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HISTORY

OF

40TH BOMBARDMENT WING MEDIUM
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

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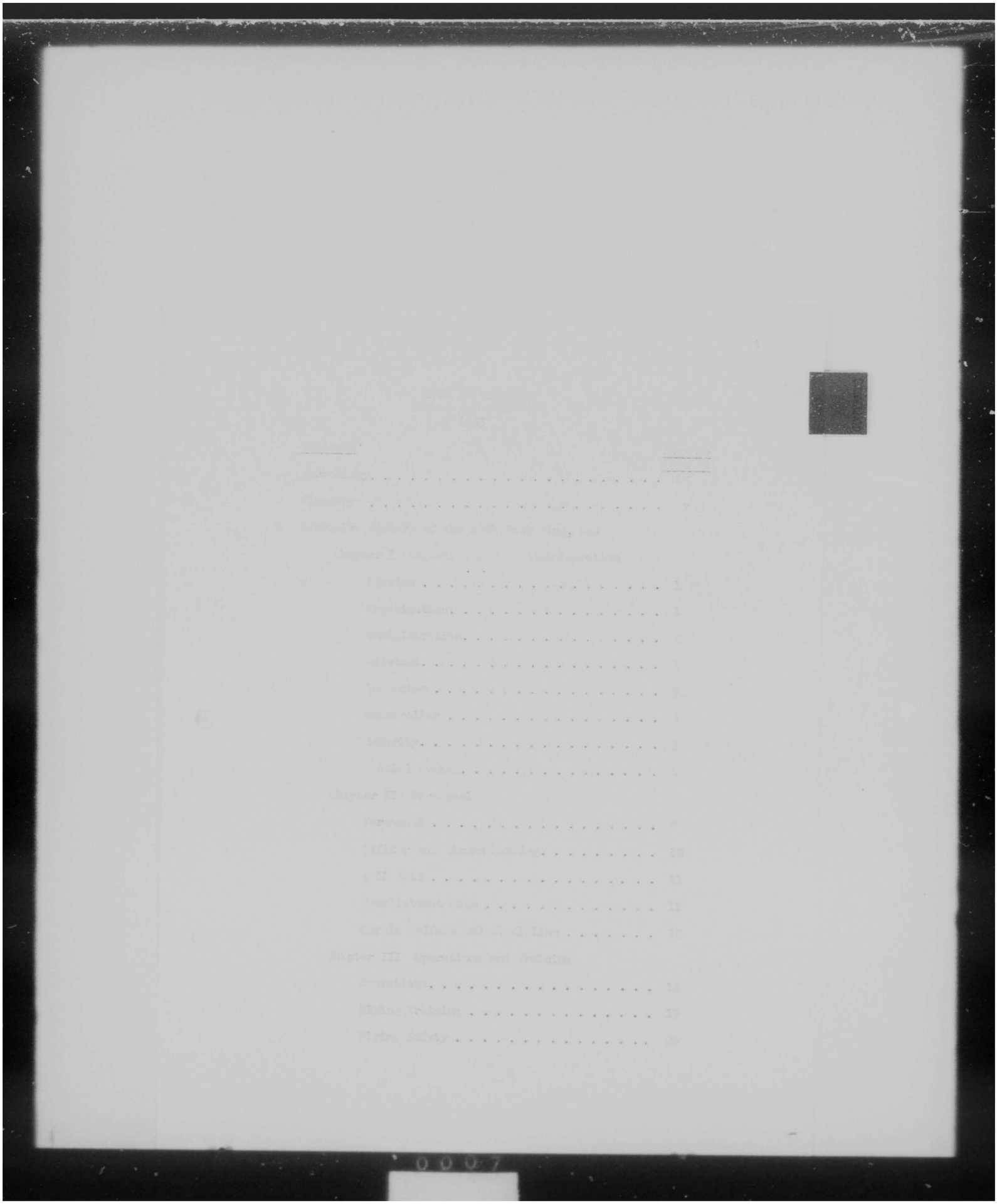

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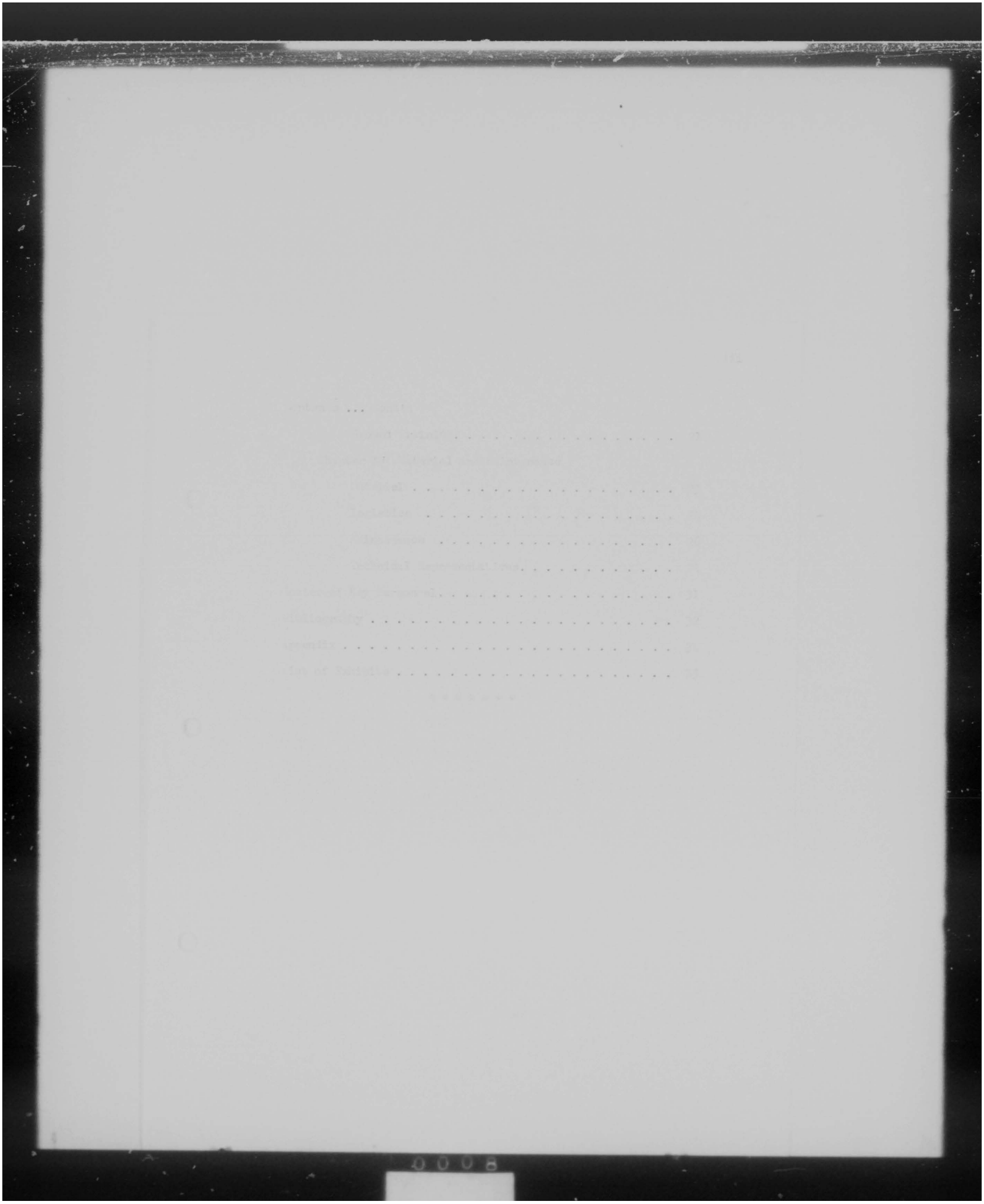

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CHRONOLOGY

[redacted]

Date	Event
5 August 1955	General John E. Sutherland, [illegible] Air Division Commander, departed [illegible] for a staff visit to [illegible] in the UK.
15 August 1955	General Sutherland departed the United Kingdom for [illegible] after visiting the 47th FG.
25 August 1955	Advance party of the 48th left [illegible] for Foggy Bill.
31 August 1955	Colonel Carl F. Lest, 48th FG, retired from the service after 25 years of service.
7 September 1955	First wave of [illegible]-47 aircraft departed [illegible] for USAFE on the return [illegible] to the US.
9 September 1955	First 48th support aircraft left [illegible] for Foggy Bill.
13 September 1955	All 48th personnel attached to the Air Base Group were returned to the wing.
25 September 1955	Colonel Charles I. Doherty, newly [illegible] of the 48th Wing, was promoted on orders for a promotional assignment to [illegible] AF effective in early October.

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Symbol	Explanation
AFB	Air Force Base.
NCOIC	Non Commissioned Officer In Charge.
OJT	On the Job Training.
TDY	Temporary Duty.
SAC	Strategic Air Command.
AFSC	Air Force Specialty Code.
CBW	Combat Wing Scoring.
SKAFB	Shaky Hill Air Force Base.
ABS	Air Refueling Squadron.
AEW	Armament and Electronics.
OIC	Officer In Charge.
ACCP	Aircraft Out of Commission due to a lack of Parts.
OCAMA	Oklahoma City Air Materiel Area.
UK	United Kingdom.
AIRDIV	Air Division.
RAF	Royal Air Force.
USAW	Unit Simulated Combat Mission.
FLT	Flight Kit.
CPX	Command Post Exercise.
CI	Zone of Interior.

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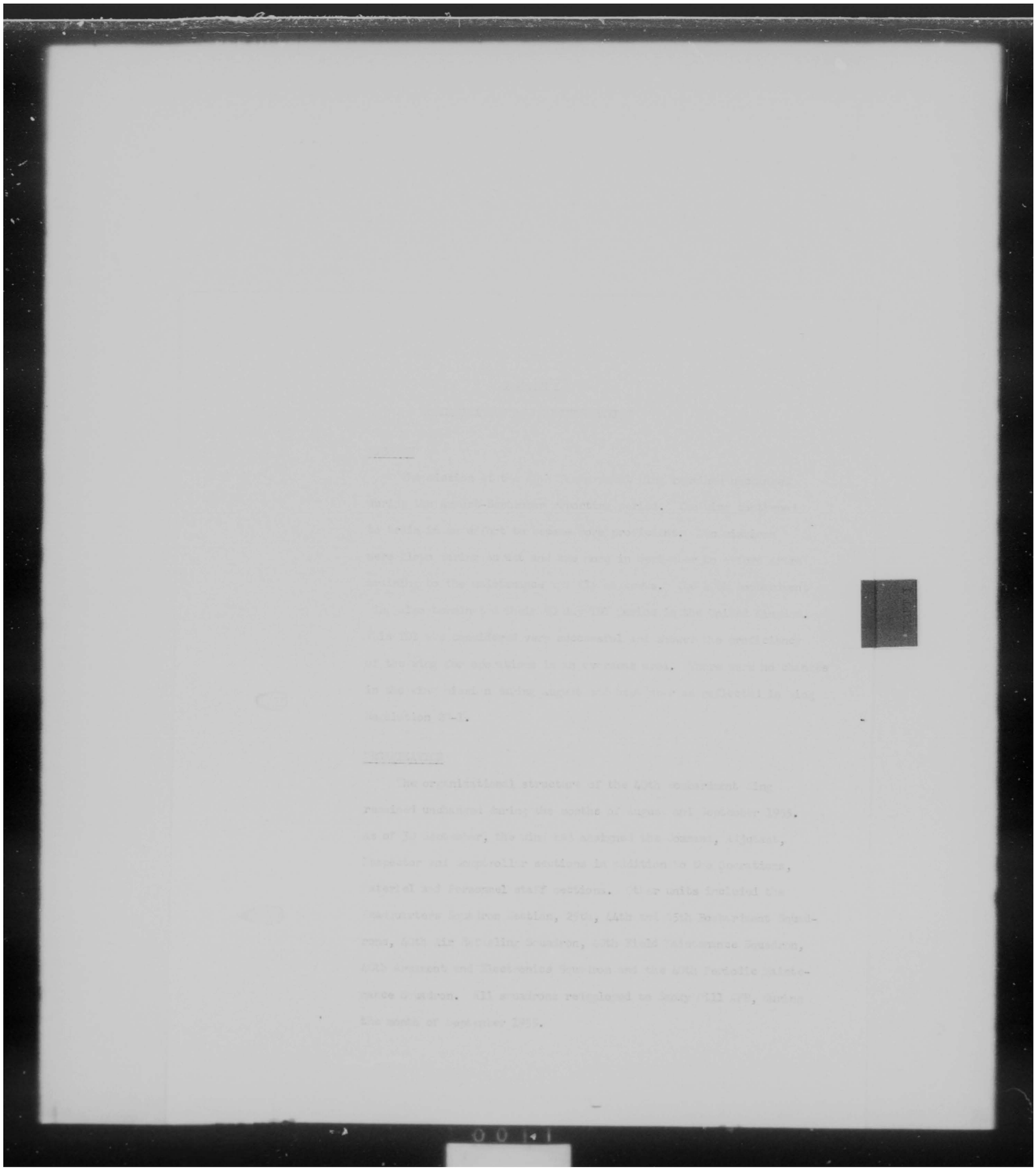

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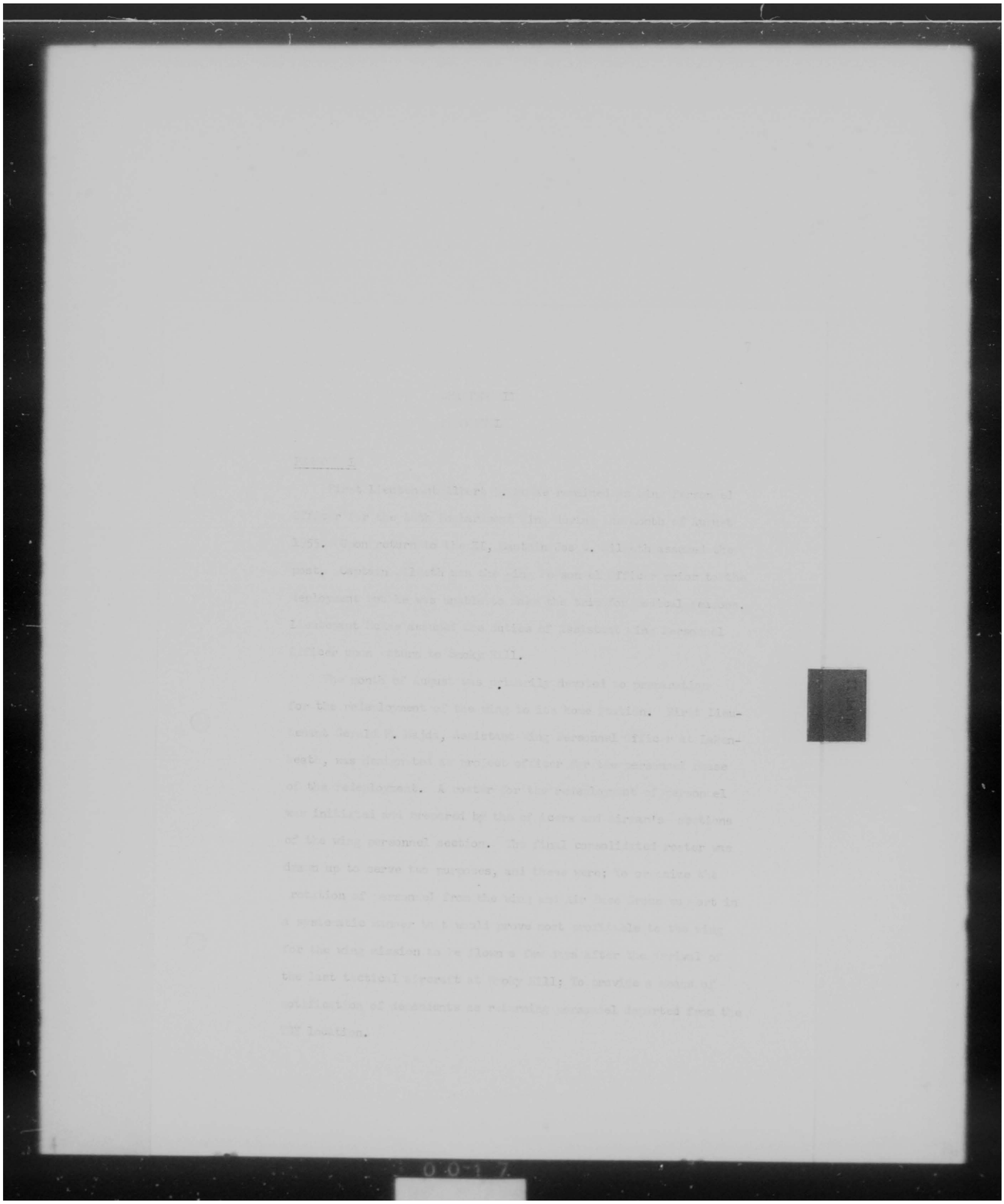

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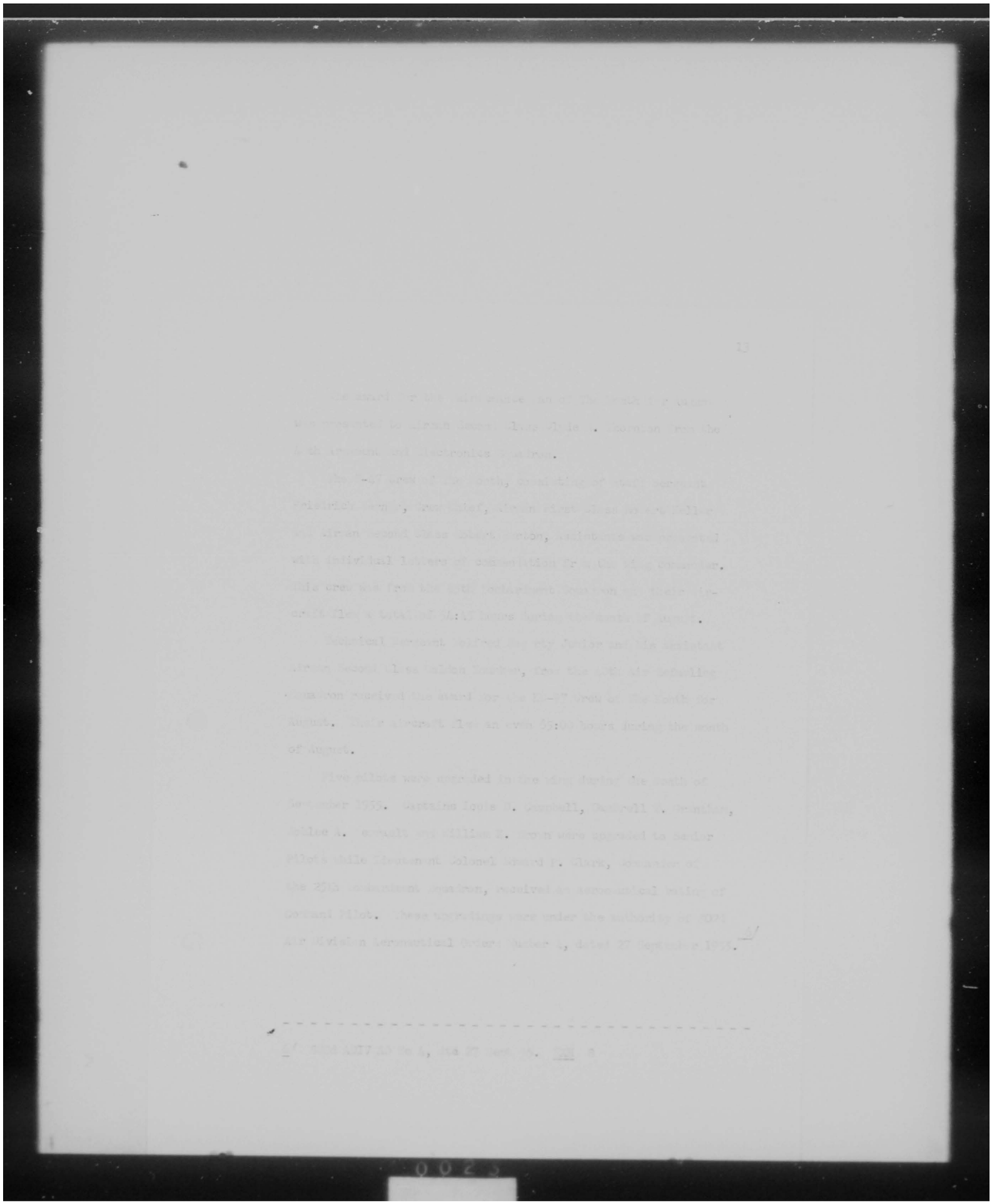

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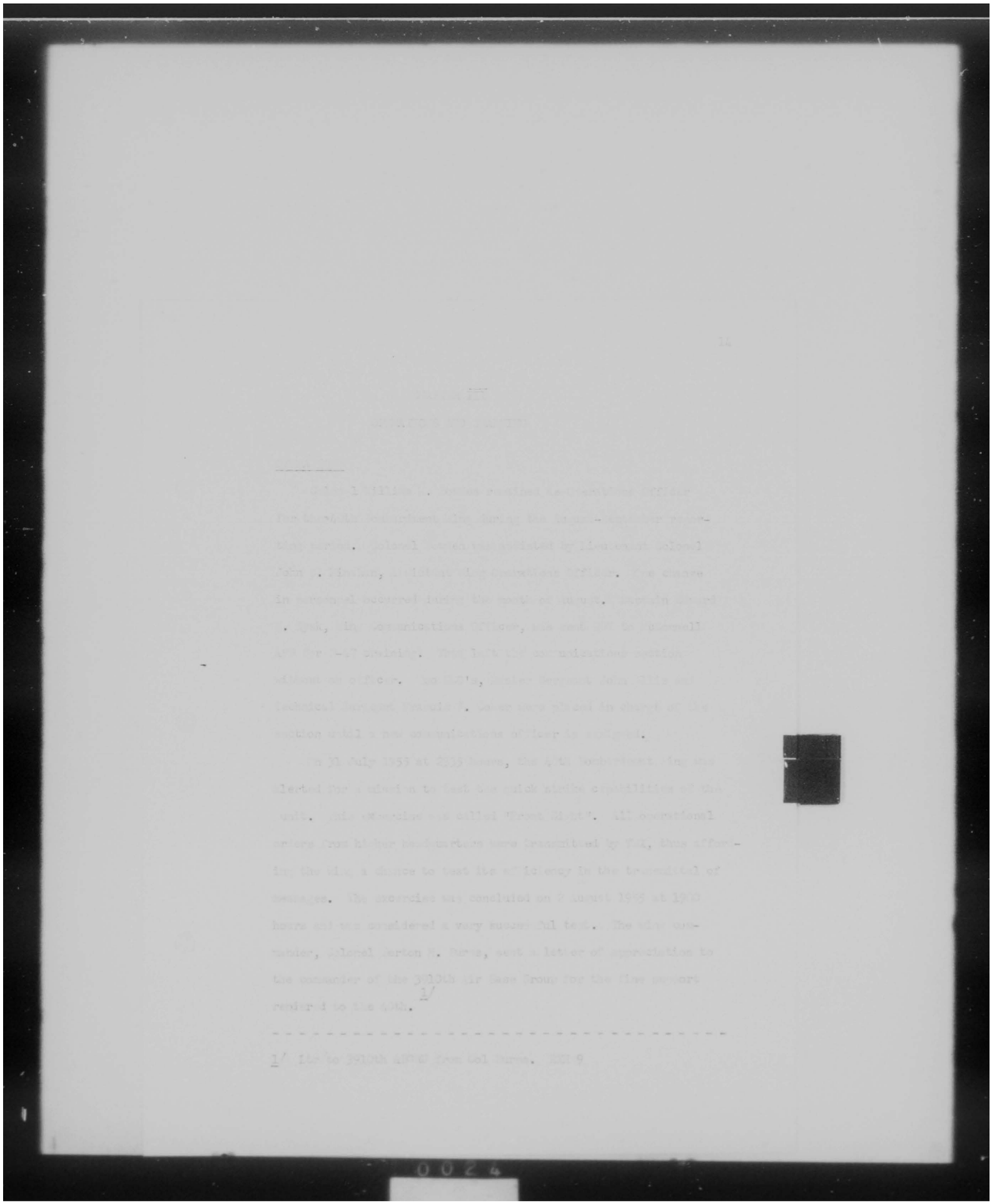

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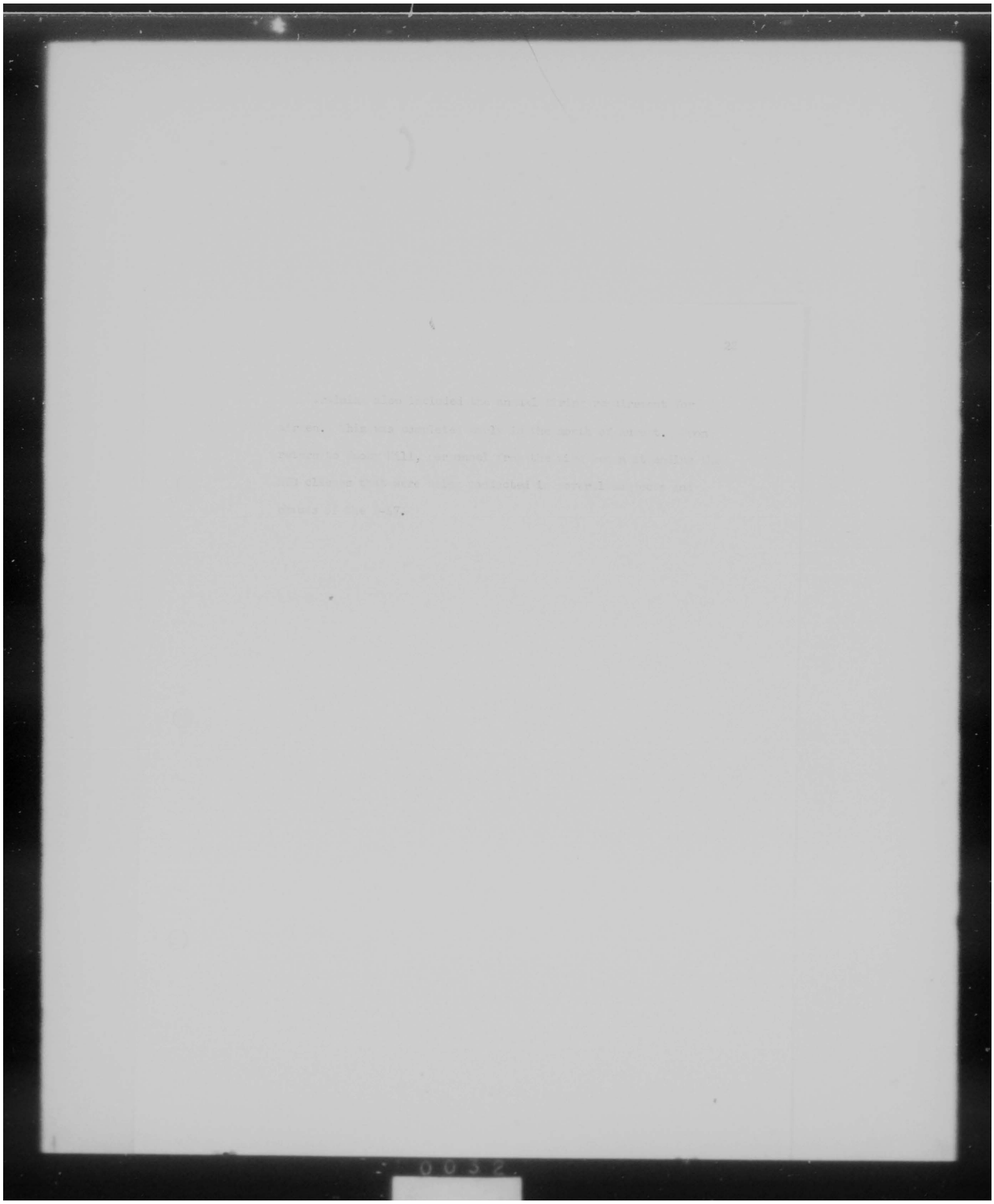

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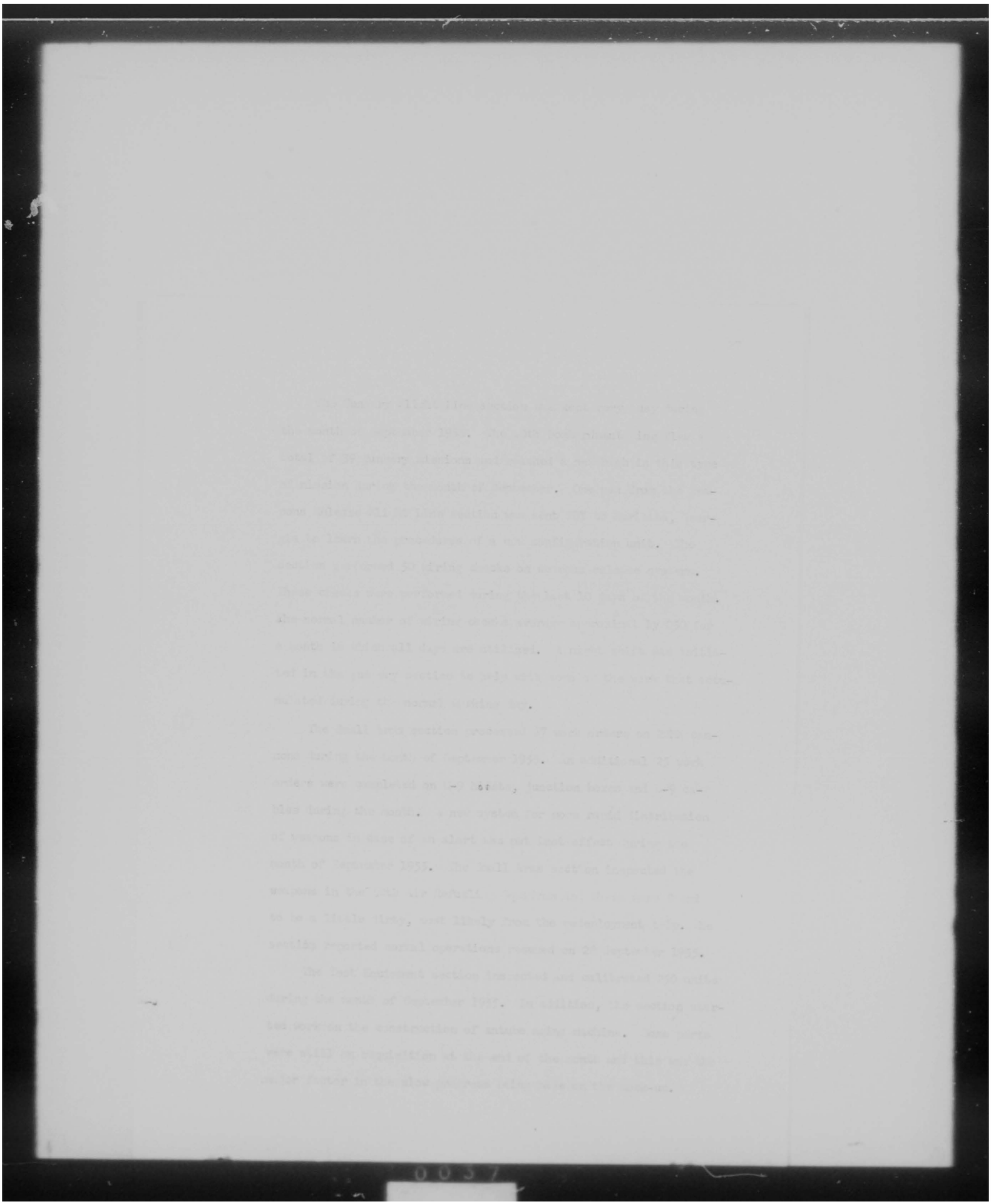

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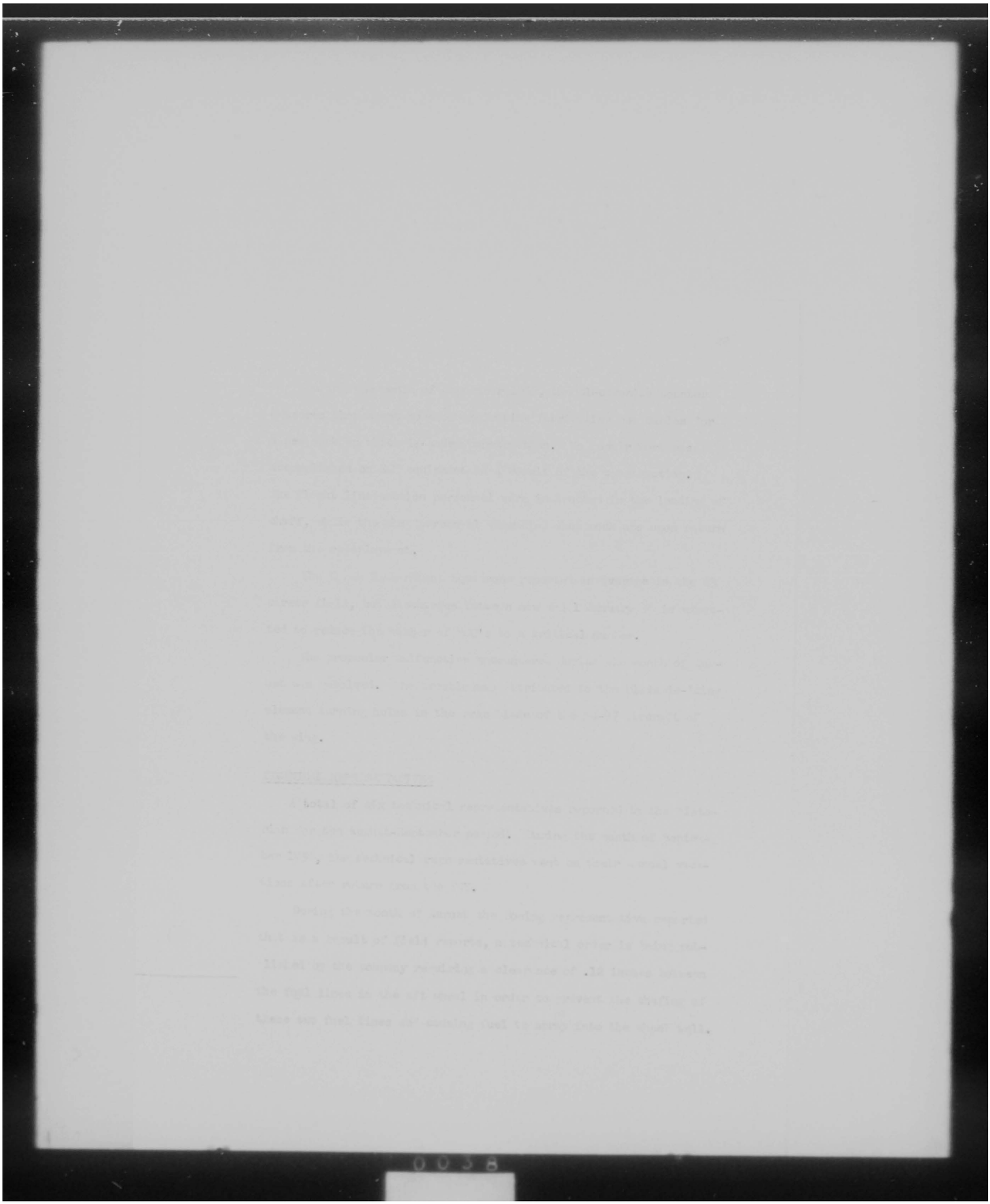

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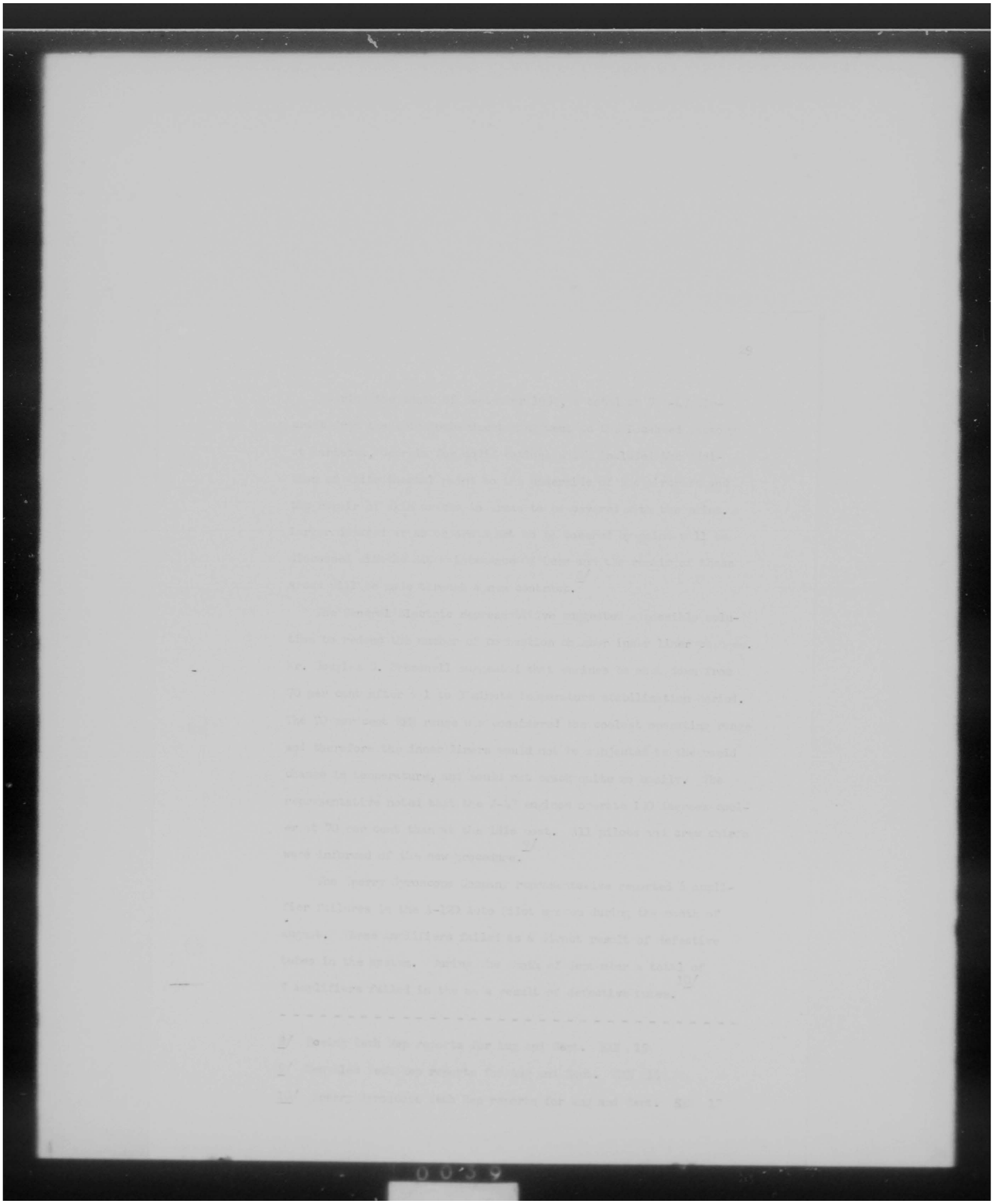

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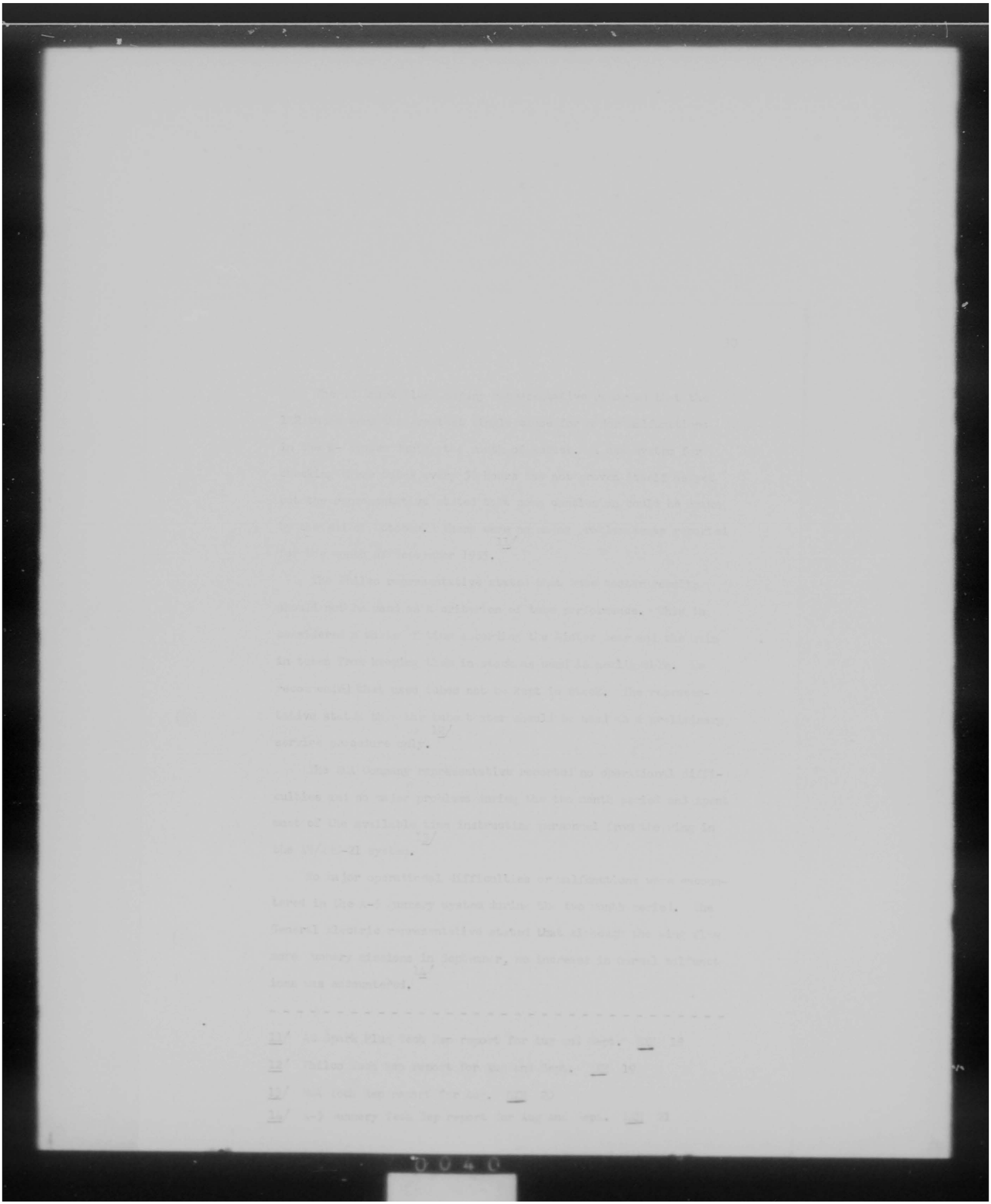

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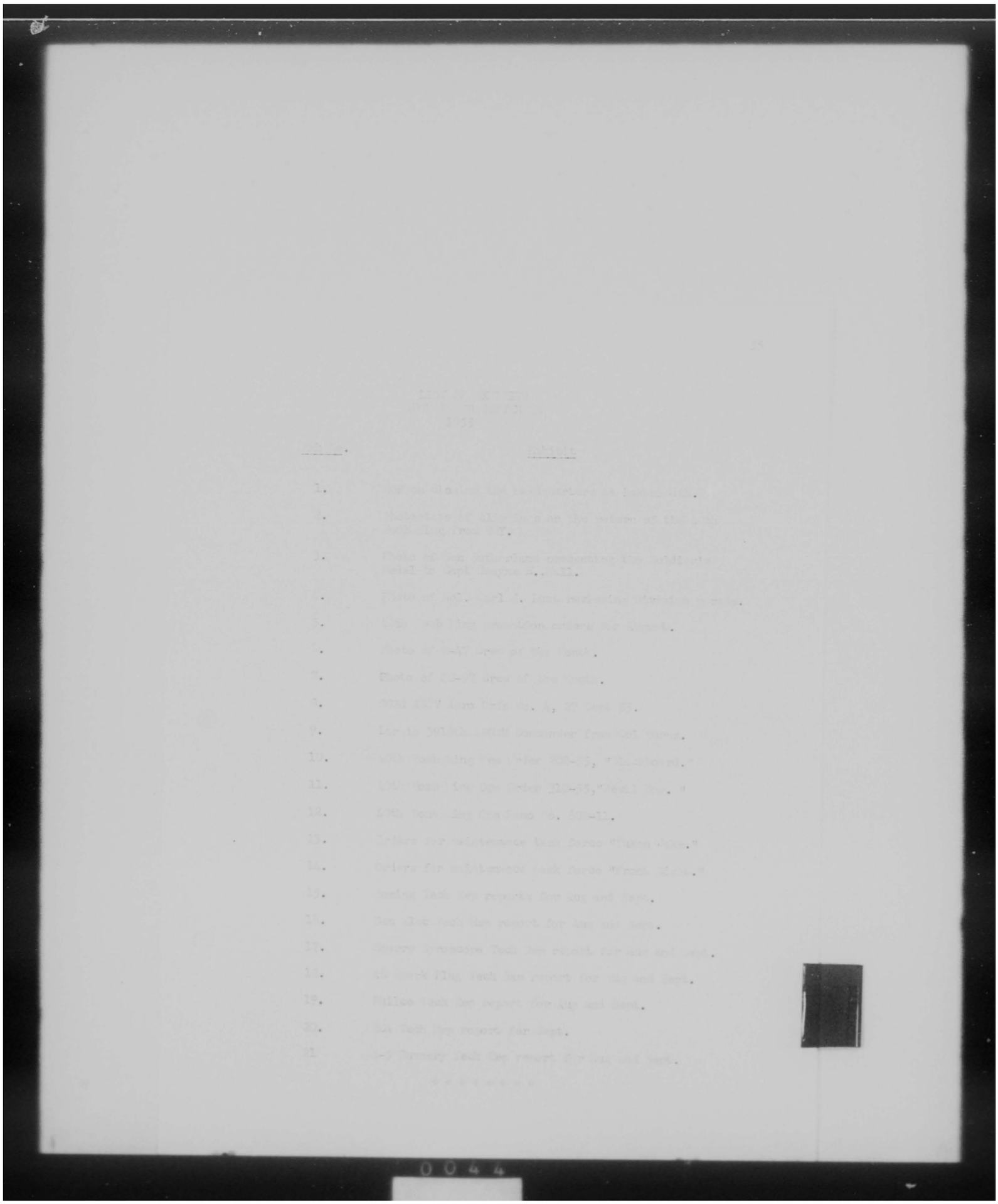

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DISPOSITION FORM

SUBJECT:

"Operation Homebound" OOP #1

TO: All Squadrons
3910th ABGRU
3920th ABGRU

FROM: 40CDJ

DATE: 19 AUG 65

COMMENT NR 1

I. CLEARANCE

1. Clearance forms (a single mimeographed sheet furnished by this headquarters) will be attached to the back of each individual's itinerary card. All personnel, including ADVON, will have been completely cleared prior to departure to the ZI. Squadrons will sign off the items pertaining to their activities and will clear Base Activities by a consolidated roster. (Ref para a and b). One person will hand carry a squadron roster thru base activities for clearance. Personnel who cannot be considered clear at that time will personally report to the activity involved for settlement. All items will be cleared out 48 hours before departure. The clearance form will be checked prior to loading aboard ZI bound aircraft and personnel with incomplete clearances will not be permitted to board the aircraft. Personnel should be cautioned that they will be required to turn in the completed clearance form to the orderly room with their records when they arrive at Smoky Hill. Orderly rooms will keep these clearance forms on file for ninety (90) days. Instructions relative to the clearance form, in addition to the above, are as follows:

a. Squadron Items.
(1) Pick up mess passes, AFSC ration cards and luxury cards.
(2) Send PX Forms 415 (2 on each one) to the Post Office.
(3) Clear Unit Supply and Unit Personal Equipment Section.
(4) Process Personnel Records (Form 7, 4, 20, 24, or 230, 2 copies TDY orders, customs declaration form, itinerary card and clearance).

b. Base Activities.
(1) Provost Marshal Office.
(2) Gym (Athletic Officers only).
(3) Telephone accounts.
(4) Library.
(5) Service Club.
(6) NCO Club.
(7) 40BCHWG/W (Squadron supply officers, flight line maintenance officers and PX Shop Foreman charged with pre-issue accounts only).
(8) American Express.

2. Personnel records will be hand carried to the ZI by each individual. This does not include the military pay records, because envelopes in sufficient quantities are not available. Pay records will be processed and delivered to the Troop Commander of each aircraft for each person thereon. ADVON personnel will hand carry their MPRs.

3. Credit, loan of library books, issue of gym or special service equipment will be settled by 1 September 1965. The only exception will be the

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Officers Club and housing. These will be individual responsibilities.

4. The required uniform for this redeployment will be the summer uniform with ties. Fatigues may be worn only when in flight and will not be worn when boarding or debarking MATS aircraft.

5. Individuals will wear dog tags and radiac detectors around their necks. They will hand carry their own weapons and will handle their baggage in the same manner as when they deployed from Smoky Hill.

6. Customs Declaration Forms, one per man, will be filled out before arriving at the point of entry into the United States. These forms are available in the Wing Adjutant Section and will be supplied to the orderly rooms upon request. (Ref para 1 a(4)).

7. It is very important that each individual complete two (2) DD Forms 415. The Orderly Rooms will consolidate these forms and forward them to the Base Post Office with a consolidated roster of their personnel redeployed. (Ref para 1 a(2)).

II. PROCESSING AND BAGGAGE TURN-IN.

8. Upon notification of aircraft arrival, Wing Personnel will call squadrons concerned and alert them with the line numbers that will be affected. The schedule for processing and baggage turn-in will be announced by Wing Personnel upon receipt of aircraft departure time. At this time individuals affected will be restricted to their respective squadron areas for further instructions.

9. Personnel will report to processing and baggage turn-in either in khaki's or fatigues with all baggage to be stowed aboard the aircraft and the hand bag that will be carried during flight. Weapons will not be carried for this processing but each individual will indicate the type weapon he is to carry so that necessary adjustments can be made in weight. All baggage will be appropriately tagged with name, grade, SSN, DEROS, and destination. One copy of this information will also be placed inside each piece of baggage for identification in the event tags are torn from the outside.

10. Personnel will be wearing summer uniform when they board the aircraft and will carry weapon, canteen, web belt, and hand bag weighing not more than 16 pounds. It is suggested that the hand bag contain shaving equipment, and at least one change of under clothing along with any other items that might be desired during the flight.

11. Alcoholic beverages will not be taken aboard the aircraft either in stowed baggage, hand baggage, or on the individual. Personnel reporting to the aircraft under the influence of alcohol will not be allowed to board the aircraft but returned to the squadron for a later flight and appropriate action taken under UCMJ, missing stipment.

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SUBJECT: "Operation Homebound" (OCT 71

12. At the time of baggage processing, the passenger manifest will be completed and the senior officer, NCO, or airman on the flight will be designated as Troop Commander. From then until arrival at Ecoky Hill, he will be responsible for individuals redeploying. The Troop Commander will be responsible for ascertaining that each passenger has his Personnel Records in his possession (ref para 1 e(4) above). The Troop Commander will personally insure he has each pay record of each passenger under his jurisdiction.

13. After completion of baggage processing, the Troop Commander will be notified of the approximate time of departure of his flight and personnel will return to their appropriate squadron areas and remain on stand-by basis. Base Operations or MAC Liaison will keep the Troop Commander informed of any changes in his flight departure or any other details that would affect the flight or individuals.

BY ORDER OF THE COMMANDER:

for

D. E. BLOOM, Major, USAF
Adjutant

1 INCL
Individual clearance

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Photocopy of letter of the 24th Tank Bde from CTF.

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Happy Day At Base As 40th Returns

By John Schmiedeler

The noise of the jets was almost drowned out by happy "Hellos" Wednesday noon at Smoky Hill AFB.

Wives and children lined the parking area of the 25th Bombardron to greet the first returning fliers of the 40th Bomb Wing.

And they — especially the children — made a lot of noise.

The 40th is coming home to SHAFB from a 90-day temporary duty overseas (the Air Force never has released the overseas station of the 40th).

Lands At Noon

The first plane of the first flight of four B-47s parked promptly at noon. Three other planes followed quickly. Before night 16 B-47s were expected. Thursday more jets and some troop and cargo planes will get home.

By the end of the week, all but a handful of 40th men and planes will be back home.

There are about 1500 men in a wing. Some of the crews returned earlier but most of the men are involved in the current homecoming.

A wing normally includes 45 B-47s and about 30 KC-97 refueling tankers.

The children hopped up and down in time to the martial music of the base band. They chanted over and over:

"Daddy, daddy, daddy, daddy!"

They darted here and there, escaping clutching hands of mothers.

Some of them slipped under the rope and met Daddy half way across the concrete parking apron.

Others hung on Daddy's legs, nestled in Daddy's arms, carried Daddy's coat or wore Daddy's cap.

The Air Force cooperated in the reunion.

Get Notification

The dependents were notified of arrival times and were permitted to greet the fliers on the flight line.

Standby crews took over to refuel the planes. A lounge was set up in the 25th headquarters for the dependents while Daddy was de-briefed.

Coffee and doughnuts were handy.

De-briefing was short, too.

'hole left by the missing front teeth and said:

"Oh, Daddy!"

Capt. Robert V. Hanaway, the plane's pilot, also got a greeting from the Tuttles. He's known as "Uncle Bob" and the Tuttles' son, Don, was eager to see him.

Capt. Francis McLean, the plane's observer, was especially welcomed. His wife and children — all six of them — were on the flightline.

There were Duncan, Peggy, Timothy, Mollie, Kevin and tiny Monica. Mollie 3, wore the captain's hat and Duncan proudly carried his flight jacket.

Mollie almost said too much.

"We got a s'prize, Daddy," she chanted.

"Don't you tell what it is, Mollie", said the child's mother, "or it won't be a surprise."

The other McLean children hushed Mollie and protected the surprise.

Another big welcome went to Capt. Robert A. Galvan, aircraft commander of the flight's third plane.

His seven children — Bobbie, Mary Beth, Carmen, Cathy, Vicy, Laura and David—were out to see him. David arrived in his stroller and promptly went to sleep in the warm sun.

Ruth Ann, 5, and Douglas, 7, were there to greet Capt. John D. Johnson, their Daddy.

Ruth Ann was certain Daddy had a baby doll in the airplane and Douglas was just as confident there was a watch for him because Daddy wasn't home for his 7th birthday which was "gee, I don't know, a long time ago."

Other arrivals included: Capt. Paul E. Dunaway, Lt. Col. Ed P. Clark, commander of the 25th; Capt. R. W. Smith, 1st Lt. Charles Ward, Capt. Bruce C. Harris, Capt. Henry R. Smith, 1st Lt. John Danison, 1st Lt. Robert N. McChesney, A-2c Tom Bennett, A-1c Charles Jones, and A-1c Fred R. Washaw.

The planes flew non-stop from the undisclosed overseas base and were refueled in flight.

Perhaps the most poignant was Douglas Johnson's 7-year-old observation:

"Boy, did I miss him. Next time I hope he goes in the winter so we can get some fishing done."

First On Ground

The first man to hit the concrete was Capt. Ruben C. Litzenberger, engineering officer for the 25th. He hurriedly shook hands with some other officers and went to greet his wife.

Capt. Litzenberger was a passenger on Maj. Don Tuttle's plane, the first of the flight of four.

Major Tuttle's wife, daughter and son were there to meet him.

"Honey," laughed the major to the little blonde daughter, "what happened to your teeth?"

"Honey" laughed through the

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ADMIRING daughter Monica, 3, greets Capt. Francis MacLean, Phillips Village, as he returns to SHAFB with the 40th Bomb Wing. In background are his wife and another daughter, Mollie. (JOURNAL PHOTO)

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DAD'S SHOULDERS provide high vantage point for Michael, 16-month-old son of M-Sgt. [illegible], while folks shop in downtown Salina, L[illegible]

NEW TO OVERSEAS FAMILY at Smoky Hill Air Force base are Mrs. Selmer H. Burns, wife of Col. Burns, commander of 40th bomb wing, and their children, from left, Mrs. Wesley George, [illegible] Ronald, Tom, Susan, and Richard. (JOURNAL PHOTO)

EYEING SKIES, Brig. Gen. John R. Sutherland, 103rd Air Division commander, watches 40th Bomb Wing B-47s return from temporary duty overseas. (JOURNAL PHOTO)

UP THE ARMS of her daddy again is Kay McChesney, 2, daughter of Lt. and Mrs. Robert McChesney, 601 Bomb[illegible]. She ducked under rope to get [illegible] at SHAFB from TDY overseas.

40th Returns Wednesday

BACK TO SMOKY HILL . . . Airman Marion Rollins of New Britain, Conn., takes a look at stateside as he steps from the plane that returned him after 90 days' temporary duty overseas. Air Force photo

SMILES GREET DAD—Wing Commander Col. Barton Burns is welcomed by Mrs. Burns and their children as the 40th Bomb Wing's first planes returned to Smoky Hill Air Force Base September 7. Air Force photo

The Salina Journal
Sept. 6, 1955 Page 5

Additional 40th Planes Arrive

[illegible]

Change At SHAFB

Salina is beginning to appreciate one of the difficult facts of military life.

In the service, you never can put down your roots in a community, at least not very deeply.

An Air Force family moves in town, buys or rents a home, becomes part of a church congregation, joins the PTA, [illegible] and settles down. It [illegible] been in the service a long time, it settles pretty quickly. The [illegible] have learned how to adjust to change.

For change is inevitable. In two, three or four years, airmen will some day [illegible] the family must move to [illegible] Service affairs.

This is happening in Salina, and Salina is losing some of its good friends from the base. The [illegible] these days.

The [illegible] as well as the civilians must learn to adjust to change, and learn to welcome [illegible]. The new folks [illegible] because just as their friends go [illegible]

THE SA[illegible] ADVERTISER-SUN, SALINA, KANSAS

40th Bomb Wing Returns-SHAFB

The first planes of the 40th Bomb Wing came "home" to Smoky Hill Wednesday.

The first B-47 piloted by Major Ben Tuttle landed at noon, and three other planes came in almost immediately. Later, as crowds [illegible] the airfield, in a [illegible] of welcome as thousands of the home-town folks met the Airmen.

Many jets and trucks and other planes will be arriving in the next few days, as the 40th Bomb Wing [illegible] its B-47 bombers and [illegible] to Smoky Hill.

Climax Is Past In Return Of The 40th

Temporary duty overseas has ended for most members of the 40th Bomb Wing, though some of the supporting units of the Wing are being returned to other military planes arriving daily.

The 40th had been overseas since June in its first TDY assignment since it was reactivated at Smoky Hill Air Force Base years ago.

Mr. and Mrs. Leonard Peterson of Kansas City, Kan., former Salinans, have chosen the name Christine Ann for their daughter born September 8. They have two other daughters, Linda and Marilyn.

SHAFB Tennis Tourney Opens

All Base and Post Tennis Doubles competition will [illegible] Frank Wiles at 4:15 in the afternoon. [illegible] will be [illegible] Tuesday, September 13 in the event [illegible] Tournament [illegible] Competition [illegible] open [illegible] Officers Club.

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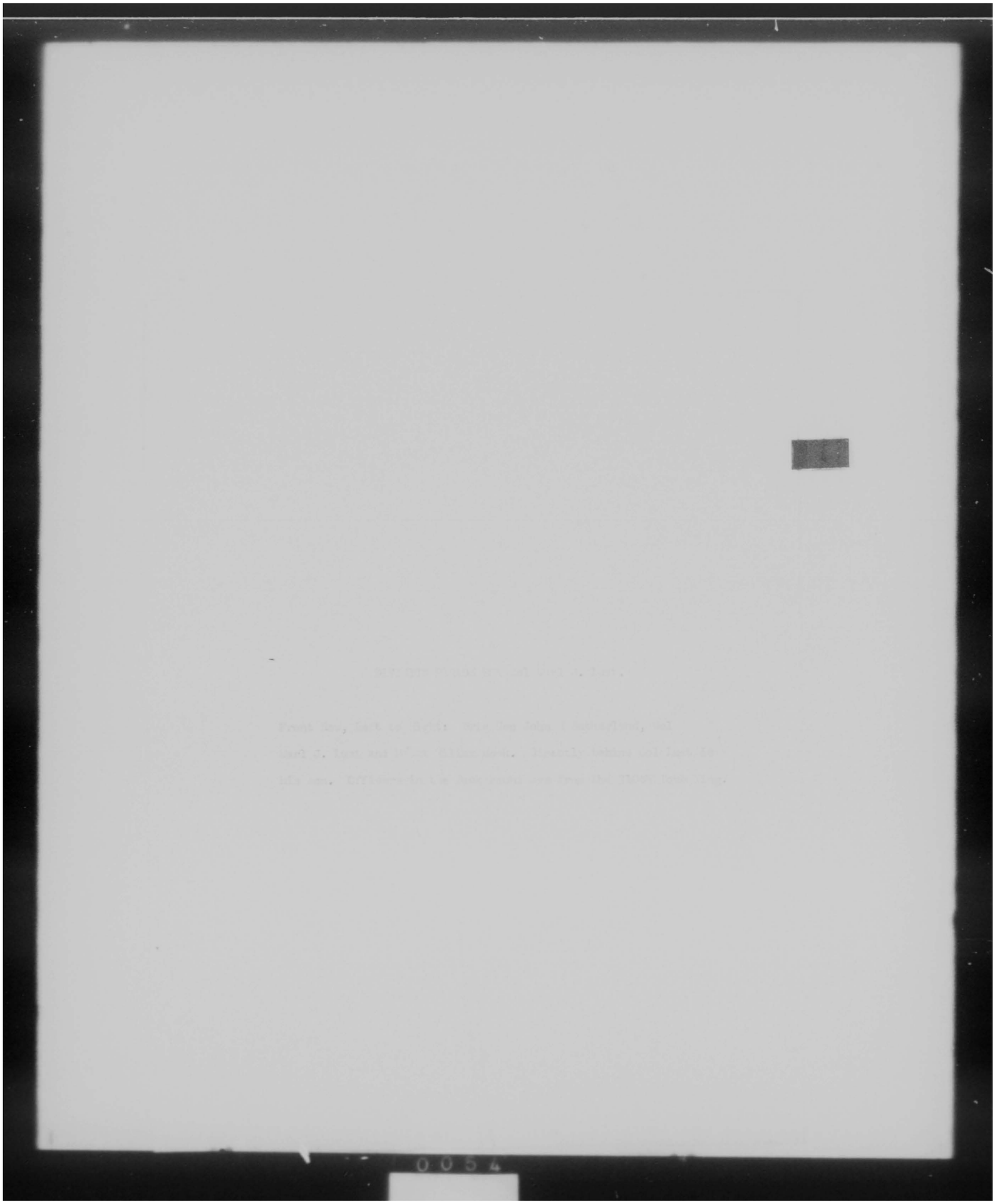

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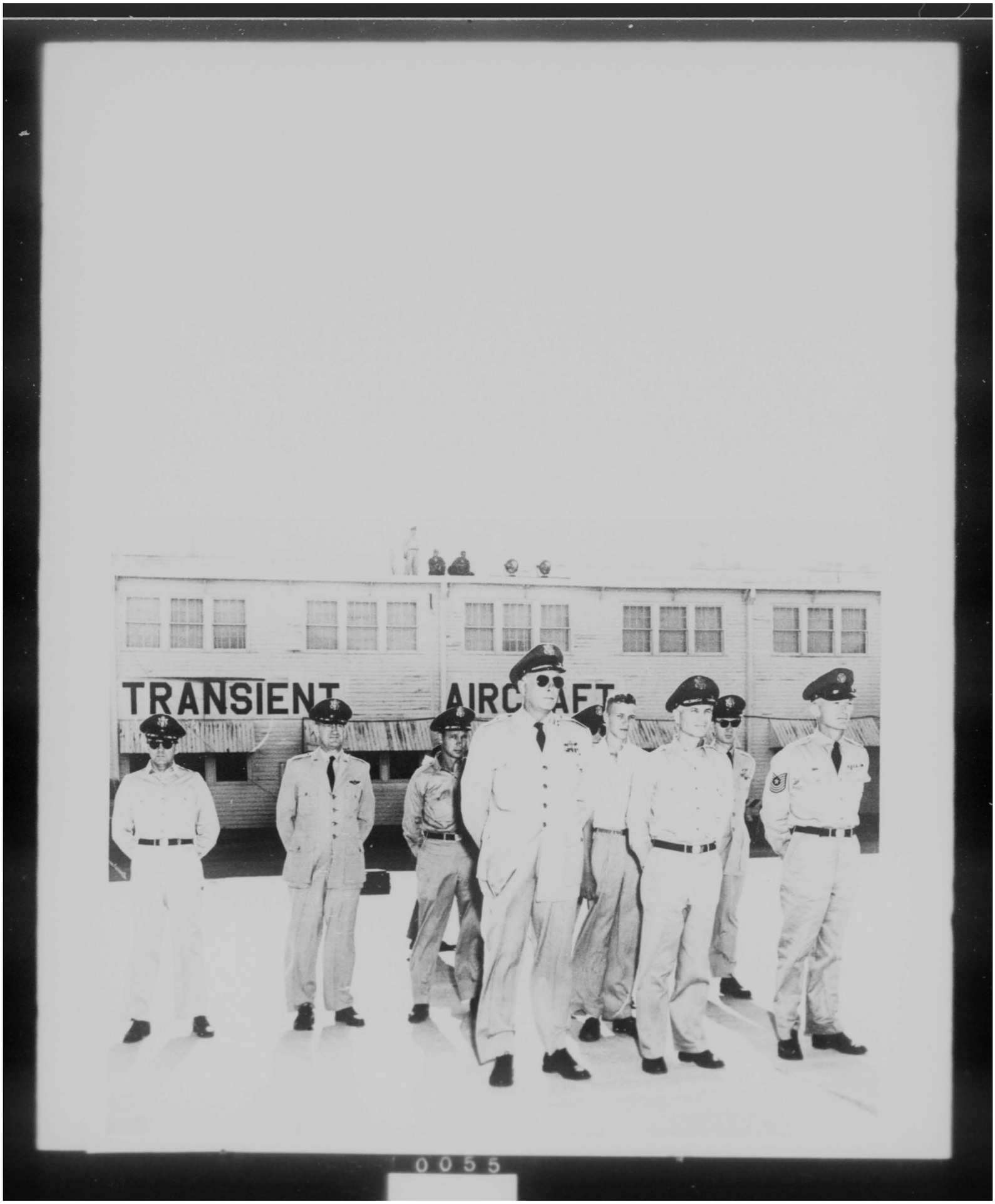

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HEADQUARTERS
40TH BOMBARDMENT WING MEDIUM (SAC)
APO 179, NEW YORK, NEW YORK

SPECIAL ORDERS)
NUMBER 117)

14 August 1955

1. Under the PROV of AFR 39-29, SAC Regulation 39-6 and 802D ADIN Regulation 39-2, FNA, CRGN INDC, this HQ, are PROV to the grade INDC, with rank from 1 AUG 55. AUTH: 8AF MSG PDR2 16636, 4 AUG 55.

TO MSGT (TEMP)

TSGT	GEORGE N LESTER	AF6941784	40th FLD MAINTRON
TSGT	LOYD W WITHERSPOON	AF6965976	40th ARFS

TO TSGT (TEMP)

SSGT	GILES E BOATMAN	AF38420545	40th FLD MAINTRON
SSGT	VICTOR R DUMAS	AF11221960	25th BOMRON
SSGT	GEORGE R HERRINGTON	AF13158729	40th FLD MAINTRON
SSGT	FRANK J SOUTHWORTH	AF36468904	40th FLD MAINTRON

TO SSGT (TEMP)

A/1C	ROLAND BADAVINAC	AF17345171	45th BOMRON
A/1C	JOHN A BODOVINAC	AF17356639	40th AES MAINTRON
A/1C	FORREST R BRIDGE	AF16434469	44th BOMRON
A/1C	CLAYTON B DAVIS	AF17342670	40th ARFS
A/1C	JAMES M DONNELLY	AF12407859	44th BOMRON
A/1C	GALE D FISHER	AF16391405	40th ARFS
A/1C	WILLIAM F GILCHRIST JR	AF13409939	HQ 40th BOMWG
A/1C	WILLIAM M HAYES	AF17341037	40th AES MAINTRON
A/1C	ROBERT J KEVER	AF16400919	40th ARFS
A/1C	ROBERT W KORLNDA	AF12399642	40th AES MAINTRON
A/1C	ROBERT L LONG	AF14410555	40th ARFS
A/1C	EDWARD J MAURITSON	AF12355617	40th ARFS
A/1C	JOHN B NICHOLS	AF16383369	40th FLD MAINTRON
A/1C	DONALD R RECHTZIGEL	AF17345587	40th PD&MAINTRON
A/1C	FREDERICK M SHIELDS	AF13445526	25th BOMRON
A/1C	JACK L SHULL	AF17342024	40th FLD MAINTRON
A/1C	JAMES F SPICHT	AF17366692	40th ARFS
A/1C	WALTER VOSS JR	AF17360991	40th AES MAINTRON

TO A/1C (PERM)

A/2C	WILLIAM A NEWCOMB	AF11227322	HQ 40th BOMWG

TO A/2C (PERM)

A/3C	ROY R KRUGER	AF17416260	HQ 40th BOMWG
A/3C	DONALD G LANDRITH	AF19504787	HQ 40th BOMWG
A/3C	GERARD S SULLIVAN	AF12446309	HQ 40th BOMWG

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SO 117

BY ORDER OF THE COMMANDER:

OFFICIAL:

D M BROWN
Major, USAF
Adjutant

ALBERT B CRAB JR
1STLT,USAF
Assistant Adjutant

DISTRIBUTION:

Plus 4 EA INDIV Concerned

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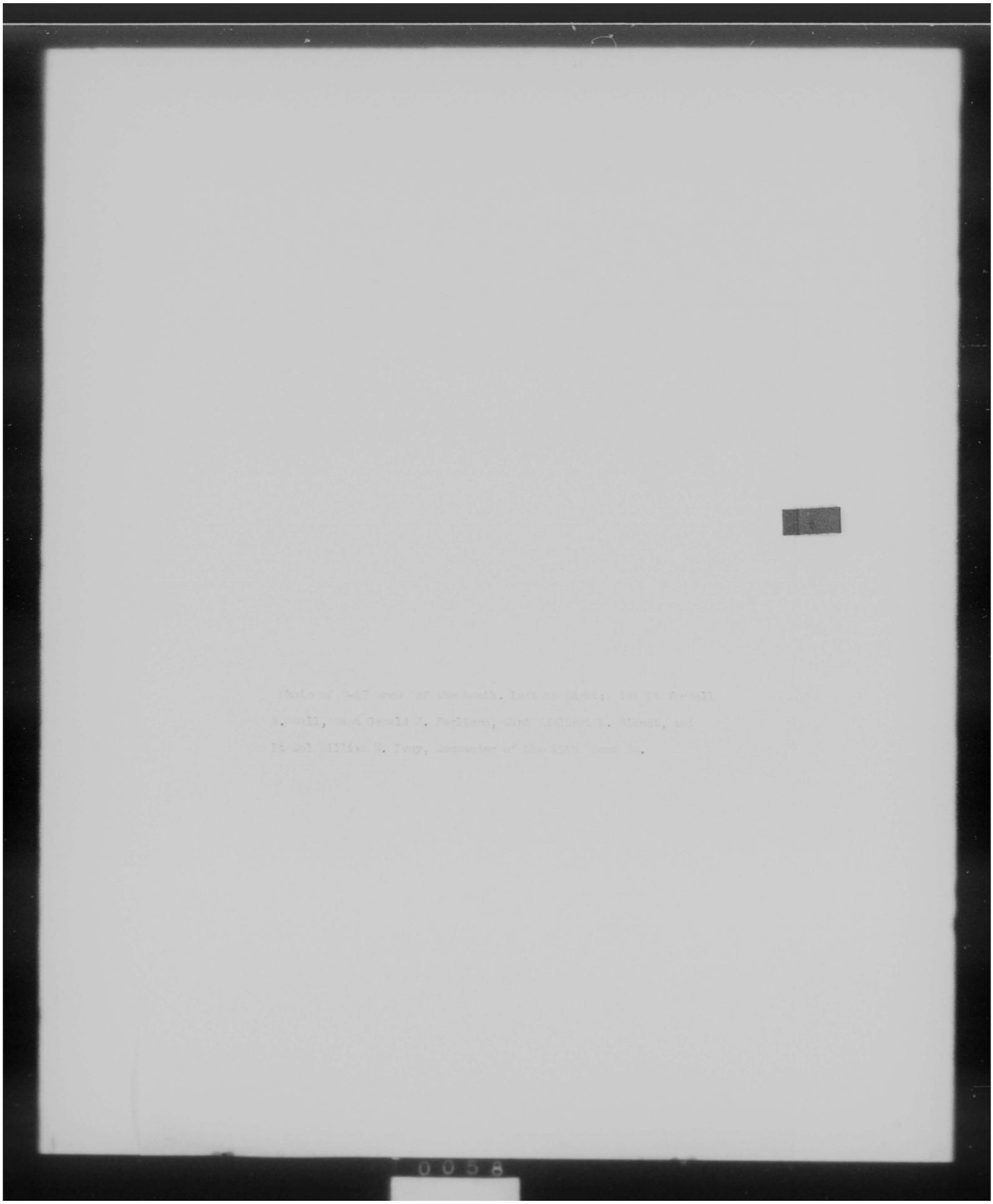

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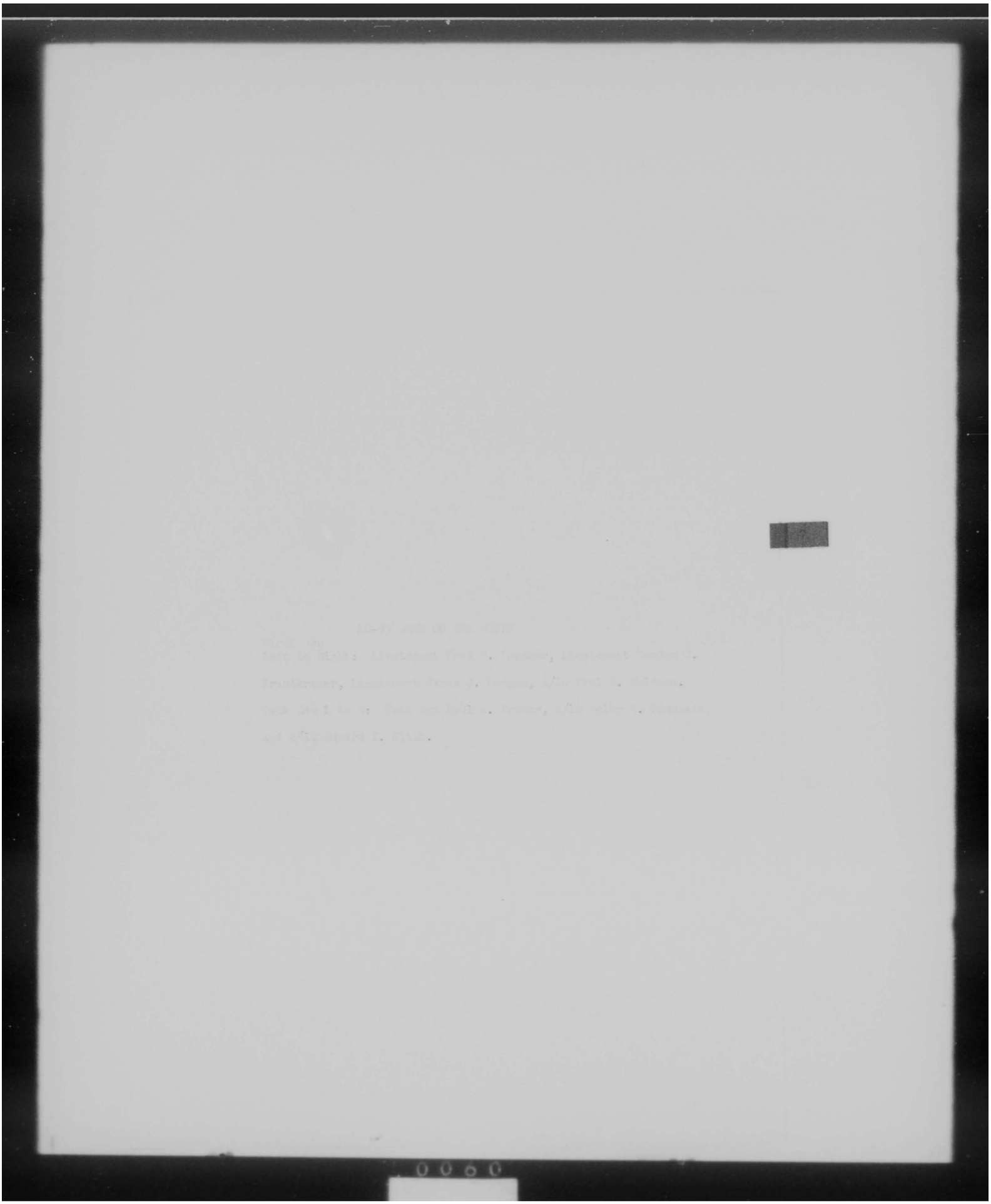

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

AERONAUTICAL ORDERS)
NUMBER 4)

27 September 1955

1. The FNO, ORG INDC, this STA are granted the AERO RT of SR PLT UP PARA 3b, AFR 50-7. AUTH: PARA 7c, AFR 50-7, and Eighth AFR 36-1.

CAPT	LOUIS D CAMPBELL	A01540388	45BOMRON, 40BOMWG
CAPT	GAMBRELL T GRANTHAM	A0708188	40AREFS, 40BOMWG
CAPT	ROBLEE A PERRAULT	A0718741	40AREFS, 40BOMWG
CAPT	WILLIAM K BROWN	A02064823	40AREFS, 40BOMWG

2. LTCOL EDWARD P CLARK, A0396379, 25BOMRON, 40BOMWG, this STA is granted the AERO RT of COMD PLT UP PARA 3d, AFR 50-7. AUTH: PARA 7c, AFR 50-7, and Eighth AFR 36-1.

BY ORDER OF THE COMMANDER:

VIRGIL C GEER
LTCOL, USAF
Adjutant

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C O P Y

HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM (SAC)
APO 179, New York, New York

40CO

11 August 1955

SUBJECT: Outstanding Accomplishments During Excercise FRONT SIGHT

TO: Commander
3910th Air Base Group
APO 179, New York, New York

1. During the period 31/2335Z July through 02/1900Z August this Bomb Wing accomplished excercise FRONT SIGHT. Throughout that excercise the 3910th Air Base Group provided superior support. In order to effectively carry out the excercise, many specialized support practices were required, and in each case these were promptly and efficiently provided.

2. During excercise FRONT SIGHT, the 40th Bomb Wing achieved results superior to any other TDY Bomb Wing during the past three (3) years. These results could not have been achieved without the smooth, efficient cooperation and support of your Air Base Group.

3. Please accept my congratulations and commendation for andoutstanding job.

4. Request contents of this letter be made known to those many persons of your staff who contributed to such fine results.

s/t/PERTON H. BURNS
Colonel, USAF
Commander

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HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
APO 179, New York, N. Y.

OPERATIONS ORDER

SERIAL NR 200-55

"BLACKBOARD"

This document consists of 36 pages. Copy 35 of 43 copies.

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40BW OPORD 200-55
8 AUG 55

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
APO 179, New York, N.Y.
8 August 1955

OPERATIONS ORDER 310-55 "BLACKBOARD"

TABLE OF CONTENTS

1. 40BW OPORD 310-55 (Basic)

2. ANNEX A - Intelligence

3. ANNEX B - Operations

APPENDIX 1 - Flight Plan

4. ANNEX C - Air Refueling

APPENDIX 1 - Formation & Orbit Pattern Diagrams

5. ANNEX D - Communications

40BW OPORD 310-55
8 AUG 55

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CLAS: SECRET
AUTH: COMBOWING 40
DATE: 8 AUG 55
NAME:

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
APO 179, New York, N.Y.
8 August 1955

OPERATIONS ORDER NO-55 ("BLACKBOARD")

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

25th Bombardment Squadron	Lt Col Edward P. Clark
44th Bombardment Squadron	Lt Col William F. Pitts
45th Bombardment Squadron	Lt Col William D. Ivey
40th Air Refueling Squadron	Lt Col C. L. Mills
40th Periodic Maintenance Squadron	Major Samuel Berkovitz
40th Field Maintennce Squadron	Major J. R. Johnson
40th Armament & Electronics Squadron	Major Raymond E. Wilson

1. GENERAL SITUATION: A requirement exists for continued training of the 40th Bombardment Wing aircrews in refueling, bombing and navigation.

a. Intelligence: See ANNEX .

b. Friendly Forces:

(1) The 3910th Air Base Group will:

(a) Furnish normal base support for this mission.

(2) Detachment 3, 28th Weather Squadron will:

(a) Furnish current weather, forecast future weather and furnish a weather officer for the general briefing and special briefings to be held prior to each flight.

(3) The 2d Air Refueling Squadron will:

(a) Provide fifty (50) KC-97 sorties for refueling in the North African area.

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(b) Provide one KC-97 weather scout and crew for the refueling area from 2 hours prior to first wave until last wave has refueled each day.

2. MISSION: The 40th Bombardment Wing will conduct cell and bomber stream type mission on 16, 17, 18 and 19 August 1955. These operations will consist of cell formation, mass refueling, RBS and navigation.

3. TASKS FOR SUBORDINATE UNITS:

a. The 25th Bombardment Squadron will:

(1) Provide seventeen (17) aircraft and crews on days as indicated below:

16 AUG - 5 aircraft and crews

17 AUG - 4 aircraft and crews

18 AUG - 4 aircraft and crews

19 AUG - 4 aircraft and crews

b. The 44th Bombardment Squadron will:

(1) Provide sixteen (16) aircraft and crews on days as indicated below:

16 AUG - 4 aircraft and crews

17 AUG - 4 aircraft and crews

18 AUG - 4 aircraft and crews

19 AUG - 4 aircraft and crews

c. The 45th Bombardment Squadron will:

(1) Provide seventeen (17) aircraft and crews on days as indicated below:

16 AUG - 4 aircraft and crews

17 AUG - 4 aircraft and crews

40BW OPORD [illegible]-55
8 AUG 55

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18 AUG - 5 aircraft and crews

19 AUG - 4 aircraft and crews

(2) Provide ground spares as available.

d. The 40th Air Refueling Squadron will:

(1) Provide five (5) aircraft and crews to assist the 2d Air Refueling Squadron on the following days: 16, 17, 18 and 19 AUG 55. These aircraft will be under the operational control of the 2d Air Refueling Squadron, Sidi Slimane.

e. The 40th Periodic Maintenance Squadronwill:

(1) Provide necessary support.

f. The 40th Armament & Electronics Squadron will:

(1) Provide necessary support.

g. The 40th Field Maintenance Squadron will:

(1) Provide necessary support.

x. GENERAL INSTRUCTIONS:

(1) The unclassified code name for this operation is "BLACKBOARD".

Its void date is 31 AUG 1955.

(2) X-Day is 16 AUG 1955.

(3) Schedules:

(a) Mission Data: See ANNEX B.

(b) Target study will be conducted by the individual squadron operations. Targets will be "I" at Marrakech and "E" at London. IP's are shown in the flight plan. Both runs will be practice. Target "I" will be offset and "E" direct.

(c) Cell leaders will be designated by each squadron and cells will be flown maintaining squadron integrity. Takeoff order

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X-Day	X Plus 1	X Plus 2	X plus 3
1st Cell 25th	1st Cell 44th	1st Cell 45th	1st Cell 25th
2d Cell 44th	2d Cell 45th	2d Cell 25th	2d Cell 44th
3d Cell 45th	3d Cell 25th	3d Cell 44th	3d Cell 45th

(4) X-Hour will be designated at a later date, however, for planning purposes, it is tentatively designated as 0520Z, 16 AUG 1955.

(5) The 40th Bombardment Wing Flying Training Officer will obtain the required ARTC clearances and overfly clearances. DD Forms 175 for each individual aircraft will be submitted as on routine missions.

(6) Security:

(a) Aircraft security procedures, including anti-sabotage inspections prior to flight, will be accomplished.

(b) In the event of emergency landings, aircraft commanders will be responsible for security of aircraft.

(7) Unit commanders will monitor mission preparation for compliance with crew rest regulations. (SAC Reg 62-19).

(8) Control points time will be made good within a plus or minus two (2) minutes.

(9) SAC Reg 60-8 will be complied with on this mission.

(10) All celestial and grid navigation legs flown on this mission will be re-plotted in accordance with para 7, SAC Reg 51-11.

(11) Reports:

(a) All reporting for this mission will be accomplished in accordance with the procedures outlined in SAC 55-8 pertaining to Task Force Tactical Call Signs, Target Task Force

40BW OPORD [redacted]
8 AUG 55

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Identifiers and Unit Tactical Drill Signs. (Ref SAC0321).

(b) All logs and forms required on this mission will be turned in immediately upon landing to the debriefing teams.

(12) In case of an air abort, the aircraft commander of the aborting aircraft will immediately contact his formation or stream commander and give the reason for his abort and intentions. Upon leaving the formation or stream, the aircraft commander of the aborting aircraft will contact ARTC and change his flight plan. Should the leader of a formation abort, he will turn the lead over to the deputy leader.

(13) Briefing and Critique:

(a) A general briefing will be prepared by the Wing Operations Staff and presented to all B-47 crews, directed to fly this mission, at 0930, 15 AUG 55, in the Wing briefing room.

(b) Specialized briefings will be held for the various B-47 crews immediately following the general briefing. (Places to be announced at the general briefing).

(c) Specialized final weather briefings will be held at each squadron operations three hours prior to the takeoff time of the leader of each formation. These will be held under the supervision of the Wing Operations and Training Officer.

(d) Debriefing will be held for all crews immediately after landing, in the Wing Intelligence Bldg.

(e) A Wing critique will be held in the Wing briefing room at 0815, 25 AUG 55 for all B-47 crews who participated in the mission.

40BW OPORD [redacted]
8 AUG 55

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(14) One clearance will be filed for each participating aircraft. The clearance will be for IFR conditions. Reporting to ARTC will be done by the formation commander, while in formation, and by each individual aircraft while in border areas. The clearance filed by each formation leader will indicate in the remarks section the call signs of the aircraft in his formation. All clearances will contain the statement "[redacted]" in the remarks section.

(15) Wing and squadron flying safety officers will monitor all phases of mission planning, briefing and execution so as to assure proper compliance with all Flying Safety Regulations and directiv

(16) Flight plans contained in this operation order will be used as a guide only, and will not eliminate the required detailed flight planning by crew members directed to participate in this mission.

(17) Each bombardment squadron will furnish one (1) Intelligence airm to assist the Wing Intelligence Officer in debriefing. These personnel will report to the Wing Intelligence Officer not later than 1200 hours, 19 AUG 55 for instructions.

(18) Weather minima will be in accordance with AFR 60-16. Missed air refueling alternates must have alternate airfield minima prescribed in AFR 60-16.

(19) Tactics will be as contained in S.O.I. 55-5 and 55-5A, as amended.

4. ADMINISTRATION AND LOGISTICS:

a. Support agencies will have received copies of this operations order prior to the implementation of this mission, however, it will be the responsibility of Task organization commanders to make arrangements for transportati

40BW OPORD [redacted]
6 AUG 55

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and messing for the crews prior to each mission.

5. COMMAND AND COMMUNICATIONS:

a. Command:

(1) This operation will be under the command of the 40th Bombardment Wing, APO 179, New York, N.Y. The command post will be located in the 40th Bomb Wing Control Room.

(2) The Commander, 2d Air Refueling Squadron will be the Tanker Task Force Commander for all air refueling pertaining to these missions.

b. Communications: See ANNEX D.

ANNEXES:
A - Intelligence
B - Operations
C - Refueling
D - Communications

DENTON H. BOWEN
Colonel, USAF
Commander

DISTRIBUTION:
CINCSAC - Cy 1 & 2
COMAIRFOR 8 - Cy 3 & 4
COMAIRDIV 802 - Cy 5 & 6
COMAIRGRP 3910 - Cy 7 & 8
COMBOMWG 40 - Cy 9 & 10
40DO - Cy 11, 12, 13, 14, 15 & 16
40DM - Cy 17 & 18
40BW Con Room - Cy 19
COMBOMRON 25 - Cy 20, 21 & 22
COMBOMRON 44 - Cy 23, 24 & 25
COMBOMRON 45 - Cy 26, 27 & 28
COMAIREFS 40 - Cy 29 & 30
COMDR A&E 40 - Cy 31
COMDR PH 40 - Cy 32
COMDR PH 40 - Cy 33
40MDH - Cy 34, 35, 36 & 37
COMAIRDIV 7 - Cy 38 & 39
COMAIREFS 2 - Cy 40 & 41
COMAIRDIV 5 - Cy 42 & 43

OFFICIAL:

WILLIAM M. BOWEN
Colonel, USAF
Wing Operations Officer

40BW OPORD 38-55
8 AUG 55

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HEADQUARTERS
[illegible] BOMBARDMENT WING, MEDIUM
APO 175, New York, New York
8 August 1955

ANNEX A

TO

OPERATIONS ORDER

SERIAL NR [illegible]-55

INTELLIGENCE

ANNEX "A" [illegible]
[illegible] ORDER [illegible]-55
8 Aug 55

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HEADQUARTERS 40TH BOMBARDMENT WING, HEAVY
APO 179, New York, N. Y.
8 August 1955

ANNEX "A"

INTELLIGENCE

1. INTELLIGENCE SUMMARY

a. General Situation: This is a 40th Bombardment Wing training mission involving RBS runs, cell tactics, and air refueling to accomplishment. Scheduled to take place on or about 16, 17, 18 August. The mission will be flown overflight of parts of England, France, and Spain.

b. Enemy Order of Battle

(1) Fighters from an opposing force are not considered to have range capabilities to affect this mission.

(2) Bombers (Medium and Long Range), from an opposing force are considered to be effective to strike from that this mission will operate from.

2. INTELLIGENCE REQUIREMENTS

a. Essential Elements of Information

(1) Each intelligence briefing, observation and/or interception will include:

a. Geographical location

Annex "A"
AOFW OPORD [illegible]-55
8 Aug 55

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(2) Target Materials

(a) All observers have been issued Target folders on both Marrakech and London RES sites.

4. Survival Intelligence

(1) Sect V, Vol I, SAC PIPG, 1 Feb 54, and NAVY, Sec 5A6, 15 Jan 54 apply.

(2) General - Water survival techniques will be in accordance with AFM 64-4, and Dept of Army and AF Field Manual 21-76, Survival at Sea.

(3) Techniques taught at SAC Advanced Survival School will be followed.

(4) Procedures outlined in SAC Regulation 200-8, 29 Oct 52, Forced Landing Procedures in Foreign Countries and Instructions for the Conduct of Aircrew Personnel, will be followed.

(5) Equipment

(a) A-1 Sustenance Kits.

(b) Pistol, personal equipment (tooth brush, knives, flashlights, lifeterm, wristwatches, and fountain pens).

(c) Anti-exposure suits.

ANNEX "A"
ADIN 0-ORD [illegible]-55
8 Aug 55

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b Time ( )

c Description in detail

(1) Specific EEI: Collection of valuable intelligence data in addition to visible on overflight of any foreign territory. Report any unusual observations or additions.

b. Means of Collection of Intelligence Information

(1) Crews will supply information to intelligence officer at de-briefing.

c. Means of Reporting Intelligence Information

(1) Flash or Hot News items will be passed on immediately via the SOC's to DI, S.O (E), Ext. 375 Hdqtrs.

(2) Flash or Hot News items will also be disseminated using SAC Manual 55-8, B-47 report.

(3) All other reporting will be accomplished as directed by SAC Manual 55-8. B-47 reports will be submitted if directed by orders or other than briefed items.

5. ADDITIONAL ACTIVITIES

a. Maps and Target Materials

(1) Navigation Materials

(a) Sufficient JN series charts have been issued to the operational Squadrons to cover the entire planned route. Additional JN series charts may be obtained from Wing Target Intelligence.

Annex "A"
HQ SAC OPORD [illegible]
8 Jan 56

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c. Debriefing:

(1) Debriefing will be held at Wing Intelligence immediately upon landing.

ELMER J. BURNS
Colonel, USAF
Commander

ALONZO W. CROAK JR.
Captain, USAF
Wing Intelligence Officer

ANNEX "A"
LOFT OPORD 27-55
8 Aug 55

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[illegible] 40th [illegible], [illegible]
APO 179, New York, N. Y.
8 August 1955

ANNEX B

TO

[illegible]

[illegible] 207-55

[illegible]

ANNEX B
40th INTSUM 207-55
8 AUG 55

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Encl 1

[illegible] 40th Bombardment Wing, [illegible]
APO 179, New York, N. Y.
8 August, 1955.

ANNEX B

OPERATIONS

1. GENERAL:

a. A requirement exists to continue the training of combat crews of the 40th Bomb Wing. This will be accomplished by the execution of four combined cell and bomber stream type missions, to be flown on 16, 17, 18 and 19 AUG 1955.

b. The 25th, 44th and 45th Bomb Squadrons will furnish aircraft and crews as directed in paragraphs 3a, b and c of this O.O.D. The 2d Air Refueling Squadron, supplemented by five crews and aircraft of the 40th Air Refueling Squadron will furnish sufficient crews and aircraft to refuel each of the scheduled B-47 aircraft with a 40,000 pound off-load and in addition, provide weather scouts as directed in paragraph 1b(3)(b) of this order. For further information regarding air refueling, see ANNEX C of this OPORD.

c. B-47 Flight Information:

(1) Climb-out from [illegible] will be made at 98% RPM.

(2) All aircraft in each formation will take off at one (1) minute intervals and assemble in accordance with the tactical doctrine in SAC 55-5 and 55-5A, as amended.

(3) All aircraft will utilize an altimeter setting of 29.92" for the entire route, changing to station altimeter setting prior to letdown.

(4) Aircraft commanders will monitor their fuel to insure that they

ANNEX B
40Bw OPORD [illegible]-55
8 AUG 55

Encl 1

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have a reserve of no less than 30,000 pounds when within 30 minutes of [redacted].

(5) B-47 aircraft that miss air refueling will land at SIDI SLIMANE.

(6) Radar operators will monitor all letdowns and GCA's on their airborne radar equipment. This applies to both actual and practice approaches.

(7) After breakup from formation into border stream, aircraft will fly optimum altitude with ten (10) minutes between successive aircraft.

(8) Routes and control points will be as designated in the flight plan. (See APP 1 of this [redacted] and CREW Flimsy.)

(9) All bomb runs will be made at .81 MACH. Points for acceleration and deceleration are as shown in APP 1 of this [redacted].

(10) Cell leaders will brief their cells on route coding and commands to be used during cell portion of this mission.

2. TIMING:

a. The 25th Bomb Squadron cells will depart [redacted] as follows:

X-Hour - 5 aircraft taking off at one (1) minute intervals.

X plus 26 hours - 4 aircraft taking off at one (1) minute intervals.

X plus 49 hours - 4 aircraft taking off at one (1) minute intervals.

X plus 72 hours - 4 aircraft taking off at one (1) minute intervals.

b. The 44th Bomb Squadron cells will depart [redacted] as follows:

X plus 1 hour - 4 aircraft taking off at one (1) minute intervals.

X plus 24 hours - 4 aircraft taking off at one (1) minute intervals.

X plus 50 hours - 4 aircraft taking off at one (1) minute intervals.

X plus 73 hours - 4 aircraft taking off at one (1) minute intervals.

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d. The 45th Bomb Squadron cells will depart [illegible] as follows:

X plus 2 hours - 4 aircraft taking off at one (1) minute intervals.

X plus 25 hours - 4 aircraft taking off at one (1) minute intervals.

X plus 48 hours - 5 aircraft taking off at one (1) minute intervals.

X plus 74 hours - 4 aircraft taking off at one (1) minute intervals.

d. Takeoff times will be adjusted by the Wing Observer to make good the R-Hour Control Times.

e. R-Hour Control Times are:

(1) First cell each day 0611Z.

(2) Second cell each day 0711Z.

(3) Third cell each day 0811Z.

f. Preflight Scheduling:

(1) All aircraft will be preflighted a minimum of 24 hours prior to scheduled takeoff times. The tactical squadron commanders will work out a detailed schedule with the 40th Maintenance Control Officer as to exact times of preflight.

(2) The Aircraft and Electronics Squadron will be notified by Maintenance Control at least six (6) hours prior to scheduled preflights as to the specific numbers of the aircraft to be preflighted.

3. [illegible]:

1. B-47 Requirements:

(1) Cell tactics - 3:00 hours for each aircraft.

(2) One [illegible] refueling - day.

(3) One celestial log for each crew.

(4) One grid log for each crew.

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(5) Two practice IRE runs at [illegible].

(6) One (1) long range cruise control mission per crew.

(7) One (1) electronics rendezvous for each of the 12 cell leaders.

(8) One (1) airborne radar monitored operation per crew.

(9) One (1) DR per crew.

(10) One (1) IFR per crew on [illegible] Target.

1 Attachment
Flight Plans

[illegible]
Colonel, USAF
Operations Officer

OFFICIAL:

WILLIAM M. EDMUND
Colonel, USAF
Wing Operations Officer

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ANNEX B
40DW OPORD [illegible]-55
8 AUG 55

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APP 1 to ANNEX B, 40EW [illegible]-55 FLIGHT PLAN 40EW [illegible]-55 (OPERATION) SECRET

ROUTE	COND	TC	TH	MH	MACH	TAS	GND DIS / ACC DIS	TIME / ACC TIME	FUEL REMAIN / FUEL USED	GROSS WEIGHT / GROSS WEIGHT
									86,500	169,368
Start & Taxi									3,000	3,000
									83,500	166,368
Takeoff									1,800	1,800
Level Off	MP						15	:03	81,700	164,568
50/36N-40/36E	CR	178	170	322		470	112	:16	6,400	6,400
Start Cl							127	:19	75,300	156,968
47/22N-40/42E	CR	178	168	320	.74	431	175	:27	2,168	2,168
							405	:46	70,132	152,000
							40	:06	2,737	2,737
40/43N-40/56E	CR	178	168	322	.74	431	708	1:42	60,395	143,263
							70	:02	500	500
Step Up	CC	239	241	34 50	.74	426	718	1:44	57,895	140,763
Ter Init Clb							412	1:02	9,550	9,550
37/12N-44/59E	CR	239	241	34 50	.74	426	1130	2:46	48,345	131,213
							58	:09	1,320	1,320
	CR	236	238	34 50	.74	426	1188	2:55	49,025	134,893
RDV Point							55	:09	495	495
36/09N-48/52E	CR	236	238	154	.76	400	1243	3:04	48,530	131,398
Refuel							99	:15	7,800	7,800
35/20N-40/32E	CR	238	240	152		250	1342	3:30	40,730	124,598
									40,000	40,000
									80,730	164,598
Level Off	MP						70	:11	3,600	3,600
34/45N-11/45E	CR	239	240	32		412	1412	3:41	77,330	159,928
Start Dsn							271	:41	7,500	7,500
32/19N-10/27E	CR	236	238	320	.74	431	1683	4:22	69,830	152,428
PIP							129	:17		
30/20N-16/27E	CC	180	182	317	.74	428				
							85	:13		
31/33N-17/52E	CR	238	240	32 [illegible]	.74	431				
PIP							103	:14		
30/20N-16/27E	CC	136	139	304	.74	427				
							137	:20		
31/05N-18/43E	CR	238	240	32 [illegible]	.74	431				

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FLIGHT PLAN (CONTD) 40th OPORD [redacted]-55 (STRATEGIC AIR)

ROUTE	COND	IAS	TH	ALT	MACH	TAS	GRD DIS ACC DIS	TIME ACC TIME	FUEL REMAIN	GROSS WEIGHT
PIP							124	:17		
30/20N-4_/27W	CC	M11	113	34.3.1	.74	427	180	:27		
30/43N-19/23W	CR	238	240	34.4[illegible]	.74	431	153	:20		
PIP										
30/20N-16/27W	CC	093	1[illegible]	34.5[illegible]	.74	426	216	:33	5,498	5,498
30/22N-20/00W	CC	238	240	34.2[illegible]	.74	426	1905		64,132	147,000
PIP							184	:24	4,000	4,000
30/20N-16/27W	CC	[illegible]	092	34.7[illegible]	.74	426	2089	5:19	60,132	143,000
							204	:27	4,250	4,250
31/02N-12/27W	CC	078	078	35.4N	.74	425	2293	5:46	55,882	138,750
RDG..DOR IP	96%						150	:18	3,610	3,610
31/31N-09/44W	CC	078	078	36N	.81	465	2443	6:04	52,272	135,140
							90	:11	2,120	2,120
[illegible]RBU[illegible]. TGT I	CR	085	085	36N	.81	465	2533	6:15	50,152	133,020
[illegible]NZ.[illegible]N Start Grid							101	:14	2,020	2,020
33/16N-08/32W	CC	345	341	36.5N	.74	425	2634	6:29	48,132	131,000
							724	1:43	14,250	14,250
45/00N-12/00W	CC	347	343	39N	.74	425	3358	8:12	33,882	116,750
GU[illegible].SGI TIP Turn							471	1:03	7,750	7,750
49/30N-02/30W Grid	CC	055	054	40.5N	.74	425	3829	9:15	26,132	109,000
[illegible]NNE IP	96%						70	:09	1,390	1,390
50/36N-01/59W	CR	011	011	40.5N	.81	465	3899	9:24	24,742	107,610
							76	:09	1,450	1,450
LONDON TGT 2	CR	012	015	40.5N	.81	465	3975	9:33	23,292	106,160
							64	:09	1,000	1,000
L.KEN[illegible].Th	CC	037	037	41.2N	.74	425	4039	9:42	22,292	105,160

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APP 1 to ANNEX B
40BW OPORD [redacted]-55
8 AUG 55

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FLIGHT PLAN

40SW OPORD [redacted]-55 "[redacted]"

DATE OF TAKEOFF: 16, 17 18 and 19 AUG 55.		
AIRCRAFT BASIC WEIGHT:	81,467	
CREW WEIGHT	778	
OIL WEIGHT	423	
OPERATING WEIGHT		82,868
FULL WEIGHT		
FM	19,201	
CH	18,681	
AH	22,392	
FWD AUX	6,435	
BB	11,601	
ATO	8,190	
TOTAL		86,500
INITIAL GROSS WEIGHT:		169,368
START ENG & TAXI FUEL ALW		3,000
TAKEOFF GROSS WEIGHT		166,368
RUNWAY PRESS ALT	200	
RUNWAY LENGTH	9,000'	
RUNWAY AIR TEMP	75°F	
CRITICAL FLD LENGTH	6,900'	
TAKEOFF DISTANCE	7,000'	
TAKEOFF SPEED	148	
REFUSAL SPEED	118	
LANDING BEST FLARE SPEED	164	
FINAL SPEED	87	

APP 1 to ANN B
40SW OPORD [redacted]-55
8 AUG 55

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HEADQUARTERS 40TH AIR DEFENSE WING, MEDIUM
APO 179, New York, N. Y.
8 August 1955

ANNEX C

TO

OPERATIONS ORDER

NUMBER [illegible]-55

(AIR DEFENSE)

ANNEX C
40DEW OPORD [illegible]-55
8 AUG 55

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
APO 179, New York, N. Y.
8 August 1955

ANNEX C

AIR REFUELING

1. GENERAL:

a. The 2d Air Refueling Squadron will:

(1) Provide necessary refueling support for twelve (12) cells of receivers in the North African area. (50 effective sorties).

(2) Provide Task Force Commander and weather scout as directed in this Operations Order.

b. General Information:

(1) The orbit point will be 36/38N-08/0[illegible]. The rendezvous point will be 36/09N-08/52W.

(2) The refueling track will be 298°.

(3) Alternate orbit points will be obtained from the weather scout aircraft.

(4) KC-97 takeoff times: Tanker flights will take off so as to arrive at the orbit point thirty minutes prior to receiver ETA. For planning purposes, receiver arrival time at the orbit point is takeoff plus 2:55.

(5) Tanker Formation: Tankers will take off at one minute intervals, forming in the quick-rise formation enroute to the orbit point. Formation will be stepped up trail formation with 500' vertical and one mile lateral separation, echeloned to the right approximately 10 degrees. Tanker spare will be 500' above highest primary tanker, echeloned to the left, one mile behind lead aircraft.

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8 AUG 55

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APS 42 will be used for station keeping, and will be left on during refueling. (See APP 1 for diagram of formation).

(6) Orbit Pattern: Pattern will be standard left-hand race-track with the orbit point being the mid-point on the receiver track. (See APP 1 for diagram).

(7) Altitudes: Base altitude (29.92) for lead tanker will be 15,000'. Number two tanker will be at 15,500'; number three at 16,000'; number four at 16,500' and number five, if applicable, at 17,000'.

(8) Rendezvous Procedure: Only lead aircraft in tanker and receiver formations will operate rendezvous equipment on assigned frequencies. (See APP 2). B-47 flight leader will give range and ETA to rendezvous point on initial contact. Tanker flight will depart orbit point on refueling leg so as to arrive at rendezvous point on the receiver's refined ETA to that point. Upon departing, tankers will accelerate to 250K IAS, which will be the refueling contact speed. B-47 leader will order flight to switch to refueling frequencies when visual contact of all receivers is assured.

(9) Aldis Lamps: To facilitate hook-up, tanker will flash Aldis Lamps from boom operator's position using color code listed in the Communications ANNEX and refueling Plissy.

(10) Fuel off-load will be 40,000 pounds.

(11) Tanker Abort Procedure: Tankers aborting during refueling will make a right descending turn out of formation. Receiver will move to the left and up to tanker spare which will stand by on initial contact frequency.

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40BW OPORD [redacted]-55
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Sect. 4

(12) End Refueling Procedure: Tankers and receivers will stay in formation until all refueling in the flight is complete. Tankers will then turn 45° to the left, clearing the B-47 flight to proceed on course. The spare tanker will accelerate ahead of the lead tanker before turn is made.

(13) Routes: Tanker routes to and from the orbit point will be at the discretion of the Tanker Task Force Commander.

(14) Missed refueling alternate will be [illegible]

1 APPENDIX
Formation & Orbit
Pattern Diagram

DARTON H. [illegible]
Colonel, USAF
Commander

OFFICIAL:

[illegible]

WILLIAM H. BORDEN
Colonel, USAF
Wing Operations Officer

ANNEX C
40SW OPORD [illegible]-55
8 AUG 55

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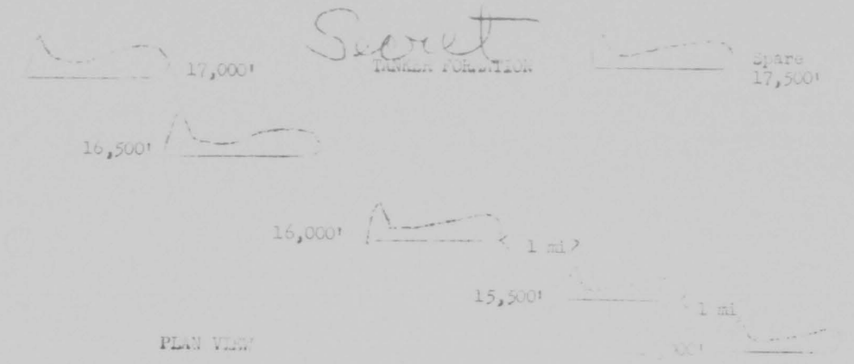
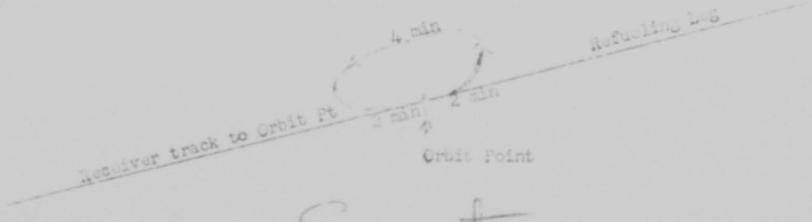


TANKER ORBIT PATTERN



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HEADQUARTERS 40TH BOMBARDMENT WING, HEAVY
APO 179, New York, New York
3 August 1955

ANNEX D

TO

OPERATIONS ORDER

SERIAL NR 260-55

COMMUNICATIONS

Annex D
40BW OPORD 260-55
3 AUG 55

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
APO 175, New York, New York
8 August 1955

ANNEX D

COMMUNICATIONS

1. GENERAL: Communications requirements as listed herein will be required upon execution of "OPERATION BLACK BOARD".

a. Enroute communications procedures will be in accordance with SACUSI, 7th ADIV OI2, Applicable ACPs, JANAPs, AFSAL 5104(), SAC Manual 55-3 series, SAC Tactical Doctrine, SAC Regulations, 40TH Bombardment Wing Operations Memorandums, Supplementary Flight Information Document and current Radio Facility Charts except as modified herein.

b. Intelligence Sightings (Circle reports) will be reported in accordance with JANAP 146(C) and Supplementary Flight Information Document (Europe, Africa, and Middle East pages 30 and 31).

c. Greenwich Civil Time (GCT) will be used for all tactical reporting.

2. PHASE OF OPERATION:

a. "OPERATION BLACK BOARD ALPHA" --- X Day

b. "OPERATION BLACK BOARD BRAVO" --- X Plus One

c. "OPERATION BLACK BOARD CHARLIE" --- X Plus Two

d. "OPERATION BLACK BOARD DELTA" --- X Plus Three

NOTE: "OPERATION BLACK BOARD" (Plus assigned letter designator) as applicable, will be used on all Air/Ground Communications.

3. Call Signs:

a. B-47 Interplane/Control Room:

(1) "ARMOR" plus (Call Color) Leader, and "ARMOR" (Call Color) 2, 3, 4 or 5 as applicable.

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b. B-47 Air/Ground Reporting:

(1) "AJAX" plus assigned suffix, Cell Color and "OPERATION BLACK BOARD" Alpha, Bravo, Coco, or Delta as applicable.

c. KC-97 Interplane/Control Room:

(1) "GUM DROP" plus (Cell Color) Leader, and "GUM DROP" (Cell Color) 2, 3, 4, or 5 as applicable.

(2) Spare Tanker --- "GUM DROP" Spare

d. KC-97 Air/Ground Reporting:

(1) Normal --- utilizing assigned tactical call signs.

e. Tanker Weather Scout: (Air/Air if applicable)

(1) "GUM DROP" Weather Scout

f. 40th Control Room:

(1) "AJAX CONTROL" (321.0 mcs)

g. 7th ADIV Control Room:

(1) "LANCER CONTROL" (255.2 mcs)

h. RBS Call Signs:

(1) "YARMOUTH BOMB PLOT" 266.2 mcs (P) 234.5 mcs (S)

(2) "LONDON BOMB PLOT" 266.2 mcs (P) 234.5 mcs (S)

4. Air/Ground Reporting:

a. Air/Ground Reports:

(1) ATC/FIR/ICAO -- Normal FIR, COAST-IN and COAST-OUT position reports rendered to applicable Flight Information Regions by Cell Leaders and by individual aircraft upon break-up of Cell. (NOTE: Reporting may be delegated to Deputy Leader.)

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b. HF Reporting: (M-19, B-11, M-11, M-13)

(1) M-19 (Position Report): Submittal by individual aircraft to designated HF Control Stations. HF reports will contain relay instructions to "AJAX".

(2) B-11 (Strike Report): Submitted by individual aircraft to designated HF Control Stations, or if not possible, via UHF to "LANCER" or "AJAX" Control.

(3) M-11 (Off Load Report) (KC-97): Submitted by tanker aircraft to HF Control Stations immediately upon completion of refueling with relay instructions to "AJAX" and to parent unit as required.

(4) M-13 (Weather Report): If applicable: Weather Scout aircraft will send weather report upon arrival in refueling area and half-hourly thereafter to Tanker Ground Control and receiver aircraft on initial contact frequency as soon as two-way communications are established utilizing frequencies and call signs contained in the OPERATIONS ORDER.

5. HF Air/Ground Control Stations:

a. Croughton --- Primary

b. Lajes --- Secondary

c. Rhein Main -- Alternate

d. Sidi Slimane- Alternate

6. UHF/HF Channelization:

a. UHF: Standard except as modified herein:

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40DW OPORD [redacted]-55
B AJD 22

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Frequency	Use
321.0 mcs	Bomber Interplane/Control Room/ Initial contact (S)
311.0 mcs	Initial Contact (Refueling) (P)
255.2 mcs	Lancer Control

(NOTE: VHF 133.56 mcs -- Tanker Interplane)

6. See Par 18 for refueling frequencies, Allis Lamp color code, ANI-11, and AFN 12/76 code settings.

7. HF: Standard in accordance with SACM 81 and current Radio Facility Charts as outlined below:

Channel	Frequency	Use
1	3023.5 kcs	Tower/Air to Air Back-up
7	4724.5 kcs	USAF Air/Ground
13	6730.5 kcs	USAF Air/Ground
15	9026.5 kcs	USAF Air/Ground
18	11228.0 kcs	USAF Air/Ground

8. HF SILENT PERIODS: The following periods have been designated as HF Radio silence periods. On all tactical and training missions, regardless of whether or not HF position reporting is prescribed, all SAC combat aircraft, if equipped, will monitor AMOS (GIBRALTAR) air/ground frequencies during the periods listed below. In B-47 aircraft, this monitor may be interrupted for operational duties such as air refueling, INR reporting, ECM runs, or ECM activities. Such interruptions must be held to an absolute minimum. Times are minutes past the hour:

a. :05 to :08 b. :25 to :28 c. :45 to :48

d. HF monitor responsibility will be delegated to the following aircraft:

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[illegible]
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(1) Leader --- 8730.5 kcs

(2) 2 ---11286.0 kcs

(3) 3 --- 9046.5 kcs

(4) 4 --- 4784.5 kcs

(5) 5 --- 6730.5 kcs

9. Authentication: Will be in accordance with AFSAI 510,() series.

10. IFF: Will be operated in accordance with S.C Regulation 55-35 except as modified herein. During air refueling operations the set will be turned off. IFF operation within the geographical limits and/or area involved in "OPERATION BLACK BOARD" will be as follows:

a. From point of departure southbound on 37 00N 12W on "standby" position.

b. At 37 00N, Leader will SQUAWK 3 remainder aircraft on "standby" until Cell break-up. Upon Cell break-up remainder of aircraft will SQUAWK 1.

c. All aircraft repeat all aircraft will turn IFF to "standby" position immediately on passing 37 00N northbound for rendezvous or mission.

11. Recognition and Identification:

a. B-47: IAW AFSAI 5104() series.

b. KC-97: IAW AFSAC () series and AOP 156.

12. Air/Ground Encoding Procedures:

a. RBS encoding procedures will be IAW S.C Regulation 55-4 as amended.

13. NAV-AIDS: Will be IAW current European Radio Facility Charts, Supplementary Flight Information Document (Europe, Africa, and Middle East), Europe Pilots Handbook (Jet and Conventional).

14. Emergency Procedures and Loss of Communication: Will be IAW page 167 "Europe Radio Facility Chart, Supplementary Flight Information Document Europe.

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8 APR 55

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Africa and Middle East pages 141 thru 163, and 7ADIV Pilots Brochures on Approaches and Descents to United Kingdom.

15. URC-4 Radio's: Will be carried by all B-47 Crew members. Batteries will be checked for serviceability. 40th Bombardment Wing tanker aircraft will carry two (2) URC-4's per aircraft.

16. Recall Procedures:

a. Nickname to effect recall of aircraft or diversion of aircraft participating in this operation is "TIN CAN", ie: Should aircraft receive "TIN CAN" Lakenheath, Sidi Slimane, Upper Heyford etc, course will altered for return to applicable base or area by most direct route.

b. Prior to executing any deviations of plans or procedures as contained in this operations order or as briefed, aircraft will require authentication from Military Air/Ground Stations.

17. Cell Tactics: Cell tactics will not be discussed over the air at any time.

18. Refueling Communication Procedures:

a. Initial Contact (all areas) 311.0 mcs (F)

b. Initial Contact (all areas) 321.0 mcs (F)

c. HF BACK-UP (all areas) 3023.5 kcs

d. B-47 Interplane 321.0 mcs

e. Tanker Interplane 133.56 mcs

f. Only flight leaders will oper te rendezvous equipment. Other aircraft will standby on assigned settings and will operate equipment upon direction of flight leader.

g. Frequencies and settings will be the same for all areas.

h. In order to prevent congestion, tankers will utilize 133.56 mcs VHF for interplane communications (Between tankers only).

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i. B-47 VHF Back-up (Yuma) 133.5 mcs.

j. First Call Each Day

B-47 Call Sign	Tanker Call Sign (All Areas)	UHF	ARN 12/76 B-47 MD-97 T R	T R	ARN-11	Allis Chal
AJAX Green Leader	GUN DROP Green Leader	337.6	8 6	6 8	2-1-1	Amber
" " 2	" " " 2	305.2	8 6	6 8	2-1-1	Blue
" " 3	" " " 3	271.9	8 6	6 8	2-1-1	White
" " 4	" " " 4	375.4	8 6	6 8	2-1-1	Red
" " 5	" " " 5	372.8	8 6	6 8	2-1-1	Green

k. Second Call Each Day

B-47 Call Sign	Tanker Call Sign (All Areas)	UHF	ARN 12/76 B-47 MD-97 T R	T R	ARN-11	Allis Chal
AJAX Red Leader	GUN DROP Red Leader	335.1	5 7	7 5	1-2	Amber
" " 2	" " " 2	302.2	5 7	7 5	1-2	Blue
" " 3	" " " 3	337.6	5 7	7 5	1-2	White
" " 4	" " " 4	300.4	5 7	7 5	1-2	Red
" " 5	" " " 5	270.9	5 7	7 5	1-2	Green

l. Third Call Each Day

B-47 Call Sign	Tanker Call Sign (All Areas)	UHF	ARN 12/76 B-47 MD-97 T R	T R	ARN-11	Allis Chal
AJAX Blue Leader	GUN DROP Blue Leader	337.6	8 6	6 8	2-1-1	Amber
" " 2	" " " 2	305.2	8 6	6 8	2-1-1	Blue
" " 3	" " " 3	271.9	8 6	6 8	2-1-1	White

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8 AUG 55

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B-47 Call Sign	Tanker Call Sign (All KC-97s)	UHF	...47 Is/Fs B-47 KC-97 T H E R	...KY-11	Aldis Lamp
AJAX Fluo 4	GUM DROP Fluo 4	375.4	8 6 6 8	2-1-1	Red
" " 5	" " " 5	375.6	8 6 6 8	2-1-1	Green

OFFICIAL:

WILLIAM M. BOWDEN
Colonel, USAF
Wing Operations Officer

HERBERT A. DUKES
Colonel, USAF
Commander

Annex D
40BW OPORD [redacted]-55
3 AUG 55

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HEADQUARTERS

40TH BOMBARDMENT WING, MEDIUM

APO 179, New York, N. Y.

OPERATIONS ORDER

SERIAL NR 310-55

"DEVIL DOG"

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30 AUG 55

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
APO 179, New York, N. Y.
30 August 1955

OPERATIONS ORDER 310-55 "DEVIL DOG"

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3 - ANNEX B - Operations

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4 - ANNEX C - Air Refueling

5 - ANNEX D - Logistics

6 - ANNEX E - Communications

Appendix 1 - Air Refueling Communications Procedures

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
APO 179, New York, N. Y.
30 August 1955

OPERATIONS ORDER

SERIAL NR 310-55

"DEVIL DOG"

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CLAS: SECRET
AUTH: COMBOWING 40
DATE: 30 AUG 55
NAME:

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
APO 179, New York, N. Y.
30 August 1955

OPERATIONS ORDER 310-55: "DEVIL DOG"

MAPS AND CHARTS: As required.

TASK ORGANIZATIONS:

25th Bombardment Squadron	Lt Col E. P. Clark
44th Bombardment Squadron	Lt Col W. F. Pitts
45th Bombardment Squadron	Lt Col W. C. Ivey
40th Air Refueling Squadron	Lt Col C. L. Mills
40th Periodic Maintenance Squadron	Maj S. Berkovitz
40th Armament & Electronics Squadron	Maj R. E. Wilson
40th Field Maintenance Squadron	Maj J. R. Johnson
40th Headquarters Squadron	Lt Col J. B. Armstrong

1. GENERAL SITUATION: Requirements exist for: (1) The rotational movement of the 40th Bombardment Wing to SMOKY HILL AFB, KANS: (2) Further testing of the operational readiness of the 40th Bombardment Wing, through the execution of a unit simulated combat mission. This USCM will be flown enroute to SMOKY HILL AFB, KANS.

a. Intelligence: See ANNEX A.

b. Friendly Forces:

(1) Military Air Transport Service will provide:

(a) Airlift as ourlined in ANNEX D.

(b) Search and rescue facilities within applicable areas of aircraft movement.

(c) Communications support by AACS facilities.

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(2) Northeast Air Command will provide:

(a) Necessary base facilities at HARMON AFB.

(b) Search and rescue facilities within applicable areas of aircraft movement.

(3) USAF in Europe will provide search and rescue facilities within applicable areas of aircraft movement.

(4) CINCLANT will provide necessary sea search and rescue facilities as required.

(5) Air Rescue Service will provide rescue service within applicable areas of aircraft movement and will coordinate the overall search and rescue requirements.

(6) First Weather Group will provide necessary weather information to support this mission.

(7) Seventh Air Division will:

(a) Launch the 40th Bomb Wing B-47 and KC-97 aircraft in accordance with instructions received from COMAF 8, Westover AFB, Mass.

(b) Provide AX Control Team at LAKENHEATH.

(c) Provide a CX Control Team at BRIZE NORTON.

(d) Monitor procurement of block altitude clearance for 40th Bomb Wing/40th AREFS aircraft.

(e) Notify appropriate authorities of the firm routes, so that Ocean Station Vessels and search and rescue facilities are alerted during this move.

(f) Relinquish operational control of the 40th Bomb Wing/40th AREFS aircraft upon departure from LAKENHEATH and BRIZE NORTON.

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(g) Assume support responsibilities of all operations east of 35° W longitude.

(h) Assume responsibility for CAA, FIR, DOT and ICAO coordination required for deployment of 40th Bomb Wing/40th ARGFS.

(i) Secure necessary clearances to overfly Air Space Restricted areas within its area of responsibility.

(8) Fifth Air Division will:

(a) Provide sufficient tankers at Brize Norton to support eleven effective air refueling sorties in the WHISKEY refueling area on each of the following days: X-Day, X plus 1, and X plus 2. (See ANNEX C, this OPORD).

(9) 802d Air Division will:

(a) Provide necessary base support facilities to insure orderly arrival of the 40th Bomb Wing aircraft and personnel at SHAFB.

(b) Provide qualified personnel with the rank of Major or above for duty in Moncton/Gander ARTC Centers during this operation. Officers will be thoroughly familiar with refueling operations in the NEAC area. Forward name, rank and serial numbers of persons selected to HQ RCAF with instructions to pass to Canadian Dept of Transportation. CINCSAC and COMAF 8 will be information addressees on this message. Officers will report to Chief, Control Division, HQ 8th AF not later than X minus 5. Upon completion, a summary report on this operation will be prepared to include conclusions and recommendations. Report will be forwarded so as to reach CINCSAC, ATTN: DOOPO not later than X plus 14. 802d Air Division will provide transportation to and from appropriate ARTC Centers.

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(c) Provide one officer who is thoroughly familiar with this operation for duty in the 802d AD Control Room during this entire mission.

(d) Provide a senior officer to be in the Control Tower at SHAFB during the arrival of the 40th Bomb Wing.

(e) Provide two strip alert tankers at SHAFB during arrival of 40BW B-47 aircraft.

(f) Insure that the Operations Plan, 10-55, for 40th Bomb Wing is revised and personnel notified.

(g) Provide necessary customs inspection for the 40th Bomb Wing/ 40th AREFS personnel upon arrival at SHAFB.

(h) Provide a Class X control team in place at SHAFB during the arrival of the 40th Bomb Wing.

