne Air Force Base, Ohio  
 27 Oct 57

TAB 6 TO ATTACHMENT A TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN NOVEMBER 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. 4 Nov thru 8 Nov 57: 1 crew, 3SRS
  - b. 18 Nov thru 22 Nov 57: 1 crew, 3SRS
2. Emergency Procedures Course (SACR 50-24) Duration 3 days.
  - a. 5 thru 7 Nov 57: 1 crew, 10SRS (S69)
  - b. 12 thru 14 Nov 57: 1 crew, 4SRS (S47)
  - c. 19 thru 21 Nov 57: 1 crew, 10SRS (R23)

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:

- a. 0745-1100: 8, 15, and 22 Nov 57
- b. 1330-1700: 8, 15, and 22 Nov 57

KC-97 Simulator:

Place: Dow AFB, Maine

To be announced.

Tab 6, Atchmt A, App II, Annex B  
 26SRW OPlan Nov 57  
 27 Oct 57



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT "B"

TO

APPENDIX II

TO

ANNEX B

TO

OPERATIONS PLAN NOVEMBER 1957

EWP TARGET STUDY

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT B TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN NOVEMBER 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.

Atchmt B, App II, Annex B  
26SRW OPlan Nov 57  
27 Oct 57



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT "C"

TO

APPENDIX II

TO

ANNEX B

TO

OPERATIONS PLAN NOVEMBER 1957

B-47 BLOCK TRAINING

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 Lockbourne Air Force Base, Ohio  
 27 October 1957

ATTACHMENT C TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957

RB-47 Block Training

1. The following listed crews, by squadrons, are scheduled to attend the Block Training Classes (Combat Crew) on dates indicated:

3SRS

6 thru 8 Nov 57 - New crews as required  
 13 thru 15 Nov 57 - Crew R79, A/C Roll  
 20 thru 22 Nov 57 - New Crews as required

4SRS

6 thru 8 Nov 57 - New crews as required  
 13 thru 15 Nov 57 - Melville and Hieronymus  
 20 thru 22 Nov 57 - New crews as required

10SRS

6 thru 8 Nov 57 - Crew L67 A/C Burkhardt  
 13 thru 15 Nov 57 - Lappo and Callahan  
 20 thru 22 Nov 57 - New crews as required

26SRW Standboard

6 thru 8 Nov 57 - crew S40, A/C Williams  
 13 thru 15 Nov 57 - crew L92, A/C Mundy  
 20 thru 22 Nov 57 - Koch, Heath, Hilderman, and Bossieux

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 1130 hrs.

NOTE 3: Standboard will schedule new crews assigned as required during the above dates as well.

Atchmt C, App II, Annex B  
 26SRW Oplan Nov 57  
 27 Oct 57



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT "D"

TO

APPENDIX II

TO

ANNEX B

TO

OPERATIONS PLAN NOVEMBER 1957

KC-97 BLOCK TRAINING

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT D TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957

KC-97 Block Training

Maximum scheduling will be accomplished by 321ARS to assure 100% completion.

Atchmt D, App II, Annex B  
26SRW OFlan Nov 57  
27 Oct 57



5  
HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT "E"

TO

APPENDIX II

TO

ANNEX B

TO

OPERATIONS PLAN NOVEMBER 1957

B-47 CHECK-OUT TRAINING

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT E TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN NOVEMBER 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.

Atchmt E, App II, Annex B  
26SRW OPlan Nov 57  
27 Oct 57



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT "F"

TO

APPENDIX II

TO

ANNEX B

TO

OPERATIONS PLAN NOVEMBER 1957

KC-97 CHECK-OUT TRAINING

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT F TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957

KC-97 Check-Out Training (SACR 51-19)

Maximum training will be accomplished IAW SAC Operations Plan 9-56.

Atchmt F, App II, Annex B  
26SRW OPlan Nov 57  
27 Oct 57



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT "G"

TO

APPENDIX II

TO

ANNEX B

TO

OPERATIONS PLAN NOVEMBER 1957

INSTRUMENT SCHOOL SCHEDULE

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT G TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN NOVEMBER 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. 4 Nov 57:	Myers	Durkin
	Olive	Mittlestaedt
	Peters	Pfeffer
	Bader	Guisinger
	Dodson	Inman
	Reeter	Perry
	Vovrick	Burandt
	Falkinburg	Hundley
b. 18 Nov 57:	McNab	White, H
	Berry	White, D
	Lappo	Jones, F G
	Mitchell, J W	Filemyr
	Stitzel	Jeffery
	Bachtell	Dondanville
	Murphy	Harris
	Povnter	Wallace
	Pierson	Osborn

Atchmt G, App II, Annex B  
26SRW OPlan Nov 57  
27 Oct 57



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT "H"

TO

APPENDIX II

TO

ANNEX B

TO

OPERATIONS PLAN NOVEMBER 1957

NON-AIRCREW MEMBER ASSOCIATED TRAINING

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT H TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957

Non-Aircrew Member Associated Training

1. Group Training Program

a. Non-Combat Crew personnel (rated & 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	26PMS
10SRS	26AES
321ARS	26HS

NOTE: All squadrons are required to complete this training 100% by 27 Dec 57.