(10) 45th Air Division will:

(a) Provide one KC-97 aircraft to act as ZULU secondary weather scout aircraft in alternate refueling area beginning two hours prior to ETA of first B-47 to the alternate area and continuing until last B-47 has been refueled. Weather reports will be given to the primary weather scout aircraft by Air Communications, if possible. If unable to contact primary weather scout, pass information to Loring by best available means with instructions to relay information to GOOSE Controller and to &F Control Room by SOCS Line.

(b) Provide two strip alert tankers at Loring on X-Day, X plus 1 and X plus 2, from 1300Z until relieved by CONAF 8. This is in addition to normal strip alert tanker required by SAC Reg 55-56. Strip alert tankers will be prepared to takeoff within

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15 minutes after being notified and be capable of 40,000 pounds off-load.

(c) Provide possible base support for B-47 aircraft missing refueling at Pt ZULU.

(11) SAC Liaison Team THULE will:

(a) Senior representative of SAC Liaison Team will appoint a tanker task force commander with the rank of Lt Colonel or above to command the Thule tanker task force.

(b) Provide a Class CX control team at THULE during this operation.

(c) Tanker Task Force Commander will:

1. Keep COMAF 8 informed of weather conditions throughout this exercise by most expeditious means.

2. Submit hourly tanker status reports to COMAF 8 commencing upon receipt of initial execution order.

3. Provide required B-47 air refueling support in the VICTOR refueling area, as specified in ANNEX C, this OPORD.

4. Provide two weather scout aircraft in the VICTOR refueling area (one each in the primary and alternate) beginning two hours prior to ETA of first B-47 and continuing until last refueling has been completed.

5. Weather reports will be relayed to COMAF 8 by most expeditious means.

6. Provide one strip alert tanker at THULE on X-Day, X plus 1 and X plus 2 from 1200Z each day until last B-47 has been refueled. Strip alert tanker will be prepared to takeoff within fifteen minutes after being notified and be capable of minimum off-load of 40,000 lbs of JP-4 fuel.

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7.. Provide one airborne spare tanker for each cell in the VICTOR area.

(12) SAC Liaison Team GOOSE and HARMON:

(a) Provide Class CX control team at GOOSE and HARMON during this operation.

(b) Senior representative SAC Liaison Team at GOOSE will appoint a tanker task force commander with the rank of Colonel to command the GOOSE/HARMON Tanker Task Force.

(c) Tanker Task Force Commander will:

1. Keep COMAF 8 informed of weather conditions throughout this exercise by most expeditious means.

2. Submit hourly tanker status reports to HQ 8AF commencing upon receipt of initial execution order. One report will be submitted for combined GOOSE/HARMON Task Force.

3. Provide required B-47 refueling support in ZULU area as specified in ANNEX C, this OPORD.

4. Provide one weather scout aircraft in primary ZULU area beginning two hours prior to ETA of first B-47 aircraft and continuing until last refueling has been completed. Weather reports will be relayed to COMAF 8 by most expeditious means in accordance with ANNEX F, 8AF OPORD 310-55.

5. Provide one strip alert tanker at GOOSE on X-Day, X plus 1 and X plus 2 from 1200Z until relieved by COMAF 8. Strip alert tanker will be prepared to takeoff within 15 minutes after being notified and be capable of off-loading a minimum of 40,000 lbs of fuel.

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6. Tanker forces at HARMON will be made available to the GOOSE/HARMON TTF Commander during this operation.

(13) 801ST Air Division will provide base support for B-47 aircraft aborting in the LOCKBOURNE area.

(14) 3910th Air Base Group will:

(a) Provide necessary base support for departing TDY units.

(b) Provide necessary personnel to assist in loading and unloading MATS support aircraft.

(c) Provide class AX control teams during departures of 40th Bomb Wing aircraft.

(d) Procure block altitude clearance for redeployment of the 40th Bomb Wing aircraft and brief ATC authorities on B-47 position reporting procedures not later than X minus 5.

(e) Provide the base theater for briefing of crews at 0815, 6 September 1955.

(15) 3920Sh Air Base Group will:

(a) Provide necessary base support for departing TDY unit.

(b) Provide necessary personnel to assist in loading and unloading of aircraft.

(c) Provide class AX control team during departures of 40th ARSFS aircraft.

(d) Procure block altitude clearance for redeployment of the 40th ARSFS aircraft and brief ATC authorities on KC-97 position reporting procedures not later than X minus 5.

(e) Provide necessary base support for 5th AD KC-97s supporting 40th Bomb Wing redeployment.

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(16) 376th Bombardment Wing will: Provide one weather scout B-47 aircraft in WHISKEY area on X-Day, X plus 1 and X plus 2 during departure of 40BW aircraft. This aircraft will arrive the primary rendezvous area 2 hours prior to first B-47 ETA, and will relay information on weather conditions in the primary area to LANCER CONTROL on 255.2 mcs. Weather scout will remain in the primary area until last B-47 passes unless directed by LANCER CONTROL to proceed to alternate area.

2. MISSION: To accomplish the rotation of the 40th Bombardment Wing/40th Air Refueling Squadron to the ZI and execute a USOM enroute.

3. TASKS FOR SUBORDINATE UNITS:

a. 25th Bombardment Squadron will:

(1) Provide 16 aircraft and 16 crews to accomplish the mission as outlined in ANNEX B.

(2) Provide personnel, equipment and services as required in ANNEX D.

(3) Assure that crews are briefed on letdowns enroute as listed in ANNEX B.

(4) Assure that crews flying BROWN ROUTE are arctic indoctrinated.

b. 44th Bombardment Squadron will:

(1) Provide 15 aircraft and 15 crews to accomplish the mission as outlined in ANNEX B.

(2) Provide personnel, equipment and services as required in ANNEX D.

(3) Assure that crews are briefed on letdowns enroute as listed in ANNEX B.

(4) Assure that crews flying BROWN ROUTE are arctic indoctrinated.

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c. 45th Bombardment Squadron will:

(1) Provide 16 aircraft and 16 crews to accomplish the mission as outlined in ANNEX B.

(2) Provide personnel, equipment and services as required in ANNEX D.

(3) Assure that crews are briefed on letdowns enroute as listed in ANNEX B.

(4) Assure that crews flying BROWN ROUTE are arctic indoctrinated.

d. 40th Air Refueling Squadron will:

(1) Provide one KC-97 aircraft and crew to transport the 40th Bomb Wing Advance Party to ZI on or about X-Day minus 13.

(2) Provide [illegible] KC-97 aircraft and crews for accomplishment of this mission as outlined in ANNEX B.

(3) Provide personnel, equipment and services as required in ANNEX D.

(4) Brief 5th Air Division tanker crews on all aspects of this mission upon their arrival at BRIZE NORTON.

(5) Conduct the briefing, mission planning and debriefing of all KC-97 crews.

(6) Obtain ARTC clearances for all KC-97 aircraft.

(7) Assure compliance with AFR 60-16, SAC Reg 55-3, Foreign Clearance Guide and SAC Reg 55-18.

(8) Arrange for customs clearance of all 40th ARRFS aircraft.

(9) Notify Air Rescue Service daily of departures of all KC-97 aircraft through 7AD Flight Control.

e. 40th Periodic Maintenance Squadron will provide personnel, equipment and services as required in ANNEX D.

f. 40th Field Maintenance Squadron will provide personnel, equipment and services as required in ANNEX D.

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g. 40th Armament & Electronics Squadron will provide personnel, equipment and services as required by ANNEXES B, D and E.

h. 40th Headquarters Squadron will provide personnel, equipment and services as required by ANNEX D.

i. 40th Operations and Training Section will:

(1) Arrange for fighter interception.

(2) Send SAC Reg 55-18 messages on overfly.

(3) Obtain ARTC clearances and DD Forms 175 for B-47 aircraft.

(4) Arrange for critique of mission.

(5) Hold specialized pre-takeoff briefing 3 hours prior to departure of B-47 aircraft.

(6) Notify Air Resce Service daily of departures of all 40BW B-47 aircraft by advising 7AD Flight Control.

(7) Collect all data on SAC Forms 278 and prepare overlays in accordance with SAC Reg 50-8 and SAC Manual 55-8B and forward to CINCSAC not later than X plus 10.

(8) Get wide corridor over route to allow for navigation in ADIZ.

(9) Report creditable 50-8 accomplished during the mission.

(10) Obtain clearances to overfly danger areas enroute.

(11) Furnish tower officer daily at LAKENHEATH.

(12) Have a map at pre-takeoff briefing showing mandatory reporting points and other necessary data.

(13) Assure compliance with AFR 60-16, SAC Reg 55-3 and Foreign Clearance Guide.

(14) Arrange customs clearance of UK for 40BW B-47 aircraft.

(15) Send Disposition Form to units giving target study and loading schedule. The cargo loading will be coordinated through 40DM.

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j. Director of Safety will monitor the Squadron Operations to be assured that all crews are familiar with letdown procedures and field conditions enroute, as well as their responsibilities of complying with SAC Reg 62-4 and 8AF Reg 62-5, insofar as preliminary reports are concerned, if they are involved in an accident at or near a base other than a SAC base.

k. 40th Intelligence Section will:

(1) Obtain the necessary maps and target material to accomplish this mission.

(2) Obtain low altitude pictures of all destinations and primary alternates enroute for all crews.

(3) Return all rotational target material received from 7AD to issuing agency no later than X minus 5.

(4) Monitor the Squadron Operations to assure that all crews flying the BROWN ROUTE are fully arctic indoctrinated.

(5) Prepare Lakenheath Base Theater for general briefing at 0815, 6 SEP 1955.

l. Director of Materiel will monitor the report to be submitted by the crews testing WPAFB alert team capa bilities. This report will be received by 40BW Chief of Maintenance to be forwarded through channels to CINCSAC, ATTN: DMAE.

m. 40th Plans Section will:

(1) Hold general and specialized briefings for this mission.

(2) Furnish briefing team as follows:

(a) Maj Smith - Introduction, Operations and Refueling

(b) Maj Marable - Intelligence and Reports

(c) Maj Calloway - Navigation and Bombing

(d) Capt Huddleson - Performance

(e) Lt Hogg - Weather

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(f) MSGT Ellis - Communications

(g) Lt Hanson - Fighter Intercept

(3) Prepare Flimsies for all B-47 crews.

(4) Forward 2 copies of B-47 and KC-97 navigation and performance flight plans to CINCSAC by X minus 5, ATTN: DOOPO.

(5) Forward 1 copy of B-47 and KC-97 navigation and performance flight plans to COMAF 8 and 7AD by X minus 5.

(6) Insure that all refueling units are advised of refueling requirements, altitudes, off-loads and refueling speeds.

(7) Forward 1 copy of B-47 navigation and performance flight plans to each Air Refueling Squadron refueling 40BW aircraft enroute ZI.

x. GENERAL INSTRUCTIONS:

(1) X-Day is 7 September 1955(GCT). All execution orders will be dispatched from the Commander, 8th AF and will be based on times from X-Day. All times will be GCT.

(2) The unclassified code name for the operation is "DEVIL DOG" and will be used in all ZIPPO messages and reports.

(3) Schedules: See ANNEX B.

(4) Routes and Altitudes: See ANNEX B.

(5) Public release of information regarding this movement will be made only by the Commander, 7th AD.

(6) Only those crews who have received arctic indoctrination will return to the ZI by the BROWN ROUTE.

(7) At least one aircraft in each cell and the last aircraft each day will have HF radio capability.

(8) Tactics: See ANNEX D.

(9) Weather Minima: See ANNEX E.

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(10) Fuel Minima: See ANNEX B.

(11) The requirements of unit simulated combat missions as outlined in applicable supplement of SAC Reg 50-8 will apply. USCM reports will include only those crews specifically identified with the USCM portion of this mission. (See ANNEX B).

(12) Clearance for KC-97 aircraft will be in accordance with AFR 60-16.

(13) Flying Safety and Survival:

(a) The importance of Flying Safety will be stressed by all Flying Safety Officers and Commanders.

(b) Flying Safety has precedence over mission accomplishment.

(c) Unit Commanders will monitor mission preparation for compliance with crew rest regulations (AFL 60-12 and SAC Reg 62-19).

(d) Squadron Commanders will hold special briefings in the squadron to assure themselves all personnel have obtained instructions on survival gear and that all aircraft commanders have thoroughly studied the letdowns and radio facilities enroute.

(e) Squadron Commanders will arrange a system of inspections in which all crew members and passengers will have all necessary survival equipment and clothing when boarding the aircraft. SAC Reg 60-8 and 55-17 will be complied with.

(f) Radar operators will monitor all letdowns, both actual and practice, with their airborne radar.

(g) All available navigation devices will be used throughout all phases of this operation to insure safety of flight.

(h) Aircraft will not fly lower than 2,000 feet over the UK, except during takeoff and landing.

(i) Full compliance with AFR 60-16 and AFR 60-22 will be observed.

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(14) Security:

(a) Aircraft security procedures, including anti-sabotage inspections of aircraft prior to flight, will be accomplished.

(b) In the event of emergency landing, aircraft commanders will be responsible for the security of the aircraft.

(15) Reports: See ANNEX A.

(16) For the purpose of obtaining ARTC clearances and position reporting, essential elements of aircraft movement may be handled as unclassified information. However, such will be held to an absolute minimum.

(17) Operational Control:

(a) 7th Air Division will have support responsibility for air refueling operations at Pt WHISKEY in addition to normal support responsibilities east of 35° W longitude above 38° North.

(b) 8th Air Force will retain operational responsibility for rotational tankers at GOOSE, HARMON and THULE for period required to support B-47 aircraft refueling in NAAC area.

(c) 8th AF assumes operational control and responsibility for 40EW/40 ARFS aircraft upon departure of those units from UK, air refueling support responsibility in VICTOR/ZULU refueling areas, and support responsibility west of 35° W longitude above 38° N.

(18) AFR 60-16, SAC Reg 55-3 and Foreign Clearance Guide will apply.

(19) All units will restrict overall information concerning this operation on a need to know basis.

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5. COMMAND AND COMMUNICATIONS:

a. Command: This movement will be under the command of the Commander, 40th Bombardment Wing, Medium, APO 179, New York, N. Y.

b. Communications: See ANNEX E.

ANNEXES:
A - Intelligence
B - Operations
C - Air Refueling
D - Logistics
E - Communications

BERTON H. BURNS
Colonel, USAF
Commander

DISTRIBUTION:
CINCSAC - Cy 1, 2, 3 & 4
COMAF 8 - Cy 5, 6, 7 & 8
COMADIV 7 - Cy 9, 10, 11 & 12
COMADIV 802 - Cy 13 & 14
COMABGP 802 - Cy 15 & 16
COMAF 2 - Cy 17
COMAF 15 - Cy 18
COMADIV 45 - Cy 19 & 20
HARMON/GOOSE LIAISON TEAM - Cy 21 & 22
THULE LIAISON TEAM - Cy 23 & 24
COMADIV 5 - Cy 25 & 26
COMAREFS 2 - Cy 27 & 28
COMAREFS 91 - Cy 29 & 30
COMAREFS 96 - Cy 31 & 32
COMAREFS 301 - Cy 33 & 34
COMAREFS 376 - Cy 35 & 36
COMBOMRON 25 - Cy 37, 38 & 39
COMBOMRON 44 - Cy 40, 41 & 42
COMBOMRON 45 - Cy 43, 44 & 45
COMAREFS 40 - Cy 46 & 47
COMDR 40 A&E - Cy 48 & 49
COMDR 40 HQ SQ - Cy 50 & 51
COMDR 40 FM - Cy 52 & 53
COMDR 40 PM - Cy 54 & 55
40DO - Cy 56, 57, 58, 59 & 60
40DM - Cy 61, 62 & 63
40DP Cy 64
40DOI - Cy 65 & 66
40AGH - Cy 67, 68, 69 & 70

OFFICIAL:

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WILLIAM M. BOWDEN
Colonel, USAF
Wing Operations Officer

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
APO 179, New York, N. Y.
30 August 1955

ANNEX A

OPERATIONS ORDER

SERIAL NR 310-55

INTELLIGENCE

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
APO 179, New York, N. Y.
30 August 1955

ANNEX "A"

INTELLIGENCE

I. INTELLIGENCE SUMMARY:

a. General Situation: The 40th Bombing/Air Refueling Squadron will conduct a USCM in conjunction with redeployment to the ZI.

b. Enemy Order of Battle:

1. Friendly fighters will simulate intercepts along route to the ZI.

2. Enemy fighters are not estimated to have range capable to intercept this mission.

3. Enemy bombers are estimated to have range capabl to bomb bases from which this mission will operate.

II. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

1. Each intelligence sighting, observation, and/or interception will include:

a. Geographical location.

b. Time (Z)

c. Description in detail.

2. Specific EEI: Requirements for Specific EEI will be disseminated prior to redeployment.

b. Means of Obtaining Information:

Annex "A"
ACFW OPORD 310-55
30 Aug 55

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1. Crews will fill out inflight interrogation forms in detail and will be turned in immediately upon arrival to destination.

c. Means of Reporting III: 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.

III. INTELLIGENCE ACTIVITIES:

a. Maps and Target Materials:

1. Navigational materials as required and available.

b. Survival Intelligence.

1. Water survival techniques will be reviewed.

2. The average water temperature on the route overflown is 28-35 degrees. Survival in this water in the event of bail out or forced landing is limited and the antiexposure suit must be utilized in emergency.

3. Survival in the ice and snow is difficult and an attempt should be made to stay with the plane until rescued, rather than walk out due to the extreme cold conditions and vast areas to be covered.

4. Equipment:

a. A-1 Sustenance Kit

b. Pistol, personal equipment, (tooth brush, knives, flashlight, lighters, wrist watch, and fountain pens.)

IV. REPORTS:

a. The following reports will be submitted for the debriefing phase of this exercise in compliance with SAC Manuals 55-8, 55-8A, and 55-80, Sep 54.

Annex "A"
ACEM 3 ORD 310-55
30 MAY 55

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1. Distribution A:

a. Reports without special instructions:

(1) B-2, B-10, B-45, B-61, B-63, B-81, M-36, B-11

(2) M-12, M-14, M-20, M-35, M-40

b. Reports with special instructions:

(1) B-1 (Remarks paragraph will contain negative or affirmative answer to the following:

(a) Was aircraft in assigned position over target?

(b) Was radar operational over target?

(c) Was successful simulated bomb release made?

(2) B-03 (Negative reports will be submitted)

(3) B-04 (Negative reports will be submitted)

(4) B-61 (67th Reconnaissance Technical Squadron will be an additional addressee.

b. The following report will be submitted by the 40th Bombardment Wing for period of overseas TDY in accordance with SAC Manual 55-8, September 1954 55-8D, April 1954, and 55-8C, September 1954.

1. Distribution A: M-37

c. The following reports will be submitted for the air refueling portion of the exercise in compliance with SAC Manual 55-8, September 1954, 55-8D, April 1954, and 55-8C, September 1954.

1. Distribution A:

a. T-1, T-13, T-15, T-17, T-71, T-81

b. M-1, M-2, M-10, M-11, M-15, M-17, M-36

Annex "A"
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c. Reports required in accordance with paragraph 6a(1), CAC Manual 55-8.

d. 7th AIRDIV will be additional addressee on all reports.

2. Distribution B:

a. T-27

d. JANAP 146 (C) will be complied with. (Confidential)

BERTON M. BURNS
Colonel, USAF
Commander

JAMES H. MARABLE
Major, USAF
Wing Intelligence Officer

Annex 5A
AOIE OFORD 310-55
30 AUG 55

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
APO 179, New York, New York
30 August 1955

ANNEX B

OPERATIONS ORDER

SERIAL NR 310-55

OPERATIONS

SECRET

ANNEX B
40BW OPORD 310-55
30 AUG 55

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
APO 179, New York, New York
30 August 1955

ANNEX 2

OPERATIONS

1. GENERAL:

a. By direction of SAC and 8th Air Force, the 40th Bombardment Wing and 40th Air Refueling Squadron will deploy to SMOKY HILL AFB, KANS. The B-47 crews will fly a USCM enroute. The 40th Air Refueling Squadron will fly personnel and equipment to SHAFB.

b. The 40th Bomb Wing will be evaluated by SAC on the execution of this mission.

c. Schedule of Events:

(1) Target study and cargo loading schedules will be published on a Disposition Form to all concerned. This will be sent from Operations and Training Section for the B-47s. The 40th AREFS will arrange their own loading schedule. Both OAT and 40th AREFS will coordinate these with 40DM.

(2) Briefing of all crews for the B-47s will be 0015, 6 SEP 55 in the base theater, LAKENHEATH. Specialized briefings will be held immediately after the general briefing. Time and location to be given at the general briefing.

(3) Briefing for KC-97 crews will be held as directed by 40th AREFS.

(4) Takeoff times for B-47s will be as follows and will be adjusted to make SHCP times good: (SHCP are shown in para f(6) below)

(a) X Day:

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ANNEX 2
40BW OPORD 310-55
30 AUG 55

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CELL	ROUTE	ACFT NR	A/C	CREW NR	TENTATIVE S/O TIME
AMBER	BROWN	595	Tuttle	LO-1	0600Z
AMBER	BROWN	159	Dunaway	LO-4	0606Z
AMBER	BROWN	154	Galvan	R-15	0607Z
AMBER	BROWN	574	Smith	R-16	0608Z
BLUE	ORANGE(1 Rfl)	605	Col. Burns	5X 1	0720Z
BLUE	ORANGE(1 Rfl)	563	LTCOL Ivey	5X 4	0721Z
BLUE	ORANGE(1 Rfl)	570	LTCOL Pitts	5X 6	0722Z
BLUE	ORANGE(1 Rfl)	164	Schneiderhan	L34	0723Z
BLUE	ORANGE(1 Rfl)	549	Davis	5X	0724Z
GREEN	ORANGE(2 Rfl)	540	Vin	L-44	0810Z
GREEN	ORANGE(2Rfl)	541	Clark	L-30	0811Z
GREEN	ORANGE(2 Rfl)	582	Young	R-31	0812Z
RED	BROWN	161	Jones	R-63	0905Z
RED	BROWN	552	Gionet	R-66	0906Z
RED	BROWN	609	Rosser	R-70	0907Z
RED	BROWN	559	Murrin, Ken	R-71	0908Z

(b) X day plus one:

AMBER	BROWN	543	Masterson	L-72	0605Z
AMBER	BROWN	583	Sharp	L-76	0606Z
AMBER	BROWN	158	Scruggs	R-62	0607Z
AMBER	BROWN	584	LoDoo	R-73	0608Z
BLUE	ORANGE(1 Rfl)	571	Stone	R-68	0720Z
BLUE	ORANGE(1 Rfl)	566	Wimberly	5X 2	0721Z
BLUE	ORANGE(1 Rfl)	569	Kruger	R-40	0722Z

ANNEX B
OPORD 3120-63
30 AUG 63

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CELL	ROUTE	AGT NR	A/C	ORSN NR	TENTATIVE T/O TIME
BLUE	ORANGE(1 Rfl)	570	Wolfe	N-19	0723Z
BLUE	ORANGE(1 Rfl)	586	Gallien	N-20	0734Z
GREEN	ORANGE(2 Rfl)	567	Hughes	R-13	0810Z
GREEN	ORANGE(2 Rfl)	578	Starr	L03	0811Z
GREEN	ORANGE(2 Rfl)	573	Bowles	R10	0812Z
RED	BROWN	582	Gallizen	L39	0905Z
RED	BROWN	583	Narkowski	R45	0906Z
RED	BROWN	589	Soars	R43	0907Z
RED	BROWN	564	Millerick	R41	0908Z

(c) X day plus two:

AMBER	BROWN	546	Cleveland	L37	0605Z
AMBER	BROWN	581	Kronsberg	R32	0606Z
AMBER	BROWN	579	Creel	R39	0607Z
AMBER	BROWN	561	Abbott	R35	0608Z
BLUE	ORANGE(1 Rfl)	550	Liebich	5X 3	0720Z
BLUE	ORANGE(1 Rfl)	555	Wohlford	R42	0721Z
BLUE	ORANGE(1 Rfl)	547	Campbell, I.D.	R64	0722Z
BLUE	ORANGE(1 Rfl)	576	Schuppert	5X	0723Z
GREEN	ORANGE(2 Rfl)	543	Ibsler	L61	0810Z
GREEN	ORANGE(2 Rfl)	590	Campbell, J.M.	R67	0811Z
GREEN	ORANGE(2 Rfl)	556	Dunk	R75	0812Z
RED	BROWN	545	Bentley	R07	0905Z
RED	BROWN	575	Jones	L14	0906Z

ANNEX B
ADSW 010RD 510-55
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CELL	ROUTE	ACFT NR	A/C	CREW NR	TENTATIVE T/O TIME
RED	BROWN	565	Ondes	L11	0907Z
RED	BROWN	580	Whayne	L06	0908Z

NOTE: All 47 aircrews will participate in the USOM. The 33 flying in AMBER, GREEN, and RED cells are designated as Primary with the 14 BLUE cell aircraft flying as bonus aircraft. Those aircraft flying the BLUE cell will not obtain a heavy weight refueling in the MEAC area, due to temperature and runway length not allowing a full fuel load at take-off. This will be recorded in accordance with SAC REG 50-23 as directed in SAC REG 50-3.

(5) Takeoff times for KC-97s at Brize Norton will be as follows:

4 SEP - 1400Z 4 aircraft depart for LAKENHEATH.

5 SEP - 1400Z 3 aircraft depart for LAKENHEATH.

6 SEP - 2300Z 6 aircraft depart BRIZE NORTON at 15 minute intervals and 4 depart LAKENHEATH at tail end of stream.

7 SEP - 1000Z 1st increment arrive MARCH.

7 SEP - 2300Z 6 aircraft depart BRIZE NORTON at 15 minute intervals and 3 depart LAKENHEATH at tail end of stream.

8 SEP - 0500Z 1st increment departs MARCH for SHAPE.

8 SEP - 1000Z 2d increment arrives MARCH.

8 SEP - 1500Z -1st increment arrives SHAPE.

9 SEP - 0500Z 2d increment departs MARCH.

9 SEP - 1500Z 2d increment arrives SHAPE.

ANNEX B
USOM DHORD 310-55
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(6) Debriefing of B-47 crews will be completed immediately after landing at destination. The debriefing will be performed by the control team at SHAPE, assisted by 40BW ADVON.

(7) A critique of the USCM portion of this mission will be scheduled at a later date.

(8) Wave and Stream Commanders are:

1st Wave B-47s - Colonel Barns

2d Wave B-47s - Colonel Wimberly

3d Wave B-47s - Colonel Bowden

1st Tanker Stream - Lt Col Mills

2d Tanker Stream - Major Munday

(9) All Aircraft will be preflighted a minimum of 24 hours prior to scheduled takeoff. The tactical squadron commanders will work out a detail schedule with the 40BW Maintenance Control Officer as to the exact time of preflight.

(10) The Armament and Electronics Squadron will be notified by Maintenance Control at least 6 hours prior to scheduled preflights as to the specific aircraft to be preflighted.

d. Routes and Altitudes: See Appendix 1, INCLS 1 thru 3, for B-47s and Appendix 2, INCLS 1 thru 2 for KC-97s. Altitudes for B-47s after breakup of all formations will be as described in paragraph f( ) below.

e. Training to be accomplished:

(1) B-47 Crews:

(a) Cell tactics (all crews)

(b) Two mass heavy weight refuelings per crew for 33 crews of cells 1, 3 and 4 each day.

ANNEX B
40BW OPORD 310-55
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(c) One per crew for 14 crews of the second cell daily.

(d) Two day celestial legs per crew, one with pressure pattern.

(e) One emergency descent bomb run at MACH .81 per crew.

(f) One long-range cruise control per crew.

(g) Hourly HF reports over 1500 miles distance, as well as strike reports.

(h) Fighter interception - maximum possible.

(i) One airborne radar monitored approach per crew.

(j) One GCA per crew.

(k) One ILSA per crew.

(l) Two electronic rendezvous per lead aircraft of cells 1, 3 and 4 daily and one for cell 2 daily.

(2) KC-97 Crews:

(a) One Grid

(b) 3 nite celestials.

(c) 2 day celestials (with PP)

(d) 1 Radar leg.

(e) [illegible] long range cruise controls (2 supervised)

f. B-47 Flight Information:

(1) B-47 crews will be assigned position in cells as shown in c(4) above. AMBER and RED cells will deploy daily by way of the PLUM ROUTE, refueling at both WHISKEY and VICTOR refueling points. BLUE cells will deploy by way of the ORANGE ROUTE, refueling only at the ZULU refueling point. GREEN cells will deploy by way of the ORANGE ROUTE, refueling both at WHISKEY and ZULU. See Enclosures 1, 2 and 3 of APP 1 to this ANNEX.

ANNEX 3
SAC OPORD 310-55
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(2) Primary target for AMBER and RED cells each day is Omaha Main A/P 41/18/19N 95/53/43W. DGZ is 3. The type of run will be radar. Primary target for BLUE and GREEN cells each day is Stout A/P 99/44/15N 86/13/55W. DGZ is 13. The type of run will be radar. These are the mission effectiveness points of USCM participation. No secondary targets will be attacked.

(3) The method of attack will be camera scored radar runs and IBDA will be accomplished on the primary target IAW SAC Tactical Doctrine and applicable observer SOPs.

(4) All celestial legs flown will be reported IAW para 7, SAC REG 51-11, 25 NOV 54.

(5) Each cell will have at least one aircraft with HF radio capability.

(6) Takeoffs will be at one minute intervals between aircraft in the same cell and cell assembly will be in accordance with the tactical doctrine (SACM 55-5 and 5A). Takeoff times will be adjusted to make the RHCP times good, however once airborne the briefed track and TLOF will be maintained. RHCP times are: AMBER - 1115Z; RED - 1145Z; BLUE - 1330Z and GREEN - 1430Z.

(7) All aircraft will use an altimeter setting of 29.92 for the entire route changing to station setting when over destination or start of descent.

(8) After breakup of each cell the aircraft will form into 2 abor stream with the odd numbered aircraft in the stream flying at 30M and the even numbered at 35M with a 5 minute separation between aircraft.

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(9) Control times will be made good within a plus or minus two minutes.

(10) Changes in altitudes and airspeeds will be made over fixed points as shown in Appendixes 1, 2.

(11) Only those crews that have received arctic indoctrination will fly the BROWN ROUTE.

(12) ATC reporting procedures in accordance with S.O REG 55-51 will be adhered to.

(13) Fighter attacks can be expected upon entering ADIZ in accordance with S.O REG 51-6 and DOOPO [illegible] 4322, 20 FEB 55 and 5718, 7 OCT 54. Fighter attacks will not be made during air refueling operations. Normal ADIZ penetration as outlined in current radio facility charts will be followed.

(14) Aircraft aborting will be rescheduled on X plus 2 and X plus 3 in cells of not more than 5 aircraft nor less than 2 aircraft. These will be scheduled and briefed by the OAT Section.

(15) Penetration cell tactics will be flown after level-off following second refueling until the call [illegible] point.

4. KC-97 Flight Information:

(1) All KC-97 aircraft will fly tanker stream formation, separated by 15 minute intervals.

(2) Aborting aircraft will be rescheduled at the end of the tanker stream.

(3) Altimeter setting of 29.92 will be used while in tanker stream and altimeters will be reset prior to letdown.

ANNEX B
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(4) Changes in airspeeds and altitudes will be over fixed points as specified in Appendix 2. Constant TAS will be maintained enroute and will be the same for all aircraft.

h. Weather Minima:

(1) B-47 aircraft takeoff minimums will be 500' and one mile visibility.

(2) B-47 UK alternates will be 3000' and 5 miles.

(3) Weather minimums for ZI alternates and KC-97 aircraft will be in accordance with AFR 60-16 or local regulations whichever is higher. Stations to be used for missed air refueling alternates must have minimums for alternate landing fields prescribed by AFR 60-16, excepting UK missed refueling alternates will be the same as 2 above.

i. Fuel Minima:

(1) B-47 aircraft: B-47 aircraft must be capable of a minimum of 12,000 pounds of fuel reserve over all destinations and sufficient fuel at air refueling points to arrive over a missed refueling alternate with a minimum of 12,000 lbs in the event of a missed air refueling.

(2) B-47 crews will be briefed to proceed to their alternate in the event destination cannot be reached upon completion of air refueling with fuel reserves listed above. Aircraft commanders will make the decision whether to continue after considering fuel, weather, winds and terminal forecast. A "minimum fuel in tanks" and longitude upon completion of refueling will be given in briefing.

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(3) KC-97 fuel reserves will be in accordance with AFR 60-16.

j. Flight information common to both B-47 and KC-97 aircraft:

(1) Aircraft will not fly lower than 2000' over UK, except during takeoff and landing.

(2) All participating pilots will be thoroughly briefed on letdown procedures for enroute stations, destinations and selected alternates prior to redeployment. This will be done by the Squadron Operations. Primary alternates will be: BRIZE NORTON, LAKENHEATH, KEFLAVIK, THULE, GOOSE, HARMON, BRUNSWICK NAS, LORING, LOCKBOURNE, WRIGHT-PATTERSON AND McCONNEL.

(3) Aircraft position and navigation lights will be turned on in accordance with para 14, Section I, AFR 60-16.

(4) SAC REG 51-11, para 4b, will be complied with by all crews.

(5) All instruments and sextants will be checked and calibrated in accordance with existing regulations, prior to movement.

(6) Detailed mission planning will be completed by each crew prior to takeoff.

(7) Flying Safety will take precedence throughout the mission.

(8) All crews scheduled for this mission will be checked out in accordance with SAC REG 51-19.

(9) Squadron Operations Officers will brief all crew members on their responsibilities of complying with SAC REG 62-4 and 8th AF Reg 62-5, insofar as preliminary reports are concerned, if they are involved in an accident at or near a base other than a SAC base.

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2 APPENDIXES:
1 - B-47 Flt Plans
Incl 1 - BROWN ROUTE
Incl 2 - ORANGE RTE w/1 rflg
Incl 3 - ORANGE RTE w/2 rflg
2 - KC-97 Flt Plans
Incl 1 - ENGR FLT Plan - KC-97G to HARMON
Incl 1a - NAV FLT Plan - KC-97G to HARMON
Incl 2 - ENGR FLT Plan - KC-97G to SHAFB
Incl 2a - NAV FLT Plan - KC-97G to SHAFB

BENTON H. BURNS
Colonel, USAF
Commander

OFFICIAL:

WILLIAM M. BOWDEN
Colonel, USAF
Wing Operations Officer

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ANNEX #
SAW OPORD 310-55
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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
APO 179, New York, N. Y.
30 August 1955

APPENDIX 1

TO

ANNEX B

OPERATIONS ORDER

SERIAL NR 310-55

B-47 FLIGHT PLANS

SECRET

APPENDIX 1 to
ANNEX B
40BW OPORD 310-55
30 AUG 55

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1ST CELL *AMBER* 4TH CELL *RED* LEAD AIRCRAFT TO FAN POINT LAST AIRCRAFT REAFTER *DEVIL DOG*

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

WING: 40BW | AIRCRAFT TYPE AND SERIAL NO.: B-47E | CREW NUMBER | COMDR (Name and Grade) | Opr RVEN (Name and Grade) | COPI (Name and Grade)

SECRET

FROM: Lakenheath

ROUTE	C/E C/O	T.C.	WIND D/V DRIFT	T.H.	VAR.	M.H.	TEMP. ALT	MACH	T.A.S.	G.S.	ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	GROSS WEIGHT
Start Taxi & T.O. Accel												(15)	-		71,925	160,219
												:03	15		4,800	4,800
Climb	98%	311	245/15 -2	309			15M		390	382	33	:05	33		67,125	155,419
Rendv Point											33	:08	48		2,600	2,600
54 34N 03 35W	CR	311	245/15 -2	309			15M	.64	389	382	160	:25	165		64,525	152,819
55 25N 05 37W											193	:33	213		5,380	5,380
Refuel		307	245/15 -2	305			15M	.50	250	245	86	:21	88		59,145	147,439
											279	:54	301		6,300	6,300
On Load															52,845	141,139
															40,000	40,000
56 31N 06 32W			245/35												92,845	181,139
Climb	98%	335	-5	330			29M		410	402	74	:11	78		3,600	3,600
64 14N 15 28W	CR		245/35								353	1:05	379		89,245	177,539
Coast of Iceland		330	-5	325			29M	.74	436	430	531	1:14	538		14,950	14,950
											884	2:19	917		74,295	162,589
Step up	CC						31M				20	:03	20		500	500
											904	2:22	937		73,795	162,089
			225/35								465	1:04	464		12,350	12,350
70 29N 29 02W	CR	322	-5	317			31M	.74	433	435	1369	3:26	1401		61,445	149,739
Step up	CC						32.8M				20	:03	20		500	500
Start Desc			210/30								1389	3:29	1421		60,945	149,239
76 20N 04 50W	CR	300	-4	296			32.8M	.74	429	429	672	1:34	672		15,620	15,620
70 30N 68 44W			315/25								2061	5:03	2093		45,325	133,619
Desc to Rend Pt	DS	282	#1	283	R/D	2,500' /min	14.5M	.78	410		55	:07	59		410	410
76 42N 74 15W			315/25								2116	5:10	2152		44,915	133,209
Refuel (Epd)	CR	277	#1	278			14.5M	.50	250	225	79	:21	88		6,300	6,300
											2195	5:31	2240		38,615	126,909
On Load															40,000	40,000
															78,615	166,909
Climb	98%	199	305/30 #4	203			31M		410	418	77	:11	76		3,500	3,500
			305/30								2272	5:42	2316		75,115	163,409
66 10N 83 49W	CR	192	#4	196			31M	.74	433	440	580	1:19	572		14,500	14,500
											2852	7:01	2888		60,615	148,909
Step up	CC						33M				20	:03	20		500	500
56 00N 87 39W			300/35								2872	7:04	2908		60,115	148,409
Fort Severn	CR	192	#4	196			33M	.74	429	438	600	1:22	587		13,950	13,950
											3472	8:26	3495		46,165	134,459
Step Up	CC						37M				20	:03	20		500	500
											3492	8:29	3515		45,665	133,959
			275/45								138	:19	135		2,860	2,860
53 35N 85 51W	CR	157	#5	162			37M	.74	425	445	3630	8:48	3650		42,805	131,099
			275/45								158	:25	177		3,520	3,520
52 42N 90 10W	CR	251	#2	253			37M	.74	425	380	3788	9:13	3827		39,285	127,579
			275/45								441	1:05	460		9,150	9,150
45 58N 94 58W	CR	204	#6	210			37M	.74	425	405	4229	10:18	4287		30,135	118,429
			280/50								97	:14	101		1,850	1,850
44 27N 95 46W																
Marshall Minn	CR	202	#7	209			37M	.74	425	410	4326	10:32	4388		28,285	116,579
	FIP		280/50								67	:09	70		[illegible]	[illegible]
Sioux Fall SDak	CR	215	#8	221			38M	.81	465	460	4393	10:41	4458		26,845	115,139
	IP		280/50								64	:08	62		[illegible]	[illegible]
Sioux City, Iowa	CR	168	#8	174			38M	.81	465	482	4457	10:49	4520		[illegible]	[illegible]
	FIP		280/50								74	:09	70		[illegible]	[illegible]
Omaha, Neb	CR	162	#8	167			38M	.81	465	480	4531	10:58	4590		[illegible]	[illegible]
			280/50								172	:25	176		[illegible]	[illegible]
SHAFB	CR	207	#7	214				.74	425	430	4703	11:23	4767		[illegible]	[illegible]

CT 1115Z

start fan

#4 A/C after fan

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

A/C CRAFT RADIO WT	81,467	
CREW WT	4 304	
OIL WT	423	
ATO BTL WEIGHT	Cargo	
OPER EQUIP	4,100	
EXT TANKS WT	Misc	
POWER	1,000	
OPERAT ING WT		88,294
FUEL WEIGHT: INT FWD	17,500	
INT CTR	17,500	
INT AFT	20,000	
EXT FWD	6,435	
EXT AUX	2,300	
EXT A-T-O	8,190	
EXT		
TOTAL		72,925
BOMB WT		
AMMO WT		
ADD FLUID WT		
INITIAL GROSS WT		160,219
START ENG AND TAXI FUEL		3,000
TAKE-OFF GROSS WT		157,219

RUNWAY

PRESS ALT	LENGTH	AIR TEMP
0	9,000	60°F

CRITICAL FIELD LENGTH: 7000'

TAKE-OFF

DISTANCE	SPEED
6000'	144K

Refuel SPEED

INITIAL GROSS WT	ENDURING REST OF MISSION	TIME
121K	159K	90K

BOTTLES

ASSIST	
RELEASE	
ACCEPT ANCE	
ACCEPT ANCE	
ACCEPT ANCE	
DISTANCE	

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BLUE CELL 2D CELL AD AIRCRAFT TO FAN POINT - LAST AIRCRAFT THROUGH "DEVIL DOG"

SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQ: N | WING: 40BW | AIR CRAFT TYPE AND SERIAL NO.: B-47E | CREW | OBSERVER (Name and Grade) | PT (Name and Grade)

FROM / ROUTE	D/N	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC GRD DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRES. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
LAKENHEATH															89,500	177,794
Start, Taxi & T/O												(:15)			4,800	4,800
Level Off	98K		245/35				30.5M				109	:05	15		84,700	172,994
Climb		312	-5	307					410	395	109	:17	113		6,550	6,550
55/25N-05/36W			245/35				30.5M				171	:20	128		78,150	166,444
Campbeltown	CR	312	-5	307				.74	434	417	280	:25	178		4,600	4,600
			265/35				30.5M				600	:45	306		73,550	161,844
56/40N-23/28W	CR	277	-1	276				.74	434	402	880	1:30	650		16,350	16,350
							33.5M				20	2:15	956		57,200	145,494
Step Up	CC										900	:03	20		500	500
												2:18	976		56,700	144,994
			265/35				33.5M				580	1:29	635		14,360	14,360
55/17N-41/08W	CR	261	A1	262				.74	428	392	1480	3:47	1611		42,340	130,634
											20	:03	20		500	500
Step Up	CC						35.6M				1500	3:50	1631		41,840	130,134
51/00N-55/32W End			265/35								550	1:24	592		12,000	12,000
Groals Island Cel	CR	244	A2	246			35.6M	.74	425	395	2050	5:14	2223		29,840	118,134
			265/35								115	:17	124		2,310	2,310
50/33N-58/31W	CR	257	A1	258			35.6M	.74	425	395	2165	5:31	2347		27,530	115,824
CT 50/20N-59/48W			275/25								52	:08	57		440	440
1300 Desc to Rndv Pt	DS	259	A1	260			14.5M	.78	410	387	2217	5:39	2404		27,090	115,384
			275/25								95	:25	104		7,500	7,500
Refuel	CR	255	A3	258			14.5M	.50	250	227	2312	6:04	2508		19,590	107,884
															50,000	50,000
On-load															69,590	157,884
			275/25								71	:11	75		3,500	3,500
Climb	98K	254	A1	255			32M		410	388	2383	6:15	2583		66,090	154,384
Start Fan			280/50								569	1:27	627		15,050	15,050
45/51N-76/54W	CR	248	A4	252			32M	.74	431	391	2952	7:42	3210		51,040	139,334
											20	:03	20		500	500
#5 Step Up	CC						34M				2972	7:45	3230		50,540	138,834
Acft			280/50								140	:22	156		3,380	3,380
after 47/10N-79/45W	CR	304	-3	301			34M	.74	427	382	3112	8:07	3386		47,160	135,454
Fan			280/50								140	:20	138		2,910	2,910
44/48N-79/51W	CR	182	A7	189			34M	.74	427	432	3252	8:27	3524		44,250	132,544
44/04N-81/45W			280/50								92	:14	101		2,080	2,080
Clark Pt, Ont	CR	242	A5	247			34M	.74	427	387	3344	8:41	3625		42,170	130,464
			280/50								98	:15	109		2,220	2,220
Bay City, Mich	CR	253	A3	256			34M	.74	427	382	3442	8:56	3734		39,950	128,244
											14	:02	14		350	350
Step Up	CC						35M				3456	8:58	3748		39,600	127,894
	PIP		280/50								146	:21	149		2,960	2,960
Ft Wayne, Ind	CR	200	A7	207			35M	.74	425	415	3602	9:19	3897		36,640	124,934
	IP		280/50								40	:06	42		930	930
Marion, Ind	CR	216	A6	222			35M	.81	465	440	3642	9:25	3939		35,710	124,004
	CR		280/50								55	:07	57		1,260	1,260
Indianapolis, Ind	TOT	208	A6	214			35M	.81	465	445	3697	9:32	3996		34,450	122,794
40/20N-94/55W			280/50								400	1:04	456		8,140	8,140
Maryville, Mo	CR	276	A	276			35M	.74	425	375	4097	10:36	4452		25,710	114,654
			280/50								160	:25	176		1,200	1,200
SHAFB	CR	233	A5	238				.74	425	387	4257	11:01	4628		24,510	113,454

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INCL 2 to APP 1 to ANNEX B - 40BW OPORD 310-55, 30 AUG 55

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIR-CRAFT BASIC WT	81,467	
CREW WT	1,304	
OIL WT	423	
ATO BTL [illegible]	CARGO 4,100	
EXT. TANKS WT (Empty)	MISC 1,000	
OPERATING WT		88,294
FUEL WEIGHT: FWD	19,201	
FUEL WEIGHT: CTR	18,681	
FUEL WEIGHT: AFT	22,392	
FUEL WEIGHT: FWD AUX	6,435	
FUEL WEIGHT: W.B.	14,601	
FUEL WEIGHT: ATO	8,190	
FUEL WEIGHT: EXT.		
FUEL WEIGHT: TOTAL		89,500
BOMBS WT		
AMMO WT		
ADD FLUID WT		
INITIAL GROSS WT		177,794
START & TAXI FUEL WT		3,000
TAKE-OFF GROSS WT		174,794

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
39	9000'	60°F

CRITICAL FIELD LENGTH: 9000'

TAKE-OFF

DISTANCE	SPEED
7950'	152K

Refuel

CRITICAL ENGINE FAILURE SPEED	EMERG BRK SPEED	LIFT OFF SPEED
118K	168K	86K

40-24 AVG BOTTLES	
24 AVG AIRBORNE	
PELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

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3RD CELL "GREEN" — AIRCRAFT TO FAN POINT — AIRCRAFT THEREAFTER — DEVIL DOG

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JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

FROM / ROUTE	L.D. or L.O.	T.C.	WIND DIR. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRES. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
Start Taxi & T.O. Accel												(:15)	-		71,925	169,219
												:03	15		4,800	4,800
Climb	98%	311	245/15 -2	309			15M		390	382	33	:05	33		67,125	159,419
Rendv. Pt. 54 34N 03 35W	CR	311	245/15 -2	309			15M	.64	389	382	33 / 100	:00	48		2,600	2,600
55 25N 05 37W Refuel		307	245/15 -2	305			15M	.50	250	245	160 / 193	:25 / :33	165 / 213		64,525	158,819
											86 / 279	:21 / :54	88 / 301		5,380	5,380
On Load															58,145	147,439
55 44N 07 55W Climb	98%	286	245/35 -3	283			29M		410	382	73	:11	78		6,300	6,300
56 40N 23 28W	CR	277	265/35 0	277			29M	.74	436	400	152 / 527	1:05 / 1:19	379 / 564		52,845	141,139
											879	2:24	943		40,000	40,000
Step up	CC	261					31.3M				20	:03	20		92,845	181,139
55 17N 41 08W	CR	261	265/35 -1	262			31.3M	.74	433	398	899 / 580	2:27 / 1:26	963 / 632		3,600	3,600
											1479	3:55	1595		89,245	177,539
Step up	CC	247					33.5M				20	:03	20		16,100	16,100
End Cel 51 00N 55 32W Groels Island	CR	244	265/35 -2	246			33.5M	.74	428	390	1499 / 550	3:58 / 1:25	1615 / 605		73,145	161,439
											2049	5:23	2220		500	500
50 33N 58 31W	CR	257	265/35 -1	258			33.5M	.74	428	390	115	:18	126		72,645	160,939
C.T. 1300 50 20N 59 48W Desg to Rend Pt	DS	259	275/25 0	259	R/D 2500' / mip		14.5M	.78	410	385	2186 / 52	5:41 / :08	2346 / 55		15,820	15,820
											2216	5:49	2401		56,825	145,119
49 57N 61 57W Refuel	CR	255	275/25 -3	258			14.5M	.50	250	225	86	:23	96		500	500
											2302	6:12	2497		56,325	144,619
On Load															13,700	13,700
49 36N 63 44W Climb	98%	254	275/25 -1	255			31M		410	387	71	:11	76		42,625	130,919
Start Fan 45 51N 76 54W	CR	248	280/50 -6	252			31M	.74	433	399	2373 / 578	6:21 / 1:29	2573 / 643		2,580	2,580
											2951	7:52	3216		40,045	128,339
Step up	CC						33.5M				20	:03	20		440	440
47 10N 79 45W	CR	304	280/50 -3	307			33.5M	.74	429	382	2971 / 140	7:55 / :22	3236 / 156		39,605	127,899
44 48N 79 51W	CR	182	280/50 -7	189			33.5M	.74	429	433	3111 / 140	8:17 / :19	3392 / 138		6,900	6,900
44 04N 81 45W Clark Point Out	CR	242	280/50 -5	247			33.5M	.74	429	390	3251 / 92	8:36 / :14	3530 / 101		32,705	120,999
											3343	8:50	3631		45,000	45,000
Bay City, Mich.	CL	253	280/50 -4	257			33.5M	.74	429	386	98 / 3441	:15 / 9:05	118 / 3749		77,705	165,999
Step Up	CC						35M				20	:03	20		3,500	3,500
Ft. Wayne, Ind.	PIP / CR	290	280/50 -7	297			35M	.74	425	435	3461 / 140	9:08 / :20	3769 / 143		74,205	162,499
Marion, Ind.	IP / CR	216	280/50 -6	222			35M	.82	465	440	3601 / 40	9:28 / :06	3912 / 43		16,250	16,250
Indianapolis, Ind	TOT	206	280/50 -6	212			35M	.81	465	445	3641 / 55	9:34 / :07	3956 / 58		57,955	146,249
40 20N 94 55W Merryville, Mo.	CR	276	280/50 0	276			35M	.74	425	375	3696 / 470	9:41 / 1:04	4014 / 453		500	500
SHAFD	CR	233	280/50 -5	238				.74	425	387	4166 / 480	10:45 / :25	4467 / 276		57,455	145,749
											4646	11:10	4743		3,530	3,530
															53,925	142,219
															2,980	2,980
															50,945	139,239
															2,190	2,190
															48,755	137,049
															2,520	2,520
															46,235	134,529
															500	500
															45,735	134,029
															3,000	3,000
															42,735	131,029
															970	970
															41,765	130,059
															1,490	1,490
															40,275	128,569
															5,000	5,000
															35,275	123,569
															3,300	3,300
															31,975	120,269

DATE OF TAKE-OFF

	ENGINE START	TAKE-OFF TIME
	LANDING TIME	DURATION OF FLT

AIR CRAFT BASIC WT	81,467	
CREW WT	1,304	
OIL WT	423	
A/C BTL WEIGHT (Empty)	Cargo 4,100	
EXT. TANKS WT (Empty)	Misc 1,100	
OPERAT-ING WT		88,294
F.W.	17,500	
C.W.	17,500	
A.W.	20,000	
FUS LAGE	6,435	
B.B.	2,300	
A/D	8,190	
EXT.		
TOTAL		71,925
BOMBS WT		
AMMO WT		
ADI. FLUID WT		
INITIAL GROSS WT		160,219
START ENG AND TAXI FUEL ALW		3,000
TAKE-OFF GROSS WT		157,219

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
0	9000	60°F

CRITICAL FIELD LENGTH: 7000

TAKE-OFF

DISTANCE	SPEED
6000	144K

Refuel SPEED

CRITICAL ENGINE FAILURE	WHERE KEY FLARE	LIFT
121K	159K	90K

JP-4 WT	
BOTTLES	
PELLET WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

#5 A/C after Fan

INCL 3 to APP 1 to ANNEX B to 40BW OPORD 310-55, 30 AUG 55

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
APO 179, New York, N. Y.
30 August 1955

APPENDIX 2
ANNEX B
OPERATIONS ORDER
SERIAL NR 310-55
KC-97 FLIGHT PLANS

SECRET

APPENDIX 2 to
ANNEX B
40BW OPORD 310-55
30 AUG 55

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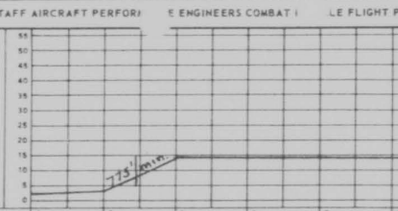
STAFF AIRCRAFT PERFORM ENGINEERS COMBAT FLIGHT PLAN — AIRCRAFT TYPE AND MODEL: KC-97G — NATION

TARGET DESIGNATION: BRIZE NORC - HARMON — PAGE NUMBER



	1	2	3	4	5	6	7	8	9	10
CONDITION	RTTO	CL 1	CR 1	CR 2	CR 3	CR 4	CR 5	CR 6	CR 7	CR 8
ALTITUDE	280	9466	14M	14M	14M	14M	14M	14M	14M	14M
T.A.S. KIAS / MACH	- / -	193 / 191	220 / 205	218 / 203	217 / 202	217 / 202	216 / 201	216 / 201	215 / 200	214 / 199
TIME — EACH CONDITION	:02	:18	:36	1:00	1:00	:46	1:00	1:00	:48	1:00
TIME — TOTAL	:02	:20	:56	1:56	2:56	3:42	4:42	5:42	6:30	7:30
FUEL — EACH CONDITION	1200	2250	2080	3360	3240	2390	3040	2980	2340	2840
FUEL — TOTAL	1200	3450	5530	8890	12,130	14,520	17,560	20,540	22,880	25,720
GROSS WEIGHT	151,980	149,730	147,650	144,290	141,050	138,660	135,620	132,640	130,300	127,460
DIS TANCE — EACH PERIOD	-	58	132	218	217	167	216	216	172	214
DIS TANCE — TOTAL	-	58	190	408	625	792	1008	1224	1396	1610

	11	12	13	14	15	16	17	18	19	20
CONDITION	CR 9	CR 10	CR-11	CR 12	DS	LD & TAXI				
ALTITUDE	14M	14M	14M	14M	7M	3M				
T.A.S. MACH	214 / 199	212 / 197	212 / 197	211 / 195	- / -	- / -				
TIME — EACH CONDITION	:47	1:00	1:00	:40	:15	:30				
TIME — TOTAL	8:17	9:17	10:17	11:05	11:20	11:50				
FUEL — EACH CONDITION	2160	2700	2660	2060	400	1800				
FUEL — TOTAL	27,880	30,580	33,240	35,300	35,700	37,500				
GROSS WEIGHT	125,300	122,600	119,940	117,880	117,480	115,680				
DIS TANCE — EACH PERIOD	168	212	212	169	-	-				
DIS TANCE — TOTAL	1778	1990	2202	2371	-	-				

REMARKS: NACA Day. Descent direct over base.

SECRET

NON-EXPENDABLE DATA

BASIC WEIGHT		89,110
CREW WT — NO.	10	
CREW WT — LBS EA	330	3,300
OIL WEIGHT		1,470
AMMO WEIGHT (50%)	1 PR SLOSH	1,000
MISCELLANEOUS	CARGO/PAX	12,300
MINIMUM LANDING WEIGHT		107,180

FUEL QUANTITY AND WEIGHT

TANKS	GALLONS		
1&4	1746 ea		
2&3	1496 ea		
Cen	1183		
TOTAL	7667		46,000

EXPENDABLE DATA

BOMBS WEIGHT		
CHAFF WEIGHT		
AMMO WEIGHT (50%)		
WEIGHT OF EXT. TANKS, PYLONS, AND SHACKLES (Empty)		
ATO WEIGHT (Jettison or expendable weight)		
WATER INJECTION FLUID WEIGHT		
TAKE-OFF GROSS WEIGHT		153,180

GENERAL DATA

FUEL — GRADE: 115/145 — DENSITY (lbs per gallon): 6.0

LANDING RESERVE — WEIGHT: 8500 — NUMBER OF GALLONS: 1416

TOTAL MISSION DISTANCE (Nautical Miles): 2371

FIELD ELEVATION (Feet above sea level): 289 — OAT (Degrees centigrade): +20

GROUND ROLL DISTANCE (Ft)	CRITICAL FIELD LENGTH (Feet)	AVAILABLE RUNWAY LENGTH (Ft)
4300'	6650	10000

SPEED — LINE: — TAKE-OFF: 126

CALCULATED — DATE: 30 AUG 55 — NAME OF INDIVIDUAL(S): Murdock, Stuart E., 1/LT

SAC FORM 301 REPLACES SAC FORMS 88-184, 1 AUG 51, AND 88-186, 1 AUG 51, WHICH MAY BE USED.

INCL 1 to APP 2 to ANNEX B, 40BW OPORD 310-55, 30 AUG 55

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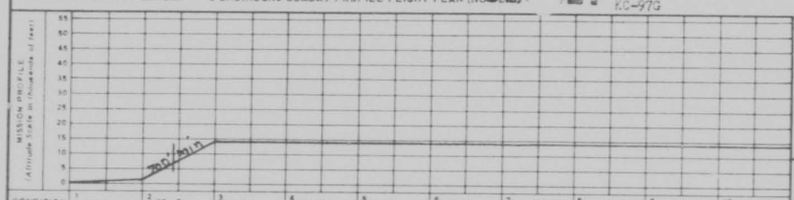
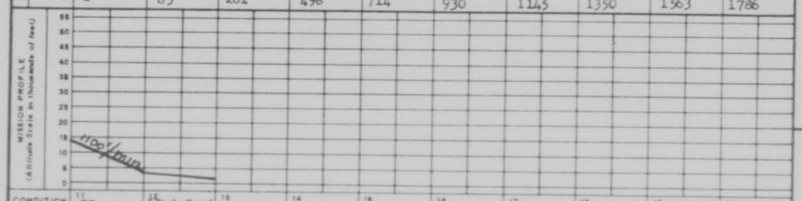
STAFF AIRCRAFT PERFOR. ENGINEERS COMBAT PROFILE FLIGHT PLAN (NON-LRMO) AIRCRAFT TYPE AND MODEL KC-97G ATION

TARGET DESIGNA HARMON - SI | HILL AFB | PAGE NUMBER



	1	2	3	4	5	6	7	8	9	10
CONDITION	RTO	CL 1	CR 1	CR 2	CR 3	CR 4	CR 5	CR 6	CR 7	CR 8
ALTITUDE	Sea Lvl	9466	14M	14M	14M	14M	14M	14M	14M	14M
T.A.S. / MACH	- -	193 191	216 201	217 202	216 201	216 201	215 200	215 200	213 198	212 197
TIME EACH CONDITION	:02	:20	1:00	1:00	1:00	1:00	1:00	1:00	1:00	1:03
TIME TOTAL	:02	:22	1:22	2:22	3:22	4:22	5:22	6:22	7:22	8:25
FUEL EACH CONDITION	1095	2500	3880	3800	3140	2960	2920	2800	2680	2790
FUEL TOTAL	1095	3595	7475	11,275	14,415	17,375	20,295	23,095	25,775	28,565
GROSS WEIGHT	152,085	149,585	145,705	141,905	138,765	135,805	132,885	130,085	127,405	124,615
DIS TANCE EACH PERIOD	-	65	216	217	216	216	215	215	213	223
DIS TANCE TOTAL	-	65	281	498	714	930	1145	1350	1563	1786



	11	12	13	14	15	16	17	18	19	20
CONDITION	DS	LD & Taxi								
ALTITUDE	7M	3M								
T.A.S. / MACH	- -	- -								
TIME EACH CONDITION	:10	:20								
TIME TOTAL	8:35	8:55								
FUEL EACH CONDITION	400	1800								
FUEL TOTAL	28,965	30,765								
GROSS WEIGHT	124,215	122,415								
DIS TANCE EACH PERIOD	-	-								
DIS TANCE TOTAL	-	-								

REMARKS RACA Dep. Descent over base.

NON-EXPENDABLE DATA

BASIC WEIGHT		89,110
CREW WT NO. 10 LBS EA 330		33,000
OIL WEIGHT		1,470
AMMO WEIGHT (50%) APR SLASH		1,000
MISCELLANEOUS CARGO & PAX		12,300
MINIMUM LANDING WEIGHT		107,180

EXPENDABLE DATA — FUEL QUANTITY AND WEIGHT

TANKS	GALLONS	
1&4	1746 ea	
2&3	1496 ea	
cen	1183	
TOTAL	7667	46,000

BOMBS WEIGHT		
CHAFF WEIGHT		
AMMO WEIGHT (50%)		
WEIGHT OF EXT. TANKS, PYLONS, AND SHACKLES (Empty)		
ATO WEIGHT (Jettison or expendable weight)		
WATER INJECTION FLUID WEIGHT		
TAKE-OFF GROSS WEIGHT		153,180

GENERAL DATA

FUEL GRADE 115/145	DENSITY (lbs per gallon) 6.0
LANDING RESERVE WEIGHT 8500	NUMBER OF GALLONS 1416
TOTAL MISSION DISTANCE (Nautical miles) 1786	
FIELD ELEVATION (Feet above sea level) Sea level	OAT. (Degrees centigrade) +20
GROUND ROLL DISTANCE (Ft) 4200	CRITICAL FIELD LENGTH (Feet) 6550
AVAILABLE RUNWAY LENGTH (Ft) 10,000	
SPEED LINE	SPEED TAKE-OFF 126

CALCULATED DATE 29 AUG 55 NAME OF INDIVIDUAL(S) Jarvis, Samuel K., Capt

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SAC FORM 301 REPLACES SAC FORMS 301-1, 1 AUG 51, AND 301-1A, 1 AUG 51, WHICH MAY BE USED. INCL 2 to APP 2 to ANNEX B, WDBW OPORD 110-55, 30 AUG 55

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AF Form 23
Approved 12 Jun 48

AIR FORCE NAVIGATOR'S LOG

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GREAT CIRCLE ROUTE

PURPLE ROUTE "DEVIL DOG" 40BW OPORD 310-55

Pilot _____ Navigator _____ Crew No. _____ Aircraft No. _____ Organization 40th ARS Type KC-97G Date _____

Formation Position _____

Eng. Start	T.O.	Land.	Flight Time
2230Z	2300Z	1005Z	11:05

Lb./Gal. Added at T.O.	153180
	46000
Alternate—	GOOSE
Time to Alternate—	12:36
Fuel Required to Alt.—	6500

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

Departure BRIZE NORTON Destination HARMON

Official _____ Navigator _____
Name _____ (Rank) _____

Alt. Sett. Dep. 29.92 Dest. 29.92

Watch _____ Face Slow _____ Plate _____ Gain/Loss _____

AT _____ GCT _____ (Date) _____

FLIGHT PLAN

FROM— BRIZE NORTON
TO— HARMON

	True Course	Drift	Wind Dir. ° / Vel. K	True Heading	Var	Mag. Heading	Temp. °C / Alt.	IAS / TAS K	G.S. Kts	Distance This Leg	Time	Elapsed Time	Fuel Consumed	Fuel Remaining
BRIZE NORTON			270											
LANDS END	237	∠2	15	239	∠11	250	14M	205	193	180	:56	:56		
" "			270											
O.S. JULIET	285	-1	15	284	∠16	300	14M	217	202	555	2:46	3:42		
" "			270		∠24									
O.S. COCA	272	0	15	272		296	14M	216	201	560	2:48	6:30		
" "			270											
51/30N-45/00W	259	∠1	15	260	∠30	290	14M	213	198	355	1:47	8:17		
" "			270											
HARMON AFB	252	∠1	15	253	∠30	283	14M	211	197	550	2:48	11:05		10,700 lbs

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INCL 1A to APP 2 t. ANNEX B, 40BW OPORD 310-55, 30 AUG 55

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AF Form 21
Approved 1 June 40

HARMON to SMOKY HILL AFB

AIR FORCE NAVIGATOR'S LOG

PURPLE ROUTE "DEVIL DOG" 40BW OPORD 310-55

Pilot _____ Navigator _____ Crew No. _____ Plane No. _____ Organization 40th ARS Type KC-97G Date _____

SECRET

Eng. Start	T.O.	Land	Flight Time
0430Z	0500Z	1321Z	8:21Z

Formation Position _____

Fuel at T.O. aboard at T.O. 15,180 / 7667

Alternate _____

Time to Alternate _____ hrs. min.

Fuel required to Alt. 2723 gal.

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

Watch _____ Fast _____ Slow _____

At _____ GCT (Date) _____

Flight Leader _____ Gain or Loss _____

Departure _____ Destination _____

Official _____ Navigator _____

(Name) _____ (Rank) _____

Alt. Sett. Dep. 29.92 Dest. 29.92

FLIGHT PLAN

FROM— / TO—	True Course	Drift	Wind Dir. / Vel.	True Heading	Var.	Mag. Heading	Temp. °C / Alt.	IAS / TAS K	G.S. Mi.	Distance This Leg	Time	Elapsed Time	Fuel Consumed	Fuel Remaining
HARMON AFB														
QUEBEC, Canada	258				25W			211		520	2:28	2:28		
" "														
PORT HURON, Mich	244				12W			216		530	2:27	4:55		
" "														
DAVENPORT, Iowa	256				0			215		374	1:44	6:39		
" "														
SALINA, Kans (SHAFB)	244				7E			212		362	1:42	8:21		16,335 lbs

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
APO 179, New York, N. Y.
30 August 1955

ANNEX C

OPERATIONS ORDER

SERIAL NR 310-55

AIR REFUELLING

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
APO 179, New York, N. Y.
30 August 1955

ANNEX C

AIR REFUELING

1. GENERAL: A requirement exists to redeploy the 40th Bombardment Wing to SMOKY HILL AFB , Kans. A USCM will be flown enroute involving two heavy-weight refuelings for 33 B-47 aircraft and one refueling for each of the remaining 14 aircraft of the 47 deployed.

a. Supporting Tanker Task Forces will be:

(1) BRIZE NORTON TASK FORCE composed of KC-97 aircraft of the 2d and 370th Air Refueling Squadrons. This force will refuel AMBER, RED and GREEN cells on X-Day, X plus 1 and X plus 2, as well as standby on X plus 3 to refuel rescheduled aborts from the previous days.

(2) GOOSE/HARMON Task Force composed of KC-97 aircraft of the 91st and 301st Air Refueling Squadrons. This force will refuel BLUE and GREEN cells on the same schedule as shown in (1) above.

(3) THULE Task Force composed of KC-97 aircraft of the 96th Air Refueling Squadron. This force will refuel AMBER and RED cells on the same schedule as shown in (1) above.

b. General Information:

(1) Cell structure will be as shown in ANNEX B of this OPORD.

(2) Rendezvous Points:

(a) WHISKEY (Brize Norton area) Primary 54/34N-03/35W; Alternate 52/00N-05/00W. Refueling track: Primary 300° TC; Alternate 355° TC. Air refueling base altitude 15,000'. Off-load 40,000 lbs. Altimeter setting 29.92.

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(b) VICTOR (Thule area) Primary THULE AB 76/30N-68/44W; alternate Etah 78/20N-72/25W; Primary and alternate refueling track will be 320° TC. Air Refueling base altitude 15,000'. Off-load 40,000 lbs. Altimeter setting 29.92.

(c) ZULU (GOOSE/HARMON area) Primary 50/20N-59/48W. Alternate Anticosti Island 49/24N-63/35W. Primary refueling track 255° TC; alternate refueling track 250° TC. Air refueling base altitude 15,000'. Off-load for BLUE cell each day is 50,000 lbs; off-load for GREEN cell each day is 45,000 lbs. Altimeter setting 29.92.

(3) Missed Refueling Alternates:

(a) For WHISKEY area: [illegible]TH and LAKE HORTON.

(b) For VICTOR area: THULE - Primary; GOOSE AB - secondary.

(c) For ZULU area: BRUNSWICK NAS - Primary; GOOSE AB - secondary.

(4) KC-97 takeoff times: Tanker flights will take off so as to arrive at the orbit point, located 50 NM upstream from the briefed rendezvous on track of the inbound receivers, 30 minutes prior to arrival of the B-47 aircraft. For planning purposes, receivers arrival times at the rendezvous points are:

AREA	AMBER	BLUE	GREEN	RED
WHISKEY	0638Z		0843Z	0938Z
VICTOR	1115Z			1415Z
ZULU		1330Z	1430Z	

(5) Air refueling tactics will be in accordance with SAC Manual 55-10, as amended 30 JUN 55.

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(6) B-47 aircraft will give ETA to the rendezvous point 20 minutes prior to arrival time. Tankers will depart orbit point so as to arrive rendezvous point on receiver's revised ETA..

(7) Leaders only will operate rendezvous equipment.

(8) Frequencies and rendezvous equipment settings are shown in ANNEX C of this OPORD.

(9) Contact Speeds: on departure from the orbit point, tanker flights will accelerate to 250K IAS which will be the refueling initial contact speed. In contact refueling speeds will be obtained from TO 1B-47E-1.

(10) Tanker routes to and from the orbit points will be at the discretion of the Tanker Task Force Commanders.

(11) ATC reporting procedures will be in accordance with S.A.C Reg 55-31.

(12) Visual Back-up: All primary tanker aircraft will display Aldis Lamp from boom-pod as follows:

Leader - GREEN

#2 AMBER

#3 WHITE

#4 BLUE

#5 RED

HERTON H. BURNS
Colonel, USAF
Commander

OFFICIAL:

WILLIAM H. BOWDEN
Colonel, USAF
Wing Operations Officer

SECRET

ANNEX C
40AW OPORD 310-55
30 AUG 55

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Headquarters 40th Bombardment Wing, Medium
APO 179, New York, New York
30 August 1955

ANNEX D
TO
OPERATIONS ORDER
Serial Nr. 310-55

LOGISTICS

Annex D to
40 BW OPORD-
310-55
30 Aug 55

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DRAFT

Headquarters, 40th Bombardment Wing, Medium
APO 179, New York, New York
30 August 1955

ANNEX D

LOGISTICS

1. GENERAL

a. The Air Echelon of the 40th Bombardment Wing will consist of 1898 personnel, and 516,430 pounds of cargo.

b. The 40th Bombardment Wing will deploy 1100 personnel and 443,747 pounds of cargo from RAF Station Lakenheath, U.K. to Smoky Hill Air Force Base, Salina, Kansas.

c. The 40th Air Refueling Squadron will deploy 475 personnel and 72,783 pounds of cargo from RAF Station, Brize Norton, U.K. to Smoky Hill Air Force Base, Salina, Kansas. (Note: Four (4) each R-4360 engines of the 40th Air Refueling Squadron will be deployed from RAF Station Lakenheath, U.K. to Smoky Hill Air Force Base, Salina, Kansas).

2. SUPPLY

a. Brize Norton (20 each KC-97).

(1) The 40th Bombardment Wing will deploy to home station with all flyaway kit and UME as determined by the Unit Mobility Plan.

(2) A special kit of spares assembled from KC-97 FAK, including two (2) built-up R-4360 engines with a total of 17,537 pounds will be deployed for enroute maintenance. This kit will include one box of A & E test equipment.

(3) Evacuation of reparables will be IAW Volume XVI, AFM 67-1.

(4) All personnel will deploy with mobility gear, gas masks, and authorized weapon.

b. Lakenheath: (47 each B-47's).

(1) The 40th Bombardment Wing will deploy to home station, with all flyaway kit and UME as determined by the unit mobility plan.

(2) The 40th Bombardment Wing will deploy with 27 each J-47 built-up power packs as authorized by S.C Regulation 400-6.

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(3) Evacuation of reparables will be IAW Volume XVI, AFM 67-1.

(4) All personnel will deploy with mobility gear, gas masks, and authorized weapon.

3. ARMAMENT AND ELECTRONICS

a. All authorized radiological indication and computation equipment and necessary maintenance equipment will be carried.

b. Bench mock-ups, complete with power cables, test equipment, tools, bench stock, and associated Technical Orders will be carried.

c. "Shop Standard" test equipment will be serviceable and current in accordance with applicable technical orders and regulations. Other test equipment will be current in regards to calibration.

4. MAINTENANCE

a. Maintenance support required enroute will be provided from resources of each organization and by the 40th Wing Enroute Maintenance Team at Ernest Harmon Air Force Base. Commanders of aircraft forced to land and/or delayed enroute will submit [illegible] report required by SAC Manual 55-4G, Sept. 54.

b. Maintenance support required which is beyond combined capabilities of SAC and local forces at any point will be reported to Headquarters USAF.

c. Upon arrival at Smoky Hill Air Force Base, Salina, Kansas, the 40th Bombardment Wing will be organized and operated as prescribed in SAC Regulation 66-12.

d. Aircraft Commanders will perform a security check at all enroute stations to insure that fuel, oil, and ADI fluid for servicing aircraft are clear of contamination and that fuel and oil are of the grade specified by applicable technical orders.

e. In the event that a B-47 aircraft lands enroute, the aircraft commander is responsible for assuring compliance with technical order 2J-J1-17 as concerns the policy for policing of parking areas, runways and taxiways.

f. Task Force Commanders will assure that all prepositioned equipment at enroute stations receives the proper care and maintenance during use. All unserviceable equipment will be immediately brought to the attention of the station commander at the enroute operating base.

5. TRANSPORTATION

a. Total number of personnel and total weight of cargo to be deployed to Smoky Hill Air Force Base, Salina, Kansas, will be 1898 (includes air crew members) personnel and 516,430 pounds of cargo. All cargo manifests will contain the following statement: "Military Equipment Being Returned to US For Future Use of US Armed Forces".

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b. MATS will provide airlift from RAF Station, Lakenheath, UK, to Smoky Hill Air Force Base, Salina, Kansas, for 1100 personnel and 253,914 pounds of cargo. Inclusive dates of MATS airlift will be 9 through 20 Sept 55.

c. Personnel transported by unit aircraft will be limited by SAC Regulation 60-10.

d. The following reports will be submitted daily by priority message to Headquarters SAC, ATTN: DM5A, with information to Headquarters 8AF, by the Commercial Transportation Officer.

(1) Total number of personnel and total weight of cargo scheduled to move each successive date of deployment in both unit and support aircraft.

(2) Total number of personnel and total weight of cargo actually departed daily on unit and support aircraft. This information will be submitted as follows: Type of aircraft, Aircraft tail number, number of personnel, and weight of cargo airlifted each trip, date of departure of each trip, and total number remaining on station.

6. MEDICAL

a. Hospitalization and evacuation will be in accordance with procedures prevailing at enroute stations. Except in emergency, and if determined by the Wing Surgeon; evacuation, using available aircraft, may be effected if a qualified attendant accompanies the patient or patients. (NOTE: Medical and Dental records of deployed wing personnel will accompany the Wing Surgeon).

7. PERSONNEL

a. Commanders may authorize the wearing of coveralls when tasks enroute indicate that Class "A" uniforms not suitable. On this move, all personnel will wear khaki uniform unless otherwise specified.

b. Personal affairs and casualty reporting will be in accordance with AFR 30-11 and 34-43, as amended, and SAC Regs 30-3, and 34-8.

c. Personnel records will be processed and hand-carried by each individual in accordance with current directives and SAC Regulation 35-3, as amended.

8. ADJUTANT

a. Two (2) each DD Forms 415 or DD Forms 520 will be accomplished by each individual prior to their departure from this station.

9. COMPTROLLER

a. It is the responsibility of each Troop Commander to pick-up the military pay records of troops under his command at the local finance office and deliver them to the finance officer at their home station.

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b. There will be NO, repeat NO, finance service available enroute.

c. There is no limit to the amount of currency taken out of the UK in Traveler's Checks and money orders. One months basic pay is authorized as the maximum amount of currency that may be converted from military payment certificates to American Dollars. Any amount over and above the maximum will be in Traveler's Checks, Money Orders, or Government Checks. Government Checks are available at the local finance office.

d. Funding number to be used for this TDY movement will be SAC Funding Number RO-55.

10. JUDGE ADVOCATE

a. Returning aircraft may, at the discretion of the Commander, 7th Air Division, be detained under investigation, pending trial by Courts-Martial or review of evidence and material witness in Courts-Martial proceedings.

11. SECURITY

a. Before take-off a security inspection of all aircraft will be conducted by SAC [illegible], as required.

b. There will be two (2) Air Police assigned to each Cargo Aircraft. They will be responsible for the security of the aircraft enroute and until all SAC cargo has been unloaded. Each aircraft will have an assigned courier to safeguard classified matter and insure that it is restored to the proper sections.

c. B-47 and KC-97 aircraft commanders will be responsible for insuring security enroute.

d. SAC Regulation 400-3, C1, will be in effect. The provisions of SAC Regulation C-1, apply, except as modified herein.

12. MISCELLANEOUS

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

LESLIE M PEDERSEN
Captain, USAF
Wing Logistics Officer

ANNEX D
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30 AUG 55

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
APO 179, New York, New York
30 August 1955

ANNEX 2

OPERATIONS ORDER

SERIAL NR 310-55

COMMUNICATIONS

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
APO 179, New York, New York
30 August 1955

ANNEX E

COMMUNICATIONS

1. GENERAL: Communications requirements as listed herein will be required upon execution of "OPERATION DEVIL DOG".

a. ENROUTE COMMUNICATIONS: Will be in accordance with 8th AF OPORD 310-55, 7th ADIV OPORD 310-55, SACCEI, ACPs, ICAO Documents, Hqs AACS OPORD 403-55, Radio Facility Charts, ADC CEI, 7th ADIV CEI, Supplementary Flight Information Charts, SAC Manual 55-8 and 55-83, and 40th Bombardment Wing Operations Memorandums apply except as modified herein.

b. Intelligence Sightings (Cirvis Reports): Will be rendered in accordance with JANAP 146(C) and Supplementary Flight Information Documents.

c. Zulu time will be used.

2. NAME OF OPERATION:

a. "DEVIL DOG ALFA" --- X Day.

b. "DEVIL DOG BRAVO"--- X plus one.

c. "DEVIL DOG COCA" --- X plus two.

d. "DEVIL DOG DELTA"--- X plus three.

e. To designate route being flown the above will be further suffixed by the following color code:

(1) Brown Route (B-47s) (1st and 4th cell each day).

(2) Orange Route (B-47s) (2nd and 3rd cell each day).

(3) Purple Route (KC-97s) (all).

ie: THIS IS AJAX 23 RELAY TO "LANCER" "GARTER SNAKE" (plus ICAO Controlling Agencies) DT DEVIL DOG ALFA BROWN ROUTE--TEXT--BT.

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3. AIR/AIR AND/CONTROL ROOM: (B-47s 321.0 mcs) (KC-97s Air/air 311.0 mcs)
Aircraft will use "AJAX" (plus cell color) (plus cell position).

4. 40BW CONTROL ROOM: "AJAX CONTROL" - 321.0 mcs.

5. 7ADIV CONTROL ROOM: "LANCER CONTROL" - 255.2 mcs (P) 355.4 mcs (S).

6. Identification, Recognition and IFF will be in accordance with SACCEI.

a. Within the US, Canada and NEAC area, ADC CEI 2350 applies.

b. In UK area, Mark X IFF will be operated in accordance with 7th ADIV CEI.

c. In Thule area, Mark X IFF will be operated in accordance with JANAP 160 and SAC Regulation 55-23.

d. Extract to JANAP 156 applies for all KC-97s.

7. Emergency Procedures will be in accordance with ACP 130, 135, JANAP 300, current Radio Facility Charts and Supplementary Flight Information Documents.

8. RECALL OR DIVERSION PROCEDURES:

a. Aircraft receiving the code word "CALDWELL" addressed to the aircraft and properly authenticated will return to Base of Departure by the most direct route.

b. Aircraft receiving the code word "CALDWELL" followed by a geographical location addressed to the aircraft and properly authenticated will divert to that location or area by the most direct route.

9. Rendezvous settings, frequencies and call signs will be as listed in Appendix 1 to ANNEX B this Operations Order.

10. NAVIGATIONAL AIDS: Will be in accordance with applicable area facility charts and supplementary flight information documents.

11. URC 4: Will be carried (by all B-47 crew members)(2 per KC-97) and batteries checked for serviceability.

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12. RS6: Survival radios will be stowed in required stowage section of B-47 aircraft.

13. Cell tactics will not repeat will not be discussed over the air at any time.

14. Point-to-Point Communications:

a. The following facilities will be used:

(1) SOCS (for Command and Operational Traffic Only).

(2) SACCOMNET.

(3) AIRCOMNET.

(4) TWX and Long Distance Telephone.

(5) Radio Teletype and CW manual (to be used only in event of failure or non-availability of landline).

b. Message handling procedures outlined in appropriate AOI's, JANAP's, SACCEI and SAC Regulation 55-8 and 55-60 apply except as modified below:

(1) Direct on-line circuits will be used where available for primary routing.

(2) Under conditions where alternate routing is required, direct patch-through will be accomplished.

(3) Next alternate will be on-line Rapid Relay with off-line Rapid Relay as the last alternate.

15. OCEAN STATIONS VESSELS: Aircraft flying within 100 mile radius of ocean station vessels will call the weather ship give position and/or request radar fix.

16. AIRBORNE COMMUNICATIONS:

a. BOMBER AIRCRAFT:

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(1) HF.

(a) COMMUNICATIONS CONTROL STATIONS.

1. Brown route aircraft will use Area Control Station (ACS) in area being flown as his primary Controller and best available ACS Air/Ground Station as secondary Controller for HF Communications reports. This applies for all HF communications except for strike reports.

2. Orange route aircraft will use the following ACS Air/Ground stations for all HF communications other than Strike Reports:

00 00W to 40 00W	- Croughton	- Primary
	- Lajes	- Secondary
40 00W to 90 00W	- Andrews	- Primary
	- Harmon	- Secondary
90 00W to 110 00W	- Offutt	- Primary
	- Carswell	- Secondary

3. Strike reports will be transmitted to the following ACS Air/Ground stations in accordance with S.C Manual 55-8:

March - Primary

Ramey or McChord - Secondary

Any other ACS Air/Ground station may be used as an alternate to the above prescribed stations. Every effort will be made to submit strike reports to an ACS Air/Ground station at least 1500 miles distant.

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4. HF frequencies and Channelization will be in accordance with SACCEI figure 11-13 and 11-14.

a. The HF Back-up frequencies for V.F/UHF are as follows:

(1) East of 40 degrees west longitude, including the UK - 3032 kcs.

(2) Within NEAC, Canada, and Atlantic area west of 40 degrees west longitude - 4724.5 kcs.

(3) Within the EI - 4270 kcs.

(4) HF back-up for refueling in all areas - 4270 kcs.

(b) Number two (2) aircraft in each cell and the last aircraft each day will have HF radio capability.

(c) Radio Logs will be turned in at debriefing.

(2) VHF: Number three (3) aircraft in each cell will monitor 121.5 mcs (Omni Rcvr).

(3) UHF: Except as noted below, UHF frequencies and channelization will be in accordance with SACCEI 11-7, Current Radio Facility Charts, as prescribed in refueling section of this Operations Order and as specified by appropriate air refueling commanders where choice of channel and/or frequency is available.

(a) The Transmit-Receiver-Guard position (TR/G) of UHF radios will be utilized at all times except when necessary to discontinue the monitor of Guard Channel while actually transmitting on another frequency.

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(b) Interplane communications 321.0 mcs.

(c) Aircraft crossing the Canadian ADIZ boundary will monitor Joint and Combined Air Interception Control Common frequency 364.2 mcs. Contact the Canadian ADC Radar stations this frequency and maintain continuous monitor thereafter.

(d) If contact with DOT station cannot be established, aircraft will pass position reports to "RADAR ADVISORY" on 364.2 mcs and request report be passed to DOT. NOTE: This is strictly back-up method. Every effort must be made to contact DOT stations direct.

(4) "SAC Monitoring Procedure ALFA": As prescribed in SACOEI 2101.4. (26), will apply only within the ZI. ADCS Operations Order 403-55, 2 May 1955, applies outside the ZI.

(5) Call Signs: Aircraft Tactical call signs will be in accordance with SACOEI and SAC Tactical call sign book, or as modified by instructions within this Operations Order.

(a) Air/Air and/Control Room call sign will be "AJAX" (plus call color) (plus assigned call position). ie: THIS IS AJAX LEADER or THIS IS AJAX NUMBER 2, 3, 4, or 5 as applicable.

(b) Aircraft will use aircraft tactical call signs for all Air/Ground Communications:

ie: This is AJAX 23.

(6) REPORTS:

(a) STRIKE REPORTS:

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1. Aircraft will make every effort to transmit required Strike Reports to the prescribed HF Air/Ground Stations.

2. Authentication will be required on Strike Reports and at Pilot's discretion on all other reports.

3. Aircraft without operational HF radio will relay Strike Report via UHF, if possible, to another aircraft for relay to the prescribed HF Air/Ground station.

4. Strike reports will be addressed to "STORM TROOPER" and "AJAX".

(b) POSITION REPORTS(AA-19 reports, SAC Manual 55-86):

1. In cell formation the number two (2) aircraft in each cell will submit the required Tactical/Civil ATC/ICAO position reports.

a. From the UK to 40 W address position reports to "LANCER" "LANCER SNAKE" and to proper ICAO Controlling agencies.

b. From 40 W to the US address position reports to "CARTER SNAKE" and proper ICAO controlling agencies.

c. From entering the US to Stuky Mill address position reports to "STORM TROOPER".

2. Leaving cell formation or after cell break-up individual aircraft will submit the required Tactical/Civil ATC/ICAO position reports.

3. TWAVS procedure applies for aircraft on redeployment to the ZI.

4. AIFA procedure applies for aircraft within the ZI.

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(c) Aircraft will use Unit Tactical call sign with two-digit suffix for military reporting and "DEVIL DOG" ALFA, BRAVO, COCA, OR DELTA (as applicable) (plus route color) "ROUTE" added as first words of text for civil reporting. Messages relayed through ARCS for ICAO or FIR agencies will be considered civil reporting.

ie: THIS IS AJAX 23 RELAY TO "LANCER" "CARTER SNAKE" KEESTWICK/SYLVANIA O.C DT DEVIL DOG ALFA BROWN ROUTE --- TEXT --- BT.

b. TANKER AIRCRAFT:

(1) HF:

(a) COMMUNICATIONS CONTROL STATIONS:

1. All tanker aircraft will use Area Control station (ARCS) in area being flown as his primary controller and the best available ARCS Air/Ground station as secondary controller for HF communications reports.

2. HF frequencies and channelization will be in accordance with SACCOM figure 11-14 and as prescribed by Unit Commander.

3. The HF back-up frequencies for VHF/UHF are as follows:

(1) East of 40 degrees west longitude, including the UK - 3032 kcs.

(2) Within NEAC, Canada and Atlantic area west of 40 degrees west longitude - 4,744.5 kcs.

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(3) Within ZI - 4270 kcs.

(b) Radio logs will be turned in at debriefing.

(2) VHF frequencies and channelization will be in accordance with SACCEI figure 11-1 and current Radio Facility Charts.

(a) Aircraft will monitor 121.5 mcs from the UK to the ZI.

(b) ZI channelization will be accomplished after passing 40 00W.

(c) Interplane frequency 133.56 mcs secondary.

(3) UHF: UHF frequencies and channelization will be in accordance with SACCEI 11-7, current Radio Facility Charts, and as required by this Operations Order.

(a) Interplane frequency 311.0 mcs primary.

(b) Aircraft passing the point of no return departing the UK, will re-channelize for ZI operation in accordance with SACCEI 11-7 and by current Radio Facility Charts.

(c) The Transmit-Receive-Guard Position (TR/G) of UHF radios will be utilized at all times except when necessary to discontinue the monitor of Guard Channel while actually transmitting on another frequency.

(4) "S.C Monitoring Procedure ALFA", as prescribed in SACCEI 2104.4A(20), will apply within the ZI. MACS Operations Order 403-55, 2 May 1955, applies outside the ZI.

(5) CALL SIGNS:

(a) Aircraft Tactical Call Signs will be in accordance with SACCEI and S.C Tactical Call Sign Book, or as modified by instructions within this Operations Order.

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(6) REPORTS:

(a) POSITION REPORTS (A-19 Reports, SAC Manual 55-8G).

1. In Cell formation of two or more aircraft, the number two aircraft will submit required Tactical/Civil ATC/ ICAO position reports.

a. From the UK to 40 W address position reports to "LANCER" "GARTER SNAKE" and to proper ICAO controlling agencies.

b. From 40 W to US address position reports to "GARTER SNAKE", and to proper ICAO Controlling Agencies.

c. From entering US to Smoky Hill address position reports to "STORM TROOPER".

2. Aircraft will make individual position reports in flying bomber stream or flying as individual aircraft.

3. Outside the ZI, submit position reports under procedure BRAVO.

4. Within the ZI, submit position reports under procedure ALFA.

5. Aircraft will use Unit Tactical call sign with two-digit suffix for military reporting and "DEVIL DOG ALFA PURPLE ROUTE" or "DEVIL DOG BRAVO PURPLE ROUTE" added as the first words or text for civil reporting. Messages relayed through ARCS for ICAO or FIR agencies will be considered civil reporting.

Ex: THIS IS PHOENIX 25 RELAY TO "LANCER" "GARTER SNAKE" PRESTWICK/SHANNON OAC AT DEVIL DOG ALFA

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PURPLE ROUTE --- TEXT --- BT.

OFFICIAL:

BERTON H. BURNS
Colonel, USAF
Commander

WILLIAM M. BOWDEN
Colonel, USAF
Wing Operations Officer

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40HW OPORD 310-55
30 AUG 55

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
APO 179, New York, New York
30 August 1955

APPENDIX 1

TO

DEVIL DOG COMMUNICATIONS REFUELING PROCEDURES

1. Leaders only will operate rendezvous equipment; all other aircraft will have their equipment on standby.

2. IFF will be off during all refueling.

3. Refueling Areas:

a. VICTOR.

(1) Initial Contact --- 256.0 mcs

(2) Air Refueling Common --- 266.2 mcs

(3) HF back-up --- 4270.0 kcs

(4) Tanker Air Spare --- 266.2 mcs

(5) Call Signs, Refueling Settings and Frequencies.

RECEIVER	TANKER	FREQUENCY	AFN 12/70 B-47 T R	AFN 12/70 KC-97 T R	APN-11
AJAX AMBER or RED LDR	FANGS LDR	256.0 mcs	6 8	8 6	2-1-1
" " " 2	" 2	279.8 mcs	6 8	8 6	2-1-1
" " " 3	" 3	291.9 mcs	6 8	8 6	2-1-1
" " " 4	" 4	303.2 mcs	6 8	8 6	2-1-1
" " " 5	" 5	308.8 mcs	6 8	8 6	2-1-1

b. WHITNEY.

(1) Initial Contact --- 337.6 mcs

(2) Air Refueling Common --- 337.6 mcs

(3) HF back-up --- 4270.0 kcs

AIF 1 To ANN "E" to
40BW OPO D 310-55
30 August 1955

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(4) Tanker Airborne Spares --- 337.6 mcs

(5) Call Signs, Refueling settings and frequencies.

RECEIVER	TANKER	FREQUENCY	AFK 12/76 B-47 T	B-47 R	KC-97 T	KC-97 R	APR-11
AJAX AMBER LDR	WHISKEY LDR	337.6 mcs	6	8	8	6	2-1-1
" " 2	" 2	305.2 mcs	6	8	8	6	2-1-1
" " 3	" 3	271.9 mcs	6	8	8	6	2-1-1
" " 4	" 4	375.4 mcs	6	8	8	6	2-1-1
" " 5	" 5	379.8 mcs	6	8	8	6	2-1-1
AJAX GREEN LDR	WHISKEY LDR	337.6 mcs	6	8	8	6	1-3
" " 2	" 2	305.2 mcs	6	8	8	6	1-3
" " 3	" 3	271.9 mcs	6	8	8	6	1-3
" " 4	" 4	375.4 mcs	6	8	8	6	1-3
" " 5	" 5	379.8 mcs	6	8	8	6	1-3
AJAX RED LDR	WHISKEY LDR	337.6 mcs	6	8	8	6	2-2
" " 2	" 2	305.2 mcs	6	8	8	6	2-2
" " 3	" 3	271.9 mcs	6	8	8	6	2-2
" " 4	" 4	375.4 mcs	6	8	8	6	2-2
" " 5	" 5	379.8 mcs	6	8	8	6	2-2

c. ZULU.

(1) Initial Contact --- 256.0 mcs for Blue Cell.
308.8 mcs for Green Cell.

(2) Air Refueling Common --- 266.2 mcs

(3) HF back-up --- 4270.0 kcs

(4) Tanker Air Spare --- 266.2 mcs

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(5) Call Signs, Refueling Settings and Frequencies.

RECEIVER	TANKER	FREQUENCY	APN 12/76 3-47 T	APN 12/76 3-47 R	KC-97 T	KC-97 R	APN-11
AJAX BLUE LDR	WINE GLASS/BINBROOK LDR	250.0 mcs	6	8	8	6	2-1-1
" " 2	" " " 2	279.8 mcs	6	8	8	6	2-1-1
" " 3	" " " 3	291.9 mcs	6	8	8	6	2-1-1
" " 4	" " " 4	303.2 mcs	6	8	8	6	2-1-1
" " 5	" " " 5	324.2 mcs	6	8	8	6	2-1-1
AJAX GREEN LDR	WINE GLASS/BINBROOK LDR	303.2 mcs	5	7	7	5	1-3
" " 2	" " " 2	313.0 mcs	5	7	7	5	1-3
" " 3	" " " 3	324.2 mcs	5	7	7	5	1-3
" " 4	" " " 4	240.0 mcs	5	7	7	5	1-3
" " 5	" " " 5	256.0 mcs	5	7	7	5	1-3

APP 1 to ANX "E" to
40SW OPORD 310-55
30 AUG 55

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OPERATIONS MEMO)

NUMBER 60B-11)

HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

12 August 1955

FLYING

Procedure for In-flight Operation of K-38 Aerial Camera

1. PURPOSE: To establish a standard operating procedure for the in-flight operation of the K-38 Aerial Camera.

2. SCOPE: The provisions of this memorandum are applicable to all Bombardment Crews and Operations Staff Personnel assigned to the 40th Bombardment Wing, Medium.

3. PROCEDURE: A recent modification permits operation of the K-8 Camera Intervalometer with bomb doors closed. The following procedures will apply during any bombardment mission utilizing the K-38 Aerial Camera:

a. Camera Panel:

1. Place the camera master switch in the "ON" position at takeoff.
2. Prior to bomb release place the camera door switch in the "OPEN" position until the amber door indicator illuminates.

b. Camera Intervalometer:

1. Place the intervalometer switch in the "ON" position; the amber relay light on the intervalometer will illuminate.
2. Press camera trip two or three times for camera clearing test.
3. Adjust the intervalometer delay control knob to the computed A.T.F.
4. Set intervalometer control to "3 Seconds".
5. Adjust the exposure limiter control knob to 5.
6. Camera will operate upon release impulse from K-system (1 frame) and upon expiration of A.T.F. (5 frames).
7. Close camera door and expose a minimum of 5 frames to prevent fogging of photography. The camera doors must be closed manually upon completion of photography. Place the camera door switch on the camera control panel in the "CLOSED" position until amber indicator light goes out.
8. Camera master switch "OFF" after landing.

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4. RESPONSIBILITY: Tactical Squadron Commanders are responsible for insuring compliance with the provisions of this memorandum.

5. REFERENCE:

a. TO 1B-47E-1.
b. SAC Manual 50-38.

BY ORDER OF THE COMMANDER:

WILLIAM M BOWDEN
Colonel, USAF
Operations Officer

OFFICIAL:

D. M. [illegible]
Major USAF
Adjutant

DISTRIBUTION:
"X"

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HEADQUARTERS
40TH [illegible] WING (M)
APO 179, New York, New York

DI

9 August 1955

SUBJECT: "Yukon Jake" Maintenance Task Force

TO: See Distribution

1. Personnel indicated hereon will comprise the project "Yukon Jake" Maintenance Team for the period 10 thru 13 August 1955, and will be prepared to depart 10 August 1955 via KC-97 aircraft. Actual take-off time to be announced at briefing, by the Task Force Commander.

NAME	RANK	AFSC	AF SERNR	ELEMENT
Sutherland, J R	Gen	0001	617A	
Corwin, R F	Col		19160A	
Griffin, H N	Lt Col		5894A	
Moore, R R	Lt Col		A0301194	
Soha, W M	Lt Col		8362A	
Vinson, C D	Lt Col		A0319661	
Smith, H C Jr.	Maj	0061A	A0420689	Task Force Commander
Sloan, A N Jr.	Capt	2054	A0673695	Operations Officer
Hall, J E'	Capt	4344	A0754106	Maintenance Officer
Pedersen, L M	Capt	6424	A02046435	Wing Staff Officer
Wehrman, R L	Civ			Boeing Tech Rep
Williams, M A	A/1C	42350	AF15467021	Electrical
Langan, J A	S/Sgt	42250	AF17327746	Instruments
Ascho, E	A/2C	42152	AF13472225	Hydraulics
Bodovinac, J A	A/1C	30150	AF17356639	Radio
Kluzik, R J	A/1C	32130E	AF17398758	Bom/Nav
Timmons, C A	A/B	42350	AF17390514	Auto Pilot
Rather, R E	S/Sgt	43171E	AF19293690	Crew Chief
Crapnell, R O	A/2C	43171E	AF16433250	Acft Mech
Tuttle, D W	Maj	1245	A0791522	Acft Comdr
Hanaway, R V	Capt	1245	A0783672	Co-Pilot
McLean, F J Jr.	Capt	1525B	A0717569	Observer
Galvan, R A	Capt	1245	A0672598	Acft Comdr
Ward, C W	1/Lt	1245	A03023256	Co-Pilot
Harris, B G	Capt	1525B	A0761323	Observer
Davis, G D	A/2C	43151E	AF17396389	Crew Chief
[illegible], C J.	S/Sgt	70170	AF34609359	Air Police
Beaver, J J	A/3C	70130	AF12476107	Air Police
Clowdy, D F	A/3C	77010	AF13529905	Air Police
Gill, J D	A/3C	77010	AF16492982	Air Police
Lovell, R G	A/3C	77010	AF10453930	Air Police
Olphin, C D	A/3C	77010	AF11293363	Air Police
Weaver, L J	Capt		A01909431	
Brown, R C	1/Lt		A02226650	

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HEADQUARTERS
40TH BOMBARDMENT WING (M)

DM

3 30 July 1955

SUBJECT: "Front Sight" Maintenance Task Force

TO: See Distribution

1. Personnel indicated hereon will comprise the project "Front Sight" Maintenance Team, and will be prepared to meet at Hangar #7 at the Alert Signal. Transportation will be at Hangar #7 to transport personnel to the point of deployment.

Hq Sq 40th Bomb Wing

NAME	RANK	AF8280R	ELEMENT
Stepp, R	Col	3807A	Task Force Commander
Steinkrauss, L W	Maj	14847A	Operations Officer
Tate, L R	Maj	14350A	Maintenance Officer
Hetherington, R P	1/Lt	A0?246649	Armt Sys Officer
McDill, I E	W/O	AW2202249	Aero Repair Officer
Hawkinson, T E	M/Sgt	AF6372640	Quality Control
Kerbs, R B	Civ		Tech Rep
Boswell, G C	Civ		Tech Rep
		40th A & E Sq	
Shaul, E R	T/Sgt	AF15062401	
Williams, W W Jr.	A/1C	AF13463183	
Elsea, P E	A/B	AF13474051	
Woodford, J A	A/2C	AF17400134	
Brackman, T A	A/1C	AF15499326	
Brandy, A V	A/2C	AF12450945	
Allen, R L	A/2C	AF19491458	
Hooper, F W Jr.	A/1C	AF26341010	
Barreau, R F	A/2C	AF11272097	

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"Front Sight" Maintenance Task Force (Cont'd)

Moore, D S	A/1C	AF13423369
McMannis, W A	A/1C	AF16447498
Hoyle, R L	A/2C	AF13487042
Shrum, B F	A/2C	AF19486615
Russell, O	A/2C	AF17391369
Price, D C	A/2C	AF17390658
Wilson, K H	A/2C	AF16452669
Franklin, R B	A/2C	AF18459891
Robles, F	A/2C	AF17396032
Zebert, T L	A/2C	AF14521426
Srnka, J E Jr.	A/2C	AF17402705
Rieken, N E	A/3C	AF17392598
Timmons, C A	A/B	AF17390514
		45th Bomb Sq
Allen, W B	M/Sgt	AF37066460
Havens, H G	T/Sgt	AF25417705
Peck, C A	A/1C	AF17364302
Barnes, H N	T/Sgt	AF19239992
Borres, M Jr.	A/2C	AF12450093
Stava, A J	A/3C	AF17392621
Roman, C S	A/2C	AF18440281
Harrel, B R	A/2C	AF14512574
Fiarkoski, J E	A/2C	AF12674224
Snyder, J A	A/3C	AF19467236
Sutton, J P	A/2C	AF17394175
Giacobello, T	A/1C	AF12395058
O'Connor, R T	A/2C	AF12445919

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"Front Sight" Maintenance Task Force (Cont'd)

Parsons, R H	A/2C	AF19484462
Schawitsch, J A	A/2C	AF16457972
Shautler, J F	A/2C	AF11263343
Caruso, M	A/2C	AF12447356
Stevens, R F	A/1C	AF16382009
Holland, M O	A/3C	AF18467510
Rutherford, R A	S/Sgt	AF19196940
Hunt, R L	A/2C	AF23003780
Woss, A G	A/2C	AF13464610
Oliver, E G	A/1C	AF11242097
Harrington, L D	A/1C	AF19441713
Barnes, C R	T/Sgt	AF35350305
Cox, R H	A/2C	AF18439480
Lopez, H	A/2C	AF19487135
Tonne, C G	A/2C	AF16446840
Koenig, B H	A/1C	AF17011996
Hendrickson, W L	A/2C	AF12443837
McGraw, L D	A/2C	AF18434195
Tulo, J	A/2C	AF17380601
Dever, A R	S/Sgt	AF13423933
Yeary, J R	S/Sgt	AF16325923

2. Tools will accompany all mechanics.

BY ORDER OF THE COMMANDER:

D. N. BROWN
Major, USAF
Adjutant

DISTRIBUTION:
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3 - 45 BOMRON
2 - Wg Adj
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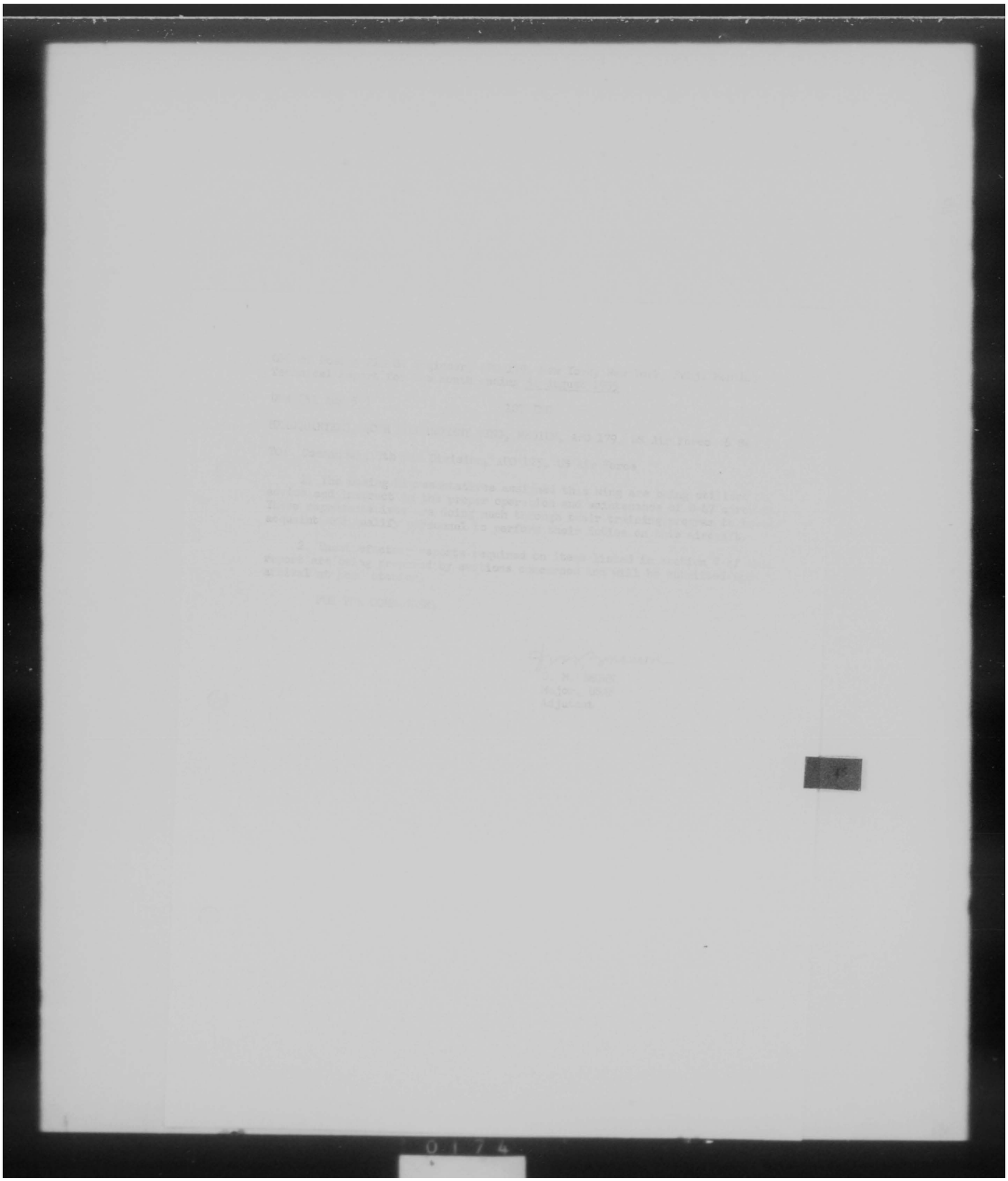

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1 August 1955

CONTRACTOR: Boeing Airplane Company, Wichita Division, Wichita (1) Kansas

SUBJECT: Monthly Technical Report for the month ending 31 August 1955

TO: Commander
6th Bombardment Wing, Medium
APO 179, New York, New York

1. Following is the technical report for the month ending 31 August 1955 submitted in accordance with AFM 66-18 and SAC Regulation 66-4.

SUBMITTED BY: R. S. Kerbs
M. L. Hearman

II. EQUIPMENT: B-47 Airplane

III. TRAINING ACTIVITIES:

1. The Boeing Representatives in cooperation with the Maintenance Standardization Team conducted a course for a team of instructors whose purpose is to further improve ground crew pre-flight techniques. (Two instructor hours, eight student hours.)

2. Every opportunity for "on-the-job" training has been exploited. Numerous discussions have been conducted with maintenance personnel to assist them in becoming better acquainted with the B-47 airplane. The flight line has been visited daily to aid with various technical difficulties and to discuss good maintenance practices.

In addition, extensive OJT was conducted for the benefit of ground crews and Field Maintenance personnel on the following subjects:

a. Emergency canopy jettison system. (One instructor hour, three student hours.)

b. Cabin air conditioning system. (One instructor hour, two student hours.)

c. Ejection seat ballistics systems. (One instructor hour, two student hours.)

d. Trouble shooting the directional damper system. (One instructor hour, two student hours.)

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IV. UTILIZATION:

1. It is the purpose and intent of the Boeing Field Service Representatives to advise and instruct in all matters pertaining to maintenance, operation and utilization of the B-47 airplane. Problems incidental to flight operations, inspections, maintenance, supply, training, engineering, and modification are constantly monitored for the purpose of assisting the customer in solving these problems and preventing any of these problems from affecting the safe and efficient operation of the airplane. In addition, a direct liaison between the manufacturer and the using activity is provided, permitting a broad interchange of information based on all of the skill, knowledge, design background, test information, and facilities of the manufacturer as well as the experience of other Air Force activities operating the same type aircraft.

2. It is estimated that the services of the B-47 Representatives will be required until two years after the start of phase I training.

V. EQUIPMENT MALFUNCTIONS:

1. The structural clips which attach the upper outboard end of the anti-buffeting fairing to adjacent structure in the forward wheel well are cracked through the bend radius on at least six airplanes at this activity. The airframe time on these aircraft is between 300 and 400 hours.

   Failures of this nature are anticipated by the U.R. Digest, T.O. 00-10-1, section 1, pages 17 and 18. The necessary rework is being accomplished in accordance with the T.O. instructions.

2. Aircraft 52-323 experienced the loss of the nose dome from the number 3 engine during a recent flight.

   It is believed that the nose dome loss may have been caused by air loads imposed upon the latches. It is anticipated that compliance with T.O. 1B-47-547 entitled "Revision of Inboard Dome Latch Stop Spring" will eliminate inadvertant operating of nose dome latches by air loads.

3. Cracking around the five station 329.28 bulkhead holes through which the main and emergency brake hydraulic tubing passes has occurred on at least four airplanes at this activity.

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Cracking is a result of metal fatigue from repeated stresses transferred from the forward main landing gear drag link to the bulkhead during hard landings and vibrations initiated by the on-and-off functional nature of the anti-skid braking system. When such cracks exist, pressurized air immediately forward of the bulkhead leaks into the forward wheel well. Boeing has recommended the issuance of a technical order to prevent or repair these cracks by adding doublers to the hole perimeters per the standard repair procedure in the 1B-47A-3 Handbook of Structural Repair Instructions. Local affected airplanes are being repaired in accordance with the instructions contained in T.O. 1B-47A-3.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. Boeing has received reports from Field Service Representatives which attributed certain main landing gear malfunctions to the use of oversized tires which resulted in interference between the main landing gear wheel well doors and the casings.

The B-47 Engineering Project Group has recommended that the next revision of the 1B-47B-2 Handbook incorporate information regarding main gear casing diameter limitations. Suggested wording for the revision is as follows:

"To avoid interference between the landing gear wheel well doors and the casing on the main gear wheels, tires in excess of the nominal diameter of 56.0 inches should be installed as specified herein. Maximum casing size per MIL-C-5041 is 57.4 inches including the 3 percent growth allowance. Casings not exceeding a diameter of 57.4 inches are satisfactory for installation on all rear main landing gear wheels and on the forward main gear wheels of airplanes incorporating ECP 1254 (forward landing gear drag strut revision) in production:

Boeing B-47E 52-508 and on
Douglas B-47E 52-116 and on
Lockheed B-47E 52-297 and on

In addition, casings not exceeding 57.4 inches in diameter are satisfactory for installation on the forward gear of airplanes prior to above production units that incorporate T.O. 1B-47B-289 (retrofit ECP 1254).

Casings exceeding a nominal diameter of 56.0 inches are not suitable for installation on the forward main gear wheels of airplanes not incorporating the above changes.

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Casings exceeding a diameter of 57.4 inches should be used only on rear main gear wheels provided that actual clearance between the casing and wheel well doors is not less than 0.5 inches. Actual clearance should be checked during a gear retraction on the jacked airplane prior to flight (minimum clearance will exist during the travel at the near up position).

It is recommended that oversized tires be used only as specified herein, and in addition, that tires be paired within the 0.5 percent diameter requirements."

The incorporation of the change in forward gear retraction geometry by production incorporation of ECP 1254 or retrofit kit technical order 1B-47B-289 improves the clearance between the wheel well door and tire. On airplanes incorporating this revision the clearance is approximately 0.5 inches for a tire diameter of 57.4 inches. For airplanes not incorporating these changes actual clearance between tires and doors will be negligible for tires of 56.0 inch nominal diameters.

Since the clearance between the aft gear tires and wheel well doors is less critical, oversized tires may be installed on the rear gear of B-47 series airplanes. It is recommended that tires of a diameter in excess of 57.4 inches allowable per specification MIL-C-5041 now be installed on the aft gear without an actual clearance check during gear retraction on a jacked airplane.

It is also recommended that the requirements of T.O. 4T-1-3 for pairing of tires within the 0.5 percent diameters be strictly adhered to in utilization of oversized tires.

This information was given to the Director of Materiel in the form of Maintenance Information Bulletin Number 25.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Two heavy gross weight landings (greater than 125,000 pounds) were made recently at this activity due to in-flight emergencies. Both pilots reported difficulty in maintaining speed on the down-wind leg with the approach chute deployed and questioned the advisability of using the approach chute under such conditions; however they reasoned that deployment of the approach chute would decrease the landing roll somewhat, and they were reluctant to sacrifice any reduction in the required stopping distance.

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Use of the approach chute for landings at gross weights exceeding 125,000 pounds is not recommended by the Aerodynamics Staff. Boeing Flight Test considers the approach chute superfluous for landings at heavy gross weights (greater than 125,000 pounds). The approximate drag of the approach chute at 160 knots IAS is almost equivalent to the thrust of one engine or about 5000 pounds. At 180 knots IAS, the drag is approximately 6,500 pounds. It is agreed that landing roll may be decreased somewhat by utilization of the approach chute but at a heavy gross weight this figure will be negligible. The conditions for using the approach chute for heavy gross weight landings would be at the discretion of the pilot.

A Rate of Climb - Touch and Go Approach Chute Deployed Chart had been released for publication in the Flight Handbook 1B-47E-1. This chart notes that with flaps and gear extended and the approach chute deployed, the best climb speed varies from approximately 150 to 155 knots IAS for gross weights ranging from 90,000 to 125,000 pounds. If the airplane is flown faster than the best climb speed, the increased drag from the approach chute will result in a reduction in rate of climb. A copy of the chart has been given to the Director of Operations.

VIII. SPECIAL DEVELOPMENTS:

1. In the monthly technical report for the month ending 30 June 1955, it was reported that the outboard end of the 8-6420-1 fuel line assembly, located in the aft wheel well on the lower half of the aft bulkhead on both the RH and LH sides, had chafed a hole in the upper side of the 5-32295-564 fuel line, permitting fuel to spray about the aft wheel well.

   Corrective action at this activity consisted of trimming the shield assemblies in the area of interference to provide adequate clearance. All damaged fuel lines were replaced. As a result of field service reportsand unsatisfactory reports, Boeing has proposed a technical order to inspect and, if necessary, rework the fuel lineshields to insure a minimum clearance of .12 inch between the shield and the line.

R. B. Kerbs

R. B. KERBS
Field Service Engineer
Boeing Airplane Company

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D. M. BROWN
Major, USAF
Adjutant

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OFFICE OF BOEING FIELD SERVICE REPRESENTATIVE
Smoky Hill Air Force Base
Salina, Kansas

30 September 1955

CONTRACTOR: Boeing Airplane Company, Wichita Division, Wichita (1), Kansas

SUBJECT: Monthly Technical Report for the month ending 30 September 1955

TO: Commander
40th Bombardment Wing, Medium
Smoky Hill Air Force Base
Salina, Kansas

1. Following is the technical report for the month ending 30 September 1955 submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: R. F. Kerbs
R. L. Wehrman

II. EQUIPMENT: B-47 Airplane

III. TRAINING ACTIVITIES:

1. Classroom Training:

a. During the period covered by this report maintenance personnel were primarily occupied with problems created by redeployment of the wing from overseas in addition to normal maintenance. For this reason no formal class room training was scheduled.

2. On-The-Job Training (Planned)

Subject	No. of Students	AFSC	Instr Hrs	Stu Hrs
a. Landing Gear Centering Switch	4	43151E	2	8
b. Landing Gear Down Motor Switch	4	43151E	1	4
c. Landing Gear Door Latches	4	43151E	2	8
d. Fuel System	2	43171E	1	2
e. Ejection Seat Ballistics Systems	4	43171E	3	12
Totals:			9	34

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SUBJ: Monthly Technical Report for the Month ending 30 September 1955

3. In-The-Job Training (Informal)

Subject	No of Students	AFSC	Instr Hrs	Stu Hrs
a. Fuselage Sheet Metal Repair	3	53450	3	9
b. Emergency Canopy Release System	4	43151E	2	8
c. Emergency Canopy Jettison System	4	43151E	2	8
d. Hydraulic Brake System	2	42151	2	4
e. Landing Gear Position Indicator System	2	42250	1	2
		Totals:	10	31

4. Summation:

a. Instructor hours available: 156 (Due to redeployment and annual vacation)
b. Total Instruction time: 19
c. Course preparation, examination, grading: 63
d. Percentage of time spent on training: 52.6
e. Remarks: Some problem areas still exist, the Boeing representatives will attempt to define these areas and conduct training accordingly.

V. ORGANIZATION

1. It is the purpose and intent of the Boeing Field Service Representatives to advise and instruct in all matters pertaining to maintenance, operation and utilization of the B-47 airplane. Problems incidental to flight operations, inspections, maintenance, supply, training, engineering, and modification are constantly monitored for the purpose of assisting the customer in solving these problems and preventing any of these problems from affecting the safe and efficient operation of the airplane. In addition, a direct liaison between the manufacturer and the using activity is provided, permitting a broad interchange of information, based on all of the skill, knowledge, design background, test information, and facilities of the manufacturer as well as the experience of other Air Force activities operating the same type aircraft.

2. It is estimated that the services of the B-47 Representatives will be required until two years after the start of phase I training.

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V. MAINTENANCE ENGINEERING AND OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. The forward main gear of Aircraft 52-552 failed to retract using the normal system. The "UP" landing gear electrical control circuit is connected in series with the forward main landing gear centering switch. This switch must be closed before the landing gear motors will be energized to effect a retraction. To close the switch the forward landing gear must be centered with 2° each way of center. In this case the centering switch would not close even though the gear was centered within the prescribed limits. Investigation revealed the actuating plunger on the MSE-3LWW2 centering switch assembly to be badly galled. When the gear was steered to either side and returned to center, the friction between the galled plunger and the plunger bearing was sufficient to prevent the plunger from depressing and closing the switch contact points. Instead the centering switch and centering switch mounting bracket were bent deflected forward when the gear centered. Installation and adjustment of the centering switch was accomplished and no subsequent retracting difficulties experienced.

Galling of the centering switch plunger is greatly increased if the pretravel of the plunger is excessive. Excessive pretravel of the plunger increases the travel between the end of the plunger and plunger bearing. This in turn increases the load on the plunger bearing which induces the galling. This galling requires a greater actuating load to be applied which again increases the bearing pressure.

To eliminate excessive pretravel the microswitch tang may be reshaped. Information as to proper procedure for reshaping the tang was given to the retraction team from Aero Repair and personnel from the Electrical Shop who assist them. The switch plunger should be lubricated with MIL-G-3278 prior to reassembly.

2. Forty-five airplanes presently at this activity were inspected for skin cracks up in the area of the forward wheel well. Twenty-two airplanes were found to have cracks in the area between stations 290.25 and 425.00 and below the lower longeron. The cracks extend radially from various rivet locations and are presumably caused by buffeting in the forward wheel well during high speed let-downs with gear extended.

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This particular skin does not carry any structural loads and fatigue failure in this area would not likely have any serious consequences. This places the problem in a nuisance maintenance category.

At present the cracks are being stop drilled which so far have prevented further spreading. A better fix would be to add rivets between the existing rivets, however, this presents a problem since the skin is .032-75 st. alclad. If coin dimpled holes are used then the entire skin must be removed to allow the use of hot-coin dimpling as prescribed for 75st material.

3. Since installation of the 50,000 foot inverters in aircraft at this activity, nuisance clearing of the DC input current limiters, usually during starting, has been encountered.

Tests by Boeing confirmed that the 50,000 foot inverters are not fully in compliance with established specifications and under certain circumstances would cause a 200-amp current limiter to clear. Further tests were conducted by Boeing to determine if the present 1/0 Aluminum wire is safe to use with a 225-amp current limiter.

A 225-amp current limiter was connected in series with 1/0 Aluminum wire, in an ambient temperture of 105°F at Wichita ground atmospheric pressure. Power was supplied to a DC load bank and current through the limiter controlled to the point that the limiter was cherry red. The DC current was 340 amperes. The maximum stabilized wire temperature with the above current was 270° F. The limiter cleared after 32 minutes and 25 seconds. The only apparent damage to the wire was confined to approximately 4 inches of the terminal nearest the current limiter. In this region the wire insulations changed from white to light brown. The 225 current limiter is not considered a fire hazard when used with a 1/0 Aluminum wire.

4. The Wing Performance Officer requested information to determine fuel consumption for the B-47B airplane when flying at constant Mach. number at a given altitude. For example, what is the rate of fuel consumption when maintaining Mach. 50 at 15,000 feet? Figure A13-2, page 582 of T.C. 1D-47B-1, re-issued 31 December 1954, cannot be used because the engine RPM is unknown.

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The Boeing Company was questioned concerning this problem. The Company prepared a level flight RPM chart. The curves on this chart are in three parts. The first set of curves to be entered are gross weight versus pressure altitude. From this the second set of curves pertaining to Mach number is entered, from where the third and last set of curves of Ambient Temperature versus Engine Speed is entered. When engine RPM has been established then figure A13-2 may be used to solve the above problem.

Also requested was data concerning gross weight versus nautical miles per 1,000 pounds of fuel.

The nautical miles per 1,000 pounds of fuel can be readily computed for any given condition by utilizing the level flight RPM sheet and figure A13-2 in conjuction with true air speed as computed from Mach number and Ambient temperature conditions.

VI. SUPPLY DIFFICULTIES ENCOUNTERED:

1. No supply difficulties were encountered during this period.

VII. REMARKS:

1. Aircraft from this activity are being sent to Marietta for modifications which include the addition of white thermal paint. As noted above 22 aircraft have skin cracks in areas to be painted. The Lockheed Representatives Office of the B-47 Production Committee was asked the following question:

> "Will the modification contractor repair the skin cracks in areas to be covered with white thermal paint prior to applying the paint?
>
> Answer: Yes.

It was further stated that small skin damage in the areas to be painted would be taken care of by Lockheed. Larger damaged areas or areas outside the affected area will be called to the attention of a SAC Maintenance Officer and repair handled by Air Force or contract changes will be made to allow Lockheed to handle the repair.

2. R. B. Kerbs departed on his annual vacation from September 26 to October 8 inclusive.

R. L. Wehrman

R. L. WEHRMAN
Field Service Engineer
Boeing Airplane Company

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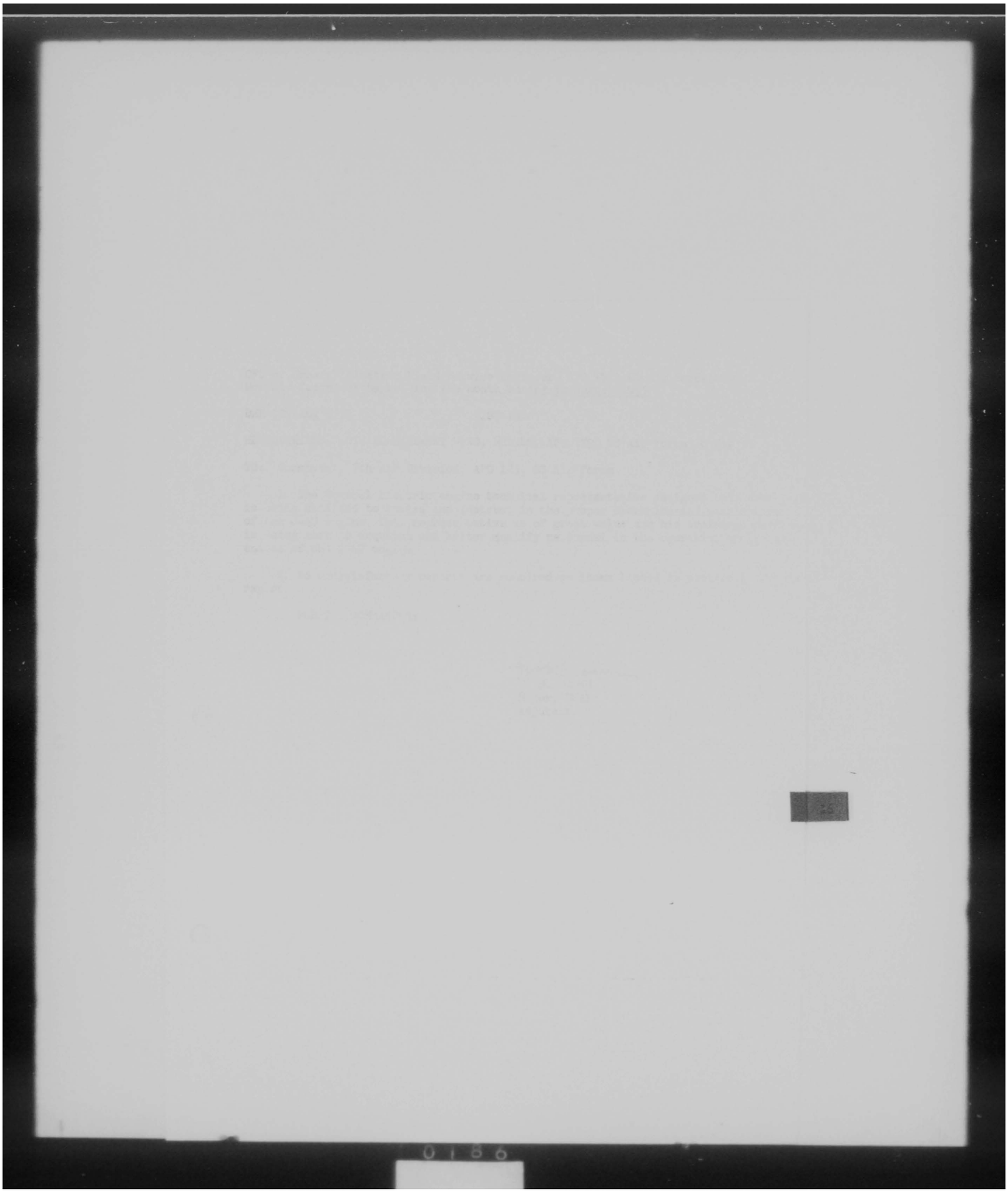

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August 29, 1955

CONTRACTOR: General Electric Company, Aircraft Gas Turbine, Evendale, Ohio

SUBJECT: Monthly Technical Report
Month ending August 31, 1955

TO: Commander
40th. Bomb Wing - Jet (H)
APO 179
New York, New York

REFERENCE: Air Force Regulation 66-18

The following is the technical report for the month ending August 31, 1955 submitted in accordance with AF Reg. 66-18 and SAC Reg. 66-4.

I. SUBMITTED BY: D. C. Pressnell
General Electric Company Representative

II. EQUIPMENT: J47-GE-25, J47-GE-25A, J47-ST-25, J47-ST-25A, J47-PM-25, and J47-PM-25A engines.

III. TRAINING ACTIVITIES: The training activities for the month of August are outlined below.

Subject Taught	Student Hours	Instructor Hours	Number Trained	AFSC	Training Level	Type of Training
Engine Throttle Rigging	200	20	10	43270 43250 43230	Advanced and Fundamental	OJT Informal
Engine Trouble Shooting	120	15	8	43270 43250	Advanced	OJT Informal
Engine Fuel System	48	8	6	43250 43230	Fundamental	OJT Informal
Engine Operation	32	4	8	43270 43250 43230	Advanced	OJT Informal

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Commander
[illegible]th. Bomb[illegible]ing Sqt (H)
APO 179
New York, New York

3. 85-2000, J47-P-25A, Time 330:30, Position #5, A/C 52-550

During a routine post flight inspection, it was noted that an oil leak was present at 8:00 o'clock between the mating surfaces of the oil frame and the turbine frame assemblys.

The subject engine was removed from the aircraft and was routed to the minor repair section, at this station, where after removal of the turbine frame it was found that "O" Ring P/N 8465501 was broken in one place. No evidence of pinching or other damage was noted.

The engine was returned to it's origional position and aircraft following replacement of the failed part.

Subsequent operation has been noted as normal.

4. 877-530, J47-GE-25A, Time 376:45, Position #5, A/C 52-541

During a preflight inspection of the subject engine it was noted that a section of the outer air baffle of the inner exhaust cone was visible between the inner cone and the turbine wheel buckets and appeared to have fallen out of it's normal position.

It was found that the eight weld beads attaching two of the five outer air baffle retaining segments to the inner cone bulkhead had failed. The outer baffle ring fell and, as a result of contacting the rear face of the turbine wheel in the bucket base area, the flange was subjected to irregular wear until it became sufficiently thin to drop between the aft face of the turbine wheel and become visible beyond the inner cone when viewed from the tail pipe opening.

The two outer baffle retaining segments on which the welds failed were missing, presumably passing out the tail pipe sometime during the previous flight.

Circumferential scoring was present on the rear face of the turbine wheel, the major portion of which was present in the fir-tree ring across the base of the buckets of a sufficient enough depth to grind away the stamped in bucket moment weight numbers.

The exhaust cone and turbine wheel assemblies with new life items and the engine was returned to servicable spare status.

5. Main fuel regulator, P/N [illegible]S-2-14250-B2, S/N 522D652, with 152:15 operating time had the following malfunction: During a check of the regulator linkage it was noted that the shaft was intermittently difficult to rotate.

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Shaft binding did not appear to be the cause since the binding did not occur at any uniform point in the travel of the shaft.

It was noted that the high speed stop did not have enough adjustment travel left to allow the engine to attain 100% RPM. Aircraft and engine rigging was being checked when the regulator internal roughness was discovered. All rigging checked out O.K. through the aircraft.

A new regulator was installed and operation returned to normal including the high speed stop screw adjustment travel.

6. In the Commanders Report dated July 31, 1955, under paragraph 5, Section V, Equipment Malfunctions, this representative quoted that the mid frame "O" Ring seal replacement on engine S/N 702-865 had not been proven effective in stopping an oil leak since the engine had not been test run at the time of the report writing. The engine was test stand operated early this month and it was found that the oil leak was still present dispite the seal change.

A further inspection revealed that a crack was present in the weld at the oil transfer line elbow between the mid frame to turbine frame mating flange and the surface of the turbine frame at the 7:30 o'clock position.

Since adequate repair and post repair testing facilities are unavailable at the Minor Repair section, the engine was returned to OCAMA.

7. Engine S/N 077-283 was reported in the Commanders Report dated July 31, 1955, under paragraph 6, Section V, Equipment Malfunctions, as having been removed from the No. 6 position on A/C 52-541 for a failed 8th. stage cooling air bellows. The engine was routed to the 40th. Bomb Wing Minor Repair section as quoted, however, it was impossible to obtain a No. 4 bearing and turbine wheel assembly. The engine was shipped to OCAMA rather than repaired and retained as serviceable spare as reported.

VI. MAINTENANCE - ENGINEERING DIFFICULTIES:

1. 078-701, J47-GE-25A, Time 318:00, Position #6, A/C 52-566
701-135, J47-ST-25 , Time 82:00, Position #6, A/C 52-571
25-0604, J47-PM-25 , Time 91:30, Position #5, A/C 52-159
702-918, J47-ST-25A, Time 197:10, Position #4, A/C 52-566
063-413, J47-GE-25A, Time 338:15, Position #6, A/C 52-582
063-412, J47-GE-25A, Time 337:55, Position #2, A/C 52-559

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During air inlet section inspections it was noted that the above listed engines had received compressor blade damage due to unidentified foreign objects. In all of the above cases the damage was in excess of the maximum limits prescribed in T.O. 2J-J47-73 thus necessitating the return of these engines to OCAMA for overhaul.

VII. OPERATIONAL DIFFICULTIES:

1. 700-132, J47-ST-25, Position #5, A/C 52-605 had a history of post shut down oil accumulation in it's exhaust cone area since installation.

Since this was not an uncommon occurrence with Studebaker and Packard engines in this serial number block, T.O. 2J-J47-303 and T.O. 2J-J47-340 were issued some time ago to inspect oil passages in the engine rear oil shields. An investigation of the subject engines AF Form 60B showed that T.O. 2J-J47-340 had been complied with at OCAMA prior to shipment.

Since the engine did show symptoms of the oil leakage problem, it was removed from the aircraft and was routed to the Liner Repair section where, after disassembly, it was discovered that T.O. 2J-J47-340 was actually not done. Apparently the 60B entry was made erroneously.

No recurrence of the oil leakage problem has been noted since the T.O. compliance.

The engine was reinstalled in the origional position on the same aircraft.

2. A total of 87 combustion chamber inner liners and 18 combustion chamber dual igniter inner liners were replaced on 22 affected engines that passed through the docks this month.

In all cases the liners were cracked beyond operational safe limits.

The cracks were found to exist at the ends of the louver openings in the area beginning behind the dome and ending 5 to 6 inches aft of the dome in the liner body proper.

Further investigation revealed that, in all cases, the liners did not show evidence of excessive buckling, blueing, or grain separation.

In all cases the cracks can be minor repaired as per T.O. 2J-J47-26 using prescribed methods quoted therein.

All engines remained in active status following liner replacement.

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Douglas C. Pressnell
Field Supervisor
General Electric Company

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[illegible] of General Electric Field Service Engineer, Sharp Hill AFB, Kans., [illegible]
Monthly Technical Report for the month ending 30 September 1955

AGMH (30 Sep 55) 1st IND

HEADQUARTERS, 302D BOMBARDMENT WING, MEDIUM, Sharp Hill Air Force Base, Kansas

TO: Commander, 902d Air Division, Sharp Hill Air Force Base, Kansas

1. The General Electric technical representative assigned this wing is being utilized to advise and instruct in the proper operation and maintenance of the J-47 engine. This representative is of great value since his training program is doing much to acquaint and better qualify personnel with the J-47 engine.

2. No unsatisfactory reports are required on items listed in this report.

FOR THE COMMANDER

D. H. Brown
Major, USAF
Adjutant

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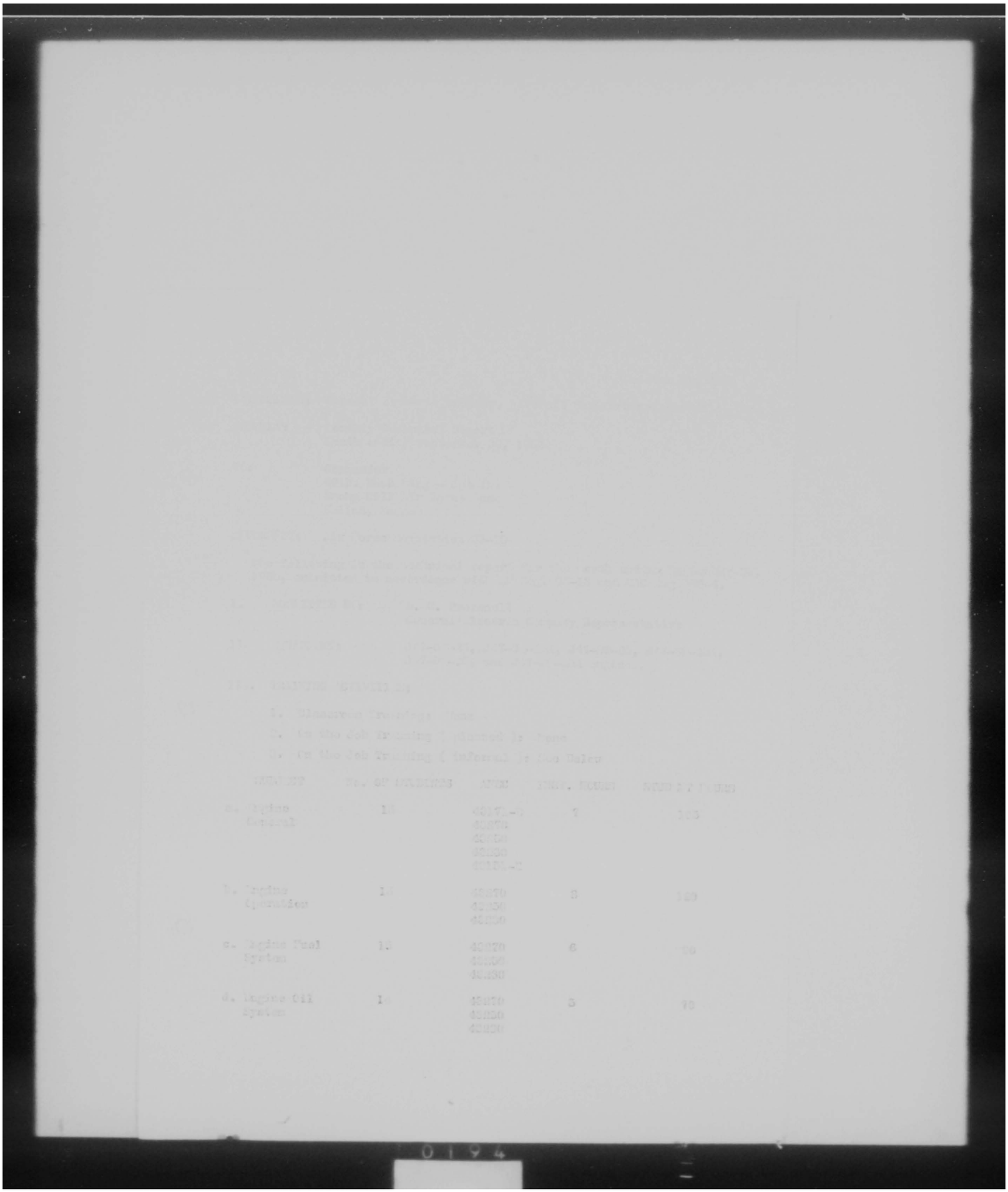

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The engine was returned to it's original position on aircraft following replacement of the failed part.

Subsequent operation has been noted as normal.

Excessive vibration was noted on the subject engine during operation.

The engine was removed and tested in the T.C.F. Test Stand Section, at this station, where the excessive vibration was noted in the No. 4 bearing was found to be rough.

Smooth engine operation was noted following replacement of the bearing.

The engine was returned to it's original position on the aircraft following an oil leak and ignitor firing.

It was noted during engine operation that excessive vibration was present.

After a process of elimination, it was found that both of the subject engines moved operating centerline to be rough. Removal of the magnetic plugs showed ferrous steel particles to be present.

The engines were sent to OCMA for overhaul and repair.

The oil tanks and applicable lines were flushed and reservoired with new oil. Subsequent operation of the newly installed engines has been satisfactory.

VI. MAINTENANCE - ENGINEERING DIFFICULTIES:

1. [illegible], Fire 311:30, Position #3, A/C [illegible]
[illegible], Fire 11:50, Position #3, A/C [illegible]
[illegible], Fire 4:10, Position #3, A/C [illegible]

During air inlet inspections it was noted that the above listed engines had received compressor blade damage due to unidentified foreign objects. In all of the above cases the damage was in excess of the maximum limits prescribed in T.O. 1F-J57-2TG, thus necessitating the return of these engines to OCMA for overhaul.

2. [illegible], Fire 330:30, Position #3, A/C [illegible]
[illegible], Fire 3:40, Position #3, A/C [illegible]

These engines were found to have excessive rotor blade nicks

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Douglas C. Pressnell
Douglas C. Pressnell
Technical Representative
General Electric Company

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OFFICE OF A-12D AUTO-PILOT FIELD [illegible]
A O 179, US Air Force

29 August 1955

CONTRACTOR: Sperry Gyroscope Co., Division of the Sperry Rand Corp.
Great Neck, New York

SUBJECT: Monthly Technical Report for Month Ending 31 [illegible] 55

TO: Commander
[illegible]
APO 179, US Air Force

1. Following is Technical Report for month ending 31 August 1955, submitted in accordance with Air Force Manual No. 66-18, Naval Air Force Commander Regulation 66-4 and Sixth Air Force Regulation No. 66-17:

I. SUBMITTED BY: Mr. D.A. Whittle.

II. EQUIPMENT: A-12D Auto-Pilot.

III. TECHNICAL CONSIDERATIONS:

1. Formal Classroom Training

SUBJECT:	INST HRS	STU HRS	REMARKS
General Description of A-12D	1/2	1	Funds [illegible] for additional training for 4 to(?) Air-
Components & Functional Description	1	2	
Location of Components on aircraft	1/2	1	
Power, Release & Interlock circuit	8	16	men with [illegible] AFSC.
TOTAL	10	20	

2. Planned OJT

Aileron Channel circuit check	2	8	Training given to five (5) 42250's, two (2) 42350's and (1) 42330. The classroom only 4 in session at any one time.
Elevon channel circuit check	2	8	
Trouble shooting without Analyzer	16	64	
Trouble shooting with Analyzer	10	40	
TOTAL	30	120	

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OPC of A-12D AUTO-PILOT Field Engineer, APO 179, US Air Force, SUBJ. Monthly Technical Report for Month Ending 31 August 1955:

3. Informal Training:

SUBJECT	INST HRS	STU HRS	COMMENTS
Flight Line Trouble Shooting	60	120	This TNG was
Field Shop Bench Check of Components	47	94	given to airmen
TOTAL	107	214	as listed above in groups of t at a time.

IV. UTILIZATION:

1. Assigned Duties: A Sperry Field Engineer is assigned to the 40th Bomb Wing to advise and instruct in the maintenance and operation of the A-12D Auto-Pilot.

2. Termination of Services: It is estimated that the services of the field engineer can be terminated on/or about 1 November 1957.

V. EQUIPMENT MALFUNCTIONS:

1. Two Six Channel Amplifiers caused erratic Autopilot due to microphonic tubes in the Aileron Channel.

2. One E-1 Turn Controller prevented Autopilot from following K-System signals due to a defective tube.

3. Two Six Channel Amplifiers caused chatter in turns due to microhponic tube in Turn Control Section.

4. One Six Channel Amplifier caused sluggish control on heading due to defective tube in Rudder Channel.

5. One Six Channel Amplifier caused sluggish control on pitch due to defective tube in Elevator Channel.

6. One Servo Engage Switch Assembly prevented Turn Control of Autopilot due to defective Aileron Switch.

VI. MAINTENANCE DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

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OFC of A-12D AUTOPILOT Field Engineer, APO 179, US Air Force, SUBJ:
Monthly Technical Report for Month Ending 31 August 1955.

VIII. SUPPLY PROBLEMS [illegible]

1. Deleted per SAC [illegible], 24324, 3 SEP 53.

IX. [illegible]

1. None

X. GENERAL REMARKS:

1. None

D.A. WHITE
Field Engineer
Sperry Gyroscope Co.

4OA&E(29 AUG 55) 1ST IND

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM, APO 179, US Air Force,
31 August 1955.

TO: Commander, 7th Air Division, APO 125, US Air Force

1. Training is progressing satisfactorily.

2. No outstanding malfunctions were encountered.

FOR THE COMMANDER:

T. N. BROWN
Major, USAF
Adjutant

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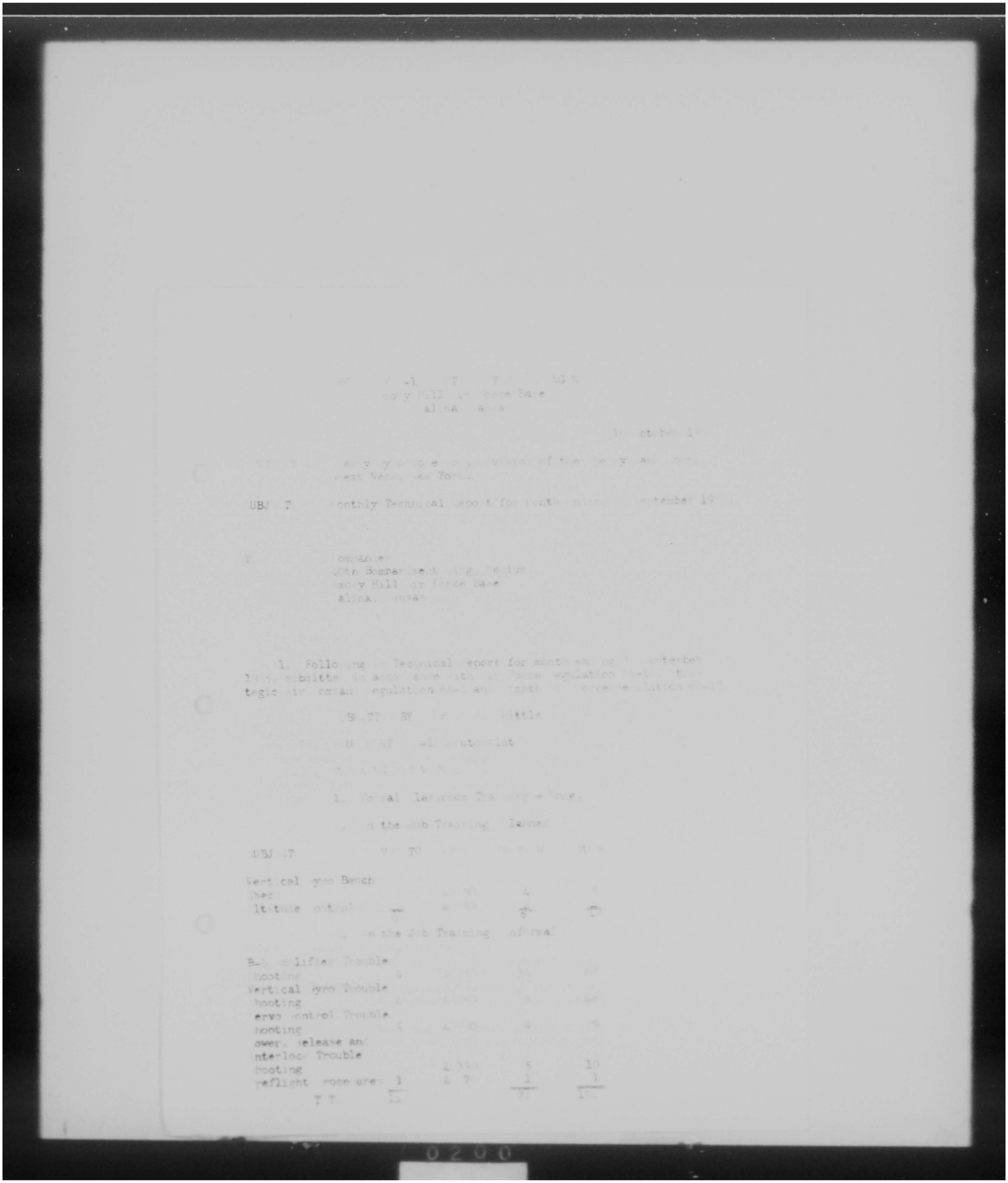

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F of 4-1 UT I T F VG mery Hill ir rce Ba e - B
Monthly Technical Report for Month ending 30 eptember 1956

A. ummation

a. nstructor hours available - 11 .

b. Total in truction time - 72 H .

c. ourse ompletion - H

. ercentage of time spent on training - 7 .

e. emarks

1 The total instructor hours available were hours under par due to Labor av H day two day for return to I and five days va cation this month.

There a no classroom training due to an insufficient number of personnel available to attend classes because of the mobility move ment this month.

1. esigne ntrac engery field engineer is assigne to the 40th Bomb ing to advise and instruct in the ma ntenance and operation of the -1 utopilot.

2. Termination of e vices t is estimated that the services of the f ld engineer can be terminate on/or about 1 Novembe 1956

1. Three 3 B-6 mplifie s caused aileron chatter due to microphonic tubes in aileron channel.

2. Two 2 B-6 mplifiers caused heading wander due to weak tubes in rud er channel.

3. ne 1 B-6 mplifier had no rudder movement in a turn due to defective turn control section.

4. Two 2 B-7 mplifier had excessive engage error of alt tude control due to faulty tube .

5. ne 1 Flight ontroller had a defective altitude control switch due to a loose forme adjustment screw.

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F of A-12 CT T F NG moky Hill ir Force Base, UR
Monthly Technical eport for Month nding 30 eptembe 1955.

VI. N NT N N W I T UNT

No serious or repet tive ifficulties were noted.

V. T N R UNT

No serious or repetitive difficulties were noted.

V I. U Y B U N R TI I INT N N N N
M N

eleted as req G 4 617, 4 4 5 .

I. T V

o special developments occurred during month.

. G N one.

Donald G. Whitt
Fiel ngineer
perry Gyroscope o.

40 &E/10 T 55 1 T N

H A U. T . 40TH B B NT NG moky Hill ir Force Base,
alina. ansas. 10 ctober 1955.

F ommander, 80 d ir ivision. moky Hill i orce Base. alina
ansas.

1. lassroom training for the month of eptember was less than desired ue to mobility. urrent training schedules during a mo e stabilized situation will result in greater utilization of echnical epresentatives in their primary training function.

. Di eports are being submitte on indicator failures.

F TH M N

J. M. Sheets, Capt, USAF
for ajor, AF
djutant

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OFFICE OF K-SYSTEMS FIELD ENGINEERS
APO 179, US Air Force

1 September 1955

CONTRACTOR: AC Spark Plug Division of GMC., Milwaukee, Wisconsin

SUBJECT: Monthly Technical Report For Month Ending 31 August 1955.

TO: Commander
40th Bombardment Wing, Medium
APO 179, US Air Force

1. Following is Technical Report for month ending 31 August 1955, submitted in accordance with Air Force Regulation 66-18, Strategic Air Command Regulation 66-4 and Eighth Air Force Regulation 66-17:

I. SUBMITTED BY: Mr James W Nagle -- AC Spark Plug
Mr Grady C Boswell -- AC Spark Plug
Mr Gene Braun -- AC Spark Plug
Mr Robert Popp -- AC Spark Plug
Mr John P Campbell -- Western Electric
Mr William F Hopper -- Western Electric

II. EQUIPMENT: K-4A Bombing Navigational System

III. TRAINING ACTIVITIES:

1. Formal:

a. During the month of August formal classes consisting of trouble shooting procedures and error analysis were conducted for K-system flight line mechanics. (AFSC 32150E, 50E. 70E). These classes were attended by 42 men for a total of 1200 student hours.

b. The observers in-flight maintenance classes were continued this month with 11 observers attending for a total of 44 student hours. Additional special observer training was given to two observers for a total of 56 hours.

2. On the Job Training:

a. OJT was conducted for flight line and K-system shop mechanics for a total of 1625 student hours.

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OFC of K-SYSTEM Field Engineers, APO 179, USAF, SUBJ: Monthly Technical Report for Month Ending 31 August 1955.

IV. UTILIZATION:

1. The primary purpose of the Technical Representatives assigned is the training of A&E personnel in the operation, calibration and maintenance of the K-4 Bombing System; the training of aircrew personnel in operation and in-flight maintenance procedures and techniques; assisting in the resolution of difficult repair probl and rendering technical advice on equipment maintenance problems and performance.

2. Personnel Changes:

a. There were no personnel changes during the month of August.

b. It is estimated that the services of the Technical Representatives will be required until August 1957.

V. EQUIPMENT MALFUNCTIONS:

1. The 1Z2 tube, V-1205 in the MD-152 modulator continues to be the greatest single cause of major malfunctions. The emission of this tube is being checked every 50 hour and at any time that a modulator passes through the shop. Tubes which have emissions below 60 on the "Hickock" tube tester are replaced. This practice has recently been initiated and no conclusions as to its effectiveness can be drawn at this time. The results will be tabulated during the coming month.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None.

VIII. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE ENGINEERING PERFORMANCE:

1. Deleted.

IX. SPECIAL DEVELOPMENTS:

1. None

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OPC of K-SYSTEM Field Engineers, APO 179, USAF, SUBJ: Monthly Technical Report For Month Ending 31 August 1955.

X. GENERAL REMARKS:

1. None

JOHN P. CAMPBELL
Western Electric Co.
Representative

JAMES W. MAPLE
AC Spark Plug, DIV, GMC
K-System Co-ordinator

40A&E(1 SEP 55) 1ST IND

HEADQUARTERS, 40TH BOMBARDMENT WING, H, APO 179, US Air Force, 1 September 1955.

TO: Commander, 7th Air Division, APO 125, US Air Force.

1. Training is progressing satisfactorily.

2. REF PARA V1: 1Z2 tubes in MD-152 continue to be an outstanding handicap in K-System Maintenance.

FOR THE COMMANDER:

D. M. BROWN
Major, USAF
Adjutant

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...of ...Y TEM F... ENGINEER..., moky Hill ...FB, K...NT, ...UBJ...: Monthly Technical Report for Month Ending 30 ...eptember 1955.

V. ...UI...ENT N...FUN...TION...

1. No serious or repetitive malfunctions were noted.

VI. M...NT...N... ...NGIN...RING ... ...ULTI... N...OUNTER...

1. There were no maintenance engineering difficulties encountered.

VII. ... T...N... ...ISTION TI... NCOUNTER...D:

1. No opertional difficulties encountered.

VIII. ...U... Y ...D ...ULING ... TY... ...UNTEN N... ...NG...NEER-...NG ... P...L N...

1. Deleted.

IX. ...T... ...T...O...M...NT

1. There were no special developments.

X. G...N... ...S

1. None

William T Hopper

...N T. H...R
...estern ...lectric ...o.
...epresenta...ive

James Nagle/B Kraus

...park ...lue ...IV G...
...ystem ...o-ordinator

40 & 96 ... T 55 ... 1 T ...NE

H... ...U...T..., 40TH B...MB ...PUNT ...ING, M...IUM, ...moky Hill ...ir Force Base, ...alina, ...ansas, 10 ...ctober 1955.

T... Commander, 80 d ...ir ...ivision, ...moky Hill ...ir Force Base, ...alina, ...ansas

...ystem classroom training was inadequate during the month of ...eptember dus to mobility and number of technical representatives on vacation. This will be corrected with an adequate amount of training scheduled for the following months.

...TH... ...N...

J McShutz, Capt, USAF
for
...Major, U...F
...djutant

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[redacted]

[redacted]
moky Hill ir Force Base
alina, ansas

11 October 1955

ONTR TOR: hilco orporation, Bond & ehigh ve., hiladelphia
ennsylvania

UBJ T: onthly Technical eport For Month nding 30 eptember
1955.

TO: ommander
40th Bombardment ing, Medium
moky Hill ir Force Base
alina, ansas

1. ollowing is Technical Report for month ending 30 eptember 1955, submitted in accordance with ir Force Regulation 66-18, trategic ir ommand Regulation 66-4 and ighth ir Force Regulation 66-17.

2. UBMITTED BY: Mr Maurice T. Beer

3. UBJECT: ommunications and uxiliary Radar.

III. TRAINING CTIVITIES

1. Classroom

a.

UBJECT	NO. OF TUDENT	T	INSTR HRS	TU HRS
N/ -27	7	30130	12	84
		TOT	12	84

2. On The Job Training (Planned)

N/ -7	3	30130	4	12
N/ -21	1	30150	16	16
N/ -4	2	30151	20	32
N/ -3	1	30150	15	15
N/ N-11	1	30151	8	8
N/ -6	1	30151	4	4
		TOT	67	87

3. On The Job Training (Informal)

None

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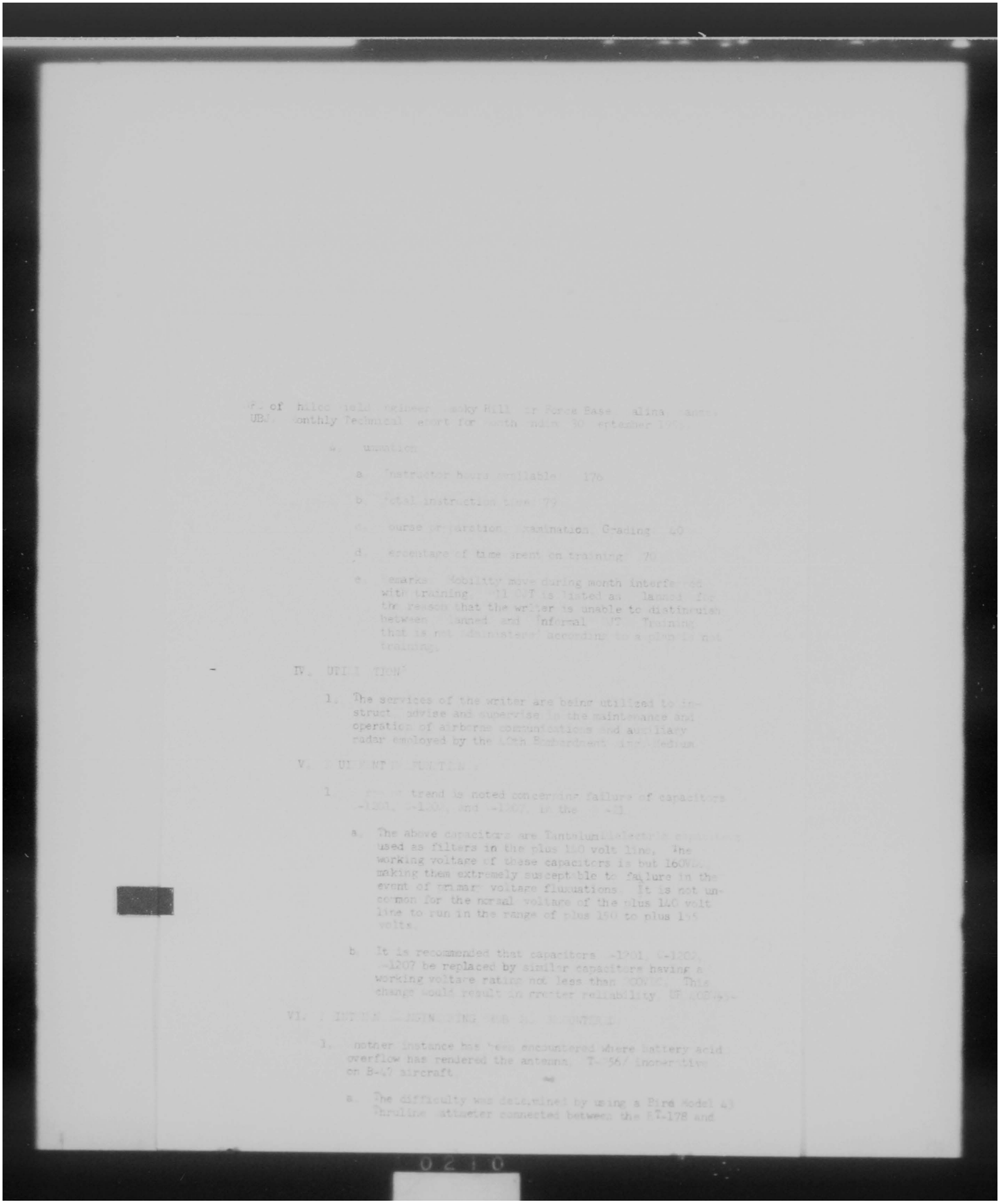

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the antenna. ... indicated a shorted termination of the antenna ... removal of the coverage disclosed an accumulation of battery acid within the cone receptacle. This is, of course, rated as an effective short circuit. Measurement between the inner and outer connector with a vacuum tube voltmeter ... a closed ... voltage reading of approximately ... which may suggest a fast means of checking for this condition on the flight line.

b. ... procedure of sealing the antenna and cone with zinc chromate is being tested as an attempted temporary fix for this situation. However, it is felt that the only permanent fix will be relocation of the antenna on B-47 type aircraft.

VII. ... TIONS, RECOMMENDATIONS AND COMMENTS

1. ... difficulties encountered.

VIII. ... Y ... B ... ED ... SIGNIFICANT WORK ...

1. ... leted ...

2. ... WORK ...

1. No developments occurred.

G. ...

1. With regard to ... 3175, applying the provisions ... equation 137-3 to all 6AK5, 6J6, 6J6A, 6J6W, 6J6WA tube types, it is felt that some technical comment is in order. It has been the writers experience that tube tester results can not be used as a criterion of tube performance, but rather as a standard for preliminary service procedures. This condition stems from the fact that there are a variety of tube application in UHF, VHF and radar equipment which are 'Rocket Critical'. The experienced mechanic will invariably use tube substitution methods in his final service procedures. Further, the number of new tubes of the above types which are received as unserviceable is so small as to be negligible.

a. In view of the above it is recommended that used tubes not be returned to stock, due to the time lost as a result of such a procedure. Time would be lost both in the Test Equipment Section in selecting satisfactory tubes, as well as in maintenance shops due to additional trouble shooting to locate faults these 'used' tubes have introduced.

3

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OFC of Philco Field Engineer, Smoky Hill Air Force Base, Salina, Kansas.
UBJ Monthly Technical Report for Month Ending 30 September 1955

Maurice J Barr

M. J. T. BARR
Field Engineer
Philco Corporation

40 & 11 O.T 55 1.T IN.

HQ D.U.T C., 40TH BOMB GP.MNT ING, Smoky Hill Air Force Base
Salina, Kansas, 12 October 1955.

TO: Commander, 803d Air Division, Smoky Hill Air Force Base, Salina
Kansas

1. Classroom training has been necessarily curtailed due to mobility during the month of September. This will be corrected now that the wing is in a more stable phase of operation.

2. Unsatisfactory reports are being submitted to correct conditions listed in sections V and VI.

3. In reference to section , it is believed that records maintained in accordance with Regulation 137-2 will assist in correcting the deficiencies that seem apparent.

FOR THE COMMANDER

J. M. Shuetz, Capt, USAF
for J. M. BUNN
Major, U.S.F
Adjutant

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OFFICE OF RCA FIELD ENGINEER
APO 179, US Air Force

29 August 1955

CONTRACTOR: RCA Service Co., Inc., Camden, New Jersey

SUBJECT: Monthly Technical Report for Month Ending 31 August 1955,

TO: Commander
40th Bombardment Wing, Medium
APO 179, US Air Force

1. Following is Technical Report for month ending 31 August 1955, submitted in accordance with Air Force Regulation 66-18, Strategic Air Command Regulation 66-4, and Eighth Air Force Regulation 66-17:

I. SUBMITTED BY: Mr. William H. McCarty

II. EQUIPMENT: AN/ARC-21

III. TRAINING ACTIVITIES:

1. Planned OJT:

SUBJECT	INST HRS	STU HRS	COMMENTS
Use of special test equipment	18 36	54 108	Two 30150's received this training
2. Informal OJT			
Flight Line Trouble Shooting	80	260	Four (4) 30150's and three (3) 30130's received this training.
3. Operations Training			
Flights Operations	10	26	Discussion of cause of flight malfunctions with flight crew.

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OFC of RCA Field Engineer, APO 179, US Air Force, SUBJ: Monthly Technical Report for Month Ending 31 August 1955:

IV. UTILIZATION:

1. Mission:

A. Training of A&E personnel in the operation, Calibration and maintenance of the AN/ARC-21 High Frequency Radio.

B. Training of aircrew personnel in the operation and inflight maintenance techniques and procedures.

C. Assisting in the resolution of difficult repair problems.

D. Rendering technical advice on equipment maintenance problems and performance.

2. Termination of Service: Unknown

V. EQUIPMENT MALFUNCTIONS:

1. Other than routine malfunctions, none were encountered.

VI. MAINTENANCE DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE-ENGINEERING PERFORMANCE:

1. Deleted as per SAC Message DMAEG17, 24324 dtd 3 SEP 53.

IX. SPECIAL DEVELOPMENTS:

1. None

X. GENERAL REMARKS:

1. None

William H McCarty

WILLIAM H McCARTY
Field Engineer
RCA Service Co., Inc.,

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OFC of RCA Field Engineer, APO 179, US Air Force, SUBJ: Monthly Technical Report for month ending 31 August 1955.

40A&E(29 AUG 55) 1ST IND

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM, APO 179, US Air Force
31 August 1955

TO: Commander, 7th Air Division, APO 125, US Air Force.

Training is progressing satisfactorily. However, training will be greatly intensified upon return to the States when men presently assigned with tanker aircraft will be back with the unit.

FOR THE COMMANDER:

D. M. BROWN
Major, USAF
Adjutant

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OFFICE OF GUNNERY SYSTEMS FIELD ENGINEER
APO 179, US Air Force

1 September 1955

CONTRACTOR: General Electric Co.

SUBJECT: Monthly Technical Report for Month Ending 31 August 1955.

TO: Commander
40th Bombardment Wing, Medium
APO 179, US Air Force

1. Following is Technical Report for month ending 31 August 1955, submitted in accordance with Air Force Regulation 66-18, Strategic Air Command Regulation 66-4 and Eighth Air Force Regulation 66-17:

I. SUBMITTED BY: Mr Lloyd J Napaluch and Mr Palmer N Gamcill.

II. EQUIPMENT: System, Fire Control Bomber Tail Defense Type A-5

III. TRAINING ACTIVITIES: AFSC 32330C, 32350C, and Air Crew personnel as noted.

1. Pre-flight, Post-flight, Periodic maintenance procedures, Technical Order compliance and trouble shooting for flight line personnel, 290 student hours with 95 instructor hours. AFSC 32330C and 32350C.

2. Shop trouble shooting and Technical Order compliance. 440 student hours with 200 instructor hours. AFSC 32350C.

3. Formal classroom training for Co-pilots; 105 student hours and 7 instructor hours.

4. A special computer course is still in progress with two (2) maintenance men (AFSC 32350C) in attendance two hours daily.

IV. UTILIZATION:

1. Primary purpose of my assignment is the training of maintenance personnel on operation, calibration and maintenance of the A-5 system, and training of air crew personnel in operation and in-flight maintenance techniques and procedures. Duties also include assisting in the resolution of difficult repair problems.

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OFC of GUNNERY SYSTEM Fidle Engineer, APO 179, US Air Force, SUBJ: Monthly Technical Report for Month Ending 31 August 1955.

2. Service on A-5 Fire Control equipment can be terminated on/or about 1 March 1957.

V. EQUIPMENT MALFUNCTI NS:

1. No outstanding malfunctions encountered.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED. None.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED: None

VIII. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE ENGINEERING PERFORMANCE: Deleted.

IX. SPECIAL DEVELOPMENT: None.

X. GENERAL REMARKS: None.

LLOYD J NAPALUCH JR
General Electric Co.
Representative

RALMER N GAMBILL
General Electric Co.
Representive

40A&E(1 SEP 55) 1ST IND

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM, APO 179, US Air Force, 1 September 1955.

TO: Commander, 7th Air Division, APO 125, US Air Force.

1. Training is progressing satisfactorily.

2. No outstanding malfunctions were encountered.

FOR THE COMMANDER:

D. M. BROWN
Major, USAF
Adjutant

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FR: F GUNN Y SYSTEM PROJ NGR
Smoky Hill Air Force Base
Salina, Kansas

1 October 1956

SUBJECT: General Electric

TBJ T: Monthly Technical Report for Month ending 30 September 1956

T: Commander
40th Bombardment Wing, Medium
Smoky Hill Air Force Base
Salina, Kansas

1. Following is Technical Report for month ending 30 September 1956 submitted in accordance with Air Force Regulation 66-18, Strategic Air Command Regulation 66-4 and Eighth Air Force Regulation 66-17.

I. SUBMITTED BY: Mr. Palmer N Gambill

II. EQUIPMENT: System, Fire Control Bomber Tail Defense Type A-5

III. TRAINING ACTIVITIES

1. Classroom training

SUBJECT	NR STU	AFSC	INSTR HRS	STU HRS
Computer	2	32350C	10	20

2. On The Job Training (Planned

A-5 System Mock-up Trouble Shooting	3	32350A	15	45
A-5 System Flight line Aircraft Trouble Shooting	3	32350 &70	30	90
T TA	6		45	135

3. On The Job Training (Informal

A-5 System Flight line aircraft Trouble Shooting	3	32350 &70	50	150
A-5 System Mock-up Trouble Shooting	3	32350	25	75

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[illegible] OF GUNNERY SYSTEM Field Engineer, Rocky Hill Air Force Base, [illegible] ansas, USAF, Monthly Technical Report for Month ending 30 September 1957.

[illegible]

[illegible]

[illegible]

[illegible]

c. Course preparation - 5

d. Percentage of time spent on training - 74%

e. Remarks

(1) Training was curtailed due to the 40th Bombardment Wing being on mobility preparation and on return from recent TDY.

IV. UTILIZATION

1. Primary purpose of my assignment is the train of maintenance personnel on operation, calibration and maintenance of the A-5 system, and training of air crew personnel in operation and in-flight maintenance techniques and procedures. Duties also include assisting in the resolution of difficult repair problems.

2. Service on A-5 Fire Control equipment can be terminated on/or about 1 March 1957.

3. Personnel Changes: Mr. E.J. Napaluch was on vacation from September 19 to October 3, 1957.

V. [illegible]

1. No outstanding malfunctions encountered.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED

1. No difficulties were encountered.

VII. [illegible]

1. No difficulties were encountered.

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1. No special developments occurred.

4. GENERAL REMARKS:

1. None.

Palmer H Sandvold
P. H. SANDVOLD
General Electric Co.
Field Representative

HEADQUARTERS, 816TH BOMBARDMENT WING, MEDIUM, Smoky Hill Air Force Base, Salina, Kansas, 13 October 1955.

TO: Commander, 806th Air Division, Smoky Hill Air Force Base, Salina, Kansas.

1. Training is progressing satisfactorily.

2. No outstanding malfunctions were encountered.

FOR THE COMMANDER

for J. M. Sheets, Capt, USAF
O. M. BROWN
Major, USAF
Adjutant

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SECRET

OCTOBER 1955

HISTORY

OF

40TH BOMBARDMENT WING MEDIUM
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

SECRET

RST Control No
S14838

QUARTERMASTER

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(UNCLASSIFIED)

HISTORY OF

THE 40TH BOMBARDMENT WING (M) JET

OCTOBER 1955

Smoky Hill Air Force Base, Kansas

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This document is prepared by A/3C Barney B. Lawrence under the supervision of Lieutenant James W. Ragsdale, 302d Air Division Historical Officer.

This document is classified SECRET IAW AFR 205-1 23B (4)

for William M Saunders, Col USAF

DERTON W. BURNS
Colonel, USAF
Commander

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CHRONOLOGY

OCTOBER 1955

Date	Event
29 September 1955	Major D. W. Brown, chairman for the 40th Bombardment Wing, helped launch a Community Chest drive. The end of the drive was set for 15 November with a goal of $10,000.00. This goal was for the entire base.
3 October 1955	Colonel Charles I. Moberly was relieved of his assignment as deputy commander of the 40th Bombardment Wing and assigned to Headquarters Eighth Air Force at Westover AFB, Massachusetts, for duty with the Eighth Air Force Assistance Team.
4 October 1955	The 40th Bombardment Wing lost a B-47 which crashed near Galva, Kansas.
5 October 1955	A board of qualified officers was appointed to investigate the crash of 4 October 1955.
5 October 1955	Major Wilding L. Jacobson landed his B-47 at Offutt AFB, Nebraska, in connection with the formal opening of the newly extended runway at Offutt AFB.
24 October 1955	Brigadier General David Wade headed a SAC Inspectors Team which arrived at this base 24 October. The team left 29 October 1955.
26 October 1955	Major General Terrill visited this station 26 October to confer with Brigadier General John R. Sutherland.

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GLOSSARY

OCTOBER 1955

Symbol	Explanation
AFB	Air Force Base.
NCOIC	Non-Commisioned Officer In Charge.
OJT	On the Job Training.
TDY	Temporary Duty.
SAC	Strategic Air Command.
AFSC	Air Force Specialty Code.
RBS	Radar Bomb Scoring.
SHAFB	Smoky Hill Air Force Base.
ARS	Air Refueling Squadron.
A&E	Armament and Electronics.
OIC	Officer In Charge.
AOCP	Aircraft Out of Commision due to lack of Parts.
OCAMA	Oklahoma City Air Materiel Area.
ADIV	Air Division.
USCM	Unit Simulated Combat Mission.
FAK	Fly-Away Kit.

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

MISSION

The mission of the 40th Bombardment Wing remained unchanged during the month of October 1955. The wing continued to train in an effort to become more proficient. There was one mission flown during the month of October to provide additional training for the maintenance and flight crews. The 40th Bombardment Wing flew a second mission in connection with the visit by the SAC Inspectors. There were no changes in the wing mission during the month of October as reflected in the 40th Bombardment Wing Regulation 20-1.

ORGANIZATION

The organizational structure of the 40th Bombardment Wing remained unchanged during the month of October 1955. As of 30 September, the wing had been assigned the Command, Adjutant, Inspector and Comptroller sections in addition to the Operations, Materiel and Personnel staff sections. Other units included the Headquarters Squadron Section, 25th, 44th and 45th Bombardment Squadrons, 40th Air Refueling Squadron, 40th Field Maintenance Squadron, 40th Armament and Electronics Squadron and the 40th Periodic Maintenance Squadron. All squadrons redeployed from Lakenheath RAF Station to Smoky Hill AFB, during the month of September 1955.

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ADMINISTRATION

The clerical personnel shortage remained as the largest administrative problem during the month of October 1955. The personnel attached to the wing were carrying extra duties in order to keep the wing functioning. During the month of October, the wing was again faced with the loss of more personnel, who had reached their dates of termination in the service. This situation has placed a heavier workload on the remaining personnel and has slowed down the administration phase of the wing considerably.

ADJUTANT

Major D. N. Brown remained as Adjutant for the 40th Bombardment Wing during the month of October. He was assisted in the administration of the wing by Master Sergeant John W. Barrier, Wing Sergeant Major. During the month of October the Adjutant section suffered the loss of one man. The loss of the only man in the Wing Classified section left the Adjutant section without a replacement. As a result, a staff sergeant was taken from Operations section and placed in the Classified section to relieve the shortage. 1/

INSPECTOR

Lieutenant Colonel John P. Armstrong remained as Inspector for the 40th Bombardment Wing during the month of October 1955.

1/ 40th ADJ. report for the month of October 1955.

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INSPECTOR ... Cont'd

During the month of October the Wing Inspector Conducted a series of inspections prior to the arrival of the SAC Inspector General's team. The SAC team arrived at this station on 24 October and the base was put on an immediate 72-hour alert plan while the operational units were inspected on their proficiency.

All the sections in the wing kept 90 per cent of their personnel on duty at all times. There was no word available to the historian as to the rating achieved by the wing. 2/

COMPTROLLER

Captain Jack M. Sheets remained as Comptroller for the 40th Bombardment Wing for the month of October. The Comptroller section received two new personnel during the month of October 1955. One officer and one airman were assigned and these new men relieved the personnel shortage somewhat, however, the section was still struggling to catch up with the workload. This section performed routine duties during the month of October 1955. 2/

SECURITY

Early in the month, several practice alerts were held to insure smooth operations while the SAC Inspectors were here.

2/ 40th IG report for the month of October 1955.

3/ 40th AG report for the month of October 1955.

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SPECIAL EVENTS ... Cont'd

COMMUNITY CHEST

On 29 September 1955, Major O. M. Brown, chairman for the 40th Bombardment Wing, helped launch a Community Chest drive. The date established for the end of the drive was 29 October, but because of a delay in reaching the goal of $ 10,000 for the entire base, the drive was extended until 15 November 1955. The results of the drive have not yet been reported but will be in the November report. 6/

AIRCRAFT ACCIDENT

The biggest news in the 40th Bombardment Wing during the month was the loss of the B-47 involved in a crash on 4 October 1955. The number one fire warning light came on after take-off and the crew saw indications of an uncontrollable wing fire. Major Hughes, Aircraft commander; Captain William Beckley, observer; First Lieutenant Jarold Weimer, co-pilot, and Captain James Harding, instructor observer, parachuted to safety. Captain James Harding suffered minor injuries as a result of having to parachute from the plane but was later reported in good condition at the base hospital.

The aircraft exploded immediately upon hitting the ground and dug a hole approximately 20 feet deep and 20 feet in diameter. The aircraft landed in a rainsoaked wheat field approximately 40 miles from the base and was a total loss.

- -

6/ Interview with Major Brown by historian.

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SPECIAL EVENTS ... Cont'd

A board of qualified officers was appointed to investigate the crash on 5 October 1955.[7] The board completed the inquiry later in the month but copies of the report were not available to the historian.[8]

On 5 October 1955, Major Milton L. Jacobson, aircraft commander from the 95th Bombardment Squadron, landed his B-47 at Offutt AFB, Nebraska. This was in connection with the formal opening of the newly extended runway at Offutt. Major Jacobson was chosen because his parents reside in Omaha, Nebraska.

Other events of the day included a B-36 fly-over and displays of a B-47 and three F-84 jet fighters. Among the VIPs was General Curtis E. LeMay, commander of SAC.[9]

The SAC Inspectors team, headed by Brigadier General David Wade, arrived this base 24 October. While the team was here the base was put on a 72-hour alert. The inspection team left 29 October.

The team held a critique the afternoon of 28 October and the sections were given 90 days to correct discrepancies.

Major General William Terrill visited this station 26 October to confer with Brigadier General John P. Sutherland, commander of the 802d Air Division.[10]

7/ Photostats of clippings concerning the crash of the B-47. SXH 2

8/ Orders for Aircraft Investigation Board. LO 705 SXH 3

9/ Newspaper clippings from the Omaha World Journal. SXH 4

10/ Photostats of pictures in Salina Journal. SXH 5

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CHAPTER II
PERSONNEL

PERSONNEL

Major Henry D. Dantley remained as Wing personnel officer for the 40th Bombardment Wing during the month of October, 1955. Captain Joe C. Hibbeth was transferred to the 307th Air Base Group personnel section. Lieutenant Bolke remained as assistant wing personnel officer during the month of October, 1955.

During the month of October the 40th Bombardment Wing personnel section was in the process of organizing the Wing Consolidated Record section. The confusion which usually accompanies such a mass move was alleviated to an extent in advance by formulating policies and planning the physical set-up of the office. After plans had been made, the actual movement of records, furniture and personnel took place.

The rest of the month was spent in putting into action the plans as set down. As in a normal situation, many problems arose immediately. Some of these were shortage of personnel to preform the functions as outlined, physical flow of visitors to the office, assignment of responsibilities to specific sections, and the training of inexperienced personnel. The end of the month saw most of these and other problems solved.

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PERSONNEL ... Cont'd

After the records were consolidated, an inspection was made by the SAC Inspection Team. The records were found to be in an unsatisfactory condition and the section immediately set about correcting this condition.

It was decided that if the records were to be brought up to the standards set by higher headquarters, it would be necessary to set up a special team to note and make such on-the-spot corrections as could be made. The problem was brought to the attention of the Air Division.

The results of this special team made up of personnel from both bomb wings and the air base group cannot definitely be seen at this time, but indications are that they will be of much help.

The sections sections are still suffering from a shortage of personnel; but the eagerness shown by the men in the personnel section, most of whom are recent graduates of a technical school, overcomes much of the trouble. This section is certain that if it is able to retain these men if they progress as expected, it will soon have a very efficient organization.

During the month of October the 40th Bombardment Wing lost several officers.

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PERSONNEL ... Cont'd

On 30 September 1955 the 40th Bombardment Wing acquired Lieutenant Colonel Carl S. Looker, from the 802d Air Base Group, for subsequent reassignment to the 100th Bombardment Wing.[1] Immediately upon assignment Colonel Looker was reassigned to McConnell AFB, Kansas, for the purpose of advance training in B-47s.[2]

Major Henry C. Smith Jr., Wing Flying Training Officer, was reassigned to Headquarters, Eighth Air Force, during the month of October 1955. Major Smith was slated for duty within the Directorate of Operations. The orders were published during the month of October and Major Smith was projected to depart the Wing early in November.[3]

Major Roy L. Calloway, Wing ground training officer, was also reassigned to Headquarters, Eighth Air Force, during the month of October. His new duties at that headquarters were not explained. However, it was believed that he would also assume duties within the Directorate of Operations.[4]

OFFICERS AND AIRMEN ASSIGNED

The figures normally presented in this section were not available to the historian for the month of October, 1955. These figures will be presented in the historical report for the month of November, 1955.

- -

1/ Reassignment of Lt. Col. Carl S. Looker ... SCH 6

2/ TDY assignment of Lt. Col. Carl S. Looker ... SCH 7

3/ Reassignment of Major Henry C. Smith Jr. ... SCH 8

4/ Reassignment of Major Roy L. Calloway ... SCH 9

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PERSONNEL ... Cont'd

AWOL RATE

There were AWOLs reported in the 40thBombardment Wing during the month of October 1955.[5] This constituted a rate of 1.09 per cent for the month. The rate is compared with that of .53 per cent for the month of September 1955.[6]

REENLISTMENT RATE

The 40th Bombardment Wing reported 44 men discharged during the month of October. Of the number discharged, 21 men reenlisted, constituting a reenlistment rate of 47.7 per cent.[7] The quarterly rate was 28.4 per cent in regard to reenlistment.[8]

MORALE WELFARE AND DISCIPLINE

The morale of the wing remained high for the month of October. Most of the squadrons in the wing entered teams in the basketball and bowling leagues.

Several awards were made to members of the 40th Bombardment Wing during the month of October 1955. Maintenance Man of the month was A/1C James A. Stringham, AF 16417718, 40th A&E Maintenance Squadron. Crew of the month, B-47 aircraft NR 52-569, 44th Bombardment Squadron, 51:30 hours flown:

Crew Chief - SSGT William F. Klee, AF-16428157
Assistant - A/1C James E. Grimes, AF-14488924
Assistant - A/2C Gord E. Warren, AF-14506547

5/ 40th AC report for the month of October 1955.

6/ Refer to September history.

7/ 40th AC section report for the month of October 1955.

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PHASE I ... cont.

crew of the south, 14-7 aircraft on 5-min, 40th Air Refueling Squadron, 40 hours flown:

Crew Chief - T/Sgt Everett W. Hamilton, AF-37[illegible]

Assistant - 1/Lt Edward J. Donnelly, AF-17[illegible] 1/

Division of the south, 40th Armament and Electronics Squadron - [illegible] different section.

1/ 40th AG section report for the month of October 1955.

2/ 40th Comptroller Mthly Director of Materiel report for October 1955.

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(Page [illegible] ... Cont'd)

The 44th Bombardment Squadron furnished a total of 11 aircraft and crews throughout the three-day period. The 42nd and 43rd Bombardment Squadrons were required to furnish 10 aircraft and crews throughout the three-day period.

There were four targets involved in the mission. These targets were Lawrenceville, Illinois; St. Louis, Missouri; Kansas City, Missouri, and Salina, Kansas.

Lawrenceville, Illinois was an offset practice run, St. Louis was an MTI run, Kansas City, Missouri received an offset run, and Salina, Kansas received a direct camera attack. The runs on these cities were for practice. The order also included the [illegible] data information. The requirements for the mission are as follows:

(1) one celestial grid leg per crew.
(2) one practice radar MTI.
(3) one each .1 offset radar MTI.
(4) one radar DRE.
(5) one night celestial.
(6) one radar camera attack.
(7) one maximum fighter intercept.
(8) one GOA.
(9) one landing.
(10) one long range cruise control. 2/

The results of the mission were considered satisfactory by the wing operations staff. 2/

2/ See 40th Wing Operations Orders 300-53. TMC 11
2/ Interview with 40th DCI. TMC 12

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[illegible] ... (cont'd)

The following accomplishments were included in the mission:

Aircraft available	21
Sorties scheduled	24
Ground aborts	2
Air aborts	2
Gross errors	3
Aborts over targets	5

	Scheduled	Accomplished
Flying hours	248	200.35
IFR record runs	42	85
IFR practice runs	21	24
Camera attacks	21	20
Drill legs	21	26
Night celestial	21	20
VOA	21	24
Controlled GCA	2	27
Long range cruises	21	27
Utilization	[illegible]	67% 4/

MISSILE TRAINING

During the month of October 1955, the F-47 aircraft of the 47th Bombardment Wing flew a total of 1024 hours. The RB-47 aircraft flew a total of 447 hours during the month of October. 4/

4/ 47th BW Historical report for October 1955.

2/ IBID.

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SAFETY FILM

The 13th Reconnaissance Squadron flew a total of 356 hours against a goal of 432 hours flying time.

The following runs were made:

Visual under 500 runs	24
Radar offset runs	7
Night 500 runs	3
Sidestrook 400 runs	19
Visual 500 runs	17
Visual releases	6

A new crew was assigned to the 13th Reconnaissance Squadron, this brings the total number of crews to 12. 1/

The 13th Reconnaissance Squadron flew a total of 214:10 hours against a set goal of 470 hours. The following is a breakdown of the flying time.

Visual 500	8
Radar 400	39
Camera attacks	49
Night celestial	27
Day celestial	13
Pressure patterns	8
Grid celestial	12

1/ 13th Reconnaissance Squadron report for the month of October 1955.

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FLYING TRAINING ... Contd.

Grid rider	15
Long range cruise	12
Air refueling	6
Night refueling	5
Dry contacts	22
Heavyweight refueling	5
Radio silence	5
Radar rendezvous	
Night	6
Day	4
Gunnery	5
Radar GCI	8
Visual releases	4

9/

FLYING SAFETY

Major Fredrick B. Gervais remained as Wing Safety Officer for the 40th Bombardment Wing during the month of October 1955. Major Gervais was assisted by Lieutenant Lawrence W. Novak.

The wing lost a B-47 which crashed on 4 October 1955. Aircraft commander of the plane was Major Robert Hughes. Warning lights indicated a fire in the right wing during the climbout after takeoff. After emergency procedures had been completed,

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9/ 45th Bombardment Squadron report for the month of October 1955.

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FLYING SAFETY ... Cont'd

Major Forbes, aircraft commander; Captain James Harding, instructor observer; Captain William Beckley, observer, and First Lieutenant Jerold Weiner, co-pilot, parachuted to safety. Captain Harding suffered minor injuries as a result of bailing out of the aircraft, but was later reported in good condition at the base hospital. 10/

The aircraft exploded immediately upon hitting the earth and dug a hole approximately 20 feet deep and 30 feet in diameter. The aircraft crashed in a rain-soaked wheat field approximately 40 miles from this station. The aircraft was a total loss. A board of inquiry was appointed to determine the cause of the crash. 11/

GROUND TRAINING

Ground training continued in the 40th Bombardment Wing during the month of October 1955. Personnel from various sections of the 40th Bombardment Wing attended classes conducted by the MTD unit from Chanute AFB, Illinois. OJT continued with the aid of technical representatives. Section heads also served as instructors to their personnel to help them become upgraded in their career fields.

- -

10/ Flying Safety report for the month of October 1955.

11/ OOT report for the month of October 1955.

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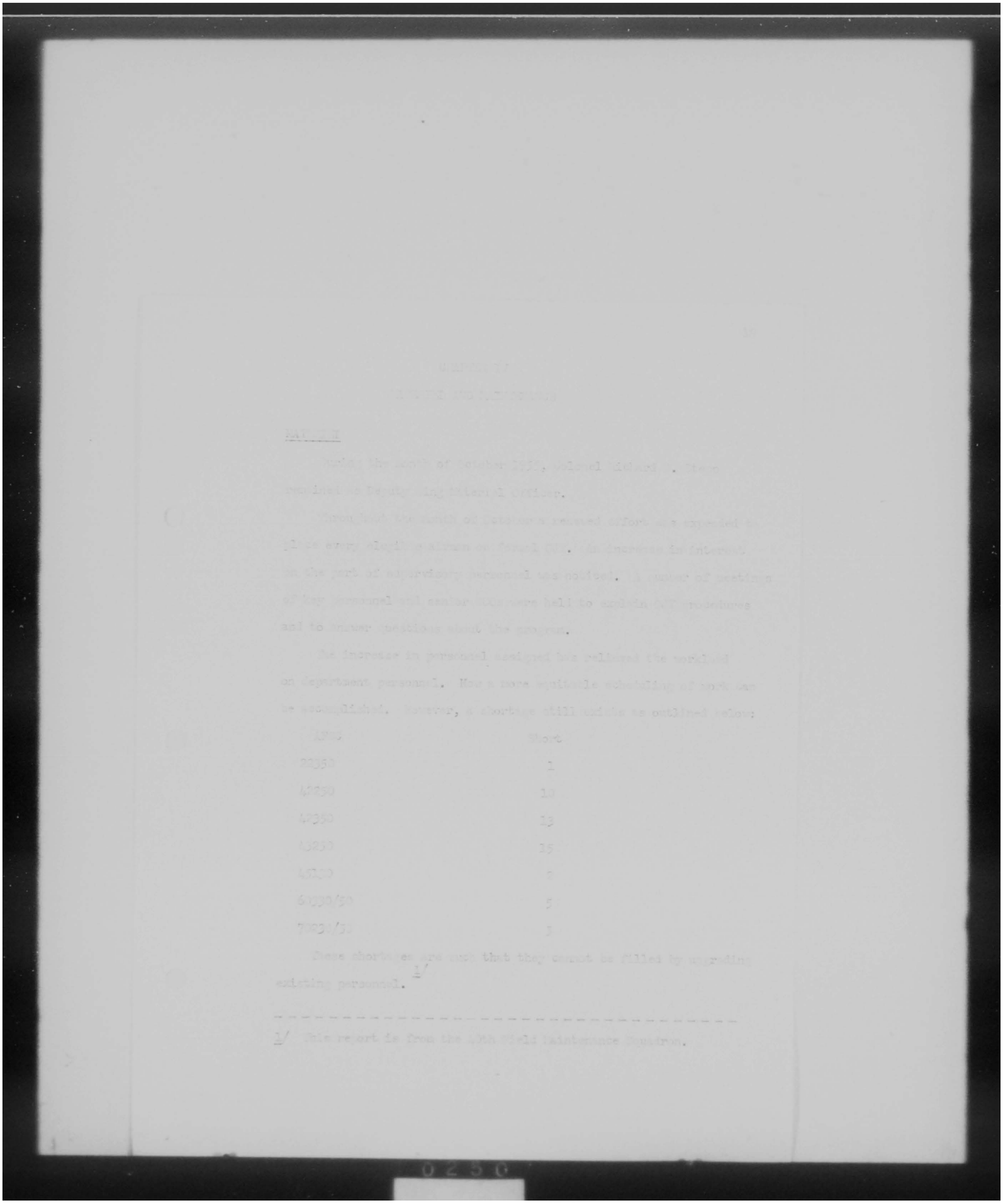

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MAINTENANCE ...Cont'd

The Weapons Release section has done the usual amount of work for the month of October 1955. Gunnery missions were flown, and this section maintained and cleaned the weapons before and after firing. There were two small arms inspections performed this month, one at the 302d Air Installations Office and the other at the 40th Headquarters Squadron.

During the month of October an alert was begun which put this section on a 24-hour standby alert. The section was separated into two shifts. Each shift consisted of 12 hours and required half of the section's personnel.

The month of October saw the 40th Armament and Electronics Maintenance section rapidly gain shape. New equipment including the AN/ALT-8 arrived for aircraft installation.

Five new mockups were designed and constructed in the first three weeks of the month. These were for AN/APS-54, AN/ALE-1, AN/ALT-6, AN/ALT-7, and AN/ALT-8. The mockups are ready for operation as soon as power is available. A work order for power was submitted five weeks ago.

The last week of the month was devoted to making mockups for mobility. Two of them are completed, with the remaining three are to be completed as soon as possible. 4/

4/ 40th Armament and Electronics report for the month of October.

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MAINTENANCE ... Cont'd

Aircraft awaiting parts are still in desperate need of necessary essentials, such as cathode ray tubes and transformers. This section had an agreement with the not-repairable-this-station section to avoid a pile-up of work.

During the month of October 1955, the Bombing and Navigation Flight Line section had five alerts, one of which was a 72-hour alert. While this alert was on a SAC Inspection Team was on the base, they found quite a few ways in which the wing could improve itself. This section was given 90 days to correct the mistakes which were found.

There was a wing mission during the month and as far as the Bombing and Navigation section was concerned it came off very well. Many overtime hours were spent getting into commision and the effort showed good results.

This month the Camera Repair Flight Line section spent a great deal of time learning and working with Sac manual 66-4. Training was also emphasized this month.

During the month of October, the Electronics Countermeasures Flight Line personnel loaded and unloaded chaff on several aircraft for training purposes. The wing Electronic Countermeasures Officer kept timing on the chaff loading so the section could get some idea of the time required. 3/

3/ 40th Armament and Electronics report for October 1955.

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MAINTENANCE... Cont'd

The Communications and Navigation Flight Line section did not encounter any unusual maintenance problems during the month of October. The loss of five-level personnel to other jobs within the wing has lowered the skill level of the flight line specialists. Constant training, both classroom and OJT, is being given to the assigned personnel to increase their skill level. The Communications and Navigation section supported all flying schedules for the month with a minimum of overtime.

During the month approximately 50 components of the F-1 Autopilot, A-12D Autopilot, and N-1 compass systems were checked through the section. Four T.O.C. 00-35A-4D, 16 dock inspections, and 35 aircraft malfunctions units were checked. Of these, 13 were hermetically sealed. The remaining units were repaired and allowed by supply flow and work priority. 5/

There was an unexpected interruption of work when the power was cut off for repairs to the generator units at the middle of the month. This repair work is now completed although the power situation still leaves much to be desired.

Supply action and work flow are at the present time very good and work is progressing very well as a result. The section is now trying to find what test equipment is authorized for the section and flight line at unit supply.

5/ 40th Armament and Electronics Historical Report for October 1955.

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MAINTENANCE ... Cont'd

Calendar inspections for the month of October 1955, were completed on all squadron test equipment. The checking of some equipment was hindered because of the lack of 400-cycle AC and 28V DC power. A work order has been submitted to the Air Installations Office but no installation has yet been made. 6/

LOGISTICS

The 40th Bombarment Wing annexes to the following operations plans and orders were compiled by the Logistics section: Annex "D" to 40th Bombardment Wing Operations Plans 40-56, completed 26 October 1955; Annex "H" to 40th Bombardment Wing Operations Plans 50-56, completed 12 October 1955, and Annex "D"to 40th Bombardment Wing Operations Orders 40-55, completed 14 October 1955.

Buildings 325, 326, and 328 were completely refurnished. Personnel were assigned to the buildings and moved into their quarters on 31 October 1955. Building 715 is not yet completed, but personnel will move into the building as soon as it is ready for occupancy.

The 40th Bombardment Wing Flyaway Kit Review board met at 1000 hours, 14 October 1955, in accordance with Eighth Air Force Regulation 65-5, 23 May 1955. All members or their authorized representatives were present. Flyaway kits were set up under the new concept in accordance with SAC message DM2B-26243, 30 September 1955, and Eighth Air Force message MDL 46156, 4 October 1955. 7/

6/ 40th Armament and Electronics report for October.

7/ 40th Logistics report for October 1955.

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[redacted] ...Cont'd

A practice alert was called 6 October 1955 and a second practice alert was called 24 October. Reports were submitted for these practices in accordance with paragraph 6c, Annex C, 302d Operations Plan 101-55, 20 September 1955.

The logistics section compiled a revised and complete roster of mobility officers of the 40th Bombardment Wing. 8/

[redacted] QUALIFICATIONS

A total of six technical representatives reported to the historian during the month of October 1955. During the month the duties of the technical representatives remained the same as usual.

During the month of October the Philco representative reported that intermittent receiver tuning on certain frequencies has been traced, in approximately 90% of such cases, to improper setting of the pulse level potentiometer, R-837. This difficulty may manifest itself by "no first reversal" if the pulse level is too low, or "no second reversal" if the pulse level is too high. In order to measure the pulse level, it is necessary to manually tune the receiver to a point where the output of the 4th mixer, V-303, is 500 kilocycles. Here the output of the frequency discriminator, V-304, will be maximum and may be measured between ground and pin "B" of the meter jack, J-301, with a vacuum tube voltmeter. The pulse level may then be set by adjusting R-837. 9/

8/ 40th Logistic report for the month of October 1955.

9/ Philco representative report for October 1955.

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TECHNICAL REPRESENTATIVES ... Cont'd

To manually tune the receiver it will be necessary to disable the "watchdog" circuit and the reactance tube which controls the receiver local oscillator. 10/

During the month of October 1955, the Boeing representative reported that the electro-mechanical linear actuator for the pilot's seat on aircraft NR 52-324 failed. The cause of the failure was a sheared shaft in the reduction gear train. This type failure is evidenced by the fact that while the actuator motor will run when the control switch is actuated, no movement of the seat is obtained. The part that fails is a small shaft on the reduction gear train. The shaft is keyed to two small gears and failed due to the torsional shear. Corrective action has been taken to eliminate this trouble by using an integral design of the reduction gears, thus eliminating the shaft. Spares will incorporate the new design and retrofit will be accomplished on this basis. 11/

During the month of October 1955, the General Electric representative reported that during a post-flight inspection of aircraft NR 52-574 it was discovered that the number four engine ommitted thumping and grinding sounds in the 2 to 0.5% RPM range during coast-down.

10/ Philco representative historical report for October 1955. EXH 11

11/ Boeing representative historical report for October 1955. EXH 12

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TECHNICAL REPRESENTATIVES ... Cont'd

The hydraulic pump was removed from the engine and normal coast-down silence returned.

Operation has been satisfactory following the replacement of the suspected hydraulic pump.[12/]

During the month of October 1955, Gunnery Systems Field Engineers,[13/] Autopilot A-12D Field Engineers,[14/] and K-System Field Engineers[15/] encountered no difficulties or malfunctions and were primarily concerned with conducting OJT and training classes.

12/ General Electric report for October 1955. EXH 13

13/ Gunnery Systems report for October 1955. EXH 14

14/ Autopilot A-12D report for October 1955. EXH 15

15/ K-Systems report for the month of October 1955. EXH 16

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Source Material:

Unit:

Headquarters, 40th Reconnaissance Wing.

Official Publications:

General Orders:

Headquarters, 322d Air Division
Headquarters, 40th Reconnaissance Wing.

Special Orders:

Headquarters, 40th Reconnaissance Wing

Regulations:

Headquarters, Strategic Air Command.
Headquarters, Eighth Air Force.
Headquarters, 40th Reconnaissance Wing.

Secondary Material:

Staff Section Reports.
Squadron Reports.
The Inquet, Smoky Hill AFB, Base Newspaper.

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HISTORY OF

THE 40TH BOMBARDMENT WING, (M) JET

OCTOBER 1955

APPENDIX

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LIST OF EXHIBITS

OCTOBER 1955

Exh No.	Exhibit
1.	SO 216, Headquarters 802D Air Division, 26 September 1955.
2.	Photostats of clippings concerning the crash of the B-47.
3.	Orders for the Aircraft Investigation Board, IO 705.
4.	Newspaper clippings from the Omaha World Journal.
5.	Photostats of pictures in the Salina Journal.
6.	Reassignment of Lt. Colonel Carl S. Looker.
7.	TDY reassignment of Lt. Colonel Carl S. Looker.
8.	Reassignment of Major Henry C. Smith Jr.
9.	Reassignment of Major Roy L. Callaway.
10.	Orders regarding operation Post-Hole.
11.	Philco representative report for the month of October 1955.
12.	Boeing representative report for the month of October 1955.
13.	General Electric representative report for October 1955.
14.	Gunnery Systems representative report for October 1955.
15.	Autopilot representative report for the month of October 1955.
16.	K-Systems representative report for the month of October 1955.

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[redacted]

A True Certified Extract Copy

Robert L. Wilson

Information Services Officer

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[redacted]

Series of Photostats of newspaper articles concerning the crash of a 40th Bombardment Wing B-47 aircraft on 4 October 1955.

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THE HUTCHINSON NEWS

HUTCHINSON, KANSAS, WEDNESDAY, OCTOBER 5, 1955

ANYBODY HURT? Is left as two officers eye smoking crater left by B-47 crashing near Galva. Old well X just missed it at right.

B-47 Jet Bomber Crashes At Galva, 4 Parachute To Safety

By PAUL MURPHY

Still Probe Cause Of B-47 Crash

Thursday, October 6, 1955

Crashes East of Galva Tues. Smoky Hill Military Plan

A military B-47 jet bomber crashed in flames one mile east of Galva in eastern McPherson County at 11:30 o'clock Tuesday morning after the four members of the crew parachuted to safety.

The plane was based at Smoky Hill Air Force Base and was on a routine training flight when trouble developed between Galva and Lindsborg and the crew jettisoned several miles apart.

The burning plane fell on the Fred Diefman farm and 20 yards north of the main line tracks of the Rock Island and missed the Diefman farm home by half mile.

A crater described as large enough to "bury a house" was left at the spot of contact and plane debris was scattered over a distance of a mile. An explosion followed the crash and flames and smoke shot high into the air.

The first member of the crew was reported to have parachuted from the plane somewhere south of Lindsborg, and the others went out between Lindsborg and Galva over a distance of several miles. The pilot, a Major Hughes, was the last to leave the plane and he landed by parachute one mile northeast of the scene of the crash. The other two landed four and five miles northwest of Galva. None of the crew of four was injured in landing by parachute. At 1:30 o'clock the airman who parachuted south of Lindsborg had not been found but later was found.

The crash occurred about 100 feet from a producing oil well but the well did not catch fire.

The explosion was heard over a wide area in the Galva community and farmers and others rushed to the scene of the crash.

A mist was [illegible] he mud prevailed in the field.

The pilot and the other two members of the crew who parachuted near Galva were picked up by passing motorists and brought into Galva from where the pilot called the Smoky Hill Base. At the telephone office at Galva the men refused to give their names, saying that any additional information would have to come from the base near Salina.

The Smoky Hill Base dispatched crash trucks, ambulances and fire trucks to the scene of the crash as soon as it was discovered where the plane had crashed. A complete medical unit was also dispatched but the men were unhurt when the plane crashed.

In the afternoon an armed guard patrolled the scene of the crash and the large crowd that gathered was kept far back from the crash scene.

The ejection seat in which the pilot was sitting fell one [illegible] west of Main Street in Galva in the yard of a dwelling.

Wednesday, Oct. 5, 1955—23

'Chutes Save 4 Crewmen in B-47 Crash

Chicago Daily Tribune
Wednesday, October 5, 1955
Pt. Part 1—Page 7

B-47 IN FIERY CRASH; 3 IN CREW SAFE, 1 MISSING

Thursday, October 6, 1955
Page 11—The Salina Journal

Seek Crashed Plane's Canopy

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Memo From Editor

When A SHAFB Plane Falls . .

An accident to a Smoky Hill Air Force Base craft is dramatic news in Salina. For one thing, the men of SHAFB are close to the hearts of Salinans. For another, the base safety record is so good as to make an aircraft accident highly unusual.

It is what happened in The Journal office when a B-47 crashed near Galva Tuesday noon.

* * *

First tip came from Roger Deming, 228 E. Jewell, who heard radio dispatchers talking about the accident.

Wilbur Hess, reporter-photographer, was sent by car to the scene. Ray Moore at the municipal airport was alerted for a photo flight and Bill Huggins, photographer, was sent up to shoot an aerial view.

In the meantime, John Schmiedeler, the reporter who covers the base, was on the telephone. A call to Mrs. Dean Weinstein, Galva, confirmed the tip. Kenneth West, Gypsum, who had been at the scene, told what he saw. The SHAFB information service relayed what official news it had. The Associated Press was informed.

Liz Wohlgemuth, already on her way to the base to cover a meeting for airmen's wives, was told to go to the base hospital and protect on any developments.

* * *

Huggins returned from a rough flight through overcast and drizzle with a picture, developed it and started to engrave it.

Hess called in with names and on-the-scene facts.

In the meantime, the Dodgers had won the series and the first edition of Tuesday's Journal was ready to roll. That edition carried the full story of the crash but not the picture. Two engravings had to be made. They were ready in time for the home edition and the front page was re-made to carry the aerial photo.

Then began the task of rounding out the story for the state edition, still later, for preparing the pictures and reports you will find in this edition.

The whole, fast job was coordinated by Glenn Williams, the news editor.

"IT'S NICE TO BE BACK" — Capt. James A. Harding, instructor observer, relaxes at Smoky Hill AFB hospital. Hospital orderly stands beside him.

"We Got Out!"

Continued from Page 1

While the men were being returned to the base, their shaken wives gathered in a SHAFB hospital office, drank coffee and waited.

They talked about their reactions to the news their husbands' plane had crashed.

"What a wonderful anniversary gift!" smiled Mrs. William Beckley as he recalled it was her 17th wedding anniversary. Mrs. Beckley made it clear she is thankful for the gift she received—the safe return of her husband.

Someone had called Mrs. Hughes and said, "Your husband is all right. But the plane exploded." She said, "The only thing that registered was 'the plane exploded.'

"I immediately thought of all the little things, like how furious it was that I kissed my husband goodbye this morning," she said.

"I saw a tiny scrap of paper on the floor and thought I must pick it up immediately. I always thought I would be cool and collected when such bad news did come, but I almost developed a complete case of hysteria. You just don't know how you will react."

A friend came to see Mrs. Beckley and told her that Capt. Beckley was all right but that he had been in a crash.

"You always think these things will never happen to you but they do," Mrs. Beckley said.

Mrs. Hughes said: "Our son, Bill, who is in junior high, has always been disappointed that his father has never bailed out of a plane. Now he can tell his friends at school that his father has finally done it."

Mrs. Harding was unable to come to the hospital because she couldn't find anyone to stay with her children.

When the husbands straggled in, there were kisses and embraces and rear tears.

"Our phone bill is going to be terrific this month," Mrs. Hughes exclaimed. Her husband, calm and collected, replied: "Not from Galva."

"You're Dirty"

When Mrs. Beckley saw her husband and Weimer she exclaimed: "My, you two are dirty."

Major Hughes walked into the hospital at 3 pm after riding back with members of the air police. A half hour later Lt. Weimer and Capt. Beckley came back in a base ambulance.

Capt. Harding was brought to the base hospital from Lindsborg Community Hospital by base ambulance. He arrived a little before 4 pm.

After greeting their wives and drinking coffee, the men were examined by doctors. All were released except Capt. Harding.

All Relieve

The room was filled with happy chatter and rejoicing as the men discussed what they did and what they thought as they bailed out of the burning plane.

And the wives listened happily, caring only that their husbands had gotten back safely.

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Seek Cause Of Crash Of B-47 Near Galva Yesterday

No Cause Known As Smoky Hill Crews Probe Site

Air Force authorities today were probing the scattered wreckage o a B-47 jet bomber which crashed yesterday noon a mile east o Galva in an effort to determine the cause of the accident.

The public information officer at the base said this morning that there was no cause for the accident known as yet.

All four men who were in the plane escaped and three were back on duty at the base this morning. They are Major Robert Hughes of Greer, S. C., aircraft commander; Capt. William Beckley of Monmouth, Ore., observer; and 1st Lt. Jerald Weimer of Titusville, Pa., pilot. Major Hughes was piloting the plane at the time of the accident.

A fourth man who was in the plane, Capt. James Harding of Ashland, Ky., instructor-observer, was resting in the Smoky Hill base hospital after being cut and bruised when he parachued from the plane in the vicinity of Lindsborg.

Capt. Harding, who was missing for more than two hours after the crash, was picked up by Donald Heline of Route 3, McPherson, and taken to the Lindsborg Hospital for treatment. He later was taken to the base.

None of the other three men, who parachued from the plane

Seek Cause

after Capt. Harding had jumped, was hurt. All but Capt. Harding got out of the plane in ejection seats, a device designed to overcome the force of the rush of air which would tend to hold a man in the plane and prevent him from parachuting to safety.

The B-47 normally carries a crew of three, but Capt. Harding was riding with the crew on a check flight, a routine training mission.

The scene of the crash was a hectic one yesterday afternoon and again today as crews from Smoky Hill attempted to find what had happened.

Yesterday, a little more than an hour after the crash, fire trucks, ambulances, Air Police, and assorted officers were crowding the wreck area. The Air Police set up a cordon around the crash site and kept back the large crowds of sight-seers.

Brig. Gen. John R. Sutherland, commander of the 310th Air Group at Smoky Hill, and his staff including the base commander, landed at the scene in a helicopter from Fort Riley. The crashed plane was part of the 40th Bomb Wing, a

WRECKAGE OF AN ENGINE—This is what was left of one engine of a B-47 from the Smoky Hill Air Force Base which crashed northeast of Galva about noon yesterday. Scattered about it among the huge hole of dirt torn up by the crash are other bits of wreckage from the one-engine plane. This engine and one other were about the largest pieces of wreckage left from the crash in which all four crew members escaped. (Republican Photo).

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Investigation Board Still Probing Crash of Salina-Based B-47 Bomber

Thursday, October 13, 1955
Page 3—The Salina Journal

Tree Parties

Friday, October 21, 1955 Page 4—The Salina Journal

Salina isn't the only Kansas town that needs more shade trees. Editors in Chanute, Emporia, Garden City, Pittsburg and other cities are urging tree parties later in the fall after the first good frosts.

In Emporia, the city has organized a general planting. The Chanute Tribune points out that if a town lacks an official program, household fete may serve themselves, and later generations too, by investing their own small sums in trees.

The idea of some sort of a community tree-planting program has been discussed in Salina and may yet be developed in time. It can't be recommended too strongly.

Among the citizens who know the need for shade trees are the airmen from Smoky Hill Air Force Base. Mostly, they live in the new and shadeless sections of Salina. And they have the best view of the difference. When they fly in over the city, they can see the bare part hanging out.

An investment in nature's protection and loveliness would pay us great dividends.

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A SKY GIANT DIES—Scattered for a mile in a plowed field that was a sea of mud were bits and pieces of the B-47 from the Smoky Hill Air Force Base which crashed near Galva about noon yesterday. The picture was taken by Daily Republican photographer Max Smith, who arrived within 20 minutes of the crash. The photograph follows the path of the plane as it plummeted into the field near the Fred Dielman home, looking from the northwest toward the southeast. Smoke still is rising from bits of wreckage in the photo. To the left of the oil well pump a plume of smoke rises from a burning engine of the plane, where the engine landed just a few feet from the pump. To the right of the pump, not more than a few feet away, another fainter plume of smoke rises from a huge crater in the ground, where apparently other engines of the plane and possibly the fuel tanks of the plane crashed and exploded. The piece of wreckage in the foreground is the largest piece of wreckage left other than two of the plane's engines. Other bits and pieces of wreckage can be seen strewn along the ground. Bits of aluminum and other parts of the plane were strewn for more than a mile as flaming pieces of the ship fell off as it careened from the northwest into the field and crashed. (Republican Photo).

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THE SALINA JOURNAL

SCATTERED SCRAPS are all that remain of SHAFB B-47 which crashed east of Galva Tuesday. Plane narrowly missed oil well at right. Main impact of plane created crater at upper left. Crewmen parachuted to safety. (JOURNAL PHOTOS by Wilbur Hess and Liz Wohlgemuth.)

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THE SALINA JOURNAL

65th YEAR No. 277 SALINA, KANSAS, TUESDAY, OCTOBER 4, 1955

Four Escape As B47 Falls

Board Probes B-47 Crash ar Galva

One Of Plane Crew Loses Wallet In Escaping; Has His Personal Papers In It

A board of inquiry into the crash of a B-47 jet bomber from Smoky Hill Air Force Base, which crashed Tuesday at the northeast corner of Galva, opened this morning at the base.

The board will attempt to determine the cause of the fire which resulted in the big bomber plane zooming to the ground about a half mile from tiefore storage tanks at Galva. Three crew members and an intrenchi observer aboard the plane escaped safely.

While the board will make a report of the cad of its inquiry, it was not known if any of the report will be released. The report can be classified as confidential and no information given following the hearing.

Looks For Wallet

Capt. William Beckley, one of the four men who parachuted from the plane, today appeared to recognize of the Galva area to look for his wallet, which he lost when he leaped from the plane.

It wasn't whatever money that was in the wallet that has the captain worried—it's primarily an identification record.

If he can't find that, he may have to take all the steps necessary, he explained, outlined.

A similar card and other personal papers were in the wallet.

Capt. Beckley had the wallet in a zippey pocket of his flying suit when he left the plane. But when he came to the ground three or four miles northeast of Galva, the zipper pocket was open and the wallet gone.

Anyone finding the wallet can get in touch with Capt. Beckley through his Smoky Hill Air Force Base.

SMOKE billows from Smoky Hill B47 which crashed near Galva, east of McPherson. (JOURNAL PHOTO)

Smoky Hill Plane Down At Galva

Four men parachuted to safety about noon Tuesday as a B-47 jet bomber from the Smoky Hill AFB 40th Bomb Wing crashed and burned at the northeast corner of Galva. Galva is nine miles east of McPherson.

Aboard the aircraft were:

Maj. Robert Hughes, aircraft commander.

Capt. William Beckley, observer.

Lt. Jerald Weimer, pilot.

Capt. James Harding, an instructor observer with the 40th Bomb Squadron.

Captain Harding was injured slightly and was admitted to the McPherson hospital.

The plane crashed with a loud explosion on the Fred Dedman farm just outside the Galva city limits. The blast shook the neighborhood.

The Dedman home a half mile away, was the closest residence. Wreckage was scattered for a mile.

The plane hit the earth about 100 feet from a producing oil well and 75 yards from the main line of the Rock Island railroad.

One of the fliers was quoted as saying the plane developed trouble soon after taking off and was on fire when it crashed.

A report of a second plane crash near Brookville proved groundless. Highway Patrol Lt. Robert Perkins said he found no crash in the Brookville neighborhood. Lowell Gaede, he said, may have been mistaken for smoke from a burning plane.

Kenneth West, Gypsum, said he heard the explosion of the plane when it hit the earth and saw a "big mushroom cloud of fire and black smoke."

West was about three miles west of Galva.

Normally Carries Three

The plane normally carries a crew of three but two men often ride the bomber. It is equipped with ejection seats.

West said the explosion caused slight damage to the oil rig by tearing loose a guy wire.

The plane apparently circled Galva at a low altitude before crashing.

The impact tore a hole in the ground and he was to examine the earth.

Clayton Capt. Emil F. Mayberry was grounded in an automobile collision while enroute to the crash scene. He was not injured and continued to Galva.

Thursday, October 6, 1955
Page 5—The Salina Journal

* * *

Capt. William Beckley is wearing a new — sadly weary — beagle.

The captain's old billfold, stuffed with important papers was lost when he parachuted Tuesday from the B-47 which crashed near Galva.

Captain Beckley said he had the billfold in a zippered pocket of his flying suit.

The zipper was closed.

When the captain reached the ground, the zipper was open and the billfold gone.

Among the identification papers was the one servicemen guard most closely, the captain's shot record.

The shot record lists various vaccinations and inoculations received by the holder.

If a serviceman can't produce a shot record on request, the doctors put him in line and bring him up to date, an annoying experience.

* * *

A 17-year-old Salina youth got a bed in the stomach Wednesday afternoon during an attempt to score a horse.

Harvey Leon Weeks told police he was trying to catch a horse in a field in the 900 block of South 9th.

The horse bucked him and he was admitted to St. John's Hospital where a physician said he wasn't injured seriously.

The horse is owned by the Lloyd Cavaughen family, 104 E. Prescott.

Thursday, October 20, 1955

THE SALINA JOURNAL-SUN SALINA, KAS.

Investigation Board Still Probing Crash of Salina-Based B-47 Bomber

Air Force officials now still [illegible] probing the wreckage of the B-47 jet bomber that crashed and burned in a muddy field a few minutes after its takeoff from Smoky Hill Air Force Base October 4. A statement made Monday by the Aircraft Investigation Board and released by the Public Information Office of SHAPE said "it is hoped that results of the investigation will be made public in a week."

The board's full statement:

"Salvage work continues and considerable work going on being made to determine the cause of the accident. Because of the type of soil and condition of the ground at the time of the accident, salvage operations were held up several days.

"At this point no definite con-

[illegible] have resulted by the board.

The statement ended with "It is hoped that the board can send its preliminary report to the [illegible] within the next week, and at that time a more complete [illegible] will be made [illegible] public."

It was announced by the board that the fire in the personnel carrier [illegible] was due to the [illegible] of a B-47 [illegible] in which all crewmembers were able to bail out successfully.

Major Robert Hughes, aircraft commander; Capt. William Beckley, observer; Lt. Jerald Weimer, pilot, and Capt. James Harding, navigator, [illegible] parachuted from the stricken bomber a few minutes before it crashed and burned in a field northeast of McPherson.

B47 Falls Near Oil Well; Crew Is Safe

[illegible] AP — A B47 jet bomber observing [illegible] [illegible] near here [illegible] [illegible] [illegible]

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SOUVENIR — Jerry Weimer, pilot, shows the cord of his parachute which brought him safely to earth.

"...'LL BE LOOK GOOD" — Mrs. William Beesley, 1410 Roach, looks up happily at her returned husband, an observer in the B-17. Tuesday was their 17th wedding anniversary.

"LETS TAKE UP FARMING", Mrs Robert Hughes, Camp Phillips, smilingly suggests to her husband aircraft commander of B-17 which crashed.

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The Wichita Beacon Wednesday, Oct. 5, 1955

East Ger

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It Takes Courage

There is always a tendency to underrate the military in peacetime.

Civilians—and sometimes the servicemen themselves — tend to think that the armed forces constitute a government-sponsored picnic.

Events like the crash of a B-47 near Galva Tuesday have a sobering effect. Altho the four crew members escaped, they may not be so lucky the next time. Preparation for war is serious, often dangerous business.

It takes courage to be a fighting man even in a period that is technically called peace.

And remember, that however light-hearted and easy-going an airman, soldier, or sailor seems, he is committed to be the first to risk his life in the event of serious shooting.

That may not happen in our lives. It could happen tomorrow.

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SUBJECT: Letter Order 705 5 October 1955

TO: See Distribution

Under PROV AFR 62-14, SACREG 62-4, the FWO ORG INDC, this CTA, are APTD MBRS of an ACFT ACDT INVES BD to INVES major ACFT ACDT involving 40 BOMWG B-47 NR 52580, occurring near Galva, Kansas, 4 October 1955.

COORDINATING GROUP

COL	RICHARD D. STERR, 3807A	HQ, 40 BOMWG	PRES
LTCOL	HARRY L. GRIFFIN, 5894A	HQ, 802 ADIV	ALT PRES
1STLT	DAVID C. PROTEMAREL, 24634A	310ARTRS, 310 BOMWG	ALT REC
CAPT	PAUL S. DUNN, A0799355	802 OPR SQ, 802 ABGRU	REC
MAJ	FREDERICK P. GERVAIS, 15945A	HQ, 40 BOMWG	

FLYING OPERATIONS GROUP

MAJ	CARL W. HAUTH, A0428672	802 OPR SQ, 802 ABGRU
MAJ	JAMES S. MUNDAY, A0665707	40 ARMS, 40 BOMWG
MAJ	ROBERT J. ROSS, 13243A	381 BOMSQ, 310 BOMWG
MAJ	JOSEPH G. LIEBICH, A0742435	25 BOMSQ, 40 BOMWG
MAJ	CHARLES E. ARCHAMBAULT, A0795682	DET 8, 9 AFA SQ
CAPT	PAUL D. ADAMS, A03002056	40 TAC HOSP, 40 BOMWG
CAPT	GEORGE E. LORING, A0667412	2028 AACS SQ
CAPT	WILLIAM T. PRESTON, 16816A	380 BOMSQ, 310 BOMWG

STRUCTURES AND AERODYNAMICS

MAJ	SAMUEL BERKOVITZ, A0888697	40 FDMAINTSQ, 40 BOMWG
MAJ	LEROY D. TATE, 14350A	HQ, 40 BOMWG
CAPT	RAYMOND L. HUDDLESON, A02100441	do
CAPT	RALPH C. KELLY, A0781331	25 BOMSQ, 40 BOMWG

AIRCRAFT MAINTENANCE GROUP

MAJ	MALCOLM N. STRICKLIN, A0421641	379 BOMSQ, 310 BOMWG
CAPT	JAMES G. HALL, A0754106	44 BOMSQ, 40 BOMWG

POWER PLANT GROUP

CAPT	KENNETH D. BOWERS, A01998250	40 FLDMAINTSQ, 40 BOMWG
CAPT	ALLEN K. MC GILL, 15175A	45 BOMSQ, 40 BOMWG
1STLT	JAMES V. MC DONALD, A0227228	381 BOMSQ, 310 BOMWG
1STLT	URSON S. RACLE, A01865151	310 FLDMAINTSQ, 310 BOMWG

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LTRO 705, 5 October 1955

ELECTRICAL GROUP

MAJ	GERALD T. FAVRE, A0748465	310 ARMTELCTMAINTSQ, 310 BOMWG
CAPT	GERALD L. PROTOMEK, A0863707	40 ARMTELCTMAINTSQ, 40 BOMWG
WOJG	DANIEL C. ROMERO, AW3201800	310 ARMTELCTMAINTSQ, 310 BOMWG
1STLT	DONALD L. FARMER, A03003870	do

BY ORDER OF THE COMMANDER:

s/WILLIAM C. JOHNSON
t/William C. Johnson
1STLT, USAF
Assistant Adjutant

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A TRUE CERTIFIED COPY:

James W. Ragsdale
JAMES W. RAGSDALE
2NDLT, USAF
Historical Officer

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36. Entered as Second-Class Matter at Postoffice, Omaha, Nebraska, under Act of 1879 OMAHA, NEBRASKA, WEDNESDAY, OC

Safe landing . . . Major Jacobson and folks. General Le May and Senator Hruska at left.

B-47 . . . on the new runway.

Omahan Lands Giant Aircraft at Offutt

Out of a gray, cloud-splotched sky Wednesday, a speck approached Offutt Air Force Base from the southeast.

As it neared a crowd of military and civilian observers, the speck widened into a sleek, swept-wing, silver B-47 Stratojet bomber. With six engines whining and two 'chutes dragging, the B-47 whizzed past the crowd at a landing speed of 150 miles an hour.

It was the first B-47 to land at Offutt and the first plane to use a runway now extended to 10 thousand feet.

The B-47, piloted by Omaha Maj. Hilding Jacobson, Jr., added a dramatic touch to what otherwise might have been a heavy affair—the dedication of a big hunk of concrete.

The 4,231-foot extension, three hundred feet wide and 19 inches thick, makes the Offutt southeast-northwest runway capable of supporting take-offs and landings by huge Air Force planes.

To dedicate the extension, Offutt called in civilian dignitaries and put on a show for them with the B-47 and the giant propeller-pushed B-36, which also roared in for a landing.

Mayors John Rosenblatt of Omaha, Joseph H. Morgan of Bellevue and Leo R. Meisinger of Plattsmouth; Gen. Curtis E. LeMay, chief of the Strategic Air Command, and Arthur C. Storz performed the ribbon-cutting ceremony.

As Major Jacobson descended from the belly of his B-47, his parents, Mr. and Mrs. Hilding L. Jacobson, Sr., 3212 Myrtle Street, and his wife, Betty, greeted him.

"I never was worried about the landing," the flier's mother said. "I know my boy."

Major Jacobson, a 35-year-old career pilot, said it was a "great privilege" to be the first to use the new Offutt runway.

Because of the clouds, his approach to the base was controlled from the ground. Then, after he broke through the "soup," he made a visual landing.

Major Jacobson is stationed at Smoky Hill Air Force Base, Kans.

Three F-84F Thunderstreaks had been scheduled to fly in from Bergstrom Air Force Base, Tex., but they did not appear.

It was feared the three fighters might have to remain in the air too long with diminishing fuel supplies.

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[redacted]

Photostat of the meeting of Major General William Terrill, the SAC Director of Operations, with Brigadier General John Sutherland, the 802nd Air Division Commander, and Brigadier General David Wade, the SAC Inspector General.

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GRIM BUSINESS of national defense furrows brows of generals checking readiness of SHAPE jet bombers to deliver strategic "Sunday punch". From left: Maj. Gen. William Terrill, SAC director of operations; Brig. Gen. John Sutherland, commander 802 Air Div.; Brig. Gen. David Wade, SAC inspector general. (AOU Official U.S.A.F. PHOTO)

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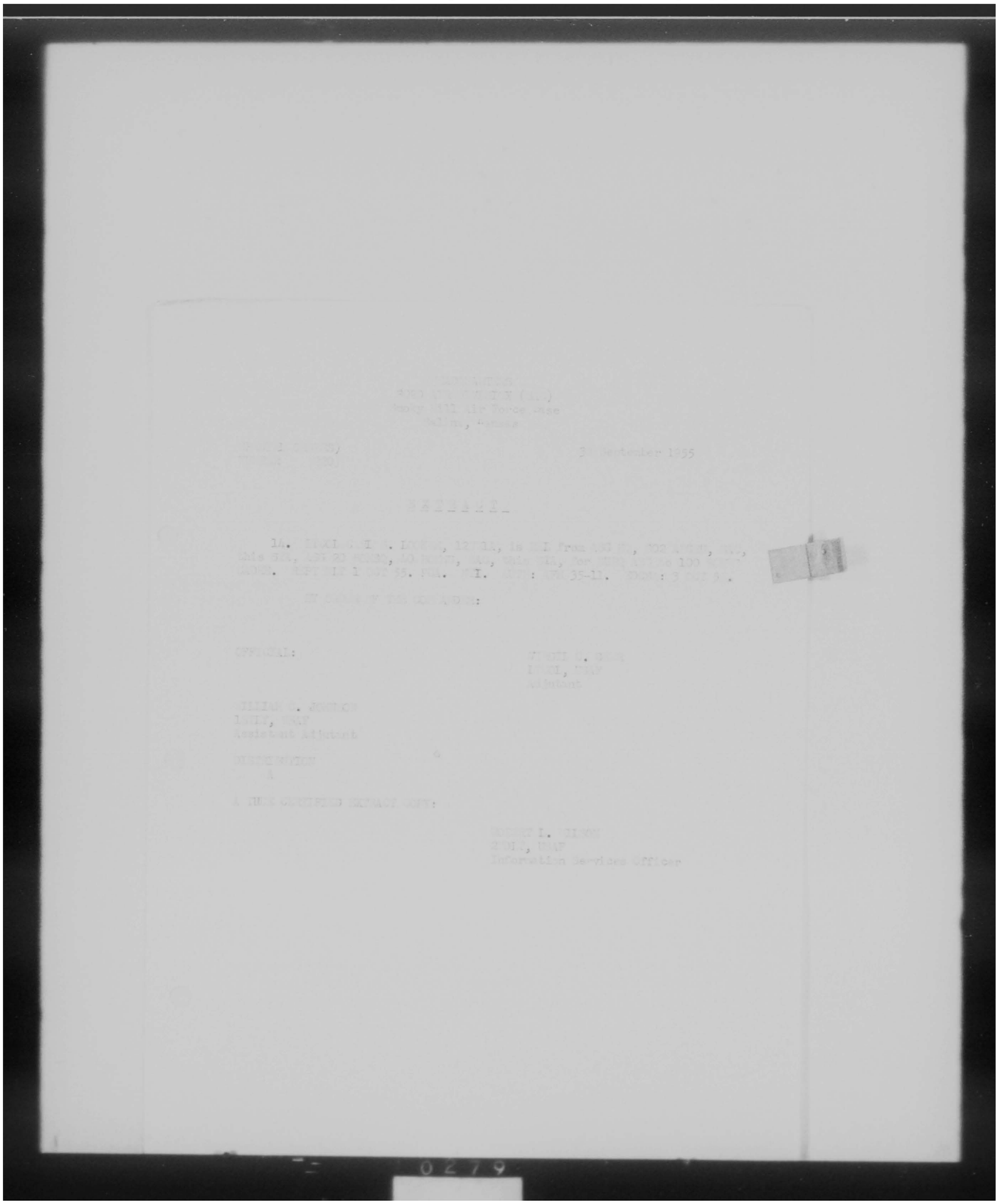

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SO 240

5. MAJ HENRY C. SMITH JR, A0420609, is REL from ASG HQ, 40 BOMWG, SAC, this STA, ASG HQ 8AF Westover AFB, MASS, REPT NLT 2400 HRS, 1 DEC 55, for duty within Directorate of Operations. WP on or ABT 10 NOV 55. 15 DALVP AUTH. 8AF PROJ 8720. INDIV is entitled to dislocation pay allowances. 99990 5763500 048-146 P511-01 S99-999. TPA, with 6 days TVL time AUTH. If POV is not used TVL time W/B time of CARR used. WP. POS. TDN 5763500 067-8900 P531(10)-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19 & 8AF MSG OS 21357, 14 OCT 55. EDCSA 19 NOV 55.

6. SSGT IRVIN K. ANALLA, AF16328801, is REL FROM ASG HQ, 802 ABGRU, SAC, this STA, ASG 2349 PERP SQ, 2353 PERP GRU, Parks AFB, CALIF, REPT NET 0001 HRS & NLT 1500 HRS 8 DEC 55 for SUBQ OS ASG TO FEALOGFOR, HQ FEALOGFOR, APO 323, on PROJ DEC-FEAF-Japan. AMN is entitled to dislocation pay allowances. 99990. TDN 5763500 048-246 P514-01 S99-99. WP on or ABT 1 NOV 55. 30 DALVP AUTH. AMN LV ADEE: Box 804 Bennington, Kansas. AFM 35-6 W/B complied with and IMM IAW AFR 160-102 W/B ACCOMP with IMMED. Mail & Bag W/B ADEE: to show GR, NAME, AFSN 2349 PERP SQ, 2353 PERP GRU (AF OR). TPA, with 7 days TVL time AUTH If POV is not used TVL time W/B time of CARR used. WP. POS. TDN 5763500 048-132 P531(9)-02-03 S99-999. AUTH: AFM 35-11 & LTR HE USAF AFPMP-2F, SUBJ; W/D of WO & AMN for DEC 55 PERP SQ ARR. 14 SEP 55. EDCSA: 8 DEC 55.

7. A/B GARLAND V. HOLLIS, AF16469868, is REL from ASG 802 AP SQ, 802 ABGR[redacted] SAC, this STA. ASG 2266 PERP SQ, 2225 PERP GRU, Manhattan Beach AF STA, Brooklyn, NY, for SUBQ OS ASG to 1604 ABWG, APO 856, on PROJ DEC-MATS-ATL-BERMUDA. AMN will REPT NET 0001 HRS and NLT 1500 HRS, 1 DEC 55. WP on or ABT 5 NOV 55. 20 DALVP AUTH. LV ADEE: RR 1. Gobles, Michigan. AFM 35-6 W/B complied with and IMM IAW AFR 160-102 W/B ACCOMP IMMED. Mail & Bag W/B ADEE to show GR, Name AFSN, 2266 PERP SQ, 2225 PERP GRU (AF OR). TPA, with 6 days TVL time AUTH. If POV is not used TVL time W/B time of CARR used. WP. POS. TDN 5763500 048-132 P531(9)-02-03 S99-999. AUTH: AFM 35-11 & LTR HQ USAF AFPMP-2F SUBJ: W/D of WO & AMN for DEC 55 PERP SQ ARR, 14 SEP 55. EDCSA: 1 DEC 55. UTILAFSC 77010.

8. A/2C PATRICK J. TROTTA, AF13508138, is REL from ASG 802 INSTLSQ, 802 ABGRU, SAC, this STA, ASG HQ 8AF Westover AFB, MASS, REPT NLT 2400 HRS 9 NOV 55, WP on or ABT 3 NOV 55. RSG for duty with Intelligence Director. TPA, with 6 days TVL time AUTH. If POV is not used TVL time W/B time of CARR used. WP. POS. TDN 5763500 067-8900 P531(10)-02-03 S14-612. AUTH: AFM 35-11 & 8AF MSG FDA2 21902, 24 OCT 55. EDCSA: 13 NOV 55. UTILAFSC 22350.

BY ORDER OF THE COMMANDER:

VIRGIL C. GEER
LTCOL, USAF
Adjutant

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SPECIAL ORDER)
NUMBER 240)

27 October 1955

E X T R A C T

3. FNA, (W) unless otherwise INDC, are REL from ASG ORG INDC, SAC, this STA and from AD EFF date INDC, (YOB: as INDC) (PRIMAFSC as INDC) AMN TRF to AFRES, GR as INDC, DR: as INDC, ASG HQ CONAC (NARS) Air RESREGN 3800 York ST, Denver, COLO, EFF date INDC, for the COMPL of RESEROBLIG under UNIVMILTNG and SVC act in ACD with AFR 39-63, DOE: as INDC. AMN WP his HOR or place of ENL as he may elect. HOR: as INDC. Future mailing ADEE: as INDC. PCS TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 15, AFR 39-10.

A/1C DWIGHT A. BOUGHAN, AF15465376, (YOB: 1931) (PRIMAFSC 77150) 802 AF SQ, 802 ABGRU, REL from AD EFF 5 NOV 55 TRF TO AFRES 6 NOV 55, GR of A/1C, DR: 1 FEB 55, DOE: 6 NOV 55, HOR: RR 4, Lima, Ohio.

A/1C FRANK R. KAMECK, AF12407737, (YOB: 1931) (PRIMAFSC 70250) HQ, 310 BOM WG, REL from AD EFF 1 NOV 55, TRF to AFRES 2 NOV 55, GR of A/1C, DR: 1 AUG 54, DOS: 2 NOV 51, HOR: 783 Clinton ST. Buffalo, NY. Future mailing ADEE: 113 Jones ST. Buffalo, NY.

A/1C NORMAN K. SMITH, AF15465373, (YOB: 1932) (PRIMAFSC 77150) 802 AF SQ, 802 ABGRU, REL from AD EFF 5 NOV 55, TRF to AFRES EFF 6 NOV 55, GR of A/1C. DR 1 APR 55, DOE: 6 NOV 51, HOR: Box 115, Vaughnsville, Ohio.

A/2C RONALD F. BURKITT, AF16382023 (YOB: 1931) (PRIMAFSC 64131) HQ, 310 BOMWG, REL from AD EFF 2 NOV 55, TRF to AFRES EFF 3 NOV 55, GR of A/2C, DR: DEC, 53, DOE: 3 NOV 51, HOR: 4898 Hillsboro, Detroit 4, MICH.

A/2C ROBERT A. WILSON, AF13422441 (N) (YOB: 1933) (PRIMAFSC 60130) HQ, 802 ABGRU, REL from AD EFF 6 NOV 55, TRF to AFRES 7 NOV 55 GR of A/2C, DR: 1 AUG 55, DOE: 6 NOV 51, HOR: 378 Evans ST, Morgantown, W.VA.

4. FNA, ARE REL from ASG ORG INDC, SAC, this STA, And DISCH EFF date INDC, for the purpose of IMMED REENL. HOR: as INDC. Future mailing ADEE: as INDC. PCA. NTI. TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 3b(2) AFR 39-14.

A/1C BEN J. TOMLINSON, AF17346045, 802 MTRVSHSQ, 802 ABGRU, DISCH EFF 1 NOV 55, HOR: New Rockford, N. DAK. Future mailing ADEE: PO Box 302, RT 2, Salina, Kansas.

A/2C WAYNE EVANS TALBOTT, AF17391899, 40 ARMT&ELCTMAINTSQ, 40 BOMWG, DISCH EFF 29 OCT 55, HOR: 305 E. Newton, Versailles, MO. Future mailing ADEE: Versailles, MO.

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SPECIAL ORDER)
NUMBER 233)

19 October 1955

E X T R A C T

11. TSGT WILFRED HAGERTY JR, AF16275748, is REL from ASG 40 AREFS, 40 BOMWG, SAC, this STA, ASG 2266 PERP SQ, 2225 PERP GRU, Manhattan Beach AF STA, Brooklyn, NY, REPT NET 0001 HRS and NLT 1500 HRS, 16 NOV 55, for further OS ASG to 6607 ABWG, APO 23, on PROJ JUL-NEAC-Greenland. WP on or ABT 1 NOV 55. SCTY CLNC Secret. 8 DALVP AUTH. AFM 35-6 W/B complied with and IMM IAW AFR 160-102 W/B ACCOMP IMMED. Mail & Bag W/B ADEE to show GR, Name, AFSN, 2266 PERSQ, 2225 PERP GRU (AF OR). TPA, with 6 days TVL time AUTH IF POV is not used TVL time W/B time of CARR used, WP. PCS. TDN 5763500 048-132 P531 (9)-02-03 S99-999. AUTH: AFM 35-11 & 8AF MSG PDA2 21262, 12 OCT 55. EDCSA: 10 NOV 55. (UTILAFSC 43171B).

12. MAJ ROY L. CALLAWAY, 6374A, is REL from ASG HQ, 40 BOMWG, SAC, this STA, ASG HQ 8AF Westover AFB, MASS, REPT NLT 2400 HRS, 11 NOV 55. WP on or ABT 24 OCT 55. 12 DALVP AUTH. ASG on 8AF PROJ 8706, postion "A". TPA, with 6 days TVL time AUTH. If POV is not used TVL time W/B time of CARR used. WP. PCS. INDIV is entitled to dislocation pay allowances. 9999C 5763500 048-146 P511-01 S99-999. TDN 5763500 067-8900 P531(10)-02-03 S14-612. AUTH: AFM 35-11 & 8AF MSG PDA1 21356, 11 OCT 55. EDCSA: 2 NOV 55.

13. 1STLT THOMAS L. GLEASON III, AO2252809, is REL from ASG HQ, 310 BOMWG, SAC, this STA, ASG 9 ALT CHAM, SAC, this STA. REPT NLT 20 OCT 55. PCA. NTI. AUTH: AFM 35-11. EDCSA: 24 OCT 55.

14. SMOP 15, SO 228, this HQ, CS, relating to RSG of A/2C HAROLD J. MEYER, AF16474127, 802 INSTLSQ, 802 ABGRU, this STA, to Parks AFB, CALIF, as reads--"A/2C HAROLD MEYER", IATR--"A/2C HAROLD J. MEYER".

15. SMOP 11, SO 218, this HQ, CS, relating to RSG of A/1C JERRY R. HENDERSON AF25003351, 802 FDSVCSQ, 802 ABGRU, this STA, to Manhattan Beach AF STA, NY, as reads--"A/1C JERRY HENDERSON", IATR--"A/1C JERRY R. HENDERSON".

16. SMOP 24, SO 216, this HQ, CS, relating to RSG of FNA, 40 AREFS, 40 BOMWG, this STA, to 55 AREFS Forbes AFB, KANS with TDY B/R to West Palm Beach FLA, as reads--"REPT NET 1200 HRS 20 OCT 55 and NLT 0730 HRS 30 OCT 55" IATR--"REPT NET 1200 HRS 2 OCT 55 and NLT 0730 HRS 3 OCT 55", and further as reads--"REPT NLT 2 OCT 55 to Forbes AFB KANS", IATR--"Upon COMPL of TDY WP to ORG ASGMT".

TSGT	RICHARD M. HARMON	AF19010347
SSGT	JIM WILLIAMS	AF14279460

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SO 233

17. SMOP 8, SO 223, this HQ, CS, relating to 2NDLT DAVID L. MONROE, A03036639, is REL from ASGMT with 379 BOMSQ, 310 BOMWG, and ASG 25 BOMSQ, 40 BOMWG, EDCSA: 10 OCT 55, IATR--"presently TDY to RSGMT to 25 BOMSQ, 40 BOMWG".

BY ORDER OF THE COMMANDER:

VIRGIL C. GEER
LTCOL, USAF
Adjutant

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TO: DO
attn: Maj Bohman

CONFIDENTIAL

Maj Stepp

HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

40CO 10 October 1955

SUBJECT: 40th Bombardment Wing Operations Order 300-55

TO: See Distribution

1. Inclosed herewith is 40th Bombardment Wing Operations Order 300-55, 10 October 1955, as required by Headquarters, Eighth Air Force Operations Order 300-55, 1 July 1955.

2. This letter and the inclosure thereto are classified CONFIDENTIAL in accordance with paragraph 24, AFR 205-1, 15 December 1953.

FOR THE COMMANDER:

D. M. BROWN
Major, USAF
Adjutant

1 Incl:
40BW OPORD 300-55

DISTRIBUTION:
CINCSAC 1 Cy
COMAF 8 - 1 Cy
COMADIV 802 - 1 Cy
COMBMWG 310 - 1 Cy
COMABGP 802 - 4 Cys
COMBOMRON 25 - 3 Cys
COMBOMRON 44 - 3 Cys
COMBOMRON 45 - 3 Cys
COMDR 40ASE - 2 Cys
COMDR 40FM - 2 Cys
40DM - 3 Cys
40DP - 1 Cy
40DO - 6 Cys

ANNEX "B"
COMBOMRON 25 - 12 Cys
COMBOMRON 44 - 13 Cys
COMBOMRON 45 - 12 Cys

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CONFIDENTIAL

HEADQUARTERS

40TH BOMBARDMENT WING, MEDIUM

SMOKY HILL AFB, KANSAS

OPERATIONS ORDER

SERIAL NR 300-55

"POST-HOLE"

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill AFB, Kansas
10 October 1955 0100Z

OPERATIONS ORDER

SERIAL NO. 300-55

MAPS AND CHARTS: Maps and charts as required for navigation to and from the target.

TASK ORGANIZATIONS:

25th Bombardment Squadron	Lt Col E. P. Clark
44th Bombardment Squadron	Lt Col W. F. Pitts
45th Bombardment Squadron	Lt Col W. G. Ivey
40th Armament & Electronics Squadron	Maj R. E. Wilson
40th Field Maintenance Squadron	Maj J. R. Johnson
Directorate of Operations	Col W. M. Bowden
Directorate of Materiel	Col R. D. Stepp

1. GENERAL SITUATION: A requirement exists for a simulated radar and photoflash bombing evaluation against a Bravo type target for SAC Combat Wings. The 40th Bomb Wing will participate on 17, 18, and 19 October 1955. The unclassified nickname of this evaluation exercise is "Post-Hole".

a. Intelligence:

(1) Enemy Forces: Omitted.

(2) Target Materials

(a) Furnished by Headquarters 8th AF.

(b) The provisions of paragraph 6, SAC Regulation 50-42, 11 February 1955, apply.

b. Friendly forces:

(1) 802d Air Base Group will:

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(a) Provide necessary base support.

(2) Eighth Air Force Reconnaissance Technical Squadron.

(a) Score all participating bombardment crews impact points from radar scope photography obtained on evaluation runs during this exercise.

2. MISSION: The 40th Bombardment Wing will conduct a simulated radar bombing evaluation exercise against a "Bravo" type target, the runway intersection of Lawrenceville Airport, located near Vincennes, Indiana. In addition, maximum 50-8 requirement will be accomplished enroute to and from target.

a. The purpose of this evaluation:

(1) To determine the current SAC (and specifically the 40th Bomb Wing) bombing capability on an airfield target utilizing target materials based on 15 year old photography.

(2) To exercise and appraise the wing staff and crews in the planning and execution of this type of mission.

(3) To exercise and appraise capability of photo interpreters of the 40th Bombardment Wing.

(4) To obtain maximum 50-8 requirements.

3. TASKS FOR SUBORDINATE UNITS:

a. 25th Bombardment Squadron will:

(1) Provide 10 aircraft and 10 crews to accomplish the mission as outlined in Annex B.

b. 44th Bombardment Squadron will:

(1) Provide 11 aircraft and 11 crews to fly the mission as outlined in Annex B.

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c. 45th Bombardment Squadron will:

(1) Provide 10 aircraft and 10 crews to fly the mission as outlined in Annex B.

d. 40th Armament and Electronics Squadron will:

(1) Provide personnel and services and required.

(2) Insure by mechanical or electrical means that optic system is incapacitated.

(3) Provide personnel for debriefing and critique.

e. 40th Field Maintenance Squadron will:

(1) Provide personnel and services as required.

f. 40th Director of Operations will: See Annex B - Operations.

g. 40th Director of Materiel will:

(1) Prepare two copies of SAC Form 190, Aircraft and Malfunction Report, on each malfunction of Armament Electronic Equipment experienced on this evaluation exercise. One copy will be forwarded to Headquarters SAC, ATTN: DM 61, and one copy will be forwarded to Headquarters Eighth Air Force, ATTN: MDE, not later than seven (7) days after completion of unit participation.

(a) In addition, prepare and forward one copy of a SAC Form 190 to Headquarters Eighth Air Force on any aircraft general malfunction which causes a pre-target or target abort.

(2) Furnish personnel at debriefing and critique to analyze all aircraft general malfunctions.

h. The Director of Safety will:

(1) Act as tower officer on all take-offs and landings.

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3x. GENERAL INSTRUCTIONS:

(1) This operations will be conducted in accordance with the provisions of SAC Regulation 50-42, dated 11 February 1955, except as amended by Eighth Air Force Operations Order 300-55.

(2) Crews are scheduled in three increments 17, 18, 19 October 1955. Crews that abort prior to the IP may be rescheduled on the second and third nights. There will be no make-up for those crews aborting the third night.

(3) Crews and/or aircraft that overfly the IP will not be rescheduled.

(4) Abort rates will be computed in accordance with paragraph 10, SAC Regulation 50-42, except as noted below:

(a) Radar malfunction runs will not be regarded as a radar abort nor included in the unit's qualitative results for the purpose of this evaluation.

(b) Aircrews aborting between the IP and target will be charged with an abort. These aborts will be considered as a gross error score with the exception of air traffic or RBS ground aborts.

(5) All film, film logs, and reports will be turned in at debriefing by the aircrew.

(6) The schedule, routes, bombing crew flimsies, etc., are contained in Annex "B" Operations and crew flimsy.

(7) Briefing will be held in the Ground Training auditorium at 0930, 15 October 1955.

(8) Pre-takeoff briefing at the 25th Briefing room 3 hours before scheduled takeoff.

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(9) Debriefing - 25th Bombardment Squadron immediately after landing.

(10) Critique will be held 0900, 25 October 1955, at Ground Training auditorium.

(11) No public information release of this evaluation will be made.

(12) Unit commanders will insure that adequate security is maintained during this exercise in accordance with existing directives.

4. ADMINISTRATION AND LOGISTICAL MATTERS: Omitted.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal.

b. Communications: See Communications Appendix to Operations Annex "B"

ANNEXES:
A - Omitted
B - Operations and Crew Flimsy
3 Appendices
1 - Flight Plan
2 - Route Map
3 - Comm Flimsy

BERTON H. BURNS
Colonel, USAF
Commander

DISTRIBUTION:
CINCSAC - 1 Cy
COMAF 8 - 1 Cy
COMADIV 802 - 1 Cy
COMBOMWG 310 - 1 Cy
COMABGP 802 - 4 Cys
COMBOMRON 25 - 3 Cys
COMBOMRON 44 - 3 Cys
COMBOMRON 45 - 3 Cys
COMDR 40A&E - 2 Cys
COMDR 40TM - 2 Cys
40DO - 6 Cys
40DM - 3 Cys
40DP - 1 Cy
ANNEX "B"
COMBOMRON 25 - 12 Cys
COMBOMRON 44 - 13 Cys
COMBOMRON 45 - 12 Cys

OFFICIAL:
Thomas L. Workman
for WILLIAM M. BOWDEN
Colonel, USAF
Wing Operations Officer

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
10 October 1955

ANNEX "B"

TO

OPERATION ORDER

SERIAL NR 300-55

"POST-HOLE"

OPERATIONS ANNEX AND CREW FLIMSY

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ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 300-55

OPERATIONS ANNEX

AND CREW FLIMSY

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
10 October 1955 0100Z

1. GENERAL:

"POST-HOLE" is an Eighth Air Force directed mission designed to evaluate radar bombing against a "Bravo" type target and accomplish maximum 50-8 requirements. This mission will involve 31 B-47 aircraft and crews of the 40th Bombardment Wing and will be flown on 17, 18, and 19 October.

2. SCHEDULE:

a. Briefing Schedule:

TYPE	PLACE	TIME
General and specialized Briefing	Ground Training Auditorium	0930 15 OCT
Pre-takeoff	25th Bomb Squadron	3 hours prior to takeoff
Debriefing	25th Bomb Squadron	Immediately after landing
Critique	Ground Training Auditorium	0900 25 Oct

b. Flying Schedule: OCT 17 - ALPHA FLIGHT

SQUADRON	TAKEOFF	AIRCRAFT	CREW	AIRCRAFT COMMANDER	OBSERVER
45	1505	571	L60	Grimm	Conley
45	1520	563	L65	Irving	Welch

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SQUADRON	TAKEOFF	AIRCRAFT	CREW	AIRCRAFT COMMANDER	OBSERVER
45	1535	158	R67	J. M. Campbell	Bowdre
45	1550	552	R71	Mosier	Bates
25	1605	558	L03	Starr	Owen
25	1620	545	R07	Harmon	Johnson
25	1635	595	L01	Tuttle	MacLean
44	1650	583	R45	Markowski	Cloak
44	1705	555	R42	Wohlford	Berberich
44	1720	320	L44	Via	Williams
	1735	Spare			
	1750	Spare			
	1805	Spare			

OCT 18 - POST HOLE - BRAVO

SQUADRON	TAKEOFF	AIRCRAFT	CREW	AIRCRAFT COMMANDER	OBSERVER
25	1505	557	L12	Liebich	Osborn
25	1520	578	L04	Dunaway	Smith
25	1535	574	R16	Smith	McChesney
25	~~1550~~	~~573~~ 595	R10	Bowles	Rumph
44	1605	579	L37	Cleveland	Harding
44	1620	569	L34	Burnstad	Warren
44	1635	570	R41	Millerich	Smith
44	1650	~~541~~ 582	L36	Clark	Collier
45	1705	~~556~~ 566	R63	Jones	Thompson
45	1720	588	L76	Sharp	Carnes
45	~~1735~~	~~543~~	L72	Musterman	Peacock

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SQUADRON	TAKEOFF	AIRCRAFT	CREW	AIRCRAFT COMMANDER	OBSERVER
81	1750 ~~75~~	Spare		Schuppert	
	1805 25	Spare			
73	1820 ~~7~~ 1835 79	Spare			

OCT 19 - POST HOLE - COCOA

SQUADRON	TAKEOFF	AIRCRAFT	CREW	AIRCRAFT COMMANDER	OBSERVER
44	1505	581	R32	Kronshage	Kendall
44	1520	584	L30	Briggs	Snyder
44	1535	322	R35	Abbott	Cohen
44	1550	582	R43	Sears	Brunk
45	1605	576	L61	Harrington	Hassing
45	1620	590	R75	Bank	Sehan
45	1635	587	R66	Gionet	Paglerio
25	1650	605	L11	Ondes	Englert
25	1705	550	L14	Jones	Dibble
25	1720	554	R15	Whayne	Probst
	1735	Spare		Tuttle	
	1750	Spare			
	1805	Spare			

c. Take-off times will be adjusted on latest forecast winds.

d. There will be three (3) spare slots at the end of each days scheduled sorties. Late take-offs will be assigned by 40th Wing Control.

e. Crews that abort prior to IP may be rescheduled on the second and third nights.

f. Crews or aircraft that overfly the IP will not be rescheduled.