Atchmt H, App II, Annex B  
26SRW OPlan Nov 57  
27 Oct 57



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT "I"

TO

APPENDIX II

TO

ANNEX B

TO

OPERATIONS PLAN NOVEMBER 1957

JUDO AND PHYSICAL CONDITIONING UNIT

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 Lockbourne Air Force Base, Ohio  
 27 October 1957

ATTACHMENT I TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957

Judo and Physical Conditioning Unit

Place: Base Gym

1. All personnel who have not completed all of Basic Judo Course 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:

NOV	<u>BASIC JUDO</u>		<u>REFRESHER JUDO</u>	
	<u>0930-1030</u>	<u>1030-1130</u>	<u>1300-1430</u>	<u>1430-1600</u>
4	V	VI	II	III
5	VII	VIII	IV	V
6	IX	X	I	II
7	XI	XII	III	IV
8	XIII	XIV	V	I
12	XV	I	II	III
13	II	III	IV	V
14	IV	V	I	II
15	VI	VII	III	IV
18	VIII	IX	V	I
19	X	XI	II	III
20	XII	XIII	IV	V
21	XIV	XV	I	II
22	I	II	III	IV
25	III	IV	V	I
26	V	VI	II	III
27	VII	VIII	IV	V
29	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

Atchmt I, App II, Annex B  
 26SRW OPlan Nov 57  
 27 Oct 57



crews and above will complete lessons I thru V during the period of 1 Jul to 31 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, Building #625.
- c. Date: Each Monday, Wednesday, and Friday.
- c. 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.

Atchmt I, App II, Annex B  
26SEW OPlan Nov 57  
27 Oct 57

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT "J"

TO

APPENDIX II

TO

ANNEX B

TO

OPERATIONS PLAN NOVEMBER 1957

HANDGUN



HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 Lockbourne Air Force Base, Ohio  
 27 October 1957

ATTACHMENT J TO APPENDIX II TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957

Handgun

Place: (See Below)

Personnel Concerned: All Officers & Airmen of Flying Status

1. Basic Handgun: Course will be given once a week and is 1½ 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.

DATE	3SRS	4SRS	10SRS	321ARS
4 Nov 57	4	3	3	5
18 Nov 57	3	3	3	6
25 Nov 57	3	0	0	12

2. Refresher Handgun: One course (½ day) per week will be conducted every Tuesday at 1300 hrs. Personnel will report directly to the range.

DATE	3SRS	4SRS	10SRS	321ARS
5 Nov 57	3	3	3	6
12 Nov 57	3	3	3	6
19 Nov 57	3	3	3	6
25 Nov 57	3	0	0	AS REQUIRED

Atchmt J, App II, Annex B  
 26SRW OPlan Nov 57  
 27 Oct 57

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

APPENDIX III

TO

ANNEX B

TO

OPERATIONS PLAN NOVEMBER 1957

STANDARDIZATION DIVISION



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

ATTACHMENT A TO APPENDIX III TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957, GROUND  
TRAINING SCHEDULE

1. The following Standardization Division members will attend physiological training during November:

Lt Weigman

Maj Koch

Lt Whitley

Lt Ruppert

2. The following personnel will attend basic hand gun:

Capt Mundy

Capt Adams

Lt Whitley

3. The following personnel will attend Block Training:

Maj Koch

Maj Heath

L/Col Williams

L/Col Bell

Lt Ruppert

Atch A  
App III  
Annex B  
6SRW OPlan Nov 57  
27 Oct 57

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

ATTACHMENT B

TO

APPENDIX III

TO

ANNEX B

OPERATIONS PLAN NOVEMBER 1957

FLYING TRAINING SCHEDULE



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

ATTACHMENT B TO APPENDIX III TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957, FLYING TRAINING 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 Standardization checks during the month of November.

Atch B

App III

Annex B

6SRW OPlan Nov 57

27 Oct 57

<u>CREW #</u>	<u>NAME</u>	<u>ENTRY DATES</u>	<u>FLYING DATES</u>
R-04	Bush	31 Oct 57	5 & 7 Nov
R-79	Roll	31 Oct 57	5 & 7 Nov
S-09	Wahab	31 Oct 57	5 & 7 Nov
L-92	Mindy	7 Nov 57	12 & 14 Nov
R-23	Runyan	7 Nov 57	11 & 14 Nov
S-71	Koch	7 Nov 57	12 & 14 Nov
R-46	O'Loughlin	7 Nov 57	12 & 14 Nov
R-42	Walts	7 Nov 57	12 & 14 Nov
L-47	Ritchason	14 Nov 57	17 & 19 Nov
Staff	Orliski	14 Nov 57	19 Nov
Staff	DeVoe	14 Nov 57	19 Nov
Staff	McMinn	14 Nov 57	19 Nov

Atch B  
 App III  
 Annex B  
 26SRW OPlan Nov 57  
 27 Oct 57



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

APPENDIX IV  
TO  
ANNEX "D"  
TO  
OPERATIONS PLAN NOVEMBER 1957  
SES SCHEDULE AND IRE-SES TRAINING PROGRAM

1. Omitted.

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

APPENDIX V  
TO  
ANNEX B  
OPERATIONS PLAN NOVEMBER 1957  
ON BASE SPECIAL WEAPONS TRAINING

Not Required.



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (K)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
27 October 1957

APPENDIX VI

TO

ANNEX B

OPERATIONS PLAN NOVEMBER 1957

OPERATIONS MEETINGS

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (B)  
 United States Air Force  
 Lockbourne Air Force Base, Ohio  
 27 October 1957

APPENDIX VI TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957, OPERATIONS MEETINGS

1. The Operations Meetings listed below are scheduled for the month of November on dates indicated. Meetings will be held in building 321, Wing Operations Building.