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g. Crews aborting between IP and target will be charged with an abort and scored as grass errors.

h. Radar malfunction runs will not be considered as radar aborts nor included in units qualitative results for purpose of this evaluation.

3. BOMBING AND NAVIGATION:

a. Bombing altitudes and airspeeds.

(1) Lawrenceville - 36000 even number aircraft, 38000 odd Mach .81.

(2) St. Louis - 37000 even number aircraft, 39000 odd Mach .81.

(3) Kansas City - 38000 even number aircraft, 40000 odd Mach .74.

(4) Salina (camera attack) 395000 even, 41500 odd Mach .74.

b. Altimeters will be set on 29.92.

c. Type bombing:

(1) Lawrenceville - Practice, radar offset.

(2) St. Louis - Record Radar direct.

(3) Kansas City - Record Radar offset.

(4) Salina - Record Radar direct camera attack.

d. Cameras. Both the O-15 and O-23 Cameras will be utilized. Observers will bring O-15 magazine and photo log to debriefing. O-23 magazine and log will be left in aircraft and picked up by A&E personnel.

e. Observers wind will not be called in to the RBS site at Lawrenceville, on the other runs normal procedures will be used.

f. For the run on Lawrenceville a circular error of 7000 or greater will be considered a gross error.

g. Project "Shack" bombing tables will be used for all runs.

h. Navigation legs.

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(1) Celestial grid.

(a) Departure point - initial level off.

(b) Termination - Des Moines, Iowa.

(2) Night celestial.

(a) Departure point - Brookfield, Mo.

(b) Termination - Russell, Kansas.

i. Control Points (1st aircraft).

(1) Muscatine, Iowa 0028Z.

(2) Decatur, Illinois 0045Z.

j. Abort procedures - Aircraft aborting will make a turn to the left not to exceed 90° and descend to 30,000 and request individual clearance direct to base of intended landing.

4. FIGHTER INTERCEPTION: To be included later.

5. FLYING SAFETY:

a. Weather minimums are according to AFR 60-16.

b. Fuel minimums: Minimum of 12,000 pounds over destination.

c. Flying safety will take precedence throughout the mission.

d. Squadron operations will brief all crews on let-down procedures at all enroute emergency bases.

e. Aircraft position and navigation light will be on during all phases of darkness.

f. Radar observers will monitor let downs and landing approach phase of flight.

6. SCHEDULED 50-8 REQUIREMENTS:

1 - Celestial Grid

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1 - Practice Radar RBS

1 - Mach .81 offset Radar RBS

1 - Radar RBS

1 - Nite celestial

1 - Radar Camera Attack

Max fighter intercept

1 - GCA

1 - Landing

1 - Long range cruise control

7. DIRECTORATE OF OPERATIONS RESPONSIBILITIES:

a. Specific responsibilities of the Directorate of Operations:

(1) Operations and Training will:

(a) Publish operations orders and flimsies.

(b) Obtain ARTC clearances and DD Forms 175.

(c) Conduct briefing, pre-take off briefing, and critique of mission.

(d) Report and record 50-8 accomplishments

(e) Advise Air Defense Command in accordance with provisions of ADC message ADOOT E-15612, dated, 19 April 1955, at least 48 hours prior to the date exercise is flown of the following data:

1. Number of aircraft in bomber stream.

2. Date and ETA of first and last aircraft at pre-IP, IP, and target.

(2) Wing Observer Section:

(a) Assure compliance with all provisions of SAC Regulation 50-42.

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(b) Select IP, offset aiming point, and method of bombing of primary target.

(c) Plan, schedule, conduct and report target study and trainer requirements. A minimum of 10 trainer runs per observer is to be accomplished.

(d) Notify Vincennes RBS site of scheduling information as required in paragraph 8c(1), SAC Regulation 50-42.

(e) Assure crews accurately complete SAC Forms 284 and 285 (Photo logs).

(f) Complete and forward SAC Form 44 and 44A for each aircraft and crew scheduled.

(g) Report by TWX to Headquarters SAC the MC grid coordinates of offset point to be used, 48 hours before first scheduled mission.

(h) Assure 0-15 and 0-23 radar photography is accomplished with procedures outlined in SAC Manual 50-38.

(i) Construct radar target plate in accordance with provisions of SAC Regulation 96-2, dated, 6 May 1955.

(j) Examine all observers participating in this evaluation in accordance with the provisions of Eighth Air Force Regulation 50-19, dated, 17 December 1953.

(k) Complete report required by Eighth Air Force Operations Order 300-55, paragraph X General Instructions paragraph (19)(b).

(l) Conduct observer portion of briefing, specialized briefings, pre-take off briefing, debriefing, and critique.

(m) Complete observer portion of operations order and flimsies.

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(3) Intelligence Section:

(a) Unit P.I. will score bomb impact points from radar scope photography.

(b) Paragraph 3x (11)(c) of Eighth Air Force Operations Order 300-55 will be complied with and proper reports rendered.

(c) Retain all 0-15 and 0-23 film, logs and AN/ASH-4 photos until after visit by SAC representatives, then courier within 12 hours to 801st RTS.

(d) Assist Wing Observer in preparation of form 44 and 44a.

(e) Submit B-51 report and all other intelligence reports required.

(f) Prepare rooms for all briefing and critiques.

(g) Organize and operate debriefing team and functions.

(h) Major Marable will assume responsibility for class "X" control team.

(4) Wing Control Section:

(a) Submit all combat reports required by Eighth Air Force Operations Order 300-55, paragraph 3x(20)(a) 1 and 2 in accordance with SAC Manuals 55-8 and 55-8A dated September 1954.

3 APPENDICES
1 - Flight Plan
2 - Route Map
3 - Comm Flimsy

BERTON H. BURNS
Colonel, USAF
Commander

OFFICIAL
Thomas S. Bolman
for WILLIAM M. BOWDEN
Colonel, USAF
Wing Operations Officer

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
10 October 1955

APPENDIX 1

TO

ANNEX B

OPERATIONS ORDER

SERIAL NR 300-55

"POST-HOLE"

FLIGHT PLAN

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OPERATION "POST HOLE" B 1 AIRCRAFT

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JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.K.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD D'S	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN	FUEL FLIGHT PLAN: GROSS WEIGHT
SHAFB															94,671	178,500
START-															4,800	4,800
TAXI-TAKE-OFF												@ 403			89,871	173,700
L/O Position	98% CL	302	280/026 -1	301	-11	290	33		410	386	109	:17	112		7,000	7,000
Boysen Res. 43°09'N-108°11'W		301	250/050 -4	297	-14	283	33	.74	425	386	109 / 436	:20 / 1:08	112 / 481		82,871 / 12,200	166,700 / 12,200
Pierre 44°20'N-100°20'W	079	079	-4	078½	-14	064½	33				545 / 347	1:28 / :44	593 / 312		70,671 / 7,370	154,500 / 7,370
Sioux Falls 43°33'N-96°44'W		107	-3	110	-11	099	33	"	"	475	892 / 164	2:12 / :21	905 / 149		63,301 / 3,380	147,130 / 3,380
Des Moines 41°34'N 93°35'W		131	-5	136	-9	127	33	"	"	470	1056 / 182	2:33 / :24	1054 / 170		59,921 / 3,800	143,750 / 3,800
Waterloo 42°30'N 92°22'W		045	-4	041	-7	034	33	"	"	455	1238 / 80	2:57 / :10	1224 / 71		56,121 / 1,520	139,950 / 1,520
C.P. Muscatine 41 24'N 91 02'W	96% CR	138	-5	143	-6	137	38	.81	465	490	1318 / 88	3:07 / :11	1295 / 85		54,601 / 2,100	138,430 / 2,100
PIP Peoria 40°41'N 89°35'W		123	-4	127	-4	123	38	"	"	500	1406 / 79	3:18 / :09½	1380 / 71	1821½	52,501 / 1,720	136,330 / 1,720
IP Decatur 39°50'N 88°56'W		150	-5	155	-3	152	38	"	"	480	1485 / 59	3:27½ / :07	1451 / 54	1856½	50,781 / 1,300	134,610 / 1,300
TGT Lawrenceville		137	-5	142	-3	139	38	"	"	490	1544 / 90	3:34½ / :11	1505 / 85	1845	49,481 / 2,010	133,310 / 2,010
Paris 39°18'N 88°20'W		192	-5½	197½	-4	193½	39	"	"	443	1634 / 151	3:45½ / :20½	1590 / 159		47,471 / 3,640	131,300 / 3,640
Poplar Bluff 36°45'N 90°25'W		285	-2	283	-5	278	39	"	"	418	1785 / 104	4:06 / :15	1749 / 116		43,831 / 2,590	127,660 / 2,590
St. Louis TGT Target H		007	-5½	001½	-5	356½	39	"	"	477	1889 / 115	4:21 / :14½	1865 / 113		41,241 / 2,470	125,070 / 2,470
Springfield 37°14'N 93°23'W		239	-5½	241½	-7	234½	39.3	.74	425	378	2004 / 127	4:35½ / :28	1978 / 198		38,771 / 3,830	122,600 / 3,830
IP Osceola 38°02'N 93°42'W		344	-6½	337½	-8	329½	39.6	"	"	415	2181 / 50	5:03½ / :07	2176 / 50		34,951 / 930	118,780 / 930
Kansas City TGT J		327	-6	321	-8	313	39.8	"	"	402	2231 / 77	5:10½ / :11	2226 / 78		34,021 / 1,450	117,850 / 1,450
Brookfield 39°46'N 93°04'W		061	-1½	059½	-7	052½	40.4	"	"	475	2308 / 82	5:21½ / :10½	2304 / 75		32,571 / 1,400	116,400 / 1,400
45°30'N 98°00'W		327	-6½	320½	-9	311½	40.9	"	"	410	2390 / 409	5:32 / 1:00	2379 / 425		23,171 / 7,450	115,000 / 7,450
Russell 38°53'N 98°52'W		185	-6	191	-11	180	41.4	"	"	400	2799 / 401	6:32 / 1:00	2804 / 425		23,721 / 6,860	107,550 / 6,860
SHAFB		097	-3	100	-10	90	41.4	"	"	470	3200 / 56	7:32 / :07	3229 / 50		16,871 / 700	100,700 / 700
											3256	7:39	3279		16,171	100,000

DATE OF TAKE-OFF: 17 OCTOBER 1955

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

AIR-CRAFT BASIC WT	82,500	
CREW WT	906	
OIL WT	423	
ATO BYL WEIGHT (Empty)	-	
EXT. TANKS WT (Empty)	-	
OPERATING WT		83,829
FUEL WEIGHT: FWD	19,201	
CWD	18,681	
AMD	22,392	
FWD AMD	6,435	
R.B.	19,772	
ATO	8,190	
EXT.		
TOTAL		94,671
BOMBS WT		-
AMMO WT		-
ADD. FLUID WT		-
INITIAL GROSS WT		178,500
START & TAXI FUEL ALW		2,400
TAKE-OFF GROSS WT		176,100

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
1370	12,300	72° F

CRITICAL FIELD LENGTH: 11,070

TAKE-OFF

DISTANCE	SPEED
9,600	153 K
Refusal	SPEED

ACCELERATE	EMERG REST PLANE	LINE (300')
130	168	94

NO. OF ATO BOTTLES
ATO WT
PROPELLANT WEIGHT
ADJUSTED TAKE-OFF WEIGHT
ADJUSTED TAKE-OFF DISTANCE
ATO FIRING SPEED

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
10 October 1955

APPENDIX 2

TO

ANNEX B

OPERATIONS ORDER

SERIAL NR 300-55

"POST-HOLE"

ROUTE MAP

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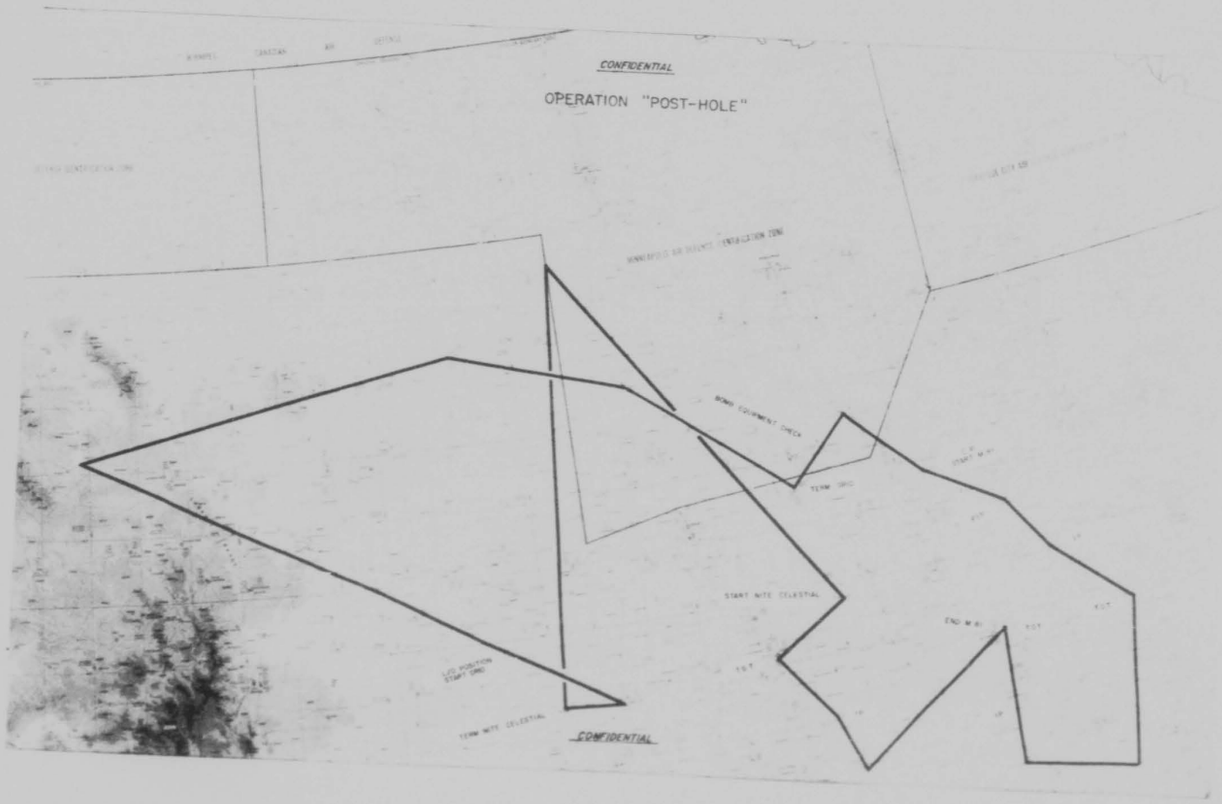

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
10 October 1955

APPENDIX 3

TO

ANNEX B

OPERATIONS ORDER

SERIAL NR 300-55

"POST-HOLE"

COMMUNICATIONS FLIMSY

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
10 October 1955

APPENDIX 3

TO

OPERATIONS ORDER 300-55 "POST-HOLE"

1. GENERAL:

a. Communications procedures listed herein will be complied with by all participating aircraft unless otherwise specified.

2. PROCEDURES:

a. Normal ATC reporting procedures will be used. The stream leader will open the block clearance and the last aircraft in the stream will close the clearance. Example: (ATC call) this is Ajax 22 Operation Post Hole Alfa (text of report). First day's flight will be Alfa Flight, second day Bravo Flight and third day Coca Flight.

b. March AFB will be the primary H/F communications control station. McChord AFB will be the secondary Control station. Each aircraft will transmit a strike report to one of these stations for relay to STORM TROOPER and AJAX. Tactical H/F position reports will be transmitted by individual aircraft for relay to AJAX. High frequency logs will be maintained and turned in at de-briefing. The remarks section will be used to explain any difficulties encountered.

c. The recall word for this mission is "FIRESTONE" and will be transmitted by the following means:

(1) Primary: INSAC stations on 255.4 and 301.4 mcs.

(2) Secondary: AACS H/F ground/air stations on the optimum frequencies.

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(3) Alternate: By Vincennes Bombplot on UHF frequency 258.20 mcs.

3. CALL SIGNS:

a. Air to air - Ajax Leader, Ajax two, Ajax three, etc., consecutively through the last aircraft.

b. Air to ground - Assigned tactical call sign.

4. FREQUENCIES:

a. 321.0 mcs: Interplane and control room.

b. Vincennes Bombplot: Primary UHF 258.20 mcs VHF 142.20 mcs

Secondary UHF 356.8 mcs VHF 138.42 mcs

c. 15016 and 11228 kcs: Optimum H/F frequencies.

5. IFF: Leaders sets will be on Mode 3. All other on Mode 1.

6. ATC CLEARANCE:

Operation "Post-Hole" ALPHA 17 October
"Post-Hole" BRAVO 18 October
"Post-Hole" COCOA 19 October

Takeoff to south, stay below 4000 feet until North of vistor 4 then climb on course. Takeoff to North climb on course.

REPORTING POINTS 1ST AND LAST AIRCRAFT

1. Abeam Scotts Bluff
2. Over Boysen Res
3. Over Pierre
4. Over Souix Falls
5. Over Waterloo
6. Over Peoria
7. Over Lawrenceville
8. Over Popular Bluff

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9. Over St. Louis

10. Over Springfield

11. Over Kansas City

12. 45° 30' N 98° W to Aberdeen

13. Abeam Grand Island

14. All to Salina approach control over Russell.

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OFR of PHILCO FIELD ENGINEER, SUBJ: Monthly Technical Report For Month Ending 31 October 1955.

40A&E(4 NOV 55) 1ST IND

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM, Smoky Hill Air Force Base, Salina, Kansas, 11 November 1955

TO: Commander, 802d Air Division, Smoky Hill Air Force Base, Salina, Kansas.

Radio and Radar training is progressing satisfactorily considering the capability of one technical representative to cover this field. Assignment of an additional radio and radar technical representative would allow the armament-electronics squadron to expand its training program in this increasingly complex field while at the same time provide additional assistance to the maintenance activity.

FOR THE COMMANDER:

D. M. BROWN
Major, USAF
Adjutant

[redacted]

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OFFICE OF PHILCO FIELD ENGINEER
Smoky Hill Air Force Base
Salina, Kansas

4 November 1955

CONTRACTOR: Philco Corporation, [illegible] Lehigh Ave., Philadelphia, Pennsylvania

SUBJECT: Monthly Technical Report for Month Ending 31 October 1955.

TO: Commander
40th Combardment Wing, Medium
Smoky Hill Air Force Base
Salina, Kansas

The following technical report for the month ending 31 October 1955 is submitted as directed by AFR 66-13:

1. SUBMITTED BY: Mr. Maurice T Baer

2. IMMEDIATE SUPERVISOR: WO-3 Eldon W Meeker, Training Officer

3. EQUIPMENT: Communications and Auxiliary Radar

4. TRAINING ACTIVITIES:

a. Classroom Training:

SUBJECT	NR STU	AFSC	INST HRS	STU HRS
AN/APN-11	5	30131	10	50
AN/ARC-27	7	30130	13	91
In-Flight Maint	9	ARS Observers	2	18
TOTAL	21		25	159

b. On The Job Training (Planned)

AN/ARC-27	7	30130	4	28
	1	30150	4	4
AN/APN-11	5	30131	2	10
AN/APN-12	1	30131	1	16
TOTAL	14		26	58

c. On The Job Training (Informal)

Test Equip	1	32150E	20	20

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OFC of Philco Field Engineer, SUBJ: Monthly Technical Report for Month Ending 31 October 1955.

T-47/ARN-13	1	30130	8	8
AN/APS-42A	2	30131	16	32
AN/ARX-6	1	30131	5	5
TOTAL	4		29	85

d. Duration:

(1) Instructor hours available: 168

(2) Total instruction time: 100

(3) Course preparation, examination, grading: 20

(4) Percentage of time spent on training: 71.5%

5. HAVE SERVICES BEEN FULLY UTILIZED: Yes

6. MAINTENANCE ENGINEERING AND OPERATIONAL DIFFICULTIES ENCOUNTERED:

a. A APS-42A malfunction has been attributed to failure of the flexguide connecting between the frame and the feed horn on antenna, AS-428A.

b. In comparing the flexguides on antennas AS-428 and AS-428A, it is found that the flexguide on the newer antenna is larger in crossection outside dimension and at the same time, shorter in length. This necessitates a shorter bend radius on the newer antenna, possibly attributing to the failure. The point of failure in this one case was found to have been approximately 1 1/2 inch from the feed horn end of the flexguide.

c. It is recommended that, should failures continue, this section of flexguide be replaced by a longer section, such as was used on the AS-428 antenna. Meanwhile, mechanics should thoroughly inspect the AS-428A flexguide for "soft" spots.

d. UR submitted, no number available at this time.

e. Several cases have been encountered where the ARC-21 receiver will not tune to certain frequencies, but turn the set off after the timer runs out.

f. Intermitten receiver tuning on certain frequencies has been traced, in approximately 90% of such cases, to improper setting of the pulse level potentiometer, R-887. This difficulty may manifest itself by "no first reversal" if the pulse level is too low, or "no second reversal" if the pulse level is too high. In order to measure the pulse level, it is necessary to manually tune the receiver to a point where the output of the 4th mixer, V-303 is 500 kilocycles. At this point the output of the frequency discriminator, V-804, will be maximum and may be measured between ground and pin "B" of test meter jack, J-201, with a vacuum tube voltmeter. The pulse level may then be set by adjusting R-887. To manually

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tune the receiver it will be necessary to disable the "watchdog" circuit and the reactance tube which contr ls the receiver local oscillator.

g. A step-by-step procedure for the adjustment of R-887 is as follows:

(1) Tune receiver to 2.0 megacycles (The lower frequencies are less critical in tuning, so the receiver will tune here when not to some others)

(2) Apply -1.5 volts to the small pin between R-206 and R-218 on subassembly R-134. This will disable the "Watchdog".

(3) Apply +6.0 volts to J-809 on subassembly AM-775. This disables the reactance tube by stabilizing the output of the cathode follower, V-807B. NOTE: Ordinary dry cells are a satisfactory power source for steps 2 and 3.

(4) Turn the manual-auto shift on the rear of AM-776 to the manual position. NOTE: Early models of the AM-776 do not have a spring loaded main tuning shaft. On these models, it will be necessary to turn the shaft. approximately one turn towards "home" positi n (CCW) before proceeding with step 5.

(5) While measuring the voltage at pin B of J-201 with a vacuum tube voltmeter, positi n the main tuning shaft (by means of the screwdriver slot on the tuning indicator) for maximum positive voltage. This voltage may be from + 2.0 to +7.0 volts.

(6) Holding shaft in this position, adjust R-887 for approximately +4.5 volts.

(7) Turn manual-auto shift to auto position.

(8) Remove bias from J-809.

(9) Remove bias from "Watchdog". Receiver should return to 2.0 megacycles. This completes adjustment of R-887.

h. No UR necessary.

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OFC of Philco Field Engineer, SUBJ: Monthly Technical Report for Month End'ng 31 October 1955.

7. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE ENGINEERING PERFORMANCE:

a. None

8. REMARKS:

a. Several additional cases (3) of shorting of capacitors C-1201, C-1202, and C-1207 in the ARC-21 main frame have occurred. This difficulty is outlined in paragraph V of the writers report for SEP 55.

Maurice T. Baer

MAURICE T BAER
Field Engineer
Philco Corporation

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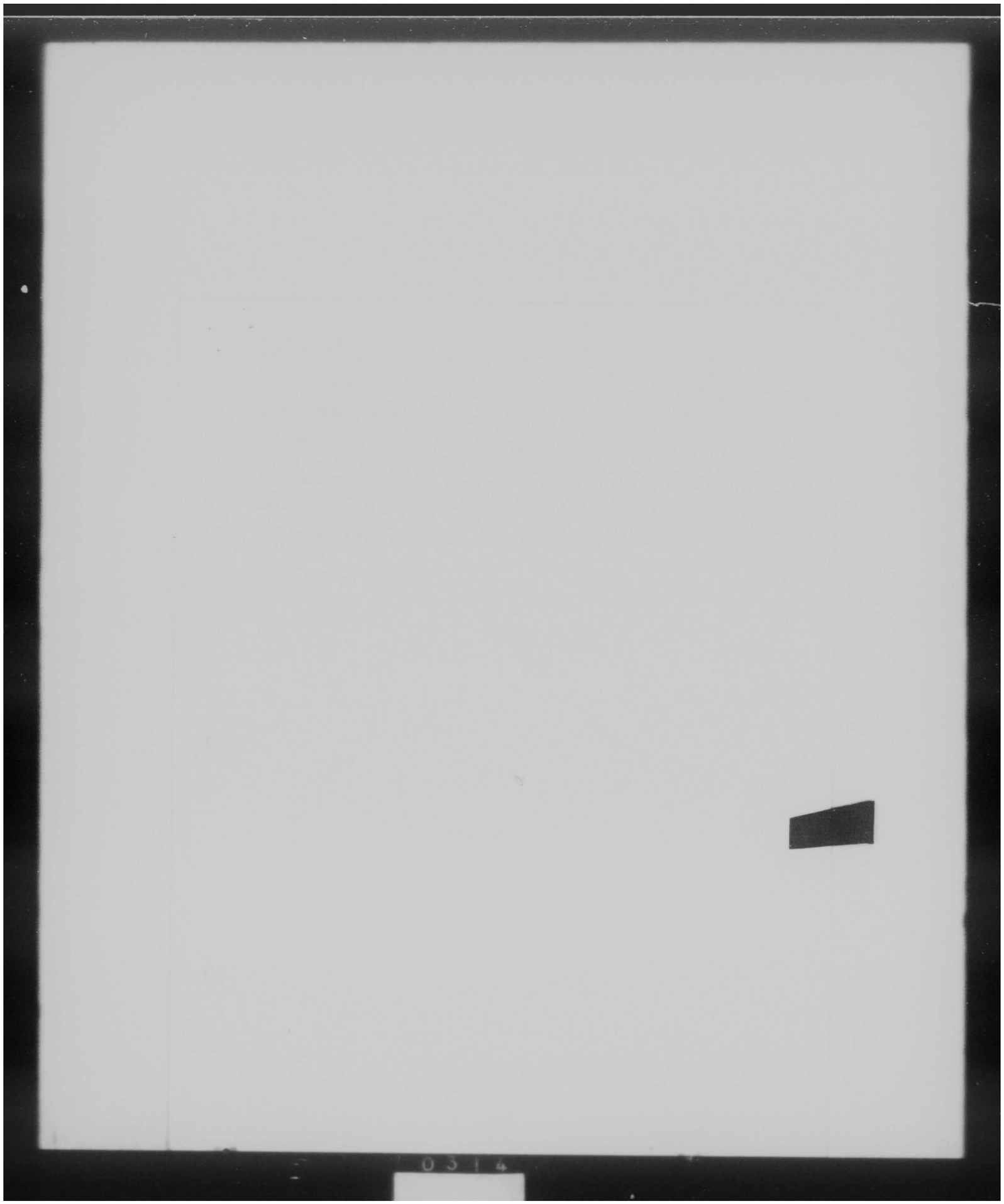

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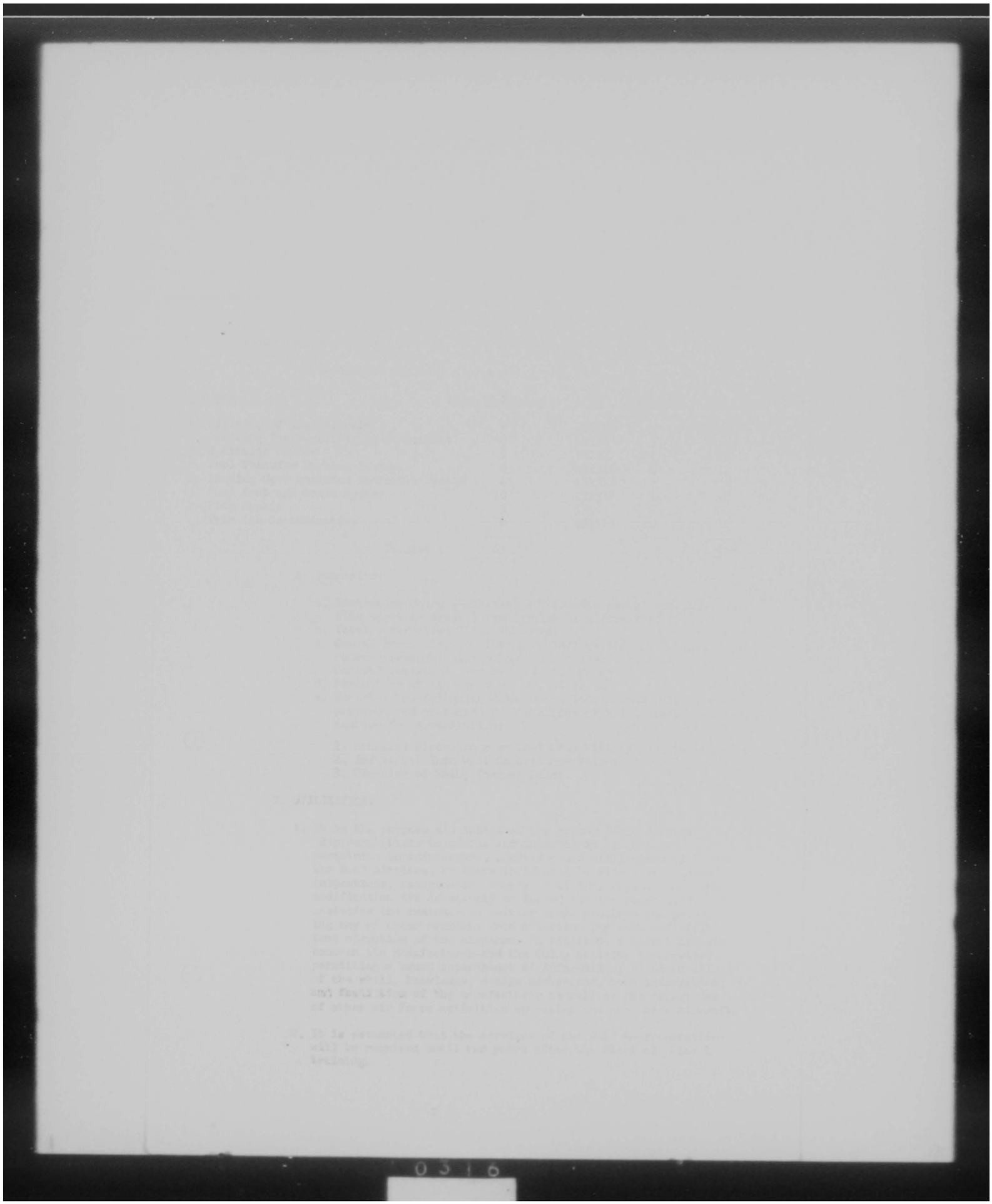

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November 4, 1955

CONTRACTOR: General Electric Company, Aircraft Gas Turbine, Evendale, Ohio

SUBJECT: Monthly Technical Report

TO: Commander
49th. Bomb Wing - Jet (M)
Smoky Hill Air Force Base
Salina, Kansas

The following technical report for the month ending October 31, 1955 is submitted as directed by AFR 66-18.

1. Submitted By: D. C. Prescnell, Technical Representative.

2. Immediate Supervisor: General Electric Company Lt Col H. G. Fulmer
Chief of Maintenance

3. Equipment Involved: J47-GE-25, J47-GE-25A, J47-ST-25, J47-ST-25A, J47-WP-25, and J47-WP-25A engines.

4. Training Activities:

1. Classroom Training: None

2. On the Job Training (planned): None

3. On the Job Training (informal): See Below

SUBJECT	No. OF STUDENTS	AFSC	INST. HOURS	STUDENT HOURS
a. Engine Operation	32	43270 43250 43230	30	960
b. Engine Fuel System	23	43270 43250 43230	21	483
c. Engine Lube System	10	43171-E 43151-E 43270	4	40
d. Engine Periodic Inspection	25	43171-E 43151-E 43270 43250	8	200
e. Engine EGT System	12	43270 43250	4	48
f. Engine Trouble Shooting	30	43270 43250 43230	30	150
			117	1966

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4. Curation:

a. Instructor hours available: 136

b. Total instruction time: 117

c. Course preparation, examination, grading: None

d. Percentage of time spent on training: 3/3

e. Remarks: Due to the work load commitments this month it was impossible to organize any formal classroom training for the Wing engineering personnel.

5. UTILIZATION:

1. Brief description of assigned duties: It is the intention of the undersigned to provide any assistance to aid in the proper maintenance and operation of the J47 engine, and to provide a direct contact between the contractor and the using activity.

2. It is scheduled that the General Electric Company Representative will be phased out at the completion of Phase II.

6. MAINTENANCE ENGINEERING AND OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. 078-161, J47-GE-25, Time 400:30, Position #2, A/C 52-164

During a routine post-flight inspection on the subject engine, it was found that an oil leak was present in the vicinity of the turbine frame assy. Further investigation revealed that a crack was present around the scavenge oil take off mounting flange.

The engine was removed from the aircraft and replaced with a servicable like item.

The engine was retained at the Minor Repair Section for a turbine frame replacement. The engine will be returned to servicable spare status following the repair.

2. 078-764, J47-GE-25A, Time 368:00, Position #4, A/C 52-578

It was noted during the post-flight inspection that the P/N 648-2501, 8th. stage cooling air bellows, had broken and allowed cooling air to escape.

The engine was recved from the aircraft and was routed to the 40th. Wing Minor Repair Section where the failed bellows, No.4 bearing, and turbine wheel were replaced with new servicable like items.

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The engine was returned and reinstalled in the same position on the same aircraft.

Subsequent operation has been noted as normal.

3. 663-667, J47-GE-25A, Time 417:40, Position #1, A/C 52-539

It was noted that excessive vibration was present in the subject engine during operation.

The engine was removed from the aircraft and was routed to the Minor Repair Section where examination revealed that a rough No.4 bearing was present. The bad No.4 bearing was replaced with a new serviceable like item.

The engine was returned to its original position on the same aircraft and subquent operation has been normal.

4. 663-753, J47-GE-25A, Time 168:50, Position #1, A/C 52-579

This engine received major compressor damage during a water/alcohol tabbing run.

Following a correctly executed temperature stabilization run, the man in the cockpit introduced the water/alcohol mixture to the engine. Almost instantly a loud explosion occurred from within the engine.

After shut down an investigation of the engine compressor section revealed that major damage was present to all 2nd. stage rotor blade trailing edges and all 2nd. stage stator blade leading edges. No compressor case failure or further engine damage was noted and the engine was free to rotate after the incident.

This damage was caused by the sudden increase of pressure brought about by the admission of the water/alcohol augmentation mixture which forced the stator blade tips to flex forward from the loads exerted on them and to momentarily engage the moving rotor blades.

This particular engine is classified as marginal, or more subject to water/alcohol failure, and is the exception rather than the rule.

The engine was routed to OCAMA for overhaul and repair.

5. 670-770, J47-GE-25, Time 268:20, Position #3, A/C 52-580

While participating in touch and go landings at this base the pilot noted, following a throttle advance for a go around, that the subject engine had stalled and that an overtemperature condition had occurred.

Following the landing the engine was removed and was routed to the

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Minor Repair Section where an overtemperature inspection will be conducted and all suspected or heat damaged hot section parts will be replaced with new serviceable like items.

The engine will be retained in serviceable spare status following the inspection and/or repairs where necessary.

6. During a post-flight inspection of A/C 52-674 it was discovered that the No.4 position engine emitted thumping and grinding sounds in the 2 to 0.5% RPM range during coast down.

The hydraulic pump was removed from the engine and normal coast silence again returned.

Operation has been satisfactory following replacement of the suspected hydraulic pump.

7. SUPPLY PROBLEMS:

a. No Comment

b. No Comment

8. REMARKS:

1. The 40th. Bomb Wing Jet Minor Repair Section personnel and the J47 engine, which lends itself easily to field level repair, has always formed a highly sucessful team in saving the U.S. Air Force large dollar shipping and overhaul expenses. This month was no exception when out of the five J47 engines removed from the B-47 aircraft with trouble, four were repaired locally by this section; two of the engines were returned to their original positions on the aircraft while the remaining two were retained as servicable spares.

No rejectable compressor nicks occurred during the month of October.

Coordinated

H L Gile

U. L. Gile
District Aircraft Engineer
General Electric Company

Douglas C Presnell

Douglas C. Presnell
Technical Representative
General Electric Company

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d. Summation:

(1) Instructor hours available: 336.

(2) Total instruction time: 298.

(3) Preparation, Examination, Grading: 10.

(4) Percentage of time training: 89%.

5. HAVE SERVICES BEEN FULLY UTILIZED: Yes.

6. MAINTENANCE ENGINEERING AND OPERATIONAL DIFFICULTIES ENCOUNTERED:

a. None.

7. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE ENGINEERING PERFORMANCE:

a. None.

8. REMARKS:

a. On 14 October 1955, ACFT 52-567 returned from a gunnery mission with a malfunction. On post-mission analysis the "A-5 Fire Control" breaker in the left alternator power shield was popped. The co-pilot reported no breakers popped on the indicator control. On the indicator control there are two breakers (CB 2204 and CB 2208) in the same line as the "A-5 Fire Control" breaker (Reference GEJ 2363B "TYPE A-5 FIRE CONTROL SYSTEM MAINTENANCE DIGEST, Figure 2 and figure 39.). If the "A-5 FIRE CONTROL BREAKER" is losing its rating it will pop under normal surges causing loss of A-5 power. This breaker is inaccessible to the operator and therefore cannot be reset while airborne.

L. J. Napaluch Jr.

L. J. NAPALUCH JR
General Electric Co.
Representative

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OFFICE OF GUNNERY SYSTEMS FIELD ENGINEERS
Smoky Hill Air Force Base
Salina, Kansas

4 November 1955

CONTRACTOR: General Electric Co.

SUBJECT: Monthly Technical Report for Month Ending 31 October 1955

TO: Commander
40th Bombardment Wing, Medium
Smoky Hill Air Force Base
Salina, Kansas

The following technical report for the month ending 31 October 1955 is submitted as directed by AFR 66-18:

1. SUBMITTED BY: Mr. Lloyd J Napaluch JR
Mr. Ralmer N Gambill

2. EQUIPMENT: System, Fire Control, Type A-5.

3. IMMEDIATE SUPERVISOR: Eldon W Meeker, WO-W3, Training Officer.

4. TRAINING ACTIVITIES:

a. Classroom Training:

SUBJECT	NR STU	AFSC	INST HRS	STU HRS
A-5 System Course for Flight Line PERS	5	32350C	64	160
Post Mission Analysis	30	32350C-70C	2	60
TOTAL	35		66	220

b. On the Job Training (Planned)

A-5 System Trouble-shooting, Shop	3	32350C	26	78

c. On the Job Training (Informal)

Aircraft Troubleshooting	24	32350C - 22 32370C - 1 32330C - 1	126	378
Shop Procedures	6	32350C - 6	80	240
TOTAL	30		206	618

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OFC of GUNNERY SYSTEMS FIELD ENGINEERS, SUBJ: Monthly Technical Report For Month Ending 31 October 1955.

4OA&E(4 NOV 55) 1ST IND

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM, Smoky Hill Air Force Base, Salina, Kansas, 11 November 1955.

TO: Commander, 802d Air Division, Smoky Hill Air Force Base, Salina, Kansas.

1. Training of Armament-Electronics Squadron A-5 Gunnery personnel is satisfactorily.

2. An unsatisfactory report is being submitted covering discrepancy on the A-5 system under Section 8, Remarks.

FOR THE COMMANDER:

D. M. BROWN
Major, USAF
Adjutant

5 Cys 40th HISTORICAL SECTION

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OFC of AUTOPILOT A-12D Field Engineer, SUBJ: Monthly Technical Report for Month Ending 31 October 1955

40A8E(1 NOV 55) 1ST IND

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM, Smoky Hill Air Force Base, Salina, Kansas, 11 November 1955.

TO: Commander, 802d Air Division, Smoky Hill Air Force Base, Salina, Kansas

Training of Armament-Electronics squadron autopilot and compass maintenance personnel is progressing satisfactorily.

FOR THE COMMANDER:

D. M. BROWN
Major, USAF
Adjutant

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OFFICE OF A-12D AUTO PILOT FIELD ENGINEER
Smoky Hill Air Force Base
Salina, Kansas

1 November 1955

CONTRACTOR: Sperry Gyroscope Co., Division of Sperry Rand Corp., Great Neck, New York.

SUBJECT: Monthly Technical Report for Month Ending 31 October 1955.

TO: Commander
40th Bombardment Wing, Medium
Smoky Hill Air Force Base
Salina, Kansas

The following technical report for the month ending 31 October 1955 is submitted as directed by AFR 66-18:

1. SUBMITTED BY: Mr. D.A. Whittle "A"

2. IMMEDIATE SUPERVISOR: WO-W3 Eldon W Meeker, Training Officer

3. EQUIPMENT: A-12D Autopilot

4. TRAINING ACTIVITIES:

a. Classroom Training:

SUBJECT	NR STU	AFSC	INSTR HRS	STU HRS
Fundamentals of Theory	2	422XoR	6	12
B-47 Aircraft	3	422XOR	1/2	1 1/2
B-47 Power Control System	3	422XOR	1	3
General Discription A-12D	3	422X0R	1 1/2	4 1/2
Flight Operation	3	422XOR	1/2	1 1/2
TOTAL	14		9 1/2	22 1/2

b. On The Job Training (Planned)

Line Analyzer Operation	3	422XOR	10	30
6 channel Bench Check	3	422XOR	8 1/2	25 1/2
TOTAL	6		18 1/2	55 1/2

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OFC of AUTOPILOT A-12D Field Engineer, SUBJ: Monthly Technical Report for Month Ending 31 October 1955.

c. On The Job Training (Informal)

Six Channel Amplifier Troubleshooting	8	422XO	38	152
Servo Control Troubleshooting	2	423XOR	10	20
Flight Controller Trouble-shooting.	2	423XOR	10	20
TOTAL	12		58	192

d. Summation:

(1) Instructor hours available - 128

(2) Total Instruction Time - 86

(3) Course Preparation - 10

(4) Percentage of Time spent on training - 75%

(5) Remarks: The total instructor available is 40 hours under par due to five days vacation during the month.

5. HAVE SERVICES BEEN FULLY UTILIZED: YES

6. MAINTENANCE ENGINEERING AND OPERATIONAL DIFFICULTIES ENCOUNTERED:

No serious or repetitive difficulties were noted.

7. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE ENGINEERING PERFORMANCES:

No serious or repetitive problems were noted.

8. REMARKS: None.

DA Whittis

DONALD A WHITTIS
Field Engineer
Sperry Gyroscope Co.

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KODAK SAFETY FILM

OFFICE OF K-SYSTEM FIELD ENGINEERS
Smoky Hill Air Force Base
Salina, Kansas

9 November 1955

CONTRACTOR: AC Spark Plug Division of GMC, Milwaukee, Wisconsin

SUBJECT: Monthly Technical Report for Month Ending 31 October 1955.

TO: Commander
40th Bombardment Wing, Medium
Smoky Hill Air Force Base
Salina, Kansas

The following technical report for the month ending 31 October 1955 is submitted as directed by AFR 66-18:

1. SUBMITTED BY: Mr. James W Nagle -- AC Spark Plug
Mr. Grady C Boswell -- AC Spark Plug
Mr. Robert Popp -- AC Spark Plug
Mr. Jerold Rhodes -- AC Spark Plug
Mr. William F Hopper -- Western Electric

2. IMMEDIATE SUPERVISOR: Eldon W Mecker, WO-W3, Training Officer

3. EQUIPMENT: K-4A Bombing Navigational System

4. TRAINING ACTIVITIES:

a. Classroom Training:

SUBJECT	NR STU	AFSC	INST HRS	STU HRS
Trouble Shooting	18	32130E	44	540
50E Package Course	4	32130E	4	16
Computer Specialist	10	32130E-50E	88	440
Optics Specialist	6	32130E-50E	16	96
Operator Familiarization	5		4	20
Operator IPM	12		16	48
TOTAL	55		172	1160

b. On The Job Training (Planned)

Trouble Shooting	6	32130E-50E	20	120
Y-4 Optics Maintenance	6	32130E-50E	8	48
Shop Training	6	32130E-50E	20	120
TOTAL	18		48	288

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OFC of K-System Field Engineers, SUBJ: Monthly Technical Report for Month Ending 31 October 1955

c. On the Job Training (Informal)

ACFT Trouble Shooting Procedures	15	32150E		
	25	32130E	200	450
Shop Procedures	2	32150E		
	3	32130E	63	330
TOTAL	45		263	770

d. Summation:

(1) Instructor Hours available - 800

(2) Total instruction time - 483

(3) Course preparation, examination, grading - 118

(4) Percentage of time spent on training - 75.3%

(5) Remarks - None.

5. HAVE SERVICES BEEN FULLY UTILIZED: Yes.

6. MAINTENANCE ENGINEERING AND OPERATIONAL DIFFICULTIES ENCOUNTERED:

a. No operational or maintenance engineering difficulties were encountered.

7. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE ENGINEERING PERFORMANCE:

a. None.

8. REMARKS: None.

William F. Hopper
WILLIAM F HOPPER
Western Electric Co.
Representative

James W Nagle
JAMES W NAGLE
AC Spark Plug, DIV GMC
K-System Co-ordinator

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OFC of K-System Field Engineers, SUBJ: Monthly Technical Report for Month Ending 31 October 1955

40AAE(9 NOV 55) 1ST IND

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM, Smoky Hill Air Force Base, Salina, Kansas, 11November 1955.

TO: Commander, 802d Air Division, Smoky Hill Air Force Base, Salina, Kansas.

Training of Bomb-Nav mechanics progressed exceptionally well during the month of October with the initiation of an expanded program of instruction and the assistance of computer and optics specialists made available through Headquarters, Strategic Air Command.

FOR THE COMMANDER:

D. M. BROWN
Major, USAF
Adjutant

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HISTORY

OF

40TH BOMBARDMENT WING MEDIUM
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

S-15237

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HISTORY OF

THE 40TH BOMBARDMENT WING (M) JET

NOVEMBER 1955

Smoky Hill Air Force Base, Kansas

This document is prepared by A/3C Barney R. Lawrence under the supervision of Lieutenant James W. Engsdale, 302d Air Division Historical Officer.

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Colonel, USAF
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CHRONOLOGY

NOVEMBER 1955

Date:	Event:
8 November 1955	Colonel Andrew S. Low was transferred to Mc Connell AFB, Wichita, Kansas for advanced B-47 training.
5-11 November 1955	This was "Honor the Uniform" week and the citizens of Salina, Kansas, helped celebrate this occasion with many prizes and valuable merchandise furnished from the citizenry.
15 November 1955	On this date the Community Chest drive on this base was completed for the year 1955. The total was $8772.08 donated by the personnel of this station.
28 November 1955	Major General Sweeney visited this station to confer with Brigadier General Sutherland about the further plans for this station.

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GLOSSARY

NOVEMBER 1955

Symbol	Explanation
AFB	Air Force Base.
NCOIC	Non Commissioned Officer in Charge.
OJT	On the Job Training.
TDY	Temporary Duty.
SAC	Strategic Air Command.
AFSC	Air Force Specialty Code.
RBS	Radar Bomb Scoring.
SWAFB	Smoky Hill Air Force Base.
ARS	Air Refueling Squadron.
A&E	Armament and Electronics.
OIC	Officer In Charge.
ACCP	Aircraft Out of Commission due to Lack of Parts.
OCAMA	Oklahoma City Air Materiel Area.
ADIV	Air Division.
USCM	Unit Simulated Combat Mission.
FAK	Fly-Away Kit.

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

MISSION:

The mission of the 40th Bombardment Wing remained unchanged during the November reporting period. The wing continued to train in an effort to become more proficient throughout the entire wing. Three missions were flown during the month of November 1955. These missions were flown to continue the training of the maintenance and flying crews. There were no changes in the wing mission as reflected in the 40th Bombardment Wing Regulation 20-1.

ORGANIZATION:

The organizational structure of the 40th Bombardment Wing remained unchanged during the month of November 1955. As of 30 September the wing had been assigned the Command, Adjutant, Inspector and Comptroller sections in addition to the Operations, Materiel and Personnel staff sections. Other units included the Headquarters Squadron Section, 25th, 44th, and 45th Bombardment Squadrons, 40th Air Refueling Squadron, 40th Field Maintenance Squadron, 40th Armament and Electronics Squadron, and the 40th Periodic Maintenance Squadron.

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ADMINISTRATIVE:

The clerical personnel shortage remained as the largest administrative problem during the month of November. The personnel of the wing were carrying extra duties to keep the wing functioning properly.

During the month of November the wing lost more personnel because the men had reached their dates of termination. Although the administrative phase has been slowed down the wing has been showing improvement.

The wing published regulation 5-2, this regulation is:

SECTION I - GENERAL

1. Purpose. -- To provide all 40th Bombardment Wing activities with a list of current 40th Bombardment Wing standard regulations which are assigned base numbers and general subject classifications in accordance with AFR 5-1, as amended, 40th Bombardment Regulation 5-5, and distributed in accordance with 40th Bombardment Regulation 5-3.

2. MAINTENANCE OF FILES.-- Upon receipt of this publication, files will be screened and action taken to reflect current index status. Additions or deletions published by this headquarters will be posted to this index with appropriate notations to reflect current changes.

3. CLASSIFIED PUBLICATIONS. -- Directives indicated as classified material within the scope of AFR 205-1 will be controlled accordingly.

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SECTION II - CURRENT PUBLICATIONS

4. 40th Bombardment Wing Regulations. --

5. 40th Bombardment Wing Operations Memorandums. --

6. The following 40th Bombardment Wing publications have been rescinded since the issuance of 40th Bombardment Wing Regulation 5-2, 30 MAY 55; all copies will be removed from files and salvaged or destroyed according to security classification.

A. 40th Bombardment Wing Regulations:

1. 40th Bombardment Wing Operations Memorandum: 1/

ADJUTANT:

Major D. M. Brown remained as Adjutant for the 40th Bombardment Wing during the month of November 1955. He was assisted by Master Sergeant John W. Barrier, Wing Sergeant Major. During the month of November the Adjutant section gained an A/1c. This man is now working in the Wing Classified section and is expected to take the place of the staff sergeant now in charge of this section when he leaves in January. This relieves somewhat the workload in the Wing Classified section. 2/

INSPECTOR:

Lieutenant Colonel John T. Armstrong remained as Inspector for the 40th Bombardment Wing during the month of November 1955.

1/ Wing Regulation 5-2 published 15 November 1955. EXH 1

2/ 40th Adjutant report for the month of November 1955.

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During the month of November 1955 the Wing Inspector's section performed routine duties. The section, however, took action to correct the discrepancies found by the SAC Inspection Team during the month of October 1955. 3/

COMPTROLLER:

Captain Jack M. Sheets remained as Comptroller for the 40th Bombardment Wing during the month of November 1955. During the month of November this section was assigned four men. One officer, two sergeants and one airman were assigned. These men relieved the personnel shortage somewhat, however, the section is still short two men, with whom it would be possible to meet the requirements of a fully manned section. The Comptroller section released these statistics pertaining to the manning of the 40th Bombardment Wing.

Officers -	Authorized	429
	Assigned	401
	Percentage	93.5
Airmen -	Authorized	1874
	Assigned	1574
	Percentage	82

Re-capitulation of In Required Manning statistics

Officers -	Authorized	429
	Assigned	360
	Percentage	83.9

3/ 40th IG report for the month of November 1955.

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Airmen - Authorized 1174

Assigned 1160

Percentage 61.8 4/

The Comptroller section also released the 40th Bombardment Wing Unit costs of operation. This schedule has been prepared for the months of June through October 1955. 5/

SPECIAL EVENTS:

Colonel Andrew S. Low was assigned to Mc Connell AFB, Wichita, Kansas for advanced B-47 training on November 8 1955. 6/

A very possible reason for the high morale throughout the 40th Bombardment Wing during the month was "Honor the Uniform" week which was conducted from 5 to 11 November 1955. This grand celebration gave the men of the 40th a chance to win some valuable prizes, as well as to meet their friends and neighbors in Salina.

Even the "die-hards", who often were to be quoted on the fact that they very seldom wore their uniforms in town, were among the first in line for the prizes, proudly wearing their Class "A" uniforms.

The manner in which the people of Salina showed their appreciation of the men in uniform caused many men to be even more proud of their uniform and their service.

In a letter to the Salina Chamber of Commerce, Major General

4/ AC report for November 1955.

5/ 40th Bombardment Wing Expense Summary dated 6 Dec 1955. EXH 2

6/ Letter Order 803 para 2 dated 8 November 1955. EXH 3

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Sweeney said, "This Project is concrete evidence of the cordial hospitality which has always been expressed by the citizens of Salina to the personnel of Smoky Hill Air Force Base." He also expressed his deep appreciation of the fine gesture towards the Air Force personnel by the citizens of Salina. 7/

November 15 saw the end of the Community Chest drive at Smoky Hill AFB. Although the final total was only $8,772.00 of the goal of $10,000.00. The achievement of 87.7 per cent of the goal was considered very satisfactory compared with last year's percentage of 66.6. The 40th Bombardment Wing donated a total of $2556.13 with the 40th Field Maintenance Squadron heading the donation list with $561.00. 8/

Major General Sweeney, commander of the Eighth Air Force, arrived at this station 28 November 1955, to confer with Brigadier General John H. Sutherland, 802d Air Division commander. 9/ At this conference one of the subjects for discussion was the future operations of the 40th Bombardment Wing.

7/ Letter from General Sweeney published in the Salina Journal. EXH 4

8/ Personal interview with Major D.M. Brown by historian.

9/ Picture of Brig. Gen. Sutherland greeting Maj. Gen. Sweeney. EXH 5

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CHAPTER II

PERSONNEL

PERSONNEL:

Major Henry D. Bentley, wing personnel officer, has been transferred to wing planning section and his replacement has not yet been named. Lieutenant Albert B. McRea remained as assistant wing personnel officer during the month of November 1955.

During November the 40th Bombardment Wing Personnel section was in the process of finishing the organization of the Wing Consolidated Record section. New assignment of responsibilities and the training of inexperienced personnel have begun to solve many problems of the past and improvement is being noted.

OFFICERS AND AIRMEN:

The Personnel section released these statistics pertaining to the manning of the 40th Bombardment Wing:

Officers	- Authorized	429
	Assigned	401
	Percentage	93.5
Airmen	- Authorized	1874
	Assigned	1538
	Percentage	82

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Re-capitulation of In Required Manning statistics

Officers - Authorized 429

Assigned 360

Percentage 93.5

Airmen - Authorized 1874

Assigned 1160

Percentage 62.8

The following table indicates the problem career fields in supply, administration and personnel:

	HS		FMS		AUS		ABS		25BS		44BS	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	AGSD	AUTH	ASGD	AUTH	ASGD
641	9	10	16	10	12	6	6	6	6	6	6	5
702	40	22	9	2	12	2	5	2	5	1	5	2
731	1	1	1	1	1	0	1	0	1	0	1	0
732	7	7	5	3	5	4	4	4	4	3	4	3

	45BS		PMS		TAC HOSP		WING TOTAL		PERCENT
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	MANNED
641	16	4	11	7	2	2	74	56	75.67
702	5	2	4	2	1	1	86	36	41.86
731	1	1	1	1	0	0	8	4	50
732	1	3	3	2	1	1	34	28	75.67

The critical shortage in these designated career fields seriously hampers the effective administration of the wing. 10/

10/ 40th DP report for November 1955.

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AWOL RATE:

There were seven AWOLs reported in the 40th Bombardment Wing during November 1955.[11] This constituted a rate of 3.5 per cent for the month of November. This rate is to be compared with that of 1.09 per cent for the month of October 1955.[12]

REENLISTMENT RATE:

The 40th Bombardment Wing reported 55 men discharged in November. Of the number discharged, 23 reenlisted, constituting a reenlistment rate of 41.8 per cent.[13]

MORALE WELFARE AND DISCIPLINE:

The morale of the wing remained high during the month. Most of the men of the wing were looking forward to the forthcoming holiday season. Many men have applied for leaves and three-day passes over the Christmas and New Year's holidays. The 40th Bombardment Wing recieved a TWX from Headquarters, USAF, stating that there would be a liberal Christmas leave policy. Included was a stipulation which requires that personnel must be on hand to meet any emergency situation, such as the EWP. It is being left up to squadron commanders to insure that there are enough primary and alternate crews on hand to execute the War Plan.

11/ AC report for November 1955.

12/ Refer to October history.

13/ AC report for November 1955.

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The 25th Bombardment Squadron commander asked, and it was agreed, that there should be 5X crews which can be declared combat ready. During the holiday period these crews will be declared combat ready and a few of the other crews may go on leave, and the 5(crews will be on stand-by.[14]

Several awards were made to members of the 40th Bombardment Wing during November. Maintenance man of the month was A/1C Earl W. Majure, 40th Periodic Maintenance Squadron. Crew of the month, B-47 Aircraft NR 52-588, 45th Bombardment Squadron, 45:15 hours flown.

Crew Chief - A/1C Robert H. Keller, AF-17369651

Assistant - A/2C Robert A. Burton, AF-27519671

Assistant - A/2C Manvel Borges, AF-12450093

Crew of the month, KC-97 aircraft NR 53-155, 43:20 hours flown.

Crew Chief - TSGT Everett F. Hamilton, AF-37086882

Assistant - A/1C Edward W. Donnelly, AF-17376726

Section of the month, 40th Armament and Electronics Bomb Navigation Maintenance Section.[15]

14/ 40th Bombardment Wing staff meeting 22 November 1955. EXH 6

15/ 40th DM report for November 1955.

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CHAPTER III

OPERATIONS AND TRAINING

OPERATIONS:

Col. William M. Bowden remained as Operations Officer for the 40th Bombardment Wing during the month. Colonel Bowden was assisted by LT. Col. John C. Minahan, Assistant Wing Operations Officer.

First LT. J. J. Perry remained as Communications Officer during November. M/Sgt. John Ellis assisted Lieutenant Perry with the duties of the communications section during the month of November 1955.

There were four missions flown in November 1955. The first mission was "Worst John", which was a bombardment commander's competition mission. Maj. Gen. Walter C. Sweeney and Brig. Gen. John R. Sutherland flew this mission with the 40th Bombardment Wing. The 40th Air Refueling Squadron participated in "Muscle Men", in which the squadron helped refuel another wing. "Grainfield", which was started in September and will last until the last week in December, was flown. Every week, two aircraft from the 40th Bombardment Wing will participate in this mission. The 40th Bombardment Wing flew a wing mission called "Crazy House". Ten aircraft participated and the mission was considered satisfactory.[16/]

Following are some of the accomplishments for November:

Total number of flying hours for B-47's	1125
Total number of sorties flown	221

16/ 40th DO historical report for November 1955.

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Visual releases	23
Radar camera attacks	47
Visual camera attacks	45
IBDA	6
Night celestial	35
Day celestial	18
Grid legs	39
Rendezvous	34
Refuelings	22
Gunnery missions	25
Munitions loaded	17500
Munitions fired	16549
Fighter attacks	11
Cruise controls	13
Air weapon missions	5
Radar approach let downs	50
PPI approaches	21
Gyro out approaches	14
Dry hook-ups	58
Pilot proficiency	15

FLYING TRAINING:

In November 1955, B-47 aircraft of the 40th Bombardment Wing flew a total of 1125 hours. KC-97 aircraft flew a total of

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17/ 40th BO Historical report for the month of November 1955.

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489 hours during the month.[18]

The 25th Bombardment Squadron flew a total of 364:55 hours against a goal of 411 hours for the month.[19]

The 44th Bombardment Squadron flew a total of 256 hours against a goal of 409 hours for the month.

The following runs were made:

Direct radar RBS runs	12
Radar offset runs	8
Mach. .81 RBS runs	2
Sidetrack RBS runs	3
Visual RBS runs	14
Visual releases	4

[20]

The 45th Bombardment Squadron flew a total of 431:25 hours against a set goal of 440 hours. The following is a breakdown of flying time:

Sorties flown	86
Direct RBS	26
Offset RBS	41
Mach .81 RBS	3
Visual RBS	12
GPI RBS	12
Radar camera attacks	10

18/ 40th BM historical report for November 1955.

19/ 25th Bombardment Squadron report for November 1955.

20/ 44th Bombardment Squadron report for November 1955.

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Visual camera attacks	16
Visual releases	6
Night celestial	20
Day celestial	4
Pressure patterns	1
K-Grid	9
Celestial grid	5
Long range cruise	8
Refueling	
Radio silence	3
Night	8
Maximum internal	7
Dry contacts	34
Night rendezvous	14
Day rendezvous	2
Gunnery	8
Fighter	1
Pilot proficiency	3
Takeoffs	86
Landings and touch and go	88
GCA	56
Radar approaches	21
PPI approaches	10
Gyro out approaches	6 [21/]

21/ 45th Bombardment Squadron report for November 1955.

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FLYING SAFETY:

Major Fredrick D. Gervais remained as Wing Safety Officer for the 40th Bombardment Wing during the month of November 1955. Major Gervais was assisted by Lieutenant Lawrence M. Novak. The duties of this section remained normal during November. 22/

GROUND TRAINING:

Ground training continued in the 40th Bombardment Wing during the month of November. Personnel from various sections of the 40th Bombardment Wing attended classes conducted by the MTD unit from Chanute AFB, Illinois. OJT continued with the aid of technical representatives. Section heads also served as instructors to their personnel to help them to become upgraded in their career fields. 23/

22/ 40th FS report for November 1955.

23/ 40th DOT report for November 1955.

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CHAPTER IV

MATERIEL AND MAINTENANCE

MATERIEL:

During November 1955 Col. Richard D. Stapp remained as Wing Materiel Officer.

Throughout the month of November a renewed effort was expended to place every available airman on formal OJT. An increase in interest on the part of supervisory personnel was noticed. A number of meetings of key personnel and senior NCOs were held to explain OJT procedures and to answer questions about the program.

The increase in personnel assigned has relieved the work load on department personnel and now a more equitible scheduling of work can be accomplished. However, a shortage still exists as outlined below:

AFSC	Short
6A151	2
70250	1

These shortages are such that they cannot be filled by upgrading existing personnel.

MAINTENANCE:

During November ten men went TDY from the Gunnery Flight line section. Six of these men went to Tucson, Arizona and the other four went to McDill AFB, Florida.[24/]

24/ 40th A&E report for November 1955.

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Approximately 20 co-pilots attended lectures and went through co-pilot training which was taught by the Gunnery Flight line section.

Due to the transfer of T/Sgt. J. B. Hill, former NCOIC of the Bombing and Navigation section, personnel of this section acquired extra responsibility. The functions of the personnel section in the wing have not been changed. The section is operating at full strength.

During the month of November the Weapons Release section continued to function normally. Seventeen men recieved four hours training on S/N loading and PLT monitoring. Eight men in the section have not yet attended this class. Twenty-five men were selected from M-Systems, Radar, and Gunnery sections to make up six teams of four men each as A/C wiring check, loading and monitoring men. A disposition form was sent to the wing S/N Officer requesting training for these men to be scheduled for 16 hours each with approximately six men per class of instruction.

There were two small arms inspections during the month. The weapons were found to be in good condition. However, the cleaning of assigned carbines was made mandatory and the Small Arms section furnished the necessary equipment for the cleaning of the weapons. These weapons will now be cleaned once a month.

During the month the 40th Armament and Electonics Squadron recieved five more AN/ALT-8 trnsmitter sets and 15 T-465/ALT-7 transmitters. The usual amount of work orders were processed through this section[25/]

25/ 40th A&E report for November 1955.

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and there were no changes in the routine of the section.

During November, ECM Flight Line personnel installed and removed AN/ALT-8a jamming transmitters, on 37 B-47 aircraft. This was done in conformation with an Eighth Air Force TWX to insure that the recent modifications made by the Boeing team were correct. Flight line personnel found several mounting racks were not properly installed. However, this has since been corrected.

Two new men (30133A) were received from Keesler AFB this month and have been placed on OJT. These men have ECM search and analysis AFSC's and should not have been assigned to this wing. The utmost consideration is being given these men with these AFSC's, it might be possible to trade with a Reconnaissance Wing for two men with 30133B AFSC's or change the 30133A AFSC's to 30133B.

This month the Camera Repair Flight Line section continued to spend a great deal of time learning and working with SAC manual 66-4. Modification was begun on the range lights of all aircraft. Training was also emphasized this month.

Eighty-four work orders were processed through the Auto-Pilot section during November. Six of these units on work orders were non-repairable this station because they were sealed units or the necessary test equipment for repair is not authorized at this section. The remaining units were made safe and serviceable with minor repairs, such as tube changes, while TOC units received required bench checks to cover particular TOC's.[26/]

26/ 40th AAE report for November 1955.

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The pre-issue and materiel control sections have not been allowing sufficient time on their calendar inspections for a thorough bench check in the sections. It has been established that the dispatch section also is involved in the scheduling of inspections. However, these arguments have been discussed and more careful coordination by all sections will be placed into effect.

During the month the Communications and Navigation Flight Line section experienced no unusual maintenance problems. Constant training, in classroom and OJT, is being given to increase the skill level of all assigned personnel. T.O. 12RB-2ADN-6-5QC and 12RB-2APN-1A-5QA were recieved during November and were done on aircraft that were not TDY. The Communications and Navigation section supported all flying schedules for November with a minimum of overtime.[27]

LOGISTICS:

In November 1955, the Logistics section began compiling changes to the wing mobility plan. This is a continuous program until changes are completed. Target date for the completion is 16 January 1956. This section cross-referenced proposed SAC Manual 35-1, as amended to MAM, MOMS, and FAM officers for the flyaway kit spares for preparing a list of changes to the logistics and administrative annex to Eighth Air Force Operations Plans 19A-55, as amended by the latest changes dated 8 November 1955.[28]

27/ 40th A&E report for the month of November 1955.

28/ 40th Logistics report for the month of November 1955.

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TECHNICAL REPRESENTATIVES:

Six technical representatives reported to the historian during the month of November 1955. During the month of November the duties of the technical representatives remained the same.

The Philco representatives reported that an operational ground check of ARC-27 is inadequate from a preventative maintenance standpoint, in that a check with the tower will seldom disclose a weak transmitter or a faulty antenna system before total failure occurs. A procedure has been established for checking ARC-27 performance on aircraft. In addition, APN-12 antennas may be checked on B-47 aircraft, using the ARC-27 as a source of power. The following procedures will be followed periodically as a means of locating possible difficulties:

(1) Tone switch "OFF"

(2) Turn control on and to channel which is unused locally.

(3) Connect Bird Model 43 Wattmeter between RT-178 and the antenna, using a short length of coaxial cable. (Be sure the 25W, 200-500MC element is plugged into the front of the instrument.)

(4) Key note switch on Control box and record transmitter power output.

(5) Turn element in Wattmeter so arrow points toward transmitter and record reflected power.[29/]

29/ Philco representative report for the month of November 1955.

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(6) Turn tone switch "OFF" and remove Wattmeter. Reconnect coaxial cable to RT-178.

(7) Turn Audiopotentiometer on auxillary control to 12 o' clock.

(8) Turn Main Control box to tower channel and make radio contact when channel is clear, checking for level and quality of audio on both sidetone and receiver.

(a) A good RT-178, working into a good antenna, should put out approximately 15 watts, while reflected power to output should not be greater than 1:10 for a VSWR of 2:1.[30/]

During the month the Boeing representative reported that the landing gear indicator system on aircraft 52-326 gave a down-and-locked indication on the aft main gear regardless of the actual gear position. The configuration of the B-47 landing gear indicator circuit is such that a short in the gear-down circuit will cause a down-and-locked indication. And a short in the gear-up circuit of the landing gear warning system will give an up-and-locked indication regardless of gear position. The most likely place for a short circuit is at the selenium rectifier leads. The selenium rectifier leads are located under the pilot's floor. On earlier aircraft the rectifiers are located under the pilot's floor inboard of the ELGE stand. On later aircraft they are located on the bracket beneath the pilot's floor at station[31/]

30/ Philco representative report for November 1955. EXH 7

31/ Boeing representative report for November 1955. EXH 8

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293 and left hand buttock line 20. The cause of the malfunction on aircraft 52-326 was traced to a shorted selenium rectifier lead.[32]

In the month of November the General Electric representative reported that as operating time increases on the J-47 engine in the 40th Bombardment Wing more traces of oil deposits or "varnish" is being noticed on the combustion chambers from the number two and four bearing air-oil seal vents. This does not necessarily indicate that air-oil seal wear is increasing, but that a long-time accumulation is showing up. This perhaps is because the three to nine inches of H_2O negative pressure required to vent the turbine frame has fallen off due to ejector clogging. This forms a venturi action and causes the oil to seek exit through the air-oil vents.

With this oil leakage in mind, General Electric has designed an After Frame Vent Test Set, P/N 1C1749. The set consists of a tube in an adaptor, which is easily attached to an installed engine turbine frame breather, and a vacuum gauge for measuring the negative pressure in the manner described in T.O. 2J-J47-20C. This unit would be of great value to the J-47 engine trouble-shooting personnel in determining the cause of the oil at the vents.[33]

During November the Gunnery Systems Field Engineers,[34] Autopilot A-12D Field Engineers,[35] and K-Systems Field Engineers[36] encountered no difficulties or malfunctions and were primarily concerned with conducting OJT and training classes.

32/ Boeing representative report for November 1955. EXH 8

33/ General Electric representative report for November 1955. EXH 9

34/ Gunnery Systems report for November 1955. EXH 10

35/ Autopilot A-12D report for November 1955. EXH 11

36/ K-Systems report for November 1955. EXH 12

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4 TH BOMBARDMENT WING, MEDIUM

KEY PERSONNEL

NOVEMBER 1955

Wing Commander . . . . . Col. Berton H. BURNS

Deputy Wing Commander. . . . . .

Wing Adjutant. . . . . Maj. D. M. BROWN

Wing Operations Officer. . . . . Col. William M. BOWDEN

Wing Material Officer. . . . . Col. Richard D. STEPP

Wing Personnel Officer . . . . . Maj. Henry D. BENTLEY

Wing Inspector . . . . . Lt. Col. John B. ARMSTRONG

Wing Comptroller . . . . . Capt. Jack M. SHERTS

Commander, 25th Bomb Sq. . . . . Lt. Col. Edward P. CLARK

Commander, 44th Bomb Sq. . . . . Lt. Col. William F. PITTS

Commander, 45th Bomb Sq. . . . . Lt. Col. William G. IVEY

Commander, 40th Air Ref Sq . . . . . Lt. Col. Charles P. MILLS

Commander, 40th Arm & Elec Sq. . . . . Maj. Raymond E. WILSON

Commander, 40th Field Maint Sq . . . . . Maj. James R. JOHNSON

Commander, 40th Per Maint Sq . . . . . Maj. Samuel BERKOVITZ

Commander, 40th Hq Sq Sec. . . . . Lt. Col. John B. ARMSTRONG

Commander, 40th Tac Hosp . . . . . Capt. Paul D. ADAMS

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Source Material:

Files:

Headquarters, 40th Bombardment Wing.

Official Publications:

General Orders:

Headquarters, 802d Air Division
Headquarters, 40th Bombardment Wing.

Special Orders:

Headquarters, 40th Bombardment Wing.

Regulations:

Headquarters, Strategic Air Command.
Headquarters, Eighth Air Force.
Headquarters, 40th Bombardment Wing.

Secondary Material:

Staff Section Reports.

Squadron Reports.

The JAYPAJT, Smoky Hill AFB, Base Newspaper.

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HISTORY OF

THE 40TH BOMARDMENT WING, (M) JCM

NOVEMBER 1955

APPENDIX

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LIST OF EXHIBITS

NOVEMBER 1955

Exh No.	Exhibits
1.	Wing Regulation 5-2 published 15 November 1955.
2.	40th Bombardment Wing Expense Summary.
3.	Letter Order 803 paragraph 2 dated November 1955.
4.	Letter from Major General Sweeney to Salina Chamber of Commerce.
5.	Photostat of Brig. Gen. Sutherland greeting Maj. Gen. Sweeney.
6.	40th Bombardment Wing Staff Meeting 22 November 1955.
7.	Philco representative report for November 1955.
8.	Boeing representative report for November 1955.
9.	General Electric report for November 1955.
10.	Gunnery Systems report for November 1955.
11.	Autopilot A-12D report for the month of November 1955.
12.	K-System report for November 1955.
13.	40th Bombardment Wing Operations Order 261-55.
14.	40th Bombardment Wing Operations Order 1AO-55.
15.	SAC-12 reports for November 1955.

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Number	Date	Title	Distribution
		62 - FLYING SAFETY	
62-1	1 SEP 53	Aircraft Incident Report	A
62-2	2 FEB 55	Engine Runup and Ground Handling of Aircraft	A
62-3	9 NOV 53	Duties of Flying Safety Officers	A
		65 - SUPPLY AND MAINTENANCE	
		66 - MAINTENANCE	
66-1	20 JAN 54	Maintenance Publications	A
66-1A	12 FEB 54		
66-2	21 OCT 53	Aircraft Major Malfunctions	A
66-3	1 NOV 54	Armament and Electronics Equipment In-flight Report	
66-4	8 MAR 54	Ground Aircraft Refueling Operations	A
66-4A	12 JUL 54		
		67 - SUPPLY	
		76 - AIR TRANSPORTATION	
		77 - MOTOR VEHICLES	
77-1	31 AUG 54	Centralized Motorized Equipment Maintenance Section	A
		82 - SPECIAL WEAPONS	
		85 - INSTALLATIONS - GENERAL	

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Number	Date	Title	Distribution
		85 - INSTALLATIONS - GENERAL, contd	
85-1	23 NOV 53	Flight Line Clean-up Areas	A
85-1A	16 AUG 54		A
		92 - FIRE PROTECTION AND AIRCRAFT	
92-1	12 JUL 54	Emergency Fire Plan for Flight Line	A
		95 - PHOTOGRAPHY	
95-1	23 JUL 54	Radar Scope Aerial and Other Training Photography	A
95-2			
		100 - COMMUNICATIONS	
100-1			
100-2			
100-3			
		102 - COMMUNICATIONS SYSTEMS	
		105 - WEATHER	
		120 - INSPECTOR GENERAL	
		122 - COMMAND SUBJECTS	
		123 - INSPECTIONS	
123 -1	24 JUN 54	Wing Inspection Procedures	A
		136 - ARMAMENT	
136-1	2 JUN 53	Requisitioning of Ammunition	

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WING REGULATION)
:
5-2

HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
[illegible] Hill Air Force Base
[illegible]ina, Kansas

15 November 1955

PUBLICATIONS

Numerical Index of 40th Bombardment Wing Publications

(40th BOM G Regulations 5-2, 30 MAR 55; 5-2A, 23 May 55, are superseded)

SECTION I - GENERAL

	Page
PURPOSE	1
MAINTENANCE OF FILES	1
CLASSIFIED PUBLICATIONS	1

SECTION II - CURRENT PUBLICATIONS

40TH BOMBARDMENT WING REGULATIONS	1
40TH BOMBARDMENT WING OPERATIONS MEMORANDUMS	7

SECTION III - RESCINDED PUBLICATIONS

40TH BOMBARDMENT WING REGULATIONS	14
40TH BOMBARDMENT WING OPERATIONS MEMORANDUMS	15

SECTION I - GENERAL

1. PURPOSE.--To provide all 40th Bombardment Wing activities with a list of current 40th Bombardment Wing standard publications which are assigned base numbers and general subject classifications in accordance with AFR 5-1, as amended, 40th Bombardment Wing Regulation 5-5, and distributed in accordance with 40th Bombardment Wing Regulation 5-3.

2. MAINTENANCE OF FILES.--Upon receipt of this publication, files will be screened and action taken to reflect current index status. Additions or deletions published by this headquarters will be posted to this index with appropriate notations to reflect current changes.

3. CLASSIFIED PUBLICATIONS.--Directives indicated as classified material within the scope of AFR 205-1 will be controlled accordingly.

SECTION II - CURRENT PUBLICATIONS

4. 40TH BOMBARDMENT WING REGULATIONS.--

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[redacted]

[illegible]	[illegible]	Title	Distribution
5-2	15 OCT 55	Numerical Index of 40th Bombardment Wing Publications	A, X Plus 1 Wg co-plt & Obsr Asg
5-3	29 JUL 54	Distribution for 40th Bombardment Wing Publications	A
5-5	26 JUL 54	40th Bombardment Wing Publications	A
5-5A	30 JUL 54		
5-13	12 AUG 54	Pilots and Flight Crew's Information Files	A
		9 - BLANK FORMS	
9-1			
9-2	20 OCT 55	Numerical Index to 40th Bombardment Wing Blank Forms	A
		10 - CORRESPONDENCE	
10-1	29 JAN 54	Preparation and Handling of Military Correspondence	A
10-2	2 SEP 53	Originator Symbols	A
		11 - ADMINISTRATIVE PRACTICES	
11-2	29 APR 53	Supervisory Staff Visits	A
		14 - BOARDS AND COMMITTEES	
14-1	25 AUG 54	Wing Planning Board	A
		20 - ORGANIZATION - GENERAL	
20-1	26 APR 54	Mission - 40th Bomb Wing Combat and Air Refueling Squadrons	A

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Number	Date	Title	Distribution
		34 - PERSONNEL SERVICES	
34-1	3 NOV 54	Outstanding Airman of the Month Award	A
34-2	8 OCT 53	Outstanding Maintenance Man of the Month Award	A
34-2A	3 NOV 54		
34-3	3 NOV 54	Squadron, Dock, and Shop Competitive Program	A
		35 - MILITARY PERSONNEL	
		36 - OFFICER PERSONNEL	
		39 - ENLISTED PERSONNEL	
39-1	1 JUN 53	Placement of Maintenance Personnel (Non-Crew Members) on Flying Status	A
39-2	26 JUN 53	Barracks, Building and Room Inspections	A
39-3	9 NOV 54	Competitive Barracks Inspection	A
39-4			
		50 - TRAINING	
50-2			
50-5			
50-7			
50-9	27 AUG 53	Tactical Flying - Commanders - Assigned and Attached Staff Personnel	A

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Number	Date	Title	Distribution
		50 - TRAINING, contd	
50-11	28 SEP 54	Navigation Instrument Calibration	A
		51 - FLYING TRAINING	
51-1			
51-2	9 OCT 53	Report of Non-confirmed Jamming Against Radar Sites	A
51-3	8 JUN 54	Practice Airborne Radar Approach	A
		55 - OPERATIONS	
55-2	3 SEP 53	RON Messages	A
55-3	3 SEP 53	Reporting of Flying Time	A
55-4			
55-5	6 DEC 54	Reporting Procedures	A
		56 - PLANS	
		60 - FLYING	
60-1	17 MAR 54	Fuel Load Requirements	A
60-2	22 SEP 53	Grading Aircraft Performance Engineer's Logs	A
60-3			
60-4	12 JAN 54	Aircraft Flying Scheduling	A
60-5	18 JAN 54	Take Off and Landing Weather Minimums	A
60-6	30 MAR 54	Required Professional Equipment For Engineer Technicians	A
60-7	30 SEP 54	Expanded Minimum Annual Flying Requirements - Observers	A

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Number	Date	Title	Distribution
		136 - ARMAMENT, contd	
136-2			
136-3			
136-4	14 JAN 55	Loading, Clearing and Unloading Ammunition, B-47 Aircraft	"
136-5	23 JUN 54	Small Arms Maintenance	"
		150 - PROGRAM AND MANPOWER	
		160 - MEDICAL SERVICES	
		170 - COMPTROLLER	
		174 - REPORTS CONTROL	
		181 - RECORDS ADMINISTRATION	
		200 - INTELLIGENCE	
200-1			
205-1			
205-2			
205-3			
		210 - HISTORICAL DATA	
		400 - LOGISTICS	
		900 - MISCELLANEOUS	

5. 40TH BOMBARDMENT WING OPERATIONS MEMORANDUMS.--

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Number	Date	Title	Distribution
5-3	23 JUL 54	Distribution of Operations Memorandums	X
5-4	18 FEB 55	Combat Crew Guide	X Plus 1 Ea co-plt & Obsr
		9 - BLANK FORMS	
		15 - FORMS AND REPORTS	
		50 - TRAINING	
50A-1	16 JUL 54	Planning, Briefing and Critique Procedures for Routine Training Missions	F
50A-2	16 JUL 54	Submission of Form "X"	F
50A-3			
50A-4	11 AUG 54		
50A-5	12 AUG 54	Radar Status Charts	X
50A-6			
50B-1	30 JUL 54	Target Study Procedures on Routine Missions	X
50B-2	18 OCT 55	Gross Bombing Error Reports	Y Plus 1 Ea AOB Asg
50B-3	1 MAR 55	Bombing and Gunnery Ranges	Y
50B-4			
50B-5	2 MAR 55	Bombing and Navigational Ladders	Y
50B-6	6 OCT 54	Ground Celestial Shots	Y
50B-7			

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Number	Date	Title	Distribution
		51 - FLYING TRAINING	
51A-1			
51A-2			
51B-1			
51B-2			
51B-3	12 OCT 54	In-Flight Boresight Check	Y Plus 1 Ea AOB Asg
51B-4			
51B-5	22 SEP 55	Upper Lake Huron Gunnery Range R-91	Y
51K-1			
		52 - TECHNICAL TRAINING	
		55 - OPERATIONS	
55A-2	4 AUG 54	Pressure Altimeter Card Files	X
55A-3	4 AUG 54	Ferrying of Aircraft	X
55A-4	4 AUG 54	Air Refueling Mission Within ADIZ	X
55A-4A	18 MAR 55		
55A-5	18 AUG 54	B-47 and KC-97 Mission Folders	X
55A-6			
55A-7	15 OCT 54	Preparation of SHERB Form 361 and DD Form 175	X
55A-8	3 DEC 54	Air Crew Personnel Assignment	X
55A-9	6 NOV 54	In-Flight Weather Reporting	X
55A-10	26 JAN 55	Maintenance of Operations and Training Records	X

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Number	Date	Title	Distribution
		55 - OPERATIONS, contd	
55A-11	10 OCT 55	Appointment and Monitoring of Instructor Personnel	X
55B-1			
55B-2			
55B-3	10 OCT 55	Engine Cooling Prior to Shutdown	Y
55B-4	2 SEP 54	Windmilling Engines	Y
55B-5			
55B-6	30 SEP 54	Use of Oxygen and Oxygen Equipment B-47	Y
55B-7			
55B-8			
55B-9	4 OCT 54	Minimum Fuel for Landing	Y
55B-10	4 OCT 54	Landing and Take Off Weights	Y
55B-12			
55B-13	30 NOV 54	B-47 Fuel Loads	Y Plus 1 Ea co-plt
55B-14	18 OCT 55	RBS Scheduling & Utilization	Y
55B-15	10 JUL 55	Selection of Lead Crews	X
55B-16	24 SEP 55	RBS Scores	Y
55K-1	30 SEP 54	Fuel Management - KC-97 Aircraft	Z
55K-2	6 NOV 54	Use of Grandview AFB by KC-97 Acft	Z
55K-3	6 NOV 54	Weight Restrictions, KC-97 Type Aircraft	Z
55K-4			

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Number	Date	Title	Distribution
		60 - FLYING	
60A-1	24 NOV 54	Celestial & Grid Mission Planning	Y Plus 1 Ea Obsr & co-plt Asg
60A-2	1 MAR 55	Approach Control Routes and Procedures	X Plus 1 Ea co-plt Asg
60B-1	24 AUG 54	Long Range Cruise Control	Y
60B-2	6 OCT 54	"K" System Operation During Aerial Refueling	Y Plus 1 Ea AOB Asg
60B-3			
60B-4			
60B-5			
60B-6			
60B-7			
60B-8			
60B-9			
60B-10	23 FEB 55	Flying Four or More Persons on B-47 Aircraft	X Plus 1 Ea co-plt Asg
60B-11	12 AUG 55	Inflight Operation of K-38 Aerial Camera	X
60K-2	10 NOV 54	Use and Care of Check Lists	X
		62 - FLYING SAFETY	
62A-2	30 SEP 54	Preliminary Report of Aircraft Damage	X
62A-4	21 DEC 54	Operation with Malfunctioning Landing Gear	X
62B-1			

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Number	Date	Title	Distribution
		62 - FLYING SAFETY, contd	
62B-2	26 NOV 54	No Go Situations	X
62B-2A	25 APR 55		X Plus 1 Ea Co-Lt Asg
62K-1	26 JUL 54	Coordination of Aircrew Visual Observation	X
		75 - AIR REFUELING	
		100 - COMMUNICATIONS	
100A-1	4 AUG 54	Communications Publications	X
100A-2	4 AUG 54	Loss of UHF Communications	X
100A-3	12 AUG 54	Use of Authorized Frequencies	X
100A-5	19 AUG 54	"CONFIDENTIAL" - Recognition and and Identification	"Special"
100A-6	23 AUG 54	"SECRET" - Use of Mark X (AN/APX-6) IFF Equipment	"Special"
C-1	13 SEP 54		
100A-7	20 AUG 54	Utilization of UHF/DF and VHF/DF Facilities	X
100A-8	18 OCT 54	AN/URC-4 Emergency Radio Set	X
100A-9	3 NOV 54	Aircraft Distress Reports	X
100A-10	3 NOV 54	Control Room	X
100A-10A	18 JAN 55		X
100A-11	9 NOV 54	Radio Frequency Channelization	X
100A-12	13 DEC 54	Imitative Deception	X
100A-13	18 MAR 55	HF Operating Procedures	X

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Number	Date	Title	Distribution
		100 - COMMUNICATIONS, contd	
100B-1	4 AUG 54	Communications Procedures and Frequencies for RBS Missions	X
100B-2	20 AUG 54	Bombing and Gunnery Range UHF Frequencies	Y
		101 - ELECTRONICS	
101B-1	4 FEB 55	Failure of V-1205 in the MD-52 Modulator of the K-System	Y Plus 1 Ea A/C & Obsr Asg
		105 - WEATHER	
		136 - ARMAMENT	
136B-1	1 SEP 54	Turret Not Stowed Warning Light	Y
136B-2	2 SEP 54	Aerial Gunnery Training Missions	Y
136B-3	5 APR 55	Fighter Versus Bomber Intercept Training Missions	Y
		200 - INTELLIGENCE	
200-1	24 FEB 55	Dissemination of Intelligence Data	X
		205 - SECURITY	
205-1	20 NOV 54	Flight Line Security	X
		230 - SPECIAL WEAPONS	
230B-1	4 OCT 54	Special Weapons Training	Y
230B-2	4 OCT 54	Special Weapons Reading File	Y
230B-3			

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Number	Date	Title	Distribution
		230 - SPECIAL WEAPONS, contd	
230B-4	15 NOV 54	Squadron Special Weapons Officer	Y
230B-5	24 NOV 54	T-5½ Special Weapons Practice Bomb Release	Y Plus 1 Ea Obsr Asg
		340 - OBSERVER	
		900 - MISCELLANEOUS	

SECTION III - RESCINDED PUBLICATIONS

6. The following 40th Bombardment Wing publications have been rescinded since the issuance of 40th Bombardment Wing Regulation 5-2, 30 MAR 55; all copies will be removed from files and salvaged or destroyed according to security classification.

a. 40th Bombardment Wing Regulations:

Number	Date	Title
9-1	24 MAR 53	Initiation, Control and Reproduction of 40th Bombardment Wing Forms
39-4	30 JUL 53	Reporting of Surplus Airmen
50-2	8 MAY 53	Gun Camera Missions
50-5	14 APR 53	Changes in Combat Crew Assignments
55-4	6 OCT 53	Ferrying of Aircraft
50-7	9 JUL 53	Gunners Mission Report
51-1	14 SEP 53	RBS Tone Control Procedures
60-3	2 NOV 53	Flight Engineer Procedures
95-2	5 SEP 53	Operation of K-22 Camera
100-1	13 MAY 53	Radio/ECM Operator's Briefcase Assignment
100-2	6 JUL 53	VHF (AN/ARC-3) Frequency - Channel
100-3	9 JUL 53	HF (AN/ART-13) Frequency - Channel Assignments

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Number	Date	Title
		40th Bomb Wing Regulations Rescinded, contd
136-2	9 JUL 53	Inspection of Gun Barrels
136-3	3 SEP 53	Bomb Handling
200-1	20 NOV 53	Maintenance of Domestic Target Folders
205-1	2 OCT 53	Restricted Areas
205-2	16 JUL 53	Transmittal of Classified Communications Material to Aircraft Commanders
205-3	7 OCT 53	Security Guards

b. 40th Bombardment Wing Operations Memorandums:

Number	Date	Title
50A-3	2 AUG 54	Control of Aircrew Technical Publications and SAC Manuals of the 50 Series
50A-4	11 AUG 54	Use of Oxygen and Oxygen Discipline
50A-6	15 OCT 54	Air Refueling Check-out and Recheck Program for B-47 Crews
50B-4	1 SEP 54	Approach Chute Utilization
50B-7	19 OCT 54	Radar Scope Photography
51A-1	11 AUG 54	Crew Member Proficiency Questionnaires and Examinations
51A-2	27 AUG 54	Navigational Training Facilities and Transition Areas
51B-1	11 AUG 54	Requirements of Staff Personnel to Fly as B-47 Acft Commanders
51B-2	1 SEP 54	Minimum Requirements for Recheck in B-47 Aircraft
51B-2	1 SEP 54	SUPPLEMENT I - B-47 Recheck Crew Standboard Flight Check (S-O-F) Mission NR 1
51B-2	1 SEP 54	SUPPLEMENT II - B-47 Recheck and Crew Standboard Flight Check (S-O-F) Mission NR 2

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Number	Date	Title
		40th Bomb Wing Operations Memos Rescinded, contd
51B-4	24 NOV 54	B-47 Standardization Proficiency Checks
51K-1	29 NOV 54	Transition from KC-97 Type Aircraft
55A-6	2 SEP 54	Use of Wing Operations Control
55B-1	1 SEP 54	Utilization of Runway Mobile Control Unit
55B-2	31 AUG 54	Controlling B-47 Engine "Choo-Choo"
55B-5	28 SEP 54	Error in Air Speed Indication Caused by Opening and Closing Optical Dome Cover
55B-7	30 SEP 54	B-47 Combat Crew Procedures
55B-8	4 OCT 54	90° Crosswind Component
55B-12	17 NOV 54	Pre-Flight of B-47 Hydraulic System
55K-4	28 MAR 55	Fuel Dump Check (KC-97
60B-3	20 OCT 54	Climb Power for the B-47E
60B-4	23 OCT 54	Brake Chute Utilization
60B-5	2 NOV 54	Weight and Balance of Aircraft
60B-6	9 NOV 54	Combat Crew Rest
60B-7	17 NOV 54	Operational Restriction on Use of 32-Ply Rating MG Tires
60B-8	15 FEB 55	Effect of Trim Drag on B-47 Aircraft Performance
60B-9	15 FEB 55	Recommended Sequence of Use of Auxiliary Tank Fuel for Optimum Performance
62B-1	6 OCT 54	Crash Landing and Ditching Position for Observers
230B-3	15 NOV 54	Inspection and Check List for Special Bomb Rack Operations B-47

BY ORDER OF THE COMMANDER:

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G REG 5-2
Page 17

OFFICIAL:

D. M. BROWN
Major, USAF
Adjutant

D. M. BROWN
Major, USAF
Adjutant

DISTRIBUTION: A, X Plus 1 Each
co-plt & Obsr
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40TH BOMB WING UNIT COSTS OF OPERATION

ORGANIZATION	JUNE	JULY	1955 AUGUST	SEPTEMBER	OCTOBER
Periodic Maintenance					
Supplies	$(15,632)	$ 108	$ 64	$ 6,232	$18,343
Military Pay	-0-	-0-	-0-	19,041	34,776
TOTAL	$(15,632)	$ 108	$ 64	$25,273	$37,119
25th Bomb Sq.					
Supplies	-0-	$ 1,386	$ 109	$97,860	$77,651
Military Pay	-0-	-0-	-0-	46,011	57,448
TOTAL	-0-	$ 1,386	$ 109	$143,871	$135,099
44th Bomb Sq.					
Supplies	$ 3,554	$ 2,227	$ 177	$85,883	$47,851
Military Pay	-0-	-0-	-0-	42,532	59,082
TOTAL	$ 3,554	$ 2,227	$ 177	$128,415	$106,933
45th Bomb Sq.					
Supplies	$10,402	$ 165	$ 1,235	$85,399	$59,993
Military Pay	-0-	-0-	-0-	47,708	57,618
TOTAL	$10,402	$ 165	$ 1,235	$133,107	$117,611
40th ARS					
Supplies	$10,602	$ 366	$ 683	$79,433	$64,104
Military Pay	-0-	-0-	-0-	68,687	98,356
TDY	-0-	-0-	-0-	163	1,013
TOTAL	$10,602	$ 366	$ 683	$148,283	$163,473

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SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

40TH BOMB WING UNIT COSTS OF OPERATION

ORGANIZATION	JUNE	JULY	1955 AUGUST	SEPTEMBER	OCTOBER
40th Bomb Wing - Staff					
Supplies	$ -0-	$ 151	$ 291	$ -0-	$ -0-
Military Pay	-0-	-0-		49,651	65,297
Civilian Pay	796	827	-0-	855	823
TDY	138,296	321,189	17,631	2,293	7,479
TOTAL	$139,092	$322,167	$17,922	$52,799	$73,599
Headquarters					
Supplies	$ 2,761	$ 3,777	$ 1,521	$ 363	$ 1,026
Military Pay	-0-	-0-	-0-	2,345	1,351
TOTAL	$ 2,761	$ 3,777	$ 1,521	$ 2,708	$ 2,377
Armament & Electronics					
Supplies	$57,788	$ 915	$ 363	$60,867	$ 409
Military Pay	-0-	-0-	-0-	56,740	73,634
TOTAL	$57,788	$ 915	$ 363	$117,607	$74,043
Field Maintenance					
Supplies	$25,516	$10,714	$ 807	$ 4,646	$ 3,370
Military Pay	-0-	-0-	-0-	58,504	62,572
TOTAL	$25,516	$10,714	$ 807	$63,150	$65,942

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SUBJECT: Letter Order 303 8 November 1955

TO: See Distribution

E-X-T-R-A-C-T

2. HQ, ORG INDC, AUTH access to CLAS MAT UNDR SCTY CLNC of INTCOM TC-SEC for FD this TDY only, HF 3521 STUDY, McConnell AFB, KANS, on or ABT 9 NOV 55, on TDY A-RX 11 wks, RD-T UNIT 0900 HRS, 10 NOV 55, for purpose ATTND ADV BMY SCH(MED BC B JET B-47) ING ABC & SPECL WPNS TNG, CL HR 56-C. Permission has been granted for 2NDLT DUANE M. AUILIAN, to obt ln celestial TNG subsequent to GRAD from CL 56-C. (D-UC); UCMR this DTA. TA, TVI time by common CARR (Rail) is 1 day, TVI time in excess is chargeable to delay E/R AUTH. TCS. TDN 5763400 064-4470 4442-02-03 S22-606. AUTH: AFR 35-52, SACREG 35-39, & 8AF MEG -DF 21626, 17 OCT 55.

COL	ANDREW S. LOW	8390A	HQ 40 BOMG
2NDLT	DUANE M. AUILIAN	AO3021077	25 BOMS, 40 BOMG

BY ORDER OF THE COMMANDER:

t/s/ WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

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A CERTIFIED TRUE EXTRACT COPY:

Arthur H Spiff

ARTHUR H SPIFF, 1STLT, USAF
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Series of photostats that show show articles in the newspaper concerning "Honor the Uniform" week

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Christmas Seals In Mail Soon

Two and one-half million Christmas seals will soon be in Saline County mailboxes.

The Saline County Tuberculosis Association will drop 12,000 letters ... ng seals into the mails late this week.

The association annually raises money through the sale of seals to carry on its fight against tuberculosis.

Preparing the seals for mailing was a big cooperative project.

Many Help

Salina firemen folded 25,000 sheets. Girl Scouts folded letters and stuffed 12,000 envelopes. Wives of SHAFB officers addressed and stuffed 200 letters. Boy Scouts circulated posters.

This year's campaign features companion seals. One shows a little boy against the blue of a winter sky. The other has a little girl in front of a background of apple green.

Officers of the association are Mrs. R. G. Sohm, chairman; Mrs. G. C. Cobb, secretary and health education; Jessie Gemmill, assistant secretary; Mrs. Wayne Dailey, treasurer.

County chairmen are Mrs. Fred Cox, Assaria; Mrs. Gordon A. Foesberg, Mentor; Mrs. Lester Little, Brookville; Mrs. Mike Weller, Kipp; Mrs. Alex Nelson, Gypsum; Mrs. Paul Bell, New Cambria; Mrs. John Lynch, Hedville; Mrs. Gene Douglas, Bridgeport; Mrs. Clarence Luebbehusen, Falun; Mrs. Frank Wilson, Glendale; Mrs. Henry Jacobson, Smolan; and Mrs. C. J. Smisek, Bavaria.

Christmas Seals may be obtained early for overseas mailing from Mrs. Cobb, 721 Highland.

Oct. 15 to Nov. 15 has been designated by the postoffice for acceptance of parcels for members of the armed forces serving outside the United States.

Monday, November 7, 1955
Page 3—The Salina Journal

City Commended For 'Uniform Week'

The Salina Chamber of Commerce has received a letter from Maj. Gen. Walter C. Sweeney jr., commander of the 8th Air Force, commending Salina for its "honor uniform" week project.

Maj. Gen. Sweeney said, "This project is concrete evidence of the cordial hospitality which has always been expressed by the citizens of Salina to the personnel of Smoky Hill Air Force Base.

I hope you will express my deep appreciation of this fine gesture to the Chamber members."

A new feature of the week this year will be the free bingo party and dance for airmen and their wives and dates Monday night at Memorial Hall.

$1600 In Prizes

John Cranor, Chamber of Commerce manager, reported more than $1600 in prizes will be given away. Two television sets will be awarded as door prizes in addition to the bingo prizes.

A mystery giver will circulate on Santa Fe avenue Thursday evening handing out silver dollars in uniform.

Approximately 75 Salina firms will have registration for prizes and services to be given to men in uniform at the close of the week.

Restaurants and cafes are serving free coffee and doughnuts during the week. The Salina Transit Company is providing free bus service in Salina to men in uniform.

Friday, November 18, 1955
Page 3—The Salina Journal

21 Complete Nursing Course

Twenty-one ... received ... course here and graduation ... ceremonies ... graduates ... Hall AFB hospital.

The graduating Air Force ... completed an in-service course in the ... Corps military duty program at ... hospital.

Brig. Gen. John P. Sutherland, ... commander of the 8102d Air Depot ... spoke to the graduates and ... guests. The graduation was held in ... the hospital auditorium.

The course included 12 hours of ... classroom instruction and 40 hours ... of practical experience in the hospital wards. The women will continue to work part time at the base hospital on a volunteer basis.

Presents Caps

Caps were presented by Mrs. Mary Kronkright, chairman of the volunteer nurses aide program, who was assisted by Capt. Louise P. Gordek, chief nurse at the base hospital. Mrs. Flora Fryer, Red Cross secretary, presented the pins and the diplomas came from Col. Robert Corson, hospital commander.

Benediction was given by ... Lt. John Stary, hospital chaplain.

Instructors for the course were Mrs. Mary Kronkright, Mrs. Rose ... Fred Weller, and Mrs. Bessie Kuhl ... for.

The graduates ...

Thea Fary, Meadow ... Marilyn Kuster, Carmen ... Jane Darner, Betty ... Stella Cohen, Vivian ... Maxine Kindlesparger, ... Forbes, Ruth Fancher, ... Frazer, Mary Weller, ... Garvin, Joan Small, Mildred ... ter, Ruth Griffin, Dorothy ... Cleo Odenwald, Kathryn ... Kathleen Jackson.

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Uniforms Now A Help To U.S. Servicemen

The Salina Rotary Club kicked off "Honor the Uniform Week" Monday by hearing Brig. Gen. John R. Sutherland trace the development and significance of uniforms.

General Sutherland is commander of the 802nd Air Division at Smoky Hill AFB.

His brief talk outlined the development of the uniform from the Roman legion days to the present.

"The trend has been toward improvement of the efficiency of the combat man," he said. "Uniforms now help, rather than hinder, the man."

Near a "Fish Bowl"

The general explained the "G" suit, a skin-tight garment worn by high-altitude combat pilots and said: "The youngster playing space ship with the fish bowl on his head isn't far wrong. We're working with similar equipment."

The general paid tribute to Salina's "Honor the Uniform Week."

He said: "I think your method of recognizing the Air Force and what it stands for is unique and wonderful.

"It helps tell our airmen and officers that they are not forgotten in these days of cold war and that their contribution to national defense is recognized.

"I have been many places during my years in service but I have never encountered a finer expression of appreciation. The people of my command are most appreciative of it and I am grateful to those of you who made it possible.

"Whenever you see a man in the Air Force blue remember he is identified with one of our biggest deterrents to war today. And in this area, he is a SAC man who will move first and fast to counter any aggression.

"He's there, determined to preserve that which we prize most, our way of life and our freedom."

General Sutherland was introduced by G. N. Waddell, chairman of the Rotary Military Affairs Committee.

The Rev. Will Blair, Topeka, onetime Salina minister, spoke briefly. Dr. Blair is an honorary member of the Salina Rotary. Blair Hall at the Presbyterian Church was named for him.

Dr. Blair had been a missionary in North Korea for 40 years. He returned to the U.S. in 1947 to become associate pastor of the Westminister Presbyterian Church, Topeka.

He told the Rotarians of flourishing Christianity in Korea today in spite of the political turmoil. He was a visitor at the Carl Byers home.

Tells Of Education Week

Leslie Neywick, president of the city teachers' association, told the Rotarians of American Education Week, Nov. 6-12.

He called attention to the teacher shortage, citing it as one of the biggest problems in American education.

* * *

General Sweeney Praises Salina

Praise for Salina's salute to the men of Smoky Hill Air Force Base came Tuesday from Major General Walter C. Sweeney jr. commander of the Eighth Air Force.

"The Salina Honor the Uniform Week, as developed by the Military Affairs Committee of the Chamber of Commerce," General Sweeney wrote, "is truly typical of the friendliness and warm hospitality which you Salinans have always extended to the personnel of Smoky Hill Air Force Base.

"I wish you would express my appreciation of this fine gesture to the citizenship of Salina," the general said in a letter to The Journal.

The Salina base is part of General Sweeney's command.

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Big Plans Being Made For "Uniform Week"

Big plans are underfoot as the members of the Chamber of Commerce Military Affairs committee cook up ways to honor the men in uniform.

"Honor the Uniform Week' will start Saturday and continue until Nov. 11.

Feature of the week will be a bingo party and dance Monday night at Memorial Hall.

The bingo game will be from 7:30 to 10 pm. The dance will follow.

At least 100 prizes will be given away during the bingo games, Spence Johnson, committee chairman, reported.

A grand door prize will be given away during the evening but what it will be is being kept a secret.

Big Door Prize

Women may attend but must be accompanied by a man in uniform. The grand door prize, however, can only be won by a uniformed person.

This is the first time a special function has been planned. Johnson thinks it is **"the biggest thing we've ever done."**

All during the week men (and women) from Smoky Hill will be offered special advantages.

Kansas Wesleyan and Salina High school will extend special rates to persons in military uniform for the football games being held during the week.

Theaters will offer special rates and the Country Clubs are offering free green fees except on Saturday and Sunday afternoons.

Free Coffee

Restaurants and cafes will give free coffee and doughnuts during the week.

Each business man has been asked to appoint himself a committee of one to greet all military personnel on the street and if time permits to offer to buy him a cup of coffee.

The Ministerial Alliance has been requested to have special services designed for military personnel and to ask the respective church members to entertain servicemen in their homes as guests on Sunday.

Many Salina business firms are working on registration programs to award door prizes. Registeration will be scheduled throughout the week with appropriate prizes being awarded at the end of the week.

"The week is designed to acquaint better the business people with the military personnel and affords each business an opportunity to recognize the Air Force men and their families," explained John Cranor, Chamber of Commerce manager.

Col. Andrew Low Joins Official Staff at SHAPE; Comes Here from Paris

Newcomer to the official staff at Smoky Hill Air Force Base is Col. Andrew S. Low, who will be deputy commander, 40th Bombardment Wing.

Col. Low, a graduate of West Point in 1942, comes to SHAPE from Paris, where he was senior representative for Strategic Air Command at Supreme Headquarters Allied Powers in Europe (SHAPE).

He served in the European theater in World War II, and in his thirteen years' commissioned service has been awarded the Distinguished Flying Cross, Air Medal with one cluster, the Purple Heart, Commendation Ribbon, American Defense, American campaign and European and African campaign ribbons, and the World II victory medal.

The new deputy commander will go first to McConnell AFB in Wichita for twelve weeks training in B-47 school, starting November 10. Mrs. Low will be in Wichita with him, and they will move to Salina at completion of the course. Their five children, Patricia Andrea, 11, Andrew S. Low, III, 9, Laurinda 8, Jessica, 7, and Stephanie, 4, will join their parents in March.

Col. Low's home is in Westerly, Rhode Island.

Thursday, November 10, 1955
THE SALINA ADVERTISER-SUN, SALINA, KANSAS

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Thursday, Nov. 3, 1955
Page 7—The Salina Journal

An Early "Christmas" For Salina Servicemen

The week of Nov. 7 to 11 may seem like an early Christmas to men in uniform in Salina.

Salina will "Honor the Uniform" and the men of Smoky Hill Air Force base for the third consecutive year.

Approximately 75 Salina firms will have registration for prizes and services to be given to men in uniform at the close of the week.

Participating merchants will display red, white and blue signs in their windows.

The Salina Transit Company is offering free bus service to men in uniform during the week.

Money and donations of food have been given the Servicemen's Center to provide free refreshments.

The "mystery giver" will circulate on Santa Fe avenue the night of Nov. 10, handing out silver dollars. A total of $25 will be given to uniformed men the mystery man considers to be neatly attired.

A new feature this year is a free bingo party and dance for airmen and their wives and dates Monday night at Memorial Hall. More than 100 prizes will be awarded, according to Spence Johnson, party chairman.

John Cranor, Chamber of Commerce manager, reported prizes for the bingo games are pouring into the office.

"If it keeps up it is going to look like Christmas," he said.

A door prize will be given to a man in uniform during the evening.

Special rates for football games and movies are being offered.

The football games are Baker at Kansas Wesleyan, Nov. 5 and Junction City at Salina Nov. 11.

Serviceman also can play golf free at the Salina Country Club, except on Saturday and Sunday.

Churches will honor the uniform at services Sunday.

A buffet honoring new SHAFB commanders and staff officers will be given at the Country Club Tuesday evening.

A complete list of stores participating and prizes will be published in the base paper, "Impact".

Plans are being completed by the Chamber of Commerce Military Affairs Committee headed by G. N. Waddell.

Send your news tips to The Salina Journal $10 in prizes every week.

Wednesday, Nov. 16, 1955
Page 3—The Salina Journal

* * *

Because a flood in the eastern U. S. wrecked a fire alarm manufacturing plant, the opening of the new Service Club at Smoky Hill AFB has been delayed. Originally set for Nov. 18, the grand opening has been set back to Jan. 27. Invitations to the opening already had been sent out to many Salinans. The club is touted as one of the newest and best in the Air Force.

* * *

The 537th Air Force band from Smoky Hill AFB played a concert Wednesday at Marymount College. M-Sgt. Lee Gomes conducted the band. After the concert, the airmen were served coffee and toured Marian Hall, the college's new dormitory.

* * *

Monday, November 14, 1955
Page 5—The Salina Journal

Court May Rule On Marriage Ban

WASHINGTON (AP)—The Supreme Court today called for more information before passing on a Virginia law that bans interracial marriage.

The court was asked to review and overturn a Virginia Supreme Court decision upholding the Virginia law.

However, the U.S. Supreme Court said the present record is inadequate and sent the case back to the Circuit Court of Portsmouth, Va., with instructions to get a better record of the facts.

The appeal was filed by Ham Soy Naim, a Chinese seaman, who said 28 states impose racial limitations upon the right to marry. He contended such restrictions violate the equal protection and due process of law clauses of the Constitution's 14th Amendment.

Other Actions

In other actions today, the Supreme Court:

1. Agreed to rule whether local taxes may be levied on military housing built and operated by private firms on government land. There are 139 such projects with 53,259 dwelling units in various states.

The case before the court specifically affect the right of Sarpy County, Neb., to impose a property tax on military housing at the Offutt Air Force Base near Omaha.

2. Agreed to rule on the income tax liability of an employe who is allowed to buy stock in his employer corporation at a reduced price. The ruling was asked by the Justice Department in an appeal from a decision by the U.S.

* * *

Might Affect SHAFB Housing

On-base housing to be constructed at Smoky Hill Air Force base probably will be built and operated by private firms, so the supreme court tax ruling would have a direct Salina bearing.

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Salina Men In Uniform To Be "Men Of The Week"

The man in uniform will be the "man of the week" in Salina starting Saturday.

There will be a city-wide salute to the uniform-wearing men during "Honor the Uniform Week", Nov. 5 to 11.

In Sunday church services, many pastors will give special recognition to them, they will be invited to join the congregation and there will be dinner invitations from church-goers.

Monday night, the Military Affairs committee of the Chamber of Commerce is staging a party in Memorial Hall.

Bingo from 7:30 to 10 will be followed by dancing to midnight.

The door prize will be a large TV set. In addition, nearly $1000 worth of prizes will be given away.

Variety In Prizes

"Everything from electric razors and clocks to wearing apparel and boxes of flour will be given away Monday night," said Spence Johnson, chairman of the entertainment committee. The prizes were contributed by Salina merchants.

Only men in uniform can win the big prize. Wives or sweethearts of uniformed men, however, may win other prizes. To attend the party, women must be accompanied by men in uniform.

Tuesday night, the Military Affairs Committee is entertaining at a stag party at the Country Club for General John R. Sutherland and members of his staff, many of whom are new at Smoky Hill AFB.

During the week, men in uniform will be guests of Salina restaurants and cafes for free coffee. Coffee hours are 2 pm to 5 pm every day from Nov. 7 through Nov. 11 and from 8 pm to midnight, Monday, Wednesday and Friday.

To Give Cash Away

Thursday from 7 pm to 9 pm will be "Silver Dollar Night". A man will circulate through the crowds to present silver dollars to the most snappily-dressed uniformed men.

In many Salina stores there will be registrations for merchandise throughout the week. One store is giving away $100 in gift certificates. The winning names will be drawn Saturday morning.

Salina high school and Kansas Wesleyan University will offer special rates for football games. Salina theaters also are giving special rates.

Air Force Asks Bids On Underground Storage For Jet Fuel

The Air Force announced recently in Washington, D. C., that it is asking for bids on salt bed storage for jet fuel in Central Kansas, presumably in the McPherson area where such a type of storage is now in use.

The announcement said the armed services petroleum purchasing agency is asking for bids on construction of the storage facilities. The facilities will handle 300,000 barrels of jet fuel. They will be constructed and operated by the successful bidder. All bids are due by December 12.

An agency spokesman said this will be the first regularly used underground cavern storage for jet fuel, although there have been tests of such storage.

It was learned locally that the estimate on the Air Force project is $680,000, however, this figure could not be confirmed in Washington.

Presumably the Air Force salt bed project will be located somewhere in the Conway area, where NCRA and the Skelly Oil Company have salt bed storage for liquid petroleum gases. The NCRA storage is for 200,000 barrels and Skelly has from 300,000 to 350,000 barrels of storage capacity. Both storage areas are located adjacent to highway US50N close to the branch line of the Santa Fe Railroad.

The Lindsborg News-Record
Thursday, November 3, 1955

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Sunday, November 6, 1955
Page 29—The Salina Journal

"Uniform Week" Gets Underway

Salina's "Honor the Uniform" Week opened Saturday with airmen registering in various business places.

Sunday was church day for the airmen and their families. Monday night they'll be entertained at a Bingo party and dance in Memorial Hall. Tuesday night there'll be a stag party for Gen. John R. Sutherland and members of his staff at the Salina Country club. Thursday night silver dollars will be given the best dressed man in uniform on Salina streets.

There'll be free coffee for airmen in Salina cafes from 2 pm to 5 pm each day, Monday through Friday and from 8 pm to midnight Monday, Wednesday and Friday.

At the Bingo party Monday night, two TV sets will be given away as door prizes to men in uniform. One will be a 21 inch model. The other is a portable set.

There'll be about $2000 worth of prizes given to airmen and their families.

"You name it, we'll have it", is the way Spence Johnson, entertainment chairman, summed up the prizes.

Tuesday, November 8, 1955 Page 3—The Salina Journal

Name Deputy 40th Commander

Col. Andrew S. Low, a native of Westerly, R. I., has been named deputy commander of the 40th Bombardment Wing at Smoky Hill AFB.

He replaces Col. Charles L. Wimberly, who was recently reassigned to the 8th Air Force assistance team at Westover AFB.

Colonel Low recently completed six months duty as senior representative of the Strategic Air Command at Supreme Headquarters, Allied Powers, in Europe.

He has been in the service 13 years, and was graduated from the US Military Academy at West Point in 1942.

Served In ETO

He served in the European Theater during World War 2, and was awarded the Distinguished Flying Cross, air medal, Purple Heart, Victory medal, and other decorations.

His assignment here is effective Nov. 10.

Colonel Low, his wife, Helen, and five children will move to Wichita in the near future where he will spend 12 weeks in B-47 stratojet schooling at McConnell AFB before reporting to SHAFB.

Tuesday, November 1, 1955
Page 11—The Salina Journal

Lt. Col. A. G. Karnell

AF Chaplain Is Speaker

Lt. Col. Albert G. Karnell, an Air Force chaplain and recently appointed vice chairman of the American Red Cross, will be guest speaker at the Salina Knife and Fork club meeting Wednesday night.

Col. Karnell began his military service as a chaplain in 1917. He served with the Northern Area Command in India, China and along the Burma Road.

During his years of service he has been twice around the world and has lived and traveled in France, Italy, Africa, Australia, Tibet, Burma, Japan, Mexico and Canada.

He will be a guest at the 6:45 pm dinner in McAdams Hall at Kansas Wesleyan University, and will speak about 8 pm in Sams chapel.

Wednesday, Nov. 9, 1955
Page 12—The Salina Journal

Airmen Can See Game For 25 Cents

Salina high school will join in "Honor The Uniform" week Friday night by admitting SHAFB airmen and their wives to the Salina-Junction City game for 25 cents per ticket.

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"WHO, ME?"—Both Sgt. William Klekotta, 830 Hemlock, and daughter, Peggy, are surprised and show it as "mystery man" Ted Collister (left) gives Klekotta silver dollar for being neatly attired. (JOURNAL PHOTO)

Neat Airmen Get Dollars

The "Mystery Man" roames the streets of Salina Thursday night handing out $25 in silver dollars and theater passes to men in uniform.

Ted Collister, the mystery man dressed in street clothes, picked men he considered neatly dressed.

Activities of the third "Honor the Uniform" week will end Friday night.

Special rates will be in effect at the Salina High-Junction City football game Friday night. Men must be in uniform to obtain special rates.

Drawings for the door prizes being given in Salina stores will be Saturday. Men in uniform who registered during the week for prizes offered by approximately 75 Salina merchants.

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Photostats of the meeting of Major General Walter C. Sweeney, the Eighth Air Force Commander, with Brigadier General John B. Sutherland, the 802nd Air Division Commander.

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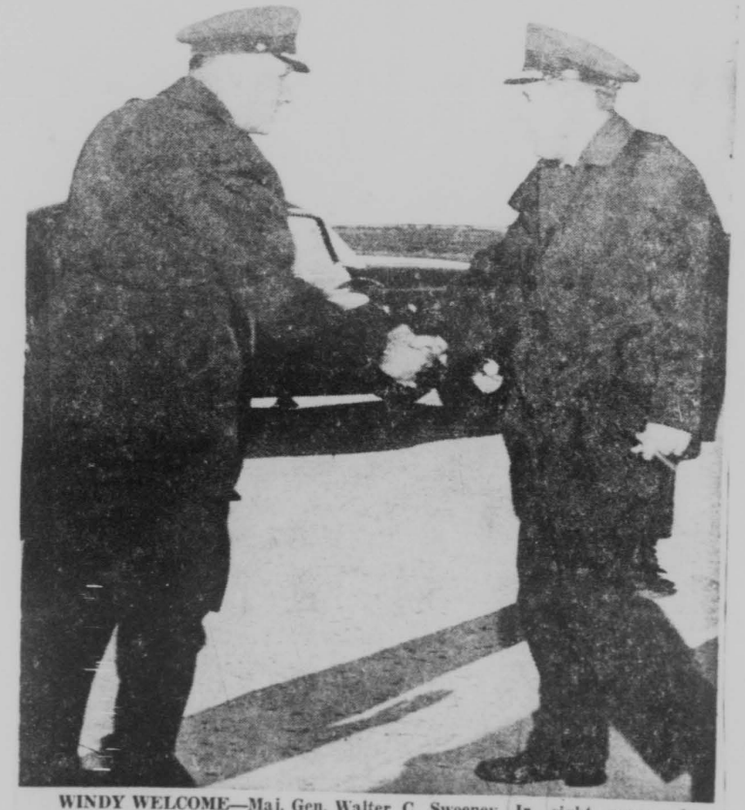

WINDY WELCOME—Maj. Gen. Walter C. Sweeney, Jr., right, commander of the 8th Air Force, is welcomed to SHAFB by Brig. Gen. John R. Sutherland, 802nd Air Division commander. General Sweeney is at the Salina base on routine operations. (USAF Photo)

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HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

1330 Hours

22 November 1955

[redacted]

STAFF MEETING

Personnel Present

Wing Commander	Colonel Burns
Wing Operations Officer	LTCOL Minahan
Wing Inspector	LTCOL Armstrong
Wing Materiel Officer	LTCOL Fulmer
	Major Tate
Wing Personnel Officer	Major Bentley
Wing Safety Officer	Major Gervais
Wing Adjutant	Major Brown
25BS	Major Jacobson
44BS	1STLT Griff
45BS	Major Burgess
40ARS	LTCOL Mills
40PM	Major Berkovitz
40A&E	Major Wilson
40FM	Captain Alderson
40HS	LT Brown

0400

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MINUTES

40CO The first item has to do with day rooms. I have a letter from General Sutherland, which will be sent down to everybody. Also there is a memorandum, which came through from Colonel Randolph. It is primarily directed to his squadrons in Air Base Group, however, he suggested each squadron appoint a project officer to push the day room program. He says all day room purchases will be in accordance with 176-1.

40ADJ I have the results of the Community Chest Drive. (Chart was shown, 40th Wing contributed more than the 310th or Air Base Group).

40DP We have this constant reminder of submitting reports, ER's etc on time, things which must come out from the different squadrons and sections. I would like to go to Manpower with a staff study in my hands on how the critical shortages in the various career fields affect our ability to submit these reports etc when they are due. The wing as a whole is in very bad shape. The deadline on these reports is mandatory regardless of the clerical shortage.

40OS One thing, on PE in the wing. It is a special subject for the Inspector's office. We made a small study, and the basis of the study revealed that we need some command supervision in the squadrons to look at the procedures used in the personal equipment sections.

40IG The OSI will pull a security penetration sometime between now and Christmas. I think it would be well to re-emphasize to the ground crews the security aspects of their jobs.

40CO (Continued reading letter concerning day rooms) Major Brown, if you will wrap up all this correspondence, we will send it down to everybody.

All of you are aware of the TWX from Headquarters, U AF, saying we would have a liberal Christmas leave policy. However, there is a stipulation in it which requires that we must have personnel on hand to meet any emergency situation such as the EWP. I leave it up to the squadron commander to insure he has primary and alternate crews on hand to execute the War Plan. The 25th Bomb Squadron has asked, and I agreed, that we have 5X crews which can be declared combat ready. During this period they will be declared combat ready and a few more of the combat ready crews can go on leave, and we will use those 5X crews to stand by. Colonel Minahan will set up another meeting to go over the whole EWP problem, and this Christmas leave policy will have to be considered when discussing the Quick Strike Plan.

Here's another one. They just came out with a new clothing price list. We will invite all the squadrons to run a clothing check sometime before 1 January of the airmen. In the case of officers,

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there is no way you can run a clothing check on them, but I do think some of their clothes are getting old and shabby and the squadron commanders should encourage them to buy some new uniforms, particularly caps. The caps are real cheap. There should be no reason why any officer would have to wear an old beat-up cap around. An officer can be completely re-outfitted for $35, which is not excessive.

I am going to talk to the other people more in detail about this, but we have had a lot of poor results in the last couple of months on things we have tried to do. On POST HOLE we had an acceptable mission, but it wasn't what could be construed as a good mission. Recently, we had a poor tanker mission. In SES, we have had more crews washed out in SES. We have had a lot of late reports and late ER's. Our airborne accomplishments have not been particularly good. In some cases, I am of the personal opinion that perhaps the crews are not doing everything they possibly can to get airborne accomplishments. They have had some equipment difficulties which could be traced back to A&E. I believe that our equipment situation will get better, but I think it will be necessary for the squadron commanders to encourage these people to get in as much work as possible when they get in the air. On our War Plan, we got behind on that. Now we are about to get a bunch of crews on probation. What it boils down to is that we must plan and get the information to the squadrons but from that point the squadrons must pick it up and take action where required. The General has been embarrassed several times the last couple of months because of our deficiencies. I think we should all make an effort to avoid these deficiencies in the future. We have a reasonable way of checking up on the deficiencies we find on airplanes and getting the work orders in. Captain Sheets has put out a piece of paper telling all of you what basic reports are due from the squadrons and sections. We still have considerable work to do on combat crews. To get people to follow procedures is what it boils down to. We are doing some work in the wing, but the primary responsibility will fall on the squadron commanders. I am not convinced the crews are following procedures.

In the future on any projects we have coming up in Operations or Materiel, when it is determined who is responsible and who is going to do it, I would like to be briefed on it. When we have any kind of a mission or project, we will have a preparatory briefing on it. The immediate things we have coming up are the 8th AF Evaluation, which will be on 7 December and we have more crews going to SES. Then we have a wing mission the latter part of December and we haven't set all our objectives for the month of December, which should be done preferably this afternoon. I think that possibly with a few exceptions we have taken action, and it pretty well boils down to squadron commanders taking necessary command action to see these things are actually being accomplished. I also think we are probably in a position now for the first time where we can see the light of day, now we have finished the modifications and the War Plan is wrapped up, so we will have more time to spend on the everyday job of flying airplanes.