4 Nov	1500	Schedule coordination meeting
6 Nov	1000	Weekly scheduling meeting
7 Nov	1330	Weekly 60-9 meeting (Comdr, DM, DO)
12 Nov	1430	Schedule coordination meeting
13 Nov	1000	Weekly scheduling meeting
14 Nov	1000	Monthly coordination meeting
14 Nov	1330	Weekly 60-9 meeting (Comdr, DM, DO)
18 Nov	1430	Schedule coordination meeting
20 Nov	1000	Weekly scheduling meeting
21 Nov	1330	Weekly & monthly 60-9 meeting (Comdr, DM, DO)
25 Nov	1430	Schedule coordination meeting
27 Nov	1000	Weekly scheduling meeting
28 Nov	1330	Weekly 60-9 meeting (Comdr, DM, DO)

NOTE: Scheduling meeting attendance - DOTA - DOTG - Gunnery - ECM - each squadron operations and ground training officer - DOS - Maint Control Officer.

App VI  
 Annex B  
 26SRW OPlan Nov 57  
 7 Oct 57



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

APPENDIX VII

TO

ANNEX B

TO

OPERATIONS PLAN NOVEMBER 1957

OFF-BASE SCHOOL SCHEDULE

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT "A"

TO

APPENDIX VII

TO

ANNEX B

TO

OPERATIONS PLAN NOVEMBER 1957

ADVANCED SURVIVAL AND ADVANCED SURVIVAL REFRESHER



HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 Lockbourne Air Force Base, Ohio  
 27 October 1957

ATTACHMENT A TO APPENDIX VII TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957

Advanced Survival and Advanced Survival Refresher

Assignments for Advanced Survival (17 day & 10 day) course will be made by the Chief, Training Division. The following named officers are scheduled to attend during the month of November:

1. Advanced Survival: (17 day course)
  - a. 5 Nov 57: Barnes, 3SRS  
       Gillespie, W., 3SRS  
       Sinn, 3SRS  
       Walker, J B, 3SRS
2. Advanced Survival Refresher (10 day course)
  - a. No quotas in November
  - b. 5 Dec 57: Kriehn, 3SRS  
       Walts, 4SRS

NOTE: 8AF 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 (Pre-

Atchmt A, App VII, Annex B  
 26SRW OPlan Nov 57  
 26 Oct 57

ferred) 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 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, footwear, 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 for field tests 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 440003; 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 12 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.

b. 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 air-

Atchmt A, App VII, Annex B  
26SRW OPlan Nov 57  
27 Oct 57



craft and aircrew personnel by crew number and position. Reporting date not earlier than 0800 hours and not later than 2400 hours the day preceding class entry date.

NOTE: BAF message DO 61196 dtd 15 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/AB 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 14000 sometime in the past and that Refresher Survival Training as required by paragraph 8J, Annex I SAC Reg 50-24 dtd 13 Nov 57 has been accomplished during the two-month period prior to evaluation.

Atchmt A, App VII, Annex B  
26SRW OPlan Nov 57  
27 Oct 57

4

HEADQUARTERS  
70TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Wright-Patterson Air Force Base, Ohio  
27 October 1957

ATTACHMENT "A"

TO

APPENDIX VII

TO

ANNEX B

TO

OPERATIONS PLAN NOVEMBER 1957

SURVIVAL EXERCISE



HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 Lockbourne Air Force Base, Ohio  
 27 October 1957

ATTACHMENT B TO APPENDIX VII TO ANNEX B TO OPERATIONS PLAN NOVEMBER 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 November. The following personnel will attend on dates as indicated:

Reporting 4 Nov 57: See NOTE.

Reporting 7 Nov 57: See NOTE.

Reporting 14 Nov 57: Burkhardt, Christenson, 10GRS, also see NOTE.

Reporting 18 Nov 57: See NOTE.

Reporting 21 Nov 57: Mundy, 10GRS Adams, 10GRS Whitely, 10GRS, Calligan, 10GRS, also see NOTE.

Reporting 25 Nov 57: See NOTE.

NOTE: 321ARS will schedule personnel as required for all 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
Flashlight	Hunting Knife
Canteen w/case	Web Belt
One (1) #10 can	

Atchmt B, App VII, Annex B  
 26SRW OPlan Nov 57  
 27 Oct 57

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.

Atchmt B, App VII, Annex B  
26SRW OPlan Nov 57  
27 Oct 57

3



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT "C"

TO

APPENDIX VII

TO

ANNEX B

TO

OPERATIONS PLAN NOVEMBER 1957

OQ GUNNERY COURSE

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 Lockbourne Air Force Base, Ohio  
 27 October 1957

ATTACHMENT C TO APPENDIX VII TO ANNEX B TO OPERATIONS PLAN 1957

OO 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  
 OO Gunnery Range exercises on dates indicated:

- a. 18 Nov 57: 1/Lt Olive, 3SRS  
 1/Lt Morris, J J, 4SRS  
 1/Lt Durkin, 10SRS

NOTE: Change in course schedule 8AF TWX DOT2 53287 dtd 13 Dec 56, quote "OO 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 50-2h, will accomplish a minimum of two hours T-1A Trainer time prior  
 to reporting. All personnel will report to Lt Chandler, OIC Camp Phillips OO Range,  
 Base Training Flight NLT 2400 hrs on day prior to starting date. "Unquote. Students  
 scheduled for OO Gunnery are advised to bring flight fatigues, jackets and gloves  
 or other suitable warm clothing.