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We have another letter which applies to all of you. It was initiated at Air Force Headquarters. This is what General White had to say: (Letter was read concerning loss of outstanding senior officers due to ill health). We will divide the job up and appoint one officer to monitor all leaves, which will probably be Major Brown. Major Brown, you will set up a chart for leaves of people on the staff. The squadrons can set up their own. On recreation activities, Colonel Stepp did have an additional duty as Wing Athletic Officer, so we will invite him to set up the exercise project for the people involved. On the intermural program, it is primarily Colonel Stepp's responsibility to keep that thing going. We used to have once a month a stag dinner, which was interesting, and I think it might be worthwhile to initiate that again. We'll ask Captain Sheets to set that up once a month.

We have had a couple of pretty rugged months, but I think we are on the road to working our way out of it. We are taking a closer look at our scheduling. Our problem now is to meet our scheduling. We must have a good target study program for people, particularly non-combat ready observers who are coming in now. I am convinced that if we all keep on doing what we are doing we will work ourselves out of the hole.

BY ORDER OF THE COMMANDER:

D. E. BROWN
Major, USAF
Adjutant

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CSG at Smoky Hill Air Force Base, Salina, Kansas
Subj: Monthly Technical Report for the month of November 1955

AOUMH (30 NOV 55) 1st IND

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM, Smoky Hill Air Force Base
Salina, Kansas 9 December 1955

TO: Commander, 802d Air Division, Smoky Hill AFB, Salina, Kansas

1. The Boeing Representatives assigned this wing are being utilized to advise and instruct in the proper operation and maintenance of B-47 aircraft. These Representatives are doing much through their training program to better acquaint and qualify personnel to perform their duties on B-47 aircraft.

2. No unsatisfactory reports are required on items listed in section VI of this report.

FOR THE COMMANDER

D. E. BROWN
Major, USAF
Adjutant

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CONTRACTOR: Boeing Airplane Company, Wichita Division, Wichita (1), Kansas

SUBJECT: Monthly Technical Report for the Month Ending 30 November 1956

TO: Commander
40th Bombardment Wing (M)
Smoky Hill Air Force Base
Salina, Kansas

1. Following is the technical report for the month ending 30 November 1956 submitted in accordance with AFR 66-15 and T.O. 00-25-254.

I. SUBMITTED BY: M. P. Tate
M. L. Wahrman

II. ENGINEERING SUPERVISOR: Lt Col Harold H. Holmes, Chief of Maintenance

III. EQUIPMENT: B-47 Airplane

IV. TRAINING ACTIVITIES:

1. Classroom Training:

During the period covered by this report, the training by the Boeing Representatives has consisted mainly of on-the-job training of the maintenance and operational personnel of of Flight Line Maintenance, Field Maintenance, Periodic Maintenance, Quality Control, Technical Order compliance, Supply Station and Flying Safety Sections. The flight line and various sections have been visited daily to aid personnel with difficulties encountered during maintenance and operation of the B-47 Airplane.

2. The following are the major items on which informal training was conducted while corrective maintenance was being accomplished on the airplane.

Subject	Instructor Hours	Student Hrs
Fuel Leaks	5	50
Landing Gear Control	4	30
Fuel Transfer System	2	5
Yaw Coordination & Trim Tab proper	10	25
Ejection Seat Actuation	20	30
Navigator's Escape Hatch Adjustment	5	7
Manual Refueling Valve Operation	2	10
Drop Tank Operation	8	30

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VI MAINTENANCE ENGINEERING AND OPERATIONAL DIFFICULTIES

1. Landing gear warning circuit malfunction:

The landing gear indicator system on aircraft serial number 52-336 gave a down and locked indication on the aft main gear regardless of the actual gear position.

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The configuration of the S-47 landing gear indicator circuit is such that a short circuit in the gear-down circuit will cause a down-and-locked indication while a short circuit in the gear-up circuit of the landing gear warning circuitry will give an up-and-locked indication regardless of actual gear position. An open circuit in the gear-up or gear-down circuits will give an intermediate indication regardless of gear position.

The most likely place for a short circuit in the gear-down circuit is at the selenium rectifier leads. The selenium rectifiers are located under the pilot's floor in the S-47 airplanes; the rectifiers are located under the pilot's floor inboard of the SLOB stand. On later airplanes they are located on the bracket beneath the pilot's floor at station 293 and left hand buttock line 23.

The cause of the malfunction on aircraft 52-026 was traced to a shorted selenium rectifier lead.

2. Right-Hand Flaperon Disconnect Unit Failure

The geneva lock track segment shaft of the right hand flaperon disconnect unit sheared during a post flight inspection recently. This type of failure is usually caused by applying an upward force on the trailing edge of the flaperon after the flaperon accumulator pressure has been bled down. When hydraulic pressure is removed from the aileron system the flaperon disconnect unit actuates. The cam followers release from the cam track in the disconnect unit and the spring cartridge on the flaperon power control unit can snap the disconnect linkage forward. The motion of this disconnect linkage is transmitted to the geneva lock track segment. The rotation of the lock track segment causes a rapid rotation of the cam assembly and the inertia of this rotation can carry the cam assembly to the "locked position" where any further rotation of the track segment is prevented by the position of the torque disconnect arm. If the flaperon moves when an upward force is applied at the trailing edge, the force, with a large mechanical advantage, will be transmitted to the lock track segment and the segment shaft will shear.

These segment shaft failures can be eliminated by pulling down on the cantor arm of the torque disconnect assembly following the bleed down of the accumulator and prior to pushing up on the flaperon.

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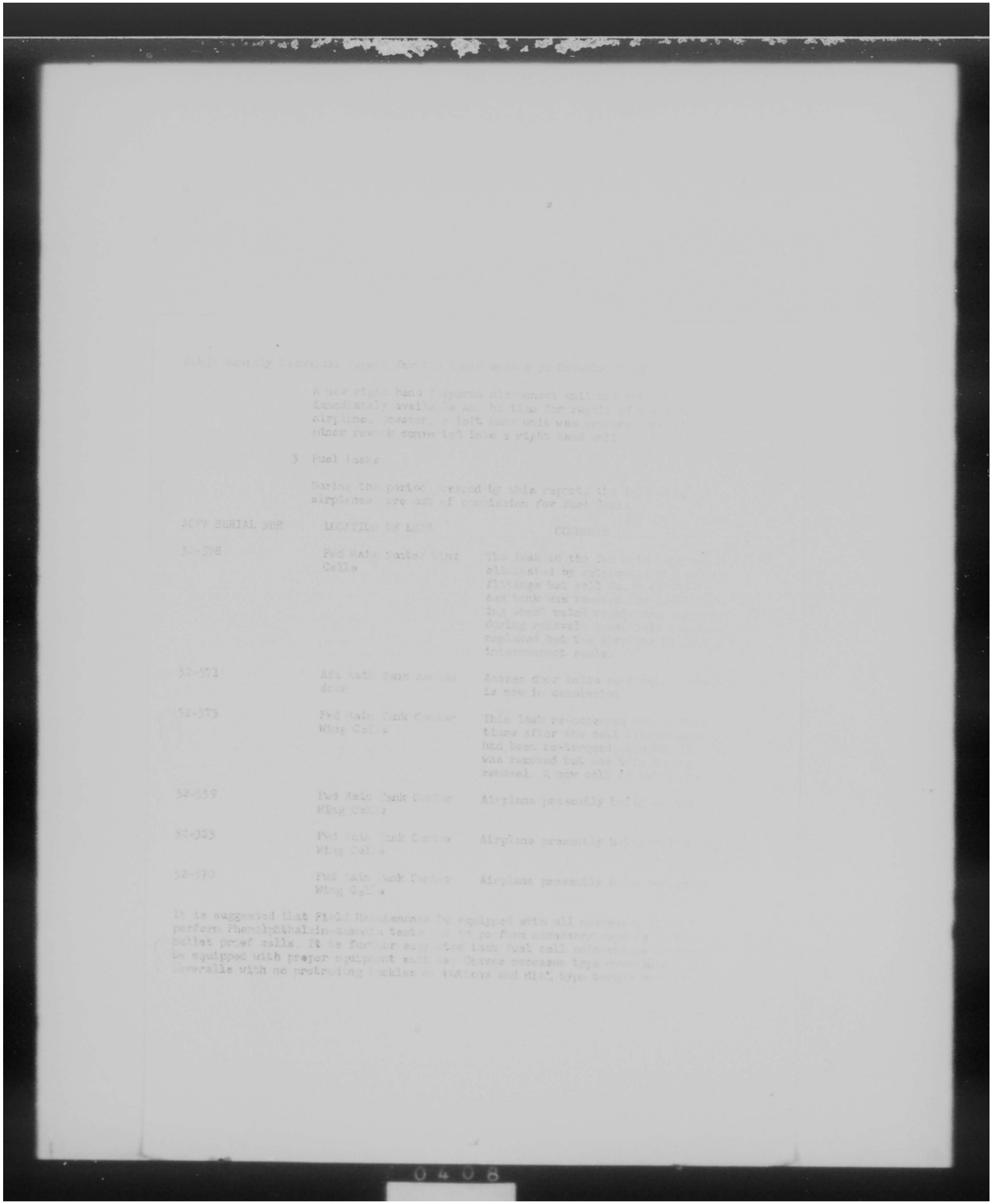

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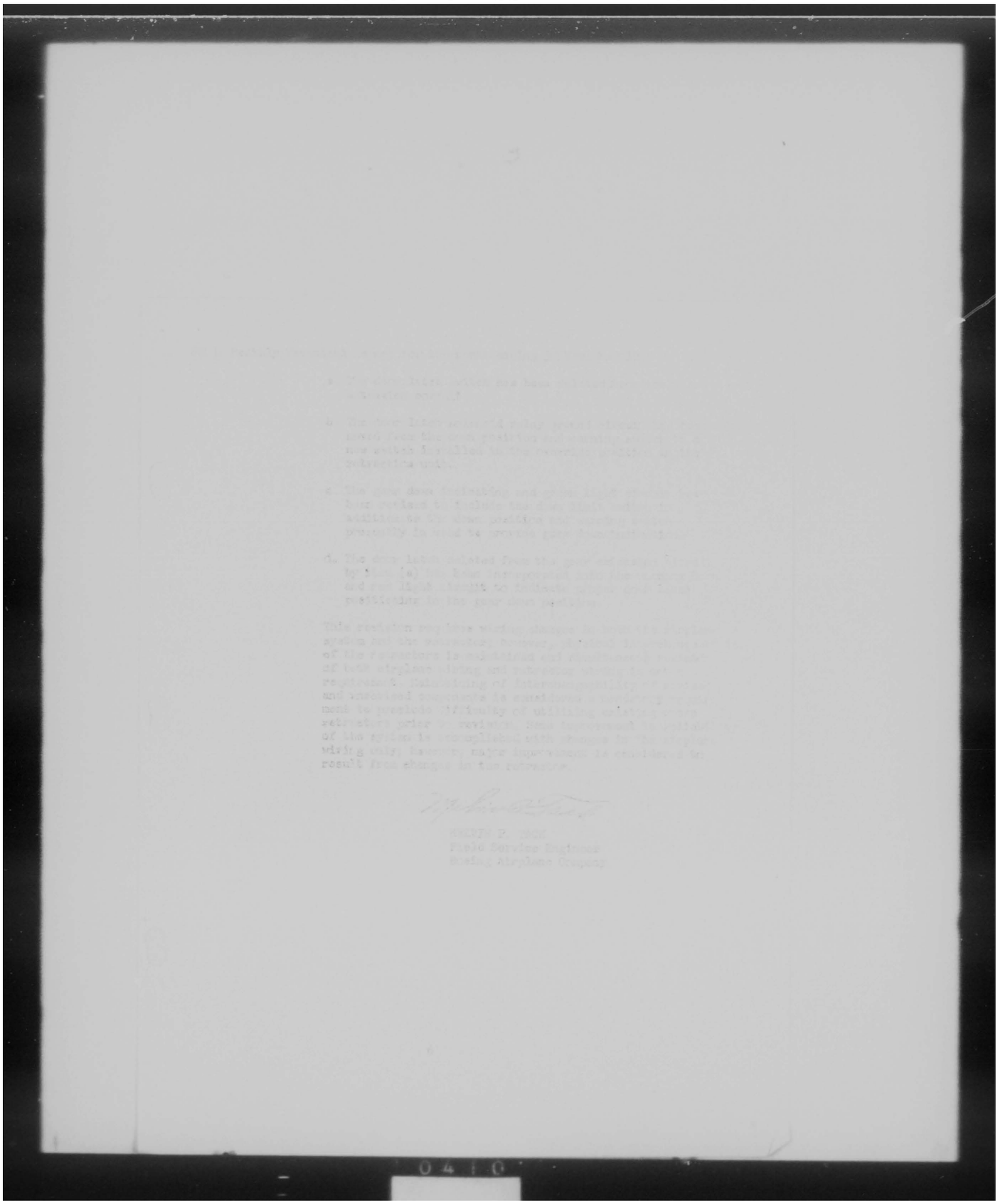

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OFFICE OF PHILCO FIELD ENGINEER
Smoky Hill Air Force Base

3 December 1955

CONTRACTOR: Philco Corporation, 22nd & Lehigh Ave., Philadelphia, Pennsylvania

SUBJECT: Monthly Technical Report for Month Ending 30 November 1955.

TO: Commander
40th Bombardment Wing, Medium
Smoky Hill Air Force Base
Salina, Kansas

The following technical report for the month ending 30 November 1955 is submitted as directed by AFR 66-18:

1. SUBMITTED BY: Mr. Maurice T Baer

2. IMMEDIATE SUPERVISOR: WO-W3 Eldon W Meeker, Training Officer

3. EQUIPMENT: Communications and Auxiliary Radar.

4. TRAINING ACTIVITIES:

a. Classroom Training:

None

b. On The Job Training (Planned)

SUBJECT	NR STU	AFSC	INST HRS	STU HRS
AN/APS-42A	1	30131	40	40
AN/ARC-27	1	30130	24	24
	1	30150	10	10
		TOTAL	74	74

c. On The Job Training (Informal)

AN/ARC-21	1	30130	12	12
	1	30131	16	16
	2	30130	4	4
AN/APX-6	1	30131	4	4
RADIAC	2	30131	4	4
		TOTAL	40	40

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d. Summation:

(1) Instructor hours available: 168

(2) Total Instruction time: 114

(3) Course Preparation, examination, grading: 20

(4) Percentage of time spent on training: 80%

5. HAVE SERVICES BEEN FULLY UTILIZED: Yes

6. MAINTENANCE-ENGINEERING AND OPERATIONAL DIFFICULTIES ENCOUNTERED:

a. It has been felt that an operational ground check of the ARC-27 is inadequate from a preventative maintenance standpoint, in that a check with the tower will seldom disclose a weak transmitter or faulty antenna system before total failure is eminent.

b. In view of the above, a procedure has been established for checking ARC-27 performance on aircraft. In addition, the APN-12 antennas may be checked on KC-97 aircraft, using the ARC-27 as a source of power.

c. It is recommended that the following procedure be followed periodically as a means of locating possible difficulties:

(1) Tone switch "OFF"

(2) Turn control on and to channel which is unused locally.

(3) Connect Bird Model 43 Wattmeter between RT-178 and the antenna, using a short length of Coaxial Cable. (Be sure the 25W, 200-500MC element is plugged into the front of the instrument.)

(4) Key tone switch on Control box and record transmitter power output.

(5) Turn element in Wattmeter so arrow points toward transmitter and record reflected power.

(6) Turn tone switch "OFF" and remove Wattmeter. Reconnect the coax to RT-178.

(7) Turn Audio potentiometer on auxiliary control to 12o'clock.

(8) Turn Main Control box to tower channel and make radio contact when channel is clear, checking for level and quality of audio

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on both sidetone and receiver.

(a) A good RT-178, working into a good antenna should put out approximately 15 watts, while reflected power to output should not be greater than 1:10 for a VSWR of 2:1

d. No UR necessary.

7. SUPPLY PROBLEMS INCLUDING EFFECTIVE MAINTENANCE ENGINEERING PERFORMANCE:

a. APN-70 maintenance and training is hampered by lack of Plug, P-601, AN 3106A32 12P to complete mock-up cabling.

8. REMARKS:

a. None.

MAURICE T. BAER
Field Engineer
Philco Corp.

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OFC OF PHILCO FIELD ENGINEER, SUBJ: Monthly Technical Report for Month Ending 30 November 1955.

40A&E(3 DEC 55) 1ST IND

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM, Smoky Hill Air Force Base, Salina, Kansas, 7 December 1955.

TO: Commander, 802d Air Division, Smoky Hill Air Force Base, Salina, Kansas.

Although, as indicated in the above report, training is lacking in the AN/APN-70 due to lack of an operational mockup; there are a great number of other sets available on which training has been accomplished. The instructors and trainees available time has been effectively utilized. When the AN/APN-70 mockup becomes available the training program will be broadened to include this phase of instruction.

FOR THE COMMANDER

D.M. BROWN
Major, USAF
Adjutant

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OFC of Boeing FLD SV Engineer, Smoky Hill Air Force Base, Salina, Kansas
Subj: Monthly Technical Report for the month of November 1955

40DMM (30 NOV 55) 1st IND

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM, Smoky Hill Air Force Base
Salina, Kansas 9 December 1955

TO: Commander, 802d Air Division, Smoky Hill AFB, Salina, Kansas

1. The Boeing Representatives assigned this wing are being utilized to advise and instruct in the proper operation and maintenance of B-47 aircraft. These Representatives are doing much through their training program to better acquaint and qualify personnel to perform their duties on B-47 aircraft.

2. No unsatisfactory reports are required on items listed in section VI of this report.

FOR THE COMMANDER:

D. N. BROWN
Major, USAF
Adjutant

IM (30 NOV 55) 2d IND

HEADQUARTERS 802D AIR DIVISION, Smoky Hill AFB, Salina, Kansas 14 DEC 1955

TO: Commander, Oklahoma City Air Material Area, ATTN: Director Maintenance Engineering, Tinker AFB, Oklahoma.

1. Reviewed and concurred in.

2. Tank closure plates and air valves to permit Phenolphthalein-ammonia test are under construction in the 40th Field Maintenance Squadron, 40th Bomb Wing. It is estimated equipment will be complete within 30 days. Recommend consideration be given to procurement of proper type of clothing for tank entry and repair.

FOR THE COMMANDER:

1ST LT, USAF
ASST Adjutant

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OFC of General Electric F[illegible] Service Engineer, Smoky Hill AFB, Kans, Subj: Monthly Technical Report for the Month ending 30 November 1955

40DRM (2 Dec 55) 1ST IND

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM, Smoky Hill AFB, Kansas 9 Dec 55

TO: Commander, 802d Air Division, Smoky Hill Air Force Base, Salina, Kansas

1. The General Electric Technical Representative assigned this wing is being utilized to advise and instruct in the proper operation and maintenance of the J-47 engine. This Representative is of great value since his training program is doing much to augment and better qualify personnel with the J-47 engine.

2. No unsatisfactory reports are required on items listed in section VI of this report.

FOR THE COMMANDER:

D. E. BROWN
Major, USAF
Adjutant

5 Copies 40th Wing Historian

DM (2 DEC 55) 2ND IND

HEADQUARTERS 802D AIR DIVISION, Smoky Hill AFB, Salina, Kansas 14 DEC 1955

TO: Commander, Oklahoma City Air Materiel Area, ATTN: Director Maintenance Engineering, Tinker AFB, Oklahoma

1. Concur.

2. Request that consideration be given to including Aft Frame Vent Test Set, P/N 1C1749 mentioned in item 8 (2), in Field Maintenance Squadron ECLS.

FOR THE COMMANDER:

WILLIAM C. JOHNSON
1ST LT USAF
ASST Adjutant

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December 2, 1955

CONTRACTOR: General Electric Company, Aircraft Gas Turbine, Evendale, Ohio

SUBJECT: Monthly Technical Report

TO: Commander
40th. Bomb Wing - Jet (M)
Smoky Hill Air Force Base
Salina, Kansas

The following technical report for the month ending November 30, 1955 in submitted as directed by AFR 66-18.

1. Submitted by: D. C. Presnell, Technical Representative.

2. Immediate Supervisor: General Electric Company
Lt. Col. H. G. Fulmer, Chief of Maintenance

3. Equipment Involved: J47-GE-25, J47-GE-25A, J47-ST-25, J47-ST-25A J47-PW-25, and J47-PW-25A engines.

4. Training Activities:

1. Classroom Training: None

2. On the Job Training (planned): None

3. On the Job Training (informal): See Below

SUBJECT	No. OF STUDENTS	AFSC	INST. HOURS	STUDENT HOURS
a. Engine Lube System	6	43250 43230	4	24
b. Engine Operation	20	43270 43250 43230	30	600
c. Engine Fuel System	18	43270 43250 43230 43151-E 43131-E	7	56
d. Engine Inspection	15	43270 43250 43230 43151-E 43131-E	6	90
e. Engine Trouble Shooting	32	43270 43250 43151-E 43131-E	30	960
			77	1730

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5. UTILIZATION:

1. Brief description of assigned duties: It is the intention of the undersigned to provide any assistance to aid in the proper maintenance and operation of the J47 engine, and to provide a direct contact between the contractor and the using activity.

2. It is scheduled that the General Electric Company Representative will be phased out at the completion of phase II.

6. MAINTENANCE ENGINEERING AND OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. 25-2734, J47-GE-25A, Time 334:30, Position #3, A/C 52-561

Following a routine training flight it was noted that the subject engine exhibited excessively rough running tendencies during operation.

Removal of the magnetic plug indicated that excessive ferrous metal particals were present.

The engine was removed from the airplane and was routed to the 40th. Bomb Wing Minor Repair Section where a further investigation revealed that ferrous metal particals were also present in all of the other lube system screens and filters.

Since removal and inspection of the No. 1 and 2 bearings is unauthorized at minor repair level, the engine was routed to OCAMA for overhaul.

The No. 3 engine and lube oil tank and lines were drained and flushed and reserviced with new oil and the failed engine was replaced with a new serviceable like item.

2. 070-679, J47-GE-25, Time 151:40, Position #4, A/C 52-546

During a post-flight inspection on the subject engine it was noted that the 12th. stage cooling air line to the rear face of the turbine wheel had become disconnected at the expansion coupling located mid way between the mid frame and the turbine casing. The severence of this line discontinued the flow of cooling air to the turbine wheel.

The engine was removed from the aircraft and was routed to the minor repair section where the No. 4 bearing and turbine wheel was changed, since they could have encountered adverse overtemperature conditions. The engine was returned to its original position on the aircraft following replacement of the afore mentioned items and an overtemperature inspection.

3. 25-2633, J47-PM-25A, Time 472:25, Position #4, A/C 52-549

This engine was removed from the aircraft when, during the course of a post-flight inspection, it was discovered that the 12th. stage cooling air line had become disconnected from the exhaust

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cone adapter. This condition would be similar to that covered in paragraph 2 in as much as the turbine wheel cooling air flow was disrupted.

The engine was routed to the minor repair section where the No. 4 bearing and turbine was replaced with new items and an overtemperature inspection of the hot section was conducted.

The engine was replaced in its original position on the aircraft following the repair.

4. 700-035, J47-ST-25, Time 102:20, Position #3, A/C 53-556

During a pre-flight inspection it was noted that a black streak was present and extended circumferentially around the inner surface of the compressor casing adjacent to the 1st. stage rotor blade tips.

Some controversy arose as to whether or not this darkened area was the result of a rotor blade to case rub until it was decided by inspection that the engine would be changed.

This representative discovered the difficulty during a routine flight line tour when I found the engine change crew preparing to secure the removed engine to a transportation dolly. After hearing of the difficulty I personally inspected the engine and found that no rub had occurred. Since the decision had been made the engine was taken into minor repair where the case halves were removed and it was definately established that no rubs had been experienced by the engine.

The results of a case rub will always show up in the form of a bright circumferential streak. In this case the blackened area proved to be grease, perhaps smeared on inadvertently from a rag while the inlet was being wiped clean.

The engine was returned to servicable spare status following the inspection.

7. SUPPLY PROBLEMS:

a. No Comment

b. No Comment

8. REMARKS:

1. During dock inspections of the J47 engines, the normal amount of cracks are appearing in the combustion chamber inner liners on the higher time engines. Technical Orders 2J-J47-16 and 2J-J47-26 lists all crack and buckling limits and repair procedures for the inner liners thus affected. Unfortunately approximately 60% of the liners found with cracks have this failure existing in the liner body 1/2" or closer to the cross ignition eyelet which until recently has been a rejectable condition since no limits have been allowed [illegible].

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Commander
40th. Bomb Wing Jet (M)
Smoky Hill AFB
Salina, Kansas

Sometime ago this representative was informed that General Electric was attempting to increase the crack limits in the cross ignition cyclet area and more recently information has been received that the limits now allow two cracks not to exceed 3/16" each and that cracks exceeding this are repairable by welding. This information will be included in the previously listed applicable T.O.'s soon to be reissued.

2. As operating time increases on the J47 engine in the 40th. Bomb Wing more traces of oil deposites or "varnish" is being noted on the combustion chambers from the No.2 and 4 bearing air-oil seal vents. This does not neccessarily indicate that air-oil seal wear is increasing but that a long time accumulation is showing up perhaps because the 3 to 9 inches H_2O negative pressure that is required to vent the turbine frame has fallen off due to ejector clogging, misalignment or restriction in the air supply to the ejector, which forms the venturi action, and causes the oil to seek exit out of the air-oil seal vents.

   With this oil leakage in mind, General Electric has designed an Aft Frame Vent Test Set, P/N 1C1740. The set consists of a tube in an adaptor, which is easily attached to an installed engine turbine frame breather, and a vacuum gauge for measuring the negative pressure in the manner described in T.O. 2J-J47-2.C. This unit would be of great value to the J47 engine trouble shooting personnel in determining the cause of the oil at the vents.

3. Engine changes in the 40th. Bomb Wing were at a bare minimum again this month. A total of four were removed from aircraft and two of these were minor repaired and returned to their original positions. One was inspected and returned to servicable spare status leaving only one rejection to be shipped to OCAMA.

Coordinated

H. L. Gile
District Aircraft Engineer
General Electric Company

Douglas C. Pressnell
Technical Representative
General Electric Company

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OFC of General Electric F[illegible] Service Engineer, Smoky Hill AFB, Kans, Subj: Monthly Technical Report for the Month ending 30 November 1955

40DMM (2 Dec 55) 1ST IND

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM, Smoky Hill AFB, Kansas 9 Dec 55

TO: Commander, 802d Air Division, Smoky Hill Air Force Base, Salina, Kansas

1. The General Electric Technical Representative assigned this wing is being utilized to advise and instruct in the proper operation and maintenance of the J-47 engine. This Representative is of great value since his training program is doing much to acquaint and better qualify personnel with the J-47 engine.

2. No unsatisfactory reports are required on items listed in section VI of this report.

FOR THE COMMANDER:

D. F. BROWN
Major, USAF
Adjutant

DM (2 DEC 55) 2ND IND

HEADQUARTERS 802D AIR DIVISION, Smoky Hill AFB, Salina, Kansas 14 DEC 1955

TO: Commander, Oklahoma City Air Materiel Area, ATTN: Director Maintenance Engineering, Tinker AFB, Oklahoma

1. Concur.

2. Request that consideration be given to including Aft Frame Vent Test Set, P/N 1C1749 mentioned in item 8 (2), in Field Maintenance Squadron ECLS.

FOR THE COMMANDER:

WILLIAM C. JOHNSON
1ST LT USAF
ASST Adjutant

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December 2, 1955

CONTRACTOR: General Electric Company, Aircraft Gas Turbine, Evendale, Ohio

SUBJECT: Monthly Technical Report

TO: Commander
40th. Bomb Wing - Jet (M)
Smoky Hill Air Force Base
Salina, Kansas

The following technical report for the month ending November 30, 1955 is submitted as directed by AFR 66-18.

1. Submitted by: D. C. Presswell, Technical Representative.

2. Immediate Supervisor: General Electric Company
Lt. Col. H. G. Fulmer, Chief of Maintenance

3. Equipment Involved: J47-GE-25, J47-GE-25A, J47-GT-25, J47-GT-25A J47-GT-25, and J47-GT-25A engines.

4. Training Activities:

1. Classroom Training: None

2. On the Job Training (planned): None

3. On the Job Training (informal): See Below

SUBJECT	No. OF STUDENTS	APSC	INST. HOURS	STUDENT HOURS
a. Engine Lube System	8	43250 43230	4	32
b. Engine Operation	20	43270 43250 43230	30	600
c. Engine Fuel System	18	43270 43250 43230 43151-E 43131-E	7	80
d. Engine Inspection	15	43270 43250 43230 43151-E 43131-E	6	90
e. Engine Trouble Shooting	32	43270 43250 43151-E 43131-E	30	960
			77	1738

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5. UTILIZATION:

1. Brief description of assigned duties: It is the intention of the undersigned to provide any assistance to aid in the proper maintenance and operation of the J47 engine, and to provide a direct contact between the contractor and the using activity.

2. It is scheduled that the General Electric Company Representative will be phased out at the completion of phase II.

6. MAINTENANCE ENGINEERING AND OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. 25-2724, J47-MM-25A, Time 834:30, Position #3, A/C 52-561

Following a routine training flight it was noted that the subject engine exhibited excessively rough running tendencies during operation.

Removal of the magnetic plug indicated that excessive ferrous metal particals were present.

The engine was removed from the airplane and was routed to the 40th. Bomb Wing Minor Repair Section where a further investigation revealed that ferrous metal particals were also present in all of the other lube system screens and filters.

Since removal and inspection of the No. 1 and 2 bearings is unauthorized at minor repair level, the engine was routed to OCAMA for overhaul.

The No. 3 engine and lube oil tank and lines were drained and flushed and reserviced with new oil and the failed engine was replaced with a new servicable like item.

2. 070-679, J47-GE-25, Time 151:40, Position #4, A/C 52-546

During a post-flight inspection on the subject engine it was noted that the 12th. stage cooling air line to the rear face of the turbine wheel had become disconnected at the expansion coupling located mid way between the mid frame and the turbine casing. The severence of this line discontinued the flow of cooling air to the turbine wheel.

The engine was removed from the aircraft and was routed to the minor repair section where the No. 4 bearing and turbine wheel was changed, since they could have encountered adverse overtemperature conditions. The engine was returned to its original position on the aircraft following replacement of the afore mentioned items and an overtemperature inspection.

3. 25-2636, J47-MM-25A, Time 472:25, Position #4, A/C 52-549

This engine was removed from the aircraft when, during the course of a post-flight inspection, it was discovered that the 12th. stage cooling air line had become disconnected from the exhaust

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cone adapter. This condition would be simular to that covered in paragraph 2 in as much as the turbine wheel cooling air flow was disrupted.

The engine was routed to the minor repair section where the No. 4 bearing and turbine was replaced with new items and an overtemperature inspection of the hot section was conducted.

The engine was replaced in its original position on the aircraft following the repair.

4. 700-635, J47-SF-25, Time 102:20, Position #3, A/C 52-556

During a pre-flight inspection it was noted that a black streak was present and extended circumferentially around the inner surface of the compressor casing adjacent to the 1st. stage rotor blade tips.

Some controversy arose as to whether or not this darkened area was the result of a rotor blade to case rub until it was decided by inspection that the engine would be changed.

This representative discovered the difficulty during a routine flight line tour when I found the engine change crew preparing to secure the removed engine to a transportation dolly. After hearing of the difficulty I personally inspected the engine and found that no rub had occurred. Since the decision had been made the engine was taken into minor repair where the case halves were removed and it was definately established that no rubs had been experienced by the engine.

The results of a case rub will always show up in the form of a bright circumferential streak. In this case the blackened area proved to be grease, perhaps smeared on inadvertently from a rag while the inlet was being wiped clean.

The engine was returned to servicable spare status following the inspection.

7. SUPPLY PROBLEMS:

a. No Comment

b. No Comment

8. REMARKS:

1. During dock inspections of the J47 engines, the normal amount of cracks are appearing in the combustion chamber inner liners on the higher time engines. Technical Orders 2J-J47-16 and 2J-J47-20 lists all crack and buckling limits and repair procedures for the inner liners thus affected. Unfortunately approximately 60% of the liners found with cracks have this failure existing in the liner body 1/2" or closer to the cross ignition eyelet which until recently has been a rejectable condition since no limits have been allowed [illegible]

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Commander
40th. Bomb Wing Jet (H)
Smoky Hill AFB
Salina, Kansas

Sometime ago this representative was informed that General Electric was attempting to increase the crack limits in the cross ignition eyelet area and more recently information has been received that the limits now allow two cracks not to exceed 3/16" each and that cracks exceeding this are repairable by welding. This information will be included in the previously listed applicable T.O.'s soon to be reissued.

2. As operating time increases on the J47 engine in the 40th. Bomb Wing more traces of oil deposites or "varnish" is being noted on the combustion chambers from the No.2 and 4 bearing air-oil seal vents. This does not necessarily indicate that air-oil seal wear is increasing but that a long time accumulation is showing up perhaps because the 3 to 9 inches H_2O negative pressure that is required to vent the turbine frame has fallen off due to ejector clogging, misalignment or restriction in the air supply to the ejector, which forms the venturi action, and causes the oil to seek exit out of the air-oil seal vents.

   With this oil leakage in mind, General Electric has designed an Aft Frame Vent Test Set, P/N 1C174C. The set consists of a tube in an adaptor, which is easily attached to an installed engine turbine frame breather, and a vacuum gauge for measuring the negative pressure in the manner described in T.O. 2J-J47-2C. This unit would be of great value to the J47 engine trouble shooting personnel in determining the cause of the oil at the vents.

3. Engine changes in the 40th. Bomb Wing were at a bare minimum again this month. A total of four were removed from aircraft and two of these were minor repaired and returned to their original positions. One was inspected and returned to servicable spare status leaving only one rejection to be shipped to OCAMA.

Coordinated

H. L. Gile
District Aircraft Engineer
General Electric Company

Douglas C. Pressnell
Technical Representative
General Electric Company

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[redacted]

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DM (1 DEC 55) 2ND IND 14 DEC 1955

HEADQUARTERS 802D AIR DIVISION, Smoky Hill AFB, Salina, Kansas

TO: Commander, Oklahoma City Air Materiel Area, ATTN: Director Maintenance Engineering, Tinker AFB, Oklahoma

Concur.

FOR THE COMMANDER:

[redacted]
1ST Lt, USAF
ASST Adjutant

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OFFICE OF GUNNERY SYSTEMS FIELD ENGINEERS
Smoky Hill Air Force Base
Salina, Kansas

1 December 1955

CONTRACTOR: General Electric Co.

SUBJECT: Monthly Technical Report for Month Ending 30 November 1955

TO: Commander
40th Bombardment Wing, Medium
Smoky Hill Air Force Base
Salina, Kansas

The following technical report for the month ending 30 November 1955 is submitted as directed by AFR 66-18:

1. SUBMITTED BY: Mr. Lloyd J. Napaluch JR.
Mr. Ralmer N. Gambill

2. EQUIPMENT: Systems Fire Control, Type A-5.

3. IMMEDIATE SUPERVISOR: Eldon W. Meeker, CWO-3, Training Officer.

4. TRAINING ACTIVITIES:

a. Classroom Training:

SUBJECT	NR STU	AFSC	INST HRS	STU HRS
A-5 System Course for Flight Line PERS				
Post Mission Analysis	5	32350C	60	200
TOTAL	5	32350C	60	200

b. On The Job Training(planned)

A-5 System Trouble-shooting, Shop	4	32350C	21	84
TOTAL	4	32350C	21	84

c. On The Job Training(Planned)

A-5 System Adjustments, Shop.	4	32350C	28	112
TOTAL	4	32350C	28	112

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OFC of GUIDANCE SYSTEMS FLD ENGINEERS, Bldg 1622 Mis Force Unit, Holloman, New Mex.
SUBJ: Monthly Technical Report for Month of 30 November 1955

d. On The Job Training(Informal)

	NR STU	AFSC	INST HRS	STU HRS
Shop Procedures	4	32350C	80	320
Acft. Trouble-shooting	20	32330C-1 32350C-18 32370C-1	86	258
TOTAL	24		166	578

e. Summation:

(1) Instructor hours Available: 336

(2) Total Instructor Time: 285

(3) Preparation, Examination, Grading: 8

(4) Percentage of Time Training: 85

5. HAVE SERVICES BEEN FULLY UTILIZED: Yes

6. MAINTENANCE ENGINEERING AND OPERATIONAL DIFFICULTIES ENCOUNTERED: None

7. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE ENGINEERING PERFORMANCE:

a. None.

8. REMARKS:

a. None.

RALMER N GAMBILL
General Electric Co.

L.J. NAPALUCH JR.
General Electric Co.
Representative

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OFFICE OF A-12D AUTO PILOT FIELD ENGINEER
Smoky Hill Air Force Base
Salina, Kansas

1 December 1955

CONTRACTOR: Sperry Gyroscope Co., Division of Sperry Rand Corp.,
Great Neck, New York.

SUBJECT: Monthly Technical Report for Month Ending 30 November 1955.

TO: Commander
40th Bombardment Wing, Medium
Smoky Hill Air Force Base
Salina, Kansas

[redacted] 11

The following technical report for the month ending 30 November 1955 is submitted as directed by AFR 66-18:

1. SUBMITTED BY: MR DA Whittle"A"

2. IMMEDIATE SUPERVISOR: WO-W3 Eldon W Meeker, Training Officer

3. EQUIPMENT: A-12D Autopilot

4. TRAINING ACTIVITIES:

a. Classroom Training:

SUBJECT	NR STU	AFSC	INSTR HRS	STU HRS
B-47 Aircraft		423X6R	1/2	2
B-47 Power Control System	4	423X0R	1	4
General Description of A-12D	4	423X0R	1 1/2	6
Flight Operation	4	423X0R	1/2	2
ILS Instrument Approach	7	423X0R	1	7
A-12D Functional Description	7	423X6R	2	14
A-12D Components & Functions	7	423X0R	4	28
Automatic Approach Operation	7	423X0R	2	14
Instrument Landing System	7	423X0R	1	7
ARN/14 Navigation System	7	423X0R	1	7
Pre-Flight Procedure	7	423X0R	1	7
Cockpit Familiarization	7	423X0R	1	7
Primary Power Supply	7	423X0R	2	14
Power & Interlock Circuit	7	423X0R	5	35
Test Jack Panel Voltages	2	423X0R	1	2
Repeatback Circuit	2	423X0R	1	2
Elevator Signal Circuit	2	423X0R	1/2	1
Aileron Signal Sources	2	423X0R	1/2	1
Six Channel Amplifier	2	423X0R	1	2
TOTAL			1/2	162

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OFC OF A-12D AUTOPILOT FIELD ENGINEER, SUBJ: Monthly Technical Report for Month Ending 30 November 1955.

b. On The Job Training (Planned)

Pre-Flight Training Job	7 423XOR	2	14
Power & Interlock Circuit Check	6 423XOR	3	18
Power & Interlock Troubleshooting	6 423XOR	5	30
Repeatback Null Check	2 423XOR	1	2
Elevator Signal Circuit Check	2 423XOR	2	4
Troubleshooting Elevator Circuit	2 423XOR	2	4
Aileron Signal Circuit Check	2 423XOR	1½	3
Troubleshooting Aileron Circuit	2 423XOR	1½	3
Six Channel Amplifier Check	2 423XOR	1	2
	TOTAL	19	80

c. On the Job Training (Informal)

Recommendation on A-12D	8 422XO	43	172
Autopilot Troubleshooting	3 423XOR	15	30
Procedures on Aircraft	TOTAL	58	202

d. Summation:

(1) Instructor hours available - 152

(2) Total Instruction time - 102½

(3) Course Preparation - 10

(4) Percentage of time spent on training - 75%

(5) Remarks: The above classroom training and planned OJT was given in two classes. The first class consisted of three students till 4 NOV 55 at which time one student went on TDY and the class was continued with two students till 18 NOV 55. A new class was started 21 NOV 55 when four airmen reported in for duty.

5. HAVE SERVICES BEEN FULLY UTILIZED: Yes

6. MAINTENANCE ENGINEERING AND OPERATIONAL DIFFICULTIES ENCOUTERED:

No serious or repetitive difficulties were noted.

7. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE ENGINEERING PERFORMANCES:

No serious or repetitive problems were noted.

8. REMARKS: None

DONALD A WHITTLE
Field Engineer
Sperry Gyroscope Co.

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OFC OF A-12D AUTOPILOT FIELD ENGINEER, SUBJ: Monthly Technical Report for Month Ending 30 November 1955.

40A&E(1 DEC 55) 1ST IND

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM, Smoky Hill Air Force Base, Salina, Kansas, 5 December 1955.

TO: Commander, 802d Air Division, Smoky Hill Air Force Base, Salina, Kansas.

Training of A&E Instrument mechanics, AFSC 42350 and 42370 is adequate for the A-12D Autopilot System. Training is lacking in N-1 Compass since the Armament-Electronics Squadron does not have a technical representative assigned for this system.

FOR THE COMMANDER

D.M. BROWN
Major, USAF
Adjutant

DM (1 DEC 55) 2d IND

HEADQUARTERS 802D AIR DIVISION, Smoky Hill AFB, Salina, Kansas

TO: Commander, Oklahoma City Air Materiel Area, ATTN: Director Maintenance Engineering, Tinker AFB, Oklahoma

Reference 1st Indorsement, this headquarters has requested Headquarters Eighth Air Force to provide coverage of one (1) technical representative for N-1 training requirements. One representative would cover the requirements on a two-wing base.

FOR THE COMMANDER:

WILLIAM C. JOHNSON
1ST LT USAF
ASST Adjutant

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OFC OF A-12D AUTOPILOT FIELD ENGINEER, SUBJ: Monthly Technical Report for Month Ending 30 November 1955.

40A&E(1 DEC 55) 1ST IND

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM, Smoky Hill Air Force Base, Salina, Kansas, 5 December 1955.

TO: Commander, 802d Air Division, Smoky Hill Air Force Base, Salina, Kansas.

Training of A&E Instrument mechanics, AFSC 42350 and 42370 is adequate for the A-12D Autopilot System. Training is lacking in N-1 Compass since the Armament-Electronics Squadron does not have a technical representative assigned for this system.

FOR THE COMMANDER

D.M. BROWN
Major, USAF
Adjutant

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[illegible] Ending 30 November 1955

AC 9894 DEC 55) 1ST IND

HEADQUARTERS, 40TH BOMBARDMENT WING, MEDIUM, Smoky Hill Air Force Base, Salina, Kansas, 9 December 1955.

TO: Commander, 802d Air Division, Smoky Hill Air Force Base, Salina, Kansas.

Training of Bomb-Nav System Mechanics for the month of November continued satisfactorily with the completion of the Y-4 Optic Course.

FOR THE COMMANDER

D.M. BROWN
Major, USAF
Adjutant

5 Copies 40th Bomb Wing Historian

DM (5 DEC 55) 2ND IND

HEADQUARTERS 802D AIR DIVISION, Smoky Hill AFB, Salina, Kansas 14 DEC 1955

TO: Commander, Oklahoma City Air Materiel Area, ATTN: Director Maintenance Engineering, Tinker AFB, Oklahoma

Concur.

FOR THE COMMANDER:

WILLIAM C. JOHNSON
1ST LT USAF
ASST Adjutant

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OFFICE OF K-SYSTEM FIELD ENGINEER
Smoky Hill Air Force Base
Salina, Kansas

5 December 1955

CONTRACTOR: AC Spark Plug Division of GMC, Milwaukee, Wisconsin

SUBJECT: Monthly Technical Report for Month Ending 30 November 1955

TO: Commander
40th Bombardment Wing, Medium
Smoky Hill Air Force Base
Salina, Kansas

The following technical report for the month ending 30 November 1955 is submitted as directed by AFR 66-1:

1. SUBMITTED BY: Mr. James W Nagle -- AC Spark Plug
Mr. Robert Popp -- AC Spark Plug
Mr. Jerold Rhodes -- AC Spark Plug
Mr. William F Hopper -- Western Electric

2. IMMEDIATE SUPERVISOR: Eldon W Meeker, WO-W3, Training Officer

3. EQUIPMENT: K-4A Bombing Navigational System

4. TRAINING ACTIVITIES:

a. Classroom Training:

SUBJECT	NR STU	AFSC	INST HRS	STU HRS
K-System Refresher Course	8	32130E	112	456
Trouble Shooting	8	32130E-50E	88	352
Optics Specialist	14	32130E-50E	36	504
Operator Familiarization	4	Observers	36	216
Operator IFM	12	Observers	24	48
		TOTAL	296	1578

b. On The Job Training (Planned)

Trouble Shooting	4	32130E-50E	16	84
K-4 Optics Maintenance	8	32130E-50E	30	240
Shop Training	4	32130E-50E	16	84
		TOTAL	62	408

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c. On The Job Training (Informal)

ACFT Trouble Shooting Procedures	40	32130E-50E	120	430
Shop Procedures	5	32130E-50E	60	300
		TOTAL	180	730

d. Summation:

(1) Instructor hours available -- 800

(2) Total Instruction time -- 538

(3) Course preparation, examination, grading -- 95

(4) Percentage of Time spent on training -- 70.1

(5) Remarks:

(a) Mr. RJ Lenes, General Mills Roving Technical Representative visited this installation until 10 NOV and conducted a very amprehensive course on the Y-4 Optical System.

(b) Mr. Eurene D Mitchell, AC Spark Plug Representative was available for training for 2 weeks pending arrival of a permanently assigned technical representative.

5. HAVE SERVICES BEEN FULLY UTILIZED: Yes.

6. MAINTENANCE ENGINEERING AND OPERATIONAL DIFFICULTIES ENCOUNTERED:

a. Navy range marks have accounted for a large number of malfunctions this month. The use of isolated Shock mounts on the the PP-259 with a Teh Ohm resistor to ground has eliminated most of these malfunctions. Removal of the ground on the PP-259 is accomplished only after the aircraft power has been thoroughly checked. A UR was submitted on 23 NOV 55. The UR number is 40BW55-1254.

7. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE ENGINEERING PERFORMANCE:

a. None

8. REMARKS:

a. None

William F Hopper
WILLIAM F HOPPER
Western Electric Co.
Representative

James W Nagle
JAMES W NAGLE
AC Spark Plug, DIV GMC
K-System Co-ordinator

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40DO

HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

20 November 1955

40CO

SUBJECT: 40th Bombardment Wing Operations Order 261-55

TO: See Distribution

1. Inclosed herewith is 40th Bombardment Wing Operations Order 261-55, 20 November 1955, for December 1955.

2. This letter and inclosure thereto are "UNCLASSIFIED".

FOR THE COMMANDER.

[redacted]

D. M. BROWN
Major, USAF
Adjutant

1 Incl:
40BW OPORD 261-55

DISTRIBUTION:

COMAF 8	1 Cy
DO 8	1 Cy
COMBOMWG 40	1 Cy
40DO	17 Cys
40DM	5 Cys
25BOMRON	6 Cys
44BOMRON	6 Cys
45BOMRON	6 Cys
40ARMFS	9 Cys
40A&E	2 Cys
40FMS	2 Cys
40PMS	2 Cys
40AC	1 Cy
COMARDIV 802	1 Cy
COMABGRU 802	6 Cys

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 November 1955

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ANNEX B - Flying and Ground Training

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Attachment "A" - 25BOMRON Training Projections

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Attachemtn "D" - 40AREFS Training Projections

ANNEX C - Communications (Omitted)

ANNEX D - Maintenance Order 12-55 for December

ANNEX E - Administration and Logistics: Normal

HQ 40BOMWG
OPORD 261-55
20 Nov 55

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 November 1955

OPERATIONS ORDER

261-55

TRAINING FOR DECEMBER 1955

HQ 40BOMWG
OPORD 261-55
20 Nov 55

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
20 November 1955

Operations Order 261-55, December 1955.

Chart and Map References: As Required.

TASK ORGANIZATIONS:

25BOMRON	LTCOL Edward P Clark
44BOMRON	LTCOL William F Pitts
45BOMRON	LTCOL William G Ivey
40AREFS	LTCOL Charles E Mills
40A&E	MAJ Raymond E Wilson
40FMS	MAJ James R Johnson
40PMS	MAJ Samuel Berkovitz

1. GENERAL: The month of December is a "free" training month in between SAC directed 50-8 training quarters. As is indicated training during this month excluding higher headquarters directed training is at the discretion of the Wing and Squadron Commanders.

a. December flying priorities for B-47 tactical squadrons:

(1) Accomplishment of the flying time requirements of AFR 60-2.

(2) Completion of Strategic Evaluation School.

(3) Continuation of "Hi Jinks" check out program.

(4) Prepare and execute higher headquarters directed missions.

(5) Prepare and execute wing directed missions.

(6) Non Combat Ready Crew training, SAC Reg 51-19 and 50-8.

(7) Combat Crew standardization flights.

(8) Combat Ready and Lead Crew training.

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(9) Co Pilot up grading to aircraft commander status SAC Reg 51-19.

(10) Flying training for recent pilot graduates upon completion of 51-19 ground training phase.

(11) Completion of T-33 drops for calendar year 55.

b. December ground training priorities for B-47 tactical squadrons:

(1) Support SAC Reg 50-24 "Block Ground Training".

(2) Support Camp Phillips OQ Gunnery Range.

(3) Perform other ground training not included in block training such as trainers, IFM, etc.

(4) Support Advanced Survival School, Stead Air Force Base.

c. December flying training priorities for 40ARRFS:

(1) Accomplishment of the flying time requirements of AFR 60-2.

(2) Schedule recent Air Force Pilot graduates for completion of AFR 60-2.

(3) Non combat ready crew training SAC Reg 51-19 and 50-8.

(4) Combat crew standardization flights.

(5) Combat ready crew training.

(6) Prepare and execute Higher Headquarters directed missions.

(7) Prepare and execute wing directed missions.

(8) Provide the 40th Bombardment Wing tactical squadron with the required in flight refueling sorties to complete 51-19 and proficiency training.

(9) Provide required flights to MacDill Air Force Base, Florida to transport SES support personnel and equipment.

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(10) Support 40th Bombardment Wing refueling for operation "Grain Field" as required.

d. December Ground Training priorities for 40AREFS:

(1) Support SAC Reg 50-24 "Block Ground Training".

(2) Perform other ground training not included in block training such as trainers, APS-42 and etc.

(3) Support Advanced Survival School, Stead Air Force Base.

2. MISSION:

a. The mission for the 40th Bombardment Wing during the month of December is the flying and ground training as listed in paragraph 1 above.

b. Continuation of the Combat Readiness of the 40th Bombardment Wing.

c. Prepare and execute Higher headquarters and 40th Bombardment Wing directed missions.

3. MISSION FOR SUBORDINATE UNITS:

a. 25BOMRON: Reference Annex "B" and Attachment "A" to Appendix 1, Annex "B".

b. 44BOMRON: Reference Annex "B" and Attachment "B" to Appendix 1, Annex "B".

c. 45BOMRON: Reference Annex "B" and Attachment "C" to Appendix 1, Annex "B"

d. 40AREFS: Reference Annex "B" and Attachment "D" to Appendix 1, Annex "B"

e. 40BOMWG DM: Reference Annex "B".

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3X. GENERAL INSTRUCTIONS:

(1) This operations order becomes effective 0001Z, 1 December 1955.

(2) Orders of execution for planning purposes will be upon receipt by units concerned.

(3) Training Projections are contained in Annex "B", Appendix 1 and attachments thereto.

(4) Air training requirements are contained in Annex "B", Appendix 1 and attachments thereto.

(5) Ground training requirements are contained in Annex "B", Appendix 1 and attachments thereto.

(6) Unit training will be scheduled and conducted (or arranged for) by each unit according to the needs of the unit.

(7) The Director of Maintenance and squadron commanders will take necessary action to provide highly reliable "K" systems and aircraft for combat crew training missions.

(8) During the month of December the Wing Commander has outlined certain areas of training to be stressed. To emphasize these areas a system will be worked out by statistical control to award points to the squadron/squadrons who complete part or all of the training specified. Points will apply in determining Squadron of the Month. In a like manner squadron/squadrons failing to show progress in one or more areas will be penalized points. Training items are as follows:

ITEM	POINTS
60-2	Minus Points for any non-completion

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ITEM	POINTS
Hi Jinks	Plus points for each crew check out
Non Combat Ready Crew Training	Plus points for each crew completing a minimum of 30 hours flying
Co-Pilot to AC upgrading	Plus points for each co-pilot upgraded to aircraft commander status
One third completion of 50-8 Bombing and Navigation for lead and combat ready crews	Plus points for each lead and combat ready crew completing one third bomb and navigation requirements of 50-8.
5X Crews	Plus points for each 5X crew completing a minimum of 20 hours flying.

(9) Due to the phase XI, modification, sorties will be scheduled for a minimum of seven (7) hours. Pilot Proficiency Flights will be scheduled on a turn around basis. First PPF flight should be scheduled for an approximate 08:00 take off, second flight 13 to 14:00 take off.

(10) In accordance with Eighth Air Force Reg 66-1 the following crews are assigned to Wing Quality Control Unit, and are designated as primary and secondary flight test crews for the month indicated:

SQDN	CREW	A/C NAME	PRIMARY OR SECONDARY	MONTH
45BOMRON	R-73	McGee	Primary thru	14 Dec
45BOMRON	R-64	L.D.Campbell	Primary 15 thru 31 Dec	
25BOMRON	R-15	Gairan	Secondary	Dec

(11) Within the past 45 to 60 days the 40th Bombardment Wing has received approximately 26 new pilot and observer graduates to be utilized as primary combat crew personnel. A coordinated 30-49 ground training phase checkout has been established between the 40th and 310th

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Bombardment Wings. Upon completion of the ground training phase squadrons will be required to establish a priority flying training 51-19 checkout program. First ground training projected completion date is 23 December 1955 (B-52-pilots).

(12) The following meetings are scheduled for the month of December. Dates, time, locations and required attendance are as shown:

(a) 60-9 Aircraft Scheduling: Duration 1 Hour

DATE	TIME	LOCATION	ATTENDANCE
1 Dec	0900	Wg Conf Rm	Col Burns Col Bowden Col Stepp Maj Duttworth Maj Fenton Maj Jacobsen Maj Surgues Maj Schneiderman Lt Kliegle ASR Supervision Officer
8 Dec	0900	Wg Conf Rm	Same
15 Dec	0900	Wg Conf Rm	Same
22 Dec	0900	Wg Conf Rm	Same
29 Dec	0900	Wg Conf Rm	Same

(b) 60-9A Ground Training Scheduling:

DATE	TIME	LOCATION	ATTENDANCE
1 Dec	1300	Wg Conf Rm	Maj Gregory Maj Marable Maj Curtis 25,44,45 and 40ARS Operations Officers Lt Darien Capt Scruggs Lt Moore Maj Hughes Maj Bentley

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DATE	TIME	LOCATION	ATTENDANCE
8 Dec	1300	Wg Conf Rm	Same
15 Dec	1300	Wg Conf Rm	Same
22 Dec	1300	Wg Conf Rm	Same
29 Dec	1300	Wg Conf Rm	Same

(c) Wing Commanders daily stand-up briefing to be held each normal work day in the Wing Conference Room:

TIME	ATTENDANCE
1100	All Wing Headquarters Section Chiefs and all Squadron Commanders

(d) Gross Error Board:

DATE	TIME	LOCATION	ATTENDANCE
9 Dec	0800	Wg Conf Rm	Maj Gregory Maj Kelley Capt Conley Capt Johnson Capt Lewis Capt Odenwald Capt Roberts

(e) Aircraft Malfunction and Abort Board:

DATE	TIME	LOCATION	ATTENDANCE
7 Dec	1600	Wg Conf Rm	Col Stapp Col Bowden Maj Gregory Capt Lewis
14 Dec	1600	Wg Conf Rm	Same
21 Dec	1600	Wg Conf Rm	Same
28 Dec	1600	Wg Conf Rm	Same

(f) The monthly flying safety meeting will be held at 0800 hours 9 December in the Base Theater. No take off or ground school will be scheduled prior to 1200 hours on this date.

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(g) The monthly awards meeting will be held at 0800 hours 12 Dec 55 in the Base Theater.

(13) During December all crews are encouraged to begin RBS runs against unfamiliar RBS sites such as Charlotte, Richmond, Atlanta, Springfield, Mass., Phoenix, etc.

(14) On 6 December 1955, 3 B-47 Aircraft and crews will be required to complete Special Weapons exercise for Eighth Air Force IG inspection team. Requirement specifies one select, lead and combat ready crew participate. Desired crews are as follows:

SQDN	CREW	A/C
25BOMRON	S-61	Tuttle
44BOMRON	L-36	Briggs
45BOMRON	R-75	Bank

On 9 December one B-47 Aircraft will be required to accomplish a MK-15 exercise.

(15) Airdrome Officer:

(a) In accordance with SAC Reg 55-44, the following Airdrome Officer schedule will apply for December. Tour of duty is from 0900 to 0900 hours, local time.

DATE	25BOMRON	44BOMRON	45BOMRON	ADAR-4FS	308Bn SQ
1 Dec				Capt Calloway	
2 Dec	Capt Rankin				
3 Dec		Capt Creel			
4 Dec			Capt Harrington		
5 Dec	Capt Hanaway				

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DATE	25BOMRON	42BOMRON	43BOMRON	1CARFTS	40HQ SQ
6 Dec		Maj Richter			
7 Dec			Capt Zysk		
8 Dec				Capt Kanar	
9 Dec		Maj Kronsnage			
10 Dec	Capt H.E.Davis				
11 Dec		Capt Wohlford			
12 Dec			Capt Arrington		
13 Dec				Capt Burden	
14 Dec	Major Liebich				
15 Dec		Capt Markowski			
16 Dec			Capt J.L. Jones		

(16) Officer of the day: No requirements exist for this extra duty within the 40th Bombardment Wing during December. The 40th Bombardment Wing will perfom this duty during the entire month of January 1956.

(17) Tower Officer:

(a) In accordance with 802nd Air Division Regulation 62-7, 16 September 1953, the following tower officer schedule will be in effect for the mouth of December. Tour of duty will be from 1200-1200 hours on dates indicated. At any time existing weather is 1000 feet and three miles or less, a qualified pilot possessing a valid instrument card will be present in the tower.

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DATE	CREW	RANK	NAME
2 Dec	40AREFS	2/Lt	Kempton
4 Dec	25BOMRON	1/Lt	Denison
6 Dec	44BOMRON	Capt	Garber
8 Dec	45BOMRON	Capt	L. D. Campbell
10 Dec	40AREFS	1/Lt	Terry
12 Dec	25BOMRON	1/Lt	J. H. Davis
14 Dec	44BOMRON	Lt	Jewell
16 Dec	45BOMRON	Capt	Grimm
18 Dec	40AREFS	2/Lt	Edwards
20 Dec	25BOMRON	2/Lt	Foley
22 Dec	44BOMRON	Lt	Amelio
24 Dec	45BOMRON	Maj	Burgess
26 Dec	40AREFS	1/Lt	Grady
28 Dec	25BOMRON	1/Lt	J. H. Davis
30 Dec	44BOMRON	Capt	Doolittle

(18) Maintenance Debriefing Officer:

(a) All Tactical Squadrons of the 40th Bombardment Wing will be responsible for furnishing a Maintenance Debriefing Officer for after duty assignment on the dates indicated. The tour of duty for this assignment will run from 1600 hours until the last assigned aircraft has landed and has been debriefed or until the following duty day (0730) whichever is earlier. The officer, a rated pilot, will report to Maintenance Control (Hangar #5) for tour of duty. The purpose of this extra duty is to

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implement the pending AAG Regulation on Post Mission Analysis.

MAINSTAY DEBRIEFING OFFICER SCHEDULE

DATE	CREW	RANK	NAME
1 Dec	25BOMRON	Capt	McLean
2 Dec	44BOMRON	Capt	Marakowski
5 Dec	45BOMRON	Capt	McGee
6 Dec	40AREFS	1/Lt	Lyember
7 Dec	25BOMRON	1/Lt	C. D. Davis
8 Dec	44BOMRON	Maj	Ash
9 Dec	45BOMRON	Capt	J. Jones
12 Dec	40AREFS	Capt	McLain
13 Dec	25BOMRON	Capt	Coburn
14 Dec	44BOMRON	Capt	Sears
15 Dec	45BOMRON	Capt	Zysk
16 Dec	40AREFS	Capt	Fraseur
19 Dec	25BOMRON	Maj	Fitschen
20 Dec	44BOMRON	Maj	Richter
21 Dec	45BOMRON	Capt	Sharp
22 Dec	40AREFS	Capt	Kanar
27 Dec	25BOMRON	2/Lt	Foley
28 Dec	44BOMRON	Capt	Millenick
29 Dec	45BOMRON	Capt	Bank

(19) A consolidated recap of projected flying activities for December is as follows:

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DATE	TACTICAL SITUATIONS	AIRCREWS
1 Dec	1 3X-Crew standboard; Normal Flying	Normal Flying
2 Dec	1 3X-Crew standboard; Normal Flying	Normal Flying
3 Dec	6 B-47 "Texas Leaguer"	7 KC-97 "Texas Leaguer"
5 Dec	Standdown	Normal Flying
6 Dec	Standdown	Normal Flying
7 Dec	28 B-47 "Face Saver I"	Normal Flying
8 Dec	Standdown	Normal Flying
9 Dec	3 B-47 "Black Magic"; Normal Flying	Normal Flying
12 Dec	Normal Flying	Normal Flying
13 Dec	3 crew standboard flights; Normal Flying	Normal Flying
14 Dec	Grain Field; Normal Flying	Normal Flying
15 Dec	4 Crew standboard flights; Normal Flying	Normal Flying
16 Dec	All scheduled B-47 "Desk Jockey";	Normal Flying 1 KC-97 to Mac Dill
19 Dec	1 crew standboard flight; Normal Flying	Normal Flying
20 Dec	8 B-47 "Jingle Bells; Normal Flying	4 KC-97 Jingle Bells
21 Dec	10 B-47 "Jingle Bells"; Normal Flying	5 KC-97 Jingle Bells
22 Dec	12 B-47 "Jingle Bells"; Normal Flying	6 KC-97 Jingle Bells
23 Dec	Standdown	standdown

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DATE	TACTICAL SQUADRONS	WAFBS
24 Dec	Standdown	Standdown
25 Dec	Standdown	Standdown
26 Dec	Standdown	Standdown
27 Dec	Grate Field; Normal Flying	Normal Flying
28 Dec	Grate Field; Normal Flying	Normal Flying
29 Dec	Normal Flying	Normal Flying
30 Dec	Standdown	Standdown
31 Dec	Standdown	Standdown

(20) Known January Flying Projections are as follows:

DATE	TACTICAL SQUADRONS	WAFBS
2 Jan	Standdown	Standdown
3 Jan	Normal Flying	Normal Flying
4 Jan	Wing Mission "Black Crow"	Wing Mission "Black Crow"
5 Jan	Wing Mission "Black Crow"	Wing Mission "Black Crow"
6 Jan	Wing Mission "Black Crow"	Wing Mission "Black Crow"
9 Jan	Normal Flying	Normal Flying
10 Jan	Wing Mission "Red Cloud"	Wing Mission "Red Cloud"
11 Jan	Wing Mission "Red Cloud"	Wing Mission "Red Cloud"
12 Jan	Wing Mission "Red Cloud"	Wing Mission "Red Cloud"
13 Jan	Normal Flying	Normal Flying
16 Jan	Normal Flying	Normal Flying
17 Jan	Wing Mission "Sitting Bull"	Wing Mission "Sitting Bull"

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DATE	TACTICAL SQUADRONS	40AREFS
18 Jan	Wing Mission "Sitting Bull"	Wing Mission
19 Jan	Wing Mission "Sitting Bull"	Wing Mission
20 Jan	Normal Flying	Normal Flying
23 Jan	Pace Setter II	Normal Flying
24 Jan	Normal Flying	Normal Flying
25 Jan	Normal Flying	Normal Flying
26 Jan	Normal Flying	Normal Flying
27 Jan	Normal Flying	Normal Flying
30 Jan	Normal Flying	Normal Flying
31 Jan	Normal Flying	Normal Flying

4. ADMINISTRATION AND LOGISTICS: Normal.

5. COMMAND AND COMMUNICATIONS: Normal.

BERTON H. BURNS
Colonel, USAF
Commander

ANNEXS:

"A" - INTELLIGENCE (Omitted)

"B" - OPERATIONS REQUIREMENTS

"C" - COMMUNICATIONS

"D" - MAINTENANCE ORDER 12-55

"E" - ADMINISTRATION AND LOGISTICS

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25BOMRON	6 Cys
44BOMRON	6 Cys
45BOMRON	6 Cys
40AREFS	9 Cys
40A&E	2 Cys
40FMS	2 Cys
40PMS	2 Cys
40AC	1 Cy
COMARDIV 802	1 Cy
COMABGRU 802	6 Cys

OFFICIAL:

for WILLIAM M. BOWDEN
Colonel, USAF
Director of Operations

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 November 1955

ANNEX "A"

TO

OPERATIONS ORDER

261-55

DECEMBER 1955

INTELLIGENCE

HQ 40BOMWG
ANNEX "A"
OPORD 261-55
20 Nov 55

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ANNEX "A"

TO

OPERATIONS ORDER

261-55

INTELLIGENCE - DECEMBER

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 November 1955

Omitted.

BERTON H. BURNS
Colonel, USAF
Commander

APPENDICES: Omitted

DISTRIBUTION:

(Same as OPORD)

OFFICIAL:

for WILLIAM M. BOWDEN
Colonel, USAF
Director of Operations

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 November 1955

ANNEX "B"

TO

OPERATIONS ORDER

261-55

OPERATION REQUIREMENTS

FLYING AND GROUND TRAINING

Hq 40BOMWG
ANNEX "B"
OPORD 261-55
20 Nov 55

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ANNEX "B"

TO

OPERATIONS ORDER

261-55

FLYING AND GROUND TRAINING

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 November 1955

1. GENERAL: December is a "free" training month. Areas of training to be emphasized are generally as follows:

a. Completion of AFR 60-2.

b. "Hi Jinks" check out.

c. Non combat ready crew training.

d. Co-Pilot to Aircraft Commander up-grading.

e. One third completion of bombing and navigation requirements of 50-8 for lead and combat ready crews.

f. 5X crew proficiency training.

g. 100 per cent completion of SAC Reg 50-24 "Ground Training Requirements".

2. STRIKE BASE: Smoky Hill Air Force Base Kansas, will be the pre-strike and post-strike base for all operations unless otherwise directed, excluding in-flight emergencies.

3. FLYING HOURS AND SORTIES: The maintenance capability to support flying activities for the month of December is as follows:

SQUADRON	HOURS	SORTIES
25BOMRON	418:00	69
44BOMRON	431:00	69

HQ 40BOMWG
ANNEX "B"
OPORD 261-55
20 Nov 55

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SQUADRON	HOURS	SORTIES
45BOMRON	479:00	82
40AREFS	598:00	111

The scheduling committee projected a total of 1450:00 flying hours for December, however, due to excessive modification and maintenance requirements, the maintenance capability totals 1328:00 hours, a net loss of 222 hours.

4. DECEMBER TANKER/RECEIVER SCHEDULE: The following is the projected tanker/receiver schedule for December.

DATE	25BOMRON	44BOMRON	45BOMRON
1 Dec	1	2	1
2 Dec	2	1	1
5 thru 6 Dec Standdown			
7 Dec	Pace Setter I	No tanker requirement	
8 Dec	Standdown		
9 Dec	1	1	2
12 Dec	1	2	1
13 Dec	2	1	1
14 Dec	1	1	2
15 Dec	1	2	1
16 Dec	Desk Jockey	No tanker requirement	
19 Dec	2	1	1
20 Dec	Jingle Bells	4 tankers	
21 Dec	Jingle Bells	5 tankers	
22 Dec	Jingle Bells	6 tankers	

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DATE	25BOMRON	44BOMRON	45BOMRON
23 Dec	Standdown		
26 Dec	Standdown		
27 Dec	1	1	2
28 Dec	1	2	1
29 Dec	2	1	1
30 Dec	Standdown		
	15	15	14

* NOTE: Combat Crew Pilot Standboard Checks. It is possible for squadrons to utilize standboard tanker for CCTMs under 50-8, however, this should be closely monitored with Wing Standboard who has priority and primary control over tankers.

5. FLYING TRAINING REQUIREMENTS:

a. Higher Headquarters directed missions:

(1) Texas Leaguer - 3 December 1955.

(a) Squadron requirements:

25BOMRON	44BOMRON	45BOMRON	40AREFS
2 crews	2 crews	2 crews	7 crews
2 aircraft	2 aircraft	2 aircraft	7 aircraft

(b) Briefing 0900, 2 December 1955, Ground Training Auditorium.

(c) Critique 0900, 12 December 1955, Base Theater.

(d) Pre-take off briefing - to be announced at briefing.

(2) Pace Setter I - 7 December 1955.

(a) Squadron requirements:

25BOMRON	44BOMRON	45BOMRON
L-01	L-30	L-60
L-04	L-34	L-61

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25BOMRON	44BOMRON	45BOMRON
R-10	R-35	R-63
L-11	L-37	R-64
L-12	R-38	L-65
R-16	R-42	R-66
R-13	R-43	R-71
R-24	R-45	L-72
R-15	R-31	R-62
		R-75

Spare R-73.

(b) Briefing 0900, 5 December 1955, Ground Training Auditorium.

(c) Critique 1000, 12 December 1955, Base Theater.

(d) Pre-take off briefing - to be announced at briefing.

(3) Black Magic - 9 December 1955.

(a) Squadron requirement is one crew and aircraft per squadron.

(b) Briefing 0900, 8 December 1955, 25BOMRON briefing room.

(c) Critique 0900, 12 December 1955, Base Theater.

(d) Pre-take off briefing to be announced at mission briefing.

(4) Grain Field.

(a) Squadron requirements:

DATE	25BOMRON	44BOMRON	45BOMRON
13 Dec	1 Primary Crew 1 Primary Aircraft 1 Alternate Crew 1 Alternate Aircraft		

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DATE	25BOMRON	44BOMRON	45BOMRON
14 Dec			1 Primary Crew 1 Primary Aircraft 1 Alternate Crew 1 Alternate Aircraft
20 Dec		1 Primary Crew 1 Primary Aircraft 1 Alternate Crew 1 Alternate Aircraft	
21 Dec	1 Primary Crew 1 Primary Aircraft 1 Alternate Crew 1 Alternate Aircraft		
27 Dec			1 Primary Crew 1 Primary Aircraft 1 Alternate Crew 1 Alternate Aircraft
28 Dec		1 Primary Crew 1 Primary Aircraft 1 Alternate Crew 1 Alternate Aircraft	

(b) Briefing will be held one week prior to scheduled mission. Contact Major Penton, ext 522 for place and time.

(c) For 40AREFS: If normal tanker support called for in operations order is not available the 40AREFS will be required to support any one of the missions listed above.

b. Wing Directed Missions:

(1) Desk Jockey, 16 December. A bomber stream mission designed for 5X and non combat ready crews only.

(a) Squadron requirements:

DATE	25BOMRON	44BOMRON	45BOMRON
16 Dec	5X-1 Burns	5X-3 Shuler	5X-2 Stepp
16 Dec	5X-8 Clark	5X-6 Pitts	5X-4 Ivey
16 Dec	5X-10 Bentley	5X-7 Mills	5X-12 Fulmer
16 Dec	5X-11 Bohman	5X-9 Bowden	N-27 Scott

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(b) Briefing 0930, 12 December 1955, Base Theater.

(c) Critique 0900, 29 December 1955, Ground Training Auditorium.

(d) Pre-take off briefing to be announced at briefing.

(2) Jingle Bells, 20, 21 and 22 December 1955.

(a) Squadron Requirements:

DATE	25BOMRON	44BOMRON	45BOMRON	40AREFS
20 Dec	4	2(plus 2 Grain Field)	2	4
21 Dec	2(plus 2 Grain Field)	4	4	5
22 Dec	4	4	4	6

(b) Briefing 0900, 19 December 1955, Ground Training Auditorium.

(c) Critique 0930, 29 December 1955, Ground Training Auditorium.

(d) Pre-take off briefing to be announced at briefing.

c. Five (5) X Crew aircraft commanders, pilots and observers will complete 100 per cent of AFR 60-2 requirements and a minimum of 20 hours flying time during December 1955.

d. The following B-47 and KC-97 combat crews will be assigned to the Wing Standardization Board for standboard flight and ground checks. Respective squadrons will furnish the most reliable aircraft available on the days flight checks are scheduled.

25TH BOMRON

CREW NUMBER	A/C NAME	DATES	FLIGHT CHECKS PILOT	FLIGHT CHECKS OBSERVER
5X	BOHMAN	2 Dec	2 Dec	2 Dec
5X	KELLY	2 Dec	2 Dec	2 Dec

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44TH BOMRON

CREW NUMBER	A/C NAME	DATES	FLIGHT CHECKS PILOT	OBSERVER
R-31	YOUNG	12 thru 16 Dec	15 Dec	13 Dec
IN-40	MARTIN	15 thru 21 Dec	15 Dec	19 Dec
R-41	MILLERICK	12 thru 16 Dec	15 Dec	13 Dec

45TH BOMRON

R-67	SCHUPPERT	13 Dec	Comp	13 Dec
IN-77	SCOTT	15 thru 21 Dec	15 Dec	20 Dec
5X	STEPP	1 Dec	1 Dec	1 Dec
5X	ARMSTRONG	1 Dec	1 Dec	1 Dec

		40TH AREFS	FLIGHT CHECKS
T-17	SKAGGS	4 thru 9 Dec	7-8 Dec
T-29	PERRAULT	12 thru 17 Dec	14-15 Dec

e. Up-grading training from a non-combat ready status is scheduled for the following crews:

CREW NUMBER	A/C NAME	SQUADRON	PROJECTED DATE COMBAT READY
IN-19	WOLFE	25BOMRON	31 Jan 56
IN-20	ELLIS	25BOMRON	None
IN-21	DAVIS	25BOMRON	31 Jan 56
IN-23	FITCHEN	25BOMRON	29 Feb 56
*IN-42	WOHLFORD	44BOMRON	1 Jul 56
*IN-46	RICHTER	44BOMRON	30 Apr 56
IN-47	MARTIN	44BOMRON	31 Jan 56
N-77	SCOTT	45BOMRON	1 Jan 56

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CREW NUMBER	A/C NAME	SQUADRON	PROJECTED DATE COMBAT READY
*IN-78	MORRIS	45BOMRON	30 Apr 56
*IN-79	ZYSK	45BOMRON	30 Apr 56

*Indicates crew or part of crew is in school. No projected date for combat ready status is indicated due to anticipated crew changes upon completion of schooling and unconfirmed advanced survival quotas. (SAC Reg 51-19).

f. The following crews will be scheduled to accomplish a T-59 drop during December:

SQUADRON	CREW	NAME
25BOMRON	S-01	TUTTLE
25BOMRON	I-12	LIEBICH
25BOMRON	R-24	HARMON
44BOMRON	R-43	SEARS
44BOMRON	L-44	VLA
45BOMRON	N-77	SCOTT

13 December 1955 was the date selected at the weekly scheduling committee meeting to accomplish drop. A control time will be assigned each aircraft and the flight to and from control point and target may be individually planned.

g. In accordance with Eighth Air Force Reg 51-2 each pilot (A/C and pilot) is required to accomplish each calendar quarter a proporationate share of AFR 60-2 requirements; 3 standard or jet range let downs and low approaches, actual or practice and four (4) GCA's and/or ILAS approaches, actual or practice.

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h. During December each squadron will make every effort to up-grade two (2) co-pilots to aircraft commander status.

i. No quotas for advanced survival school were assigned to the 40th Bombardment Wing for December, however, available information indicates that increased quotas will be forthcoming after the first of January 1956.

j. There will be a briefing for all combat crew members and staff personnel on the new "Hi Jinks" check out procedures at 0930, 5 December in the Ground Training Additorium. This meeting follows the "Pace Setter" briefing.

6. GROUND TRAINING REQUIREMENTS:

a. 50-24 Block Training for December:

(1) Classes will start on the 12th of December for the block training in Phase III. This will be the final block for Phase III and all crews not attending previous blocks will be scheduled for this one. The training phase will be approximately eight (8) days for B-47 crews and six (6) days for KC-97 crew members.

b. Advanced Survival: No crew quotas for this specialized training have been received by this headquarters for the month of December. Any quotas received at a later date will be coordinated directly with the Squadrons as their requirement exists. First priority for this training exists with 51-19 up-grading, second priority will be for combat ready crews who have never attended this training and third priority will be those personnel who are non-current or will become non-current during the coming year. All crew members are required to attend this training every three years.

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c. Physical Conditioning:

(1) A minimum of two hours of Physical Conditioning will be accomplished by each crew member during the month of December. Crew members can be scheduled any time during the following periods of the month:

(a) 5 December through 9 December.

(b) 19 December through 23 December.

(Combative measures offered during the block training will preclude obtaining Physical Conditioning at any other than the above dates during the month).

d. Altitude Chamber Indoctrination:

(1) Quotas for Altitude Indoctrination Training for the month of December for the two day course and the three day course are as follows. The two day course is a refresher course for the renewal of altitude indoctrination only while the three day course is a basic course for those who have never attended this training before. Jet personnel will attend every two (2) years while conventional personnel will attend every three (3) years.

TWO DAY COURSE

DATE	QUOTA	SQUADRON	NAMES OF CREW NUMBER
5 Dec	3	25BOMRON	Maj Foulk, Maj McHale, Capt Ellis
5 Dec	3	44BOMRON	No personnel available
5 Dec	3	45BOMRON	LtCol Steegman, Maj Burgess, Lt Mead
12 Dec	5	40AREFS	A/3c Bonner, A/3c Bushey, A/3c Sand, A/3c Sharrow, A/1c Horn
12 Dec	3	25BOMRON	LtCol Minahar, Maj Tate, Lt Warnock

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THREE DAY COURSE

DATE	QUOTA	SQUADRON	NAME	ALTERNATES
28 Dec	1	40AREFS	A/3C Schiebel	
28 Dec	1	25BOMRON	A/1C W.C. Brown	A/1C McCumber
28 Dec	1	44BOMRON	M/Sgt C. Fisher	T/Sgt McKay
28 Dec	2	45BOMRON	A/1C Smith, A/1C Danlen	
28 Dec	1	40A&E	None	

e. OQ Range:

(1) In accordance with SAC Reg 50-24, Supplement II, all co-pilots will complete OQ exercise once each year. For the month of December, the 40th Bombardment Wing has received a quota of three (3) spaces for each of the following dates: December 6th and 20th. These quotas were distributed equally among the three Bomb Squadrons giving the following quotas and dates:

DATE	CREW NO.	NAME	LOCATION	SQUADRON
6 Dec	N-20	Conley	OQ RANGE	25BOMRON
6 Dec	IN-46	Doolittle	" "	44BOMRON
6 Dec	R-63	Drury	" "	45BOMRON
20 Dec	L-12	Rankin	" "	25BOMRON
20 Dec	R-43	Ruddy	" "	44BOMRON
20 Dec		Mead	" "	45BOMRON

(Individuals scheduled for this training will report in flying clothes or fatigues to the range not later than 0800 hours)

f. P-3 Link Trainer:

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(1) Schedule for the month of December will be as follows: 0800 to 1000 hours have been allotted to the 40th Bombardment Wing. Since the 40th Air Refueling Squadrons will be primarily utilizing this trainer time, this squadron will be held responsible for the schedule and any changes in the schedule that may occur. Any changes will be made through the 40th Air Refueling Squadron Ground Training Officer:

P-3 LINK SCHEDULE

DATE	TIME	SQUADRON	NAME	RANK
1 Dec	0800-1000	40AREFS	Oden	Capt
2 Dec	" "	"	Fiorillo	Capt
5 Dec	" "	"	Perrault	Capt
6 Dec	" "	"	Calloway	Capt
7 Dec	" "	"	Godwin	Capt
8 Dec	" "	"	Watson	Capt
9 Dec	" "	"	Burden	Capt
12 Dec	" "	"	McEwen	Lt
13 Dec	" "	"	Grantham	Capt
14 Dec	" "	"	Wooley	1/Lt
15 Dec	" "	"	Agapas	2/Lt
16 Dec	" "	"	Atkins	2/Lt
19 Dec	" "	"	Bis	2/Lt
20 Dec	" "	"	Bryan	2/Lt
21 Dec	" "	"	Gustaines	2/Lt
22 Dec	" "	"	Heppenstall	2/Lt

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DATE	TIME	SQUADRON	NAME	RANK
23 Dec	0800-1000	40AREFS	Hookman	2/Lt
27 Dec	" "	"	Moody	2/Lt
28 Dec	" "	"	Wilson	2/Lt
29 Dec	" "	"	Kempton	2/Lt
30 Dec	" "	"	Sunida	2/Lt

g. C-11 Link Trainer:

(1) The following schedule will be followed by 40th Bombardment Wing Squadrons. It is imperative that the fullest coordination be effected to obtain the maximum utilization of the trainer times. In the event a squadron cannot meet a scheduled time, please contact one of the other squadrons for an exchange of time. It is essential that each squadron send two (2) pilots, preferably the aircraft commander and his pilot to these training periods, as two (2) trainers are available for each squadron's scheduled period. This schedule will be in effect from 1 December thru 30 December 1955:

C-11 TRAINER

DATE	25BOMRON	PILOT	44BOMRON	PILOT	45BOMRON	PILOT
1 Dec	1000-1200	Liebich Rankin			0800-1000	L.D.Campbell Rosselot
2 Dec			0800-1000		1000-1200	Harrington Clifton
5 Dec	0800-1000	Conley Hughes	1000-1200	Doolittle Richter		
6 Dec	1000-1200	Davis Jones			0800-1000	Irving Miller
7 Dec			0800-1000	Martin Maxey	1000-1200	Scraggs Wolking
8 Dec	0800-1000	Wolfe Davis	1000-1200	Wholford Carter		

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DATE	25BOMRON	PILOT	44BOMRON	PILOT	45BOMRON	PILOT
9 Dec	1000-1200	Ellis Johnson			0800-1000	Jones Drury
12 Dec			0800-1000	Via Jewell	1000-1200	Bank Trompeter
13 Dec	0800-1000	Fitchen Foley	1000-1200	Clark Notley		
14 Dec	1000-1200	Hughes Conley			0800-1000	Scott Ollendorf
15 Dec			0800-1000	Richter Doolittle	1000-1200	Grimm Bretzins
16 Dec	0800-1000	Galvan Ward	1000-1200	Clark Notley		
19 Dec	1000-1200	Starr Downing			0800-1000	Schuppert Swanson
20 Dec			0800-1000	Wohlford Pitts	1000-1200	Mosier Arrington
21 Dec	0800-1000	Wolfe Davis	1000-1200	Abbott Amerio		
22 Dec	1000-1200	Jones Davis			0800-1000	Scruggs Welking
23 Dec	Holiday		Holiday		Holiday	
26 Dec	"		"		"	
27 Dec	0800-1000	Smith Denison	1000-1200	Sears Ruddy		
28 Dec	1000-1200	Tuttle Hanaway			0800-1000	Musterman Dull
29 Dec			0800-1000	Clark Notley	1000-1200	Campbell,J Koepke
30 Dec	Holiday		Holiday		Holiday	

h. B-47 Flight Simulator:

(1) The following schedule will be followed by the 40th Bombardment Wing Squadrons and Wing Standardization Team. As with the C-11 Schedule, it is imperative that very close coordination be effected to obtain the maximum utilization of the trainer time. Each squadron will attempt any exchange of times to prevent any failure to fulfill the schedule. The schedule will be in effect from 1 December through 30 December.

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B-47 SIMULATOR

DATE	TIME	ORGANIZATION	CREW NO.	AC NAME
1 Dec	1300-1700	Standboard		
2 "	" "	25BOMRON	N-20	Ellis
5 "	" "	Standboard		
6 "	" "	44BOMRON	L-44	Via, Jewell
7 "	" "	45BOMRON	N-77	Scott, Ollendorf
8 "	" "	25BOMRON	N-23	Fitschen
9 "	" "	44BOMRON	N-46	Richter, Doolittle
12 "	" "	Standboard		
13 "	" "	45BOMRON	N-77	Scott, Ollendorf
14 "	" "	Standboard		
15 "	" "	25BOMRON	L-12	Liebich
16 "	" "	44BOMRON	R-38	Creel
19 "	" "	Standboard		
20 "	" "	45BOMRON	IN-79	Zysk
21 "	" "	25BOMRON	N-21	Davis
22 "	" "	44BOMRON	L-36	Clark
23 "	Holiday			
26 "	Holiday			
27 "	1300-1700	25BOMRON	R-15	Galvan
28 "	" "	44BOMRON	R-43	Sears
29 "	" "	45BOMRON	N-77	Scott, Ollendorff
30 "	Holiday			

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i. T-1A Gunnery Trainer:

(1) The following schedule will be in effect for the squadrons of the 40th Bombardment Wing during the month of December:

T-1A GUNNERY TRAINER SCHEDULE

DATE	25BOMRON	PILOT	44BOMRON	PILOT	45BOMRON	PILOT
1 Dec	Closed for Plattsburgh					
2 Dec	1000-1200	Denison			0800-1000	Clifton
5 Dec			0800-1000	Amerio	1000-1200	Rosselot
6 Dec	0800-1000	Jones,R.A	1000-1200	Ruddy		
7 Dec	1000-1200	Conley			0800-1000	Stallings
8 Dec			0800-1000	Carter	1000-1200	Dull
9 Dec	0800-1000	Rankin	1000-1200	Johnson		
12 Dec	1000-1200	Ward			0800-1000	Trompeter
13 Dec			0800-1000	Jewell	1000-1200	Ollendorf
14 Dec	0800-1000	Hanaway	1000-1200	Thomas		
15 Dec	1000-1200	Rankin			0800-1000	Walls
16 Dec			0800-1000	Notley	1000-1200	Bretzius
19 Dec	0800-1000	Ward	1000-1200	Woodall		
20 Dec	1000-1200	Foley			0800-1000	Call
21 Dec			0800-1000	Doolittle	1000-1200	Swanson
22 Dec	0800-1000	Davis,J.	1000-1200	Faseler		
23 Dec	Holiday	26 Dec Holiday				
27 Dec			0800-1000	Ash	1000-1200	Miller
28 Dec	0800-1000	Jones,R.	1000-1200	Gorman		
29 Dec	1000-1200	Conley			0800-1000	Koepke
30 Dec	Holiday					

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j. T-2 Supersonic Trainer:

(1) The following schedule will be followed by the 40th Bombardment Wing Squadrons in the T-2A Trainer. It is imperative that the fullest coordination be effected to obtain maximum utilization of trainer time. In the event an observer cannot make his schedule, please contact one of the other squadrons and attempt an exchange of trainer times. This schedule covers training for Pace Setter for the first week of the month and for EWP for the remainder of the month. Training for other special projects will be coordinated through the Wing Ground Training Office.

T-2A SUPERSONIC TRAINER SCHEDULE

DATE	25BOMRON	OBS NAME CREW #	44BOMRON	OBS NAME CREW #	45BOMRON	OBS NAME CREW #
1 Dec thru 7 Dec	Operation "Pace Setter"					
8 Dec	0800-1000 1500-1700	N-20-Davis Beckley	1000-1200 1800-2000	Mango Cohen	1300-1500 2000-2200	Conley Dickerson
9 Dec	1300-1500 2000-2200	Swift Smith	0800-1000 1500-1700	Collier Cloak	1000-1200 1800-2000	Welsh Zaharis
12 Dec	1000-1200	Johnson			0800-1000	Sehon
13 Dec	0800-1000	Harris	1000-1200	Harding		
14 Dec	1800-2000	Davis	0800-1000	Skiffington	1000-1200	Bowdre
15 Dec	1000-1200	Osburn,Capt			0800-1000	Bates
16 Dec	0800-1000 2000-2200	Probst Dibble	1000-1200	Snyder	1800-2000	Johnson,G.
19 Dec	1800-2000	McChesney	0800-1000 2000-2200	Berberick Brunk	1000-1200	Thompson
20 Dec	1000-1200	N-23 Osborn			0800-1000	Pagliero

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DATE	25BOMRON	OBS NAME	44BOMRON	OBS NAME	45BOMRON	OBS NAME
21 Dec	0800-1000 2000-2200	Auvil McLean	1000-1200	Hamilton	1800-2000	Peacock
22 Dec			0800-1000	Williams	1000-1200	Taylor
23 Dec	Holiday					
26 Dec	Holiday					
27 Dec	0800-1000	Owen	1000-1200 2000-2200		1800-2000	Hassing
28 Dec			0800-1000	L.Smith	1000-1200	Roberts
29 Dec	1000-1200	Englert	1800-2000		0800-1000 1930-2100	Hermann Cady
30 Dec	Holiday					

k. Base Instrument School:

(1) Base Instrument School will be held in the Base Ground Training Building No. 926, on 8, 9, 15 and 16 December. The 40th Bombardment Wing will be responsible for having an instructor for rules, regulations and publications at 0900 hours on 8 and 15 December and an instructor on computer at 0800 hours on 9 and 16 December. This responsibility is rotated among the four squadrons with the 44BOMRON performing the duty for December. The responsible officer will report to Captain Brown, Base Instrument School at least 2 days prior to class date, to obtain material and outline of instruction.

l. Inflight Maintenance: (IFM)

(1) Squadron observers in conjunction with their ground training officers will schedule observers to the following IFM Schedule.

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Each observer is required to get 24 hours annually, 8 hours each quarter, and not more than 4 hours in any one month will be credited toward this requirement. These classes will be held in building 936 Gound Training Building, Room 120, each afternoon from 1230-1630. Each squadron will send an observer each date. If unable to do so, reschedule to allow 5 observers to receive this training each week.

I.F.M. Schedule

DATE	TIME	25BOMRON OBS NAME	44BOMRON OBS NAME	45BOMRON OBS NAME
1 Dec	1230-1630	L-11 Engler		
2 Dec	" "	L-12 Osborn		R-66 Pagliero
5 Dec	" "	R-10 Rumph	Sq Obs C.Johnson	R-64 Zaharis
6 Dec	" "	N-23 Osburn	R-48 Berberich	R-70 Johnson, G.
7 Dec	" "	N-21 Davis	N-46 Govan	N-77 Cates
8 Dec	" "	R-13 Beckley	L-36 Collier	L-65 Welsh
9 Dec	" "	N-19 Auvil	L-30 Snyder	L-72 Peacock
12 Dec	" "	R-15 Harris	R-35 Cohen	L-60 Conley
13 Dec	" "	N-20 Swift	L-37 Harding	L-61 Hassing
14 Dec	" "	L-04 Smith	R-43 Brunk	R-71 Bates
15 Dec	" "	L-01 MacLean	R-38 Mango	R-73 Dickerson
16 Dec	" "	R-24 Johnson	R-45 Cloak	R-63 Thompson
19 Dec	" "	L-03 Owen	IN-42 J.Smith	5X Hermann
20 Dec	" "	5X-1 Warren	L-44 Williams	Connett
21 Dec	" "	Borgren	5X-9 Minahan	VanWeiren
22 Dec	" "	L-12 Osborn	R-41 L.Smith	L-76 Carnes

HQ 40BOMWG
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OPORD 261-55
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DATE	TIME	25BOMRON OBS NAME	44BOMRON OBS NAME	45BOMRON OBS NAME
23 Dec	Holiday			
26 Dec	Holiday			
27 Dec	1230-1630	R-16 McChesney	L-39 Hamilton	R-67 Bowdre
28 Dec	" "	5X-10 Batson	5X-3 Curtis	IN-68 Cady
29 Dec	" "	5X-11 Odenwald	5X-7 Kendall	R-75 Sehon
30 Dec	Holiday			

m. EWP and Target Study: (See Attachment A, B, and C to Appendix 1).

BERTON H BURNS
Colonel, USAF
Commander

APPENDIX:
"1" - Training Projections

DISTRIBUTION:

COMAF 8	1 Cy
DO 8	1 Cy
COMBOMWG 40	1 Cy
40DO	17 Cys
40DM	5 Cys
25BOMRON	6 Cys
44BOMRON	6 Cys
45BOMRON	6 Cys
40AREFS	9 Cys
40A&E	2 Cys
40FMS	2 Cys
40PMS	2 Cys
40AC	1 Cy
COMARDIV 802	1 Cy
COMABGRU 802	6 Cys

OFFICIAL:

for WILLIAM M BOWDEN
Colonel, USAF
Director of Operations

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 November 1955

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

261-55

TRAINING PROJECTIONS DECEMBER

HQ 40BOMWG
APP 1, ANNEX "B"
OPORD 261-55
20 Nov 55

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APPENDIX "1"

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OPERATIONS ORDER

261-55

TRAINING PROJECTIONS DECEMBER 55

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 November 1955

1. The following code is used in the Attachment of this Appendix:

AO	AIRDROME OFFICER	P	PASS
DS	DETACHED DUTY	PT	PHYSICAL TRAINING
AS	ADVANCED SURVIVAL	Q	ULTRASONIC TRAINER
F	FLYING	TS	TARGET STUDY
G	GROUND SCHOOL	WS	WATER SURVIVAL
H	HOSPITAL	SW	SPECIAL WEAPONS
ALT	ALTITUDE CHAMBER	CP	CO-PILOT
FS	FLIGHT SIMULATOR	A	AIRCRAFT COMMANDER
MP	MISSION PLANNING	O	OBSERVER
OD	OFFICER OF THE DAY	DB	DEBRIEFING OFFICER
		OQ	OQ RANGE

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 November 1955

ATTACHMENT "A"

TO

APPENDIX "1"

ANNEX "B"

TO

OPERATIONS ORDER

261-55

25BOMRON TRAINING PROJECTION - DECEMBER

HQ 40BOMWG
ATT "A", APP "1", ANNEX "B"
OPORD 261-55
20 Nov 55

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25BOMRON — DECEMBER — FLYING AND GROUND TRAINING PROJECTION — ATT "A", APP "1", ANNEX "B" 40BW OPORD 261-55, 20 Nov 55

ACFT COMDR	CREW NO	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	27	28	29
TUTTLE	S-01	0-DB	F	CP-AO		F		F		F	T-1A 0800 EWP 1230	IFM 1230 EWP 0730			F	Q 2000-2200		C-11 1000-1200		
STARR	L-03	(-----				LEAVE								C-11 1000 IFM 1230	EWP 0730 0930	F	EWP 1230 1630	Q 0800 1000	F	
DUNAWAY	L-04					F		EWP 0730 Q 2000		F	IFM 1230 1630			(-----		LEAVE				)
WHAYNE	L-06	(-----				SRS							Q 1000 EWP 1230	(-----		LEAVE				)
BOWLES	R-10		F	IFM 1230 EWP 0730	Q 0800 1000	F	(-----					LEAVE									)
ONDES	L-11	IFM 1230 Q 0930	EWP 0730 1130	Q 1000 1200		F	AC-G CP-G	(-----			BLOCK TRAINING			)		F		F		
LIEBICH	L-12	C-11 0800 EWP 1230	IFM 1230 CP-AO		CP-OQ	F		Q 1000 T-1A 0800	F	0-DB	AC-AO	T-1A 1000 FS 1300			CP-OQ	F			F	
GALLIEN	R-13		F	EWP 1230 1630		F	Q 1500 1700	(-----				LEAVE								)
JONES	L-14	(-----			SRS								EWP 0730 Q 1800	(-----		LEAVE				)
GALVEN	R-15		F		F			EWP 0730 1630	T-1A 1000 IFM 1230	Q 0800 1000		F	C-11 0800 1000	T-1A 0800 1000		F		FS 1300 1700		F
SMITH	R-16		T-1A 1000 1200			F		EWP 0730 1130	(-----		BLOCK TRAINING					)	F	C-11 0800 Q 1000		F
WOLFE	N-19	F	F		T-1A 1000 1200		C-11 0800 FS	IFM 1230 1630	CP-TO		Q 0800 1000	F	F		F	C-11 0800 1000	T-1A 0800 1000	F		

SMITH R-16 CP-TO 3 Dec

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25BOMRON — DECEMBER — FLYING AND GROUND TRAINING PROJECTION — Att "A", APP "1", ANNEX "B" 40BW OPORD 261-55, 20 Nov 55

ACFT COMDR	CREW NO	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	27	28	29
ELLIS	N-20		FS 1300 1700	Q 1000 T-1A 1000	CP-OQ				F	IFM 1230 1630	C-11 1000 1200		F		F			F -	CP-TO	T-1A 1000 1200
DAVIS	N-21	F			T-1A 0800 C-11 1000	IFM 1230 O-DB		Q 1300 1500		F			F		F	FS 1300 1700	C-11 1000 1200	F	T-1A 0800 1000	
HARMON	R-24	TS 0800 1630	EWP 0730 1130	EWP 0730 1130		F	IFM EXAM 1300			F		F	IFM 1230 1630	F		Q 0800 1000	F			F
BURNS	5X-1							F												
FITCHEN	IN-23		F		IFM 1230 1630		FS 1300 1700			C-11 0800 1000		F		AC-DB	CP-TO T-1A 1000		F	CP-DB		F
CLARK	5X-8													F						
BOHMAN	5X-11		F										F			F				
BENTLEY	5X-10										F			F						

DAVIS N-21 AC-AO 11 DEC
FITCHEN IN-23 AC-AO 10 Dec

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 November 1955

ATTACHEMENT "B"

TO

APPENDIX "1"

ANNEX "B"

TO

OPERATIONS ORDER

261-55

44BOMRON TRAINING PROJECTION - DECEMBER

HQ 40BOMWG
ATT "B", APP "1", ANNEX "B"
OPORD 261-55
20 Nov 55

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44BOMRON

DECEMBER
FLYING AND GROUND TRAINING PROJECTION

ATT 8", APP "1", ANNEX "B"
40BW OPORD 261-55, 20 Nov 55

ACFT COMDR	CREW NO	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	27	28	29
PRIGGS	L-30	F				F	EWP 0730 1630		EWP 0730 1130		F				F				F	
YOUNG	R-31					F				F	(----------LEAVE----------									
ABBOTT	R-35					F	EWP 1230 1630				F								F	
CLARK	L-36					F			F		F	EWP 1430 1630		F		EWP 0730 1630		F		
CLEVELAND	L-37		F			F		EWP 0730 1630			AC F	O F	F			F			F	
GIBEL	R-38		F		EWP 0730 0930	F		EWP 1230 1630			F				F				F	
CALLEHAN	L-39	(----------SBS----------													EWP 0730 1630		F	EWP 0730 1130		F
MILLERICK	R-41	(------LEAVE----------							(-Stand Board----------		F	F	)	EWP 0730 1630		F		EWP 0730 1630		
WOHLFORD	IN-42	(--BLOCK TRAINING----				)						F					(Leave----------			
SEARS	R-43		F	EWP 1230 1630		F	EWP 1230 1630	F		F							F			
VIA	L-44	(OBS AC-F	EMERGENCY LEAVE----------			F							)	F		EWP 0730 1630		F		
MARKOWSKI	R-45	F				F		EWP 0730 1130								F				F

R-35 ABBOTT "F" 3 Dec
L-36 CLARK "F" 3 Dec
L-44 VIA "F" 3 Dec

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44BOMRON — DECEMBER FLYING AND GROUND TRAINING PROJECTION — A1 B", APP "1", ANNEX "B" 40BW OPORD 261-55, 20 Nov 55

ACFT COMDR	CREW NO	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	27	28	29	
RICHTER	IN-46	Advanced Survival								F				F					F		
MARTIN	IN-47	F			PS TS 0800			F				(----------		LEAVE	----------						
BURNSTAD	R-48	TDY	TDY			F	EWP 0730 1630		F		EWP 0730 1130						F			F	
SHULER	5X-3												F			F				F	
PITTS	5X-6												F			F					
MILLS	5X-7												F				F				
BOWDEN	5X-9	F	TDY										F		F						

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 November 1955

ATTACHMENT "C"

TO

APPENDIX "1"

ANNEX "B"

TO

OPERATIONS ORDER

261-55

45BOMRON TRAINING PROJECTION - DECEMBER

HQ 40BOMWG
ATT "C", APP "1", ANNEX "B"
OPORD 261-55
20 Nov 55

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FLYING AND GROUND TRAINING PROJECTION — 40BW OPORD 261-55, 20 Nov 55

ACFT COMDR	CREW NO	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	27	28	29
GRIMM	L-60					F	Q 1300 1500				F	C-11 1000 1200		F			F			
SCRUGGS	R-62			Q 1430 2100		C-11 1000 F		F				F			F		C-11 0800 1000			F
JONES	R-63		F		CP-OQ	F		C-11 0800 1000		F		F	AC-AO			F				
CAMPBELL	R-64	C-11 0800 1000	F	CP-T1 1000 1200		F	(CP-G---)		F		F	(-------TEST FLIGHT----------)								
IRVING	L-65		F	EWP 1230 1630	C-11 0800 1000	F	(AC-G---) (P--G---)		(---Block Ground Training----------)								F			F
GAGNET	R-66	F				F										F			F	
SCHUPPERT	R-67	(-------LEAVE----------)								F			F	C-11 0800 1000		F				F
CAMPBELL	R-70	(------LEAVE----------)							(---BLOCK GROUND TRAINING----------)								F	F		C-11 1000 1200
HARRINGTON	R-71	F	C-11 1000 T-1A 0800			F	EWP 1230 1630	EWP 0730 1630	F				F			F			F	
MUSTERMAN	L-72					F		EWP 0730 1130	(---BLOCK GROUND TRAINING----------)								F		C-11 0800 1000	F
MCGEE	R-73	(----------TEST FLIGHT----------)			Q 0930				(-------LEAVE----------)											
BANK	R-75	(Blk Gnd Trng----------)			Q 0800			F	C-11 1000 1200	F		(AC-G---)			F			F		

HARRINGTON R-71 AC-AO 4 Dec

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45BOMRON

DECEMBER
FLYING AND GROUND TRAINING PROJECTION

ATT "C", APP "1", ANNEX "B"
40BW OPORD 261-55, 20 Nov 55

ACFT COMDR	CREW NO	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	27	28	29
SHARP	L-76	(----SES----------													F				F	
SCOTT	N-77	(--BLOCK GROUND TNG----						(CP-G---)	F	FS 1300 1700	C-11 0800 1000	(-Stand Board-----)						F		FS 1300 1700
MORRIS	IN-78																			
ZUSK	IN-79					AC-AO				F		F		F	CP-OG	F			F	
STEPP	5X-2	F											F					F		
IVY	5X-4		F										F	F						
LOW	5X-5								F				F							F
FULMER	5X-12										F			F						

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 November 1955

ATTACHMENT "D"

TO

APPENDIX "1"

ANNEX "B"

TO

OPERATIONS ORDER

261-55

40AREFS TRAINING PROJECTION - DECEMBER

HQ 40BOMWG
ATT "D", APP "1", ANNEX "B"
OPORD 261-55
20 Nov 55

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40AREFS

DECEMBER
FLYING AND GROUND TRAINING PROJECTION

ATT "D", APP "1", ANNEX "B"
40BW OPORD 261-55, 20 Nov 55

ACFT COMDR	CREW NO	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	27	28	29
MCLAIN	T-01					F			AC-DB		F		F		F	F	F	F		
VARNER	T-03									F		(-----LEAVE-----								)
O'LEARY	T-08		F					F							F		F			
LOEMKER	T-09			F	AC-DB		F		F		F		F		F	F	F			F
GILLETTE	T-12	F		F			(AC-G---)		F		F		F	(----LEAVE----						)
WEISEL	T-13				F		F		F		F	F				F	F			
FRAZEUR	T-15						(AC-G---)		(---------BT---------)				AC-DB		F	F	F		F	F
SKAGGS	T-17			(Stand Board-----)		F	F		(-----LEAVE-----											)
TYNDALL	T-19												F		F		F			F
FIORILLO	T-20	F		F				F	(---------LEAVE----------											)
BROWN	T-21				F			F		F		(----------LEAVE----------								)
KANAR	T-23					F	AC-AO	F				F				F	AC-DB			F

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40AREFS

DECEMBER
FLYING AND GROUND TRAINING PROJECTION

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40BW OPORD 261-55, 20 Nov 55

ACFT COMDR	CREW NO	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	27	28	29
ADAMS	T-25	(-----	F BT-)		F		F			F		F			F	F	F			F
PERRAULT	T-29	(-----	BT-)				F		(- - - - -		F Stand	F Board	--)		F	F	F	F		
QUIROGA	T-30	F			F		(----P-G) F			F			F	F	(---LEAVE----------					)
CALLOWAY	T-31	AC-AO				F		F	F			F				F	F		F	
GODWIN	T-32				F		(CP-C---)		F		F		F		F		F		F	
WATSON	T-34	F		F		F		F	F	F		F				F	F		F	
BURDEN	T-36	(Stand-- F	)	F					(----------	AC-AO	----BT----------				) F	F	F			F
ODEN	M-41																			
LANGHORNE	M-42																			

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 November 1955

ANNEX "C"

TO

OPERATIONS ORDER

261-55

COMMUNICATIONS

Hq 40BOMWG
ANNEX "C"
OPORD 261-55
20 Nov 55

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ANNEX "C"

TO

OPERATIONS ORDER

261-55

COMMUNICATIONS

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 November 1955

Omitted.

BERTON H. BURNS
Colonel, USAF
Commander

APPENDICIES: Omitted

DISTRIBUTION:
(Same as OPORD)

OFFICIAL:

for WILLIAM M BOWDEN
Colonel, USAF
Director of Operations

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 November 1955

ANNEX "E"

TO

OPERATIONS ORDER

261-55

ADMINISTRATION AND LOGISTICS

Hq 40BOMWG
ANNEX "E"
OPORD 261-55
20 Nov 55

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ANNEX "E"

TO

OPERATIONS ORDER

261-55

ADMINISTRATIONS AND LOGISTICS

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 November 1955

1. ADMINISTRATIONS AND LOGISTICS: Normal.

BERTON H. BURNS
Colonel, USAF
Commander

APPENDICES: Omitted.

DISTRIBUTION:
(Same as OPORD)

OFFICIAL:

WILLIAM M. BOWDEN
Colonel, USAF
Wing Operations Officer

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 November 1955

ANNEX "D"

TO

OPERATIONS ORDER

261-55

MAINTENANCE ORDER 12-55

HQ 40BOMWG
ANNEX "D"
OPORD 261-55
20 Nov 55

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ANNEX "D"

TO

OPERATIONS ORDER 261-55

MAINTENANCE ORDER

MAINTENANCE ORDER
NUMBER.....12-55

HEADQUARTERS, 40TH BOMBARDMENT WING (M)
Smoky Hill Air Force Base, Kansas
21 November 1955

1. GENERAL:

a. This Maintenance Order presents the flying and maintenance schedule for the month of December 1955 and reflects all requirements known to the 40th Bombardment Wing , Medium, at this time.

b. The sortie schedule contained in the annexes incorporate the flying requirements approved by the Flight Scheduling Committee, 40th Bombardment Wing, as directed by Strategic Air Command Regulation 60-9 and Strategic Air Command Manual 66-3.

c. The flying requirements for the month of December consists of 1328:00 B-47 hours and 555:00 KC-97 hours. This will be accomplished as follows;

(1) B-47;

SORTIES	TYPE	TOTAL TIME
64	CCTM at 5:30 hours	352:00
42	Special at 6:00 hours	252:00
92	CCTM at 6:00 hours	554:00
16	SES	104:00
6	Special at 11:00 hours	66:00
220 SORTIES		1328:00 HOURS

(2) KC-97;

SORTIES	TYPE	TOTAL TIME
85	CCTM	353:00
17	N on CCTM at 10:00 hours	170:00
4	Standboard at 8:00 hours	32:00
96 SORTIES		555:00 HOURS

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SAFETY FILM

d. Normal 10 day cycle flying schedule is in effect December 1st, 2nd, 3rd, 7th, 9th, 12th through 16th, 19th through 22nd, 27th through 29th with standdown on the 6th, 8th, 23rd, 26th and 30th.

e. Normal work schedule for maintenance personnel is 0730 - 1630 hours Mondays through Fridays, with the exception of 23rd through 26th and 30th through January 2nd. Post Flight Inspections will be accomplished in accordance with the 10 day cycle flying maintenance schedule as established by maintenance control. It is each engineering officers responsibility to see that the 10 day cycle is followed. When necessary to remove and replace aircraft from the cycle, coordination will be made between the squadron and maintenance control to phase aircraft into the cycle as smoothly as possible.

f. In the event that specialists are required to work on an aircraft after duty hours a crew chief or representative will be present. Crews and specialists required for early take-offs and late returns (or any maintenance performed after normal duty hours) will be on staggered shifts as much as possible to avoid overtime work.

g. Four (4) aircraft will participate in SES during the month of December 1955 at McDill AFB, Florida. It will be each Engineering Officers responsibility to see that all Photo, Bombing, and Navigational Equipment be currently calibrated in compliance with applicable directives. It is also necessary that all delayed maintenance and "K" System discrepancies which might affect the evaluation be cleared before departure.

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g. Guns will be harmonized and Compass Swing accomplished at crews discretion, these functions will be scheduled by Maintenance Control. All bomb loading equipment, hoists, racks, etc., guns and ammunition will be loaded before departure.

h. Weather permitting one (1) aircraft per day will be schedule for water tabbing to comply with T.O. 1B-47-757. Squadrons will be notified by Maintenance Control at least 1 day in advance and order the water alcahol. Squadrons will uncowl and tow aircraft to run-up area on Taxiway 14.

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ANNEX "A"
To Monthly Maintenance Order
December 1955

MAINTENANCE PLAN AND SCHEDULE

25th Bomb Squadron

1. The 25th Bombardment Squadron will schedule 69 sorties for a total of 418:00 flying hours which will be accomplished as follows;

19	Sorties	Special at 6:00 hours	114:00
42	Sorties	CCTM at 6:00 hours	252:00
8	Sorties	SES	52:00
69	SORTIES		418:00 HOURS

2. The following aircraft will undergo Periodic Inspections on the dates indicated below;

ACFT NO	DOCK	POST DOCK	RETURN TO SQDN
573	28 Nov - 2 Dec	5 Dec - 13 Dec	14 Dec
595	12 Dec - 16 Dec	19 Dec - 29 Dec	3 Jan
574	19 Dec - 27 Dec	28 Dec - 6 Jan	9 Jan
557	28 Dec - 5 Jan	9 Jan - 17 Jan	18 Jan

3. The following aircraft will be flown to Lockheed Aircraft Corporation, Marietta, Georgia for Phase XI Modifications;

ACFT NO	DATE TO BE IN PLACE	RETURN DATE
567	2 Dec	16 Dec
565	15 Dec	29 Dec
605	30 Dec	15 Jan

4. The following aircraft will tentatively be made available for special weapons loading on dates listed below;

ACFT NO	DATE	ACFT NO	DATE
549	6 Dec	573	22 Dec
326	14 Dec	565	25 Dec
558	19 Dec		

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MAINT ORD DEC 1955
21 November 1955

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B-47 MAINT NCE FLYING SCHEDULE

MONTH - December 1955

SQUADRON - 2535

CALENDAR DAYS	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	27	28	29	
AIRCRAFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
595	F				F						DOCK			POST DOCK						
557		F			F			F				F			F	POST DOCK				
545									F				F			F			F	
574					F					F				DOCK					POST DOCK	
558	F				F			F			F				F			F		
575									F			F				F			F	
550							F			F			F				F			
549				SW				F			F			F				F		
605		F			F				F			F			F				F	
565					F					F			F			F				
359		F			XI MOD									F			F			
326		F			F			F				F			F			F		
578					SP								XI MOD							
567				SES					SES											
554				SES					SES											
573	DOCK				POST DOCK						F			F		SW		F		
SORTIES SCHED																				
SORTIES FLOWN																				
TOT TIME FLOWN																				

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ANNEX "B"
To Monthly Maintenance Order
December 1955

MAINTENANCE PLAN AND SCHEDULE

44th Bomb Squadron

1. The 44th Bombardment Squadron will schedule 69 sorties for a total of 431:00 flying hours which will be accomplished as follows;

12	Sorties	Special at 6:00 hours	72:00
50	Sorties	CCTM at 6:00 hours	300:00
4	Sorties	SES	26:00
3	Sorties	Special at 11:00 hours	33:00
69	SORTIES		431:00 HOURS

2. The following aircraft will undergo Periodic Inspections on indicated dates;

ACFT NO	DOCK	POST DOCK	RETURN TO SQDN
322	18 Nov - 25 Nov	28 Nov - 6 Dec	7 Dec
584	28 Nov - 2 Dec	5 Dec - 13 Dec	14 Dec
320	5 Dec - 9 Dec	12 Dec - 20 Dec	21 Dec
561	19 Dec - 27 Dec	28 Dec - 6 Jan	9 Jan

3. The following aircraft will be flown to Lockheed Aircraft Corporation, Marietta, Georgia for Phase XI Modification;

ACFT NO	DATE TO BE IN PLACE	RETURN DATE
569	5 Dec	19 Dec
555	13 Dec	28 Dec
541	16 Dec	30 Dec
582	28 Dec	13 Jan

4. The following aircraft will tentatively be made available for special weapons loading on the dates listed below;

ACFT NO	DATE	ACFT NO	DATE
541	6 Dec	583	27 Dec
570	8 Dec	320	29 Dec
322	15 Dec	546	19 Dec

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MAINT ORD DEC 1955
21 November 1955

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B-47 MAINT. ANCE FLYING SCHEDULE

MONTH - December 1955

SQUADRON - 44BS

CALENDAR DAYS	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	27	28	29	—	—
AIRCRAFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
579		SES							SES			→		F				F			
583		←			F				F			F			F				F		
323					SP	←				F			F			F					
582	F			→	F		F				F			F			→				XI
564		F			F			F				F			F			F			
322						←			F				F			F			F		
541				→	F					F					XI MOD				→		
569	F					XI MOD								F			F				
164		F				← F			F			F				F			F		
561			F				F			F			DOCK				→		POST DOCK		
555	→		F	→				F	←		XI MOD										
570		F			F				F			F			F				F		
581		F	←		F					F			F			F					
584	DOCK →			POST DOCK							F			F			F				
546		XI MOD									F		SW		F			F			
320	F		←	DOCK	→			POST DOCK									F		SW		

LEGEND -	F	FLY - DAYS
	—	ON SCHEDULED MAINT
	■	POST FLIGHT

SORTIES SCHD	
SORTIES FLOWN	
TOT TIME FLOWN	

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ANNEX "C"
To Monthly Maintenance Order
December 1955

MAINTENANCE PLAN AND SCHEDULE

45th Bomb Squadron

1. The 45th Bombardment Squadron will schedule 82 sorties for a total of 477:00 flying hours which will be accomplished as follows;

11	Sorties	Special at 6:00 hours	66:00
64	Sorties	CCTM at 5:30 hours	352:00
4	Sorties	SES	26:00
3	Sorties	Special at 11:00 hours	33:00
82	SORTIES		477:00 HOURS

2. The following aircraft will undergo Periodic Inspections on indicated dates;

ACFT NO	DOCK	POST DOCK	RETURN TO SQDN
587	17 Nov - 25 Nov	28 Nov - 6 Dec	7 Dec
609	5 Dec - 9 Dec	12 Dec - 20 Dec	21 Dec
158	12 Dec - 16 Dec	19 Dec - 29 Dec	3 Jan
161	28 Dec - 5 Jan	9 Jan - 17 Jan	18 Jan

3. The following aircraft will be flown to Lockheed Aircraft Corporation, Marietta, Georgia, for Phase XI Modifications;

ACFT NO	DATE TO BE IN PLACE	RETURN DATE
556	14 Dec	30 Dec
563	29 Dec	14 Jan

4. The following aircraft will tentatively be made available for special weapons loading on the dates listed below;

ACFT NO	DATE	ACFT NO	DATE
552	6 Dec	324	21 Dec
566	19 Dec	572	28 Dec

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21 November 1955

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B-47 MAINTENANCE FLYING SCHEDULE

MONTH - December 1955 SQUADRON - 45BS

CALENDAR DAYS	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	27	28	29
AIRCRAFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
590		F			F				F			F			F				F
572					F					F						F			
566		DOCK			F						F			F			F		
559			F		F			F				F			F			F	
563			F		F				F						F				XI MOD
587					F		F			F							F		
562					F			F			F				F			F	
571		F							F			F				F			F
324							F			F							F		
548	F			SP				F			F			F				F	
101		F			F				F			F			F				F
138										DOCK			POST DOCK						
538			SES				SES							F					
543		XI MOD										F			F				F
576											F		F			F			F
609			DOCK						POST DOCK								F		
556		F			F			F			F			XI MOD					

LEGEND -

F FLY DAYS

— ON SCHEDULED MAINT

POST FLIGHT

SORTIES SCHED

SORTIES FLOWN

TOT TIME FLOWN

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ANNEX "D"
To Monthly Maintenance Order
December 1955

MAINTENANCE PLAN AND SCHEDULE

Air Refueling Squadron

1. The 40th Air Refueling Squadron will fly 96 sorties for a total of 555:00 flying hours and will be accomplished as follows;

85	Sorties	CCTM	453:00
7	Sorties	Non CCTM at 10:00 hours	70:00
4	Sorties	Standboard at 8:00 hours	32:00
96	SORTIES		555:00 HOURS

2. The following aircraft will undergo Periodic Inspections on the dates listed below;

ACFT NO	DOCK	POST DOCK	RETURN TO SQDN
319	28 Nov - 2 Dec	5 Dec - 8 Dec	9 Dec
249	5 Dec - 9 Dec	12 Dec - 15 Dec	16 Dec
159	12 Dec - 16 Dec	19 Dec - 22 Dec	27 Dec
326	19 Dec - 27 Dec	28 Dec - 4 Jan	5 Jan

3. Upon receipt of the Hamilton Propeller Build-Up kits an extensive TOC Program will be initiated to comply with T.O. 3HAI-1-502, on each KC-97 aircraft affected. Aircraft will be scheduled on a one for one basis by the Maintenance Control Section.

4. The following aircraft will be designated as Strip Alert Aircraft on the dates listed below;

ACFT NO	DATES	ACFT NO	DATES
323	17 - 20	162	22, 23, 24, 25, 28, 29
156	18	155	24, 27, 30
320	23, 24, 25, 29	160	16, 19
161	20	319	21

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21 November 1955

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KC - 97 MAINTENANCE FLYING SCHEDULE

MONTH - December 1955

SQUADRON - Air Refueling

CALENDAR DAYS	1	2	3	5	6	7	8	9	12	13	14	15	16	19	20	21	22	27	28	29
AIRCRAFT NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
154				F	XC		F				F				F		F			
153					F			F				F				F				
328			F			F			F				F			F			F	
323							F			F				SA 19	SA 20	F				F
322	F				F			F			F				F		F			
329						F			F			F				F			F	
321			F				F			F			F				F			F
257	F							F			F			F						
307									F			F								
188			F			F				F			F			F				F
136							F				F			F	SA 18		F			
152		F			F			F				F			F					
320			F			F			F				F			F	SA 21-26		SA 29	
160				F										SA			F			F
154											F				SA 17					
319	DOCK			PO									F			SA F		F		
249	F				DOCK				POST DOCK							F		F		
159			F		F		F		DOCK						POST DOCK					F
326	F			F			F		F			F			F		F		DOCK	
162		F				F					F				F	SA 22-25 *		SA 28		SA SA
161				FLAP	CHANGE			F	XC			F				F	SA 26	SA 27		SA 30
SORTIES SCHED																				
SORTIES FLOWN																				
TOT TIME FLOWN																				

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ANNEX "E"
To Monthly Maintenance Order
December 1955

MAINTENANCE PLAN AND SCHEDULE

Periodic Maintenance Squadron

1. The 40th Periodic Maintenance Squadron will provide manning, tools and equipment to process the following aircraft through Periodic Inspections on the dates listed below;

ACFT NO	SQDN	DOCK NO	PRE DOCK	IN	OUT
573	25	C	23 Nov	28 Nov	2 Dec
584	44	B	23 Nov	28 Nov	2 Dec
609	45	C	2 Dec	5 Dec	9 Dec
320	44	B	2 Dec	5 Dec	9 Dec
595	25	C	9 Dec	12 Dec	16 Dec
158	45	B	9 Dec	12 Dec	16 Dec
574	25	C	16 Dec	19 Dec	27 Dec
561	44	B	16 Dec	19 Dec	27 Dec
161	45	C	27 Dec	28 Dec	5 Jan
557	25	B	27 Dec	28 Dec	5 Jan
319	40ARS	A	23 Nov	28 Nov	2 Dec
249	40ARS	A	2 Dec	5 Dec	9 Dec
159	40ARS	A	9 Dec	12 Dec	16 Dec
326	40ARS	A	16 Dec	19 Dec	27 Dec
321	40ARS	A	27 Dec	28 Dec	5 Jan

HQ40BOMWG
MAINT ORD DEC 1955
21 November 1955

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ANNEX "F"
To Monthly Maintenance Order
December 1955

MAINTENANCE PLAN AND SCHEDULE

1. 40th Field Maintenance Squadron

Will provide manning, tools and equipment to support the normal B-47 and KC-97 Flying Schedule in addition to 73 B47 Post Flight Inspections. An aircraft weighting schedule will be resumed upon return of scales from the overhaul agency. Maintenance Control will notify all squadrons of the input schedule.

2. 40th Armament & Electronics Squadron

Will provide necessary manning, tools and equipment to accomplish 220 Pre-Flight Inspections and 23 Post Flight Inspections and support the normal flying schedule of the 40th Bombardment Wing B-47 and KC-97 aircraft.

Maintenance personnel duty hours are as outlined in paragraphs e and f, General Remarks Section, of this Maintenance Order.

BEPTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

per WILLIAM M BOWDEN
Colonel, USAF
Director of Operations

HQ40BOMWG
MAINT ORD DEC 1955
21 November 1955

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TO 40AGH

CONFIDENTIAL

HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

40CO 25 November 1955

SUBJECT: 40th Bombardment Wing Operations Order 140-55

TO: See Distribution

1. Inclosed herewith is 40th Bombardment Wing Operations Order 140-55, "PACE SETTER I", 25 November 1955, as required by Headquarters, Eighth Air Force Operations Order 140-55, 5 October 1955.

2. This letter and the inclosure thereto are classified CONFIDENTIAL in accordance with paragraph 24, AFR 205-1, 15 December 1953.

FOR THE COMMANDER:

[redacted]

1 Incl:
40BW OPORD 140-55

D. M. BROWN
Major, USAF
Adjutant

DISTRIBUTION:

COMAF 8	5 Cys
COMADIV 802	1 Cy
COMBMWG 310	1 Cy
COMABGP 802	4 Cys
COMBOMRON 25	3 Cys
COMBOMRON 44	3 Cys
COMBOMRON 45	3 Cys
COMDR 40A&E	2 Cys
COMDR 40FM	2 Cys
40DM	3 Cys
40DP	1 Cy
40DO	6 Cys
40AGH	4 Cys

ANNEX "B"

COMBOMRON 25	12 Cys
COMBOMRON 44	13 Cys
COMBOMRON 45	12 Cys

CONFIDENTIAL

5048-C
44-5079

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CONFIDENTIAL

HEADQUARTERS

40TH BOMBARDMENT WING, MEDIUM

SMOKY HILL AFB, KANSAS

OPERATIONS ORDER

SERIAL NR 140-55

"PACE SETTER I"

CONFIDENTIAL

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill AFB, Kansas
25 November 1955 0100Z

OPERATIONS ORDER

SERIAL NO. 140-55

MAPS AND CHARTS: Maps and charts as required for navigation to and from the target.

TASK ORGANIZATIONS:

25th Bombardment Squadron	Lt Col E. P. Clark
44th Bombardment Squadron	Lt Col W. F. Pitts
45th Bombardment Squadron	Lt Col W. G. Ivey
40th Armament & Electronics Squadron	Maj R. E. Wilson
40th Field Maintenance Squadron	Maj J. R. Johnson
Directorate of Operations	Col W. M. Bowden
Directorate of Materiel	Col R. D. Stepp

1. GENERAL SITUATION: A requirement exists to periodically conduct an Eighth Air Force bomber stream mission against Atlanta, Charlotte and Richmond. Unclassified nickname for this operations is "Pace Setter - I".

a. Intelligence:

(1) Enemy Forces: Omitted.

(2) Target Materials:

(a) Furnished by Headquarters Eighth Air Force.

(b) The provisions of paragraph 6, SAC Regulation 50-42, 11 February 1955, apply.

(3) Targets:

(a) Atlanta DGZ Hotel, IP Rome Georgia.