Atchmt C, App VII, Annex B  
 26SRW OPlan Nov 57  
 27 Oct 57



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
UNITED STATES AIR FORCE  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT "D"  
TO  
APPENDIX VII  
TO  
ANNEX B  
TO  
OPERATIONS PLAN NOVEMBER 1957  
PHYSIOLOGICAL TRAINING

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 UNITED STATES AIR FORCE  
 Lockbourne Air Force Base, Ohio  
 27 October 1957

ATTACHMENT D TO APPENDIX VII TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957

Physiological Training

Place: Wright Patterson AFB, Ohio, Building 103, Area B

Personnel Concerned: Rated Officers and Airmen on Flying Status

Requirement: Every 3 years

1. The following is a list of quotas, by squadrons, by date for November:

- a. 18 Nov 57: 4SRS - 1 (1/Lt Ruppert)
  - 10SRS - 1 (Capt Martini)
  - 26FMS - 2 (T/Sgt Docherty, J A)
    - (S/Sgt Howell, T R)
  - 26AES - 2 (S/Sgt Adams, R C)
    - (A/2c Edwards, H J)
  - 321ARS - 2 (Maj Stewart, D S)
    - (1/Lt Sage, T A)
- b. 25 Nov 57: 321ARS - 8 (1/Lt Clark, P J)
  - (T/Sgt Welsh, J L)
  - (T/Sgt Scarbrough, D)
  - (T/Sgt Laine, L F)
  - (S/Sgt Spates, K)
  - (A/2c Sponsler, T)
  - (A/2c Wagner, L G)
  - (A/2c Brown, R E)

Atchmt D, App VII, Annex B  
 26SRW OPlan Nov 57  
 27 Oct 57



2. Government transportation is available, however, personnel may travel private conveyance at no expense to the government. Personnel needing government transportation will contact ABTF extension 7479, 5 days prior to attendance date. If government transportation is required, Bus will leave the Motor Pool at 0545 hrs on the day students are scheduled to report to Wright-Patterson AFB.
  3. Course is approximately two (2) days, 12 hours 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 termination 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,
- Atchmt D, App VII, Annex B  
 26SRW OPIan Nov 57  
 27 Oct 57

Room 201, 26SRW Headquarters Building, 3 days prior to their attendance. Upon completion of 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.

Atcnmt D, App VII, Annex B  
26SRW OPlan Nov 57  
27 Oct 57



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

APPENDIX VIII  
TO  
ANNEX B  
OPERATIONS PLAN NOVEMBER 1957  
DUTY SCHEDULES

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

ATTACHMENT A

TO

APPENDIX VIII

TO

ANNEX B

OPERATIONS PLAN NOVEMBER 1957

SENIOR FLYING SUPERVISOR AND CONTROL ROOM DUTY OFFICER



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

ATTACHMENT A TO APPENDIX VIII TO ANNEX B TO OPERATIONAL PLAN NOVEMBER 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 November 1957.

<u>SENIOR FLYING SUPERVISOR</u>		<u>SENIOR FLYING SUPERVISOR</u>	
1 Nov	L/Col McConnell	16&17 Nov	Kluender
2&3 Nov	Pedigo	18 Nov	L/Col McConnell
4 Nov	Rees	19 Nov	Pedigo
5 Nov	White	20 Nov	Rees
6 Nov	Kluender	21 Nov	Olson
7 Nov	Stitzel	22 Nov	White
8 Nov	Weir	23&24 Nov	Weir
9&10 Nov	Moore	25 Nov	Stitzel
11 Nov	Guisinger	26 Nov	Moore
12 Nov	Bachtell	27 Nov	Iron Bar
13 Nov	Fields	28 Nov	Iron Bar
14 Nov	Buckley	29 Nov	Iron Bar
15 Nov	Stevenson	30 Nov	Iron Bar

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 Flying Supervisor will report to the Wing Control Room at 1600 hours for briefing and will remain in

Atch A  
 App VIII  
 Annex B  
 26SRW OPlan Nov 57  
 27 Oct 57

The control room for all 26SRW flying activity (including KC-97) occurring before 0730E. 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 Commander's 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 November 1957:

2 Nov	Maj Cecil
9 Nov	Capt O'Neill
16 Nov	Capt McMann
23 Nov	Capt Bakes
30 Nov	Capt Bader

Atch A  
 App VIII  
 Annex B  
 SRW OPlan Nov 57  
 27 Oct 57



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

ATTACHMENT B  
TO  
APPENDIX VIII  
TO  
ANNEX B  
OPERATIONS PLAN NOVEMBER 1957  
TOWER OFFICER DUTIES

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

ATTACHMENT B TO APPENDIX VIII TO ANNEX B TO OPERATIONS PLAN NOVEMBER 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 officers will be selected at the weekly scheduling meeting. 3SRS will be responsible for dates and periods as indicated below:

1 Nov (0800-2000)	2 Nov (0800-2000)
3 Nov (0800-2000)	4 Nov (2000-0800)
5 Nov (2000-0800)	6 Nov (2000-0800)
7 Nov (2000-0800)	8 Nov (2000-0800)
9 Nov (2000-800)	10 Nov (2000-0800)
11 Nov (0800-2000)	12 Nov (0800-2000)
13 Nov (0800-2000)	14 Nov (0800-2000)
15 Nov (0800-2000)	16 Nov (0800-2000)
17 Nov (0800-2000)	18 Nov (2000-0800)
19 Nov (2000-0800)	20 Nov (2000-0800)
21 Nov (2000-0800)	22 Nov (2000-0800)
23 Nov (2000-0800)	24 Nov (2000-0800)
25 Nov (0800-2000)	26 Nov (0800-2000)
27 Nov (0800-2000)	28 Nov (0800-2000)
29 Nov (0800-2000)	30 Nov (0800-2000)