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(b) Charlotte DGZ Kilo, IP Whitmore S. C.

(c) Richmond DGZ Golf, IP Blackstone, Va.

(4) Photographic Requirements:

(a) Visual strike photography will be obtained if the aircraft capability and other conditions permit.

(b) Maximum radar photography will be obtained on all targets in accordance with the SAC Tactical Doctrine and applicable observer publications.

(c) Observers photo logs will be accomplished in accordance with the provisions of SAC Reg 95-11.

(d) Radar and visual photography obtained with complete photo logs will be forwarded to the 8th RTS, Westover Air Force Base, Mass., within ten days after completion of the mission.

(5) Survival Intelligence: (omitted).

b. Friendly Forces:

(1) 802d Air Base Group will:

(a) Provide necessary base support.

(2) Eighth Reconnaissance Technical Squadron will:

(a) Receive and evaluate all radar film from radar scope photography obtained on evaluation runs during this exercise.

2. MISSION: The 40th Bombardment Wing will conduct a simulated radar bombing mission against selected GZ's at Atlanta, Ga., Charlotte, N. C., and Richmond, Va.

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a. The purpose of this evaluation:

(1) To determine the current Eighth Air Force (and specifically the 40th Bombardment Wing) capability of executing bomber stream type missions

(2) To evaluate all crews on an individual basis against standards set by Eighth Air Force.

3. TASKS FOR SUBORDINATE UNITS:

a. 25th Bombardment Squadron will:

(1) Provide 9 aircraft and 9 crews to accomplish the mission as outlined in Annex B.

b. 44th Bombardment Squadron will:

(1) Provide 9 aircraft and 9 crews to fly the mission as outlined in Annex B.

c. 45th Bombardment Squadron will:

(1) Provide 8 primary aircraft and 3 spares, 8 primary crews and 3 spare crews as outlined in Annex B.

d. 40th Armament and Electronics Squadron will:

(1) Provide personnel and services as required.

(2) Insure by mechanical or electrical means that optic system is incapacitated.

(3) Provide personnel for debriefing and critique.

(4) Provide information and personnel for Eighth Air Force critique.

e. 40th Field Maintenance Squadron will:

(1) Provide personnel and services as required.

f. 40th Director of Operations will: See Annex B - Operations.

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g. 40th Director of Materiel will:

(1) Provide necessary support and coordination to insure the successful completion of the mission.

(2) Furnish personnel at debriefing and critique to analyze all aircraft general malfunctions.

(3) Provide information and personnel for Eighth Air Force critique.

h. The Director of Safety will:

(1) Act as tower officer on all take-offs and landings.

3x. GENERAL INSTRUCTIONS:

(1) This operations will be conducted in accordance with the provisions of SAC Regulation 50-42, dated 11 February 1955, except as amended by Eighth Air Force Operations Order 140-55.

(2) Malfunction runs will be considered as an abort.

(3) All film, film logs, and reports will be turned in at debriefing by the air crew.

(4) The schedule, routes, bombing crew flimsies, etc., are contained in Annex "B" Operations and crew flimsy.

X (5) Briefing will be held in the Ground Training auditorium at 0900, 5 December 1955.

(6) Pre-takeoff briefing at the 44th Briefing room 3 hours before scheduled takeoff.

(7) Debriefing - 44th Bombardment Squadron immediately after landing.

X (8) Critique will be held 0900, 12 December 1955, at Ground Training auditorium.

(9) No public information release of this evaluation will be made.

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(10) Unit commanders will insure that adequate security is maintained during this exercise in accordance with existing directives.

4. ADMINISTRATION AND LOGISTICAL MATTERS: Omitted.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal.

b. Communications: See Communications Appendix to Operations Annex "B".

ANNEXES:
A - Omitted
B - Operations and Crew Flimsy
3 Appendices
1 - Flight Plan
2 - Route Map
3 - Comm Flimsy

BERTON H. BURNS
Colonel, USAF
Commander

DISTRIBUTION:

COMAF 8	5 Cys
COMADIV 802	1 Cy
COMBMWG 310	1 Cy
COMABGP 802	4 Cys
COMBOMRON 25	3 Cys
COMBOMRON 44	3 Cys
COMBOMRON 45	3 Cys
COMDR 40A&E	2 Cys
COMDR 40FM	2 Cys
40DM	3 Cys
40DP	1 Cy
40DO	6 Cys
40AGH	4 Cys
ANNEX "B"	
COMBOMRON 25	12 Cys
COMBOMRON 44	13 Cys
COMBOMRON 45	12 Cys

OFFICIAL:
William M Bowden
WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
25 November 1955

ANNEX "B"

TO

OPERATION ORDER

SERIAL NR 140-55

"PACE SETTER I"

OPERATIONS ANNEX AND CREW FLIMSY

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ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 140-55

OPERATIONS ANNEX

AND CREW FLIMSY

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
25 November 1955

1. GENERAL:

"PACE SETTER I" is an Eighth Air Force competition mission designed to evaluate the radar bombing capability of the combat crews. This mission will involve Twenty-six B-47 aircraft and crews of the 40th Bombardment Wing and will be flown on 7 December 1955.

2. SCHEDULE:

a. Briefing Schedule:

TYPE	PLACE	TIME
General and specialized Briefing	Ground Training Auditorium	0900 5 Dec
Pre-takeoff	44th Bomb Squadron	3 hours prior to takeoff
Debriefing	44th Bomb Squadron	Immediately after landing
Critique	Ground Training Auditorium	0900 12 Dec

b. Flying Schedule: DEC 7

STREAM	SQUAD	TAKEOFF	ACFT	CREW	ACFT COMDR	OBSERVER
1	25	13:35C	595	L-01	Tuttle	MacLean
2	25	13:45	159	L-04	Dunaway	Smith

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STREAM	SQUAD	TAKEOFF	ACFT	CREW	ACFT COMDR	OBSERVER
3	25	13:55	605	R-10	Bowles	Rumph
4	25	14:05	565	L-11	Ondes	Englert
5	44	14:15	581	L-30	Briggs	Snyder
6	44	14:25	164	R-48	Burnstad	Berberich
7	44	14:35	570	R-35	Abbott	Cohen
8	44	14:45	322	R-38	Creel	Mango
9	spare slot	14:55				
10	45	15:05	572	L-60	Grimm	Conley
11	45	15:15	590	L-61	Mosier	Hassing
12	45	15:25	566	R-63	Musterman	Peacock
13	45	15:35	563	R-64	Irving	Welsh
14	25	15:45	557	L-12	Liebich	Osborn
15	25	15:55	574	R-16	Smith	McChesney
16	25	16:05	326	R-13	Gallien	Beckley
17	25	16:25	558	R-15	Galvan	Harris
18	spare slot	16:35				
19	44	16:45	555	R-42	Wohlford	Smith
20	44	16:55	541	R-43	Sears	Brunk
21	44	17:05	583	R-45	Markowski	Cloak
22	44	17:15	582	R-31	Young	Crowley
23	45	17:25	552	R-66	Gionet	Pagliero
24	45	17:35	571	R-64	Campbell, L.D.	Zaharis
25	45	17:45	559	R-71	Harrington	Bates
26	45	17:55	161	R-63	Jones	Thompson

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STREAM	SQUAD	TAKEOFF	ACFT	CREW	ACFT COMDR	OBSERVER
27	spare slot	18:05				
28	25	18:15	578	R-24	Harmon	Johnson
29	44	18:25	564	L-37	Cleveland	Harding
30	45	18:35	158	R-73	McGee	Dickerson
31	45	18:45	556	R-62	Scruggs	Taylor
32	45	18:55	324	R-75	Bank	Sehon
33	spare slot	19:05				
34	spare slot	19:15				

c. Take-off times will be adjusted on latest forecast winds.

d. There will be two (2) spare slots.

e. Crews aborting will not be rescheduled.

f. Malfunction runs will be considered as a radar abort.

3. BOMBING AND NAVIGATION:

a. All bomb runs will be at Mach .74. Even numbered aircraft will fly at 34M and odd numbered aircraft will fly at 37M.

b. Altimeters will be set on 29.92.

c. Type bombing:

(1) Atlanta record radar offset.

(2) Charlotte record radar offset.

(3) Richmond record radar offset.

d. Cameras. Both the O-15 and O-23 Cameras will be utilized. Observers will bring O-15 magazine and photo log to debriefing. O-23 magazine and log will be left in aircraft and picked up by A&E personnel.

ANNEX B
40BW OPORD 140-55

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e. RBS call in will be as follows:

(1) Call sign of RBS site.

(2) Aircraft tactical call sign.

(3) Pressure altitude and position with respect to RBS site.

(4) Run classification.

(5) Type of release signal to be used.

(6) Crew number.

(7) Type run (radar record, malfunction, etc.).

(8) Type aircraft.

(9) Indicate that run will be made on Pace Setter target.

f. Individual scores will not be requested of the RBS site.

g. Project "Shack" bombing tables will be used for all runs. Bomb load (Simulated: Bomb Gp, 1,000 Lb., AN-M65A1.)

h. Navigation legs.

(1) Celestial grid.

(a) Departure Point - Staunton, Va.

(b) Turning Point - 43-25N 8600W

(c) Termination - Falls City, Nebraska.

i. Control times:

First aircraft at HHCP 2100Z, 7 December 1955. Last aircraft at HHCP 0230Z, 8 December 1955.

4. FIGHTER INTERCEPTION: Omitted.

5. FLYING SAFETY:

a. Weather minimums are according to AFR 60-16.

b. Fuel minimums: Minimum of 12,000 pounds over destination.

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c. Flying safety will take precedence throughout the mission.

d. Squadron operations will brief all crews on let-down procedures at all enroute emergency bases.

e. Aircraft position and navigation light will be on during all phases of darkness.

f. Radar observers will monitor let downs and landing approach phase of flight.

6. REQUIREMENTS:

1 - Celestial Grid

3 - Record RBS

1 - GCA

1 - Radar monitored approach

1 - Landing

7. DIRECTORATE OF OPERATIONS RESPONSIBILITIES:

a. Specific responsibilities of the Directorate of Operations:

(1) Operations and Training will:

(a) Publish operations orders and flimsies.

(b) Obtain ARTC clearances and DD Forms 175.

(c) Conduct briefing, pre-take off briefing, and critique of mission.

(d) Report and record accomplishments.

(2) Wing Observer Section will:

(a) Assure compliance with all provisions of SAC Reg 50-42.

(b) Select IP, offset aiming point, and method of bombing of primary target.

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(c) Plan, schedule, conduct and report target study and trainer requirements. A minimum of 10 trainer runs per observer is to be accomplished.

(d) The observer section will dispatch a ZIPPO TWX not later than 48 hours preceding first scheduled take off, to each RBS site being utilized, the parent RBS squadrons, and to Eighth Air Force Headquarters, listing:

1. Organization
2. First and last IP time for each RBS site.
3. Type Aircraft.
4. Type bombing equipment.
5. Crew number.
6. Aircraft commanders name.
7. Observers name.
8. Observers rank.
9. Observers serial number.

(e) Assure crews accurately complete SAC Forms 284 and 285 (Photo logs).

(f) Assure O-15 and O-23 radar photography is accomplished with procedures outlined in SAC Manual 50-38.

(g) Examine all observers participating in this evaluation in accordance with the provisions of Eighth Air Force Reg 50-19, dated, 17 December 1953.

(h) Conduct observer portion of briefing, specialized briefings, pre-take off briefing, debriefing, and critique.

ANNEX B
40BW GTORD 140-55

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(i) Complete observer portion of operations order and flimsies.

(3) Intelligence Section:

(a) Forward all radar and visual photography obtained, with completed photo logs, to Eighth TS, Westover Air Force Base, Mass., within 10 days after completion of mission.

(b) Submit B-51 report and all other intelligence reports required.

(c) Prepare rooms for all briefing and critiques.

(d) Organize and operate debriefing team and functions.

(e) Major Marable will assume responsibility for class "X" control team and reports required by Eighth Air Force Operations Order 140-55, Annex "A", paragraph 4.

(4) Wing Control Section:

(a) Will assist Major Marable in the submission of all required reports.

3 APPENDICES
1 - Flight Plan
2 - Route Map
3 - Comm Flimsy

BERTON H. BURNS
Colonel, USAF
Commander

OFFICIAL:

William M Bowden

WILLIAM M. BOWDEN
Colonel, USAF
Wing Operations Officer

ANNEX B
40BW OPORD 140-55

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
25 November 1955

APPENDIX 1

TO

ANNEX B

OPERATIONS ORDER

SERIAL NR 140-55

"PACE SETTER 1"

FLIGHT PLAN

APPENDIX 1
ANNEX B
OPORD 140-55

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ODD AIRCRAFT PACE SETTER OPS PLAN 140-55

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NO.	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		40BOMG	B-47E				

PRE-FLIGHT PLAN

	FROM / ROUTE	ALT CODE	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	FUEL FLIGHT PLAN GROSS WEIGHT
	SHAPB															77912	161391
	START, TAXI												(:19)			4621	4621
	T.O & ACC.L												:03	15		73291	156770
		98%		280/40								65	:09	64		3900	3900
	WICHITA V.O.L.	CL	173	↑5	178	-10	168	24.5		410	420	65	:12	79		69391	152870
	L.O.	98%		280/40								42	:06	38		1600	1600
	37-41N 96-30W	CL	093	-1	092	-9	083	32M		410	450	107	:18	117		67791	151270
	37-39N 95-25W			280/60								54	:07	47		1100	1100
	CHANUTE RANGE, K	CR	093	-1	092	-9	083	32M	.73	425	485	161	:25	164		66691	150170
	37-20N 93-20W			280/60								102	:13	93		2100	2100
	SPRINGFIELD, MO	CR	100	0	100	-8	092	32M	.73	425	485	263	:38	257		64591	148070
	37-00N 89-10W			280/60								201	:25	176		4100	4100
	CAIRO, ILL.	CR	096	-1	095	-6	089	32M	.73	425	485	464	1:03	433		60491	143970
	35-37N 88-48W			280/60								84	:11	80		1800	1800
	JACKSON, TENN	CR	170	+8	178	-5	173	32M	.73	425	445	548	1:14	513		58691	142170
	35-37N 87-02W			280/65								87	:11	76		2170	2170
HECP	COLUMBIA, TENN	CC	090	-2	088	-4	084	37M	.74	425	490	635	1:25	589		56521	140000
	34-40N 86-02W			280/65								74	:09	67		1500	1500
PIP	SCOTTSBORO, ALA	CR	144	~6	150	-3	147	37M	.74	425	470	709	1:34	656		55021	138500
	34-16N 85-18W			280/65								50	:06	43		950	950
IP	ROME, GA.	CR	119	+3	122	-2	120	37M	.74	425	490	759	1:40	699		54071	137550
				280/65								50	:06	44		960	960
	ATLANTA, GA.	CR	124	+3	127	-1	126	37M	.74	425	485	809	1:46	743		53111	136590
	33-55N 82-18W			280/65								103	:13	90		1960	1960
PIP	MCCORMICK, S.C.	CR	086	-1	085	-1	084	37M	.74	425	490	912	1:59	833		51151	134630
	34-30N 81-37W			280/65								49	:07	47		1000	1000
IP	GILMORE, S.C.	CR	038	-8	030	0	030	37M	.74	425	450	961	2:06	880		50151	133630
				280/65								58	:08	54		1140	1140
	CHARLOTTE, N.C.	CR	040	-8	032	↑1	033	37M	.74	425	452	1019	2:14	934		49011	132490
	36-19N 78-36W			280/65								126	:16	113		2360	2360
PIP	OXFORD, N.C.	CR	060	-6	054	-2	056	37M	.74	425	475	1145	2:30	1047		46651	130130
	37-05N 78-00W			280/65								54	:07	52		1060	1060
IP	BLACKSTONE, VA.	CR	032	-8	024	↑4	028	37M	.74	425	445	1199	2:37	1099		45591	129070
				280/65								36	:05	33		665	665
	RICHMOND, VA.	CR	044	-8	036	+5	041	37M	.74	425	460	1235	2:42	1132		44926	128405
	38-09N 79-03W			280/70								85	:14	100		2025	2025
	STAUNTON, VA.	CC	297	-3	294	+6	300	39M	.74	425	360	1320	2:56	1232		42901	126380
				285/60								445	1:11	505		9700	9700
	43-29N 86-00W	CR	316	-4	312	+3	315	39M	.74	425	375	1765	4:07	1737		33201	116680
	50-01N 95-37W			285/60								472	1:14	525		9130	9130
	FALLS CITY, [redacted]	CR	245	+5	250	-6	244	39M	.74	425	380	2237	5:21	2262		26071	107550
				280/70								121	:19	136		2280	2280
	SHAPB	CR	292	+7	299	-10	289	39M	.74	425	375	2358	5:40	2398		21791	105270

DATE OF TAKE-OFF	7 December 1955
ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT
AIRCRAFT BASIC WT	82,000
CREW WT	1,056
OIL WT	423
ATO BYL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	83,479
FUEL WEIGHT: FWL	19,201
CWL	18,681
AWL	22,392
FWD AUX	6,435
A.R.	3,013
ATO	8,190
EXT.	
TOTAL	77,912
BOMBS WT	-
AMMO WT	-
ADD. FLUID WT	-
INITIAL GROSS WT	161,391
START ENG AND TAXI FUEL ALW	2,561
TAKE-OFF GROSS WT	158,830

RUNWAY		
PRESS. ALT	LENGTH	AIR TEMP.
1395	12,300	55°F

CRITICAL FIELD LENGTH: 7700'

TAKE-OFF	
DISTANCE	SPEED
6800'	145K

REFUSAL	
SPEED	3000

ENGINE END SPEED	ENGINE REST PLANE	LINE 6000
139K	156K	103K 198K

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

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...TEN AIRCRAFT PACE SETTER OPS PLAN 140-55

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	...TION	...NO. 40BOMG	AIRCRAFT TYPE AND SERIAL NO. B-47E	CREW NUMBER	A... OMDR (Name and Grade)	OBSERVER (Name and Grade)	C... OT (Name and Grade)

I. PRE-FLIGHT PLAN

	FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	FUEL FLIGHT PLAN GROSS WEIGHT
	START, TAXI							°					(:19)			4621	4621
	T.O. & ACCEL												:03	15		73291	156770
		98%		280/40				°				65	:09	64		3900	3900
	WICHITA V.O.R.	CL	173	+5	178	-10	168	24.5M		410	420	65	:12	79		69391	152870
		98%		280/40				°				19	:03	19		900	900
	L/O	CL	093	-1	092	-9	083	23M		410	450	84	:15	98		68491	151970
	37-39N 95-25W			280/60				°				77	:10	66		1820	1820
	CHANUTE RANGE, K	CR	093	-1	092	-9	083	23M	.72	425	485	161	:25	164		66671	150150
	37-20N 93-20W			280/60				°				102	:13	90		2150	2150
	VOR SPRINGFIELD	CR	100	0	100	-8	092	23M	.72	425	485	263	:38	254		64521	148000
	37-00N 89-10W			280/60				°				201	:25	176		4150	4150
	CAIRO, ILL	CR	096	-1	095	-6	089	23M	.72	425	485	464	1:03	430		60371	143850
	35-37N 88-48W			280/60				°				84	:11	80		1850	1850
	JACKSON, TENN	CR	170	+8	178	-5	173	23M	.72	425	445	548	1:14	510		58521	140000
	35-37N 87-02W			280/65				°				87	:11	76		2000	2000
IDCP	COLUMBIA, TENN	CC	090	-2	088	-4	084	34M	.735	425	490	635	1:25	586		56521	140000
	34-40N 86-02W			280/65				°				74	:09	67		1465	1465
PIP	SCOTTSBORO, ALA	CR	144	+6	150	-3	147	34M	.735	425	470	709	1:34	653		55056	138535
	34-16N 85-10W			280/65				°				50	:06	43		935	935
IP	ROME, GA.	CR	119	+3	122	-2	120	34M	.735	425	490	759	1:40	696		54121	137600
				280/65				°				50	:06	44		950	950
	ATLANTA, GA.	CR	124	+3	127	-1	126	34M	.735	425	485	809	1:46	740		53171	136650
	33-55N 82-15W			280/65				°				103	:13	90		1915	1915
PIP	MCCORMICK, S.C.	CR	086	-1	085	-1	084	34M	.735	425	490	912	1:59	830		51256	134735
	34-30N 81-37W			280/65				°				49	:07	47		990	990
	WHITMORE, S.C.	CR	038	-8	030	0	030	34M	.735	425	450	961	2:06	877		50266	133745
				280/65				°				58	:08	54		1130	1130
	CHARLOTTE, N.C.	CR	040	-8	032	-1	033	34M	.735	425	452	1019	2:14	931		49136	132615
	36-19N 78-36W			280/65				°				126	:16	113		2340	2340
	OXFORD, N.C.	CR	060	-6	054	+2	056	34M	.735	425	475	1145	2:30	1044		46796	130275
	37-05N 78-00W			280/65				°				54	:07	52		1160	1160
	BLACKSTONE, VA.	CR	032	-8	024	+4	028	34M	.735	425	445	1199	2:37	1096		45636	129115
				280/65				°				36	:05	33		665	665
	RICHMOND, VA.	CR	044	-8	036	+5	041	34M	.735	425	460	1235	2:42	1129		44971	128450
	38-09N 79-04W			280/70				°				85	:14	100		2010	2010
	STAUNTON, VA.	CC	297	-3	294	+6	300	36M	.74	425	360	1320	2:56	1229		42961	126440
				285/60				°				445	1:11	505		9550	9550
	43-25N 86-00W	CR	316	-4	312	+3	315	36M	.74	425	375	1765	4:07	1734		33411	116890
	40-01N 95-37W			285/60				°				472	1:14	525		9400	9400
	FALLS CITY	CR	245	+5	250	-6	244	36M	.74	425	380	2237	5:21	2259		24011	107490
				280/70				°				121	:19	136		2360	2360
	SHAFB	CR	232	+7	239	-10	229	36M	.74	425	375	2358	5:40	2395		21651	105130
								°									
								°									
								°									
								°									
								°									

DATE OF TAKE-OFF: 7 DECEMBER 1955

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

FUEL WEIGHT		
AIR-CRAFT BASIC WT	82,000	
CREW WT	1,056	
OIL WT	423	
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERAT-ING WT		83,479
FUEL WEIGHT: FWD	19,201	
CTR	18,681	
AFT	22,392	
FWD AUX.	6,435	
B.B.	3,013	
ATO	8,190	
EXT.		
TOTAL		77,912
BOMBS WT		-
AMMO WT		-
ADL FLUID WT		-
INITIAL GROSS WT		161,391
START ENG. AND TAXI FUEL ALW.		2,561
TAKE-OFF GROSS WT		158,830

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
1,395	12,300	55°F

CRITICAL FIELD LENGTH: 7,700'

TAKE-OFF

DISTANCE	SPEED
6,800'	145K

REFUSAL SPEED

ENGINES BEST PLANE	LINE
156K	5000

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
25 November 1955

APPENDIX 2

TO

ANNEX B

OPERATIONS ORDER

SERIAL NR 140-55

"PACE SETTER I"

ROUTE MAP

APPENDIX 2
ANNEX B
40BW OPORD 140-55

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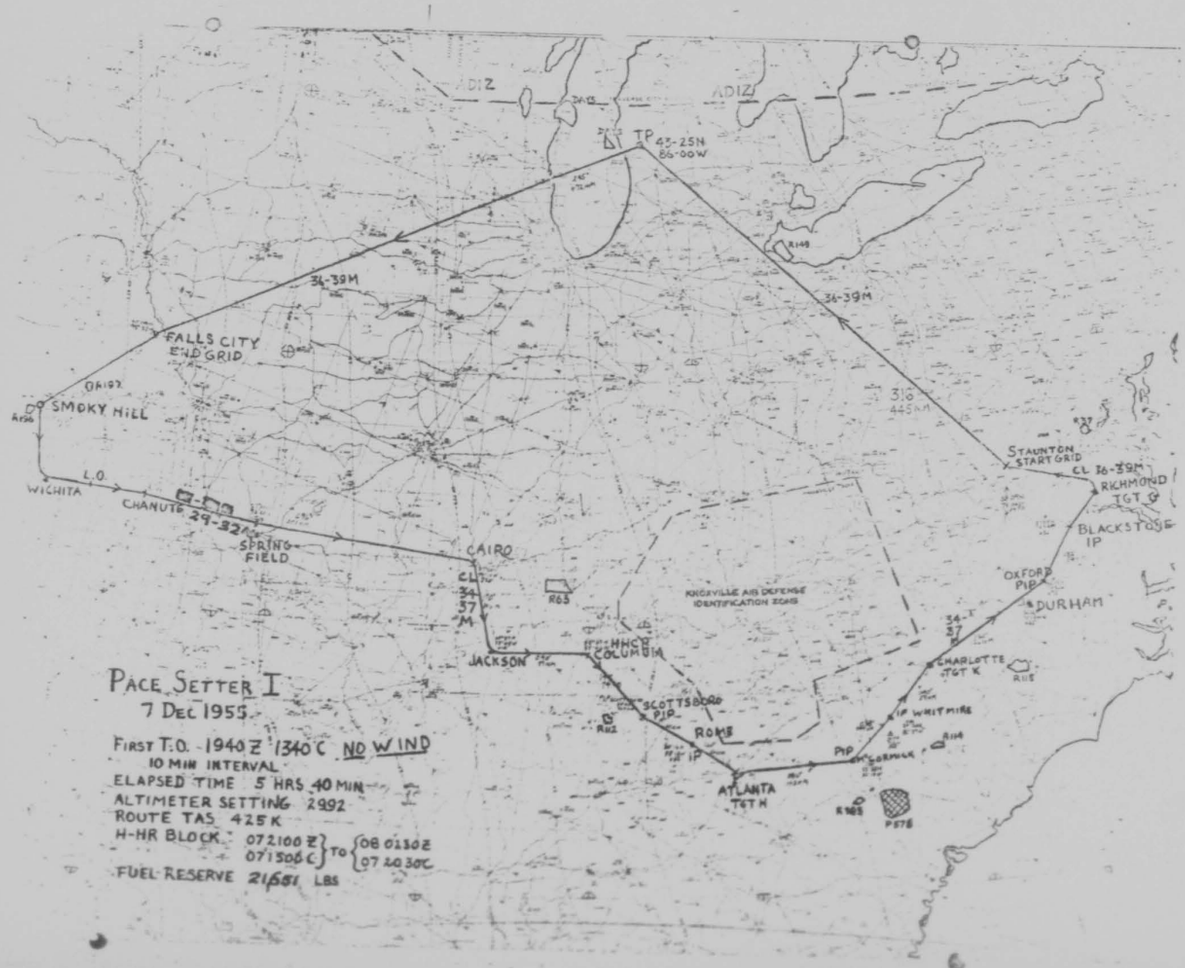

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CONFIDENTIAL

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
25 November 1955

APPENDIX 3

TO

ANNEX "B"

OPERATIONS ORDER

SERIAL NR 140-55

"PACE SETTER I"

COMMUNICATIONS FLIMSY

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
25 November 1955

APPENDIX 3

TO

OPERATIONS ORDER 140-55 "PACE SETTER I"

1. GENERAL: Except as modified herein, appropriate CEIs, ACPs, JANAPs, Radio Facility Charts and ICAO Documents will apply. Reporting procedures will be as set forth in SAC Manuals 55-8, 55-8B and 55-8M.

2. IDENTIFICATION AND RECOGNITION:

a. Identification and recognition will be accomplished using the current AFSAL 5104 authentication table.

b. IFF code settings: Leader - Mode 3, all others - Mode 1.

c. Authentication will be accomplished using the current AFSAL 5104 authentication table.

3. FREQUENCIES AND CALL SIGNS:

a. RBS frequencies.

(1) Atlanta, Ga. - Primary 384.6 mcs., Secondary 356.8 mcs.

(2) Charlotte, N.C. Primary 258.2 mcs., Secondary 240.6 mcs.

(3) Richmond, Va. - Primary 356.8 mcs.

b. Air-to-air and air-to-ground call signs will be the assigned aircraft tactical call sign.

c. Ground station call signs will be as listed in the current Radio Facility Chart.

d. UHF channelization will be in accordance with the current Radio Facility Chart. RBS and interplane frequencies will be set up in tactical channels as required.

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e. Interplane and control room frequency will be 321.0 mcs.

f. Intercept frequencies will be: Primary 321.0 mcs., Secondary 341.4 mcs.

g. HF air/ground frequencies will be as listed in the current Radio Facility Chart. HF back-up for UHF air-to-air and RBS will be 4270 kcs.

4. COMMUNICATIONS CONTROL STATIONS:

a. For HF communications other than strike reports, control stations will be as follows:

(1) West of 90 degrees West
Offutt - Primary
Carswell - Secondary
Any AACS station - Alternate

(2) East of 90 degrees West
Andrews - Primary
Loring - Secondary
Any AACS station - Alternate

b. Strike reports will be submitted to March (Primary) and McChord (Secondary). Any AACS station may be used as an alternate. However, every effort should be made to transmit to designated control stations or some other AACS station a minimum of 1500 miles from the target. Optimum frequencies will be: Primary 15016 kcs., Secondary 11228 kcs., and Alternate 6738 kcs.

5. REPORTING:

a. Normal CAA and ADIZ reporting will be accomplished. First and last aircraft only will report.

b. In addition, tactical position reports will be transmitted to AACS ground stations addressed to CURFEW. First and last aircraft only will make tactical position reports.

c. All aircraft will make strike reports to AACS ground stations addressed to IRON GATE and AJAX.

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d. All reports will contain the following as first words of text: "OPERATION PACE SETTER ONE".

6. EMERGENCY PROCEDURES:

a. The Transmit-Receiver-Guard (TR/G) position of the UHF radio will be monitored at all times except when necessary to discontinue monitor to communicate on another channel.

b. Emergency communications as set forth in 40th Bomb Wing letter, Subject: Emergency Communications Instructions, undated, to all B-47 crew members will be used as required.

7. NAVIGATIONAL AIDS: Will be as listed in the current Radio Facility Charts.

8. RECALL: The recall word will be TALL CORN.

9. ARTC CLEARANCE:

Operation Pace Setter I.

Take off North, stay below 4,000 feet until South of Victor 4 then climb on course. Take off South, climb on course.

Reporting Points First and Last Aircraft

	POSITION	TO	TIME TAKE OFF PLUS
1.	Wichita V.O.R.	Wichita V.O.R.	:12
2.	Springfield, Mo		:38
3.	Cairo, Ill		1:03
4.	Jackson, Tenn.		1:14
5.	Colombia, Tenn.		1:25
6.	Atlanta, Ga.	Atlanta Radio	1:46
7.	Richmond, Va.		2:14

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	POSITION	TO	TIME TAKE OFF PLUS
8.	Morgantown, Va.		
9.	Toledo, Ohio		
10.	43° 25N 86° 00W	Muskeegan Radio	4:07
11.	Milwaukee		
12.	Ottumwa		
13.	Falls City		5:21
14.	Contact Smoky Hill approach 15 minutes out.		

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CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NO.	N. PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	November 1955	1	5	3-SAC-T12

A. GENERAL				B. BOMBING														C. NAVIGATION									
1	2	3	4	5 VISUAL RELEASES											6 PHOTO-SCORED ATTACKS			7	8	9	10 NIGHT CELESTIAL					11 OTHER LEGS			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	RADAR TOTAL	RADAR GPI	VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (T-49)	CIRCULAR ERRORS 1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID CEL.	GRID RADAR	PRESSURE PATTERN
1-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	14-15	16-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
1-60	B0047	03	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	-	-	-	-	02	-	-	-	-
1-[illegible]	B0047	06	24	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	19	-	-	-	-	02	-	02	-	-
1-[illegible]	B0047	02	09	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1-[illegible]	B0047	02	08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08	02	-	-	-	02	-	-	-	-
[illegible]		08	39	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	02	-	02	-	-
1-[illegible]	[illegible]	01	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	22	08	-	-	03	-	-	-	-
1-[illegible]	B0047	[illegible] UPGRADED TO SR12CR STATUS, 8 NOV.													-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1-[illegible]	B0047	04	32	-	-	-	-	-	-	-	-	-	-	-	06	06	01	01	-	-	-	-	-	-	-	-	-	-	-	-
1-[illegible]	B0047	07	35	00450	01085	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	04	24	-	-	-	06	01	-	02	-
1-23	B0047	04	10	-	-	-	-	-	-	-	-	-	-	-	-	-	04	-	-	-	-	-	-	-	-	-	01	-	-	-
1-32	B0047	08	39	00214	00250	00370	-	-	-	-	-	-	-	03	-	-	02	-	-	-	12	-	-	-	-	01	-	01	01	01
1-14	B0047	07	21	-	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-
1-30	B0047	03	08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1-34	B0047	01	06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
[illegible]6	B0047	03	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-

FORM [illegible] NOV 54 184 PREVIOUS EDITION IS OBSOLETE.

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CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART I	UNIT: 40th Bombardment Wing, Medium	MONTH: November 1955	PAGE NO.: 2	NO. PAGES: 5	REPORTS CONTROL SYMBOL: 2-SAC-112

A. GENERAL				B. BOMBING														C. NAVIGATION											
1	2	3	4	5											6	7	8	9	10							11			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER SORTIES	FLYING TIME	VISUAL RELEASES											PHOTO-SCORED ATTACKS			IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (T-39)	NIGHT CELESTIAL						OTHER LEGS			
															RADAR		VISUAL				CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		
				1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI					1	2	3	4	5			CEL.	RADAR	PRESSURE PATTERN
5-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
R-09	B0047	04	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	27	-	-	-	02	-	01	01	-
R-04	B0047	04	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-
R-07	B0047	06	26	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	17	30	-	-	-	02	-	01	01	-
R-[illegible]	B0047	06	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	-	-	-	-	01	-	01	-	-
R-[illegible]	B0047	08	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	12	16	-	-	-	02	-	-	-	-
R-[illegible]	B0047	06	25	00206	00230	-	-	-	-	-	-	-	-	02	02	01	-	-	-	-	06	16	-	-	-	02	-	-	-	-
R-[illegible]	LOAD	78	352	-	-	-	-	-	-	-	-	-	-	07	09	07	08	03	-	-	-	-	-	-	-	15	02	06	07	02
R-[illegible]	B0047	NEGATIVE, CREW RE-NUMBERED R-24, 1 NOV, DUE EXCESSIVE CREW NUMBER CHANGES.													-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R-[illegible]	B0047	04	27	-	-	-	-	-	-	-	-	-	-	-	-	-	03	01	-	-	05	-	-	-	-	01	-	-	01	-
R-13	B0047	05	27	-	-	-	-	-	-	-	-	-	-	-	03	-	02	-	-	-	14	-	-	-	-	01	02	02	01	01
R-15	B0047	06	41	00205	00265	-	-	-	-	-	-	-	-	02	03	01	05	01	-	-	-	-	-	-	-	-	03	-	01	02
R-16	B0047	09	48	00400	00870	-	-	-	-	-	-	-	-	02	03	01	02	-	-	-	09	-	-	-	-	01	02	01	01	01
R-24	B0047	03	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-
R-31	B0047	05	10	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-
R-32	B0047	NEGATIVE, CREW DISBANDED 18 NOV.													-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R-35	B0047	07	10	-	-	-	-	-	-	-	-	-	-	-	03	-	03	-	-	-	19	-	-	-	-	01	-	-	-	-

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CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	November 1955	3	5	3-SAC-702

A. GENERAL				B. BOMBING															C. NAVIGATION										
1	2	3	4	5											6		7	8	9	10							11		
				VISUAL RELEASES											PHOTO-SCORED ATTACKS					NIGHT CELESTIAL							OTHER LEGS		
															RADAR					CIRCULAR ERRORS									
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	VISUAL	1BDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (T-33)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID CEL.	GRID RADAR	PRESSURE PATTERN
10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
R-68	B0047	06	29	-	-	-	-	-	-	-	-	-	-	-	01	00	04	-	-	-	29	22	-	-	-	02	02	02	03	-
R-69	B0047	05	27	-	-	-	-	-	-	-	-	-	-	-	04	03	-	-	-	-	21	28	-	-	-	02	-	00	-	-
R-70	B0047	04	22	00450	00890	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	09	20	-	-	-	02	01	-	-	00
R-71	B0047	03	08	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-
R-72	B0047	06	07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R-73	B0047	02	42	-	-	-	-	-	-	-	-	-	-	-	03	01	02	-	-	-	-	-	-	-	-	-	02	-	02	00
R-74	B0047	09	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	-	-	-	-	02	02	-	03	-
R-75	B0047	02	27	-	-	-	-	-	-	-	-	-	-	-	01	-	-	01	-	-	-	-	-	-	-	-	01	-	-	-
R-76	B0047	02	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	22	-	-	-	00	-	-	-	-
R-77	B0047	07	22	-	-	-	-	-	-	-	-	-	-	-	02	02	01	-	-	-	-	-	-	-	-	-	01	-	02	-
R-68	B0047	03	21	-	-	-	-	-	-	-	-	-	-	-	02	-	02	-	-	-	-	-	-	-	-	-	01	-	-	-
R-70	B0047	06	14	00750	01390	-	-	-	-	-	-	-	-	02	02	-	04	-	-	-	-	-	-	-	-	-	-	-	-	-
R-71	B0047	08	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	-	-	-	-	01	-	01	02	01
R-73	B0047	13	51	-	-	-	-	-	-	-	-	-	-	-	01	-	04	-	-	-	20	30	32	-	-	03	-	02	01	-
R-75	B0047	05	28	00160	00830	-	-	-	-	-	-	-	-	02	04	-	02	-	-	-	-	-	-	-	-	-	-	-	01	-
R-48	B0047	01	-	NEGATIVE, CREW FORMED 18 NOV.											-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
COMBAT READY TOTAL		142	546	-	-	-	-	-	-	-	-	-	-	10	38	09	37	03	-	-	-	-	-	-	-	17	16	10	13	08

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JET CREW AIR TRAINING REPORT - PART I

UNIT: 40th Bombardment Wing, Medium | MONTH: November 1955 | PAGE NO.: 4 | NO. PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-DJ2

A. GENERAL				B. BOMBING																C. NAVIGATION											
1	2	3	4	5											6		7	8	9	10						11					
				VISUAL RELEASES											PHOTO-SCORED ATTACKS					NIGHT CELESTIAL						OTHER LEGS					
															RADAR					CIRCULAR ERRORS											
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	VISUAL	IBDA RUNS	HIGH LEVEL/ DIRECT AWAY	BOMB RELEASE (TJS)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID CEL.	GRID RADAR	PRESSURE PATTERN	
1-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	14-15	16-17	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	
N-26	BOG47	NEGATIVE, CREW DOWNGRADED TO IN STATUS, 9 NOV		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
N-27	BOG47	1	09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-		
BOW-COMBAT CREW		0	09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-		
[illegible] TOTAL		223	972	-	-	-	-	-	-	-	-	-	-	23	47	35	45	06	-	-	-	-	-	-	-	35	38	38	21	09		
[illegible]	[illegible] F 90% BHRS; O 50% LW.			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
[illegible]	AC 90% [illegible] HRS; F ER; O HRS.			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
[illegible]	AC ER; F ER; O ER.			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
[illegible]	CREW MEMBERS TRANSFERRED TO ANOTHER SQUADRON AND RE-NUMBERED IN-79			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
IN-80	AC ER; F ER; O 50% 10 HRS.			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
IN-82	AC X 8 HRS; F X 8 HRS; O ER.			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
IN-86	AC ER; F ER; O ER.			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
IN-87	AC 95% 17 HRS. F X LW; O X 17 HRS.			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
IN-78	AC ER; F ER; O ER.			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
IN-79	AC ER; F ER; O ER.			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

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CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART I

UNIT: 40th Bombardment Wing, Medium

MONTH: November 1956

PAGE NO.: 5

NO. PAGES: 2

REPORTS CONTROL SYMBOL: J-SAC-T-2

A. GENERAL				B. BOMBING																C. NAVIGATION									
1	2	3	4	5											6			7	8	9	10						11			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	VISUAL RELEASES											PHOTO-SCORED ATTACKS			IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (T-49)	NIGHT CELESTIAL						OTHER LEGS			
															RADAR		VISUAL				CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN
				1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI					1	2	3	4	5			CEL.	RADAR	
				20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
[illegible]	B-[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	B-[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	B-[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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JET CREW AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NO.	NO. OF P	REPORTS CONTROL SYMBOL
	40th [illegible] ardment Wing, Medium	[illegible]ovember 195[illegible]	1		[illegible]-SAC-[illegible]32

D. GENERAL	E. REFUELING														F. GUNNERY							G. CRUISE CONTROL						H. SIM CRSE
12	13				14										15		16			17	18	19				20			21
	RENDEZVOUS				REFUELINGS										MAXIMUM LOAD		MAXIMUM LOAD TOTALS					PERFORMANCE INDEX				MISSIONS			
CREW NUMBER	TOTAL		IN DARKNESS		TOTAL		20,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT	MAXIMUM GROSS WEIGHT	PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS	TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT	NO. OF FIGHTER ATTACKS	GO AROUND						SIMULATOR COURSE
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED				1	2	3	4	TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	
	13-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	13-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
[illegible]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	11	01	01	0	0	0
[illegible]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	01	000700	000700	100	0	0	0	0	0	0	0	0	0	0	0
[illegible]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	098	0	0	0	01	01	0	0	X
[illegible]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	098	0	0	0	01	01	0	0	X
[illegible]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	01	000700	000700	100	0	0	0	0	0	0	02	02	0	0	0
[illegible]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	01	000700	000700	100	0	0	0	0	0	0	0	0	0	0	0
[illegible]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
[illegible]	01	01	0	0	01	01	0	0	0	0	0	0	01	01	0	0	100	0	0	01	000700	000700	100	0	0	0	0	0	0	0	0	0	0	0
[illegible]	02	02	02	02	01	01	0	0	01	01	01	01	01	01	0	0	100	0	0	02	000700	000700	100	05	0	0	0	0	0	0	0	0	0	X
[illegible]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I-32	01	01	02	02	01	01	0	0	01	01	01	01	01	01	0	0	100	0	0	02	000700	000700	100	0	0	0	0	0	0	0	0	0	0	0
I-33	01	01	02	01	02	01	0	0	01	01	01	01	01	02	0	0	100	0	0	02	000700	000700	100	0	0	0	0	0	0	0	0	0	0	X
I-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	01	000700	000700	100	0	0	0	0	0	0	0	0	0	0	0
I-34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I-36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	01	000700	000700	100	0	0	0	0	0	0	0	0	0	0	0

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CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART II | UNIT: 4 Bombardment Wing, Medium | MONTH: November 1958 | PAGE NO.: 2 | NO. OF PAGES: 4 | REPORTS CONTROL SYMBOL: 3-3AC-T10

D. GENERAL	E. REFUELING																F. GUNNERY									G. CRUISE CONTROL								H. SIM CRSE
12	13				14												15			16				17	18	19				20				21
CREW NUMBER	RENDEZVOUS				REFUELINGS												MAXIMUM LOAD			MAXIMUM LOAD TOTALS				NO. OF FIGHTER ATTACKS	NO. GUNNERY	PERFORMANCE INDEX				MISSIONS				SIMULATED COURSE
	TOTAL		IN DARKNESS		TOTAL		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL MISSIONS	TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT						TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED												
1-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	50-61	53-64	65-67	68-69	71
B-29	01	01	01	01	01	01	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	100	-	-	-	01	01	-	-	-
B-36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	01	000700	000700	100	-	-	-	-	-	-	-	-	-	-	-
B-47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	01	000700	000700	100	-	-	-	-	-	-	-	-	-	-	-
B-52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	01	000700	000700	100	-	-	-	-	-	-	-	-	-	-	X
B-58	01	01	01	01	01	1	-	-	01	01	01	01	01	01	-	-	100	-	-	01	000700	000700	100	01	-	100	-	-	-	01	01	-	-	-
KC-97	01	01	01	01	01	01	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X
KC-135	06	06	07	07	07	07	-	-	06	06	06	06	07	07	-	-	-	-	-	12	000700	000700	100	06	01	-	-	-	-	12	02	-	-	-
T-33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B-50	03	03	03	03	02	02	-	-	-	-	02	02	02	02	-	-	100	-	-	02	000700	000700	100	-	-	100	-	-	-	02	02	-	-	-
B-66	01	01	01	02	01	02	-	-	01	01	01	02	02	02	-	-	100	-	-	02	000700	000700	100	-	01	100	-	-	-	01	01	-	-	-
B-45	02	02	02	02	01	01	-	-	-	-	01	01	02	01	-	-	100	-	-	02	000700	000700	100	02	-	100	-	-	-	01	01	-	-	X
B-25	02	02	02	02	01	01	-	-	01	01	01	01	03	03	-	-	100	-	-	01	000700	000700	100	02	-	-	-	-	-	-	-	-	-	-
B-24	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B-32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B-52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B-36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-

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JET CREW AIR TRAINING REPORT - PART II

UNIT: [illegible] Bombardment Wing, Medium

MONTH: November 1965

PAGE NO.: 3

NO. OF PAGES: 4

REPORTS CONTROL SYMBOL: 2-SAC-T32

D. GENERAL	E. REFUELING																F. GUNNERY								G. CRUISE CONTROL								H. SIM CRSE
12	13				14												15			16			17	18	19				20				21
CREW NUMBER	RENDEZVOUS				REFUELINGS												MAXIMUM LOAD			MAXIMUM LOAD TOTALS					PERFORMANCE INDEX				MISSIONS				SIMULATOR COURSE
	TOTAL		IN DARKNESS		TOTAL		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIREOUT			TOTAL NO. OF MISSIONS	TOTAL ROUNDS		OVERALL PER CENT FIREOUT	NO. OF FIGHTER ATTACKS	GO SUNNY								
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED				1	2	3	4	TOTAL NUMBER	UNSUPPER. LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	
6-10	12-13	15-16	18-19	21-22	27-28	33-34	35-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	14-13	15-16	18-19	21-22	25-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
B-51	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B-52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B-58	03	03	03	03	01	01	-	-	01	01	02	02	01	01	-	-	100	100	-	02	002400	002400	100	-	-	-	-	-	-	-	-	-	-
B-66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B-67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B-68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	100	-	02	001400	001400	100	-	-	-	-	-	-	-	-	-	X
B-69	01	01	01	01	02	02	-	-	-	-	02	02	03	03	-	-	-	-	-	-	-	-	-	-	-	098	099	-	-	02	02	-	-	-
B-70	01	01	01	01	01	01	-	-	01	01	01	01	01	01	-	-	95	-	-	01	000700	000663	95	-	-	-	-	-	-	-	-	-	-	-
B-71	01	01	01	01	01	01	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B-72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B-73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B-75	03	03	03	03	02	02	-	-	-	-	02	02	02	02	-	-	91	-	-	01	000700	000639	92	-	-	099	-	-	-	01	01	-	-	-
B-73	02	02	02	02	02	02	-	-	02	01	02	02	04	02	-	-	58	-	-	01	000700	000405	58	-	-	099	-	-	-	02	01	-	-	-
B-75	01	01	01	01	01	01	-	-	01	01	01	01	01	01	-	-	29	-	-	01	000700	000203	29	-	-	100	-	-	-	01	01	-	-	-
B-48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X
GR TOTAL	26	26	23	23	15	15	-	-	06	06	15	15	25	15	-	-	-	-	-	13	009100	008349	90	05	01	-	-	-	-	08	08	-	-	-

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JET CREW AIR TRAINING REPORT - PART II

UNIT: 6 Bombardment Wing, Medium | MONTH: November 1955 | PAGE NO. 4 | NO. OF PAGES 4 | REPORTS CONTROL SYMBOL: DoD-AC-[illegible]

D. GENERAL	E. REFUELING																F. GUNNERY										G. CRUISE CONTROL								H. SIM CRSE
12	13				14												15			16				17	18		19				20				21
CREW NUMBER	RENDEZVOUS				REFUELINGS												MAXIMUM LOAD			MAXIMUM LOAD TOTALS				NO. OF FIGHTER ATTACKS	2ND GUNNERY		PERFORMANCE INDEX				MISSIONS				SIMULATED COMBAT COURSE
	TOTAL		IN DARKNESS		TOTAL		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT				PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS	TOTAL ROUNDS		OVER-ALL PER CENT FIRE-OUT				1	2	3	4	TOTAL NUMBER	UNDER 1,000 MILES	OVER 1,000 MILES	NON-LONG RANGE SUPER.	
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED													
	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	35-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71

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CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART III

UNIT: 40th Bombardment Wing, Medium | MONTH: November 1955 | PAGE NR: 1 | PAGES: 4 | REPORTS CONTROL SYMBOL: 3-SAC-T-12

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY							M. LOW ALTITUDE NIGHT PHOTOGRAPHY					N. RADAR SCOPE PHOTOGRAPHY			O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28		29			30		31		32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RBS RUNS		ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS		NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP	EMERGENCY ENGINE OUT DRILL	NIGHT CELL MISSIONS	DEPRESSURIZED FLYING	ASSISTED TAKEOFFS	GLOBE TROTTER MISSIONS	MONTH COMPLETING INSTRUMENT QUALIFICATION CHECK
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.								
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
1st 30																						--	002	--	--	--	--	002
1st 41																						--	--	--	--	--	--	NOV
1st 37																						--	002	--	002	--	--	NOV
8th 66																						--	002	--	[illegible]	--	--	[illegible]
STDBD TOTAL																						--	002	--	002	--	--	--
3rd 3	NOT APPLICABLE																				NOT APPLICABLE	--	--	--	002	--	--	NOV
1st 43																						--	--	--	--	--	--	NOV
1st 9																						--	002	--	002	--	--	--
1st 8																						--	002	--	002	--	--	MAR
1st 32																						--	002	--	002	--	--	002
1st 12																						--	002	--	002	--	--	002
1st 24																						--	002	--	002	--	--	NOV
1st 30																						--	--	--	--	--	--	SEP
1st 34																						--	002	--	--	--	--	MAR
1st 36																						--	002	--	--	--	--	SEP

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JET CREW AIR TRAINING REPORT - PART III	UNIT: 40th Bombardment Wing, Medium	MONTH: November 1955	PAGE NR: 6	PAGES: 7	REPORTS CONTROL SYMBOL: J-3A0-732

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY							M. LOW ALTITUDE NIGHT PHOTOGRAPHY					N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28		29			30		31		32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RBS RUNS		ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS		NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRESSURIZED FLYING	ASSISTED TAKE-OFFS	GLIDE PATTER MISSIONS	MONTH OF LAST PROFICIENCY CHECK
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.								
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
I-39																												
I-44																												
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I-65																												
I-72																												
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S & S TOTAL																												
B-07	NOT APPLICABLE																				NOT APPLICABLE							
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B-35																												

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JET CREW AIR TRAINING REPORT - PART III

UNIT: 40th Bombardment Wing, Medium | MONTH: November 1955 | PAGE NR: 3 | PAGES: 4 | REPORTS CONTROL SYMBOL: 3-SAC-T12

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY						M. LOW ALTITUDE NIGHT PHOTOGRAPHY					N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28	29			30		31		32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON				ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH REIS RUNS	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS		NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRESSURIZED FLYING	ASSISTED TAKEOFFS	GLOBE TROTTER MISSIONS	MONTH COMPLETED LAST SPECIAL MISSION (SEC.
	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.								
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
R-38	NOT APPLICABLE																			NOT APPLICABLE							
R-40																											
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JET CREW AIR TRAINING REPORT - PART III

UNIT: 40th Bombardment Wing, Medium | MONTH: November 1955 | PAGE NR: 4 | PAGES: 10 | REPORTS CONTROL SYMBOL: 2-38-T-...

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY						M. LOW ALTITUDE NIGHT PHOTOGRAPHY				N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28	29			30	31		32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON				ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RBS RUNS	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS	IP-TARGET RUNS		NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRESSURIZED FLYING	ASSISTED TAKEOFFS	BLOCK FORTH MISSIONS	MONTHLY QUALIFICATIONS ATTEMPTED AND ACC.
	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT. & ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT. & ACC.	ATT.	ACC.								
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55 / 56-58	11-13	14-16	17-19	20-22 / 26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
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Air Force - SAC, Offset: O-9236

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JET CREW AIR TRAINING REPORT - PART IV

UNIT: 40th Bombardment Wing, Medium

MONTH: November 1955

PAGE NR: 1 OF PAGES: 1

REPORTS CONTROL SYMBOL: 3-31-722

Q. GENERAL	R. PILOT PROFICIENCY																									S. MISCELLANEOUS						
40	41	42	43		44						45						46						47			48		49	50	51	52	53	54	55	56
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES			FORMATION		DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS					
			ACFT COMDR	CO-PILOT	ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE							
					FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL												
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61					
1-60	-	-	002	-	02	-	02	-	-	-	02	-	02	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-					
1-04	-	-	005	-	05	-	05	-	-	-	02	-	02	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-					
1-37	-	-	002	-	01	-	01	-	-	-	02	-	02	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-					
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2-03	001	003	004	001	03	-	03	02	-	02	02	02	04	02	-	02	-	-	-	-	-	-	-	02	-	-	-	-	-	-					
2-04	001	006	005	002	05	-	05	01	-	01	02	02	04	-	02	02	-	-	-	-	-	-	02	02	-	-	-	002	002	002					
2-30	-	-	001	001	02	02	04	-	-	-	02	-	02	-	02	02	-	-	-	-	-	-	02	02	-	-	-	-	-	-					
2-32	001	004	006	002	06	06	12	02	03	04	02	02	04	-	07	07	-	-	-	-	-	-	02	02	-	-	-	002	002	-					
2-34	002	005	003	001	03	05	08	01	-	01	-	-	-	02	-	02	-	-	-	-	-	-	02	-	-	-	-	-	-	-					
2-30	003	002	001	001	01	-	01	01	01	02	01	-	01	01	01	02	-	-	-	-	-	-	-	-	01	-	-	-	-	-					
2-34	001	006	-	001	-	02	02	01	03	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
2-36	-	-	003	-	03	01	04	01	02	03	-	-	-	-	-	-	-	-	-	-	-	-	-	02	02	-	-	-	-	-					

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JET CREW AIR TRAINING REPORT - PART IV

UNIT: 4[illegible]th Bomber[illegible] Wing, Madison

MONTH: November 1955

PAGE NR: 2 | NR OF PAGES: / | REPORTS CONTROL SYMBOL: 2-SAC-[illegible]

Q. GENERAL	R. PILOT PROFICIENCY																					S. MISCELLANEOUS							
40	41	42	43		44						45						46						47			48		49	50	51	52	53	54	55	56
			TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES			FORMATION								
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS						
					FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL														
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61						
Lt 39	-	-	04	-	04	-	04	-	-	-	02	-	02	-	02	02	-	-	-	-	-	-	02	-	-	-	-	-	-	02						
Lt 44	-	-	04	-	04	-	04	-	-	-	02	-	02	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-						
Lt 63	-	-	04	01	03	-	03	01	-	01	02	-	02	02	-	02	-	-	-	-	-	-	02	-	-	-	-	-	-	-						
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JET CREW AIR TRAINING REPORT - PART IV

UNIT: 401st Bombardment Wing, Medium

MONTH: November 1956

PAGE NR: 2 OF PAGES:

REPORTS CONTROL SYMBOL: 2-SAC-1012

Q. GENERAL	R. PILOT PROFICIENCY																									S. MISCELLANEOUS							
40	41	42	43		44						45						46						47			48		49	50	51	52	53	54	55	56
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES			FORMATION		DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS					
			ACFT COMDR	CO-PILOT	ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE							
					FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL												
5-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61					
Bm38																																			
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GR TOTAL	008	033	068	059	75	13	88	22	20	42	32	14	46	16	18	34	-	06	08	-	16	03	30	13	30	-	-	144	144	009					

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JET CREW AIR TRAINING REPORT - PART IV

UNIT: 40th Bomb[illegible] Wing, Med Jet

MONTH: November 1955

PAGE NR: 1

NR OF PAGES:

REPORTS CONTROL SYMBOL: [illegible]

Q. GENERAL	R. PILOT PROFICIENCY																								S. MISCELLANEOUS					
40	41	42	43		44						45						46						47		48		49	50	51	52	53	54	55	56
			TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES			FORMATION								
					ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT													
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS					
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61					
N-20	[illegible]																																		
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DX	[illegible]																																		
GR READY	[illegible]																																		
NOR READY	[illegible]																																		

IN READ CREWS, 2 READY CREWS, 1 NON-READY CREW, 2 IN CREWS

SAC : FORM AUG 52 184C PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offset O-63636

(When Filled In) **CONFIDENTIAL**

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PART VI
RCS: 3-SAC-C12

WING COMMANDER'S REMARKS
40th Bombardment Wing, Medium

1-30 November 1955

1. In compliance with paragraph 6, Annex III, SAC Regulation 50-23, as amended, the following information and remarks are submitted:

a. Hours flown performing missions ordered by:

(1) Higher headquarters:

COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
(a) Ferrying aircraft	80	293
(b) Honest John	36	36

(2) Eighth Air Force Air Training Priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	0	0
2	SAC REG 51-26	180	0
3	SAC EVALUATION (SES)	225	183
4	PROJECT "HI JINKS"	20	0
5	HONEST JOHN	36	36
6	NON READY CREW TRAINING	50	9
7	READY CREW TRAINING	360	336
8	LEAD & SELECT CREW TRAINING	180	141
9	5X CREW TRAINING	126	82
10	FERRYING AIRCRAFT	80	293
	TOTAL	1257	1074
	TEST	45	28
	GRAND TOTAL	1302	1102

The following explanation is made of significant differences between programmed and accomplished flying times:

(a) Reference priority one: No time was programmed due to this training being accomplished in conjunction with other training.

(b) Reference priority two: Training accomplished in conjunction with priority eight.

(c) Reference priority three: Crews failing to complete SES.

(d) Reference priority four: Programmed time spent in accomplishing 50-8 requirements.

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(e) Reference priority six: This commitment is low because one crew was downgraded and the other was on leave and TDY for 20 days during November.

(f) Reference priority seven: Loss of time due to aircraft modification.

(g) Reference priority eight: Loss of time due to aircraft modification.

(h) Reference priority nine: Loss of time due to aircraft modification.

(i) Reference priority ten: More aircraft than predicted.

b. Weather or local conditions: Not applicable.

c. Restrictive Directives: Not applicable.

d. Combat crew member gains and losses:

(1) Crew members gained:

(a) Three aircom - one from wing staff, two co-plts upgraded.

(b) Ten co-plts - P.C.S. from flying school.

(c) Seven observers - P.C.S. from AOB school.

(2) Crew members lost:

(a) Five aircom - one to squadron operations, one P.C.S. to 100th Bombardment Wing CADRE, one to wing staff, two grounded indefinitely.

(b) Two co-plts - Upgraded to aircoms.

(c) Two observers - To wing staff.

e. Crew member changes:

(1) Two aircoms - one ready crew, one non-ready crew.

(2) One observer - one ready crew.

f. New crews:

(1) IN-47 - 18 Nov 55.

(2) R-48 - 18 Nov 55.

(3) IN-79 - 23 Nov 55.

g. Crew status changes:

(1) Crew R-32 disbanded 18 Nov - aircom to squadron operations, observer to wing staff.

(2) Crew L-34 disbanded 18 Nov - aircom P.C.S. to 100th Bombardment Wing CADRE, observer to wing staff.

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(3) Crew B-40 disbanded 18 Nov - aircom grounded indefinitely, observer to new crew, co-plt upgraded to aircom.

(4) Crew B-42 downgraded to IN-42 18 Nov - new observer not checked out in accordance with SAC Regulation 51-19.

(5) Crew B-68 disbanded 18 Nov - aircom grounded indefinitely.

(6) Crew IN-22 disbanded 23 Nov - personnel transferred to another squadron.

(7) Crew B-07 renumbered B-24 - two crew changes in October.

(8) Crew N-20 downgraded to IN-20 - new aircom not checked out in accordance with SAC Regulation 51-19.

(9) Crew L-01 upgraded to S-01 - Crew upgraded by SAC and aircom spot promoted to Lt Col.

(10) As of 30 November 1955, 38 combat ready crews, 1 non-ready crew, and 9 IN crews were assigned this wing.

(11) The following is a list of the crew numbers in the category reflected:

(a) Combat ready crews: S-01, L-03, L-04, L-06, L-11, L-12, L-14, L-30, L-36, L-37, L-39, L-44, L-60, L-61, L-65, L-72, L-76, B-10, B-13, B-15, B-16, B-24, B-31, B-35, B-38, B-41, B-43, B-45, B-48, B-62, B-63, B-64, B-66, B-67, B-70, B-71, B-73, B-75.

(b) Non-ready crews: N-77.

(c) IN crews: IN-19, IN-22, IN-21, IN-23, IN-42, IN-46, IN-47, IN-78, IN-79.

(12) The date each combat ready crew is forecast to be upgraded to lead crew status:

B-10, B-41, B-45, B-66, B-70, 1 December 1955.

B-16, B-15, B-35, B-38, B-43, B-63, B-64, B-67, B-71, B-73, B-75, 1 April 1956.

B-13, B-24, B-31, B-48, B-62, 1 August 1956.

(13) The date each non-ready crew is forecast to be upgraded to ready status:

N-77, 31 December 1955.

IN-19, IN-20, IN-21, IN-23, IN-46, IN-47, IN-78, IN-79, unknown pending crew members being checked out in accordance with SAC Regulation 51-19.

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(14) An explanation of any of the following changes:

(a) Upgrading not accomplished on the date forecast: Not applicable.

(b) Forecast date of upgrading advanced or retarded:

R-13, changed - crew not qualified.

R-16, changed - crew not qualified.

R-35, changed - crew not qualified.

R-42, retarded - crew downgraded.

R-64, changed - crew not qualified.

R-67, changed - crew not qualified.

R-68, disbanded - aircom grounded indefinitely.

R-71, changed - crew not qualified.

R-75, changed - crew not qualified.

R-07, retarded - crew re-numbered R-24.

R-31, changed - crew not qualified.

R-62, changed - crew not qualified.

R-39, crew disbanded.

R-40, crew disbanded.

N-20, retarded - crew downgraded.

h. Standardization crews:

(1) Wing standardization crews: L-60.

(2) Squadron standardization crews:

25th Bombardment Squadron, M - L-04.

44th Bombardment Squadron, M - L-37.

45th Bombardment Squadron, M - R-66.

i. Material and Personnel problems:

(1) Materiel: None.

(2) Personnel:

(a) Critical personnel shortages are as follows:

1. In the 301XDB field, 40th Armament and

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Electronics Squadron is authorized twenty-nine (29) 5-level men according to the T.O. There are only twenty-three (23) men assigned. A&E is also short in the 301X0C field. Authorized ten (10), assigned none. The 301X1A field has twelve (12) 5-level airmen authorized, five (5) assigned. This gives the 40th Armament and Electronics Squadron a total shortage of twenty-three (23) skilled level men in the radio-radar career field. Anticipated input - none.

2. The situation in the supervisory level is still unsatisfactory. The 40th A&E Squadron is authorized fifteen (15) 30170s and have four (4) assigned. Lack of experienced 5-level airmen negates normal upgrading solution.

3. A serious shortage exists in the 32170E field, "K" series bomb navigation system technician. 40th A&E Squadron is authorized thirty-three (33) men and have six (6) assigned. Anticipated input - none.

(b) The 40th Bombardment Wing lacks twenty-nine (29) airmen in the 43171E field, aircraft maintenance technicians (jet over two engines). The 25th Bombardment Squadron is authorized twenty-two (22) men, assigned nine (9), the 44th Bombardment Squadron is authorized twenty-two (22) men, assigned ten (10), and the 45th Bombardment Squadron is authorized twenty-two (22) men, assigned twelve (12). Upgrading will not provide relief to any significant degree for at least six months.

(c) The wing is authorized fifty-three (53) clerks, 70250, and have only twelve (12) assigned. This shortage continues to make operations and administration extremely difficult. Anticipated input - eight (8).

(d) The wing is authorized nineteen (19) personnel specialists, 73251, and have only four (4) assigned. Anticipated input - none.

j. SAC Minimum training requirements not accomplished:

(1) The wing completed 18.4% of the quarterly SAC Regulation 50-8 training requirements during the month. This resulted in a quarterly aggregate of 86.4%. The accomplishment of a higher per cent of training was prevented due to aircraft modification and a high rate of aircraft and equipment malfunctions.

k. Non-ready crews capable of deploying:

M-77.

l. Non-combat ready crew training:

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Part VI, RCS: 3-SAC-[illegible], [illegible] Bombardment Wing, M,
Period: 1-30 November 1955 (Continued)

(1) Comparison of available ready and non-ready crew flying time.

Crews Available	Average Time Programmed	Average Time Accomplished
38 ready crews	16	16
1 non-ready crew	25	13

(2) The non-combat ready crew listed below did not receive a proportionate share of the required integral crew flying time as directed by SAC Regulation 50-8.

(a) Crew No. [illegible], AC [illegible]

Programmed 25:00 Accomplished 8:50

The crew was on leave for fifteen (15) days and delayed five (5) days TDY at Marietta, Georgia, ferrying aircraft.

m. Field training deployments.

(1) Test of facilities: One.

(2) Maneuvers: None.

(3) Exercises: None.

n. Special training month remarks.

(1) The December flying training program for the 40th Bombardment Wing will have the following general objectives:

(a) Concentration on known areas of weaknesses.

(b) Emphasis on training and upgrading non-ready crews.

(c) Emphasis on training in seasonal tactics.

(d) Experiment with new tactics and equipment.

(e) Continuation of proficiency training under principles outlined in SAC Regulation 50-8.

o. Comments or recommendations of the Wing Commander.

(1) The following information is listed in accordance with Eighth Air Force letter, Subject: "Training and Check out in Special Release tactics 'HI JINKS'", 3 Nov 55:

A	B	C	D	E	F	G	H
L-01	No	No	None	None	None	None	December 1955
L-03	Yes	Yes	None	3	None	None	October 1955

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Part VI, SCS: 3-SAC-TAC, Wing [illegible] Bombardment Wing,
M, Periods 1-30 November 1955 (Continued).

A	B	C	D	E	F	G	H
L-04	No	No	None	None	None	None	December 1955
L-06	No	No	None	None	None	None	December 1955
R-10	No	No	None	None	None	None	January 1956
L-11	No	No	None	None	None	None	December 1955
L-12	No	No	None	None	None	None	December 1955
R-13	No	No	None	None	None	None	December 1955
L-14	No	No	None	None	None	None	December 1955
R-15	No	No	None	None	None	None	December 1955
R-16	No	No	None	None	None	None	December 1955
R-24	No	No	None	None	None	None	December 1955
L-30	No	No	None	None	None	None	December 1955
R-31	No	No	None	None	None	None	December 1955
R-35	No	No	None	None	None	None	December 1955
L-36	No	No	None	None	None	None	December 1955
L-37	No	No	None	None	None	None	December 1955
R-38	No	No	None	None	None	None	December 1955
L-39	No	No	None	None	None	None	December 1955
R-41	No	No	None	None	None	None	December 1955
R-43	No	No	None	None	None	None	December 1955
L-44	No	No	None	None	None	None	December 1955
R-45	Yes	Yes	None	2	None	None	October 1955
L-60	No	No	None	None	None	None	December 1955
L-61	No	No	None	None	None	None	December 1955
R-62	No	No	None	None	None	None	December 1955
R-63	No	No	None	None	None	None	December 1955
R-64	No	No	None	None	None	None	December 1955
R-65	No	No	None	None	None	None	December 1955
R-66	No	No	None	None	None	None	December 1955
R-67	No	No	None	None	None	None	December 1955
R-70	No	No	None	None	None	None	December 1955

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A	B	C	D	E	F	G	H
B-71	No	No	None	None	None	None	December 1955
L-72	No	No	None	None	None	None	December 1955
B-73	No	No	None	None	None	None	December 1955
B-75	No	No	None	None	None	None	December 1955
L-76	Yes	Yes	None	2	None	None	October 1955

(2) In accordance with change 1, SAC Regulation 50-8, 1 September 1955, request the following crews be released of one third of their 50-8 requirements because of being on leave for twenty four (24) consecutive days during the training quarter.

B-45, B-64, B-75.

(3) During the month of November, the 40th Bombardment Wing lost 337 aircraft days as tabulated below:

(a) 112 aircraft days in Phase XI "ON TOP" modification.

(b) 150 aircraft days in Phase III ECM modification.

(c) 45 aircraft days in 2627 IK ECP field retrofit modification.

(d) 30 aircraft days in drop tank modification.

The above losses directly affected the wing's percentage of SAC Regulation 50-8 training.

2. This document is classified CONFIDENTIAL in accordance with paragraph 3, Annex III, SAC Regulation 50-2, 4 May 1955, as amended.

Burton H Burns
BURTON H BURNS
Colonel, USAF
Commander

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REFUELING AIR TRAINING REPORT - PART I

UNIT: 40th Air Refueling Sqdn. | MONTH: NOV 1955 | PAGE NO.: 1 | NO. PAGES: 2 | REPORTS CONTROL SYMBOL: 4 SAC T-12

ISO

A. GENERAL				B. RENDEZVOUS						C. REFUELING																						D. NAVIGATION																E. CREW PROF.	
1	2	3	4	5		6		7		8 REFUELINGS																		9		10 NIGHT CELESTIAL						11 OTHER LEGS						12	13
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 28 OR 88		AN/APN 12 OR 76		AN/APN-11 OR AN/APX-6		TOTAL		WITH BOMBER		WITH FIGHTER		15,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER		DRY HOOK-UPS		CIRCULAR ERRORS					NO. OF LEGS	DAY CEL	GRID		PRESSURE PATTERN	EMERGENCY PROCEDURE (SKILL)	MONTH COMPLETED LAST STANDARDIZATION CHECK
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5			CEL.	RADAR			
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	19-20	21-22	23-24	25-26	27-28	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
T-03	KC~~097~~	02	11	-	-	01	01	---	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
T-08	KC097	-	-	ALL FLYING TIME DEVOTED TO ACCOMPLISHING STANDARDIZATION CHECKS																																				01	OCT
																																							OCT
T-1	KC097	05	32	-	-	01	01	-	-	01	01	01	01	-	-	-	-	01	01	01	01	01	01	01	01	04	12	15	-	-	03	02	01	01	-	05	AUG			
T-09	KC097	07	42	-	-	02	02	01	01	03	03	03	03	-	-	-	-	02	02	03	03	-	-	07	07	03	05	09	30	-	04	01	-	01	-	02	AUG			
T-12	KC097	06	35	-	-	04	04	06	06	03	03	03	03	-	-	-	-	03	03	02	02	-	-	20	20	01	11	-	-	-	02	01	01	02	-	-	NOV			
T-13	KC097	08	41	-	-	06	06	01	01	5	05	05	05	-	-	-	-	05	05	03	05	-	-	17	17	04	13	14	-	-	03	03	-	03	-	08	AUG			
T-15	KC097	05	25	-	-	01	01	01	01	02	02	02	02	-	-	-	-	02	01	02	02	-	-	15	15	05	-	-	-	-	01	01	01	02	-	01	NOV			
T-17	KC097	04	18	-	-	02	02	-	-	02	02	02	02	-	-	-	-	02	02	02	02	-	-	07	07	-	-	-	-	-	-	01	01	-	-	05	MAY			
T-20	KC097	06	33	-	-	01	01	-	-	03	03	03	03	-	-	-	-	01	01	03	03	---	-	01	01	07	14	-	-	-	02	-	-	06	-	03	OCT			
T-21	KC097	06	29	-	-	01	01	02	02	03	03	03	03	-	-	-	-	-	-	03	03	01	01	08	08	03	-	-	-	-	01	01	-	01	-	01	AUG			
T-23	KC097	05	16	-	-	-	-	02	02	03	03	03	03	-	-	-	-	02	02	03	03	-	-	09	09	02	07	-	-	-	02	-	01	-	-	03	SEP			
T-25	KC097	07	37	-	-	01	01	-	-	01	01	01	01	-	-	-	-	01	01	01	01	-	-	09	09	10	-	-	-	-	01	-	02	02	-	06	NOV			
T-29	KC097	07	28	-	-	03	03	01	01	05	05	05	05	-	-	-	-	04	04	05	05	-	-	11	11	20	-	-	-	-	01	-	-	01	-	01	JUL			
T-30	KC097	03	15	-	-	04	04	-	-	01	01	01	01	-	-	-	-	-	-	01	01	-	-	09	09	02	03	11	-	-	03	01	-	-	-	02	AUG			
T-31	KC097	04	22	-	-	01	01	-	-	03	03	03	03	-	-	-	-	01	01	03	03	01	01	23	23	06	10	12	15	15	05	-	-	-	-	04	OCT			

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REFUELING AIR TRAINING REPORT - PART I | UNIT: 40th Air Refueling Sqdn. | MONTH: NOV 1955 | PAGE NO.: 2 | NO. OF PAGES: 2 | REPORTS CONTROL SYMBOL: 4 SAC T-12

A. GENERAL				B. RENDEZVOUS						C. REFUELING														D. NAVIGATION										E. CREW PROF.	
1	2	3	4	5		6		7		8												9		10						11				12	13
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF ENGINES	FLYING TIME	AR/APR 2B OR 4A		AN/APN 12 OR 7B		AN/APN-11 OR AN/APX-6		REFUELINGS												DRY HOOK-UPS		NIGHT CELESTIAL						OTHER LEGS				EMERGENCY PRINCIPLE DRILL	MONTH COMPLETED LAST STANDARDIZATION CHECK
										TOTAL		WITH BOMBER		WITH FIGHTER		15,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER				CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID CEL.	GRID RADAR	PRESSURE PATTERN		
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5							
6-10	11-16	17-18	19-21	23-24	25-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
T-32	KC097	01	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	AUG
T-34	KC097	11	56	-	-	03	03	01	01	03	03	03	03	-	-	-	-	01	01	02	02	-	-	31	31	02	-	-	-	-	01	02	-	04	-	07	AUG
T-36	KC097	03	10	-	-	-	-	-	-	01	01	01	01	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	01	-	02	MAY
Combat Ready Totals		96	486	-	-	35	35	16	16	43	43	43	43	-	-	-	-	27	27	40	40	05	05	203	203	79	75	58	45	15	30	14	08	25	-	52	-
Squadron Totals		96	486	-	-	35	35	16	16	43	43	43	43	-	-	-	-	27	27	40	40	05	05	203	203	79	75	58	45	15	30	14	08	25	-	52	-
IM-41				AC 30% 40 hrs; N 60% 25 hrs; ET 95% 29 HRS; BO 97% 14 hrs.																																	
IM-42				AC X TDY Maxwell AFB; N65% 37 Hrs; ET X 22hrs; BO 88% 19 hrs.																																	
Combat Ready Practice				-	-	-	-	-	-	06	06	06	06	-	-	-	-	03	03	03	03	-	-	37	37	-	-	-	-	-	-	-	-	-	-	-	
Non Ready Practice		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

NINETEEN COMBAT READY CREWS IN 30 DAYS

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REFUELING AIR TRAINING REPORT - PART II

UNIT: 40th Air Refueling Sqdn. | MONTH: Nov 1955 | PAGE NO. 1 | REPORTS CONTROL SYMBOL: 4 SAC T-12

F. GENERAL	G. CRUISE CONTROL										H. SIM. CRSE.	I. PILOT PROFICIENCY														J. KC-97 CREWS			K. MISCELLANEOUS						
14	15 PERFORMANCE INDEX					16 MISSIONS					17	18	19 TAKE-OFFS		20 LANDINGS		21 GCA		22 ILAS		23 APPROACHES			24 FORMATION		25 LOADINGS		26	27	28	29	30	31	32	33	34	35
CREW NUMBER	1	2	3	4	5	UNSUPERVISED RANGE	SUPERVISED LONG RANGE	NONLONG RANGE SUPERVISED	TOTAL		SIMULATOR COURSE	NO.-UP PILOT PROFICIENCY MISSIONS	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	AIRBORNE RADAR	PPI	SYRO GUI	TOTAL TIME	TIME AT 15,000 FT OR ABOVE	TIME AT NIGHT	CARGO	PASSENGER	NUMBER OF PRECISION APPROACHES	NO. OF MAX. PASSNGER EMERGENCY EXITS	REFUELINGS IN DARKNESS ATTEMPTED	REFUELINGS IN DARKNESS SUCCESSFUL						
6-10	16-18	19-21	22-24	25-27	28-30	31-32	33-34	35-36	37-38	40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44
T-02	–	–	–	–	–	–	–	–	–	–	–	02	02	02	02	–	–	–	–	–	–	–	–	–	–	–	–	–	01	–	–	–	–	–	–	–
T-08	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
T-09	–	–	–	–	–	–	–	–	–	–	01	09	05	08	06	04	02	–	–	01	–	01	–	–	–	–	01	02	–	01	01	02	02	–	–	–	03
T-09	–	–	–	–	–	–	–	–	–	–	01	07	06	05	06	01	01	–	–	–	–	00	–	–	–	–	–	02	01	04	02	02	02	–	–	–	03
T-12	–	–	–	–	–	–	–	–	–	–	–	06	03	06	03	03	02	01	01	–	04	02	–	–	–	–	–	02	–	01	01	01	01	–	–	–	–
T-17	–	–	–	–	–	–	–	–	–	–	–	03	05	03	05	02	02	–	–	04	01	–	–	–	–	01	01	02	01	03	07	01	01	–	–	–	–
T-18	–	–	–	–	–	–	–	–	–	–	01	08	02	06	04	–	01	02	–	02	05	01	–	–	–	–	–	02	–	02	02	02	02	–	–	–	03
T-17	–	–	–	–	–	–	–	–	–	–	01	06	04	04	06	02	03	–	–	–	02	01	–	–	–	01	–	02	01	02	02	01	01	–	–	–	03
T-19	–	–	–	–	–	–	–	–	–	–	–	04	02	04	02	–	–	–	–	03	01	–	–	–	–	–	02	02	04	02	02	01	01	–	–	–	–
T-20	–	–	–	–	–	–	–	–	–	–	–	06	07	06	07	02	04	01	01	02	02	–	–	–	–	–	–	02	01	01	01	02	02	–	–	–	–
T-21	–	–	–	–	–	–	–	–	–	–	01	05	05	05	05	04	05	–	–	03	03	02	–	–	–	–	–	02	01	03	03	01	01	–	–	–	03
T-23	–	–	–	–	–	–	–	–	–	–	01	06	04	07	03	01	01	–	–	01	03	03	–	–	–	–	01	02	01	02	02	01	01	–	–	–	03
T-25	–	–	–	–	–	–	–	–	–	–	01	06	04	07	03	01	02	01	01	02	–	–	–	–	–	01	–	02	03	–	–	01	01	–	–	–	0
T-29	–	–	–	–	–	–	–	–	–	–	01	09	04	07	06	03	01	01	01	04	01	–	–	–	–	–	–	02	–	04	04	03	03	–	–	–	03
T-30	–	–	–	–	–	–	–	–	–	–	–	02	01	02	01	02	01	–	–	01	–	–	–	–	–	–	–	02	02	04	04	01	01	–	–	–	–
T-31	–	–	–	–	–	–	–	–	–	–	–	03	01	02	02	01	01	—	–	05	–	–	–	–	–	–	01	02	02	01	01	01	01	–	–	–	–

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REFUELING AIR TRAINING REPORT - PART II

UNIT	MONTH	PAGE NO.	NO.	REPORTS CONTROL SYMBOL
40th Air Refueling Sqdn.	Nov 1955	2	2	4 SAC T-12

F. GENERAL	G. CRUISE CONTROL										H. SIM CRSE.	I. PILOT PROFICIENCY														J. KC-97 CREWS			K. MISCELLANEOUS							
14	15 PERFORMANCE INDEX					16 MISSIONS					17	18	19 TAKE-OFFS		20 LANDINGS		21 GCA		22 ILAS		23 APPROACHES			24 FORMATION			25 LOADINGS		26	27	28	29	30	31	32	33	34	35
CREW NUMBER	1	2	3	4	5	UNSUPERVISED LONG RANGE*	SUPERVISED LONG RANGE	NONLONG RANGE SUPERVISED	TOTAL		SIMULATOR COURSE	NIGHT PILOT PROFICIENCY MISSIONS	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	AIRborne RADAR	PPI	DEAD RECK	TOTAL TIME	TIME AT 10,000 FT OR ABOVE	TIME AT NIGHT	CARGO	PASSENGERS	NUMBER OF PRECOMMUNICATIONS	NO. OF MAX. ENDURANCE EMERGENCY DRILLS	REND/VOUS IN DARKNESS ATTEMPTED	REND/VOUS IN DARKNESS ACCOMPLISHED	Mission Date	Mission Date	Mission Date			Pilot proficiency hours
13	16-18	19-21	22-24	25-27	28-30	31-32	33-34	35-36	37-38	40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	17-19	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44
T-42	--	--	--	--	--	--	--	--	--	--	01	01	02	01	02	--	01	--	--	--	02	--	--	--	--	--	--	02	--	--	--	01	01	--	--	--	03
T-34	--	--	--	--	--	--	--	--	--	--	--	07	07	06	08	--	03	--	--	--	--	--	--	--	--	01	02	02	04	03	03	01	01	--	--	--	--
T-29	--	--	--	--	--	--	--	--	--	--	--	03	03	03	03	--	04	02	02	--	--	--	--	--	--	--	--	02	--	--	--	01	01	--	--	--	--
C-47	--	--	--	--	--	--	--	--	--	--	09	93	67	86	72	26	31	08	06	28	24	12	--	--	--	04	08	34	22	31	31	23	23	--	--	--	27
Sqdn. Totals	--	--	--	--	--	--	--	--	--	--	09	93	67	86	72	26	31	08	06	28	24	12	--	--	--	04	08	34	22	31	31	23	23	--	--	--	27
T-33																																					
TM-42																																					
N.C.R. Practice	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N.C.R. Practice	--	--	--	--	--	--	--	--	--	--	--	--	21	--	21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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PART III
RCS: [illegible]-TAC-TL2

SQUADRON COMMANDER'S REMARKS
40TH AIR REFUELING SQUADRON

1-30 November 1955

1. In compliance with paragraph 6, Annex IV, SAC Regulation 50-23, as amended, the following information and remarks are submitted:

a. Hours flown performing missions ordered by:

(1) Higher headquarters:

COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
(a) Operation Muscleman	100	98

(2) Eighth Air Force Air Training Priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	0	0
2	Non-Ready Crew Training	0	0
3	Ready Crew Training	415	440
4	Ferrying Aircraft	50	45
	TOTAL	365	485
	TEST	10	4
	GRAND TOTAL	575	489

The following explanation is made of significant differences between programmed and accomplished flying time.

(a) Reference priority 3: See paragraph 1p(1).

b. Weather or local conditions: Not applicable.

c. Restrictive directives: Not applicable.

d. Combat crew member gains and losses:

(1) Crew members gained: Not applicable.

(2) Crew members lost:

(a) One navigator: Grounded indefinitely.

(b) One flight engineer: Grounded temporarily.

e. Crew member changes:

(1) One navigator - one ready crew.

(2) One flight engineer - one ready crew.

f. New crews: Not applicable.

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g. Crew Status changes:

(1) During the month of November 1955, 29 combat ready crews and 2 "DM" crews were assigned the 40th Air Refueling Squadron.

(2) The following is a list of the crew numbers in the category reflected:

(a) Combat ready crews: T-01, T-03, T-08, T-09, T-12, T-13, T-15, T-17, T-19, T-20, T-21, T-23, T-25, T-29, T-30, T-31, T-32, T-34, T-36.

(b) Non-ready crews: None.

(c) DM crews: DM-41, DM-42.

(3) The date each combat ready crew is forecast to be upgraded to lead crew status: Not applicable.

(4) The date each non-ready is forecast to be upgraded to combat ready status:

DM-41, DM-42, unknown pending crew members return from schools.

(5) An explanation of any of the following changes:

(a) Upgrading not accomplished on the date forecast: Not applicable.

(b) Forecast date of upgrading advanced or retarded: Not applicable.

h. Standardization crews:

(1) Wing standardization crews: T-13.

(2) Squadron standardization crews: T-09.

i. Materiel and personnel problems:

(1) Materiels: Not applicable.

(2) Personnel: Thirty (30) inflight technicians, advanced level 43370s are authorized the 40th Air Refueling Squadron, only five (5) actually assigned. Anticipated input - none.

j. SAC Minimum training requirements not accomplished: The squadron completed the remaining 12% of the quarterly requirements and finished 100% complete.

k. Non combat ready crews capable of deploying: Not applicable.

l. Non-ready crew training: Not applicable.

m. Special training month remarks: Not applicable.

n. Comments or Recommendations of the Squadron Commander:

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Failure to accomplish programmed flying time resulted because:

(1) More air refueling missions of max effort type lead to:

(a) Cessation of flying to prepare for those missions.

(b) Shorter sorties due to large off-load requirement.

(c) Shorter sorties due to need for immediate crew rest compliance so crews may be re-scheduled promptly.

(d) High out of commission rate and abort rate due to rapid turn around of aircraft on this type mission.

(2) Abnormally high receiver cancellations also hindered flying time. Not sufficient crews are available to act as substitute crews when delays of over three hours are experienced. Due to the reduction in other phases of SAC minimum training requirements more air refueling commitments are being flown. The results show in the failure to meet programmed flying during October 1955 and November 1955.

Charles F. Mills

CHARLES F. MILLS
Lt Col, USAF
Commander

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PART IV
RCS: 4-SAC-I12

WING COMMANDER'S REMARKS
40th Bombardment Wing, M

1-30 November 1955

1. Concur.

2. This document is classified CONFIDENTIAL in accordance with paragraph 3, Annex IV, SAC Regulation 50-23, 20 September 1955.

Berton H Burns
BERTON H BURNS
Colonel, USAF
Commander

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SECRET

HISTORY

OF

40TH BOMBARDMENT WING MEDIUM
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

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(UNCLASSIFIED)

HISTORY OF

THE 40TH BOMBARDMENT WING (H) JET

DECEMBER 1955

Smoky Hill Air Force Base, Kansas

This document is prepared by A/3C Barney D. Lawrence under the supervision of Lieutenant Robert L. Wilson, 802d Air Division Historical Officer.

Andrew S. Low
Colonel, USAF

This document is classified SECRET IAW AFR 205-1, 23B (4)

BURTON M. BIRGS
Colonel, USAF
Commander

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CHRONOLOGY

DECEMBER 1955

Date:	Event:
9 December 1955	Colonel Herbon T. Burns presented Caterpillar Club pins to four members of the 40th Reinforcement Wing. The following officers received this award: Captain James T. Harding, Lieutenant Gerald A. Wismer, Captain William T. Beckley, and Major Robert T. Hughes.

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GLOSSARY

DECEMBER 1955

ADIV	Air Division
AFB	Air Force Base
AFSC	Air Force Specialty Code
A&E	Armament and Electronics
AOCP	Aircraft Out of Commission for Parts
ARS	Air Refueling Squadron
FAK	Fly-Away Kit
NCOIC	Non-commissioned Officer In Charge
OCAMA	Oklahoma City Air Material Area
OIC	Officer In Charge
OJT	On-The-Job Training
RBS	Radar Bomb Scoring
SAC	Strategic Air Command
SHAFB	Smoky Hill Air Force Base
TDY	Temporary Duty
USCM	Unit Simulated Combat Mission

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[redacted]

CHAPTER I

ORGANIZATION AND ADMINISTRATION

The mission of the 40th Bombardment Wing is to: man, equip, and train the units of the bomb wing so that they are on a combat ready status at all times, and capable of conducting such long range bombardment as operations may assign in the emergency war plan and other related operations orders. These long range bombardment operations may be in any part of the world, either independently or jointly with other forces, against the enemies of the United States.

The mission of the 40th Bombardment Wing also encompasses the 40th Air Refueling Squadron and they are responsible for the training, manning, and equipping the squadron to the maximum extent possible in accordance with existing facilities and resources. The bomb wing is responsible for maintaining a state of proficiency, within the refueling squadron, which will permit immediate engagements in effective refueling operations on the shortest possible notice.

The 40th bomb wing is also responsible for the development and maintenance of a mobility plan and the training of subordinate units to a degree required for overseas deployment and the subsequent re-establishment of operations on minimum notice and in the shortest possible time in any part of the world as may be directed by higher headquarters.

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The support of the Reserve personnel and unit programs are also part of the wing funtions, and are governed by the instructions received from higher headquarters. The wing also performs special missions in accordance with special instructions received from Strategic Air Command Headquarters.

The commanding officer of the 40th Bombardment Wing is responsible for exercising command jurisdiction over, and conducting the operations and training of assigned units in accordance with policies established by higher headquarters.[1/] In execution of these responsibilities the wing commander[2/] performs the functions contained in SAC Regulation 20-15.[3/]

The organizational structure of the 40th Bombardment Wing is as follows: Command, Adjutant, Inspector, Comptroller, Operations, Materiel, and Personnel staff sections. Subordinate units include the Headquarters Squadron, 25th, 44th, and 45th Bombardment Squadrons, 40th Air Refueling Squadron, 40th Field Maintenance Squadron, 40th Armament and Electronics Squadron, 40th Periodic Maintenance Squadron, and the 40th TAC Hospital.[4/] The organizational structure of the 40th Bombardment Wing remained unchanged during the month of December 1955.

The clerical personnel shortage remained the largest administrative problem throughout the month. Most of the personnel attached to the

---

1/ Excerpt from Eighth Air Force Regulation 23-7, dated 29 July 1955.

2/ In accordance with 40th Bombardment Wing Reg. 20-1, dated 4 Aug 1954.

3/ SAC Regulation 20 - 15, dated 26 April 1954.

4/ Except from Eighth Air Force Regulation 23-7, 29 July 1955.

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wing are performing extra duties in order to keep the wing at its high peak of proficiency. The lack of personnel has hampered effective manning in the administrative career field and as a result has hampered the operation of every squadron and staff agency in the wing. This shortage has resulted in:

(1) Utilization of officer and top NCO personnel performing routine clerical duties.

(2) Malassignment and disregard for classification procedures.

(3) Late reports.

(4) Non-compliance with directives.6/

Major D. M. Brown remained as the wing adjutant during the month of December. He was assisted by Master Sergeant John W. Barrier, Wing Sergeant Major. During the month the Adjutant section gained one man in the Wing Classified section and lost the sergeant in charge. This sergeant was transferred to Offutt AFB, Omaha Nebraska. However, there are still two airmen working in the classified section.7/

Lieutenant Colonel John P. Armstrong, the Wing Inspector, has been reassigned to Headquarters WADC, Wright Patterson AFB, Ohio. Colonel Armstrong will depart on or about the 6 February 1956 reporting no later than 15 April 1956.8/ No replacement has been named to take the position of Wing Inspector. All other activities for this section during December have been routine.9/

6/ Administrative historical report for December 1955.

7/ Adjutant section historical report for the month of December 1955.

8/ SO 279, Para 2, 21 December 1955, Headquarters 802d ADIV. EXH 1

9/ IG report for the month of December 1955.

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Captain Jack M. Sheets remained as Comptroller for the 40th Bombardment Wing during the month of December 1955. The Comptroller section gained one new airman during the month. This new assignment was an airman in the 67230 career field.[10/]

On 6 December 1955, five OSI tested the flight line security system. By using the ruse of checking aircraft tires these agents gained access to eight aircraft and planted simulated sabotage devices. A crew chief in the 44th Bombardment Squadron challenged these agents and turned them over to the Air Police. Greater emphasis has been placed on security indoctrination and the proper use of the newly established code system.[11/]

On 8 December 1955, Colonel Berton N. Burns presented Caterpillar Club pins to four members of the 40th Bombardment Wing.[12/] Caterpillar awards are presented to aviators who use parachutes in an emergency. The following officers received this award: Captain James B. Harding, Lieutenant Gerald A. Wiemer, Captain William R. Beckley, and Major Robert E. Hughes.[12/]

10/ Comptroller report for December 1955.

11/ Security historical report for December 1955.

12/ Photostat from Salina Journal dated 8 December 1955, showing Colonel Burns presenting Major Hughes with a Caterpillar pin. EXH 2

13/ Newspaper clipping from McPherson Daily Republican, 14 Dec 1955. EXH 3

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CHAPTER II

PERSONNEL

First Lieutenant Albert P. McRea remained as Wing Personnel Officer for the 40th Bombardment Wing during the month of December, 1955. Lieutenant McRea was assisted by Master Sergeant Leslie T. Bear in the operation of the Personnel section. First Lieutenant Robert C. Brown, AO 2226650, Headquarters Squadron, 40th Bombardment Wing Commandant, was released from active duty 19 December 1955.[14] First Lieutenant Arnold H. Glickman, AO 3021820, Headquarters Squadron Adjutant, was appointed Commandant. Second Lieutenant Lathrop G. Backstrom Jr., AO 2209029, presently TDY to Scott AFB, Illinois, attending Personnel Officer school, will replace Lieutenant Glickman as Headquarters Squadron Adjutant.[15]

The officers of the 40th Bombardment Wing staff convened at 1230 hour on 16 December 1955. The staff members discussed many necessary topics concerning the wing. One of the topics of discussion was the mishandling of pay checks. These checks will no longer be sent through distribution. The checks will be given to the individuals and mailed out to personnel TDY.[16]

Morning Report Data Records for both officers and airmen (forms 1123 and 1124) were formerly completed by the morning report clerks and a considerable amount of time was expended by the clerks in their

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14/ Special Order 269, para 6, HQ, 903ADIV, dated 19 December 1955.

15/ Personnel historical report for the month of December 1955.

16/ Staff meeting, dated 6 December 1955. EXC 4

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preparation. Under the new consolidated processing system, the Morning Report Data Records are made up in the Consolidated Base Processing Section and are hand carried by the responsible clerk to the Consolidated Wing Morning Report Section. This results in a considerable saving of time to the Morning Report Clerks.

Proper use of the Sign In/Out Morning Report Register (AF Form 1328) still creates problems for the Morning Report Clerks. Officers and airmen have not been thoroughly briefed on the provisions of AFM 171-6, the regulation governing sign in and sign out procedures. Mistakes resulting from the failure to sign in and sign out, absorbs much of the time of the clerks and causes almost a double work load. Closer supervision by responsible personnel in the respective squadrons where the register is maintained, should help to minimize these errors.[17/]

The Comptroller section of the 40th Bombardment Wing released the following re-capitulation of manning statistics:

Officers -	Authorized	429
	Assigned	400
	Percentage	92.3
Airmen -	Authorized	1615
	Assigned	1547
	Percentage	95.7[18/]

17/ Personnel historical report for December 1955.

18/ Comptroller historical report for the month of December 1955.

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Critical shortages exist in the following AFSC's:

Lieutenant Colonel	0016c	Short	1
Lieutenant Colonel	0026a	Short	1
Major	4344	Short	1
Major	3254	Short	1
Captain	3234	Short	1
Captain	3244	Short	1
1ST Lieutenant	7324	Short	1

19/

The above mentioned AFSC's were submitted on the monthly Officers Requisition for December 1955, except for the AFSC 3254 which was on a previous requisition. Current regulations prevent the requisition of officers possessing AFSC 1525F (Combat Crew Personnel), this is working a hardship on the wing because there is a critical shortage of this AFSC at this time.

The two most critical shortages at this time exist in the administration (702x0) and the personal equipment (922x0) career fields, this is shown statistically by the following information:

AFSC	AUTH	ASGD	% BODY MANNED	% EFFECTIVE MANNED
702x0	85	37	43	40
922x0	15	7	46	30

20/

The following statistics were released by the Comptroller section on the AWOL rate for the month of December 1955. A total of 5 AWOL's

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19/ Personnel historical report for the month of December 1955.

20/ IBID.

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were accounted for during the month of December, this was 3.2 per cent of the strength of the wing. This was a slight decrease compared to the average of 3.5 per cent registered for the month of November 1955.[21]

The 40th Bombardment Wing discharged 56 men during the month. The reenlistment rate was 42.8 per cent or 24 of the 56 men discharged reenlisted immediately.[22]

During the month the 40th Bombardment Wing Comptroller section released the Quarterly Management Control Statement, (QMCS).

The morale of the wing remained high for the month of December 1955. The various squadrons entered basketball teams in the intramural basketball league and were engaged in various other sports activities.

Several awards were made to members of the 40th Bombardment Wing during the month. A/1C Edward F. Carrigan, 40th Field Maintenance Squadron was awarded the distinction of being named Maintenance man of the month.

Crew of the month, B-47 aircraft AR 52-557, 25th Bombardment Squadron, 44:00 hours flown:

Crew Chief - SSGT Orville C. McCrary

Assistant - A/2C George A. Smolich

Crew of the month, KC-97 aircraft AR 53-155, 40th Air Refueling Squadron, 41:25 hours flown:

21/ Comptroller historical report for December 1955.

22/ IBID

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Crew Chief - TSGT Everett F. Hamilton

Assistant - A/3C Francis J. Lemon

The 40th Bombardment Wing B-47 aircraft flew a total of 1073:05 hours and the KC-97 aircraft flew a total of 396:35 hours during the month of December 1955.[23/]

23/ Director of Materiel report for December 1955.

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CHAPTER III

OPERATIONS AND TRAINING

Colonel William M. Bowden remained as Operations Officer for the 40th Bombardment Wing during the month of December 1955. Colonel Bowden was assisted by Lieutenant Colonel John C. Minahan, Assistant Wing Operations Officer.

The Communications section received a wing regulation dated 19 December 1955. This regulation stated that all C-47 and KC-97 training and ferry flights arriving at other than home station and remaining overnight will send RON messages. In addition, any flight crew dispatched to ferry an aircraft back to this station will, if the aircraft is not ready for flight, send a RON message. This message will be addressed to the commander of the 40th Bombardment Wing. This message will contain the date, aircraft number and type, the aircraft commander's or pilot's name, the name of the base from which the RON message is originating, the reason for the RON message being sent, the total hours flown that day, the estimated date of departure, and any additional information explaining the reason of the delay of departure. 24/

The 40th Bombardment Wing flew six missions during the month of December 1955. The first mission was "Grainfield", this was the wind-up of a continued operation. Operation "Grainfield" required 10

24/ Wing Regulation 55-2, dated 19 December 1955, HQ 40th Bombardment Wing, Smoky Hill Air Force Base. EXH 5

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B-47 aircraft which were to test ECM facilities.[25]

During the month operation "Pace Setter I" was flown.[26] This mission called for 20 B-47 aircraft and was an Eighth Air Force Evaluation mission.[27]

"Texas League" was flown during the month of December 1955. This mission was a SAC wide mission which tested the United States and Canada defense system. Some wings used ECM tactics but the 40th Bombardment Wing did not use these tactics. The 40th Bombardment Wing used six B-47 aircraft and seven KC-97 aircraft in this mission.[28]

A special test was flown by the 40th Bombardment Wing. This mission was called, "Black Magic" Three B-47 aircraft were scheduled but only two participated. These aircraft flew against an SAC site and were subject to ground base jamming. Both the IP and the target were jammed. The crews could not use visual bombing and had to make a bomb drop. This mission showed a need for more anti-jamming training and off-set bombing methods.[29]

On 16 December 1955, operation "Desk Jockey" was flown. There were eight targets involved in the mission. These targets were Little Rock, Arkansas; St. Louis, Missouri; Kansas City, Missouri; York, Nebraska; Tulsa, Oklahoma; Sioux City, Iowa; Dodge City, Kansas; and Omaha, Nebraska.

25/ Refer to last months history.

26/ Operations Order 140-55, dated 10 October 1955.

27/ MX from Eighth Air Force. EXH 6

28/ Report for ECM Officer.

29/ IBID.

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Little Rock, Arkansas was a direct DTS run, St. Louis, Missouri was a visual DTS run, Kansas City, Missouri was an offset DTS run. A day celestial run started at York, Nebraska and terminated at Tulsa, Oklahoma, a grid run started at Sioux City, Iowa and terminated at Dodge City, Kansas. Omaha, Nebraska was the subject of a camera radar run. The operations order also included the flight plan information.

The flight plan is as follows:

Smoky Hill AFF, Kansas	
York, Nebraska	40 52N 97 34W
La Junta, Colorado	38 05N 103 29W
Tulsa, Oklahoma	36 10N 95 53W
Lake O' The Cherokees	36 21N 94 57W
Russellville	35 17N 93 09W
Little Rock "V"	
Memphis	35 03N 90 00W
Popular Bluff	36 45N 90 24W
Fredrickstown	37 33N 90 17W
St. Louis "U"	
Jacksonville	39 42N 90 14W
Hannibal	39 42N 92 27W
Salisbury	39 25N 92 47W
Kansas City "O"	

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Marysville	40 30N 94 50W
Omaha, Nebraska	41 10N 95 55W
Sioux City, Iowa	42 30N 96 25W
Belle Fourche Reservation	44 45N 103 42W
Dodge City, Kansas	37 45N 100 00W
Hutchinson, Kansas	38 05N 97 55W
Smoky Hill AFB, Kansas	

32/

The last mission during the month of December 1955, was flown on 20, 21 and 22 of the month. The purpose of this mission was to exercise the combat crew Bomber stream tactics. There were seven targets involved in the mission . These targets were: Atlanta, Georgia; Charlotte, North Carolina; Richmond, Virginia; Dodge City, Kansas; Selma, Alabama; Fredricksburgh, 42 00N 90 00W; and Falls City, Nebraska.

Atlanta, Georgia was a direct ZMS run; Charlotte, North Carolina was an offset ZMS run; Richmond, Virginia was a direct ZMS run; and a celestial run started at Dodge City, Kansas and terminated at Selma, Alabama. A radar grid started at Fredricksburgh, 42 00N 90 00W and terminated at Falls City, Nebraska. The flight plan is as follows:

Smoky Hill AFB, Kansas

Russell, Kansas

Dodge City, Kansas

Cairo, Illinois

32/ Operations Orders, dated 16 December 1955. ZZI 7

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Selma, Alabama

Auburn

Lagrange

Beaufort

Atlanta, Georgia

Columbia, South Carolina

Charlotte, South Carolina

Bluefield

Lynchburgh, Virginia

Richmond, Virginia

Fredricksburgh, [illegible]

Falls City, Nebraska

Smoky Hill AFB, Kansas 32/

All of the missions flown throughout the month of December 1955 were considered satisfactory.

During the month of December 1955, the F-47 aircraft flew a total of 1073:05 hours. The KB-97 aircraft flew a total of 39[illegible]:35 hours.

The following are the F-47 accomplishments for December:

Total flying hours	1073:05
Total sorties	190
Visual releases	0
Photo scored radar attacks	37

32/ Operations Orders, dated 20 December 1955. [illegible]

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GPI runs	3
Visual Photo scored attacks	2
TEOA runs	19
Night celestial legs	2
Day celestial legs	32
Radar grid legs	20
Rendevous	
Day	14
Night	1
Total refuelings	10
Radio silence	7
Radio silence in darkness	4
Gunnery missions	6
Rounds loaded	4200
Rounds fired	4066
Emergency procedure drills	45
Night cell missions	2
Depressurized flying	14
Pilot proficiency missions	3
Pilot proficiency hours	15
Take-offs	
Aircraft commanders	146

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Co-pilots	24
In flight	
Aircraft commander	
Full stop	115
Touch and go	59
Total	174
Co-pilot	
Full stop	25
Touch and go	31
Total	71
GCA approaches	157
ILAS approaches	15
Airborne radar approaches	74
PPI approaches	13
Tyroout approaches	5
Dry contacts attempted	33
Dry contacts successful	33
Fighter attack missions	5

32/

The 25th Bombardment Squadron flew a total of 110 hours during the month. There has been no major changes in the 25th Bombardment Squadron.

32/

The 44th Bombardment Squadron flew a total of 270 hours during

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32/ Information obtained from SAC R-12 report for December 1955. EXT 9

32/ 25th Bombardment Squadron Historical report for December 1955.

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the month of December 1955. The following runs were made:

Direct [illegible] run	15
Radar offset runs	7
Mach. . l [illegible] runs	3
Sidestack [illegible] runs	3
Visual [illegible] runs	13
Visual releases	5

34/

The 45th Bombardment Squadron flew a total of 300:05 hours during the month of December 1955.

Radar [illegible] runs	69
Visual [illegible] runs	11
Mach. .l [illegible] runs	8
Radar camera runs	33
Visual camera runs	5
OFI runs	3
Radar grid legs	15
Celestial grid legs	9
Night celestial grid legs	3
Day celestial grid legs	12
Long range cruises	1
Night refueling	4
Radio Silence refueling	1

34/ 44th Bombardment Squadron report for the month of December 1955.

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Maximum internal refuelings	3
Dry refueling contacts	21
Refueling rendezvous	4
Gunnery	2
Fighter attacks	6

35/

The Flying Safety section received operations memo 51-2 concerning initial checkout for B-47 crews. The procedure of the checkout is as follows:

The crew members will satisfactorily complete minimum checkout procedures as indicated on the check out forms produced by the B-47 Standardization section. These forms indicated what previous training can be credited toward initial checkout. Squadron Training Officers will maintain a current record of checkout accomplishments on the appropriate form.

Upon completion of checkout requirements through day refueling for pilots, squadron commanders will forward a request, with the completed checkout forms, to the Wing Standardization section for a Pilot's Standardization Check for the crew and/or crew members. After satisfactorily completing a Standardization Check, individual crew members will be cleared for solo and will then complete their solo refueling requirements and night refueling check.

Navigator-bombadiers must satisfactorily complete the Observer's checkout form prior to solo flight. They will then complete remaining

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35/ 45th Bombardment Squadron report for the month of December 1955.

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checkout requirements of Supplement XXII to SAC Regulation 51-19 with their assigned crew.

Upon completion of all items required by the form for each crew member, the form will be forwarded to the Standardization files.[36/]

Ground training continued in the 40th Bombardment Wing during the month of December 1955. Personnel of the 40th Bombardment Wing attended classes conducted by the MTD unit from Chanute AFB, Illinois. OJT continued with the aid of technical representatives. Section heads also served as instructors to their personnel in order to help them become upgraded in their respective career fields.[37/]

36/ Excerpt from Operations Memo 51P-2, dated 29 December 1955. DOC 10

37/ Ground Training report for December 1955.

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CHAPTER IV

MATERIEL AND MAINTENANCE

During the month of December 1955, Colonel Richard D. Stepp remained as Wing Materiel Officer for the 4 th Bombardment Wing. Throughout the month of December a renewed effort was expended to place every eligible airman on formal OJT. An increase in interest on the part of supervisory personnel was noticed. A number of meetings of key personnel and senior NCOs were held to explain OJT procedures and to answer questions about the program. The increase of personnel has relieved the workload of existing personnel somewhat. However, a shortage of clerical personnel still exists. These shortages are such that they cannot be filled by upgrading existing personnel.[38]

The weapons release section has done the usual amount of work for the month of December 1955. Gunnery missions were flown, and this section maintained and cleaned the weapons before and after firing.[39]

Technical representatives checked three men out on the B-47 drop tank release system. Six men checked out on KC-97 drop tank explosive nut removal for continuity checks by bomb dump personnel. Four men are going to morning classes for aircraft wiring circuit check along with six from radio and "K" systems. These men are being cross trained for aircraft wiring ring out.[40]

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38/ 40th Bombardment Wing CM report for December 1955.

39/ IBID.

40/ IBID.

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The camera flight line section received four new men from school. These men were put on OJT as quickly as possible. During the month a modification has been made on most B-47 aircraft for the use of the sixth range light on the K-15 cameras. This section has started using the camera system history book for each aircraft.[41]

During the month of December, the electronics countermeasures flight line section continued checking out wiring on the B-47E aircraft for installation of the AN/ALT-7A equipment. Two men were transferred to the field section. These men are search and analysis personnel and are being cross trained.[42]

During one alert, chaff was loaded for operation for the first time. One aircraft was loaded in 20 minutes, thus proving that an aircraft can be loaded efficintly and quickly in case of an emergency.[43]

The communications and navigation flight line section did not encounter any unusual maintenance problems during the month. Constant training both classroom and OJT is being given to increase the skill level of all assigned personnel. TOC 1285-2A-6-507 and TOC 1285-2A-14-504 were completed. All aircraft are complete with the addition of these two items. The communications and navigation flight line section supported all flying schedules for the month.[44]

The logistics section has continued the process of compiling and printing change #3 to the 40th Bombardment Wing Mobility Plan. This

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41/ 40th Bombardment Wing 'K' report for December 1955.

42/ IBID.

43/ IBID.

44/ IBID.

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plan is to be completed no later than 16 January 1956. The Installation section also set up and attended the 40th Bombardment Wing (M) mee[illegible] Mid Series Board as outlined in Eighth Air Force Regulation 45-5.[45/]

45/ 40th Bombardment Wing (M) report for December 1955.

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40TH BOMBARDMENT WING, HEAVY

KEY PERSONNEL

DECEMBER 1965

Wing Commander.....COL Burton M. Burns

Deputy Wing Commander.....COL Andrew P. Low

Wing Adjutant.....MAJ Donald M. Beaum

Wing Operations Officer.....COL William M. Bowden

Wing Materiel Officer.....COL Richard D. Stepp

Wing Personnel Officer.....LT Albert E. Mc Bee

Wing Inspector.....LTCOL John P. Armstrong

Wing Comptroller.....CAPT Jack M. Sheets

Commander, 25th Bomb Squadron.....LTCOL Edward P. Clark

Commander, 44th Bomb Squadron.....LTCOL William F. Pitts

Commander, 45th Bomb Squadron.....LTCOL William C. Ivey

Commander, 40th Air Refueling Squadron.....LTCOL Charles F. Wills

Commander, 40th Arm. & Elec. Squadron.....MAJ Raymond E. Wilson

Commander, 40th Field Maint. Squadron.....MAJ James H. Johnson

Commander, 40th Periodic Maint. Squadron....MAJ Samuel Berkovitz

Commander, 40th Hq. Squadron Section.....LTCOL John P. Armstrong

Commander, 40th Tactical Hospital.....CAPT Paul D. Adams

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BIBLIOGRAPHY

[redacted]

[redacted]

Source Material:

Files:

Headquarters, 40th Bombardment Wing

Official Publications:

General Orders

Headquarters, 822d Air Division
Headquarters, 40th Bombardment Wing

Special Orders

Headquarters, 40th Bombardment Wing

Regulations

Headquarters, Strategic Air Command
Headquarters, Eighth Air Force
Headquarters, 40th Bombardment Wing

Secondary Material:

Staff Section Reports

Squadron Reports

IMPACT, Smoky Hill AFB, Base Newspaper

THE SALINA JOURNAL, Salina, Kansas

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[redacted]

LIST OF EXHIBITS

DEFENDANT 1955

Exh. No.	Exhibits
1.	SO 279, para 2, 21 December 1955, Headquarters 393d ADTS.
2.	Photostat of Caterpillar Div presentation.
3.	Clipping from McPherson Daily Republican, dated 14 December 1955.
4.	Staff meeting, dated 6 December 1955.
5.	Wing Regulation 55-2, dated 19 December 1955, Hq. 40th Bombardment Wing, Smoky Hill AFB.
6.	TWX from Eighth Air Force to 40th Bombardment Wing.
7.	Operations Order, dated 16 December 1955, Hq. 40th Bomb Wing.
8.	Operations Order, dated 20 December 1955, Hq. 40th Bomb Wing.
9.	SAC T-12 report, DO 40th Bombardment Wing.
10.	Operations Memo 51D-2, dated 29 December 1955, 40th Bomb Wing.

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SO 279

2. LTCOL JOHN B. ARMSTRONG, A0409827, is REL from ASG HQ, 40 BOMWG, SAC, this STA, ASG HQ WADC, Wright Patterson AFB, Ohio, REPT NLT 15 MAR 56. Officer RSG against ARDC Requisition Page 1t, Line 2, AFSC 8446. WP on or ABT 6 FEB 56 SAC PROJ NR 2180. 30 DALVP AUTH. INDIV is entitled to dislocation pay allowa 9999C TDN 5763500 048-146 P511-01 S99-999. TPA, with 4 days TVL time AUTH, If POV is not used TVL time W/B time of CARR used. WP. PCS. TDN 5763500 048-131 P531(8)-02-03 S99-999. AUTH: AFM 35-11 & HQ USAF MSG AFPMP-1-L-123917, 17 NOV 55, PARA 9c, CHAP 5, Part I, AFM 35-11 & 8AF MSG PDA1 24808, 14 DEC 55. EDCSA: 14 FEB 56.

3. SSGT JOSEPH LEONE, AF17002325 (UTILAFSC 62270), is REL from ASG 802 FD SVCSQ, 802 ABGRU, SAC, this STA, ASG 2353 PERP SQ, 2349 PERP GRU, Parks AFB, CALIF, REPT NLT 1500 HRS, 10 FEB 56. WP on or ABT 24 JAN 56. SHIPMT Identifier SAC/3AD/0210/7042. 10 DALVP AUTH. For OS ASGMT to 3ADIV, APO 334. INDIV is entitled to dislocation pay allowances 9999C TDN 5763500 048-246 P514-01 S99-999. INDIV W/B FURN a copy of AFP 75-1-1.AMN LV ADEE: Salomon, Kansas. AFM 35-6 W/B complied with and IMM IAW AFR 160-102 W/B ACCOMP IMMED. Mail & Bag W/B ADEE to show GR, Name AFSN 2353 PERP SQ, 2349 PERP GRU (AF OR). TPA, with 7 days TVL time AUTH. If POV 1s not used TVL time W/B time of CARR used. WP. PCS. TDN 5763500 048-132 P531(9)-02-03 S99-999. AUTH: AFM 35-11 & 8AF MSG PDA2 25502, 14 DEC 55, EDCSA: 10 FEB 56.

4. CAPT GARLAND W. FLETCHER, AO591133, (PRIMAFSC 1234C), is REL FROM ASG 380 BOMSQ, 310 BOMWG, SAC, this STA, ASG AFAC Eglin AFB, FLA, H-4001, against page 1, line 4, ARDC DEC Requisition for Redwing and accelerated Armament Test. WP on or ABT 21 DEC 55. SAC PROJ NR 2152. REPT NLT 9 JAN 56. 18 DALVP AUTH. INDIV is entitled to dislocation pay allowances 9999C TDN 5763500 048-146 P511-01 S99-999. TPA, with 5 days TVL time AUTH. If POV is not used TVL time W/B time of CARR used. WP. PCS. TDN 5763500 048-131 P531(8)-02-03 S99-999. AUTH: AFM 35-11 & AF Form 168, HQ USAF (AFPMP-1) LIC214, 15 SEP 55, 8 AF MSG PDA1 25261, 17 DEC 55. EDCSA: 5 JAN 56.

5. DP 1STLT ELEANOR T. SMITH, AN2242953, (W) (NON-RATED) (PRIMAFSC 9754) (YOB: 1929) WP her HOR--1248 Riverside AVE, Baltimore 30, MD, to ARR on 29 DEC 55, on which date she is REL from ASG 40 TAC HOSP, 40 BOMWG, SAC, this STAm and DISCH from All APMTS in the USAF. TPA, if POV is not used TVL time W/B time of CARR used. WP. PCS. TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: HON DISCH (Pregnancy) UP SEC III, AFR 36-36.

BY ORDER OF THE COMMANDER:

OFFICIAL:

V.C. GEER
LTCOL, USAF
Adjutant

WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SPECIAL ORDER)
NUMBER 279)

21 December 1955

E X T R A C T

1. FNO, having been ASG this HQ from ORG INDC, with EDCSA as INDC, per PARA 30 & HQ as INDC, further ASG ORG INDC, SAC, this STA, with the same EDCSA.

LTCOL JOHN E. MILLER, 5016A, RSG from 13AF, FEAF,per PARA 4, SO 250, 13AF, APO 74, ASG HQ, 310 BOMWG, REPT O/A 7 JAN 56, with EDCSA: 1 DEC 55.

MAJ GERALD S. CHAPMAN, AO1686506, RSG from 6000 PERP SQ, FEAF, per PARA 1 LTRO 25[illegible]-2, 6000 PERP SQ, APO 959, ASG HQ, 310 BOMWG, REPT NLT 14 JAN 56, with EDCSA: 6 DEC 55.

2NDLT NEAL S. WOOD JR, AO3057501, RSG from Randolph AFB, TEX, per PARA 49, SO 223, 3516 STU SQ, ATC, ASG 310 AREFS, 310 BOMWG, REPT NLT 22 DEC 55, with EDCSA: 1 NOV 55.

2NDLT EVAN C. CHRISTIANSEN, AO3040759, RSG from 3566 STU SQ, ATC, per PARA 30, SO 247, JCAFB, TEX, ASG 379 BOMSQ, 310 BOMWG, REPT NLT 9 JAN 56, with EDCSA: 3 JAN 56.

CAPT JOHN R. GABRIEL JR, AO817918, RSG from 3566 STU SQ, ATC, per PARA 30, SO 247, JCAFB, TEX, ASG 25 BOMSQ, 40 BOMWG, REPT NLT 9 JAN 56, with EDCSA: 3 JAN 56.

CAPT KEITH C. DILLS, AO886823, RSG from 3566 STU SQ, ATC, per PARA 30 SO 247, JCAFB, TEX, ASG 381 BOMSQ, 310 BOMWG, REPT NLT 9 JAN 56, with EDCSA: 3 JAN 56.

MAJ ALAN B. THOMAS, 17721A, RSG from 3566 STU SQ, ATC, per PARA 30, SO 247, JCAFB, TEX, ASG 380 BOMSQ, 310 BOMWG, REPT NLT 16 JAN 56, with EDCSA: 3 JAN 56.

MAJ VIRGIL L. WESTLING, AO729086, RSG from 3566 STU SQ, ATC, per PARA 30 SO 247, JCAFB, TEX, ASG 379 BOMSQ, 310 BOMWG, REPT NLT 9 JAN 56, with EDCSA: 3 JAN 56.

MAJ EDWARD H. DEVLIN, AO699502, RSG from 3535 STU SQ, ATC, per PARA 35, SO 285, Mather AFB, CALIF, ASG 310 AREFS, 310 BOMWG, REPT NLT 21 JAN 56, with EDCSA: 1 JAN 56.

MAJ WOODROW A. ABBOTT, 12763A, RSG from HQ INST OF TECH USAF, AU, per PARA 2, SO 228, WPAFB, Ohio, ASG HQ, 310 BOMWG, REPT NLT 9 MAR 56, with EDCSA: 12 F[redacted] 56.

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YOU GET INTO THIS CLUB THE HARD WAY—Col. Berton H. Burns (right) presents Caterpillar Club pins to members of SHAFB B-47 crew who parachuted to safety when plane crashed near Galva Oct. 4. Caterpillar awards are given aviators who use parachute in an emergency. Left to right are Capt. James B. Harding, 1st Lt. Gerald A. Weimer, Capt. William R. Beckley and Maj. Robert E. Hughes. (USAF PHOTO)

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THE CHEMEKETAN DAILY REPUBLICAN, Wednesday, December 14, 1955

Fliers Who Escaped Crash Now Members Of Caterpillar Club

[redacted]

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HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

1230 Hours 6 December 1955

STAFF MEETING

Personnel Present

Wing Commander . . . . . .Colonel Burns
Wing Materiel Officer. . . . . .Colonel Stepp
LTCOL Fulmer
Wing Operations Officer. . . . . .LTCOL Minahan
Wing Inspector . . . . . .LTCOL Armstrong
Wing Safety Officer. . . . . .Major Gervais
Wing Adjutant. . . . . .Major Brown
Wing Comptroller . . . . . .Captain Sheets
25BS . . . . . .LTCOL Clark
44BS . . . . . .LTCOL Pitts
40ARS. . . . . .LTCOL Mills
40A&E. . . . . .Major Wilson
40FM . . . . . .Major Berkovitz
45BS . . . . . .Captain Campbell
40FM . . . . . .Captain Alderson
40HS . . . . . .LT Brown

Visitors Present

100th Bomb Wing Cadre. . . . . .COL Tyler

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MINUTES

4000 We are trying to change the ground rules on 10A-55. Colonel Minahan, I would like to have the staff briefed on what those changes are. I suspect we will have a 10A-55 exercise in the not too distant future. We will eliminate the standup briefing tomorrow, so it would be preferable to have the briefing on 10A-55 on Thursday.

Only three of our seven squadrons meet the SAC standards insofar as squadron supply is concerned. A letter came down from 802d Air Division requiring each squadron commander to review his supply.

There are two new reports we are required to prepare and submit. One is 8th Air Force A-4, based on Reg 66-3. We have to tell them our aircraft maintenance capability on the last day of each month. They tell us the forms are on hand but the regs are not available to us. Captain Sheets, would you take a look at that? The second is 8th Air Force 66 (and I don't know what). Advance copies are out. It covers A-1 and A-2 phase status in A&E.

Major Wilson, I checked on your machines records report, and they say the second report has been completed. Would you check with the Comptroller on that?

They brought out the fact that we have been mishandling pay checks, meaning we have been putting them through distribution rather than giving them to the individual and mailing them out to people who are TDY etc. Squadron commanders should check to insure that distribution of checks is properly handled.

I brought up the subject asking them why it took so long to get items through local purchase. They would like to have details on when we asked for material, what action we took and how long it took us to receive it.

Colonel Fulmer, we can submit a work order to have that entire base operations building repainted. We may not get the paint job done for us, but we can get the material. The whole thing needs a GI scrubbing, including the walls. I would like to have that done, preferably this weekend. We must find some way to periodically clean the whole building.

Fulmer: That was discussed this morning. I put in a work order to have all those machines and people in the front of the building taken out.

4000 On Friday, 9 December, at 1500, they are having a preview of the new Service Club. I have been invited to attend, all squadron commanders have been invited to attend and the first sergeants.

If anyone has a message they want to go on a priority basis, in addition to putting PRIORITY in the proper block, you also must state in the body of the message, "This message requires priority handling."

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If you want it to leave the base in as short a period of time as possible, you must put a red tag on it which says "Expedite."

The barracks inspection for next Thursday will be cancelled.

443S Just before I came in here Lt McKae advised me there was a new commitment which would take the Adjutants from the squadrons and put them in Consolidated Personnel.

40CO I don't plan on moving the Adjutants.

40OS On the ground handling examination, which is required by AFR 62-10, they have been sent to the bomb squadrons, air refueling squadron, FM and FM, with a disposition attached which covers the situation quite well.

In line with this SAC inspection report and refueling discussions held recently, there is a report which was due in yesterday from each squadron to the effect that their refueling officer had been adequately briefed on the material which was sent down. Some of those have not come in yet.

40CO Major Gervais, would you check and find out when we can taxi to the far north end of the field and be able to use the entire runway for take off?

BY ORDER OF THE COMMANDER:

D. W. BROWN
Major, USAF
Adjutant

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SAFETY A FILM

ING REGULATION)
NUMBER 55-2)

HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

19 December 1955

OPERATIONS

RON Messages

(This regulation supersedes 40th Bomb Wing Reg 55-2, 3 SEP 53)

1. PURPOSE: To prescribe a standard procedure for sending RON messages.

2. GENERAL: Due to the number of flights terminating at other than home station and crews being TDY for training purposes, it is necessary that a standard procedure be established for sending RON messages.

3. PROCEDURE: All B-47 and KC-97 training and ferry flights arriving at other than home station and remaining overnight will send RON messages. In addition, any flight crew dispatched to ferry an aircraft back to this station will, if the aircraft is not ready for flight, send an RON message.

a. The RON message will be sent through Base Operations upon turning in duplicate copy of clearance Form 1175 at base of landing.

b. RON messages will contain:

(1) Addressed to COMDR, 40th Bomb Wing, ATTN: Wing Control Room.

(2) Date.

(3) Aircraft number and type.

(4) Airplane commander's or pilot's name.

(5) RON (Name of base) _____.

(6) Reason - (Maintenance, weather, training, etc.)

(7) Total time flown that date.

(8) Estimated date of departure.

(9) Remarks - Any additional information necessary to explain.

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c. [redacted]ing Control Room will notify [redacted]ing Operations Officer and Squadron concerned the morning of receipt of ADC message.

4. RESPONSIBILITY: Squadron Commanders will insure that all interested personnel are familiar with the provisions of this regulation.

BY ORDER OF TH[redacted] COMMANDER:

[redacted]

OFFICIAL:

D. H. B[redacted]
Major, USAF
Adjutant

D. H. B[redacted]
Major, USAF
Adjutant

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OAL 055

OUXU)4. 11

PP RJWFSY

DE RJEPEO 10A

P 122145Z ZFF-2

FM COMAF 8 WESTOVER AFB MAS

TO COMAIRDIV 802 SMOKY HILL AFB KANS

[redacted]

BT

/UNCLASSIFIED/ R A D N O T E FOR BURNS FROM SWEENEY.

PLEASE PASS TO ALL MEMBERS OF YOUR WING MY CONGRATULATION ON THE FINE SHOWING MADE BY THE 40 TH BOMWG IN EIGHTH AF BOMBER STREAM MISSION "PACE SETTER ONE." I WAS PARTICULARLY PLEASED WITH YOUR LOW GROSS ERROR RATE AND YOUR LOWER THAN AVERAGE RADAR ABORT RATE. KEEP UP THE GOOD WORK.

BT

12/2157Z DEC RJEPEO

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GENERAL INFORMATION AND FLIMSY

FOR

OPERATIONS ORDER XXXXX

16 DECEMBER 1955

1. GENERAL SITUATION: A requirement exists to exercise 5X crews in bomber stream tactics.

a. Intelligence: (omitted).

b. Friendly Forces:

(1) 5028 Air Base Group will:

(a) Provide transportation for 12 crews as ordered by squadron operations.

(b) Provide CCA during take-offs and landings.

(c) Provide 66-12 transportation as required by ACIM.

(d) Refueling - request 6 pits be manned during landing period 1800-2100 Z.

2. MISSION: The 40th Bombardment Wing will fly 12 B-47 aircraft on a bomber stream mission on 16 December 1955.

a. General Instructions:

(1) Normal RBS scoring procedures.

(2) Station altimeter settings will be used.

(3) TAS 425K will be maintained during entire mission.

(4) Aborting aircraft will clear bomber stream to right 25NM and descend 3000' below lowest briefed altitude and obtain ARTC clearance.

(5) O-15 Cameras will be used and film and logs turned in at debriefing.

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(6) Practice MSS [illegible] will be made as follows:

(a) Little Rock Target "E" visual.

(b) St. Louis Target "B" visual or direct.

(c) Kansas City Target "D" offset.

(7) Navigation legs [illegible]:

(a) Day Celestial start York, Nebraska, terminate Tulsa, Oklahoma.

(b) "X" Cold start Sioux City, Iowa, terminate Dodge City, Kansas.

(8) Camera radar run will be made at Omaha, Nebraska against Offutt Field control Tower.

(9) Danger Areas:

R-196 Camp Phillips - Unlimited - take off and land.

R-190 Ellsworth Gunnery Range - Unlimited.

D-234 Little Rock.

D-245 Fort Smith, Arkansas - Unlimited.

(10) Highest terrain: 7150 Black Hills Area.

(11) Alternate Air Fields:

Lincoln Air Force Base

Carswell Air Force Base

Little Rock, Arkansas

Barksdale Air Force Base

Forbes Air Force Base, Kansas

Whiteman Air Force Base, Mo.

Offutt Air Force Base, Nebraska

Ellsworth Air Force Base, S. Dakota.

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(12) No gunnery or BOM scheduled.

(13) Schedules:

(a) Briefing 0500, 15 December 1955, at 45th Briefing Room.

(b) Pre-take off briefing will be in the 45th Briefing Room.

First 4 crews 0830 C

Second 4 crews 0910 C

Last 3 crews 0950 C

(c) Debriefing at 45th briefing room immediately after landing.

(d) Critique will be held for individual crews by DOB section.

(14) Flight Schedules:

ACFT NO.	A)AX NO.	CREW NO.	A/C NAME	OBSERVER	SLOT	T/O	RNDP	LR TOT TIME
326	15	5X-3	Clark	Kelly	1	1130	1353	1400
575	25	5X-10	Bentley	Dawson	2	1140	1403	1410
557	34	5X-11	Bolton	Odenwald	3	1150	1413	1420
605	26	5X-1	Penton	Aarden	4	1200	1423	1430
570	50	5X-5	Pitts	Johnson	5	1210	1433	1440
564	46	5X-9	Bowlen	Mullham	6	1220	1443	1450
164	48	5X-7	Mills	Kendall	7	1230	1453	1500
541	40	5X-3	Shuler	Curtis	8	1240	1503	1510
571	80	5X-2	Stepp	Armstrong	9	1250	1513	1520
543	73	5X-12	Palmer	Gregory	10	1300	1523	1530
161	78	5X-5	Mosier	Hessing	11	1310	1533	1540
Spare					12	1320	1543	1550
"					13	1330	1553	1600
"					14	1340	1603	1610

Take off times will be adjusted at final weather briefing in order to make RNDP times good. Total length of mission 6:42. First landing time 16:20.

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(15) Spacing will be at 10 minute intervals.

(16) Flying safety takes precedence over all factors on this mission.

(17) Aircraft commanders will monitor position of aircraft at all times. In the event ADIZ penetration is beyond limits on course or time aircraft commander will notify nearest CCI site or control center.

(18) Minimum fuel reserve over Smoky Hill Air Force Base 12,000 pounds.

(19) Communications Plan:

(a) Normal communications procedures will apply. Tactical HF position reports will not be required. ARTC clearance will be opened by the Leader who will also make position reports for the entire stream. Last aircraft will close the clearance.

(b) Standard RBS call-in will be made to:

Little Rock - Primary 291.0 mcs.

St. Louis - Primary 384.6 mcs., and Secondary 258.2 mcs.

Kansas City - Primary 356.8 mcs.

HF back-up for all RBS sites will be 4270 kcs.

(c) Assigned Tactical Call Signs will be used for all communications, air to ground and air to air. Interplane frequency will be 321.0 mcs., with 5720.0 kcs back-up.

(d) Primary HF Control Station will be March with McChord as secondary. A consolidated strike report showing results (estimates) for each of the three raids will be submitted to one of these stations immediately after the Kansas City run by each pilot. If contact cannot be established, report may be sent to any AACS station 1500 miles or more from the

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Target. If a station (SAC sites) feels the target cannot be contacted within 30 minutes, report may be sent to any AACS station which can be contacted. Every effort should be made to transmit strike reports to designated stations. Optimum frequencies for March and McChord will be 15016 kcs primary and 11226 kcs secondary. Strike reports will be addressed for relay to AJAX.

NOTE: Strike report will consist of relay instructions, ZIPPO, Bombs away date-time-group (BADT), and results. Brevity code for results is: Good C-Golf, Poor P-Papa, and Dud or results undetermined D-Delta. Only these codes will be used to indicate results of strike.

EXAMPLE: March - AJAX 22, Relay to AJAX, ZIPPO 1620302 C-Golf, over.

(e) Lead aircraft will have IFF on in Mode 2. All others will be in standby position. In the event of an abort, aborting aircraft will immediately turn IFF on in Mode 2.

(f) Authentication and identification will be in accordance with AFSAI 5102 authentication table.

(g) Navigational aids will be as listed in current Radio Facility Chart.

(h) Recall word: Ann Chair.

(20) ARTC clearance: Stream leader and last aircraft will open and close clearance and make all position reports.

(a) Reporting points over:

1. York, Nebraska

2. LaJunta, Colorado

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3. Tulsa, Oklahoma

4. Memphis, Tennessee

5. St. Louis, Missouri

6. Kansas City, Missouri

7. Sioux City, Iowa

8. Belle Fourche Res., South Dakota

9. Dodge City, Kansas

10. Hutchinson, Kansas (Call Smoky Approach)

(21). Flight Plan attached.

(22). Map attached.

BURTON H PUGH
Colonel, USAF
Commander

OFFICIAL:

WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

DISTRIBUTION:

COMADIV 802	1 cy
COMBOMWG 310	1 cy
COMABGRU 802	4 cys
40DO	1
40DOPB	1
40DOI	1
40DOB	1
40DOOT	1
25BOMRON	4
44BOMRON	4
45BOMRON	3
40DM	3
40AGH	4

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JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: —

WING: 40th BW

AIRCRAFT TYPE AND SERIAL NO.: - B-47E

CREW NUMBER: —

ACFT COMDR (Name and Grade): —

OBSERVER (Name and Grade): MAJ JONES

COPILOT (Name and Grade): —

I. PRE-FLIGHT PLAN

FROM / ROUTE / TO	L E G	T.C.	WIND DIR / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT.	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC.	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRES. FUEL REMAIN	GROSS WEIGHT
[illegible]															21000	175000
RWY 20 & ADC			0								14	07	14		20986	174986
TAKE OFF	CA	180°	0	360	-10	350	[illegible]		110	110	123	07	123		20863	174863
[illegible]			0								-	-	-		-	-
[illegible]	CR	180°	0	180	-12	168	[illegible]	.7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]			0								[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	CR	316°	0	316	-12	304	[illegible]	.7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]			0								[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	CR	127°	0	127	-11	116	[illegible]	.7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]			0								[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	CR	044°	0	044	- 9	035	[illegible]	.7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]			0								[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	CR	111°	0	111	- 7	104	[illegible]	.7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]			0								[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	CR	135°	0	135	- 7	128	[illegible]	.7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]			0								[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	CR	084°	0	084	- 9	075	[illegible]	.7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]			0								[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	CR	048°	0	048	- 8	040	[illegible]	.7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]			0								[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	CR	009°	0	009	- 8	001	[illegible]	.7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]			0								[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	CR	351°	0	351	- 8	343	[illegible]	.7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]			0								[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	CR	314°	0	314	- 9	305	[illegible]	.74	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]			0								[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	CR	294°	0	294	- 9	285	[illegible]	.74	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]			0								[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	CR	293°	0	293	-12	281	[illegible]	.74	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]			0								[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	CR	155°	0	155	-12	143	[illegible]	.74	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]			0								[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	CR	076°	0	076	-10	066	[illegible]	.74	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]			0								[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	CR	008°	0	008	-10	358	[illegible]	.74	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]

DATE OF TAKE-OFF: 10 DECEMBER 1955

ENGINE START: [illegible] TAKE-OFF TIME: 01 1130

LANDING TIME: — DURATION OF FLT: —

[illegible]

[illegible]

[illegible]

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OPERATION "CROSS COUNTRY" RYAN MODIFIED AIRCRAFT

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING 40th B.W.	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	A	OBSERVER (Name and Grade)	COPILOT (Name and Grade)

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRO DIS / ACC. GRO DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN	GROSS WEIGHT	DATE OF TAKE-OFF
[illegible]												(15)			17507		ENGINE START / TAKE-OFF TIME
[illegible]											15	15	15		4921	4921	
L.A.F.I. OFF	01	360	0	360	-10	350	30M		110	110	107	15	107		59372	171[illegible]	LANDING TIME / DURATION OF FLT
[illegible]			0								122	14	122		7219	7200	
[illegible]	CR	360	0	360	-10	350	30M	.74	135	135	9	01	9		210	18[illegible]	A/C CRAFT
[illegible]			0								131	01	131		9703		TAKE WT
[illegible]	CR	306	0	316	-12	304	30M	.74	135	135	322	04	322		9703		FUEL WT
[illegible]			0								453	05	453		9703		AVG WT
[illegible]	CR	107	0	107	-11	096	30M	.74	135	135	588	07	588		9703		AVG FUEL
[illegible]			0								511	06	511		9703		
[illegible]	CR	066	0	066	- 9	055	31M	.74	135	135	38	00	38		9703		
[illegible]			0								549	06	549		9703		
[illegible]	CR	119	0	131	- 7	124	[illegible]	.74	[illegible]	[illegible]	142	01	142		9703		
[illegible]			0								691	07	691		9703		
[illegible]	CR	1299	0	139	- 7	132	[illegible]	.74	[illegible]	[illegible]	101	01	101		9703		
[illegible]			0								792	08	792		9703		
[illegible]	CR	079	0	079	- 6	073	[illegible]	.74	[illegible]	[illegible]	44	00	44		9703		
[illegible]			0								836	08	836		9703		
[illegible]	CR	349	0	349	- 9	340	[illegible]	.74	[illegible]	[illegible]	27	00	27		9703		
[illegible]			0								863	08	863		9703		
[illegible]	CR	003	0	003	- 5	358	[illegible]	.74	[illegible]	[illegible]	12	00	12		9703		
[illegible]			0								875	08	875		9703		
[illegible]	CR	001	0	001	- 5	356	[illegible]	.74	[illegible]	[illegible]	02	00	02		9703		
[illegible]			0								877	08	877		9703		
[illegible]	CR	360	0	360	-5	355	[illegible]	.74	[illegible]	[illegible]	10	00	10		9703		
[illegible]			0								887	08	887		9703		
[illegible]	CR	368	0	368	-5	363	[illegible]	.74	[illegible]	[illegible]	15	00	15		9703		
[illegible]			0								902	08	902		9703		
[illegible]	CR	358	0	358	- 6	352	[illegible]	.74	[illegible]	[illegible]	14	00	14		9703		
[illegible]			0								916	08	916		9703		
[illegible]	CR	357	0	357	- 8	349	[illegible]	.74	[illegible]	[illegible]	13	00	13		9703		
[illegible]			0								929	08	929		9703		
[illegible]	CR	001	0	001	- 9	352	[illegible]	.74	[illegible]	[illegible]	12	00	12		9703		
[illegible]			0								941	08	941		9703		
[illegible]	CR	112	0	112	- 9	103	[illegible]	.74	[illegible]	[illegible]	11	00	11		9703		
[illegible]			0								952	08	952		9703		
[illegible]	CR	124	0	124	- 9	115	[illegible]	.74	[illegible]	[illegible]	12	00	12		9703		
[illegible]			0								964	08	964		9703		
[illegible]	CR	393	0	393	-12	381	[illegible]	.74	[illegible]	[illegible]	17	00	17		9703		
[illegible]			0								981	08	981		9703		
[illegible]	CR	155	0	155	-12	143	[illegible]	.74	[illegible]	[illegible]	17	00	17		9703		
[illegible]			0								998	08	998		9703		
[illegible]	CR	076	0	076	-10	066	[illegible]	.74	[illegible]	[illegible]	15	00	15		9703		
[illegible]			0								1013	08	1013		9703		
[illegible]	CR	078	0	078	-10	068	[illegible]	.74	[illegible]	[illegible]	15	00	15		9703		
			0								1028	08	1028		9703		
			0														
			0														
			0														

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(4) Aborting aircraft will clear bomber stream to the left, 25NM and below, 5000' below lowest briefed altitude and obtain ARTC clearance.

(5) [illegible] will be used and film and logs turned in at de-briefing.

(6) Practice [illegible] runs will be made as follows:

(a) Atlanta Target "J" direct.

(b) Charlotte Target "L" offset.

(c) Richmond Target "F" direct.

(7) Navigation legs scheduled.

(a) 1 day celestial start Dodge City, Kansas, terminate Selma, Ala.

(b) 1 radar grid start Fredricksburgh, terminate Falls City, Nebraska.

(8) Danger Areas:

R-196 Camp Phillips - unlimited - take off and land.

R-63 Camp Campbell - unlimited.

R-129 Fort Benning, Georgia.

R-[illegible] Fort Jackson, S. C., 40M.

R-[illegible] Savannah River, Georgia - unlimited.

R-109 Wilmington, Ohio - unlimited.

(9) Highest terrain: 4860.

(10) Alternate Airfields:

Lincoln Air Force Base

Sedalia Air Force Base

Hunter Air Force Base

Barksdale Air Force Base

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Wright Patterson Air Force Base

Lackland Air Force Base

(11) No guncamera or ECM scheduled.

(12) Schedules:

(a) Briefing 0900, 19 December 1955, at Base Ground Training Auditorium.

(b) Pre-take off briefing will be in the 4Mth Briefing Room, 2½ hours before scheduled take off.

(c) Debriefing at 4Mth Briefing Room immediately after landing.

(d) Critique will be held for individual crews by DOB section.

(13) Flight Schedules: (See attachment 1, 2 and 3).

(a) Take off times will be adjusted to make the first IP time good.

(b) Total length of mission 7 hours.

(c) First landing time 14:35 on 20 December, 12:35 on 21 and 22 December 1955.

(14) Spacing will be at 10 minute intervals.

(15) Flying safety takes precedence over all factors on this mission.

(16) Aircraft commanders will monitor position of aircraft at all times while entering or leaving the ADIZ, and make the necessary radio calls if aircraft is beyond prescribed limits on ETA or course.

(17) Minimum fuel reserve over Smoky Hill Air Force Base 12,000 pounds.

(18) Communications Flimsy:

(a) Normal communications procedures will apply. Tactical HF position reports will not be required. ARTC clearance will

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be opened by the Leader who will also make position reports for the entire stream. Last aircraft will close the clearance. First day's flight will be "JINGLE BELLS ALFA"; second day "JINGLE BELLS BRAVO"; and third day "JINGLE BELLS COCA".

(b) Standard RBS call-in will be made to:

Atlanta - Primary 304.6 mcs., Secondary 356.8 mcs.

Charlotte - Primary 258.2 mcs., Secondary 240.6 mcs.

Richmond - Primary 356.8 mcs.

HF back-up for all RBS sites will be 4270 kcs.

(c) Assigned Tactical Call Signs will be used for all communications, air to ground and air to air. Interplane frequency will be 321.0 mcs., with 5710.5 kcs back-up.

(d) Primary PEF Control Station will be March with McChord as secondary. A consolidated strike report showing results (estimates) for each of the three runs will be submitted to one of these stations immediately after the Richmond run by each pilot. If contact cannot be established, report may be sent to any AACS station 1500 miles or more from the target. If a station 1500 miles from the target cannot be contacted within 30 minutes, report should be made to any AACS station which can be contacted. Every effort should be made to transmit strike reports to designated stations. Optimum frequencies for March and McChord will be 6738 kcs primary and 11228 kcs secondary. Strike reports will be addressed for relay to AJAX.

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BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

DISTRIBUTION:
COMADIV 802 1 cy
COMBOMWG 310 1 cy
COMAEGRU 802 4 cys
40DO 1 cy
40DOPE 1 cy

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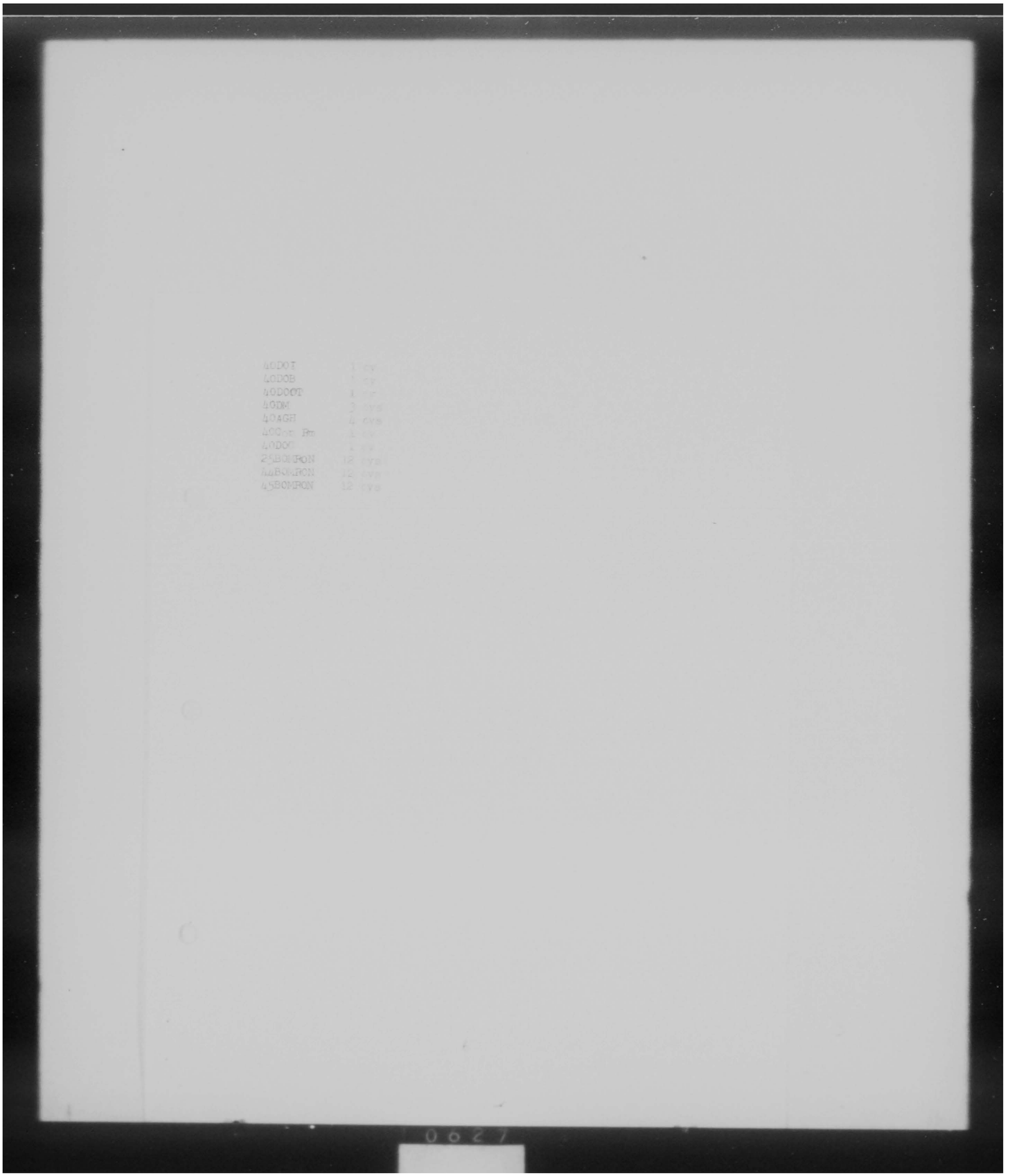

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APTC CLEARANCE

TAKE-OFF TIMES:

0815C to 0935C 20 December 1955 (ALPHA)

0605C to 0735C 21 and 22 December 1955 (BRAVO AND COCO).

Mandatory Reporting Points:

Dodge City, Kansas	TO + 12
Springfield, Mo.	
Cairo, Ill.	1 + 29
Selma, Ala.	2 + 08
Atlanta, Ga.	2 + 28½
Charlotte, N. C.	3 + 17
Richmond, Va.	3 + 57
Columbus, Ohio	
42° 00N 90° 00W	5 + 51½
Falls City, Neb	6 + 39

Call Smoky Hill Approach over Falls City, Neb., or ASAP.

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JINGLE BELLS (ALPHA)

COL BOWDEN, AIR COMMANDER

20 DECEMBER 1955

SQDN	ACFT NO	CREW NO	NAME A/C	SLOT	TO	IP#1	IP#2	IP#3
44BOMRON	582	5X-4	BOWDEN	1	0615	1037	1121½	1202½
45BOMRON	548	R-62	SCROGGS	2	0825	1047	1131½	1212½
45BOMRON	587	R-64	CAMPBELL, L.D.	3	0835	1057	1141½	1122½
45BOMRON	566	L-75	BANK	4	0845	1107	1151½	1232½
25BOMRON	573	L-61	TUTTLE	5	0855	1117	1201½	1242½
25BOMRON	549	IN-21	DAVIS	6	0905	1127	1211½	1252½
SPARE SLOT				7	0915	1137	1221½	1302½
SPARE SLOT				8	0925	1147	1231½	1312½
SPARE SLOT				9	0935	1157	1241½	1322½

JINGLE BELLS (BRAVO)

CAPT GIONET, AIR COMMANDER

21 DECEMBER 1955

SQDN	ACFT NO	CREW NO	NAME A/C	SLOT	TO	IP#A	IP#2	IP#3
45BOMRON	552	L-66	GIONET	1	0605	0827	0911½	0952½
45BOMRON	590	R-67	SCHUPPERT	2	0615	0837	0921½	1002½
45BOMRON	559	R-71	HARRINGTON	3	0625	0847	0931½	1012½
25BOMRON	557	L-12	LIEBICH	4	0635	0857	0941½	1022½
25BOMRON	326	N-20	ELLIS	5	0645	0907	0951½	1032½
44BOMRON	570	5X-6	PITTS	6	0655	0917	1001½	1042½
44BOMRON	546	L-37	CLEVELAND	7	0705	0927	1011½	1052½
44BOMRON	583	R-35	ABBOTT	8	0715	0937	1021½	1102½
44BOMRON	564	L-36	CLARK	9	0725	0947	1031½	1112½
SPARE				10	0735	0957	1041½	1122½

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JINGLE BELLS (COCO)

CAPT STARR, AIR COMMANDER

22 DECEMBER 1955

SQDN	ACFT NO	CREW NO	NAME A/C	SLOT	TO	IP#1	IP#2	IP#3
25BOMRON	565	L-03	STARR	1	0605	0827	0911½	0952½
25BOMRON	545	R-24	HARMON	2	0615	0837	0921½	1002½
25BOMRON	575	IN-19	WOLFE	3	0625	0847	0931½	1012½
44BOMRON	581	L-44	VIA	4	0635	0857	0941½	1022½
44BOMRON	164	R-48	BURNSTAD	5	0645	0907	0951½	1032½
44BOMRON	323	R-38	CREEL	6	0655	0917	1001½	1042½
45BOMRON	563	L-65	IRVING	7	0705	0927	1011½	1052½
45BOMRON	576	L-70	CAMPBELL, J.M	8	0715	0937	1021½	1102½
45BOMRON	571	L-72	MUSTERMAN	9	0725	0947	1031½	1112½
SPARE				10	0735	0957	1041½	1122½

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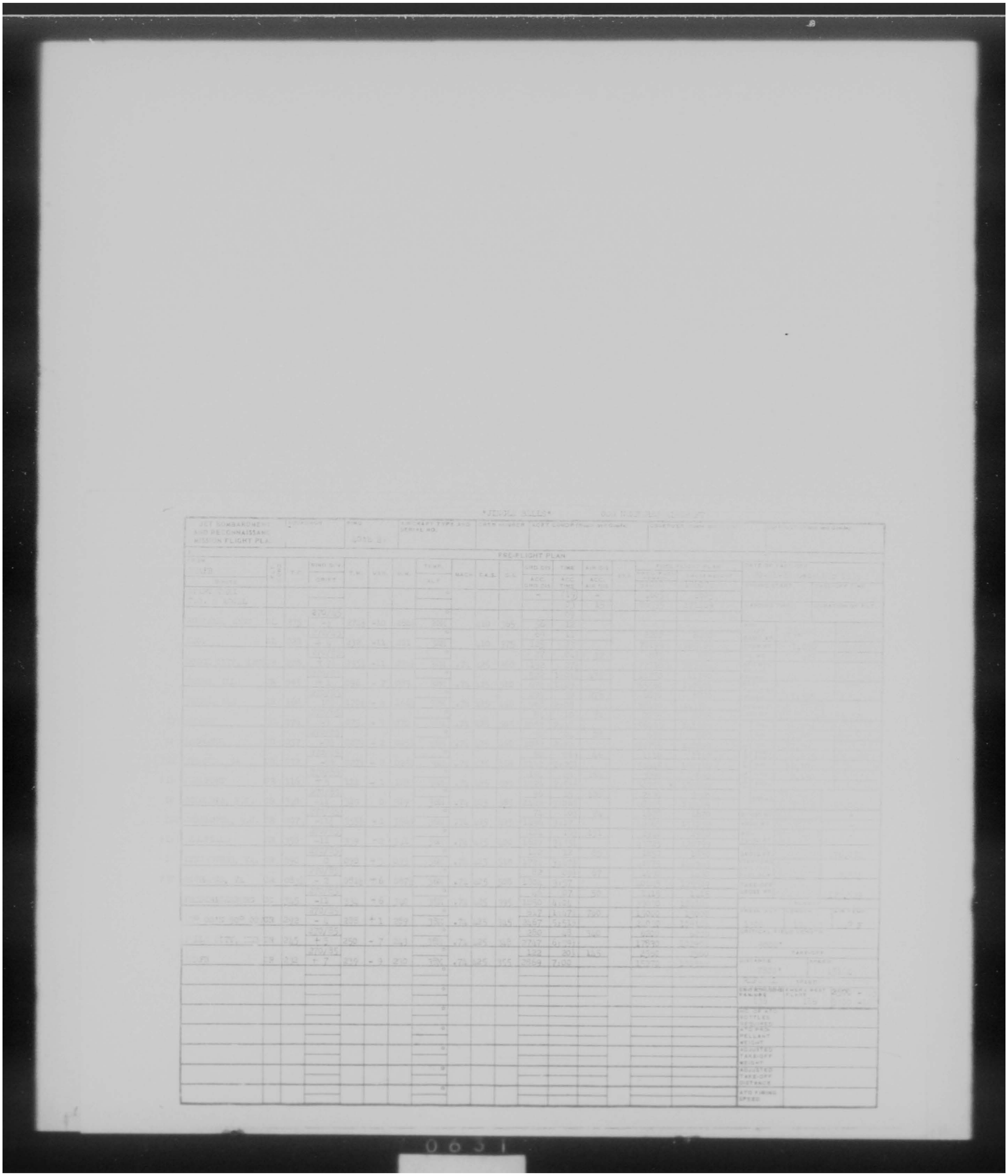

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLA

FREE FLIGHT PLAN

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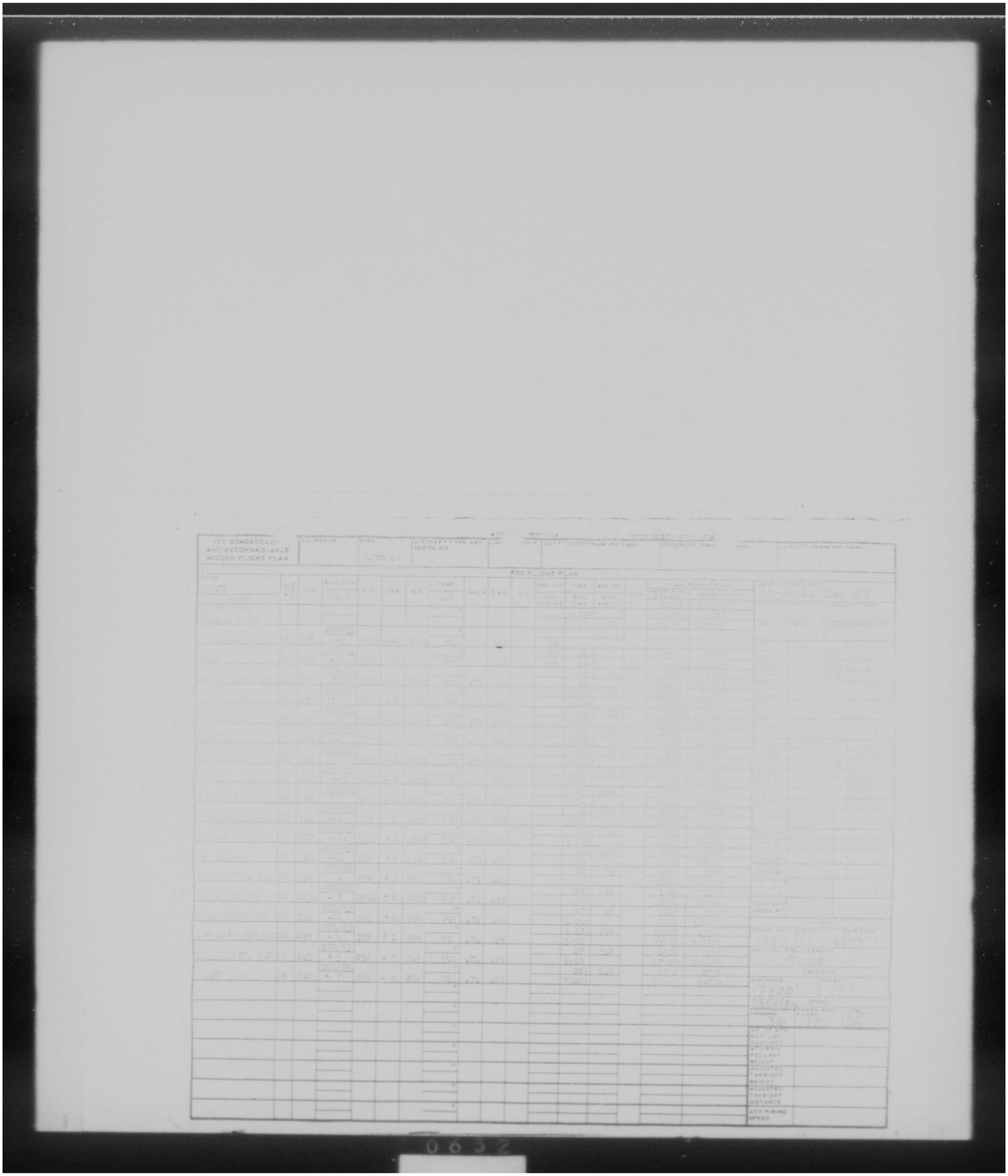

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SAC T-12 Report for December 1955.

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REFUELING AIR TRAINING REPORT - PART I

UNIT: 40th Air Refueling Sqdn. | MONTH: December 1955 | PAGE NO.: 1 | NO. OF PAGES: 2 | REPORTS CONTROL SYMBOL: 4 SAC T-12

A. GENERAL				B. RENDEZVOUS						C. REFUELING																D. NAVIGATION												E. CREW PROF.	
1	2	3	4	5		6		7		8														9		10						11						12	13
L # NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 23 OR 63		AN/APN 12 OR 76		AN/APN-11 OR AN/APX-6		REFUELINGS TOTAL		WITH BOMBER		WITH FIGHTER		15,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER		DRY HOOK-UPS		NIGHT CELESTIAL CIRCULAR ERRORS					NO. OF LEGS	OTHER LEGS DAY CEL.	GRID CEL.	GRID RADAR	PRESSURE PATTERN	EMERGENCY PROCEDURE DRILL	MONTH COMPLETED LAST STANDARDIZATION CHECK
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5							
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
T-03	KC097	-	-	All flying time spent accomplishing Standardization Checks																																	Oct
T-08	KC097	01	-	All flying time spent accomplishing Standardization Checks																																	Oct
T-02	KC097	03	25	-	-	01	01	01	01	01	01	01	01	-	-	-	-	01	01	01	01	01	01	-	-	02	-	-	-	-	01	01	01	04	-	03	Aug
T-09	KC097	03	25	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	03	03	01	23	-	-	-	02	04	-	01	-	03	Aug
T-12	KC097	02	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07	-	-	-	-	01	01	01	01	-	02	Nov
T-13	KC097	06	47	-	-	03	03	01	01	01	01	01	01	-	-	-	-	01	01	01	01	01	01	18	18	07	12	-	-	-	02	02	05	03	-	04	Aug
T-15	KC097	01	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	01	-	-	-	Nov
T-17	KC097	01	09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	02	-	-	-	-	-	01	01	01	-	-	-	Dec
T-19	KC097	02	09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07	-	-	-	-	01	-	-	02	-	01	Oct
T-20	KC097	06	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	02	-	-	-	Nov
T-21	KC097	02	14	-	-	01	01	-	-	01	01	01	01	-	-	-	-	01	01	01	01	01	01	20	20	-	-	-	-	-	-	-	-	-	-	-	Aug
T-23	KC097	02	09	-	-	02	02	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	02	02	-	-	-	-	-	01	-	-	-	02	-	Sep
T-25	KC097	07	37	-	-	01	01	-	-	01	01	01	01	-	-	-	-	01	01	01	01	-	-	04	04	-	-	-	-	-	-	-	01	01	-	03	Nov
29	KC097	03	14	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07	07	-	-	-	-	-	01	01	01	-	-	-	Dec
T-30	KC097	03	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	Aug
T-31	KC097	06	35	-	-	02	02	01	01	02	02	02	02	-	-	-	-	01	01	-	-	01	01	22	22	05	-	-	-	-	01	01	03	-	-	06	Oct

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REFUELING AIR TRAINING REPORT - PART I

UNIT: 40th Air Refueling Sqdn. | MONTH: December 1955 | PAGE NO.: 2 | NO. OF PAGES: 2 | REPORTS CONTROL SYMBOL: 4 SAC T-12

A. GENERAL				B. RENDEZVOUS						C. REFUELING																		D. NAVIGATION										E. CREW PROF.	
1	2	3	4	5		6		7		8 REFUELINGS														9		10 NIGHT CELESTIAL							11 OTHER LEGS					12	13
																										CIRCULAR ERRORS					NO. OF LEGS						
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 26 OR 68		AN/APN 12 OR 78		AN/APN-11 OR AN/APX-6		TOTAL		WITH BOMBER		WITH FIGHTER		15,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER		DRY HOOK-UPS		1	2	3	4	5		DAY CEL.	GRID CEL.	GRID RADAR	PRESSURE PATTERN	EMERGENCY PROCEDURE DRILL	MONTH COMPLETED LAST STANDARDIZATION CHECK
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.													
6-10	11-15	17-18	20-21	23-24	26-27	28-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
T-32	KC097	06	32	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	04	04	-	-	-	-	-	-	05	01	01	-	03	Aug
T-34	KC097	05	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	04	01	03	04	03	Aug
T-36	KC097	05	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	-	-	-	02	01	02	-	04	Dec
Combat Ready Totals		64	377	-	-	12	12	04	04	07	07	07	07	-	-	-	-	05	05	04	04	04	04	73	73	29	35	-	-	-	08	25	16	23	04	36	-
Sqdn Totals		64	377	-	-	12	12	04	04	07	07	07	07	-	-	-	-	05	05	04	04	04	04	73	73	29	35	-	-	-	08	25	16	23	04	36	-
IM-41	AC 80% TDY Maxwell AFB; N 10%10 hours; ET X 6 hours; B 85% 10 hours.																																				
IM-42	AC% 9 hours; N 95% 21 hours; ET X 6 hours; B X 0 hours.																																				
5-X	KC097	01	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	-
Combat Ready Practice		-	-	-	-	-	-	-	-	20	20	20	20	-	-	-	-	01	01	01	01	-	-	103	103	-	-	-	-	-	-	-	-	-	-	-	-
on Ready Practice		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NINETEEN COMBAT READY CREWS, TWO IM CREWS ASG.																																					

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REFUELING AIR TRAINING REPORT - PART II

UNIT: 40th Air Refueling Sqdn | MONTH: December 1955 | PAGE NO.: 2 | NO. OF PAGES: 2 | REPORTS CONTROL SYMBOL: 4 SAC T-32

F. GENERAL	G. CRUISE CONTROL									H. SIM CRSE	I. PILOT PROFICIENCY															J. KC-97 CREWS		K. MISCELLANEOUS						
14	15 PERFORMANCE INDEX					16 MISSIONS				17	18	19 TAKE-OFFS		20 LANDINGS		21 GCA		22 ILAS		23 APPROACHES			24 FORMATION			25 LOADINGS		26	27	28	29	30	31	32	33	34	35
CREW NUMBER	1	2	3	4	5	UNSUPERVISED LONG RANGE	SUPERVISED LONG RANGE	NON-LONG RANGE SUPERVISED	TOTAL	SIMULATOR COURSE	NO. OF PILOT PROFICIENCY MISSIONS	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	AIRBORNE RADAR	PPI	VORO CUT	TOTAL TIME	TIME AT 15,000 FT. OR ABOVE	TIME AT NIGHT	CARGO	PASSENGER	NUMBER OF PRE-CUMULATIONS	NO. OF MAX. ENDURANCE EMERGENCY DRILLS	RENDEZVOUS IN DARKNESS ATTEMPTED	RENDEZVOUS IN DARKNESS SUCCESSFUL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
A-10	16-18	19-21	22-24	25-27	28-30	31-32	33-34	35-36	37-38	40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43
T-03	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
T-08	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
T-01	–	–	–	–	–	–	–	–	–	–	–	03	–	02	01	02	01	–	–	03	–	–	–	–	–	–	–	02	01	01	01	01	01	–	–	–	–
T-09	–	–	–	–	–	–	–	–	–	–	–	04	04	04	04	01	–	–	–	–	–	–	–	–	–	–	01	02	01	–	–	01	01	–	–	–	–
T-12	–	–	–	–	–	–	–	–	–	–	–	01	01	01	01	01	–	–	–	01	–	–	–	–	–	–	–	–	02	–	–	–	–	–	–	–	–
T-13	–	–	–	–	–	–	–	–	–	–	–	04	02	04	02	03	02	–	–	03	–	–	–	–	–	–	–	02	03	–	–	01	01	–	–	–	–
T-15	–	–	–	–	–	–	–	–	–	–	–	01	–	01	–	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
T-17	–	–	–	–	–	–	–	–	–	–	–	–	01	–	01	–	01	–	–	01	–	–	–	–	–	–	01	–	–	–	–	–	–	–	–	–	–
T-19	–	–	–	–	–	–	–	–	–	–	–	02	–	02	–	–	–	–	–	–	–	–	–	–	–	–	01	–	01	–	–	–	–	–	–	–	–
T-20	–	–	–	–	–	–	–	–	–	–	–	05	01	05	01	06	01	–	–	–	–	–	–	–	–	01	01	02	–	–	–	–	–	–	–	–	–
T-21	–	–	–	–	–	–	–	–	–	–	–	01	–	01	–	01	–	–	–	–	–	–	–	–	–	–	–	02	–	–	–	–	–	–	–	–	–
T-23	–	–	–	–	–	–	–	–	–	–	–	02	–	01	01	–	–	–	–	01	–	01	–	–	–	–	–	–	02	–	–	–	–	–	–	–	–
T-25	–	–	–	–	–	–	–	–	–	–	–	03	–	02	01	–	–	–	–	–	–	–	–	–	–	–	–	02	01	–	–	01	01	–	–	–	–
T-29	–	–	–	–	–	–	–	–	–	–	–	03	02	03	02	01	–	–	–	01	–	–	–	–	–	–	–	–	02	–	–	–	–	–	–	–	–
T-30	–	–	–	–	–	–	–	–	–	–	–	–	01	–	01	–	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	01	–	–	–	–
T-31	–	–	–	–	–	–	–	–	–	–	–	02	04	03	03	02	02	–	–	–	–	–	–	–	–	01	01	02	02	–	–	–	–	–	–	–	–

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REFUELING AIR TRAINING REPORT - PART II

UNIT: 40th Air Refueling Sqdn. | MONTH: December 1955 | PAGE NO.: 2 | NO. OF PAGES: 2 | REPORTS CONTROL SYMBOL: 4 SAC T-12

F. GENERAL	G. CRUISE CONTROL									H. SIM CRSE	I. PILOT PROFICIENCY														J. KC-97 CREWS		K. MISCELLANEOUS							
14	15					16				17	18	19		20		21		22		23		24			25	26	27	28	29	30	31	32	33	34	35
	PERFORMANCE INDEX					MISSIONS						TAKE-OFFS		LANDINGS		GCA		ILAS		APPROACHES		FORMATION			LOADINGS										
CREW NUMBER	1	2	3	4	5	UNSUPERVISED LONG RANGE	SUPERVISED LONG RANGE	NON-LONG RANGE (SUPERVISED)	TOTAL	SIMULATOR COURSE	NO. OF PILOT PROFICIENCY MISSIONS	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COVDR	CO-PILOT	ACFT COVDR	CO-PILOT	AIRBORNE RADAR	PPI	D/RD OUT	TOTAL TIME	TIME AT 15,000 FT OR ABOVE	TIME AT NIGHT	CARGO	PASSENGERS	NUMBER OF TYPE FLIGHT CONTROL	NO. OF MAX. PASSENGER EMERGENCY DRILLS	IF REFUELING WAS ATTEMPTED	REFUELING WAS SUCCESSFUL						
6-10	16-18	19-21	22-24	25-27	28-30	31-32	33-34	35-36	37-38	40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	17-18	19-21	22-24	25-27	29-30	31-33	33-34	35-36	37-38	39-40	41-42	43-44
[illegible]-12	–	–	–	–	–	–	–	–	–	–	–	08	–	08	–	03	–	–	–	02	–	–	–	–	–	–	01	–	02	–	–	–	–	–	–	–	–
[illegible]-24	–	–	–	–	–	–	–	–	–	–	–	04	–	04	–	02	–	–	–	–	–	–	–	–	–	–	02	02	03	–	–	–	–	–	–	–	–
[illegible]-36	–	–	–	–	–	–	–	–	–	–	–	05	–	05	–	04	–	–	–	–	01	–	–	–	–	–	01	02	03	–	–	–	–	–	–	–	–
[illegible] total	–	–	–	–	–	–	–	–	–	–	–	48	16	46	18	27	08	–	–	12	01	01	–	–	–	02	09	18	22	01	01	05	05	–	–	–	–
[illegible] total	–	–	–	–	–	–	–	–	–	–	–	48	16	46	18	27	08	–	–	12	01	01	–	–	–	02	09	18	22	01	01	05	05	–	–	–	–
[illegible]-X	–	–	–	–	–	–	–	–	–	–	–	01	–	01	–	–	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
[illegible]	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
[illegible] prac	–	–	–	–	–	–	01	–	–	–	–	–	51	–	51	–	03	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

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PART III
RCS: 4-SAC-C-12

SQUADRON COMMANDER'S REMARKS
40TH AIR REFUELING SQUADRON

31 December 1955

1. In compliance with paragraph 6, Annex IV, SAC Regulation 50-23, as amended, the following information and remarks are submitted:

a. Hours flown performing missions ordered by:

(1) Higher headquarters:

COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
(a) Operation Crackerjack	45	44

(2) Eighth Air Force Training Priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	20:00	20:00
2	Operation Crackerjack	45:00	44:10
3	Non-Ready Crew Training	0	0
4	Ready Crew Training	405:00	244:20
5	Ferrying Aircraft	75:00	73:05
	TOTAL	545:00	387:35
	TEST	10:00	6:25
	GRAND TOTAL	555:00	394:00

The following explanation is made of significant differences between programmed and accomplished flying time.

(a) Reference priority 4: See paragraph 1 below.

b. Weather or local conditions: Not applicable.

c. Restrictive directives: Not applicable.

d. Combat crew member gains and losses:

(1) Crew members gained: Not applicable.

(2) Crew members lost:

(a) Two co-pilots - discharged.

(b) One flight engineer - discharged.

(c) One radio operator - transferred from this wing.

e. Crew member changes:

(1) One aircraft commander - one ready crew.

(2) Two co-pilots - two ready crews.

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PART III, RCS: 4-SAC-T12, Squadron Commander's Remarks, 509th Air Refueling Squadron, Period: 1-31 December 1955 (continued)

(3) One navigator - one ready crew.

(4) One flight engineer - one ready crew.

(5) Two radio operators - two ready crews.

f. New crews: Not applicable.

g. Crew Status changes: Not applicable.

h. Standardization crews:

(1) Wing standardization crew: T-03.

(2) Squadron standardization crew: T-05

i. Materiel and personnel problems:

(1) Materiel: Carburetor changes being caused difficulty in meeting flying commitments during the month. A fix accomplished with the aid of Pratt and Whitney Representative, Mr. Peck, has corrected this difficulty. 20 AOCP requisitions also hampered flying.

j. SAC minimum training requirements: Not applicable.

k. Non-ready crews capable of deploying: Not applicable.

l. Non-ready crew training: Not applicable.

m. Deleted.

n. Field training operations: Not applicable.

o. Special training month remarks: Normal flying activities took place during December except that emphasis was placed on 51-19 checkout of new co-pilots. This program was successful and no shortages of pilots will hinder operations during the training quarter beginning January 1956.

p. Comments or recommendations of the Squadron Commander: The pool of replacements for combat ready crew member vacancies provided for by IM crew training has proved to be an effective method for retaining crew solidarity. All anticipated losses of ready crew members will prove no problem during the next few months. An exception is flight engineers, wherein a shortage exists and prevents expansion of present number of ready crews.

Thomas S Bohman

THOMAS S BOHMAN
Major, USAF
Commander

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PART IV
RCS: 4-SAC-11

WING COMMANDER'S REMARKS
40th Bombardment Wing, M

1 - 31 December 1955

1. Concur.

2. This document is classified CONFIDENTIAL in accordance with paragraph 3, Annex IV, SAC Regulation 50-23, 20 September 1955.

William M Bowden, Col USAF

HERTON H BURNS
Colonel, USAF
Commander

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40th Air Refueling Squadron - 1 December through 31 December 1955

PART V - Division Commander's Remarks

1. Concur.

2. Reference paragraph 1. AOCp items were primarily headquarters controlled and critical which necessitated longer re-supply periods, and therefore longer periods out of service. Some items had never required previous consumption and no levels had been established in Base Supply. This is due to the increasing age of the type aircraft. Levels are constantly under revision to prevent future recurrence.

Jno Weller

"For and in the absence of"
JOHN R. SUTHERLAND
Brigadier General, USAF
Commander

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JET CREW AIR TRAINING REPORT - PART I	UNIT: 40th Bombardment Wing, Medium	MONTH: December 1955	PAGE NO.: 1	NO. OF PAGES: 5	REPORTS CONTROL SYMBOL: 3-SAC-T12

A. GENERAL				B. BOMBING														C. NAVIGATION											
1	2	3	4	5 VISUAL RELEASES											6 PHOTO-SCORED ATTACKS			7	8	9	10 NIGHT CELESTIAL						11 OTHER LEGS			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	RADAR TOTAL	RADAR GPI	VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	SOMB RELEASE (MK-19)	CIRCULAR ERRORS 1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID CEL.	GRID RADAR	PRESSURE PATTERN
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	14-15	16-17	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
L-00	B0047	03	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L-04	B0047	01	06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	01	0	0	0	0	0	0	0	0	0	0	0	0
L-07	B0047	02	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	03	0	0	0	0	0	0	0	0	01	02	0	0
L-66	B0047	03	22	0	0	0	0	0	0	0	0	0	0	0	01	0	0	0	0	0	17	0	0	0	0	02	0	02	0	0
R-66	B0047	02	05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STANDBOARD TOTAL		07	49	0	0	0	0	0	0	0	0	0	0	0	01	0	0	04	0	0	0	0	0	0	0	01	01	02	0	0
L-01	B0047	05	27	0	0	0	0	0	0	0	0	0	0	0	04	0	0	0	0	0	0	0	0	0	0	..	01	02	03	0
L-03	B0047	01	08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L-06	B0047	04	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L-11	B0047	06	32	0	0	0	0	0	0	0	0	0	0	0	02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L-12	B0047	05	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02	0	0	0	0	0	0	0	0	03	01	02	0
L-14	B0047	04	21	0	0	0	0	0	0	0	0	0	0	0	01	0	0	0	0	0	0	0	0	0	0	0	0	02	0	0
L-30	B0047	04	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02	0	0	0	0	0	0	0	0	0	02	0	0
L-36	B0047	06	29	0	0	0	0	0	0	0	0	0	0	0	01	0	0	0	0	0	0	0	0	0	0	0	0	02	0	0
L-39	B0047	05	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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JET CREW AIR TRAINING REPORT - PART I

UNIT: [illegible] BOMBARDMENT WING, MEDIUM

MONTH: DECEMBER 1955

PAGE NO.: 2

NO. OF PAGES: 2

REPORTS CONTROL SYMBOL: [illegible]

A. GENERAL				B. BOMBING																C. NAVIGATION														
1	2	3	4	5											6		7	8	9	10									11				
				VISUAL RELEASES											PHOTO-SCORED ATTACKS					NIGHT CELESTIAL									OTHER LEGS				
															RADAR					CIRCULAR ERRORS													
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (M-17)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN				
																												CEL.	RADAR						
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67				
[illegible]	B0047	09	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
[illegible]	B0047	03	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
[illegible]	B0047	04	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02	0	0				
[illegible]	B0047	04	19	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	03	0	0				
[illegible]	B 47	04	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
[illegible]	B0 47	02	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02	0	0				
[illegible]	B0047	01	04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
[illegible]	B0047	03	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
SELECT & LEAD TOTAL		64	336	0	0	0	0	0	0	0	0	0	0	0	09	0	0	02	0	0	0	0	0	0	0	0	0	05	02	00	0			
[illegible]	B0047	NEGATIVE, UPGRADED TO LEAD CREW STATUS, 5 DECEMBER 1955.																																
[illegible]	B0047	NEGATIVE, UPGRADED TO LEAD CREW STATUS, 5 DECEMBER 1955.																																
[illegible]	B0047	NEGATIVE, UPGRADED TO LEAD CREW STATUS, 5 DECEMBER 1955.																																
[illegible]	B0047	NEGATIVE, DOWNGRADED FROM LEAD CREW STATUS, 31 DECEMBER 1955.																																
[illegible]	B0047	22	02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02	0	0				
[illegible]	B0047	04	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02	02	0	0			
[illegible]	B0047	01	07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02	0	0				

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JET CREW AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	43rd Bombardment Wing, Medium	December 1957	7	8	DASC-T53

A. GENERAL				B. BOMBING																C. NAVIGATION									
1	2	3	4	5											6			7	8	9	10						11			
				VISUAL RELEASES											PHOTO-SCORED ATTACKS						NIGHT CELESTIAL						OTHER LEGS			
															RADAR		VISUAL				CIRCULAR ERRORS							GRID		
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI		IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (M-19)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	CEL.	RADAR	PRESSURE PATTERN
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
[illegible]	B0047	02	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3	3	3
[illegible]	B0047	02	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	04	00	3	3	3	02	3	02	3	3
[illegible]	B0047	02	32	0	0	0	0	0	0	0	0	0	0	0	02	0	2	0	0	0	3	3	3	3	3	3	02	02	03	3
[illegible]	B0047	02	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02	0	0	3	3	3	3	3	3	02	3	3	3
[illegible]	B0047	02	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3	3	3
[illegible]	B0047	02	33	0	0	0	0	0	0	0	0	0	0	0	02	02	0	02	0	0	3	3	3	3	3	3	3	02	03	3
[illegible]	B0047	02	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3	3	3
[illegible]	B0047	02	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	02	3	3	3
[illegible]	B0047	02	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3	3	3
[illegible]	B0047	02	32	0	0	0	0	0	0	0	0	0	0	0	02	02	0	02	0	0	3	3	3	3	3	3	3	02	03	3
[illegible]	B0047	02	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3	3

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JET CREW AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	60th Bomb Gunn Wing, Medium	December 1956			

A. GENERAL				B. BOMBING															C. NAVIGATION									
1	2	3	4	5											6		7	8	9	10					11				
				VISUAL RELEASES											PHOTO-SCORED ATTACKS					NIGHT CELESTIAL					OTHER LEGS			
															RADAR					CIRCULAR ERRORS						GPID		
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	CPI	VISUAL	1RDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE ANGLE	1	2	3	4	5	NO. OF LEGS	DAY CEL.	CEL.	RADAR	PRESSURE PATTERN
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	14-15	16-19	21-22	23-28	33-34	36-37	38-40	41-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
[illegible]	B047	[illegible]																											
[illegible]	B047	[illegible]																											
[illegible]	B047	[illegible]																											
[illegible]	B047	[illegible]																											
[illegible]	B047	[illegible]																											
[illegible]	B047	[illegible]																											
[illegible]	B047	[illegible]																											
[illegible]	B047	[illegible]																											
[illegible]	B047	[illegible]																											
[illegible]	B047	[illegible]																											
[illegible]	B047	[illegible]																											
NON COMBAT MONTH TOTAL		01	18																										
WING TOTAL		344	771												22	09	00	00								03	22	17		
[illegible]	B047	56	229												23														

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JET CREW AIR TRAINING REPORT - PART I

UNIT | MONTH | PAGE NO. | NO. OF PAGES | REPORTS CONTROL SYMBOL

A. GENERAL				B. BOMBING														C. NAVIGATION											
1	2	3	4	5										6		7	8	9	10						11				
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	VISUAL RELEASES										PHOTO-SCORED ATTACKS			RADAR		NIGHT CELESTIAL						OTHER LEGS				
				1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	RADAR TOTAL	RADAR GPI	VISUAL	IBDA RUNS	SHELLEY DELAWAY	BOMB RELEASE (M-77)	CIRCULAR ERRORS 1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID CEL.	GRID RADAR	PRESSURE PATTERN
1-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	14-15	16-17	21-22	23-26	27-29	30-34	35-37	38-40	41-44	45-48	49-52	53-54	55-56	57-58	59-61	62-64	65-67

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JET CREW AIR TRAINING REPORT - PART II | UNIT: 42nd Bombardment Wing, Medium | MONTH: December 1955 | PAGE NO.: 1 | NO. OF PAGES: 4 | REPORTS CONTROL SYMBOL

D. GENERAL	E. REFUELING														F. GUNNERY						G. CRUISE CONTROL						H. SIM CRSE
12	13				14										15			16			17	18	19		20			21
	RENDEZVOUS				REFUELINGS										MAXIMUM LOAD			MAXIMUM LOAD TOTALS					PERFORMANCE INDEX				MISSIONS				
AIRCREW NUMBER	TOTAL		IN DARKNESS		TOTAL		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL SCORING MISSIONS	TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT	NO. OF FIGHTER ATTACKS	DUD GUNNERY				TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NONSCORING RANGE MISSION	SIMULATOR COURSE
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED				1	2	3	4				
6-10	12-13	14-15	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-29	29-34	30-37	39-40	41-43	46-49	50-52	53-55	56-58	60-61	63-64	65-67	68-69	71
1-2	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
3-4																																
5-6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7-8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1X	-	-	-	01	01	-	-	-
9-10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11-12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13-14																																
15-16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17-18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19-20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21-22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23-24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25-26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
27-28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29-30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
31-32	02	02	-	-	02	02	-	-	02	02	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
33-34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	02	00700	00700	100	-	-	-	-	-	-	-	-	-	-
35-36	01	02	-	-	02	02	-	-	01	02	-	-	02	02	-	-	-	-	-	-	-	-	-	-	02	-	025	-	-	-	02	02	-	-	-
37-38	-	-	-	-	02	02	-	-	02	02	02	01	02	02	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	-	02	02	-	-	-
39-40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	02	00700	00700	100	-	-	-	-	-	-	-	-	-	-	1

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JET CREW AIR TRAINING REPORT - PART II

UNIT: [illegible] Bombardment Wing, Heavy

MONTH: [illegible]

PAGE NO.

NO. OF PAGES: 2

REPORTS CONTROL SYMBOL

D. GENERAL	E. REFUELING												F. GUNNERY						G. CRUISE CONTROL				H. SIM CPSE
12	13				14								15			16			17	18	19		20		21
	RENDEZVOUS				REFUELINGS								MAXIMUM LOAD			MAXIMUM LOAD TOTALS					PERFORMANCE INDEX				MISSIONS				
GEN. NUMBER	TOTAL		IN DARKNESS		TOTAL		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT	MAXIMUM GROSS WEIGHT	PER CENT FIRE-OUT			TOTAL NO. MISSIONS	TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT	NO. OF FIGHTER ATTACKS	GO GUNNERY	1	2	3	4	TOTAL NUMBER	UNSUPPLIED RANGE	SUPPLIED LONG RANGE	NOMINAL RANGE (OPTIONAL)	INDICATOR COURSE
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			LOADED	FIRED											
4-50	12-13	17-18	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	11-13	15-16	18-19	21-23	23-26	29-32	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-62	63-64	66-67	68-69	71
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JET CREW AIR TRAINING REPORT - PART II

UNIT: A/Plt, Bombardment Wing, Medium

MONTH: December 1955

PAGE NO.: 2

NO. OF PAGES: 4

REPORTS CONTROL SYMBOL:

D. GENERAL	E. REFUELING														F. GUNNERY							G. CRUISE CONTROL				H. SIM CRSE
12	13				14										15			16			17	18	19		20		21
	RENDEZVOUS				REFUELINGS										MAXIMUM LOAD			MAXIMUM LOAD TOTALS					PERFORMANCE INDEX		MISSIONS		
UNIT NUMBER	TOTAL		IN DARKNESS		TOTAL		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL MISSIONS	TOTAL ROUNDS		OVERALL PER CENT FIREOUT	NO. OF ATTACKS	NO. OF SORTIES				SIMULATION COURSE
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED				1	2	3	4	
6th	15-13	15-14	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	24-29	29-34	36-37	39-40	43-44	46-48	50-52	53-54	56-57	58-59	71
[illegible]	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
[illegible]	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	—	—	—	—	—	—	—	[illegible]	—	[illegible]	[illegible]	—	[illegible]	—	—	—
[illegible]	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
[illegible]	[illegible]	[illegible]	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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[illegible]	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
[illegible]	—	—	—	—	[illegible]	[illegible]	—	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
[illegible]	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
[illegible]	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
[illegible]	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
[illegible]	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
[illegible]	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
[illegible]	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
[illegible]	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
[illegible]	[illegible]	[illegible]	—	—	[illegible]	[illegible]	—	—	—	—	—	—	[illegible]	[illegible]	—	—	—	—	—	—	—	—	—	—	—	—	—	[illegible]	[illegible]	—	—
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	—	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	—	—	—	[illegible]	[illegible]	—	—	—
[illegible]	[illegible]	[illegible]	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	X

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JET CREW AIR TRAINING REPORT - PART II

UNIT | MONTH | PAGE NO. | NO. OF PAGES | REPORTS CONTROL SYMBOL

D. GENERAL	E. REFUELING								F. GUNNERY						G. CRUISE CONTROL								H. SIM CRSE
12	13		14						15	16			17	18	19				20				21
	RENDEZVOUS		REFUELINGS						MAXIMUM LOAD	MAXIMUM LOAD TOTALS					PERFORMANCE INDEX				MISSIONS				
USER NUMBER	TOTAL	IN DARKNESS	TOTAL	IN RADIO SILENCE	IN DARKNESS	INTERNAL GROSS WEIGHT	MAXIMUM GROSS WEIGHT		PER CENT FIRED-OUT	TOTAL ROUNDS MISSED	TOTAL ROUNDS		OVERALL PERCENT HITS	NO. OF ATTACKS	NO. OF GUNNERY				TOTAL NUMBER	NUMBER LONG RANGE	SUPER. LONG RANGE	NOT FLYING OFFICIAL	SIMULATED FLIGHT
	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT.	SUCC.		1 2 3		LOADED	FIXED											
(1)	12-13 14-15	16-17 18-19	20-21 22-23	24-25 26-27	28-29 30-31	32-33	34-35		36-38	39-41	42-45	46-49	50-51	52-53	54-55	56-57	58-59	60-61	62-63	64-65	66-67	68-69	70

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JET CREW AIR TRAINING REPORT - PART III

UNIT: [illegible] MONTH: December 1957 PAGE NR: 1 NR OF PAGES: 2 REPORTS CONTROL SYMBOL: [illegible]

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY					M. LOW ALTITUDE NIGHT PHOTOGRAPHY				N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28		29			30		31		32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RDS RUNS		ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS		NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DUPES-SUBJECTED FLYING	ASSISTED TAKEOFFS	FLIGHT PLANS MISSIONS	
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.								
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
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JET CREW AIR TRAINING REPORT - PART III

UNIT | MONTH | PAGE NR | NR OF PAGES | REPORTS CONTAINED STRIKE

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY							M. LOW ALTITUDE NIGHT PHOTOGRAPHY					N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28		29			30		31		32	33	34	35	36	37	38	
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RBS RUNS		ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS		NR OF RADAR ROUTE MIS-SIONS	AIR MISSIONS ACCOMP	EMERGENCY PROCEDURE DRILL	NIGHT LEAD MISSIONS	DEFINED AREA RADAR	RADAR TRACKING		
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.								
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	49-52	53-55	56-58	12-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-62

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JET CREW AIR TRAINING REPORT - PART III

UNIT | MONTH | PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY						M. LOW ALTITUDE NIGHT PHOTOGRAPHY			N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28	29			30		31	32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRIMETROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RBS RUNS	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS	NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP.					
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.						
5-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61

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JET CREW AIR TRAINING REPORT - PART III

UNIT | MONTH | PAGE NR | NO OF PAGES | REPORTS CONTROL SYMBOL

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY						M. LOW ALTITUDE NIGHT PHOTOGRAPHY			N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
	23		24		25		26			27		28	29		30	31	32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RUS RUNS	ACTUAL PHOTO FLASH RUNS			IP-TARGET RUNS		AIR MISSIONS ACCOMP.						
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.							
9-10	11-13	14-16	17-19	20-22	25-26	31-34	35-37	38-40	41-44	46-48	50-52	53-55	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55

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JET CREW AIR TRAINING REPORT - PART IV | UNIT | MONTH | PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL

Q. GENERAL	R. PILOT PROFICIENCY																						S. MISCELLANEOUS							
40	41	42	43		44						45						46						47			48		49	50	51	52	53	54	55	56
			TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES			FORMATION								
					ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT														
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS					
5-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61					

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JET CREW AIR TRAINING REPORT - PART IV

UNIT | MONTH | PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL

Q. GENERAL	R. PILOT PROFICIENCY																		S. MISCELLANEOUS						
40	41	42	43		44						45						46				47		48	49	50	51	52	53	54	55	56
			TAKE-OFFS		LANDINGS						DCA						LAS				APPROACHES			FORMATION							
					ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT											
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO/GIT	TOTAL TIME	TOP ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	LIVE TASK MISSIONS	FIGHTER ATTACK MISSIONS
6-10	11-13	14-16	17-19	20-22	27-28	33-34	35-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	65-67	12-13	15-16	18-19	21-22	27-28	33-36	36-37	39-40	43-44	47-48	51-52	53-55	56-58	60-61	

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JET CREW AIR TRAINING REPORT - PART IV | UNIT | MONTH | PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL

Q. GENERAL	R. PILOT PROFICIENCY																		S. MISCELLANEOUS						
40	41	42	43		44						45						46		47			48		49	50	51	52	53	54	55	56
			TAKE-OFFS		LANDINGS						GCA						ILAS		APPROACHES			FORMATION									
					ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR		CO-PILOT												
					FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO/UP	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS	
6-10	11-13	14-16	17-19	20-22	27-29	30-34	35-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61	

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UNIT | MONTH | PAGE NR | NR OF PAGES | AUTHY CONTROL SYMBOL

Q. GENERAL	R. PILOT PROFICIENCY														S. MISCELLANEOUS							
40	41	42	43 TAKE-OFFS		44 LANDINGS				45 OCA				46 CAS				47 APPROACHES			48 FORMATION		49	50	51	52	53	54	55	56
NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	ACFT COMDR		CO-PILOT		ACFT COMDR		CO-PILOT		ACFT COMDR		CO-PILOT		AIRBORNE RADAR	IFR	GRND CTLD	TOTAL SYNC	HIGH ALTITUDE	DAY CONTACTS ATTEMPTED	DAY CONTACTS SUCCESSFUL	NIGHT CONTACTS ATTEMPTED	NIGHT CONTACTS SUCCESSFUL				
					FULL STOP	TOUCH AND GO	FULL STOP	TOUCH AND GO	FULL STOP	TOUCH AND GO	FULL STOP	TOUCH AND GO	FULL STOP	TOUCH AND GO	FULL STOP	TOUCH AND GO												
						TOTAL		TOTAL		TOTAL		TOTAL		TOTAL		TOTAL												
6-10	11-13	14-16	17-19	20-22	23-28	29-33	34-39	40-44	45-50	51-55	56-61	62-66	67-72	73-77	78-83	84-88	89-93	94-98	99-104	105-109	110-114	115-119	120-124	125-129	130-134	135-139	140-144	145-149	150-154

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WING COMMANDER'S REMARKS
40th Bombardment Wing, Medium

1-31 December 1955

1. In compliance with paragraph c, annex III, SAC Regulation 50-23, as amended, the following information and remarks are submitted:

a. Hours flown performing missions ordered by:

(1) Higher Headquarters:

COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
(a) Ferrying Aircraft	54	71:00
(b) Texas League	48	42:00
(c) Pace Setter	134	163:00
(d) Honest John	30	4:00

(2) Eighth Air Force Air Training Priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	0	0
2	SAC EVALUATION (SAS)	191	85:00
3	PROJECT "HI JINKS"	54	42:00
4	PROJECT "GRAIN FIELD"	88	65:00
5	SAC OPS ORD 50-55 TEXAS LEAGUE	48	42:00
6	"FANCY RUNS" SPRINGFIELD RBS	54	18:00
7	"PACE SETTER"	134	163:00
8	"HONEST JOHN"	30	4:00
9	NON COMBAT READY CREW TRAINING	175	144:00
10	COMBAT READY CREW TRAINING	300	300:00
11	LEAD CREW TRAINING	280	111:00
12	5X CREW TRAINING	75	75:00
13	AIRCRAFT FERRY	54	71:00
	TOTAL	1406	2026:00
	TEST	45	34:00
	GRAND TOTAL	1450	1090:00

The following explanation is made of significant differences between programmed and accomplished flying time:

(a) Reference priority one: No time was programmed due to this training being accomplished in conjunction with other training.

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(b) Reference priority two: Hours programmed not accomplished due to crews not completing SES.

(c) Reference priority three: Hours programmed not accomplished due to time lost because of weather and modification.

(d) Reference priority four: Time programmed in excess of requirement needed.

(e) Reference priority five: Hours programmed not accomplished due to flight plan based on no wind.

(f) Reference priority six: Hours programmed not accomplished due to time lost because of weather and modification.

(g) Reference priority seven: Hours programmed not accomplished due to flight plan based on no wind.

(h) Reference priority eight: Hours programmed not accomplished due to only one aircraft required to fly in December.

(i) Reference priority nine, ten and eleven: Hours programmed not accomplished due to time lost because of weather and modification.

(j) Reference priority thirteen: More time flown than programmed due to more commitments for modification.

b. Weather or local conditions:

(1) Sixteen (16) aircraft cancelled due to weather. 117 hours lost.

c. Restrictive Directives: Not applicable.

d. Combat crew member gains and losses:

(1) Crew members gained:

(a) Two aircom - one co-plt upgraded, one from squadron staff.

(b) One observer - one from wing staff.

(2) Crew members lost:

(a) One aircom - to wing staff.

(b) One co-plt - upgraded to aircom

(c) Two observers - one transfered PCS 100th CADRE, one squadron staff.

e. Crew member changes:

(1) Three co-plts - three IN crews.

(2) Four observers - four IN crews.

f. New crews:

(1) IN-80 - 14 Dec 55

(2) N-81 - 14 Dec 55

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g. Crew status changes:

(1) L-61 disbanded 13 Dec 55, aircom to wing staff, observer to wing staff, co-pilot upgraded to aircom.

(2) R-24 downgraded to IN-24 20 December 55, observer not checked out in accordance with SAC Regulation 51-19.

(3) L-11 downgraded to R-11 31 Dec 55. Crew has displayed minimum acceptable results in navigation phases during the past 90 days and as confirmed by a standardization check. Radar bombing reliability factor for this period is 70%.

(4) Crew R-10, R-45, R-66, and R-70 upgraded to Lead Crew status, 1 Dec 55.

(5) As of 31 Dec 55, 36 combat ready crews, 2 non-ready crews and 11 IN crews were assigned this wing.

(6) The following is a list of the crew numbers in the category reflected:

(a) Combat ready crews: S-01, L-03, L-04, L-06, L-10, L-12, L-14, L-30, L-36, L-37, L-39, L-44, L-45, L-60, L-65, L-66, L-70, L-72, L-76, R-11, R-13, R-15, R-16, R-31, R-35, R-38, R-41, R-43, R-48, R-62, R-64, R-67, R-71, R-73, R-75, R-63.

(b) Non Ready Crews: N-77, N-81.

(c) IN Crews: IN-19, IN-20, IN-21, IN-24, IN-42, IN-46, IN-47, IN-78, IN-79, IN-80, IN-23.

(7) The dates each combat ready crew is forecast to be upgraded to ready status:

(a) R-16, R-15, R-35, R-38, R-41, R-43, R-63, R-64, R-67, R-71, R-73, R-11, R-75, 1 April 1956.

(b) R-13, R-31, R-48, R-62, 1 August 1956

(8) The date each non-ready crew is forecast to be upgraded to ready status:

(a) N-77, N-81, 31 January 1956.

(b) IN-19, IN-20, IN-21, IN-23, IN-24, In-46, In-47, IN-78, IN-79, IN-80, IN-42 unknown pending crew members being checked out in accordance with SAC Regulation 51-19.

(9) An explanation of any of the following changes:

(a) Upgrading not accomplished on date forecasted:

1. N-77 Not upgraded due to crew not being fully qualified.

(b) Forecast date of upgrading advanced or retarded: Not applicable.

h. Standardization crews:

(1) Wing standardization crews: L-60

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(2) Squadron standardization crews:

(a) 25th Bombardment Squadron, (M), - L-04

(b) 44th Bombardment Squadron, (M), - L-37

(c) 45th Bombardment Squadron, (M), - L-66

i. Material and personnel problems:

(1) Material: Not applicable.

(2) Personnel: Not applicable.

j. SAC Minimum training requirements not accomplished: Not applicable.

k. Non-combat ready crew training:

(1) Comparison of available ready and non-ready crew flying time:

CREW AVAILABLE	AVERAGE TIME PROGRAMMED	AVERAGE TIME ACCOMPLISHED
38 Combat Ready	14	10
10 Non-Combat Ready	17	14

(2) The non-combat ready crew listed below did not receive a proportionate share of the required integral crew flying time as directed by SAC Regulation 50-8.

(a) Not applicaibe.

m. Field training operations:

(1) Test of facilities: One.

(2) Maneuvers: None.

(3) Exercises: One.

n. Special training month remarks:

(1) The December flying training for the 40th Bombardment Wing had the following general objectives:

(a) Concentration on known areas of weakness.

(b) Exphasis on training and upgrading non-ready crews.

(c) Exphasis on training in seasonal tactics.

(d) Experiment with new tactics and equipment.

(e) Continuation of proficiency training under principles outlined in SAC Regulation 50-8.

o. Comment or recommendations of the Wing Commander:

(1) The following information is listed in accordance with Eighth Air Force letter, Subject: "Training and Check-out in Special Release Tactics 'Hi Jinks'", 3 Nov 55:

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Part IV, RCS: 3-SAC-T12, Wing Commander's Remarks, 40th Bombardment Wing M, Period: 1-31 December 1955 (continued)

A	B	C	D	E	F	G	H
L-01	No	No	None	None	None	None	Jan 56
L-03	Yes	Yes	None	3	None	None	Oct 55
L-04	No	No	None	None	None	None	Jan 56
L-06	No	No	None	None	None	None	Jan 56
L-10	No	No	None	None	None	None	Jan 56
L-11	Yes	No	None	None	One	One	Dec 55
L-12	Yes	Yes	One	One	One	One	Dec 55
L-13	No	No	None	None	None	None	Jan 56
L-14	No	No	None	None	None	None	Dec 55
R-15	Yes	No	None	None	Two	Two	Jan 56
R-16	No	No	None	None	None	None	Jan 56
L-30	Yes	Yes	Two	Two	None	None	Dec 55
R-31	No	No	None	None	None	None	Jan 56
R-35	No	No	None	None	None	None	Jan 56
L-36	No	No	None	None	None	None	Jan 56
L-37	No	No	None	None	None	None	Jan 56
R-38	Yes	Yes	One	One	One	One	Dec 55
L-39	Yes	Yes	Two	Two	None	None	Dec 55
R-41	No	No	None	None	None	None	Jan 56
R-43	No	No	None	None	None	None	Jan 56
L-44	Yes	Yes	One	One	One	One	Dec 55
L-45	Yes	Yes	None	Two	None	None	Oct 55
L-60	No	No	None	None	None	None	Jan 56
R-62	Yes	Yes	None	None	Three	Three	Dec 55
R-63	No	No	None	None	None	None	Jan 56
R-64	Yes	No	None	None	None	None	Jan 56
R-65	Yes	Yes	One	One	One	One	Dec 55
L-66	Yes	No	None	None	None	None	Jan 56
R-67	Yes	Yes	One	One	One	One	Dec 55
L-70	No	No	None	None	None	None	Jan 56
R-71	No	No	None	None	None	None	Jan 56

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Part IV, RCS: 3-SAC-T12, Wing Commander's Remarks, 40th Bombardment Wing, M, Period: 1-31 December 1955 (continued)

A	B	C	D	E	F	G	H
L-72	Yes	Yes	One	One	One	One	Dec 55
R-73	No	No	None	None	None	None	Jan 56
R-75	Yes	Yes	One	One	One	One	Dec 55
L-76	Yes	Yes	None	Two	One	One	Oct 55

2. During the month of December, the 40th Bombardment Wing lost 148 aircraft days in Phase XI "ON TOP" modification. The above time lost directly effected the training during the month of December.

3. This document is classified CONFIDENTIAL in accordance with paragraph 3, Annex III, SAC Regulation 50-23, dated 4 May 1955, as amended.

William M. Bowden, Col USAF
for BERTON H BURNS
Colonel, USAF
Commander

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40th Bombardment Wing, Medium - 1 December through 31 December 1955

PART VII - Division Commander's remarks

Concur.

Jno Wells

"For and in the absence of"
JOHN R. SUTHERLAND
Brigadier General, USAF
Commander

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OPERATIONS ( )

NUMBER 51B-2 ( )

HEADQUARTERS
40TH BOMBARDMENT WING, MED
Smoky Hill Air Force Base
Salina, Kansas

9 December 1955

SMOKY HILL TRAINING

Minimum Requirements for Initial Checkout for B-47 Aircrews.

1. PURPOSE: To establish a standard initial check out procedure for B-47E Air Crew members.

2. ATTCHD: This memorandum is applicable to individual air crew members requiring initial check out in the B-47E.

3. GENERAL: ATAC transition check out is not considered adequate to fully comply with SAC Regulation 51-19, Supplement XIII, dated 15 June 1955, for initial check out.

4. PROCEDURE: a. Crew members will satisfactorily complete minimum check out requirements as indicated on the check out forms prepared by the B-47 Standardization Section. These forms indicate what previous training can be credited toward initial check out. Squadron Training Officers will maintain a current record of check out accomplishments on the appropriate form.

b. Upon completion of check out requirements through day refueling for pilots, Squadron Commander will forward a request with the completed check out forms, to the Wing Standardization Section for a Pilot's Standardization Check for the crew and/or crew members. After satisfactorily completing a Standardization check individual crew members will be cleared for solo and will then complete their solo refueling requirements and night refueling check.

c. Navigator-bombardiers must satisfactorily complete the Observer's checkout form prior to solo flight. They will then complete remaining check out requirements of Supplement XIII to SAC Regulation 51-19 and SAC Regulation 50-3 with their assigned crew.

d. Upon completion of all items required by the check out form for each crew member, the forms will be forwarded to the Standardization Section and become a permanent part of the Standardization files.

5. RESPONSIBILITY: Squadron Commanders are responsible for compliance with requirements of this memorandum.

BY ORDER OF THE COMMANDER:

OFFICIAL:

D. M. BROWN
Major, USAF
Adjutant

WILLIAM L. [illegible]
Colonel, USAF
Wing Operations Officer

DISTRIBUTION-"Y"

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HISTORY

OF

40TH BOMBARDMENT WING MEDIUM
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

C04100

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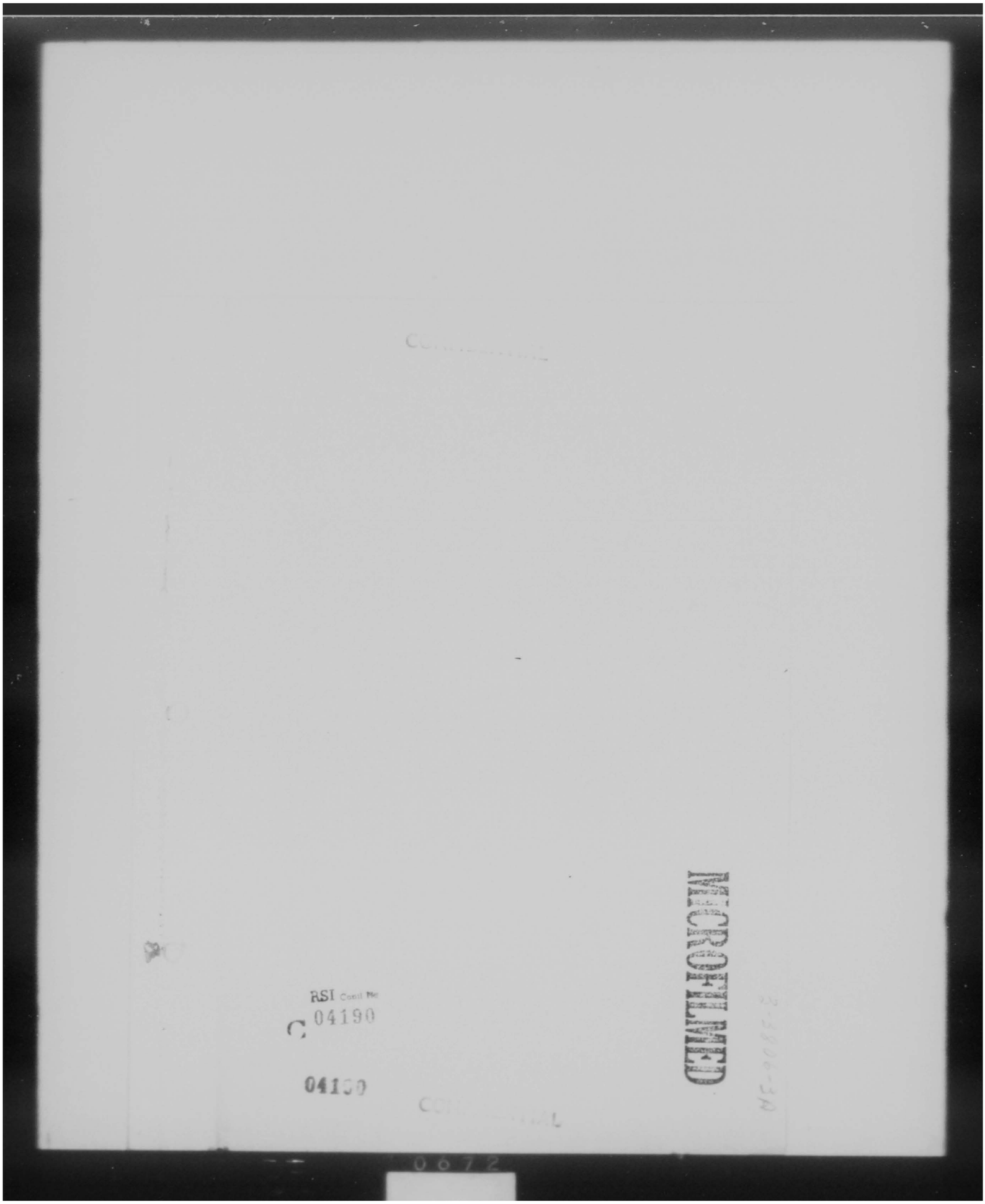

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(UNCLASSIFIED)

HISTORY OF

[illegible] AGGRESSOR WING (SJ) JET

JANUARY 1956

Smoky Hill Air Force Base, Kansas

[illegible]

This document is prepared by A/2C Barney D. Lawrence under the supervision of Lieutenant Robert L. Wilson, 6021 Air Division Historical Officer.

Andrew S. Low
Colonel, USAF
for [illegible] H. TUNG
Colonel, USAF
Commander

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[redacted]

CHRONOLOGY

JANUARY 1956

Date:	Event:
27 December 1955	Lieutenant Colonel Donald W. Tuttle reached the select circle of a "thousand hours in a Stratojet". Colonel Tuttle is a aircraft commander in the 25th Bombardment Squadron at Smoky Hill Air Force Base.
1 January 1956	A baby boy was born in the family of 2nd Lieutenant and Mrs. Thomas A. Daugherty. This child was the first baby born in the Salina, Kansas area in the new year. Lieutenant Daugherty is a member of the 44th Bombardment Squadron stationed at Smoky Hill Air Force Base.
6 January 1956	A B-47 flew from Smoky Hill Air Force Base to Marietta, Georgia at an average speed of 603 miles per hour. The aircraft is from the 44th Bombardment Squadron at this station.
27 January 1956	Colonel James E. Wilson, successor to Brigadier General John R. Sutherland, visited this base. Colonel Wilson is expected to return to this base between the 15th and the 20th of February and is expected to take the position of Commander of Smoky Hill Air Force Base.

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GLOSSARY

JANUARY 1956

ADIV	Air Division
AFB	Air Force Base
AFSC	Air Force Specialty Code
AOCP	Aircraft Out of Commission for Parts
ARS	Air Refueling Squadron
FAK	Fly-Away Kit
NCOIC	Non-commissioned Officer In Charge
OCAMA	Oklahoma City Air Materiel Area
OIC	Officer In Charge
OJT	On-The-Job Training
RBS	Radar Bomb Scoring
SAC	Strategic Air Command
SHAFB	Smoky Hill Air Force Base
TDY	Temporary Duty
USCM	Unit Simulated Combat Mission

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

The mission of the 40th Bombardment Wing remained unchanged during the month of January 1956.

The organizational structure of the Bomb Wing remained unchanged during the month.

There were few problems encountered in the administrative phase of the wing during the January reporting period. Most of the accomplishments were of a routine nature and all sections were functioning smoothly although there remained a definite personnel shortage in most of the sections.

Colonel Burton H. Burns continued as Commander of the 40th Bombardment Wing during January. He was assisted by Major D. M. Brown the Wing Adjutant in the administrative phase of the wing.

During the month of January there was a follow-up inspection conducted in the eight squadrons of the Bomb Wing in compliance with Eighth Air Force Letter 121-3,[1/] Publications. The results of this inspection indicated that the squadrons were still not fully complying with this special subject letter. An initial inspection was also conducted of all activities of the 40th Bombardment Wing for compliance with Air Force Letter 121-15,[2/] Communications Economy. The results of this inspection showed that the activities are complying with this special subject letter. The initial report was submitted to Headquarters Eighth Air Force on 17 January 1956.[3/]

- - - - - - - -

1/ Eighth Air Force Letter 121-3, dated 2 August 1955.

2/ Air Force Letter 121-15, dated 6 December 1955.

3/ 40th Bombardment Wing IG report for January 1956.

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Captain Jack M. Sheets continued as Comptroller for the 40th Bombardment Wing during the month of January 1956.[4]

On 27 December 1955, another Smoky Hill Air Force Base crewman reached the select circle of a "Thousand Hours in a Stratojet".

Lieutenant Colonel Donald V. Tuttle, an aircraft commander in the 25th Bombardment Squadron achieved this honor during the month of December 1955. Colonel Tuttle has been flying B-47 aircraft for two years.

On his crew when the charm circle was reached were: Captain Robert Ramsay, pilot, and Captain Francis MacLean, observer.[5]

The year 1956 was less than five hours old when Kenneth Allen Daugherty appeared on the scene. Kenneth Allen Daugherty is the son of 2nd Lieutenant and Mrs. Thomas A. Daugherty. Lieutenant Daugherty is a member of the 44th Bombardment Squadron at Smoky Hill Air Force Base.

The baby boy was born at 4:30 a.m. January 1, and he weighed six pounds eleven and one-half ounces. With Kenneth's birth being the first one recorded in the Salina, Kansas area in the new year the family received many gifts from merchants of Salina, Kansas.[6]

A B-47 from the 44th Bombardment Squadron on 6 January flew from Smoky Hill Air Force Base to Marietta, Georgia in a little more than an hour. The aircraft covered the 810 miles at an average speed of 603 miles per hour. The members of the crew were: Captain William E. Young, aircraft commander, Captain Donald J. Crowley, observer,

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4/ 40th AC report for the month of January 1956.

5/ Excerpt from IMPACT, page 4, column 2, dated 27 January 1956.

6/ Photograph from Salina Journal of the parents and child.

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Captain Foster A. Post, pilot, and A/1C William E. McBrian, crew chief. 1/

On 27 January 1956, Colonel James N. Wilson, successor to Brigadier General John B. Sutherland, visited this base. Colonel Wilson will return between the 15th and 20th of February and is expected to take the position of Commander of Travis Air Force Base. 2/

1/ Photograph from the Salina Journal showing the crew and the aircraft. EXH 2

2/ Photograph of Brigadier General John B. Sutherland and Colonel James N. Wilson, from the Salina Journal, dated 27 January 1956. EXH 3

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CHAPTER II

PERSONNEL

Lieutenant Colonel Charles T. Mills, formerly Commander of the 40th Air Refueling Squadron, was appointed Wing Personnel Officer.[9] First Lieutenant Albert B. Noles assisted Colonel Mills in the operation of the Personnel section.

Colonel Andrew G. Low Jr., returned from McDonnell Air Force Base and assumed duties as Deputy Wing Commander.[10] His return was directed by the Commander, Eighth Air Force.

The position of Chief of Plans And Training, was turned over to Major Richard E. Burress, formerly the 45th Reconnaissance Squadron Operations Officer.[11]

Lieutenant Colonel Leroy I. Schuler, formerly Operations Staff Officer, was named As Assistant Director of Operations.[12]

Captain Perley T. Mosier, an Assistant Wing Plans Officer, was assigned as Director of Safety, 4OOC.[13]

The command of the 47th Periodic Maintenance Squadron was assigned to Major Frederick B. Gervais, formerly the Wing Director of Safety.[14]

9/ PAM number 5, para 1, dated 4 January 1956, GO number 1, para 1, dated 4 January 1956. EXH 4

10/ IO 136, para 4, effective 31 January, dated 10 February 1956. EXH 5

11/ PAM number 5, para 4, dated 4 January 1956. EXH 6

12/ PAM number 13, para 4, dated 11 January 1956. EXH 7

12/ GO number 1, para 2, dated 4 January 1956, PAM number 5, para 7, dated 4 January 1956. EXH 8

14/ PAM number 5, para 5, dated 4 January 1956. EXH 9

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Major Thomas G. Tolman, formerly Chief of Plans and Training, was appointed 40th Air Refueling Squadron Commander.[16]

Major Joseph C. Mellich was transferred from aircraft commander to the Squadron Operations Officer in the 45th Bombardment Squadron.[17]

Lieutenant Colonel John C. Minahan, formerly Assistant Wing Operations Officer, was assigned Command of the 40th Armament and Electronics Maintenance Squadron.[18]

Major Raymond B. Wilson was transferred from a squadron commander position to the Armament Staff Officer position in the 40th Armament and Electronics Squadron.[19]

During the month one major problem was encountered. The routing of the Morning Report was insufficient to allow each clerk to properly post all records. This situation was Alleviated by distributing one copy of Part II to the Airmen's Section, and one copy each of Part I and Part II to the Officer's Section. The Morning Report file copy is given to the Manning Clerk to post the running Classification and Audit List and posting of manning cards, then to the Finance Clerks for posting of Military Pay Cards.

Critical manning shortages in the 40th Bombardment Wing be especially noted in the following Air Force Specialty fields: 30170, 301500, 30171, 30175, 32170E, 32370G, 40270, 42172, 42370, 431718, 43270, 43271, 45170, 64175 and 703707.[20]

16/ PAM number 5, para 3, dated 4 January 1956. EXH 10

17/ PAM number 10, para 11, dated 10 January 1956. EXH 11

18/ PAM number 5, para 2, dated 4 January 1956. EXH 12

19/ PAM number 5, para 6, dated 4 January 1956. EXH 13

20/ Personnel report for January 1956.

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The Comptroller section of the 40th Bombardment Wing released the following re-distribution of manning statistics:

Officer - Authorized 429
Assigned 391
Percentage 90.7

Airmen - Authorized 1539
Assigned 1466
Percentage 93.2

The Comptroller section also released the following statistics concerning the AWOL rate for January 1956. A total of two AWOLs were accounted for during the month, this was 1.3 per cent of the strength of the wing. This low in the AWOL rate is to be compared with the 3.2 percent rate for December 1955.

The 40th Bombardment Wing discharged 42 men during the month. The re-enlistment rate was 33.3 per cent or 14 of the 42 men discharged reenlisted immediately.

The morale of the Bomb Wing remained high for the month of January 1956. Every squadron has a basketball team in the basketball tourney. There has been an increase in interest on the part of squadron personnel in the sport of basketball. This increase of interest in basketball has been brought about by the keen competition between the various squadrons.teams. This high peak of activity has also increased the attendance at the games. The morale has not been raised by the basketball teams alone, for those who don't play basket there is bowling, judo, tumbling apparatus, weight lifting equipment and other various

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gymnastic facilities.

Several awards were made during the month to members of the 40th Bombardment Wing. A/2C Ralph E. Crumine, 40th Armament and Electronics Squadron was named the maintenance man of the month.

Crew of the month, B-47 aircraft NR 52-538, 45th Bombardment Squadron, 51:55 hours flown.

Crew Chief - A/1C Robert W. Keller, AF 17369651

Assistant - A/1C Robert A. Burton, AF 27519671

Assistant - A/2C Manuel Torres, Jr., AF 12450093

Crew of the month, KC-97 aircraft NR 53-162, 40th Air Refueling Squadron, 42:50 hours flown.

Crew Chief - A/1C Marvin E. Delozier, AF 17367773

Assistant - A/2C John M. Ashby, AF 17410428

The 40th Bombardment Wing flew a total of 1723 hours during the month of January 1956.[21/]

21/ Director of Materiel report for January 1956.

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CHAPTER III

OPERATIONS AND TRAINING

Colonel William M. Bowden remained as Operations Officer for the 40th Bombardment Wing during the month of January 1956. Colonel Bowden was assisted by Lieutenant Colonel Leroy L. Schuler, 22/ Assistant Wing Operations Officer. Colonel Schuler replaced Lieutentant Colonel Minahan who was transferred to the 40th Armament and Electronics Squadron. 23/

The 40th Bombardment Wing flew four missions during the month of January 1956. The first mission was "Black Crow". This mission was a bomber stream mission which required 13 B-47 aircraft. Operation "Black Crow" continued from the 4th to the 6th of January 1956. This mission was flown in accordance with SAC Regulation 50-8. 24/

The second mission of the month was operation "Red Cloud". The 40th Bombardment Wing flew 16 B-47 and 16 KC-97 aircraft in a bomber stream mission on the 11th and 12th of January 1956. This mission was flown in accordance with SAC Regulation 50-8 which requires that combat crews be exercised on bomber stream tactics, refueling procedures, and dirrect RBS bombing.

These are the mission accomplishments in order of accomplishment.

(A) 1 night celestial navigation leg which started at Smoky Hill Air Force Base and terminated at Dodge City, Kansas.

(B) 1 Radar Camera Attack on Wichita, Kansas.

(C) 1 Radar RBS direct run on Kansas City "F".

22/ PAM 13, para 4, dated 11 Jan 56. EXH 13

23/ PAM 5, para 2, dated 4 Jan 56. EXH 14

24/ DO report for Jan 1956.

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(D) 1 Radar RBS direct run on St. Louis "D".

(E) 1 Radar RBS direct run on Little Rock "F".

(F) 1 Radar Camera attack on Tulsa, Oklahoma.

(G) 1 Radar rendezvous.

(H) 1 night refueling in radio silence, 165,00 maximum, (55,000 pound transfer).

(I) 1 night celestial, starting at McCook, Nebraska and terminating at Woodward, Oklahoma.

(J) 1 night celestial /w PLOP start at Harlingen, Texas and terminating at Woodward, Oklahoma.

(K) 1 gunnery mission

(L) 1 Radar camera attack Wichita, Kansas.

(M) 1 GCA landing at Smoky Hill Air Force Base, Kansas. 25/

The 40th Bombardment Wing flew a wing mission entitled "Sitting Bull" from 16th to the 18th of January 1956. This mission required eighteen B-47 aircraft and was flown in accordance with SAC Regulation 50-8.

On 23 and 24 January 1956, "Pace Setter II" was flown. The mission of this operation was to conduct a simulated bombing mission against selected GZ's at Mt. Carmel, Illinois; Springfield, Massachusetts; and Montreal, Quebec, Canada, in order to determine the 40th Bombardment Wing's capability for successful execution of bomber stream missions.

The wing flew 30 B-47 aircraft in this mission. The 40th Bombardment Wing placed second in the over-all competition, being beaten

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25/ Operations Order "Red Cloud", dated 11 January 1956. EXH 15

26/ ECM report for January 1956.

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by the 310th Bombardment Wing. The 310th Bombardment Wing is also stationed at Smoky Hill Air Force Base, Kansas. 27/

The following are the B-47 accomplishments for January 1956.

Total flying hours	1142:40
Total sorties	216
Total releases	12
Radar phot-scored attacks	76
GPI	1
Visual photo-scored attacks	28
IBDA	3
Night Celestial legs	39
Day Celestial legs	29
Grid Celestial legs	40
Radar grid legs	21
Pressure patterns	9
Rendezvous	
Attempted	24
Successful	24
In darkness	
Attempted	17
Successful	17
Refuelings	
Attempted	18
Successful	18

27/ Operations Order 213-56, dated 28 December 1955. EXH 16.

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Refueling in radio silence	
Attempted	13
Successful	13
Refueling in darkness	
Attempted	15
Successful	15
Internal gross weight refuelings	
Attempted	16
Successful	16
Gunnery missions	10
Rounds loaded	7,000
Rounds fired	5,420
Cruise control missions	33
Unsupervised long range cruise	33
Emergency procedure drills	60
Depressurized flying	58
Pilot proficiency missions	10
Take-offs	
Aircraft commanders	159
Co-pilot	38

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Landings	
Aircraft commander	
Full Stop	159
Touch and go	66
Total	225
Co-pilot	
Full Stop	38
Touch and go	51
Total	89
GCA	
Aircraft commander	
Full Stop	83
Touch and go	38
Total	118
ILAS	
Aircraft commander	
Touch and go	11
Total	11
Co-pilot	
Touch and go	21
Total	2

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Approaches	
Airborne radar	89
PPI	22
Gyro out	16
Dry contacts attempted	59
Dry contacts successful	59
Fighter attack missions	13

28/

The 25th Bombardment Squadron flew a total of 398:10 hours during the month. There have been no major changes in the squadron. The following are the accomplishments for the month:

Sorties	58
Radar Record RBS runs	83
Visual RBS runs	9
Bomb releases	6
Sidetrack RBS runs	7
Mach 81	2
GPI	2
Camera attacks	38
Night celestial legs	23
Day celestial legs	14
Grid legs	28
Pressure patterns	5

28/ SAC T-12 report for January 1956. EXH 17

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Long range cruises	13
Refueling missions	9
Gunnery missions	3 29/

The 44th Bombardment Squadron flew a total of 333 hours during the month of January 1956. The following runs were made:

Direct RBS runs	18
Radar offset runs	9
Mach .81 RBS runs	5
Sidetrack RBS runs	6
Visual RBS runs	17
Visual releases	7 30/

The 45th Bombardment Squadron flew a total of 403:15 hours. During the month of January the following training was accomplished:

Record radar runs	62
Visual records runs	9
Direct radar runs	20
Radar offset runs	42
GPI	7
Radar camera attacks	40
Visual camera runs	23
Celestial grid legs	10
Night celestial legs	15
Day celestial legs	9 31/

29/ Monthly historical report from the 25th Bombardment Squadron.

30/ Monthly historical report from the 44th Bombardment Squadron.

31/ Monthly historical report from the 45th Bombardment Squadron.

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Ground training continued in the 40th Tom arigent Unit during the month of January. Personnel of the 40th Tomb Unit attended classes conducted by the OJT unit from Chanute AFB, Illinois. OJT continued with the aid of technical representatives. Section heads continued to train personnel in order to help them become versed in their respective career fields. 32/

32/ Ground training report for the month of January 1956.

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CHAPTER IV

MATERIEL AND MAINTENANCE

During the month of January 1956, Colonel Richard D. Stepp remained as Wing Materiel Officer for the 40th Bombardment Wing.[33]

The bombing and navigation section reported that during the month of January the backlog showed a slow return which resulted in an average backlog. A higher backlog could have been obtained if the sections mock-up had not failed. With minor repairs the production maintenance was brought back to normal. The section also developed trouble with tube control concerning critically needed tubes. This section has taken on various maintenance of some units of the system.[34]

The Auto-pilot section reported an excessive amount of AWP items during the month. Two 4235D's were instructed on the Auto-pilot and N-1 compass. A check list to analize each component of the Auto-pilot compass system is being compiled to assist new personnel assigned to this section. This section received a blue print of the N-1 compass and the P-1 Auto Pilot combined from the N-1 compass technical report.[35]

The logistics section completed official change three to the 40th Bombardment Wing Mobility Plan and three copies were forwarded to Eighth Air Force on 27 January 1956 for their review.

- - - - - - - -

33/ 40th Bombardment Wing DM report for January 1956

34/ IBID.

35/ IBID.

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This project took approximately 2000 manhours to complete: 120 hours were to Eighth Air Force Message DDI-3 44273, change to SAC Regulation 400-6, which required rewriting approximately 40 pages. The 40th Bomb Wing administration and logistics annex to 102d Air Division Operations Plan 100-55 was completed during this reporting period. In addition, a required change to the current E P was completed.[36/]

36/ 40th Bombardment Wing DO report for the month of January 1956

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40CH BOMB [illegible], [illegible]

KEY PERSONNEL

JANUARY 1956

Wing Commander. . . . . .COL Burton M. Burns

Deputy Wing Commander . . . . . .COL Andrew P. Iov

Adjutant. . . . . .MAJ Donald P. Brown

Wing Operations Officer . . . . . .COL William M. Bowden

Wing Materiel Officer . . . . . .COL Richard D. Glenn

Wing Personnel Officer. . . . . .LTCOL Charles T. Mills

Wing Inspector . . . . . LTCOL John S. Armstrong

Wing Comptroller . . . . . CAPT Jack M. Sheets

Commander, 25th Bomb Squadron. . . . . LTCOL Edward T. Clark

Commander, 44th Bomb Squadron. . . . .LTCOL William T. Pitts

Commander, 45th Bomb Squadron. . . . . LTCOL William T. Ivey

Commander, 40th [illegible]. . . . . MAJ Thomas S. Bohman

Commander, 40th A[illegible]. . . . . LTCOL John C. Minahan

Commander, 40th [illegible]. . . . . MAJ James P. Johnson

Commander, 40th [illegible]. . . . . MAJ Fredrick P. Gervais

Commander, 40th [illegible] . . . . . LTC Arnold H. Glickman

Commander, 40th [illegible] . . . . . CAPT Paul D. Adams

[redacted]

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BIBLIOGRAPHY

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JANUARY 1956

Souce Materiel:

Files:

Headquarters, 40th Bombardment Wing

Official Publications:

General Orders

Headquarters, 302d Air Division

Headquarters, 40th Bombardment Wing

Special Orders

Headquarters, 40th Bombardment Wing

Regulations

Headquarters, Strategic Air Command

Headquarters, Eighth Air Force

Headquarters, 40th Bombardment Wing

Secondary Materiel:

Staff Section Reports

Squadron Reports

IMPACT, Smoky Hill AFB, Base Newspaper

THE SALINA JOURNAL, Salina, Kansas

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HISTORY OF

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[redacted]

LIST OF EXHIBITS

JANUARY 1956

Exh. No.	Exhibits
1.	Photograph of parents and the child.
2.	Photograph showing the B-47 and the crew.
3.	Photograph of Brigadier General John D. Sutherland and Colonel James E. Wilson.
4.	PAM number 5, para 1, dated 4 January 1956.
5.	IO 135, para 4, Effective 31 Jan, dated 10 Feb 1956.
6.	PAM number 5, para 4, dated 4 January 1956.
7.	PAM number 13, para 4, dated 11 January 1956.
8.	CO number 1, para 2, dated 4 January 1956.
9.	PAM number 5, para 5, dated 4 January 1956.
10.	PAM number 5, para 3, dated 4 January 1956.
11.	PAM number 5, para11, dated 4 January 1956.
12.	PAM number 5, para 2, dated 4 January 1956.
13.	PAM number 5, para 4, dated 4 January 1956.
14.	PAM number 13, para 4, dated 11 January 1956.
15.	PAM number 5, para 2, dated 4 January 1956.
16.	Operations Order, "Red Cloud", dated 11 January 1956.
17.	Operations Order, 213-55, dated 20 December 1955.
18.	MAC B-12 report, dated 10 February 1956.

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THURSDAY, JANUARY 5, 1956

THE SALINA ADVERTISER-SUN, SALINA, KANSAS

Boy to Couple at Smoky Hill AFB Wins 'First Baby of 1956' Stork Race

Nineteen-fifty-six was less than five hours old when Kenneth Allen Daugherty appeared on the scene, an easy winner in the Advertiser-Sun's stork derby contest.

Weighing in at six pounds, 11½ ounces, at 4:50 a.m. January 1, he's the son of 2nd Lt. and Mrs. Thomas A. Daugherty, of Lamer Gardens. Lt. and Mrs. Daugherty, both natives of Jacksonville, Fla., have been stationed at Smoky Hill Air Force Base since April, 1955, and their derby-winning son is their first child.

Runner-up in the stork derby for 1956 was Zandra Marie Smith, who was born to Mr. and Mrs. Lea Arthur Smith, 300 North Front, at St. John's hospital. This 7-pound, 8-ounce girl was born at 6:51 a.m.

Third baby to make an appearance after the start of the New Year was also a SHAFB baby, as A 2c and Mrs. Tolimir Greene, 729 North 3rd, became the parents of a daughter born at the air base hospital at 12:44 p.m. January 2. It was their second child.

Merchants offering in last week's Advertiser-Sun [illegible] their prizes for the first baby of 1956 and they'll go to Kenneth Allen Daugherty.

FIRST BABY OF 1956—Kenneth Allen Daugherty, born at 4:50 a.m. January 1, is the son of Lt. and Mrs. Thomas A. Daugherty. He was an easy winner in the 1956 stork race, arriving two hours before his closest competitor put in an appearance at St. John's hospital. Lt. and Mrs. Daugherty have been stationed at SHAFB since April, 1955, and live at Lamer Gardens. (Advertiser-Sun photo.)

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SHAFB Plane In Sizzling-Fast Flight To Georgia

WAVING CAPS after fast flight to Dixie are (from left) A-1c W. L. McGugan, crew chief; 1st Lt. C. A. Post, co-pilot; Capt. W. E. Young, aircraft commander; Capt. D. J. Crowley, observer.

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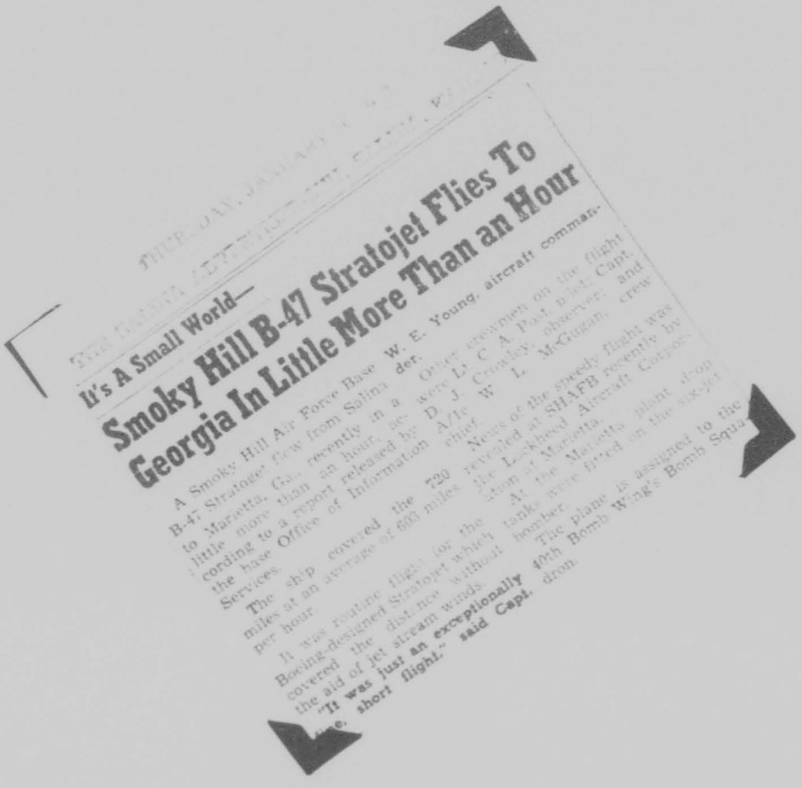

It's A Small World—

Smoky Hill B-47 Stratojet Flies To Georgia In Little More Than an Hour

A Smoky Hill Air Force Base B-47 Stratojet flew from Salina, Kan., to Marietta, Ga., recently in a little more than an hour, according to a report released by the base Office of Information Services.

The ship covered the 720 miles at an average of 688 miles per hour.

It was routine flight for the Boeing-designed Stratojet which covered the distance without the aid of jet stream winds.

"It was just an exceptionally short flight," said Capt. W. E. Young, aircraft commander. Other crewmen on the flight were Lt. C. A. Post, pilot; Capt. D. J. Crowley, observer, and Sgt. W. L. McGuigan, crew chief.

News of the speedy flight was recorded at SHAFB recently by the Lockheed Aircraft Corporation at Marietta.

At the Marietta plant drop tanks were fitted on the six-jet bomber. The plane is assigned to the 40th Bomb Wing's Bomb Squa-

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New 802nd Commander Visits SHA. B

Col. James W. Wilson, 38, who will take command of the 802nd Air Division at Smoky Hill AFB in mid-February, flew in from Florida Wednesday for an overnight visit and his first look at the multi-million dollar base.

He described it as only a "leisurely visit."

He won't get down to the serious business until next month when he will "ease in" as SHAFB's head man.

His host Wednesday and Thursday was Brig. Gen. John R. Sutherland, who is turning his command over to Colonel Wilson.

To March AFB

The general will become chief of staff at 15th Air Force headquarters, March AFB, Calif.

There will be no change-of-command ceremony because the general will be leaving before Colonel Wilson comes back to stay.

Colonel Wilson said he will drive from Florida between Feb. 15 and 20. General Sutherland will leave SHAFB Feb. 8, reporting for duty Feb. 23.

Col. Berton Burns, 40th Bomb Wing commander, will take over the division reins until Colonel Wilson arrives.

Golfing Partner

Colonel Burns, incidentally, is Colonel Wilson's old golfing partner.

The two won the 4-ball championship of Okinawa in the winter of 1953. Colonel Wilson was commanding the 307th Bomb Wing at that time.

"We had lots of fun," said Colonel Wilson, "despite the fact it took 5½ to 6 hours to play a round of golf."

He said the Okinawa course (holes, sand greens) was always crowded because it was shared by all members of the Armed Forces.

GENERAL AND HIS SUCCESSOR—Col. James W. Wilson (right) will succeed Brig. Gen. John R. Sutherland (left) at Smoky Hill AFB. (JOURNAL PHOTO)

Colonel Wilson is looking forward to playing a little golf in Salina (golf is one of the two hobbies he admits to—the other is B-47s).

"I have heard a lot about your Salina Country Club and the fine course it has," he said.

Wednesday and Thursday Colonel Wilson did a little "visiting" and toured the base.

Wyoming Native

Colonel Wilson, a native of Rawlins, Wyo., is married and has a son, James Scott, 13.

Colonel Wilson and his wife, Maudmary, were high school sweethearts back in Bowling Green, Ohio.

His family will arrive in Salina about mid-March.

"I relish the opportunity of coming to Smoky Hill," said Colonel Wilson. "It is quite an advancement for me."

The colonel flew to SHAFB in a B-47. He left Thursday for Omaha, Strategic Air Command headquarters.

Has Been To Kansas

Colonel Wilson is no stranger to Kansas.

In 1952, he attended an Air Force training school at Wichita where he qualified as a B-47 pilot.

Colonel Wilson now commands the 305th Bomb Wing at MacDill AFB, Tampa, Fla.

He earned his wings in 1940, a year after he was graduated from West Point.

During World War 2 he served as commander of the 43rd Bomb Squadron in England.

Wounded during his 14th mission, he returned to the United States to convalesce. In August, 1944, he returned to England and flew nine more missions before the war ended.

Colonel Wilson was entertained Wednesday night by General and Mrs. Sutherland.

Cocktails at the Sutherlands' quarters on the base was followed by dinner at the officers' open mess.

Guests were Col. and Mrs. Jack L. Randolph, Col. and Mrs. Selmer Wells and Col. and Mrs. Berton Burns.

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Col. Wilson To Be SHAFB Commander

Col. James A. Wilson has been named commander of the 802nd Air Division at Smoky Hill AFB.

The Air Force made the announcement Tuesday.

Col. Wilson succeeds Brig. Gen. John R. Sutherland, who has held the command two years. Gen. Sutherland will become chief of staff at 15th Air Force headquarters, March AFB, Calif.

The change of command is expected to take place in about three weeks.

Col. James A. Wilson

Col. Wilson comes to Salina from MacDill AFB, Tampa, Florida where he served as commander of the 306th Bomb Wing. He has been there since July, 1954.

Prior to assuming command of the 306th, Col. Wilson headed the 307th Bomb Wing on Okinawa.

West Point Grad

He's a graduate of the United States Military Academy at West Point, class of '39. He received his wings a year later.

In April, 1942, as commander of the 43rd Bomb Squadron, he was sent to England.

Wounded during his fourteenth mission, he returned to the States to convalesce in August, 1943.

Nine More Missions

In January, 1944, he was assigned as plans officer of the newly formed 36th Bomber Command. In August of the same year he went back to England to command the 94th Bombardment Group and flew nine more missions before the war ended.

Shortly after his return to the States, Col. Wilson will become the ... since Smoky Hill AFB ... reactivated in August, 1951. ... commanders have been Col. John deBussy, Maj. Gen. Wilson ... Gabby, and Gen. Sutherland.

Deputy Commander

He became deputy commander of the 306th Bomb Wing at MacDill AFB in August, 1952, and a year later was sent to Okinawa as commander of the 307th Bomb Wing.

While on Okinawa, the Division was ... the House of Representatives. In ... he acted as adviser to House committees on many issues and problems concerning the air force.

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AGH-

ATTN: 40BW HISTORIAN

HEADQUARTERS
40TH BOMBARDMENT WING MEDIUM (SAC)
Smoky Hill Air Force Base
Salina, Kansas

PERSONNEL ACTIONS MEMORANDUM)
NUMBER 5) 4 January 1956

1. 1TCOL CHARLES F. MILLS, A0789734, HQ 40BOMWG, this STA, is awarded change in PAFSC & DAFSC from 0061A to 00160, AFSC 0061A is redesignated as 2nd ADD AFSC.

2. 1TCOL JOHN C. MINAHAN, 5832A, 40TH ARMT & ELECT MAINT SQ, 40BOMWG, this STA, is awarded change in PAFSC & DAFSC from 1416 to 0021A, AFSC 1416 is redesignated as 2nd ADD AFSC

3. MAJ THOMAS S. BOHMAN, 6685A, 40AREFS, 40BOMWG, this STA, is awarded change in PAFSC & DAFSC from 1416 to 0061A, AFSC 1416 is redesignated as 2nd ADD AFSC.

4. MAJ RICHARD B. BURGESS, 17383A, HQ 40BOMWG, this STA, is awarded change in PAFSC from 1435 to 1245, and change in DAFSC from 1435 to 1411.

5. MAJ FREDERICK B. GERVAIS, 15945A, 40TH Periodic MAINT SQ, 40BOMWG, this STA, is awarded change in DAFSC from 1444 to 0021A.

6. MAJ RAYMOND E. WILSON, A01036803, 40TH ARMT & ELECT MAINT SQ, 40BOMWG, this STA, is awarded change in DAFSC from 0021a to 3216.

7. CAPT PERLEY L. MOSIER, A02099109, HQ 40BOMWG, this STA, is awarded change in DAFSC from 1245 to 1441.

BY ORDER OF THE COMMANDER:

CHARLES F. MILLS
1TCOL USAF
Wing Personnel Officer

OFFICAL:

ARTHUR H. GRIFF
1ST LT USAF
ASST Wing Personnel Officer

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4. COL ANDREW S. LOW, 8890A, Hq 40 BOMWG, is hereby withdrawn from Advanced Flying School (MED Bomb Jet, B-47) CRS NR 123100B, CL 56C EFF 31 JAN 56 and is directed to RTN to home STA due to Operational Committments. AUTH: VO COMDR 8AF, 8 FEB 56.

5. SMOP 4, LTRO 891, this HQ, 16 DEC 55, relating to TDY of COL ANDREW S. LOW, 8890A, Hq 40 BOMWG, this STA, to McConnell AFB, KANS, is REVO.

6. SMOP 2, LTRO 803, this HQ, 8 NOV 55, relating to COL ANDREW S. LOW, 8890A, Hq 40 BOMWG, this STA, to McConnell AFB, KANS, as reads--"INC ABC & SPECL WPNS TNG", be DELETED. AUTH:8AF MSG PDP3 07402, 30 JAN 56.

7. PARA 9, LTRO 704, this HQ, 4 OCT 55, relating to TDY of A/1C GARY L. FORSBERG, AF17374224, 45 BOMSQ, 40 BOMWG, this STA, to Sheppard AFB, TES, is REVO.

8. SMOP 2, LTRO 673, this HQ, 23 SEPT 55, relating to TDY of A/1C GARY L. FORSBERG, AF17374224, 45 BOMSQ, 40 BOMWG, this STA, to Chanute AFB, ILL, as reads--"on TDY APRX 115 days, and further be AMND to INCL--"WP frp, Chanute AFB, ILL to USAF TECH SCH, Sheppard AFB, TEX, on or ABT 10 OCT 55, on TDY APRX 115 days, REPT NLT 12 OCT 55, for purpose of ATTND ACFT MAINT CRSE NR AA43171D. UCWR this STA".

BY ORDER OF THE COMMANDER:

WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SUBJECT: Letter Order 136 — 10 February 1956

TO: See Distribution

1. A/1C ARTHUR CAITHAML, AF16433479, 381 BOMSQ, 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Douglas ACFT CORP, Tuscon, ARIZ, on or ABT 13 Feb 56, on TDY APRX 45 days, for purpose to remain with B-47E ACFT while going through drag angle modification. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 311-505-10.5D. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19 and 8AF MSG MDM6-30367, 1 Feb 56.

2. FNO, ORG INDC, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP 1707th STU SQ, Palm Beach AFB, FLA, on or ABT 11 Feb 56, on TDY APRX 64 days, for purpose of attending Class 97-104, HTTU TNG. Officers will REPT NET 1200 HRS 13 Feb 56 and NLT 0730 HRS 14 Feb 56, to the COMDR 1707th STU SQ, Palm Beach AFB, FLA, officers detailed as co-pilot team. (DPUO); UCWR this STA. TPA. TVL time by common CARR (Rail) is 2 days; TVL time in excess is chargeable to delay E/R AUTH: TCS. TDN 5763400 067-8911 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19 and 8AF MSG PDP4 7908, SUBJECT: HTTU Training, 8 Feb 56. SAC Funding NR AO-6.

1STLT	JOSEPH L. PERNARELLI	A03025998	1324D	310 AREFSQ,310 BOMWG
1STLT	RICHARD STEELE	A03026011	1231C	40 AREFSQ, 40 BOMWG

3. FNA, 40 FLDMAINTSQ, 40 BOMWG, WP Commander 3320 TECH TNG GP, Amarillo AFB, TEX, on or ABT 27 FEB 56, on TDY APRX 45 days, for purpose attend special training in Structural Repair of High Perfromance ACFT, CRSE NR SS53450-3. AMN will REPT to Commander, 3320 TECH TNG GP, NLT 0800 HRS, 28 FEB 56 for CL starting 29 FEB 56. (DPUO); UCWR this STA. TPA, TVL time by common CARR (Rail) is 1 day, TVL time in excess is chargeable to delay E/R AUTH. TCS. TDN 5763400 064-4200 P443-02-03 S22-606. AUTH: AFR 35-52, SACREG 35-19 & 8AF MSG PDP3 07057, 24 JAN 56.

SSGT	CHARLES J. TROST	AF17239664	53470
A/1C	EDWIN G. OLIVER	AF11242097	53450

[redacted]

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HEADQUARTERS
40TH BOMBARDMENT WING (SAC)
Smoky Hill Air Force Base
Salina, Kansas

PERSONNEL ACTIONS NUMBER (AFR 35-19)

11 January 1956

EXTRACT

* * * * * * * *

4. LTCOL LEROY F. SHULL, A0796037, HQ 40BMWG, this STA is awarded change in PAFSC from 00014 to 00064, AFSC 00014 is withdrawn and deleted.

* * * * * * *

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES F. MILLS
LTCOL USAF
Wing Personnel Officer

/s/t/ ARTHUR H. CRIFF
1STLT USAF
ASST Wing Personnel Officer

CERTIFIED A TRUE EXTRACT COPY:

Albert B. McRae Jr

ALBERT B. MC RAE JR.
1STLT, USAF
Assistant Wing Personnel Officer

[redacted]

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GENERAL ORDER 20, HQ 40TH BOMB G IS THE LAST OF THE SERIES FOR 19[illegible]

HEADQUARTERS
40TH BOMBARDMENT WING MEDIUM (SAC)
Smoky Hill Air Force Base
Salina, Kansas

GENERAL ORDERS)
NUMBER 1)

4 January 1956

1. WING PERSONNEL OFFICER. CPR VOC, LIEUTENANT COLONEL CHARLES F MILLS, A0789734, this Headquarters, is announced as Wing Personnel Officer, 40th Bombardment Wing Medium (SAC), effective 3 JAN 56, vice MAJOR HENRY D B[illegible]TLEY, A0816975, this Headquarters relieved.

2. DIRECTOR OF SAFETY. CPR VOC, CAPTAIN PERLEY L ROSIER, A0299100, this Headquarters, is announced as Director of Safety for the 40th Bombardment Wing Medium (SAC), effective 3 JAN 56, vice MAJOR FREDERICK B GERVAIS, 15045A, this Headquarters, relieved.

BY ORDER OF THE COMMANDER:

[redacted]

OFFICIAL:

D M BROWN
Major, USAF
Adjutant

D M BROWN
Major, USAF
Adjutant

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[redacted]

10 January 1950

E X T R A C T

* * * * * * * *

[redacted]. MAJ JOSEPH G. [redacted], AO740435, 25 GBRON, [redacted], this STA is awarded change in DAFSC from [redacted] to [redacted], EFF 13 JAN 50.

* * * * * * * *

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES F. [redacted]
[redacted] USAF
Wing Personnel Officer

/s/t/ANTHONY D. GRIFF
[redacted] USAF
ASST Wing Personnel Officer

CERTIFIED A TRUE EXTRACT COPY:

Albert B. McRae Jr.
ALBERT B. MC RAE JR.
[redacted], USAF
Assistant Wing Personnel Officer

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GENERAL INFORMATION AND FLIMSY

FOR

OPERATIONS "RED CLOUD"

11 AND 12 JANUARY 1956

1. GENERAL SITUATION: A requirement exists to exercise the combat crews on bomber stream tactics, refueling procedures, and direct RBS bombing.

a. Intelligence: (omitted).

b. Friendly Forces:

(1) 802d Air Base Group will:

(a) Provide transportation for crews on 11 and 12 January 1956, as ordered by squadron operations.

(b) Provide GCA during take offs and landings.

(c) Provide 66-12 transportation as required by 40DM.

(d) Refueling - request refueling pits be manned during the following periods and days:

1. 12 January 0400 to completion.

2. 13 January 0400 to completion.

2. MISSION: The 40th Bombardment Wing will fly 16 B-47 and 16 KC-97 aircraft on a bomber stream mission on 11 and 12 January 1956.

a. General Instructions:

(1) Normal RBS scoring procedures; i.e., no crew discussion of score, coded or otherwise on interphone.

(2) Station altimeter settings will be used.

(3) TAS 425K will be maintained during entire mission except for initial climb out and on refueling legs.

[redacted]

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(4) Aborting aircraft will clear bomber stream to the left 25 miles and descend 3000' below lowest briefed altitude and obtain ARTC clearance.

(5) 0-15 Cameras will be used and logs turned in at debriefing. Observers will take positive steps to ascertain film spool is turning for pictures on completion of navigation legs, i.e., feel the spool wind.

(6) Mission accomplishments in order of accomplishment:

(a) 1 nite celestial navigation leg, start Smoky Hill Air Force Base; terminate Dodge City, Kansas.

(b) 1 Radar Camera Attack Wichita, Kansas.

(c) 1 Radar RBS direct run Kansas City "F".

(d) 1 Radar RBS direct run St Louis "D".

(e) 1 Radar RBS direct run Little Rock "F".

(f) 1 Radar Camera attack Tulsa, Oklahoma.

(g) 1 Radar rendezvous.

(h) 1 nite refueling, radio silence to 165,000 pounds (55,000 pounds transfer).

(i) 1 nite celestial, start McCook, Nebraska, terminate Falfurrias, Texas.

(j) 1 nite celestial /w PLOP start Harlingen, Texas, terminate Woodward, Oklahoma.

(k) 1 gunnery mission.

(l) 1 Radar Camera attack Wichita, Kansas.

(m) 1 GCA landing Smoky Hill Air Force Base, Kansas.