Attch B, App VIII  
 Annex B  
 26SRW OPlan Nov 57  
 27 Oct 57



HEADQUARTERS  
80TH STRATEGIC RECONNAISSANCE WING (M)  
United States Air Force  
Lockbourne Air Force Base, Ohio  
27 October 1957

ATTACHMENT C  
TO  
APPENDIX VIII  
TO  
ANNEX B  
OPERATIONS PLAN NOVEMBER 1957  
AIRDROME OFFICER

Omitted.

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

ATTACHMENT D  
TO  
APPENDIX VIII  
TO  
ANNEX B  
OPERATIONS PLAN NOVEMBER 1957  
TEST FLIGHT CREWS



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

ATTACHMENT D TO APPENDIX VIII TO ANNEX B TO OPERATIONS PLAN NOVEMBER 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 November (4 to 8 Nov) will be the responsibility of the 10SRS, second week 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.

Atch D  
App VIII  
Annex B  
26SRW OPlan Nov 57  
27 Oct 57

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

ATTACHMENT D TO APPENDIX VIII TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957, TEST FLIGHT  
CREWS

One crew will be on test hop duty each week TDY to DM. HSRS and 10SRG will alternate weekly. First week of November (4 to 6 Nov) will be the responsibility of the 10SRG, second week HSRS 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.

ATTACHMENT A  
TO  
APPENDIX IX  
TO  
ANNEX B  
OPERATIONS PLAN NOVEMBER 1957  
NON-READY CREW PROJECTION

Atch D  
App VIII  
Annex B  
26SRW OPlan Nov 57  
27 Oct 57



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

ATTACHMENT A TO APPENDIX IX TO ANNEX B TO OPERATIONS PLAN NOVEMBER 1957, NON-COMBAT  
 READY 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-04	May	10 Nov 57
3SRS	N-02	Carroll	20 Nov 57
3SRS	N-13	Mitchell, J.W.	5 Dec 57
3SRS	N-14	Weltzer	15 Dec 57
3SRS	N-37	Whitker	15 Dec 57
3SRS	N-34	Sexton	15 Jan 58
3SRS	N-38	Sandini	15 Jan 58
3SRS	N-05	Duquette	10 Feb 58
3SRS	N-39	Salkeld	10 Feb 58

Attch A  
 App IX  
 Annex B  
 26SRW OPlan Nov 57  
 27 Oct 57

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

ATTACHMENT B

TO

APPENDIX IX

TO

ANNEX B

OPERATIONS PLAN NOVEMBER 1957

INDIVIDUAL NON-COMBAT READY PROJECTION

1. Omitted.



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

APPENDIX X  
TO  
ANNEX "B"  
TO  
OPERATIONS PLAN NOVEMBER 1957  
FLYING SAFETY

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

APPENDIX X TO ANNEK "B", OPERATIONS PLAN NOVEMBER 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.

(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?



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

APPENDIX K TO ANNEX "B", OPERATIONS PLAN NOVEMBER 1957

FLYING SAFETY

2 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:

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 noted 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.

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

APPENDIX X TO ANNEX "B", OPERATIONS PLAN NOVEMBER 1957

FLYING SAFETY

B 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.



HEADQUARTERS  
 25TH STRATEGIC RECONNAISSANCE WING (M)  
 100TH AIRBORNE RECONNAISSANCE BATTALION  
 Columbus, Ohio  
 31 October 1957

WING "M" TO OPERATIONS PLAN FOR NOVEMBER 1957.

1. General:

a. This reference plan presents the flying and maintenance schedule for November, and reflects all requirements known to the wing at this time.

b. The sorties scheduled contained in the appendices implement the flying plan as approved by the flight scheduling committee, 25th Strat Recon Wing, and comply with AFM Regulation 0-9 and AFM Manual 66-3.

c. Weekly sorties are normally scheduled take off after 1200 hours.

d. The normal work schedule for maintenance personnel is established at 0730-1730 Monday through Friday. Supervisors will report 30 minutes prior to normal duty hours for planning the days work. Weekend work will be scheduled only for priority aircraft flights the following Monday or as required to accomplish the wing mission.

e. (1) Wing flying hour and sortie requirements for RB-47E aircraft are based on wing flying hour allocation. Sortie requirements determined by the Director of Operations include all training sorties, all test flights, all operational flight checks, all ferry flights and any losses that may be expected for the month, i.e., Maintenance cancellation, Crew DHP, Weather, etc. During the month of November, the schedule for the wing is as follows:

	DATE	HOUR
1. Total Scheduled Sorties 0-9:	27	1576
2. Expected Sorties and Hour Losses: (All Causes)	1	100
3. Training Sorties and Hours to be flown:	224	1512
4. Sorties and Hours Needed by Maintenance for Test Flights, Operational Checks, etc.:	22	24

5. Total Sortie and Hour Requirement for wing: 236 1536.

(2) Wing flying hour and sortie requirements for KC-97 aircraft are based on wing flying hour allocation. Sortie requests as determined by the Director of Operations include all training sorties, all test flights, all operational flight checks, all ferry flights and any losses that may be expected for month of November, the schedule for the wing is as follows:

	<u>SORTIE</u>	<u>HOURS</u>
1. Total Scheduled Sorties 60-9:	95	615
2. Expected Sortie and Hour Losses:	10	70
3. Training Sorties and Hours to be Flown:	75	505
4. Sorties and Hours Needed by Maintenance for Test Flights, Operational Checks, etc.:	10	20
5. Total Sortie and Hour Requirement for Wing:	85	525

f. Maintenance program potential is 240 training sorties and 1632 flying hours for RB-47E aircraft. (Average hours per sortie used in this computation is 6.8). For KC-97 aircraft 85 training sorties and 595 flying hours. Planned average sortie length is 7 hours.

g. Maintenance capabilities, computed in accordance with SAC Manual 66-3 are 252 sorties and 1656 flying hours for RB-47E.

h. Wing fire alert crew will be provided by the 4th Strat Recon Sqdn.

i. Each squadron will provide a night alert crew with qualified supervisor. Night alert crew will remain on duty until all aircrews have been debriefed.

j. The following aircraft will be gained during November: Unknown:

k. The following aircraft are scheduled to be lost to "IRAN" Douglas, Tulsa, Oklahoma: 52-703, 52-714.

l. Fire guards will be on duty on all ground power equipment while equipment is operating.



m. THE SWILE MALFUNCTION PREVENTION PLAN IN THE MAINTENANCE CONTROL

APPLICABLE TO ALL B-57C AIRCRAFT

1. The following is an established time table for the preflight inspection of scheduled aircraft for the normal training program. Maximum effort and special mission not to be considered as normal.

(1) All A/E System and APG Maintenance Preflights will be completed two hours and 15 minutes before take-off.

(2) The aircraft crew chief and assistant will stand by to assist aircraft flight crew in performing their pre flight.

(3) The following A/E systems personnel will be required to stand by aircraft prior to take-off at times indicated:

**Gunnery - Two hours and 45 minutes** (when gunnery mission is scheduled).

Camera - Two hours and 15 minutes.

Weapons & release - Two hours and 15 minutes.

WS - Two hours and 15 minutes.

K-System - One half hour.

Note: The reporting times listed above will be applicable only when the system is a requirement for the mission.

(4) Ammunition will be "torqued in" by fire control system (Gunnery) personnel with the co-pilot present to observe the operation.

NOTE: When a gunnery mission is scheduled, the Co-Pilot will be required to be at the aircraft two hours and 45 minutes before take-off.

(5) When photo flash missions are scheduled, and A/E Weapon & Release man will assist the aircraft observer by pulling the shackle (Streamer) pins and placing them on the observer's desk. He will then stand by to carry out further instructions from the observer.

(6) Cameras must be checked by the aircraft observer with two A/E Camera men standing by to assist him.

Annex "1"  
SOS of CPLan

NOTE: When 0-15 only is scheduled, one ABE camera man will be required to standby.

o. Each flight will be debriefed immediately after landing. Flight crews will be dispatched to Building #892, Wing Briefing Room, for debriefing by the maintenance and operations debriefing teams. All required reports and forms will be completed at this time. The 781-2 will be returned to the aircraft immediately upon completion of debriefing. For use of refueling personnel, repeat, immediately upon completion of debriefing.

q. The following aircraft will be weighed on dates indicated below. Before going in for weighing all aircraft will be completely defueled and 263 check will be completed.

<u>Aircraft</u>	<u>Weighing Date</u>
52-691 (RB)	1 Nov 57
52-692 (RB)	13 Nov 57
52-693 (1)	13 Nov 57

r. All aircraft must have a water alcohol capability. Every effort will be made to put aircraft in commission for water alcohol. If parts are needed and not available, Supply Liason must be notified immediately, nomenclature, part number and control number under which part was ordered.

s. Completion of Technical Order Compliance is still a special subject and all efforts must be made to keep the T.O.C. rate the lowest possible. The 26E must be signed and returned to the records section immediately upon completion of the T.O. An accelerated T.O.C. program for November is in effect. All efforts by squadrons will be expended to complete this T.O.C. program.

t. SPECIAL EMPHASIS WILL BE PLACED ON "CALL IN" OF WORK ORDER COMPLETIONS TO MAINTENANCE CONTROL THROUGH THE RADIO VEHICLE.

u. Status Reports of Aircraft. Maintenance Control will be notified of any and all changes of any aircraft. Before putting an aircraft out of commission for any work, Maintenance Control will be notified of the work planned and ETIC.

Annex "I"  
26SRW OPlan  
31 Oct 57



Correct status of aircraft is a must and will be strictly adhered to.

- v. Washing of Aircraft: The Control Board must be notified at least one (1) week in advance by the squadron desiring the use of the wash rack. At the present time the 26th Wing has the wash rack every afternoon. Aircraft going into Dock has priority on wash rack.
- w. Painting of Stands and Ground Powered Equipment: Cleaning and painting of stands, ground powered equipment and stenciling will be accomplished during the month of November 1957.
- x. All marginal "K" sets will be given special attention.
- y. Painting of Wheel Well Doors and Tail Stripes: All wheel well doors not already cleaned and will be cleaned and a work order on 526 submitted. Also all aircraft will have tail stripe painted.
- z. Use of Liquid Oxygen: Each RB-47 squadron will have all available personnel checked out in the proper use and servicing of liquid oxygen.
- aa. Ground Powered Equipment: All squadrons will insure their personnel has been checked out in the operation of G.P.E. Also that they have a valid operators permit.
- bb. Fire Prevention: Special emphasis will be placed on fire prevention at all times and insure that the overall fire prevention attitude will be at its highest peak.
- cc. Alert: Change over time is normally 10:00 hours pre flight time is normally 07:30 hours. Control will be notified of any changes wanted or required in alert acft as scheduled.
- dd. Parade and Holliday: A practice parade will be held on 7 Nov 57 at 1500 hours, a parade will be held Friday 8 Nov 57 at 1530 hours. 11 Nov is a non flying day for the Wing.

Annex "I"  
6SRW OPlan  
31 Oct 57

ee. Fire guards ground power equipment.

Fire guards will be stationed at all ground power equipment in sufficient time for warm up of units, before applying a load to the unit. Fire guards will report to unit at least (5) five minutes prior to scheduled start of the unit and remain on duty until shut down. Repeat ground powered units must have a fire guard at all times.

ADDITIONAL DISTRIBUTION TO  
26SRW OPLAN ANNEX "I" ONLY

5	3rd SRS	18	AEMMS	5	ABOp D/Mat
5	4th SRS	1	Base Machine Room	2	Base Historian
5	10th SRS	2	8AF EDM5	4	Wing Historian
7	FMS	2	Wg D/Mat	25	321st AREFS
18	FMS	2	Adiv D/Mat	2	Base Ops Officer
5	BSO	2	Wg Ch of Maint	2	Base Munitions Off
5	POL	2	Fd Svs Sqdn	2	MVS

Annex "I"  
26SRW OPlan  
31 Oct 57



HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 LOCKBOURNE AIR FORCE BASE  
 Columbus, Ohio  
 31 October 1957

APPENDIX I TO ANNEX "I" TO OPERATIONS PLAN NOVEMBER 1957.

1. The following is the Maintenance Plan and Scheduled of the 3rd Strategic Reconnaissance Squadron:

a. The 3rd Strat Recon Squadron will schedule 78 RB-47 sorties for a total of 530.4 flying hours.

b. The schedule leads to requirements for 78 preflight and 78 postflight inspection to be accomplished. Postflights are computed against maintenance program as indicated in flying and periodic maintenance program for month of November 1957.

See Inclosure 1.

c. The following aircraft will undergo periodic inspection on date indicated:

51-15851	5 Nov 57
52-696	22 Nov 57

d. Special Missions:

e. Aircraft Gains: None

f. Aircraft Losses: None

g. Quality Control Inspection will be as directed by the Chief of Maintenance.

h. Aircraft 52-692 will be weighed 13 Nov 57. Aircraft will be completely defueled and 263 check completed. Move to Jumbo Hanger at 0730 13 Nov 57.

App I, Annex "I"  
 26 SRW OPlan Nov 57  
 31 Oct 57

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 LOCKBOURNE AIR FORCE BASE  
 Columbus 17, Ohio  
 31 October 1957

APPENDIX II TO ANNEX "I" TO OPERATIONS PLAN NOVEMBER 1957

1. The following is the Maintenance Plan and Schedule of the 4th Strategic Reconnaissance Squadron:
  - a. The 4th Strat Recon Squadron will schedule 84 RB-47 sorties for a total of 571.2 flying hours.
  - b. The schedule leads to requirements of 84 preflights and 28 postflight inspections to be accomplished. Postflight are computed against maintenance program as indicated in flying and periodic maintenance program for the month of November 1957.
  - c. The following aircraft will undergo periodic inspection on dates indicated: 52-693 19 Nov 57
  - d. Special mission: See separate maintenance order.
  - e. Aircraft Gains: None
  - f. Aircraft Losses: 52-703, 52-714
  - g. Quality Control Inspections will be as directed by Chief of Maintenance.
  - h. 52-693 will be weighed on 13 Nov 57. Complete 263 check and defuel acft completely. Move to jumbo hanger at 0800 13 Nov 57..

App II, Annex "I"  
 26SRW OPlan Nov 57  
 31 October 1957



HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 LOCKBOURNE AIR FORCE BASE  
 Columbus, Ohio  
 31 October 1957

APPENDIX III TO ANNEX "I" TO OPERATIONS PLAN NOVEMBER 1957.

1. The following is the Maintenance Plan and schedule of the 10th Strategic Reconnaissance Squadron:

a. The 10th Strat Recon Squadron will Schedule 75 RB-47 sorties for a total of 528.4 flying time.

b. The schedule leads to requirements for 75 preflights and 28 postflight inspection to be accomplished. Postflight are computed against maintenance program as indicated in flying periodic maintenance program for month of November 1957.

c. The following aircraft will undergo periodic inspection on date indicated:

52-723	31 Oct 57
52-775	8 Nov 57
53-3260	14 Nov 57
52-709	27 Nov 57

d. Special missions:

e. Aircraft Gains: None

f. Aircraft Losses: None

g. Quality Control Inspection will be as directed by the Chief of Maintenance.

h. Acft 52-691 will have a wt and balance check on 1 Nov 57. Acft will be completely defueled and 263 check completed. Move acft to Jumbo Hanger at 0800.

App III, Annex "I"  
 26 SW OPlan Nov 57  
 31 Oct 57

HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 LOCKBOURNE AIR FORCE BASE  
 Columbus, Ohio  
 21 October 1957

APPENDIX IV TO ANNEX "I" TO OPERATIONS PLAN NOVEMBER 1957.

1. The following is a Maintenance Plan and Schedule for the 321st Air Refueling Squadron:

a. The 321st Air Refueling Squadron will schedule 85 KC-97 sorties for a total of 59.5 flying hours.

b. The schedule leads to requirements for 85 preflights and 29 post-flight inspections to be accomplished. Postflight are computed against maintenance program as indicated in Flying and Periodic Maintenance Program for the month of November 1957.

c. The following aircraft will undergo Periodic Inspection on dates indicated:

52-776	4 Nov 57
52-773	12 Nov 57
52-780	19 Nov 57

d. Special Projects:

e. Aircraft Gains: None

f. Aircraft Losses: None

g. Quality Control Inspections will be as directed by the Chief of Maintenance.

h. The following aircraft will be weighed on dates indicated below. Before going in for weighing all aircraft will be completely defueled and 26B check will be completed.

<u>Aircraft</u>	<u>Weighing Date</u>
-----------------	----------------------

i. Winterization of KC-97 acft. All Aircraft will be checked for compliance with SAC Manual 66-5. If not complied with, steps will be taken immediately to effect the compliance.



HEADQUARTERS  
 26TH STRATEGIC RECONNAISSANCE WING (M)  
 LOCKBOURNE AIR FORCE BASE  
 Columbus 17, Ohio  
 31 Oct 57

APPENDIX V TO ANNEX "I" TO OPERATIONS PLAN NOVEMBER 1957.

1. The 26th Periodic Maintenance Squadron will provide manning, tools and equipment to process the following RB-47 and KC-97 aircraft through the decks for periodic inspection on the dates indicated:

<u>AIRCRAFT</u>	<u>PRE-DOCK</u>	<u>WASH</u>	<u>DOCK</u>	<u>P.D.</u>	<u>TEST FLT</u>	<u>SQDN</u>
723	28 Oct 57	30 Oct	31 Oct	5 Nov	8 Nov	10th SRS
851	30 Oct "	4 Nov	5 Nov	8 Nov	14 Nov	3rd "
775	6 Nov "	7 Nov	8 Nov	14 Nov	19 Nov	10th "
260	6 Nov	13 Nov	14 Nov	19 Nov	22 Nov	10th "
693	14 Nov	18 Nov	19 Nov	22 Nov	27 Nov	4th "
696	15 Nov	21 Nov	22 Nov	27 Nov	2 Dec	3rd "
709	19 Nov	26 Nov	27 Nov	2 Dec	5 Dec	10th "
711	29 Nov	29 Nov	2 Dec	5 Dec	10 Dec	4th "

---

<u>KC-97's</u>						
776	28 Oct	1 Nov	4 Nov	6 Nov	8 Nov	321st AREFS
773	5 Nov	8 Nov	12 Nov	14 Nov	18 Nov	321st "
780	8 Nov	18 Nov	19 Nov	21 Nov	25 Nov	321st "

All aircraft on above schedule will be washed at 1300 hours on dates indicated.

2. TOC's to be accomplished during periodic inspection will be scheduled during the inspection planning meeting per SAC Manual 66-15.

3. In accordance with the above schedule each aircraft undergoing periodic inspection (dock) will be scheduled for a period of 6 working days in the following sequences: 1st, 2nd, 3rd, day in dock (Schedule Inspection); 4th day n-1 Compass Swing; 5th day unscheduled maintenance, clear write ups, return aircraft to sqdn).

App V, Annex "I"  
 26SRW OPlan Nov 57

HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
Columbus, Ohio  
31 October 1957

APPENDIX VI TO ANNEX "I" TO OPERATIONS PLAN NOVEMBER 1957

1. The following is the Maintenance Plan and schedule for the 26th Armament-Electronics Squadron:

a. The 26th Armament-Electronics Squadron will provide necessary personnel, tools and equipment to accomplish 237 preflight and 74 postflight inspections on RB-47 aircraft and 85 preflight and 29 postflight inspections on KC-97 aircraft.

b. In addition, the squadron will provide personnel, tools and equipment to support 7 RB-47 periodic inspections and 3 KC-97 periodic inspections in compliance with SAC Manual 66-15, as outlined in Appendix V.

c. All aircraft will be completely ready for each scheduled sortie. Camera requirements and special system requirements will be outlined in the weekly schedule and confirmed during the daily meetings.

App VI, Annex "I"  
26 SRW OPlan Nov 57  
31 Oct 57



HEADQUARTERS  
26TH STRATEGIC RECONNAISSANCE WING (M)  
LOCKBOURNE AIR FORCE BASE  
Columbus, Ohio  
1 Nov 57

APPENDIX VII TO ANNEX "I" TO OPERATIONS PLAN NOVEMBER 1957.

1. The following is the Maintenance Plan and Schedule for the Field Maintenance Squadron:

a. The 26th Field Maintenance Squadron will provide necessary personnel, tools and equipment to support 74 RB-47 and 29 KC-97 postflight inspections.

b. The 26th Field Maintenance Squadron will provide personnel, tools and equipment to support 7 RB-47 and 3 KC-97 periodic inspections in compliance with SAC Manual 66-15.

c. Specialist to accomplish TOC's will be furnished in accordance with the schedule established by Job Control.

App VII, Annex "I"  
26 SRW OPlan Nov 57  
1 Nov 57