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(7) Danger areas:

196 Brookville, Kansas.

190 Scenic Badlands South, Dakota.

215 Camp Chaffee, Arkansas.

446 Del Rio, Texas.

227 Corpus Christi, Texas.

208 Fort Sill, Oklahoma.

(8) Higest terrain: 4725' Clovis, New Mexico.

(9) Alternate Airfields: (Use SAC bases as primary alternates).

Lincoln Air Force Base

Ellsworth Air Force Base

Forbes Air Force Base

Sedalia Air Force Base

Barksdale Air Force Base

Altus, Oklahoma

Carswell, Texas

(10) Schedules:

(a) Briefing 0800, 10 January 1956, at 45th Bombardment Squadron Briefing Room.

(b) Pre-take off briefing will be in the 45th Bombardment Squadron Briefing Room 3 hours before scheduled take off.

(c) Debriefing at central debriefing room (maintenance control) immediately after landing.

(d) Critique will be held 0830, 20 January 1956, 45th Bombardment Squadron Briefing Room.

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(11) Flight Schedules: (See attachment).

(a) Take off times will be adjusted to make the HHDP (Wichita, Kansas) time good.

(b) Total length of mission 11 hours.

(c) First landing time 0500 each day.

(12) Spacing will be at 10 minute intervals and 3000' vertical separation.

(13) Flying safety takes precedence over all factors on this mission. Special checks will be made of Forward Main Strut air pressure on pre-flight due to heavy take-off condition.

(14) Aircraft commanders will monitor position of aircraft at all times to avoid danger areas.

(15) Observers will take scope photography (1 every 12 scans) continuously on one nite celestial navigation leg, in order to aid staff personnel in replotting and critiquing this mission. A system of double checking computations will be accomplished by a crew member other than the observer on nite celestial legs.

(16) Communications Flimsy:

(a) Position reports:

1. ATC clearance will be opened by the stream leader who will also make position reports for the entire stream at each of the reporting points listed in the ATC clearance. Last aircraft will close the clearance.

2. HF tactical reports will be made hourly from each aircraft. Reports will be sent to Offutt (primary)

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or Carswell (secondary) addressed for relay to Franklin Alfa. Optimum frequencies are 4724.5 kcs (primary) and 6738 kcs (secondary).

3. ADIZ procedures will be in accordance with instructions contained in the current Supplementary Flight Information Document.

4. Mission Identifier: 1st day - Red Cloud Alfa -
2nd day - Red Cloud Bravo -

EXAMPLE: (ATC) Kansas City - Ajax 22, Operation Red Cloud Alfa, six aircraft, *position report, over.

(Tactical) Offutt - Ajax 22, Relay to Franklin Alfa, Operation Red Cloud Alfa, six aircraft, *position report, over.

* Position reports will conform with instructions on inside back cover of current Radio Facility Chart.

(b) Call Signs:

1. Bombers will use assigned tactical call signs (Ajax followed by numerical suffix) for all communications.

2. Tankers:

a. Air to ground - assigned tactical call sign.

b. Air to air - Pancake Leader, 2, 3, etc., in numerical sequence thru last aircraft.

3. Air/ground station call signs will be as listed in current Radio Facility Charts.

(c) Frequencies:

1. 321.0 mcs., for interplane and control room use.

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2. 148.68 mcs., for tanker interplane back-up.

3. Air/ground frequencies will be as listed in current Radio Facility Charts.

4. RBS frequencies as listed in paragraph (e) 1 below.

5. Refueling frequencies and rendezvous settings as listed in paragraph (g) below.

(d) M-11 Report: Upon termination of the first nite celestial leg of this mission, each bomber will submit a revised ETA (to refueling rendezvous point) message to Ajax Control, 321.0 mcs.

EXAMPLE: Ajax Control - Ajax 31, ZIPPO M-11, Ajax 31 Echo one zero, over.

NOTE: Echo indicates early. Lima indicates late. On time indicates aircraft will make good planned ETA. Numerals indicate number of minutes early or late.

(e) RBS Call-in:

1. Standard RBS call-in will be made to:

a. Kansas City - 356.8 mcs.

b. St. Louis - 384.6 mcs (primary) 258.2 mcs (secondary).

c. Little Rock - 251.0 mcs.

2. HF back-up for all RBS sites will be 4270 kcs.

(f) Strike Reports:

1. A consolidated strike report showing estimated results for each of the three runs will be submitted to March (primary) or McChord (secondary) immediately after the Little Rock run by each pilot. Reports will be

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addressed for relay to Franklin Alfa. If contact cannot be established, any AACS HF ground station 1500 miles or more from the target may be used. If a 1500 mile station cannot be contacted within 30 minutes, reports may be sent to any station with which contact can be established. Every effort should be made to transmit strike reports to designated stations. Optimum frequencies are 6738 kcs (primary) and 4724.5 kcs (secondary).

2. Strike results will also be transmitted by each aircraft immediately after each run to the stream leader. All pilots will note the results of all other aircraft and be prepared to present same at debriefing.

3. Strike reports will consist of relay instructions, ZIPPO, target identifier, date-time group (Zulu) of bombs away, and results (brevity code for estimated results is: Good G-Golf; Poor P-Papa; and Dud or results unobserved D-Delta).

EXAMPLE: March - Ajax 14, Relay to Franklin Alfa, Zippo, Kansas City 120215Z G-Golf, St. Louis 120300Z G-Golf, Little Rock 120350Z G-Golf, over.

(g) Refueling Rendezvous:

Acft position in stream	APN 12 - Tanker T	R	APN 76 Receiver T	R	APN 11 or APN 69	Voice Reflg Freq
Lead, 6 & 11	8	6	6	8	1-2-1	256.0
Nr 2, 7 & 12	7	5	5	7	1-3	266.2

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Acft position in stream	APN 12 - Tanker T	R	APN 76 Receiver T	R	APN 11 or APN 69	Voice Reflg Freq
Nr 3, 8 & 13	6	4	4	6	1-2	279.8
Nr 4, 9 & 14	4	8	8	4	3-1	303.2
Nr 5, 10 & 15	8	5	5	8	1-1-2	318.0

UHF Common 311.0 mcs HF back-up 5710.5 kcs.

(h) Air Refueling Reports: Each tanker will advise the airborne tanker task force commander of receiver call sign, success of refueling, and intentions of receiver if not refueled. The airborne tanker task force commander will in turn advise Ajax Control of total number of receivers refueled, and call sign and intentions of any receiver(s) not refueled, if known.

EXAMPLE: (Task Force Commander's Report) Ajax Control - Pancake controller, Seven Ajax aircraft refueled, Ajax 17 not refueled, returning to base, over.

(i) IFF: Lead aircraft will have IFF on Mode 2. All others will be in standby position. In the event of an abort, aborting aircraft will immediately turn IFF on Mode 2.

(j) Navigational Aids: Will be as listed in current Radio Facility Charts.

(k) Authentication and Identification: All aircraft will use AFSAL 5104 Authentication Table for authentication. Bomber aircraft will also use this table for identification. Tankers will use ACP 156 Extract for identification.

(l) Recall Word: Dust Storm.

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(m) Monitoring Procedures: During the periods 05-08, 25-28 and 45-48 minutes past each hour, all aircraft will monitor HF air/ground frequencies as follows:

1. Lead, 6 & 11 - 6738 kcs.
2. Nr 2, 7 & 12 - 4724.5 kcs.
3. Nr 3, 8 & 13 - 3144 kcs.
4. Nr 4, 9 & 14 - 11228 kcs.
5. Nr 5, 10 & 15 - 15016 kcs.

Recall or other pertinent information will be passed to mission aircraft during these periods. Any messages received will be immediately passed to other aircraft over the interplane frequency.

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

for WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

DISTRIBUTION:

COMADIV 802	1 cy
COMBOMWG 310	1 cy
COMABGRU 802	4 cys-(1cy Base Ops, 1 cy DM, 1 cy Refuel O, 1 cy Trans officer)
40DO	1 cy
40DOPB	1 cy
40DOI	1 cy
40DOB	1 cy
40DOOT	1 cy
40DM	1 cy
40FM	1 cy

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40MC	1 cy
40AE	1 cy
40AGH	4 cys
40Con Rm	1 cy
40DOC	1 cy
25BOMRON	8 cys
44BOMRON	8 cys
45BOMRON	8 cys
40AREFS	1 cy

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RED CLOUD (ALPHA)

CAPT IRVING, AIR COMMANDER

11 JANUARY 1956

SQDN	ACFT NR	CREW NR	A/C	SLOT	TO	HHGP
45BOMRON	543	L-65	IRVING	1	1740	2015
45BOMRON	556	L-70	CAMPBELL	2	1750	2025
45BOMRON	571	R-67	SCHUPPERT	3	1800	2035
44BOMRON	322	L-39	GALLIGAN	4	1810	2045
44BOMRON	555	R-48	BURNSTAD	5	1820	2055
25BOMRON	565	R-11	ONDES	6	1830	2105
25BOMRON	575	R-16	SMITH	7	1840	2115
25BOMRON	545	R-10	BOWLES	8	1850	2125
25BOMRON	159	L-03	STARR	9	1900	2135
SPARE				10	1910	2145
SPARE				11	1920	2155
SPARE				12	1930	2205

RED CLOUD (BRAVO)

CAPT CLARK, AIR COMMANDER

12 JANUARY 1956

SQDN	ACFT NR	CREW NR	A/C	SLOT	TO	HHGP
25BOMRON	573	L-14	JONES	1	1740	2015
44BOMRON	546	R-43	SEARS	2	1750	2025
45BOMRON	566	R-63	JONES, J.L.	3	1800	2035
45BOMRON	588	L-76	SHARP	4	1810	2045

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RED CLOUD (BRAVO)(CONT'D)

SQDN	ACFT NR	CREW NR	A/C	SLOT	TO	HHCP
44BOMRON	541	L-36	CLARK	5	1820	2055
25BOMRON	550	R-13	GALLIEN	6	1840	2105
45BOMRON	587	R-64	CAMPBELL, L.D.	7	1850	2115
SPARE				8	1900	2125
SPARE				9	1910	2145

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ARTC CLEARANCE

REPORTING POINTS:

1. Grand Island, Nebraska.
2. 15 East Pierre, South Dakota.
3. Dodge City, Kansas.
4. Kansas City, Missouri.
5. St Louis, Missouri.
6. Memphis, Tennessee.
7. Fort Smith, Arkansas.
8. ElDorado, Kansas. (Must be North of Hutch East Range leg to start descend for IFR).
9. Grand Island, Nebraska.
10. Dalhart, Texas.
11. Abeam Chorpus Christi (Approx 40 SW).
12. Abeam Houston, Texas (Approx 25 NE).
13. Abeam Oklahoma City (Approx 40 SW).
14. Wichita - Contact Wichita Radio individually for descent instructions.

ARTC RESTRICTIONS

1. Above 22M abeam Hastings initial climb.
2. After IFR turn abeam Hastings O/C to McCook. Be at altitude by McCook.
3. Altitudes for leg McCook - Falfurrias:
   Odds 31M (Red Cloud Alpha only)
   Evens 28M (Red Cloud Bravo as briefed)
4. First and last aircraft report times crossing Green 5 to Big Springs radio and Fort Worth centers respectively.

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HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

4000 28 December 1955

SUBJECT: 40th Bombardment Wing Operations Order 213-56

TO: See Distribution

1. Attached hereto is 40th Bombardment Wing Operations Order 213-56, "PACE SETTER II", written IAW SAF Operations Plan dated 1 December 1955.

2. This letter and the inclosures thereto are classified CONFIDENTIAL in accordance with paragraph 24, AFR 205-1, 15 December 1953.

FOR THE COMMANDER

1 Incl,
40BW OPORD 213-56

D. E. KNOX
Major, USAF
Adjutant

DISTRIBUTION:

COMAF 8	5 Cys
COMADIV 802	1 Cy
COMWING 310	1Cy
COMAFGP 800	4 Cys *
COMBOMRON 25	3 Cys
COMBOMRON 44	3 Cys
COMBOMRON 45	3 Cys
COMDR 40AMS	2 Cys
COMDR 40FMS	2 Cys
40DM	3 Cys
40DP	1 Cy
40DO	3 Cys
40AH	4 Cys 35, 36, 37, 38

ANNEX "B"

COMBOMRON 25	12 Cys
COMBOMRON 44	12 Cys
COMBOMRON 45	12 Cys

*Information required by Air Police, Motor Vehicle, Supply, and Food Service Squadrons.

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OPERATIONS ORDER

213-56

PACE LETTER II

HEADQUARTERS

40TH BOMBARDMENT WING, MEDIUM

SMOKY HILL AFB, KANSAS

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HEADQUARTERS 40TH BOMB WING (SBD)
Chanute AFB, Kansas
28 December 1955 CC30/Z

OPERATIONS O DER

SERIAL NO. 213-56

TASK ORGANIZATIONS:

25th Bombardment Squadron	Lt. Col. E. P. Clark
44th Bombardment Squadron	Lt. Col. W. P. Pitts
45th Bombardment Squadron	Lt. Col. W. G. Ivey
40th A & E Squadron	Maj. R. L. Ellson
40th Field Maintenance Squadron	Maj. J. R. Johnson
Directorate of Operations	Col. T. M. Bowlen
Directorate of Materiel	Col. A. D. Stapp

1. GENERAL SITUATION: A requirement exists to conduct periodic bomber stream missions gainst Mt. Carmel, Illinois; Springfield, Massachusetts; and Montreal, Quebec, Canada. Unclassified nickname is "Pace-SetterII". Mission will take place on 23 and 24 January 1956 (GSI). (Tentative.)

a. Intelligence: See Annex A.

b. Friendly Forces:

(1) 2028 AACS Detachment: Provide adequate approach control, tower and GCA facilities.

(2) 2nd Weather Detachment: Provide general and pre-takeoff route briefings, and necessary planning data and aircrew weather flimsies. Provide and summarize SAC-MAR reports.

(3) 802nd Air Base Group: Provide necessary transportation, supplies, including petroleum, odd hours messing

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facilities, and security guards as may be requested to provide adequate mission support within the available means.

(4) Eighth Reconnaissance Technical Squadron: Receive and evaluate all radar scope photos obtained on RBS runs during this mission.

2. MISSION: Conduct a simulated bombing mission against selected GZs at Mt. Carmel, Illinois; Springfield, Massachusetts; and Montreal, Quebec, Canada, in order to determine the 40th Bomb Wing capability for successful execution of bomber stream type missions.

3. TASKS FOR SUBORDINATE UNITS:

A. 25th Bombardment Squadron will:

(1) Provide 9 primary aircraft and 9 qualified aircrews to accomplish the mission outlined in Annex B. In addition, one spare aircraft will be provided, preflighted and ready to go.

b. The 44th Bombardment Squadron will:

(1) Provide 9 aircraft and 9 qualified aircrews to accomplish the mission outlined in Annex B. In addition, one spare aircrew and one spare aircraft preflighted and ready to go, will be provided.

c. 45th Bombardment Squadron will:

(1) Provide 11 primary aircraft and 11 qualified aircrews to accomplish the mission as outlined in Annex B. In addition, one spare aircraft, preflighted and ready to go, will be furnished.

d. 40th Armament and Electronics Squadron will:

(1) Provide maintenance personnel and services as required.

(2) Provide necessary personnel for debriefing and critique.

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e. 40th Field Maintenance Squadron will:

(1) Provide necessary maintenance personnel and services to enable tactical squadrons to meet established commitments.

X. General Instructions:

(1) Mission will be executed only upon receipt of SAC Order of Execution.

(2) Schedules: Normally, two wings will be participating on each flying day. The 40th Bomb Wing will utilize the first half of the two five-hour control time periods allotted to the 802nd Air Division on 24th and 25th January 1956. (Z) First takeoff will be approximately 0120Z each day (1920 CST with succeeding takeoffs at ten minute intervals thereafter for approximately two and one half hours.

(a) General Briefing- 0930 CST, 20 January 1956, Ground Training Auditorium.

(b) Pre-Takeoff Briefing--Three hours prior to takeoff, 44th Bomron Ops Briefing room.

(c) Debriefing- 44th Bomron Ops Briefing room immediately after landing.

(d) Critique- To be announced at general briefing.

(3) Crew Qualifications--Best qualified crews will be used. Stuff or 5X crews forbidden; non-ready crew use not recommended.

(5)Weather Minima will be as prescribed by local flying regulations, or AFR 60-16, whichever is higher, at any base of contemplated landing.

(6) Routes and Altitudes: See Annex B.

(7) Targets: See Annexes A and B.

(8) SAC has been requested to grant 5X-E credit for the first

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RBS run for those crews flying the lower altitudes.

(9) Malfunction runs will be considered radar aborts.

(10) All film, logs, and reports will be turned in by aircrews at debriefing.

(11) No public information release concerning this mission will be made.

(12) Unit commanders are responsible for insuring security (train penetration and/or sabotage) in accordance with existing directiv

4. ADMINISTRATION AND LOGISTICS. Omitted.

5. COMMAND AND COMMUNICATIONS: Normal, see annex C for communications.

ANNEXES:
A - Intelligence
B - Operations and Crew Flimsy
3 Appendixes
1 - Flight Plan
2 - Route Map
3 - Comm Flimsy
C - Communications

BERTON H. BURNS
Colonel, USAF
Commander

DISTRIBUTION:

COMAF 8	5 cys
COMDIV 802	1 cy
COMBOMWG 310	1 cy
COMBGP 802	4 cys
COMBOMRON 25	3 cys
COMBOMRON 44	3 cys
COMBOMRON 45	3 cys
COMDR 40A&E	2 cys
COMDR 40FM	2 cys
40DM	3 cys
40DP	1 cy
40DO	6 cys
40AGH	4 cys
ANNEX B (Incl Comm Flimsy)	
COMBOMRON 25	12 cys
COMBOMRON 44	13 cys
COMBOMRON 45	12 cys

OFFICIAL:

WILLIAM N. BOWDEN
Colonel, USAF
Wing Operations Officer

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 December 1955

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 213-56

INTELLIGENCE

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ANNEX A
40BW OPORD 213-56
27 DEC 55

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 December 1955

ANNEX A

INTELLIGENCE

1. Intelligence Summary:

a. General Situation:

(1) The 40th Bombardment Wing will conduct a simulated bombing mission against selected GZ's at Mt Carmel, Ill; Sprimgfield, Mass; and Montreal, Quebec.

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

b. Enemy Order of Battle: (Omitted)

c. Capabilities of Enemy Forces: (Omitted)

2. Intelligence Requirements:

a. Essential Elements of Information:

(1) General: As required by Eighth Air Force ICP, 1 JUL 55.

(2) Specific: (Omitted).

b. Means of Obtaining Information:

(1) Interrogation of combat crews immediately after the mission by Intelligence Officers and staff specialists.

(2) Instructions contained in Eighth Air Force ICP, 1 JUL 55, will be followed.

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 AF Form 112.

(Carbon Copy)

ANNEX A
40BW OPORD 213-56
27 DEC 55

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3. Intelligence Activities:

a. Navigational Materials: As required.

b. Target Materials:

(1) Latest available Domestic Graphic Target Materials will be furnished by the 40th BW Target Intelligence Section.

(2) Best available radar scope photography of all targets will be furnished by 40th BW Target Intelligence Section.

(3) Best available visual photography of all targets will be furnished by the 40th BW Target Intelligence Section.

(4) Foregoing materials will be furnished to the using agencies sufficiently in advance of the implementation order to provide adequate time for planning, target study and briefing purposes.

c. Targets:

(1) Target complexes, DGZ's, and IP's are listed in ANNEX B.

(2) Simulated or prediction material will be exploited to maximum extent.

d. Photographic Requirements:

(1) Visual strike photography will be obtained if the unit capability and other conditions permit.

(2) Maximum radar photography will be obtained on all targets.

(3) All photography will be obtained in accordance with the SAC Tactical Doctrine and applicable Observer Publications.

(4) Observers' photo logs will be accomplished on all photography in accordance with the provisions of SAC Reg 95-11. Special emphasis will be placed on the preparation of these logs to insure

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ANNEX A
40BW OPORD 213-55
27 DEC 55

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that all data required for film identification and for the preparation of special reports is made available to recipients of the logs and corresponding photography.

(5) The 40th BW Target Intelligence Section will forward all radar and visual photography obtained on this mission, with completed photo logs, to the 8th RTS, Westover AFB, within ten days after completion of the mission.

e. Survival Intelligence:

(1) Crew Members will be familiar with SAC Reg 200-8, subject: Force Landing Procedures in Foreign Countries and Instructions for the Conduct of Airdrew Personnel, dated 29 OCT 53.

(2) Survival equipment to include A-1 Kit, winter gear, pistol, knife matches, and a chart of the area.

4. Reports:

a. The following reports will be submitted in compliance with SAC Manuals 55-8, 55-8F and 55-8N, OCT 55.

(1) Distribution B: Reports without special instructions:

(a) B-2, B-10, B-15, B-17, B-21, B-27, K-36.

(b) Reports required in accordance with paragraph 6a(1), SAC Manual 55-8.

(2) Reports with special instructions:

(a) B-11: Target Identifiers, as assigned will be reported for designated targets.

TGT	TGT IDENTIFIER
MT CARMEL	222
SPRINGFIELD	333
MONTREAL	444

(b) B-25: Negative reports will be submitted.

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(c) B-30: Negative reports will be submitted.

(d) B-51: List supporting 815th RTS as an additional addressee on all B-51 reports. Reports will contain one RBS complex name and designator, to be designated later.

(e) B-81: Reference paragraph 2f of report format prescribed by SAC Manual 55-8B, an effective aircraft is one that is effective on all scheduled targets.

BENTON H. BURNS
Colonel, USAF
Commander

OFFICIAL:

JAMES H. MARABLE
Major, USAF
Wing Intelligence Officer

ANNEX A
4053rd OPORD 213-56
27 DEC 55

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 December 1955

ANNEX B

TO

OPERATIONS ORDER

SERIAL NR 213-55

OPERATIONS

ANNEX B
40BW OPORD 213-55
27 DEC 55

Confidential

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 December 1955

ANNEX B

OPERATIONS

1. GENERAL: "PACE SETTER II" is an Eighth Air Force competition mission designed to evaluate the radar bombing capability of the combat crews. This mission will require twenty-nine (29) effective B-47s and aircrews of the 40th Bomb Wing and will be flown on 23 and 24 JAN 1956 (CST).

2. SCHEDULE:

a. Briefing Schedule:

TYPE	PLACE	TIME
General and Specialized	Ground Training Auditorium	0900 20 JAN 56
Pre-takeoff	44th Bomb Squadron	3 hrs prior to takeoff
Debriefing	44th Bomb Squadron	Immediately after landing
Critique	Ground Training Auditorium	0800 3 FEB 56

b. Flying Schedule:

(1)

STREAM	SQDN	TAKEOFF 23 JAN	ACFT	CREW	A/C	OBS
1	25	1920CST	605	S-01	TUTTLE	MACLEAN
2	25	1930CST	550	L-06	WHAYNE	PROBST
3	25	1940CST	159	L-04	JUNAWAY	SMITH
4	25	1950CST	565	R-11	ONDES	ENGLERT
5	25	2000CST	578	R-15	GALVAN	HARRIS
6	44	2010CST	569	L-47	MARTIN	SKIFFINGTON
7	44	2020CST	541	L-36	CLARK	COLLIER

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8	44	2030CST	561	L-37	CLEVELAND	HARDING
9	44	2040CST	583	L-45	MARKOWSKI	CLOAK
10	44	2050CST	322	L-39	GALLIGAN	HAMILTON
11	45	2100CST	572	L-60	GRIFFIN	CONLEY
12	45	2110CST	590	L-56	CALVERT	PAGLIERO
13	45	2120CST	588	L-72	SHARP	CARNES
14	45	2130CST	587	R-64	CAMPBELL, L	ZAHARIS
15	45	2140CST	548	L-75	BANK	SEHON

(2) STREAM SQDN TAKEOFF 24 JAN 405T CREW [illegible] 202

1	45	1920CST	607	L-70	CAMPBELL, J	NELSON
2	45	1930CST	593	L-62	[illegible]	WELSH
3	45	1940CST	569	L-72	HUNTLEY	PEACOCK
4	45	1950CST	554	L-60	JONES, J	THOMPSON
5	45	2000CST	558	R-52	SCRUGGS	TAYLOR
6	44	2010CST	564	L-41	MILLERICK	SMITH
7	44	2020CST	582	L-44	VIA	WILLIAMS
8	44	2030CST	579	R-38	CREEL	MANGO
9	44	2040CST	584	L-30	BRIGGS	SNYDER
10	44	2050CST	564	R-48	BURNSTAD	BERBERICH
11	25	2100CST	326	L-02	LIEBICH	OSBORN
12	25	2110CST	558	L-03	STARR	OWEN
13	25	2120CST	545	L-14	JONES	DIBBLE
14	25	2130CST	573	L-10	BOWLES	RUMPH
15	SPARE	2140CST				
16	SPARE	2150CST				

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ANNEX B
4CRW OPORD 213-56
27 DEC 55

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3. BOMBING:

a. Bomb runs will be made at 425 knots TAS.

b. Altitudes are as specified on SAC Form 1 (APP 1).

c. Enroute altimeter settings will be used. However, the final setting prior to initiating each bomb run will be obtained from the CAA station nearest the RBS site being used.

d. Type Bombing and Targets:

(1) Mt Carmel - Record Synchronous Radar Offset DGZ - ECHO

(2) Springfield - Record Synchronous Radar Offset DGZ - BRAVO

(3) Montreal - Record Synchronous Radar Offset DGZ - GOLF

e. Photographic requirements (as specified in ANNEX A). Emphasis will be placed on proper accomplishment of SAC Form 284, Radar Scope Photo Log, in accordance with SAC Reg 95-11.

f. RBS coordination (as specified in Communications Plan).

g. RBS sites have been directed to furnish individual coded scores.

h. Malfunction runs will be considered radar aborts.

i. From IP to targets, clamshells will be closed and filter on optics turned to "DARK".

4. NAVIGATION: (Routes - See INCL 1)

a. One night celestial grid leg.

b (1) K-System will be used in polar operation.

(2) Minimum requirements necessary for obtaining credit for navigation leg. (See SAC Reg 51-11, 28 NOV 55)

(a) Steering by unslaved directional gyro only.

(b) Gyro precession by celestial heading checks only.

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(c) Four celestial fixes.

(d) Five DRPs, four of which must be celestial. One or more may be PLOPs.

(3) The use of radar winds is authorized.

(4) Radar fixing is not authorized and will not be used.

b. Control Points:

(1) HHCP time for first aircraft is 0230Z on 24 and 25 JAN 56. Following aircraft at 10 minutes intervals. Control times will be made good, plus or minus 2 minutes. No aircraft will be scheduled to arrive at the HHCP after 0550Z on either day.

(2) A second control point is established at Frederick, MD. Individual aircraft will announce ETA to Frederick on 321 mcs. Succeeding aircraft will dog-leg to the left as necessary to insure 10 minute spacing.

c. Active air space reservations will be circumnavigated.

d. Active RBS sites (excluding Mt Carmel, Springfield and Montreal) will be circumnavigated by at least 60 miles.

5. SPECIAL OBSERVER REQUIREMENT: Observers will monitor approaches and landings on airborne radar in accordance with SAC Manual 50-38 procedure. (pages 121 to 126). Such parts of 8AF Reg 51-3, 5 AUG 53, that do not conflict with SAC Manual 50-38 will be complied with.

6. Fighter Interception: Omitted.

7. Flying Safety:

a. Flying safety considerations will take precedence over mission accomplishments.

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ANNEX B
40BW OPORD 213-56
27 DEC 55

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b. Fuel Reserve: 12,000 pounds minimum over destination. Decision to proceed to destination or alternate should be made not less than one hour from ETA over original base of intended landing.

c. Squadron Operations Officers will insure that all crews are familiar with enroute bases' letdown procedures.

d. Aircraft navigation lights will be on bright and flashing during hours of darkness.

e. One pilot will maintain visual clearance at all times when flying in visual flight conditions.

8. TRAINING REQUIREMENTS:

1 Celestial Grid

3 Record RBS

1 GCA

1 Radar Monitored Approach

1 Landing

9. DIRECTORATE RESPONSIBILITIES: Assigned at pre-planning meeting.

10. STREAM LEADERS:

23 JAN 56 - LTCOL TUTTLE, 25th BOMRON

24 JAN 56 - CAPT J. M. CAMPBELL, 45th BOMRON

11. ABORT PROCEDURES AND EMERGENCY AIRFIELDS:

a. Aircraft aborting will turn right, descending to 3000 ft below lowest specified altitude, if VFR, being used and contact ARTC for individual clearance to base of intended landing. If IFR, maintain altitude and obtain individual clearance. Aborting aircraft will notify adjacent aircraft on interplane frequency of problem and intentions.

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b. Suggested alternates are LOCKBOURNE, WESTOVER AND PLATTSBURG APBs.

12. Miscellaneous:

a. Takeoffs will be adjusted at pre-takeoff briefing using latest forecast winds.

b. Spare slots will be assigned from Wing Control Room.

c. No aborting aircraft or crews will be rescheduled.

APPENDIXES:
1 - Flight Plan
2 - Route Map
3 - Comm Filing

BERTON H. BURNS
Colonel, USAF
Commander

OFFICIAL:

WILLIAM N. BOWDEN
Colonel, USAF
Wing Operations Officer

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ANNEX B
40BW OPORD 213-56
27 DEC 55

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OLD NUMBERED AIRCRAFT

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: 40BOMWNG | AIRCRAFT TYPE AND SERIAL NO.: B-47E | CREW NUMBER: | ACFT CODE (Name and Grade): PAUL SEITZER II | OBSERVER (Name and Grade): | CO (Name and Grade):

PRE-FLIGHT PLAN

	FROM / ROUTE	A/C CODE	T.C.	WIND D/V. / DRIFT	T.K.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN	FUEL FLIGHT PLAN: GROSS WEIGHT
	SHAFB															85,500	171,509
	START-TAXI -T/O AND ACCEL	ACC	-	-	-	-	-						:19			4,621	4,621
													:03			81,879	166,888
	40-04N 95-37W Falls City Neb	CL	050	260/40 -3	047	-9	038		-	410	444	121	:16	109		6,600	6,600
												121	:03	107		75,279	160,288
	40-00N 95-27W LO	CL	050	260/80 -5	045	-9	036	34.0	.735	425	461	49	:06	43		1,100	1,100
												50	:06	42		74,179	146,188
	40-05N 93-37W Trenton, MO	CR	091	260/80 ∠2	093	-8	085	34.0	.735	425	[illegible]	[illegible]	:31	194		73,009	158,013
													:05	42		1,140	1,140
	40-43N 92-52W Centerville, IA	CR	037	260/80 -7	030	-7	023	34.0	.735	[illegible]	[illegible]	[illegible]	:37	235		71,869	156,838
													:11	78		2,220	2,130
	39-55N 91-24W Quincy, ILL	CR	134	260/80 ∠9	143	-6	137	34.0	.735	[illegible]	[illegible]	357	:48	334		69,779	154,778
												79	:10	71		1,140	1,140
HHCP	39-46N 89-39W																
PIP	Springfield, ILL	CR	095	260/80 ∠3	098	-5	093	34.0	.735	425	503	134	:58	385		68,639	153,638
	39-07N 88-33W			260/80								64	:08	57		1,140	1,140
IP	Effingham, ILL	CR	129	∠8	137	-3	134	34.0	.735	425	475	503	1:05	442		67,499	152,498
												50	:06	42		1,140	1,140
	38-37N 87-35W			260/80													
TGT	Mt. Carmel, ILL	CR	127	∠8	135	-3	132	34.0	.735	425	475	550	1:12	491		66,359	151,358
												238	:28	198		5,940	5,940
	38-29N 82-37W Ashland, KY	CR	092	260/80 ∠2	094	-1	093	34.0	.735	425	503	788	1:40	682		60,399	145,248
												250	:30	212		5,390	5,390
CP	39-24N 77-24W Frederick, MD	CC	077	260/60 -1	076	∠4	080	34.0	.74	425	505	1038	2:10	894		54,849	139,858
												166	:20	142		3,390	3,390
PIP	40-15N 74-00W	CR	072	270/95 -4	068	∠9	077	34.0	.74	425	515	1204	2:30	1036		51,459	136,468
												77	:10	71		1,660	1,660
	41-19N 73-06W			270/95													
IP	Derby, CONN	CR	030	-11	019	∠11	030	34.0	.74	425	465	1281	2:40	1107		49,799	134,808
	42-04N 72-29W			270/95								57	:07	50		1,130	1,130
TGT	Springfield, MASS	CR	028	-11	017	∠13	030	34.0	.74	425	463	1338	2:47	1157		48,669	133,678
												64	:13	92		2,090	2,090
	43-31N 72-57W			270/95													
	Rutland Airport	CR	346	-12	334	∠14	348	36.0	.74	425	393	1422	3:00	1249		46,579	131,588
	44-29N 73-12W			270/95								59	:09	64		1,440	1,440
IP	Burlington, VT	CR	349	-13	336	∠15	351	36.0	.74	425	397	1481	3:09	1313		45,139	130,148
	45-31N 73-37W			270/60								65	:10	71		1,370	1,510
TGT	Montreal	CR	346	-8	338	∠16	354	36.0	.74	425	405	1546	3:19	1384		43,569	128,578
												54	:16	113		2,460	2,460
Start	45-28N 75-41W			270/60													
Grid	OTTAWA CAN	CR	261	∠1	262	∠15	277	35.0	.74	425	363	1600	3:35	1497		41,109	126,118
				270/60								436	1:12	510		11,230	11,230
TP	45-18N 86-00W	CC	269	[illegible]	269	∠8	277	38.0	.74	425	363	2076	4:47	2007		29,879	114,888
Tem	41-01N 93-18W			270/60								409	1:05	460		8,730	8,730
Grid	Chariton	CR	231	∠5	236	-5	231	38.0	.74	425	375	2485	5:52	2467		21,149	106,158
				260/80								242	:41	290		5,220	5,220
	SHAFB	CR	236	∠4	240	-9	231	38.0	.74	425	350	2727	6:33	2757		15,929	100,938

NOTE: COURSES AND DISTANCES IN THIS FLIGHT PLAN WERE MEASURED ON JN SERIES CHARTS. TURNS ARE STARTED OVER THE SPECIFIED TURNING POINTS WITH THE EXCEPTION OF TPs AND IPs. A DIVE WAS USED AS THE APPROXIMATE STANDARD DATA, TURN DIAMETER, GROUND DISTANCES ARE THE SUM OF THE SEGMENTARY PLUS SAFETY LANES, OR EACH 45 DEGREE OF TURN. TURN DISTANCES ARE INCORPORATED IN THE LEG FOLLOWING THE TURN.

INACCURACIES IN EXCESS OF ∠ OR -1 DEGREES IN T.C. ∠ OR -1 DEGREE IN VARIATION AND ∠ OR - 3 KTS IN GROUND SPEED SHOULD BE REPORTED TO ARDC/DCS PLANS SECTION, EXT. 7149

DATE OF TAKE-OFF: 24-25 JANUARY 1955

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT	82,000	
CREW WT	1,055	
OIL WT	423	
ATO BTL WEIGHT (Propulsion)	-	
EXT TANKS WT (Propulsion)	1,530	
OPERATING WT		85,009
FWL	17,601	
CWL	18,581	
AWL	22,292	
FWD AUX	6,435	
W.B.	11,601	
ATO	8,190	
EXT.		
TOTAL		86,500
BOMBS WT		-
AMMO WT		-
ADD. FLUID WT		-
INITIAL GROSS WT		171,509
START ENG. AND TAXI FUEL ALW		2,561
TAKE-OFF GROSS WT		168,948

CODE 6

RUNWAY: PRESS. ALT	LENGTH	AIR TEMP.
1395'	12,300'	38° F

CRITICAL FIELD LENGTH: 8100'

TAKE-OFF: DISTANCE 7000' | SPEED 150 K

REFUSAL SPEED 141 K | 165 K | 98 K

NO. OF ATO BOTTLES REQUIRED:

ATO PROPELLANT WEIGHT:

ADJUSTED TAKE-OFF WEIGHT:

ADJUSTED TAKE-OFF DISTANCE:

ATO FIRING SPEED:

Remarks: ∠7½% Fuel; Added for Tip Tanks

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JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

A/C 40BGW2V | AIRCRAFT TYPE AND SERIAL NO. B-47E | CREW NUMBER | A/C WORTH (Navy and Civil) PACE SETTER II | DESIGNER (Navy and Civil) | OP PILOT (Navy and Civil)

PRE-FLIGHT PLAN

FROM / ROUTE	A/C	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC GRD DIS	TIME ATC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN FUEL TYPE / REMARKS	GROSS WEIGHT
SHAPE															86,400	171,509
START-TAXI -T/O AND ABORT	ADC	-	-	-	-	-	-	-	-	-	-	:19 :09	-		4,821	4,509
40-34N 95-37W Fairfax City, Mo	OL	050	280/40 -5	047	-9	038	-	-	410	414	121 121	:26 :17	109 109		83,679 6,800	166,888 6,800
40-30N 95-27W Mo	CL	050	280/80 -5	045	-9	036	31.0	.73	425	493	09 130	:02 :20	07 174		75,879	160,088
40-25N 93-37W Trenton, MO	CR	091	280/80 -4	093	-8	085	31.0	.73	425	503	94 233	:22 :37	78 274		74,774 1,100	158,988 2,200
40-45N 92-52W Centerville, IA	CR	037	280/80 -7	030	-7	023	33.0	.73	425	480	48 271	:06 :37	42 256		73,630 1,150	156,838 2,200
40-55N 92-24W Kirksville, MO	CR	33	280/80 -9	243	-8	237	31.0	.73	425	457	69 340	:11 :48	58 314		72,430 1,200	154,638 2,200
39-48N 89-39W Springfield, ILL	CR	095	280/80 -8	098	-8	090	31.0	.73	425	502	138 478	:18 1:06	115 429		71,230 1,200	152,438 2,200
39-20N 88-38W Effingham, ILL	CR	109	280/80 -8	117	-8	109	31.0	.73	425	475	84 562	:08 1:14	67 496		70,030 1,200	150,238 2,200
38-39N 87-36W Mt. Carmel, ILL	CR	127	280/80 -8	135	-8	127	31.0	.73	425	476	90 652	:12 1:26	68 564		68,830 1,200	148,038 2,200
38-20N 87-27W Evansville, IND	CR	092	280/80 -7	099	-7	093	31.0	.73	402	502	236 888	:28 1:54	218 782		67,630 5,200	145,838 5,200
37-42N 87-24W Smithland, KY	CR	077	280/80 -7	084	-7	078	31.0	.73	425	505	224 1112	:27 2:21	204 986		62,430 5,200	140,638 5,200
37-12N 87-40W PIF	CR	072	270/95 -4	068	-4	064	33.0	.735	425	515	166 1278	:20 2:41	142 1128		57,230 2,200	135,438 2,200
36-19N 87-40W IP	CR	030	270/95 -11	019	-11	013	33.0	.735	425	445	77 1355	:10 2:51	71 1199		55,030 1,650	133,238 1,650
36-09N 87-29W TOT Smithfield, KABS	CR	028	270/95 -11	017	-11	011	33.0	.735	425	463	57 1412	:07 2:58	50 1249		53,380 1,150	131,588 1,150
36-41N 87-37W Fulbright Airport	CR	346	270/95 -12	334	-11	328	33.0	.735	425	393	64 1476	:13 3:11	92 1341		52,230 2,100	130,438 2,100
36-20N 87-44W IP Dickinson, TN	CR	349	270/95 -13	336	-11	331	33.0	.735	425	397	59 1535	:09 3:20	64 1405		50,130 1,650	128,338 1,650
43-31N 73-37W TOT Montreal	CR	346	280/60 -8	338	-16	331	33.0	.735	425	405	65 1600	:10 3:30	71 1476		48,480 1,650	126,688 1,650
45-27N 75-41W Start OTTAWA CAN	CR	261	270/60 -1	262	-15	257	33.0	.735	425	363	54 1654	:16 3:46	113 1589		46,830 2,500	125,038 2,500
TP 45-15N 86-00W	DC	269	270/60 0	269	-8	277	36.0	.74	425	363	436 2076	1:12 4:47	510 2007		44,330 10,990	122,538 10,990
Tem 41-01N 93-18W Grid Harlan	CR	231	270/60 -1	230	-5	231	36.0	.74	425	375	409 2485	1:05 5:52	460 2467		33,340 8,940	111,548 8,940
ORMPF	CR	236	260/80 -4	240	-9	231	36.0	.74	425	350	242 2727	:41 6:33	290 2757		24,400 5,330	102,608 5,330
															19,070	97,278

NOTE: COURSES AND DISTANCES IN THIS FLIGHT PLAN WERE MEASURED ON JN GRIDS [illegible] I AND ARE STARTED [illegible] USE ONLY SPECIFIED AIRWAYS, POINTS WHERE THE EXECUTION OF FIPs AND IPs. [illegible] IN DRYS ARE USED AT THE APPROPRIATE STANDARD RATE, TURN DIAMETER, GROUND [illegible] THE RUN [illegible] THE NAVIGATOR'S FLIGHT LOGS CALCULATIONS BASED ON [illegible] POINTED BY THE LAST FLIGHT PLAN TURN.

DATE OF TAKEOFF: 24-25 JANUARY 1955

ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	

A/C DRAFT BASIC WT	82,000	
CREW WT	1,155	
OIL WT	443	
A/D BTL WEIGHT (Navy)	-	
EAT TOTAL WT	1,430	
INITIAL TAKE-OFF WT	1	85,009
FUEL WEIGHT: TOTAL		86,500
NUMBER WT		-
AMMO WT		-
ADD. FLUID WT		-
INITIAL GROSS WT		171,509
START-END TAXI FUEL ALW		2,561
TAKE-OFF GROSS WT		168,948

RUNWAY: PRESS. ALT 1395' | LENGTH 12,300' | AIR TEMP. 38° F

CRITICAL FIELD LENGTH: 8100'

TAKE-OFF: DISTANCE 7000' | SPEED 150 K

REFUSAL SPEED 141 K | SPEED/DISTANCE EMERG DEST PLANE 165 K | LIMIT 2500' 98 K

NO. OF A/C BOTTLES REQUIRED AND USED

Remarks:	
PELLANT WEIGHT	47½% Fuel
ADJUSTED TAKE-OFF WEIGHT	Added for
ADJUSTED TAKE-OFF DISTANCE	Tip Tanks
ATO FIRING SPEED	

CODE 6

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COMMUNICATIONS FLIMSY

PACE SETTER II

1. Normal communications procedures will apply. ARTC clearance will be opened by the Leader who will also make position reports for the entire stream. Last aircraft will close the clearance. The following reporting points will be compulsory while over Canada. On call-in, pilot must give frequency on which he will be listening for reply. If contact indicated below cannot be established, reports will be given to Canadian radar stations over UHF 364.2 mcs with instructions to pass to Control Station for the area being overflown.

POSITION	CALL TO	TRANSMITTING FREQ	LISTENING FREQ
44/45N-73/30W	MONTREAL DOT	3023.5 kcs	248 kcs
MONTREAL	MONTREAL DOT	3023.5 kcs	248 kcs
OTTAWA	OTTAWA DOT	3023.5 kcs	236 kcs
KILLALOW	LILLALOW	3023.5 kcs	227 kcs
45/30N-80/00W	NORTH BAY DOT	3023.5 kcs	347 kcs
45/40N-83/00W	GORE BAY DOT	3023.5 kcs	245 kcs

2. Assigned tactical call signs will be used for all communications, air to air and air to ground. Ground stations' call signs will be as listed in current Radio Nac Charts. Interplane frequency will be 321.0 mcs., with 5710.5 kcs back-up.

3. HF tactical reports other than strike reports will be addressed for relay to CURFEW. Optimum frequencies will be 6738 kcs (primary) and 4724.5 kcs (secondary). Control stations will be ANDREWS (primary), LORING (secondary) and any AACS air/ground station alternate.

4. STRIKE REPORTS:

a. Strike reports will be submitted to MARCH (primary) or MOCHORD (secondary). Any AACS air/ground station 1500 miles or more from the target

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may be used as alternate. Optimum frequecies will be 6738 kcs (primary) and 4724.5 kcs (secondary).

b. Strike reports will be addressed for relay to "CURFEW" and "FRANKLIN ALFA".

c. Only the following will be used for estimating strike success: Good - (G-GOLF), Poor (P-PAPA) or Dud or results unobserved - (D-DELTA).

d. For the purpose of Target Identification in submitting strike reports the following Target Identifiers will be used. Mt Carmel (222), Springfield (333) and Montreal (444).

e. A consolidated strike report will be sent for all three targets immediately after the Montreal run.

EXAMPLE: March - AJAX 19, Relay to CURFEW and FRANKLIN ALFA, ZIPPO, 240500Z 222 G-Golf, 240545Z 333 P-Papa, 240620Z 444 G Golf, over.

5. The following abbreviated RBS call-in will be used for this mission.

a. RBS site call sign.

b. Aircraft tactical call sign.

c. Pressure altitude and position with respect to RBS site.

d. Run classification (encoded).

e. Crew number.

f. Type run (encoded).

g. Indicate that run will be made on PACE SETTER target.

6. RBS frequencies will be as follows:

a. Mt Carmel - 258.2 mcs (primary) and 356.8 mcs (secondary).

b. Springfield - 258.2 mcs (primary) and 240.6 mcs (secondary).

c. Montreal - 384.6 mcs.

d. HF back-up for all RBS sites will be 4270 kcs.

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Continuation

7. Individual aircraft will announce actual time of arrival at Frederick, Maryland over interplane frequency, 321.0 mcs in order that succeeding aircraft may control arrival time at Frederick to insure 10 minute spacing.

8. The transmit-receive guard (TR/G) position of the UHF radio will be utilized at all times.

9. Any aircraft penetrating a Canadian ADIZ will contact Canadian ADC radar stations on 364.2 mcs.

10. Lead aircraft will have IFF on Mode 2. All others will be on standby position. In the event of an abort, aborting aircraft will immediately turn IFF on Mode 2. While overflying Canada, aircraft will change IFF Mode if requested to do so by ground radar stations.

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

12. Authentication and identification will be in accordance with AFSAL 5104 Authentication Table.

13. Navigational aids will be as listed in current Radio Fac Charts.

14. Pilots will monitor HF frequencies as listed below during periods 05-08, 25-28 and 45-48 minutes past each hour. Changes in route, recall and other pertinent information will be passed during these periods.

a. Lead, 6, 11, 16, 21, 26 and 31 guard 6738 kcs.

b. NR 2, 7, 12, 17, 22, 27, and 32 guard 4724.5 kcs.

c. NR 3, 8, 13, 18, 23, and 33 guard 11228 kcs.

d. NR 4, 9, 14, 19, 24, 29 and 34 guard 15016 kcs.

e. NR 5, 10, 15, 20, 25, 30 and 35 guard 3144 kcs.

15. Recall word: "TALL CORN".

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 December 1955

ANNEX C

TO

OPERATIONS ORDER

SERIAL NR 213-56

COMMUNICATIONS

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(Confidential)

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 December 1955

ANNEX C

COMMUNICATIONS

1. GENERAL:

a. Applicable CEI's, appropriate ACP's, SAC Manual 55-8, 55-8B and 55-8M, JANAP's, Radio Facility Charts, Supplementary Flight Information Documents, and ICAO Documents apply unless modified herein.

b. ZULU time will be used.

2. ADMINISTRATIVE COMMUNICATIONS:

a. Point to point communications will be conducted over the following facilities in the priority listed.

(1) SOCS (for command and operational traffic only).

(2) SACCOMNET

(3) AIRCOMNET

(4) Commercial Facilities

(a) TWX

(b) Long Distance Telephone.

(5) Radioteletype and CW manual radio (to be used only in event of failure or non-availability of landline).

3. AIRBORNE COMMUNICATIONS:

a. Identification and authentication will be in accordance with AFSAL 5104 Authentication Table.

b. IFF will be in accordance with SAC Reg 55-23 as amended.

c. Emergency procedures will be in accordance with ACP 130, 135, current Radio Facility Charts and Supplementary Flight Information Documents.

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d. HF back-up for UHF air-to-air communications will be 5710.5 kcs.

e. UHF frequencies and channelization will be in accordance with SACCEI, current Radio Fac Charts, applicable frequency directives for area being overflown and/or as tactically required.

f. HF frequencies will be in accordance with SACCEI.

g. Aircraft will use assigned tactical call signs for all air to air and air to ground communications. Ground station call signs will be as listed in appropriate current Radio Fac Charts.

h. Position reporting will be accomplished in accordance with SAC Manual 55-8M, Procedure COCA applies. Normal CAA and ADIZ reporting will be adhered to. Lead aircraft will open clearance and report for entire stream. Last aircraft will close clearance for the stream.

i. Communications Control Stations:

(1) HF communications other than strike control stations will be as follows:

(a) West of 90 degrees West:

OFFUTT - Primary

CARSWELL - Secondary

Any other MACS air/ground station - alternate.

(b) East of 90 degrees West:

ANDREWS - Primary

LORING - Secondary

Any other MACS air/ground station - alternate.

(2) Control stations for simulated strike reports will be

MARCH - Primary

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MCCHORD - Secondary

Any AACS air/ground station 1500 or more miles from target - alternate.

j. Addressees: Reports will be addressed for relay as follows:

(1) Position Reports - CURFEW.

(2) Simulated Strike Reports - CURFEW and FRANKLIN ALFA.

k. Navigational aids will be in accordance with appropriate Radio Fac Charts.

l. Communications security will be observed and no clear text transmissions will be made that would reveal unit designation, location, aircraft type or the nature of the mission. ACP 122B applies.

m. The transmit-receive-guard (TR/G) position of the UHF radio will be utilized at all times.

n. [illegible] will be briefed on the provisions of [illegible](7) and Eighth AF messages ODCI 61801, 16 AUG 55, and ODCI 25 269, 3 SEP 55. Subject of both messages is: "UHF in Canadian Area".

o. While crossing the Canadian ADIZ, all aircraft will report to Canadian MPC radar stations on 364.2 mcs. Number 3 aircraft will monitor this frequency continuously while over Canadian territory. 364.2 mcs is the joint combined Air Interception Control Command Frequency. IFF will be operated as requested by ground stations while in the Canadian area.

BERTON H. BURNS
Colonel, USAF
Commander

OFFICIAL:

JESSE J. PERRY
1STLT, USAF
Wing Communications Officer

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3

ANNEX C
40B / OPORD 213-56
27 DEC 55

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JET CREW AIR TRAINING REPORT - PART I

UNIT: 40th Bombardment Wing, Medium | MONTH: January 1956 | PAGE NO.: 1 | NO. OF PAGES: 4 | REPORTS CONTROL SYMBOL: 3-SAC-T12

A. GENERAL				B. BOMBING																		C. NAVIGATION									
1	2	3	4	5										6			7	8	9	10						11					
				VISUAL RELEASES										PHOTO-SCORED ATTACKS						NIGHT CELESTIAL						OTHER LEGS					
														RADAR						CIRCULAR ERRORS							GRID				
IN BER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (MK-19)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	CEL.	RADAR	PRESSURE PATTERN		
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67		
L-10	B0047	02	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-		
L-04	B0047	02	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	-	-	-	-	01	-	01	-	-		
L-37	B0047	06	36	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	02	02	01	-		
L-66	B0047	05	23	-	-	-	-	-	-	-	-	-	-	-	03	-	-	-	-	-	-	-	-	-	-	-	01	01	01	-		
STANDBOARD TOTAL		13	73	-	-	-	-	-	-	-	-	-	-	-	04	-	-	-	-	-	-	-	-	-	-	01	03	04	02	-		
L-01	B0047	02	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	02	01	-		
L-03	B0047	08	54	-	-	-	-	-	-	-	-	-	-	-	05	-	01	-	-	-	06	12	20	22	23	05	02	03	01	02		
L-06	B0047	06	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	01	-		
L-20	B0047	05	29	-	-	-	-	-	-	-	-	-	-	-	05	-	-	01	-	-	12	25	-	-	-	02	01	01	-	-		
L-12	B0047	04	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	-	-	-	-	01	-	01	01	-		
L-14	B0047	03	26	-	-	-	-	-	-	-	-	-	-	-	03	-	-	-	-	-	04	07	13	-	-	03	-	02	01	01		
L-30	B0047	03	15	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	21	-	-	-	-	01	01	01	-	-		
L-36	B0047	08	41	-	-	-	-	-	-	-	-	-	-	-	03	-	-	01	-	-	16	26	-	-	-	02	03	03	-	-		
[illegible]	B0047	06	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-		
[illegible]	B0047	06	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-		

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JET CREW AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	January 1956	2	4	3-SAC-T12

A. GENERAL				B. BOMBING															C. NAVIGATION											
1	2	3	4	5											6			7	8	9	10						11			
				VISUAL RELEASES											PHOTO-SCORED ATTACKS						NIGHT CELESTIAL						OTHER LEGS			
															RADAR						CIRCULAR ERRORS									
IN JER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	VISUAL	100A RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (MJ/J)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID CEL.	GRID RADAR	PRESSURE PATTERN
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	35-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
L-45	B0047	05	16	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	02	02	-
L-46	B0047	06	34	00250	00900	-	-	-	-	-	-	-	-	02	01	-	04	-	-	-	09	10	-	-	-	02	-	01	-	-
L-47	B0047	08	49	00130	00725	-	-	-	-	-	-	-	-	02	04	-	-	-	-	-	01	08	20	-	-	03	01	01	01	01
L-48	B0047	07	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	-	-	-	-	01	02	01	02	-
L-49	B0047	05	38	-	-	-	-	-	-	-	-	-	-	-	06	-	02	-	-	-	-	-	-	-	-	-	01	01	-	-
SELECT & LEAD TOTAL		82	440	-	-	-	-	-	-	-	-	-	-	04	29	01	07	03	-	-	-	-	-	-	-	20	12	21	09	01
B-21	B0047	04	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	-	-	-	4	02	-	01	01	-
B-23	B0047	06	26	-	-	-	-	-	-	-	-	-	-	-	05	-	-	-	-	-	15	18	21	-	-	03	-	02	-	02
B-25	B0047	06	31	00545	00650	-	-	-	-	-	-	-	-	02	02	-	02	-	-	-	09	-	-	-	-	01	02	01	-	-
B-26	D0047	03	22	-	-	-	-	-	-	-	-	-	-	-	03	-	-	-	-	-	02	07	08	-	-	03	02	-	01	01
B-31	B0047	05	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B-35	B0047	01	NEGATIVE, CREW ON LEAVE.																											
B-36	B0047	06	31	-	-	-	-	-	-	-	-	-	-	-	06	-	-	-	-	-	-	-	-	-	-	-	-	02	01	-
B-43	B0047	03	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-
B-[illegible]	B0047	04	14	00575	-	-	-	-	-	-	-	-	-	01	03	-	02	-	-	-	-	-	-	-	-	-	02	-	-	-
B-[illegible]	B0047	03	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	05	-	-	-	-	01	01	01	-	-

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JET CREW AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	January 1956	3	4	3-SAC-T32

A. GENERAL				B. BOMBING															C. NAVIGATION											
1	2	3	4	5										6			7	8	9	10							11			
				VISUAL RELEASES										PHOTO-SCORED ATTACKS						NIGHT CELESTIAL							OTHER LEGS			
														RADAR		VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (M-1B)	CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN
EN BER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI				1	2	3	4	5			CEL.	RADAR	
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
R-62	B0047	02	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R-63	B0047	05	30	-	-	-	-	-	-	-	-	-	-	-	03	-	03	-	-	-	04	05	10	-	-	03	01	01	-	01
R-64	B0047	05	23	00380	-	-	-	-	-	-	-	-	-	01	05	-	02	-	-	-	15	-	-	-	-	01	01	01	01	-
R-67	B0047	07	42	-	-	-	-	-	-	-	-	-	-	-	03	-	05	-	-	-	09	17	22	-	-	03	01	01	01	01
R-71	B0047	01	05	00150	00200	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R-73	B0047	03	13	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	27	27	-	-	-	02	-	-	-	-
N-5	B0047	09	54	00140	00610	-	-	-	-	-	-	-	-	02	11	-	07	-	-	-	-	-	-	-	-	-	01	02	03	01
COMBAT READY TOTAL		71	371	-	-	-	-	-	-	-	-	-	-	08	43	-	21	-	-	-	-	-	-	-	-	18	12	14	08	05
N-77	B0047	NEGATIVE, CREW TDY SURVIVAL SCHOOL		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-81	B0047	01	07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	01	-
IN-19	B0047	AC X 9 HRS; P 100% 9 HRS; 0 100% 6 HRS.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN-20	B0047	AC 95% 7 HRS; P X 7 HRS; 0 95% 7 HRS.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-27	B0047	AC X 18 HRS; P X 18 HRS; 0 100% 18 HRS.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-23	B0047	AC 75% 17 HRS; P 75% 17 HRS; 0 X 17 HRS.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-24	B0047	AC X 25HRS; P X 25 HRS; 0 100% 25 HRS.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
[illegible]	B0047	AC X 18 HRS; P X 15 HRS; 0 50% 16 HRS.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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JET CREW AIR TRAINING REPORT - PART I

UNIT: 40th Bombardment Wing, Medium | MONTH: January 1954 | PAGE NO. | NO. OF PAGES | REPORTS CONTROL SYMBOL: 3-SAC-T12

A. GENERAL				B. BOMBING																C. NAVIGATION												
1	2	3	4	5											6			7	8	9	10											
				VISUAL RELEASES											PHOTO-SCORED ATTACKS						NIGHT CELESTIAL						OTHER LEGS					
															RADAR		VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (M-19)	CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN		
														TOTAL RELEASES															CEL.	RADAR		
1	2	3	4	1	2	3	4	5	6	7	8	9	10		TOTAL	GPI					1	2	3	4	5						
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	65-67		
[illegible]	B-47	AC 6[illegible]% 6	HRS; F 70% 8	HRS; O 30% 0	HRS.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
[illegible]	B-47	AC 9[illegible]% 30	HRS; F X 29	HRS; O X 27	HRS.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
[illegible]	B-47	AC ER; F 10% 7	HRS; O 10% 5	HRS.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
[illegible]	B-47	AC 75% 23	HRS; F ER; O 10% 04	HRS.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
[illegible]	B-47	AC 90% 9	HRS; F 80% 17	HRS; O 50% 5	HRS.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
NON COMBAT READY TOTAL		02	07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	02	-	-		
WING TOTAL		169	902	-	-	-	-	-	-	-	-	-	-	22	76	02	28	03	-	-	-	-	-	-	-	39	28	40	30	09		
[illegible]	B-47	45	230	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
COMBAT READY TRACT	B-47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
NON COMBAT READY TRACT	B-47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

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CONFIDENTIAL *(When Filled In)*

JET CREW AIR TRAINING REPORT - PART II

UNIT: 42nd Bombardment Wing, Medium | MONTH: January 56 | PAGE NO.: 1 | NO. OF PAGES: 1 | REPORTS CONTROL SYMBOL: 3-3-0-712

GENERAL	E. REFUELING																F. GUNNERY										G. CRUISE CONTROL								H. SIM CRSE
12	13 RENDEZVOUS				14 REFUELINGS												15 MAXIMUM LOAD			16 MAXIMUM LOAD TOTALS				17	18	19 PERFORMANCE INDEX				20 MISSIONS				21
CREW NUMBER	TOTAL		IN DARKNESS		TOTAL		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS	TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT	NO. OF FIGHTER ATTACKS	GUNNERY					TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	SIMULATOR COURSE
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED						1	2	3	4					
6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
[illegible]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L-07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L-09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	01	000700	000700	100	-	01	099	100	-	-	02	02	-	-	-
L-06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X
STUDENT TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	000700	000700	100	-	01	-	-	-	-	02	02	-	-	-
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	-	01	01	-	-	-
L-03	02	02	02	02	02	02	-	-	01	01	02	02	02	02	-	-	-	-	-	-	-	-	-	-	-	098	100	100	100	04	04	-	-	-
L-05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L-10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	099	-	-	-	01	02	-	-	-
L-22	02	01	01	01	01	01	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	100	-	-	-	01	01	-	-	-
L-14	02	02	02	02	01	01	-	-	01	01	01	01	01	01	-	-	53	-	-	01	000700	000360	53	01	-	100	100	-	-	02	02	-	-	-
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CONFIDENTIAL *(When Filled In)*

JET CREW AIR TRAINING REPORT - PART II

UNIT: 40th Bombardment Wing, Medium | MONTH: January 56 | PAGE NO.: 2 | NO. OF PAGES: 4 | REPORTS CONTROL SYMBOL: 3-SAC-[illegible]

D. GENERAL	E. REFUELING																F. GUNNERY									G. CRUISE CONTROL									H. SIM CRSE
12	13 RENDEZVOUS				14 REFUELINGS												15 MAXIMUM LOAD				16 MAXIMUM LOAD TOTALS				17	18	19 PERFORMANCE INDEX				20 MISSIONS				21
CREW NUMBER	TOTAL		IN DARKNESS		TOTAL		Restr Rfg		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS	TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT	NO. OF FIGHTER ATTACKS	QQ GUNNERY								SIMULATOR COURSE
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED				1	2	3	4	TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	
6-[illegible]	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
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L-[illegible]	01	01	02	01	01	01	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	100	-	-	-	01	01	-	-	-
L-[illegible]	01	01	01	01	01	01	-	-	01	01	01	01	01	01	-	-	100	-	-	01	000700	000700	100	01	-	-	-	-	-	-	-	-	-	-
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S & L TOTAL	10	10	09	09	10	10	-	-	08	08	09	09	10	10	-	-	-	-	-	04	002800	002110	75	08	-	-	-	-	-	15	15	-	-	-
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R-[illegible]	01	01	01	01	01	01	-	-	01	01	01	01	01	01	-	-	100	-	-	01	000700	000700	100	02	-	100	-	-	-	01	01	-	-	-
R-[illegible]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	100	-	-	-	01	01	-	-	-
R-[illegible]	02	02	02	02	01	01	-	-	01	01	01	01	01	01	-	-	23	-	-	01	000700	000160	-	-	-	100	-	-	-	01	01	-	-	-
R-31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X
R-35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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CONFIDENTIAL *(When Filled In)*

JET CREW AIR TRAINING REPORT - PART II

UNIT: 40th Bombardment Wing, Medium | MONTH: January 56 | PAGE NO.: 2 | NO. OF PAGES: 4 | REPORTS CONTROL SYMBOL: 3-SAC-T12

D. GENERAL	E. REFUELING																F. GUNNERY								G. CRUISE CONTROL								H. SIM CRSE
12	13				14												15	16			17	18			19				20				21
CREW NUMBER	RENDEZVOUS				REFUELINGS												MAXIMUM LOAD	MAXIMUM LOAD TOTALS							PERFORMANCE INDEX				MISSIONS				
	TOTAL		IN DARKNESS		TOTAL		Restr Rfld		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS	TOTAL ROUNDS		OVER-ALL PER CENT FIRE-OUT	NO. OF FIGHTER ATTACKS	GO GUNNERY								
																					LOADED	FIRED				1	2	3	4	TOTAL NUMBER	UNSUPER LONG RANGE	SUPER LONG RANGE	NON-LONG RANGE SUPER	SIMULATOR COURSE
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.																		
6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
R-60	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	
R-63	02	02	01	01	01	01	-	-	01	01	01	01	01	01	-	-	100	-	-	01	000700	000700	100	-	-	100	-	-	-	01	01	-	-	X
R-64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	-	01	01	-	-	
R-67	01	01	01	01	01	01	-	-	01	01	01	01	01	01	-	-	100	-	-	01	000700	000700	100	-	-	100	-	-	-	01	01	-	-	
R-71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	100	-	-	02	02	-	-	X
R-73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R-75	03	03	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	04	-	-	-	-	-	-	-	-	-	
R-76	02	02	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	100	100	-	-	02	02	-	-	X
TOTAL	12	12	08	08	05	05	-	-	05	05	05	05	05	05	-	-	-	-	-	04	002800	002260	81	10	-	-	-	-	-	14	14	-	-	
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N-81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
NON TOTAL	-	-	-	-	01	01	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X
WING TOTAL	21	21	17	17	16	16	-	-	13	13	15	15	16	16	-	-	-	-	-	09	006300	005070	80	21	01	-	-	-	-	31	31	-	-	
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JET CREW AIR TRAINING REPORT - PART II

UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
[illegible] Reinforcement Wing, Moody	January 5[illegible]	1	1	[illegible]

D. GENERAL	E. REFUELING														F. GUNNERY							G. CRUISE CONTROL						H. SIM CRSE
12	13				14										15			16			17	18	19				20				21
CREW NUMBER	RENDEZVOUS				REFUELINGS										MAXIMUM LOAD			MAXIMUM LOAD TOTALS					PERFORMANCE INDEX				MISSIONS				SIMULATOR COURSE
	TOTAL		IN DARKNESS		TOTAL		[illegible] RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS	TOTAL ROUNDS		OVER-ALL PER CENT FIRE-OUT	NO. OF FIGHTER ATTACKS	CO GUNNERY				TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED										
6-16	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
[illegible]																																		
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JET CREW AIR TRAINING REPORT - PART III

UNIT: 40th Bombardment Wing, Medium | MONTH: January 1956 | PAGE NR: 1 | NR OF PAGES: 4 | REPORTS CONTROL SYMBOL: 3-SAC-(Q2)

CREW NUMBER	I. GENERAL 22	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY 23 LARGE SCALE ATT.	23 LARGE SCALE ACC.	24 TRI-METROGON ATT.	24 TRI-METROGON ACC.	K. LOW ALTITUDE DAYLIGHT PHOTO 25 ATT.	25 ACC.	L. HIGH ALTITUDE NIGHT PHOTOGRAPHY 26 ACTUAL PHOTO FLASH RUNS ATT.	26 ACTUAL PHOTO FLASH RUNS ACC.	26 NR OF BOMBS	27 SIM. PHOTO FLASH RUNS ATT.	27 SIM. PHOTO FLASH RUNS ACC.	28 PHOTO FLASH RES RUNS ATT.	28 PHOTO FLASH RES RUNS ACC.	M. LOW ALTITUDE NIGHT PHOTOGRAPHY 29 ACTUAL PHOTO FLASH RUNS ATT.	29 ACTUAL PHOTO FLASH RUNS ACC.	29 NR OF FLASH CART.	30 SIM. PHOTO FLASH RUNS ATT.	30 SIM. PHOTO FLASH RUNS ACC.	N. RADAR SCOPE PHOTOGRAPHY 31 IP-TARGET RUNS ATT.	31 IP-TARGET RUNS ACC.	32 NR OF RADAR ROUTE MISSIONS	O. AIR WEAPONS 33 AIR MISSIONS ACCOMP	P. CREW PROFICIENCY 34 EMERGENCY PROCEDURE DRILL	35 NIGHT CELL MISSIONS	36 DEFENSE PENETRATION FLYING	37 ASSISTED TAKE-OFFS	38 LOW ALTITUDE MISSION	39 MONTH OF MOST RECENT QUALIFICATION FLIGHT
	1-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	
I-60																							-	002	-	-	-	OCT
I-04																							-	-	-	-	-	NOV
I-37																							-	002	-	-	-	AUG
I-66																							-	-	-	-	-	JAN
STDRD TOTAL																							-	002	-	-	-	-
S-01																							-	001	-	001	-	AUG
I-03																							0002	002	-	003	-	DEC
I-06																							-	-	-	-	-	MAR
I-10																							0001	003	-	002	-	SEP
I-12																							-	001	-	001	-	OCT
I-14																							-	003	-	003	-	AUG
I-30																							-	001	-	002	-	SEP
I-36																							0001	002	-	003	-	SEP
I-39																							0001	001	-	001	-	DEC
I-41																							0001	004	-	-	-	SEP

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JET CREW AIR TRAINING REPORT - PART III

UNIT: 4th Bomb Wing, Heavy

MONTH: January 1961

PAGE NR: 4

I. GENERAL | J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY | K. LOW ALTITUDE DAYLIGHT PHOTO | L. M. ALTITUDE NIGHT PHOTOGRAPHY | N. LOW ALTITUDE NIGHT PHOTOGRAPHY | O. RADAR SCOPE PHOTOGRAPHY | P. AIR WEAPONS | Q. CREW PROFICIENCY

CREW NUMBER	22	23 LARGE SCALE ATT.	23 LARGE SCALE ACC.	24 TRIMETROGON ATT.	24 TRIMETROGON ACC.	25 ATT.	25 ACC.	26 ACTUAL PHOTO FLASH RUNS ATT.	26 ACTUAL PHOTO FLASH RUNS ACC.	26 NR OF BOMBS	27 SIM. PHOTO FLASH RUNS ATT.	27 SIM. PHOTO FLASH RUNS ACC.	28 PHOTO FLASH RES RUNS ATT.	28 PHOTO FLASH RES RUNS ACC.	29 ACTUAL PHOTO FLASH RUNS ATT.	29 ACTUAL PHOTO FLASH RUNS ACC.	29 NR OF FLASH CART.	30 SIM. PHOTO FLASH RUNS ATT.	30 SIM. PHOTO FLASH RUNS ACC.	31 IP-TARGET RUNS ATT.	31 IP-TARGET RUNS ACC.	32 NR OF RADAR ROUTE SIMULATIONS	33 AIR WEAPONS NR OF MISSIONS ACCOMP	34	35	36	37	38	39
	1-13	14-16	17-19	20-22	23-26	27-34	35-37	38-40	41-44	45-47	48-52	53-55	56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	45-48	49-52	53-55	56-58	59-60	
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[illegible]																						-	001	-	003	-	-	OCT
[illegible]																						-	-	-	-	-	-	SEP
[illegible]																						-	002	-	004	-	-	OCT
S & S [illegible]																						0007	024	-	006	-	-	-
[illegible]																						-	001	-	003	-	-	DEC
[illegible]																						-	001	-	003	-	-	MAR
[illegible]																						0001	003	-	003	-	-	OCT
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[illegible]																						-	-	-	-	-	-	OCT
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JET CREW AIR TRAINING REPORT - PART III

UNIT: 4th Reconnaissance Wing, Medium | MONTH: January 1956 | PAGE NR: 2 | NR OF PAGES: 4 | REPORTS CONTROL SYMBOL: DD-M(A)1120

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY		K. LOW ALTITUDE DAYLIGHT PHOTO	L. HIGH ALTITUDE NIGHT PHOTOGRAPHY			M. LOW ALTITUDE NIGHT PHOTOGRAPHY		N. RADAR SCOPE PHOTOGRAPHY		AIR WEAPONS	CREW PROFICIENCY					
22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
CREW NUMBER	LARGE SCALE	TRIMETROGON		ACTUAL PHOTO FLASH RUNS	SIM. PHOTO FLASH RUNS	PHOTO FLASH MDS RUNS	ACTUAL PHOTO FLASH RUNS	SIM. PHOTO FLASH RUNS	IP-TARGET RUNS	NR OF RADAR ROUTE MISSIONS	AIR WEAPONS ACCUMS						
	ATT. / ACC.	ATT. / ACC.	ATT. / ACC.	ATT. / ACC. / NR OF BOMBS	ATT. / ACC.	ATT. / ACC.	ATT. / ACC. / NR OF FLASH CART.	ATT. / ACC.	ATT. / ACC.								
	11-13 / 14-16	17-19 / 20-22	25-26 / 31-34	35-37 / 38-40 / 41-44	45-47	50-52	11-13 / 14-16 / 17-19	20-22 / 26-28	32-34 / 35-37	38-43	41-44	45-48	49-52	53-55	56-58	59-61	
[illegible]											--	002	--	--	--	--	JAN
[illegible]											--	002	--	001	--	--	OCT
[illegible]											--	001	--	003	--	--	OCT
[illegible]											--	002	--	003	--	--	DEC
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JET CREW AIR TRAINING REPORT - PART III	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	4th Bombardment Wing, Medium	January 1955	4	4	[illegible]

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY						M. LOW ALTITUDE NIGHT PHOTOGRAPHY					N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28	29			30		31	32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RBS RUNS	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS	NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRESSURIZED FLYING	ASSISTED TAKE-OFFS	FLIGHTS TOWARD MISSIONS	MONTH COMPLETED FLASH STANDING IN YEARLY TRAINING
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT. ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT. ACC.								
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55 56-58	11-13	14-16	17-19	20-22	26-28	32-34 35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
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JET CREW AIR TRAINING REPORT - PART IV

UNIT: 40th Bombardment Wing, Medium

MONTH: January 1956

PAGE NR: 1

NR OF PAGES: 4

REPORTS CONTROL SYMBOL: DoSAC-T1

Q. GENERAL	R. PILOT PROFICIENCY																						S. MISCELLANEOUS							
40	41	42	43		44						45						46						47			48		49	50	51	52	53	54	55	56
			TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES			FORMATION								
					ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT														
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS	SPECIAL INSTRUCTIONS				
	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61				
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JET CREW AIR TRAINING REPORT - PART IV	UNIT: 47th Bombardment Wing, Medium	MONTH: January 1956	PAGE NR: 2	NR OF PAGES: 4	REPORTS CONTROL SYMBOL: 3-SAC-I[illegible]

Q. GENERAL	R.		PILOT PROFICIENCY																				S. MISCELLANEO						
40	41	42	43		44						45						46						47			48		49	50	51	52	53	54	55	56
			TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES			FORMATION								
					ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT														
REW IMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS	Special Weapons Simulated				
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61					
I-45	-	-	003	-	03	-	03	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	02	01	-	-	-	-	-	001	-				
I-65	-	-	004	002	03	-	03	03	-	03	01	04	05	01	01	02	-	-	-	-	-	-	03	03	02	-	-	003	003	-	-				
I-70	003	013	006	002	06	09	15	02	15	17	04	04	08	01	05	06	-	-	-	-	-	-	02	02	-	02	02	001	001	001	-				
I-72	-	-	005	001	06	-	06	-	-	-	04	-	04	-	-	-	-	-	-	-	-	-	03	01	01	-	-	-	-	-	01				
I-76	-	-	006	001	06	-	06	01	-	01	05	-	05	01	-	01	-	-	-	-	-	-	03	01	02	-	-	006	006	001	-				
S & I TOTAL	007	027	059	015	59	26	75	15	25	41	34	19	53	07	17	24	-	01	01	-	-	-	37	11	05	02	02	016	016	006	03				
B-11	-	-	003	001	04	03	07	-	04	04	02	-	02	-	-	-	-	-	-	-	-	-	03	-	-	-	-	001	001	-	-				
B-23	-	-	004	-	04	-	04	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	02	-	-	-	-	002	002	002	-				
B-25	-	-	003	002	03	-	03	02	-	02	03	-	03	-	-	-	-	-	-	-	-	-	03	02	-	-	-	-	-	002	-				
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B-35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
B-38	-	-	003	002	03	02	05	03	02	05	01	-	01	01	-	01	-	-	-	-	-	-	03	-	-	-	-	-	-	-	01				
B-47	-	-	001	001	02	-	02	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	02	-	02	-	-	-	-	001	-				
B-43	-	-	002	-	02	-	02	-	-	-	02	01	03	-	-	-	-	-	-	-	-	-	01	02	02	-	-	-	-	-	-				
B-48	-	-	003	-	03	-	03	-	-	-	02	-	02	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	01				

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CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART IV | UNIT: 4 Th Bombardment Wing, Medium | MONTH: January 1956 | PAGE NR: 3 | NR OF PAGES: 4 | REPORTS CONTINUED: -SAC-

Q. GENERAL R. — PILOT PROFICIENCY — S. MISCELLANEOUS

40	41	42	43		44						45						46						47			48		49	50	51	52	53	54	55	56
			TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES			FORMATION								
					ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT														
REMARKS	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS	Special Weapons Simulated				
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61					
R-62	-	-	-	002	-	-	-	02	-	02	-	-	-	01	01	02	-	-	-	-	-	-	-	01	-	-	-	-	-	002	-				
R-63	001	002	003	002	03	03	06	02	02	04	01	01	02	02	-	02	-	-	-	-	-	-	01	01	01	-	-	003	003	-	-				
R-64	-	-	004	-	04	-	04	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-				
R-67	001	003	006	001	06	-	06	01	-	01	03	-	03	01	-	01	-	-	-	-	-	-	02	-	01	-	-	-	-	-	-				
R-72	-	-	-	001	-	-	-	01	-	01	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
R-73	-	-	003	-	03	-	03	-	-	-	02	01	03	-	-	-	-	-	-	-	-	-	01	04	04	-	-	-	-	001	-				
75	-	-	005	004	05	03	08	04	03	07	03	04	07	02	02	04	-	02	02	-	-	-	07	02	02	02	02	-	-	001	01				
GR TOTAL	002	006	046	018	48	12	59	26	11	37	25	07	32	09	03	12	-	03	03	-	-	-	28	10	10	02	02	009	009	006	05				
N-77	-	-	002	-	02	05	06	-	-	-	-	02	02	-	-	-	-	01	01	-	-	-	-	-	01	-	-	011	011	-	-				
N-81	-	-	002	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
NCR TOTAL	-	-	002	-	02	05	07	-	-	-	-	02	02	-	-	-	-	01	01	-	-	-	-	-	01	-	-	011	011	-	-				
WING TOTAL	009	033	139	036	120	36	156	34	40	74	68	28	96	18	20	38	-	06	06	-	-	-	74	22	16	04	04	043	043	012	10				
	001	005	040	002	33	30	63	14	12	25	15	07	22	02	04	06	-	05	05	-	02	02	25	01	-	-	-	016	016	001	-				

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JET CREW AIR TRAINING REPORT - PART IV

UNIT: [redacted]

MONTH: [redacted]

PAGE NR: 4

NR OF PAGES: 4

REPORTS CON. TO: [redacted]

Q. GENERAL R. PILOT PROFICIENCY S. MISCELLANEOUS

40	41	42	43		44			45			46			47			48		49	50	51	52	53	54	55	56
			TAKE-OFFS		LANDINGS			GCA			ILAS			APPROACHES			FORMATION									
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT												
					FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS	
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61	
CR PRACTICE	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
NGR PRACTICE	[illegible]	[illegible]	002	[illegible]	02	01	03	[illegible]	01	01	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	32	02	[illegible]	

4 STANDARDIZATION CREWS, 3 SELECT CREW, 17 LEAD CREWS, 27 READY CREWS, 2 NON READY CREWS, 1 IN CLOSE

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Air Force - SAC, Offutt (48836)

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PART VI
RCS: 3-SAC-T12

WING COMMANDER'S REMARKS
40TH BOMBARDMENT WING, MEDIUM

1-31 January 1956

1. In compliance with paragraph 6, Supplement III, SAC Regulation 50-23, 9 August 1955, as amended, the following information and remarks are submitted:

a. Hours flown performing missions ordered by:

(1) Higher Headquarters:

COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
Ferrying Aircraft	191	191
Pace Setter II	208	208

(2) Eighth Air Force Air Training Priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	0	0
2	SAC Regulation 51-26	80	80
3	SES Evaluation	48	48
4	"HI JINKS"	20	20
5	PACE SETTER II	208	208
6	Non Ready Crew Training	151	151
7	Combat Ready Crew Training	118	101
8	Lead Crew Training	120	102
9	5X Crew Training	230	230
10	Ferry Aircraft for Modification	191	191
	TOTAL	1166	1131
	TEST FLIGHT	45	46
	GRAND TOTAL	1211	1177

The following explanation is made of significant differences between programmed and accomplished flying time:

(a) Reference priority 1: No time programmed due to this training being accomplished in conjunction with other training.

(b) Reference priority 7: Time programmed not accomplished due to weather and modification.

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(c) Reference priority 8: Time programmed not accomplished due to weather and modification.

b. Weather or local conditions:

(1) Eight sorties for 19 hours were cancelled due to weather.

c. Restrictive Directives: Not applicable.

d. Combat crew member gains and losses:

(1) Crew members gained: One aircom from wing staff.

(2) Crew members lost: One aircom to squadron staff.

e. Crew member changes:

One aircom - lead crew.

f. New crews: Not applicable.

g. Crew status changes:

(1) No changes occurred during January.

(2) As of 31 January 1956, 36 combat ready crews, 2 non ready crews and 11 "IN" crews were assigned this wing.

(3) The following is a list of the crew numbers in the category reflected:

(a) Combat ready crews: S-01, L-03, L-04, L-06, L-10, L-12, L-14, L-30, L-36, L-37, L-39, L-44, L-45, L-60, L-65, L-66, L-70, L-72, L-76, R-11, R-13, R-15, R-16, R-31, R-35, R-38, R-41, R-43, R-48, R-62, R-63, R-64, R-67, R-71, R-73, R-75.

(b) Non ready crews: N-77, N-81.

(c) "IN" crews: IN-19, IN-20, IN-21, IN-23, IN-24, IN-42, IN-46, IN-47, IN-78, IN-79, IN-80.

(4) The date each combat ready crew is forecast to be upgraded to lead status:

(a) R-16, R-15, R-35, R-38, R-41, R-43, R-63, R-64, R-67, R-71, R-73, R-11, R-75.

(b) R-13, R-31, R-48, R-62, 1 August 1956.

(5) The date each non ready crew is forecast to be upgraded to ready status:

(a) N-77, N-81, 1 April 1956.

(b) IN-19, IN-21, IN-24, 1 May 1956.

(c) IN-20, IN-23, IN-42, IN-46, IN-47, IN-78, IN-79, IN-80, unknown pending crew members being checked

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out in accordance with SAC Regulation 51-19.

(6) An explanation of any of the following changes:

(a) Upgrading not accomplished on date forecasted:

1. N-77 not upgraded due to crew not being fully qualified.

2. N-81 not upgraded due to crew not being fully qualified.

(b) Forecast date of upgrading advanced or retarded: Not applicable.

h. Standardization Crews:

(1) Wing standardization crew: L-60.

(2) Squadron standardization crews:

(a) 25th Bombardment Squadron (M) - L-04.

(b) 44th Bombardment Squadron (M) - L-37.

(c) 45th Bombardment Squadron (M) - L-66.

i. Materiel and personnel problems:

(1) Materiel:

(a) Thirteen aircraft for a total of 149 aircraft days were lost due to Phase XI modification.

(b) Twelve aircraft for a total of 27 aircraft days were lost due to Drop Tank pickup.

(c) Three aircraft for a total of 59 aircraft days were lost due to Drag Angle modification.

(d) Eleven aircraft for a total of 143 aircraft days were lost due to maintenance on "leaker" aircraft.

(e) In view of the above, the 40th Bombardment Wing lost 39 aircraft for a total of 378 aircraft days during January.

(2) Personnel: This wing is authorized ten (10) 4344's and has eight (8) assigned to duty. Of the eight, there is one warrant officer not authorized, one non-qualified 2nd Lt, and one officer with a DOS in April 1956. Consequently this leaves six officers presently qualified and in April 1956 there will only be five or fifty per cent effective manning in this career field.

j. SAC Minimum Training Requirements not Accomplished: During the month of January this wing accomplished 33% of SAC Regulation 50-8 training. Modification and weather prevented a higher percentage of accomplishment.

k. Non Ready crews capable of deploying: N-77, N-81.

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l. Non-combat Ready Crew Training:

(1) Comparison of available ready and non-ready crew flying time:

AVAILABLE	AVERAGE TIME PROGRAMMED	AVERAGE TIME ACCOMPLISHED
36 combat ready	17	15
10 non-combat ready	15	15

(2) The non-combat ready crews listed below did not receive a proportionate share of the required integral crew flying time as directed by SAC Regulation 50-8.

(a) Crew N-77, Aircom Scott:

Programmed: 25:00 Accomplished: 0:00

This crew was TDY to survival school from 3 January to 23 January.

(b) Crew N-81, Aircom Houser:

Programmed: 25:00 Accomplished: 6:50

The co-pilot of this crew was DNIF for the entire month of January.

(3) Individual Crew Member Training:

Crew Position	Crew N-77	Crew N-81
Acft Comdr	4:30	6:50
Plt	0:00	0:00
Obsr	0:00	6:50

m. Field Training Operations:

(1) Test of facilities: One.

(2) Maneuvers: None.

(3) Exercises: One.

n. Special Training Month Remarks: Not applicable.

o. Comments or Recommendations of the Wing Commander:

(1) The following information is listed in accordance with Eighth Air Force letter, Subject: Training and check-out in Special Release Tactics "Hi Jinks", 3 Nov 55.

A	B	C	D	E	F	G	H
S-01	No	No	None	None	None	None	Feb 56
L-03	Yes	Yes	None	Three	One	One	Oct 55

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L-04	No	No	None	None	None	None	Feb 56
L-06	No	No	None	None	None	None	Feb 56
L-10	Yes	Yes	One	One	One	One	Jan 56
R-11	Yes	No	None	None	None	One	Feb 56
L-12	Yes	Yes	None	One	None	One	Dec 55
R-13	Yes	No	None	None	Two	Two	Jan 56
L-14	No	No	None	None	None	None	Feb 56
R-15	Yes	No	None	None	One	Three	Feb 56
R-16	No	No	None	None	None	None	Feb 56
L-30	Yes	Yes	None	Two	None	None	Dec 55
R-31	No	No	None	None	None	None	Feb 56
R-35	No	No	None	None	None	None	Feb 56
L-36	Yes	Yes	One	One	None	None	Jan 56
L-37	Yes	No	None	None	Two	Two	Feb 56
R-38	Yes	Yes	None	One	One	Two	Dec 55
L-39	Yes	Yes	None	Two	None	None	Dec 55
R-41	No	No	None	None	None	None	Feb 56
R-43	No	No	None	None	None	None	Feb 56
L-44	Yes	Yes	None	One	None	One	Dec 55
L-45	Yes	Yes	None	Two	None	None	Oct 55
R-48	No	No	None	None	None	None	Feb 56
L-60	No	No	None	None	None	None	Feb 56
R-62	Yes	No	None	None	None	Three	Feb 56
R-63	No	No	None	None	None	None	Feb 56
R-64	No	No	None	None	None	None	Feb 56
L-65	Yes	Yes	None	One	None	One	Dec 55
L-66	No	No	None	None	None	None	Feb 56
R-67	Yes	Yes	None	One	None	One	Dec 55
L-70	Yes	No	None	None	Two	Two	Feb 56
R-71	No	No	None	None	None	None	Feb 56
L-72	Yes	Yes	None	One	None	One	Dec 55

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R-73	No	No	None	None	None	None	Feb 56
R-75	Yes	Yes	None	One	Three	Four	Dec 55
L-76	Yes	Yes	None	Two	One	Two	Oct 55

2. This document is classified CONFIDENTIAL in accordance with paragraph 3, Supplement III, SAC Regulation 50-23, 9 August 1955 as amended.

Berton H Burns

BERTON H BURNS
Colonel, USAF
Commander

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	40th Air Refueling Sqdn.	January 1956	1	2	4 SAC T-12

A. GENERAL				B. RENDEZVOUS						C. REFUELING																D. NAVIGATION												E. CREW PROF.	
1	2	3	4	5		6		7		8														9		10						11						12	13
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER SORTIES	FLYING TIME	AN/APN 28 OR 68		AN/APN 12 OR 76		AN/APN-11 OR AN/APX-6		REFUELINGS														DRY HOOK-UPS		NIGHT CELESTIAL						OTHER LEGS						EMERGENCY PROCEDURE DRILL	MONTH COMPLETED LAST STANDARDIZATION CHECK
										TOTAL		WITH BOMBER		WITH FIGHTER		15,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER				CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN		
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5			CEL.	RADAR			
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
T-03	KC097	02	08	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	17	-	-	-	-	-	-	-	-	-	-	-	OCT
T-08	All time spent accomplishing Standardization Checks.																																				
T-01	KC097	06	35	-	-	03	03	-	-	02	02	02	02	-	-	-	-	02	02	01	01	-	-	15	15	-	-	-	-	-	-	03	01	06	-	04	JAN
T-09	KC097	08	57	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	00	04	04	04	-	04	04	01	04	02	06	JAN
T-12	KC097	06	34	-	-	02	02	01	01	02	02	02	02	-	-	-	-	01	01	01	01	-	-	08	08	03	-	-	-	-	01	04	01	03	02	03	NOV
T-13	KC097	06	34	-	-	01	01	-	-	02	02	02	02	-	-	-	-	02	02	01	01	-	-	41	41	-	-	-	-	-	-	01	-	05	-	03	AUG
T-15	KC097	08	31	-	-	01	01	-	-	01	01	01	01	-	-	-	-	01	01	01	01	-	-	40	40	-	-	-	-	-	-	04	-	02	01	03	NOV
T-17	KC097	03	17	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	02	02	07	20	-	-	03	02	-	01	-	-	DEC
T-19	KC097	06	38	-	-	01	01	01	01	02	02	02	02	-	-	-	-	02	02	01	01	-	-	07	07	05	06	08	14	-	04	01	01	05	-	01	OCT
T-20	KC097	07	44	-	-	01	01	-	-	01	01	01	01	-	-	-	-	01	01	01	01	-	-	03	03	05	06	10	10	-	04	02	01	05	02	02	NOV
T-21	KC097	04	29	-	-	03	03	03	03	02	02	02	02	-	-	-	-	01	01	-	-	-	-	56	56	36	-	-	-	-	01	01	01	02	-	01	JAN
T-23	KC097	08	43	-	-	02	02	-	-	01	01	01	01	-	-	-	-	01	01	01	01	-	-	07	07	01	08	10	-	-	03	04	01	03	-	02	JAN
T-25	KC097	06	41	-	-	06	06	-	-	02	02	02	02	-	-	-	-	01	01	01	01	-	-	07	07	04	06	06	-	-	03	05	01	01	02	02	NOV
T-29	KC097	05	33	-	-	02	02	-	-	02	02	02	02	-	-	-	-	01	01	01	01	-	-	23	23	05	07	07	10	-	04	02	01	-	-	01	DEC
T-30	KC097	07	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	05	08	15	21	-	04	08	01	08	03	02	AUG
[illegible]	KC097	09	48	-	-	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	20	22	23	-	04	01	01	05	01	07	OCT

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A. GENERAL				B. RENDEZVOUS						C. REFUELING														D. NAVIGATION								E. CREW PROF.	
1	2	3	4	5		6		7		8													9	10						11			12	13
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 28 OR 68		AN/APN 12 OR 76		AN/APN-11 OR AN/APX-6		REFUELINGS													DRY HOOK-UPS	NIGHT CELESTIAL						OTHER LEGS			EMERGENCY PROCEDURE DRILL	MONTH COMPLETED LAST STANDARDIZATION CHECK
										TOTAL		WITH BOMBER		WITH FIGHTER		15,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER				CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN		
																																CEL.	RADAR			
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5					
0-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
T-32	KC097	03	23	-	-	01	01	-	-	01	01	01	01	-	-	-	-	01	01	01	01	-	-	03	03	05	05	11	-	-	03	04	01	02	02	02	AUG
T-34	KC097	08	40	-	-	-	-	-	-	01	01	01	01	-	-	-	-	01	01	01	01	-	-	01	01	-	-	-	-	-	-	-	-	04	-	05	AUG
T-36	KC097	06	36	-	-	02	02	01	01	03	03	03	03	-	-	-	-	03	03	02	02	-	-	03	03	00	10	12	-	-	03	04	01	02	02	04	DEC
Combat Ready Totals		110	648	-	-	29	29	08	08	22	22	22	22	-	-	-	-	18	18	13	13	-	-	233	233	72	87	125	82	-	41	50	13	57	17	48	-
Squadron Totals		110	648	-	-	29	29	08	08	22	22	22	22	-	-	-	-	18	18	13	13	-	-	233	233	72	87	125	82	-	41	50	13	57	17	48	-
IM-41	-	-	-	AC 90% 21 hrs; N 45% 28 hrs; ET X 16 hrs; B 65% 23 hrs																																
IM-42	KC097	01	11	AC X 10 hrs; N X 28 hrs; ET X 37 hrs; B X 10 hrs																																
Combat Ready Practice		-	-	-	-	-	-	-	-	02	02	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
N.C,R. Practice		-	-	-	-	05	05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08	06	02	-	-	-	-	

Western Combat Ready Crews in 31 Days.

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REFUELING AIR TRAINING REPORT - PART II

UNIT: 40th Air Refueling Sqdn. | MONTH: January 1956 | PAGE NO.: 1 | NO. OF PAGES: 2 | REPORTS CONTROL SYMBOL: 4 SAC T-12

F. GENERAL	G. CRUISE CONTROL									H. SIM CRSE.	I. PILOT PROFICIENCY														J. KC-97 CREWS			K. MISCELLANEOUS						
14	15 PERFORMANCE INDEX					16 MISSIONS				17	18	19 TAKE-OFFS		20 LANDINGS		21 GCA		22 ILAS		23 APPROACHES			24 FORMATION			25 LOADINGS		26	27	28	29	30	31	32	33	34	35
NAME OF CREW CHIEF	1	2	3	4	5	UNSUPERVISED LONG RANGE	SUPERVISED LONG RANGE	NON-LONG RANGE SUPERVISED	TOTAL	SIMULATOR COURSE	NO. OF PILOT PROFICIENCY MISSIONS	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	TIME AT 15,000 FT OR ABOVE	TIME AT NIGHT	CARGO	PASSENGER	NUMBER OF PRACTICE INTERCEPTIONS	NO. OF MAX. PASSENGER EMERGENCY DRILLS	RENDEZVOUS ACCOMPLISHED ATTEMPTED	RENDEZVOUS IN DARKNESS SUCCESSFUL						
6-10	16-18	19-21	22-24	25-27	28-30	31-32	33-34	35-36	37-38	40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44
T-03	-	-	-	-	-	-	-	-	-	-	-	03	02	02	03	-	01	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	-	-	-
T-08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-01	098	-	-	-	-	-	01	-	01	-	-	07	02	06	03	01	-	-	-	04	01	01	-	-	-	-	-	02	01	01	01	-	-	-	-	-	-
T-09	099	-	-	-	-	01	-	-	01	-	01	10	04	09	05	01	01	03	03	01	01	01	-	-	-	-	02	02	03	01	01	-	-	-	-	-	03
T-12	100	096	096	-	-	03	-	-	03	-	01	07	04	07	04	05	03	-	-	02	01	02	-	-	-	-	02	02	03	01	01	-	-	-	-	-	03
	099	-	-	-	-	01	-	-	01	-	-	06	-	06	-	06	-	-	-	01	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-	-
T-15	-	-	-	-	-	-	-	-	-	-	-	07	01	05	03	02	04	01	-	-	01	01	-	-	-	-	01	02	03	-	-	-	-	-	-	-	-
T-17	-	-	-	-	-	-	-	-	-	-	-	05	-	05	-	02	-	-	-	-	-	-	-	-	-	-	-	02	-	01	01	-	-	-	-	-	-
-19	098	-	-	-	-	01	-	-	01	-	01	06	05	07	04	05	03	-	-	02	01	-	-	-	-	-	-	02	-	01	01	-	-	-	-	-	03
-20	098	097	-	-	-	02	-	-	02	-	-	05	02	06	01	04	01	-	-	01	-	-	-	-	-	-	-	02	01	01	01	-	-	-	-	-	-
T-21	098	-	-	-	-	-	01	-	01	-	01	06	03	06	03	03	02	-	-	-	01	01	-	-	-	-	-	02	-	-	-	-	-	-	-	-	03
T-23	099	-	-	-	-	01	-	-	01	-	-	07	05	07	05	01	02	-	-	03	02	01	-	-	-	-	-	02	-	01	01	-	-	-	-	-	-
-25	098	091	-	-	-	02	-	-	02	-	01	05	-	04	01	01	01	-	-	03	01	-	-	-	-	-	-	02	02	03	03	-	-	-	-	-	03
-29	-	-	-	-	-	-	-	-	-	-	-	04	01	04	01	04	-	-	-	01	01	-	-	-	-	-	-	02	01	01	01	-	-	-	-	-	-
T-	098	098	-	-	-	-	02	-	02	-	-	05	02	05	02	05	02	-	-	01	01	-	-	-	-	01	03	02	06	-	-	-	-	-	-	-	-
						01	-	-	01	-	-	08	01	08	01	03	01	-	-	06	01	01	-	-	-	-	03	02	04	01	01	-	-	-	-	-	-	-

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REFUELING AIR TRAINING REPORT - PART II

UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
40th Air Refueling Sqdn.	January 1956	2	2	4 SAC 7-22

F. GENERAL	G. CRUISE CONTROL									H. SIM CRSE.	I. PILOT PROFICIENCY															J. KC-97 CREWS		K. MISCELLANEOUS					
14	15 PERFORMANCE INDEX					16 MISSIONS				17	18	19 TAKE-OFFS		20 LANDINGS		21 GCA		22 ILAS		23 APPROACHES			24 FORMATION			25 LOADINGS		26	27	28	29	30	31	32	33	34	35
A/C	1	2	3	4	5	UNSUPERVISED LONG RANGE	SUPERVISED LONG RANGE	NONLONG RANGE SUPERVISED	TOTAL	SIMULATOR COURSE	NO. OF PILOT PROFICIENCY MISSIONS	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	TIME AT 15,000 FT OR ABOVE	TIME AT NIGHT	CARGO	PASSENGER	NUMBER OF PRECOMP-UTATIONS	NO. OF MAX. PASSENGER EMERGENCY DRILLS	RENDEZVOUS IN DARKNESS ATTEMPTED	RENDEZVOUS IN DARKNESS SUCCESSFUL						
6-10	16-18	19-21	22-24	25-27	28-30	31-32	33-34	35-36	37-38	40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44
T-32	096	–	–	–	–	01	–	–	01	–	–	01	01	01	–	–	–	–	–	01	–	–	–	–	–	–	02	02	02	–	–	–	–	–	–	–	–	–
T-34	099	–	–	–	–	01	–	–	01	–	01	10	03	09	04	04	06	–	–	04	01	01	–	–	–	01	04	02	04	–	–	–	–	–	–	–	–	03
T-36	098	–	–	–	–	01	–	–	01	–	–	06	–	05	01	03	–	–	–	04	01	–	–	–	–	–	–	02	01	02	02	–	–	–	–	–	–	–
C.R. Total	1375	382	098	–	–	15	04	–	19	–	06	108	36	102	41	50	27	04	03	33	14	09	–	–	–	02	17	34	31	16	16	–	–	–	–	–	–	18
N.C.R. Total	1375	382	096	–	–	15	04	–	19	–	06	108	36	102	41	50	27	04	03	33	14	09	–	–	–	02	17	34	31	16	16	–	–	–	–	–	–	18
C																																					
IM-41	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
IM-42	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
C.R. Proc.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
N.C.R. Proc.	–	–	–	–	–	–	–	–	–	–	–	02	01	02	01	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
C																																					

FORM 1 JAN 55 36a PREVIOUS EDITIONS ARE OBSOLETE. Air Force - SAC, Offut: O-61435) (When Filled In) CONFIDENTIAL

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PART III
RCS: 4-SAC-T12

SQUADRON COMMANDER'S REMARKS
40TH AIR REFUELING SQUADRON

1-31 January 1956

1. In compliance with paragraph 6, Annex IV, SAC Regulation 50-23, 20 September 1955, as amended, the following information and remarks are submitted:

a. Hours flown performing missions ordered by:

(1) Higher Headquarters:

COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
Ferrying Aircraft	0	73

(2) Eighth Air Force Training Priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	0	0
2	Non-Ready Crew Training	0	11
3	Combat Ready Crew Training	448	639
	TOTAL	448	650
	TEST	10	9
	GRAND TOTAL	458	659

The following explanation is made of significant differences between programmed and accomplished flying time.

(a) Reference paragraph 1a(1). This time was not included in the projected January commitments. Nine aircraft ferried from Seattle to Forbes AFB.

(b) Reference priority 1: No time programmed due to this training being accomplished in conjunction with other training.

(c) Reference priority 2: Standardization of crew IM-42 was begun in January. This crew is nearing readiness ahead of schedule. Time was not programmed due to non-availability of crew.

(d) Reference priority 3: Additional flying time was accomplished in this category due to non-availability of air refueling sorties as forecast. This resulted in a greater number of longer missions being flown.

b. Weather or local conditions: Not applicable.

c. Restrictive directives: Not applicable.

d. Combat Crew Member Gains and Losses:

(1) Crew members gained: Not applicable.

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(2) Crew members lost:

(a) One radio operator: Discharged.

(b) Three boom operators: Discharged.

e. Crew Member Changes:

(1) One aircraft commander - one ready crew.

(2) Three co-pilots - three ready crews.

(3) Two navigators - one ready crew.

(4) One radio operator - one ready crew.

(5) Three boom operators - three ready crews.

f. New Crews: Not applicable.

g. Crew Status Changes: Not applicable.

h. Standardization Crews:

(1) Wing standardization crew - T-03.

(2) Squadron standardization crew - T-08.

i. Materiel and Personnel Problems: Not applicable.

j. SAC Minimum Training Requirements Not Accomplished:

(1) The squadron completed 46.7% of the SAC Regulation 50-8 training requirements during the month. Air Refueling is behind schedule but directed missions should bring this deficiency up to a satisfactory figure by 1 March 1956.

k. Non-Combat Ready Crews Capable of Deploying: IM-42.

l. Non-Combat Ready Crew Training: Not applicable.

m. Special Training Month Remarks: Not applicable.

n. Comments or Recommendations of the Squadron Commander:

(1) During January operations were normal. Newly assigned personnel have strengthened the navigation section and training of these people toward combat readiness has progressed favorably. Sufficient trainees are assigned to replace anticipated losses of radio and boom operators, but no flight engineer trainees are available. Formation of new crews at this time is not possible due to this shortage of flight engineers.

Thomas S. Bohman

THOMAS S. BOHMAN
Major, USAF
Commander

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PART IV
RCS: 4-SAC-T12

WING COMMANDER'S REMARKS
40TH BOMBARDMENT WING, M

1-31 January 1956

1. Concur

2. This document is classified CONFIDENTIAL in accordance with paragraph 3, Annex IV, SAC Regulation 50-23, 20 September 1955 as amended.

Burton H Burns

BERTON H BURNS
Colonel, USAF
Commander

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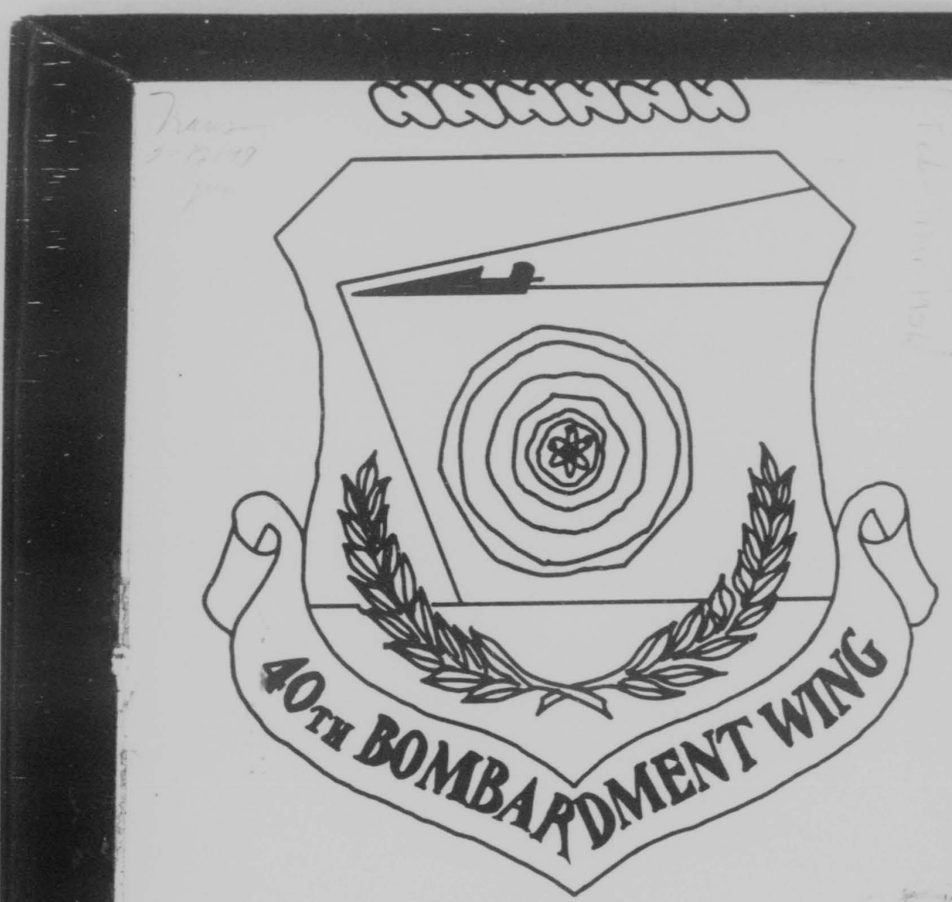

February & March 1956

SECRET

DSI Control No. 17215

HISTORY

OF

40TH BOMBARDMENT WING MEDIUM

SMOKY HILL AIR FORCE BASE

SALINA, KANSAS

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(UNCLASSIFIED)

HISTORY OF

THE 40TH BOMBARDMENT WING (M) JET

FEBRUARY AND MARCH 1956

SMOKY HILL AIR FORCE BASE, KANSAS

****

This document is prepared by
Lieutenant Robert L. Wilson,
802d Air Division Historical
Officer.

FOR AND IN THE ABSENCE OF

BERTON H. BURNS
Colonel USAF
Commander

This document is
classified secret
in accordance with
par 25G, AFR 205-1.

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CHRONOLOGY

FEBRUARY AND MARCH 1956

19 February 1956	Colonel Burns attended staff briefing Westover Air Force Base, Massachusetts.
27 February 1956	Colonel Burns attended Eighth Air Force Commanders Conference Kindley Air Force Base, Bermuda
29 February 1956	Operation "Snow Bank."

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GLOSSARY

FEBRUARY AND MARCH 1956

ADIV	Air Division
AFB	Air Force Base
AFSC	Air Force Specialty Code
AOCP	Aircraft Out of Commission Parts
ARS	Air Refueling Squadron
FAK	Fly-Away Kit
NCOIC	Non-commissioned Officer in Charge
OCAMA	Oklahoma City Air Materiel Area
OIC	Officer In Charge
OJT	On-The-Job Training
RBS	Radar Bomb Scoring
SAC	Strategic Air Command
SHAFB	Smoky Hill Air Force Base
TDY	Temporary Duty
USCM	Unit Simulated Combat Mission

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

MISSION

The mission of the 40th Bombardment Wing (medium) remained unchanged in February and March.

COMMAND

Colonel Berton H. Burns, Commander of the 40th Bombardment Wing, attended an Eighth Air Force staff briefing on future missions.[1] The meeting was conducted at Westover Air Force Base, Massachusetts, by Eighth Air Force officials.

Later in the month, Colonel Burns attended the Eighth Air Force Commanders Conference at Kindley Air Force Base, Bermuda.[2]

ADMINISTRATION

Fortieth Bombardment Wing Regulation 5-2 was published 3 February 1956. This regulation is a current list of all 40th Bombardment Wing standard publications. When units of the wing received this regulation all files were screened and regulations posted to date. Wing Regulation 5-2 is included as Exhibit Three.[3]

1/ LO 161, dtd. 17 February 1956 EXH NO 1

2/ LO 187, dtd. 25 February 1956 EXH NO 2

3/ Wg. Reg., dtd. 3 February 1956 EXH NO 3

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Establishing responsibility for the preparation, publication, distribution and accountability of 40th Bombardment Wing publications is Wing Regulation 5-5. Published 3 February 1956, the regulation requires that all publications of the wing be in accordance with the limitations prescribed. Publications authorized by the regulation are: administrative orders; regulations; operations manuals; supplements; and maintenance publications. Change 5-5A to the regulation was promulgated 1 March 1956. Included as Exhibit Four is Wing Regulation 5-5,[4] and change 5-5A is Exhibit Five.[5]

Later in March, the wing adjutant's office issued a change to Wing Regulation 5-2. This publication of 1 March 1956, is included as Exhibit Six.[6]

Establishing a plan for initial distribution of publications and official writings of the wing is Wing Regulation 5-3. Published 1 March 1956, the regulation is included as Exhibit Seven.[7]

The 40th Bombardment Wing has discontinued using a "wing duty officer." Wing operations officials stated there is no further need for a duty officer, and Wing Regulation 11-1 is rescinded. Exhibit Eight is a disposition form serving as the authority for deleting the regulation from unit files.[8]

4/ Wg. Reg. 5-5, dtd. 1 March 1956 EXH NO 4

5/ Wg. Reg. 5-5A, dtd. 1 March 1956 EXH NO 5

6/ Wg. Reg. 5-2, dtd. 1 March 1956 EXH NO 6

7/ Wg. Reg. 5-3, dtd. 1 March 1956 EXH NO 7

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Included as an item of interest is Wing Regulation 9-2, published 27 March 1956. Providing all activities of the command with a current list of wing publications, the regulation is used as Exhibit Nine. 9/

The Director of Comptroller has prepared a unit expense summary through the month of February. Operating costs are obtained from the Monthly Expense Report, with a Reports Control Symbol (RCS) of 1-SAC-C 11. This is a comparative report enabling commander to compare their unit costs with other base organizations. Also, commanders can note any significant dollar fluctuation. During the February reporting period, the 40th Bombardment Wing had a total cost of $863,909, while the 310th Bombardment Wing spent $796,880. For a complete breakdown of wing expenditures, and a comparative study, see Exhibit Ten. 10/

Staff Sergeant Eugene G. Kovaleski received a $25.00 award from the Base Incentive Awards Committee. Sergeant Kovaleski is assigned to the 40th Field Maintenance Squadron. The suggestion was sent to Strategic Air Command headquarters and Air Force headquarters for possible use command and/or Air Force wide. An article appearing in The Salina Journal March 2nd, is included as Exhibit Eleven. 11/

9/ Wg. Reg., dtd. 20 March 1956 EXH NO 9

10/ Unit Expense Summary, dtd. 2 March 1956 EXH NO 10

11/ Newspaper clipping, dtd. 2 March 1956 EXH NO 11

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In honor of the Strategic Air Command's tenth anniversary, The Salina Journal prepared an article entitled "SAC Spells Security Through Mighty Air Power." Prepared by reporter Tom Foote, the article appeared 19 March, two days prior to SAC's tenth birthday. The article is included as Exhibit Twelve. 12/

12/ Newspaper clipping, dtd. 19 March 1956 EXH NO 12

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CHAPTER II

PERSONNEL

There has been no change in the organizational structure of the wing personnel office.

February strength figures indicate that the 40th Bombardment Wing had assigned 363 officers against an authorization of 427 officers There were assigned 1,462 airmen against an authorized 1,589 airmen. In March officer strength of the wing was 364 with 427 officers authorized. Airmen strength for the same period was 1,348 against an authorization of 1,589.

Colonel John Tyler was reassigned to the United States Air Force Institute of Technology at Wright-Patterson Air Force Base, Ohio.[13] Colonel Tyler was senior cadre officer of the 100th Bombardment Wing while assigned to the 40th Bombardment Wing.

Also going to Wright-Patterson Air Force Base was Lieutenant Colonel John B. Armstrong.[14] Colonel Armstrong, who was the wing inspector, will report to the Wright Air Development Center.

Colonel Richard D. Stepp was on temporary duty at George Washington University, Washington, D. C.[15] Colonel Stepp is the wing director of materiel. He attended the manpower management course offered by the university.

13/ SO 28, dtd. 9 February 1956 EXH NO 13

14/ SO 279, dtd. 21 December 1955 EXH NO 14

15/ LO 135, dtd. 10 February 1956 EXH NO 15

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The wing personnel office sent representatives to the unit's squadrons to help answer questions concerning the on-the-job training program. Many of the section supervisors said that airmen were asking questions about testing and upgrading which they could not answer. A chart was desired which would help the supervisors answer such questions, and give the airmen an opportunity to see for themselves outlines of future plans. The chart gives the testing month, and an approximate upgrading date for each Air Force Specialty Code. Included as Exhibit Sixteen is a copy of the OJT chart.16/

Plans are being formulated to include in the April commander's call program an on-the-job training briefing. The briefing will express the commander's personal interest in the program, and his desire that every effort be made by the supervisor to increase the quality of his training. At this April meeting, the commander will announce two orientation lectures concerning on-the-job training. Subjects to be covered in these lectures will encompass the airman career program, structure of the Air Force Specialty Code, airman classification, and methods of conducting an on-the-job training program at unit level. At the same time supervisors are attending the orientation course, airmen in the OJT program will be undergoing training to keep them informed of their place in the program.

During February seven airmen were upgraded from the helper level to the apprentice level, and 53 airmen from the apprentice

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16/ OJT chart EXH NO 16

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to senior level. Four senior airmen were upgraded to the supervisor-technician level.

The airmen section of the consolidated unit personnel section has established new procedures for office operation. In order that they may conduct an effective on-the-job training program, the first hour each morning is used to better prepare airmen for their work. Other streamlined procedures outlined in the disposition form are included in Exhibit Seventeen.[17/]

Colonel Berton H. Burns, 40th Bombardment Wing Commander, presided at the Wing Advisory Council meeting 12 March 1956. Present at this meeting was Colonel James W. Wilson, commander of the 802d Air Division. One of the significant suggestions made by the noncommissioned officers was to provide separate bachelor quarters for NCOs. This would help increase the prestige of the noncommissioned officer. The recommendation will be passed on to the 802d Air Division Noncommissioned Officer Council.

Noncommissioned officers also recommended two changes on the flight line. First they believe there is a necessity for division, wing, and squadron commanders to display some mark of identification on the flight line. This will help to insure as a mark for ready recognition by those working on the line. The 40th Director of Materiel will devise a suitable clamp-on bracket. Such a bracket,

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17/ Disposition Form, dtd. 27 February 1956 EXH NO 17

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being fabricated by the Field Maintenance shops, will provide an identification flag.

Secondly, the council suggested the last three tail numbers of all aircraft be painted with luminous paint. This is needed for easy identification of aircraft at night. It was also recommended that the aircraft wing tips be painted with flourescent paint.

Included as Exhibit Eighteen are the minutes of the Wing Advisory Council.[18]

The 40th Bombardment Wing has established an award for the "best squadron barracks of the week." To give proper recognition to the winning barracks, a streamer is awarded. Any squadron winning the honor four consecutive times displays a multi-colored streamer on its squadron guidon. The streamer will be retained by the winning unit until another squadron achieves the same honor. A disposition form from the wing adjutant's office is included as Exhibit Nineteen.[19]

Airman First Class Richard J. Klucik was named Airman of the Month for March 1956. Airman Klucik is assigned to the 40th Armament and Electronics Squadron. He has been in the Air Force three and a half years, and his home is Winona, Minnesota.[20]

18/ Advisory Council Minutes, dtd. 12 March 1956 EXH NO 18

19/ Disposition Form, dtd. 26 March 1956 EXH NO 19

20/ Airman of the month, dtd. 22 March 1956 EXH NO 20

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Eighteen noncommissioned officers and airmen in the 40th Bombardment Wing have been named outstanding for the past six months. The airmen will receive Strategic Air Command scrolls for their superior achievement. Representing the squadrons under the wing's command, the noncommissioned officers and airmen were cited for "devotion to duty and meritorius service." In addition to the certificate of achievement, each man will receive a letter of commendation from his squadron commander. Also a letter is sent to his family and for release in his hometown newspaper. Selecting the airmen for this honor were by the following criteria: individual responsibility, adherance to military customs, and off duty conduct.[21]

Beautifying Smoky Hill has been an important job in the past few months. As part of the base-wide cleanup campaign, several members of the 45th Bombardment Squadron have been doing their share. The inclosed photograph shows Lieutenant Colonel William Ivey, squadron commander, painting posts around the squadron parking area.[22]

An airman assigned to the 40th Tactical Hospital was killed in an automobile collision near Salina, Kansas. Killed in the accident was Airman Third Class Lawrence K. Ezro, 18, of DeGrasse, New York. He was riding in a car driven by Airman First Class Arvis W. Knight, also of the 40th Tactical Hospital.[23]

21/ Outstanding airmen, dtd. 16 March 1956 EXH NO 21

22/ LTCOL Ivey, dtd. 18 March 1956 EXH NO 22

23/ Newspaper clipping, dtd. 18 March 1956 EXH NO 23

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CHAPTER III

OPERATIONS AND TRAINING

Training for February was outlined in Operations Order 261-56, dated 20 January 1956. All units of the 40th Bombardment Wing will take part in the monthly training program. The month of February is the second month of the 50-8 training quarter. Training for the month is set by the wing commander and squadron commanders, except that directed by higher headquarters.

In February, flying priorities for B-47 tactical squadrons were:[24]

a. Accomplishments of the flying time requirements of AFR 60-2.

b. Compliance with SAC Regulation 51-26.

c. Completion of Strategic Evaluation School.

d. Continuation of "Hi Jinks" check out program.

e. Prepare and execute higher headquarters directed missions.

f. Noncombat ready crew training, SAC Regulation 51-19 and 50-8.

g. Combat crew standardization flights.

h. Combat ready, lead and select crew training.

i. Co-pilot upgrading to aircraft commander status, SAC Regulation 51-19.

24/ OPORD 261-56, dtd. 20 January 1956 p. 1

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The ground training requirements for B-47 tactical squadrons receiving priority during February were:[25]

a. Support SAC Regulation 50-24, "Block Ground Training."

b. Support Camp Phillips gunnery range.

c. Perform other ground training not included in the block training program.

d. Support Advanced Survival School, Stead Air Force Base, Nevada.

e. Support thermo-nuclear delivery course, Wichita, Kansas.

In addition to the requirements for the tactical squadrons, certain training priorities were also established for the 40th Air Refueling Squadron:[26]

a. Accomplishments of the flying time requirement specified in AFR 60-2.

b. Prepare and execute higher headquarters directed missions and sorties.

c. Prepare and execute wing directed missions.

d. Noncombat ready crew training in accordance with SAC Regulation 51-19 and 50-8.

e. Combat crew standardization flights.

f. Combat ready crew training.

g. Provide the 40th Bombardment Wing tactical squadrons with the required in-flight refueling sorties to complete 51-19 and proficiency training.

25/ Ibid., p.2

26/ Ibid.

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h. Provide required flights to Davis-Monthan Air Force Base, Arizona, to transport SES support personnel and equipment.

Also there were certain ground training requirements to be fulfilled:[27]

a. Support SAC Regulation 50-24, "Block Ground Training."

b. Support Advanced Survival School, Stead Air Force Base, Nevada.

During February the mission of the 40th Bombardment Wing was the flying and ground training mentioned above. Also the wing continued toward combat readiness, and prepared and executed missions directed by higher headquarters and the 40th Bombardment Wing.[28] Missions of all subordinate units within the wing are contained in Operation Order 261-56.[29]

The flight scheduling committee of the wing projected a total of 1,400 B-47 flying hours, and 600 KC-97 flying hours for February. The maintenance capability to support the flying activities for the month were as follows:[30]

SQUADRON	HOURS	SORTIES
25 Bomron	406	62
44 Bomron	408	62
45 Bomron	456	69
40 ARFS		109

27/ Ibid.

28/ Ibid.

29/ OPORD 261-56, dtd. 20 January 1956 EXH NO 24

30/ Ibid., Annex B

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However, due to aircraft modification and maintenance requirements, the flying requirements as submitted by wing operations prevented adherance to the schedule. After consideration of the maintenance capability, the flying committment for February consisted of 1,270 B-47 flying hours, and 522 KC-97 hours. The schedule was to be accomplished as follows: 31/

B-47

Sorties	Type	Total Time
145	CCTM at 6:00 hours	870:00
26	Special at 12:00 hours	312:00
22	PPF and Ferry at 4:00 hours	80:00
193 SORTIES		1270:00

KC-97

Sorties	Type	Total Time
93	IFR at 4:00 hours	372:00
11	NAV at 10:00 hours	110:00
5	Standboard at 8:00 hours	40:00
109 SORTIES		522:00

A review of the RCS: 3-SAC-T12 Jet Crew Air Training Report indicates the following accomplishments for February: 32/

Crews	Sorties	Flying Time
Standboard	19	132
Select and Lead	158	906
Combat Ready	26	148

31/ ibid., Annex D, p. 2

32/ 3-SAC-T12 Report, dated 29 February 1956. EXH NO. 25

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Hours Flown Performing Missions Ordered by Higher Headquarters: [33]

Commitment	Programmed	Accomplished
Ferrying Aircraft	54	54
USCM SWANDIVE	363	347

Hours Flown Performing Eighth Air Force Training Priorities:

Priority	Committment	Hours Programmed	Hours Accomp.
1	AFR 60-2	0	0
2	SAC Reg. 51-26	50	100
3	SES Evaluation	140	155
4	"Hi-Jinks"	20	40
5	USCM SWAN DIVE	363	347
6	Non-ready Crew Training	250	210
7	Combat Ready Crew Training	138	177
8	Lead Crew Training	137	177
9	XXXXX Crew Training	100	172
10	Ferry Aircraft	54	54
	TOTAL	1252	1432
	Test Flight	18	18
	GRAND TOTAL	1270	1450

The RCS: 4-SAC-T12, Refueling Air Training Report indicates the following was accomplished by the 40th Air Refueling Squadron: [34]

Crews	Sorties	Flying Time
Combat Ready	237	1314
Squadron Totals	243	1367

33/ Ibid., Commander's Remarks.

34/ 4-SAC-T12 Report, Dated February 1956. EXH NO 26

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Hours Flown Performing Missions Ordered By:[35]

1. Higher Headquarters:

Commitment	Hours Programmed	Hours Accomplished
a. Operation SWAN DIVE	270:00	266:55
b. Operation WAR DANCE	165:00	173:45
TOTAL	435:00	440:40

2. Eighth Air Force Priorities:

Priority	Commitment	Hours Programmed	Hours Accomp.
1	AFR 60-2	0	0
2	Nonready Crew Training	0	4:00
3	Combat Ready Crew Training	87:00	275:05
	TOTAL	522:00	719:45
	Test	6:00	6:30
	GRAND TOTAL	528:00	726:15

Fifteen B-47 stratojets flew a bomber stream mission on 23 February 1956.[36] The requirement was to exercise non-ready non-ready and ready crews on bomber stream tactics and radar navigation in the Great Lakes area. Normal Radar Bombing Site Scoring procedures were used, i.e. no radar discussion of score, coded or otherwise on interphone.

Mission Requirements for operation BLUE FLAME were as follows:[37]

Mission Requirements:

a. One radar navigation leg.

b. One practice camera attack.

35/ Ibid, Commander's Remarks.

36/ Flimsy, "Blue Flame", dated 23 February 1956. EXH NO 27

37/ Ibid, Page one.

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c. One day celestial leg.

d. Three .81 RBS Runs.

e. One celestial or night celestial navigation leg with plot.

f. One maximum gunnery mission and two radar camera attacks if celestial grid flown.

g. One radar monitored let-down.

h. One Ground Control Approach landing.

i. One long range cruise mission.

Sequence of Events: 38/

Time factor	Information
TO - 3 hours	Pre-Takeoff meeting at the 45th BOMRON
TO - 2:30	Stations
TO - :35	Check in Ajax fuel reading
TO - :30	Start Engines
TO - :20	Taxi-be prepared to advance 15 minutes
TO - :01	Fuel reading
TO - :00	Takeoff on hack
TO - :02	Check in Ajax
TO - :03	Climb schedule 96 percent.
	5 365 IAS
	10M 355 IAS
	15M 340 IAS

Training for March was outlined in Operations Order 262-56, 27 February 1956. All units of the 40th Bombardment Wing were to take part in the monthly training program. The month of March was the third

38/ Ibid., Page 2.

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month of the 50-8 training quarter.

Flying priorities for the B-47 tactical squadrons in March were:[39]

a. Accomplishment of the flying time requirements of Air Force Regulation 60-2.

b. Compliance with SAC Regulation 51-26.

c. Completion of Strategic Evaluation School.

d. Bomb Evaluation SNOW BANK.

e. Combat Crew standardization flights.

f. Non-ready crew training.

g. Ready crew training.

h. Lead crew training.

i. Co-pilot upgrading to aircraft commander status, SAC Regulation 51-19.

B-47 tactical squadrons received the following priority ground training requirements in March:[40]

a. Support Emergency War Plan: Briefings, target studies and trainer runs.

b. Support wing target study program.

c. Support special weapons and intelligence ground training.

d. Support advanced survival school, Stead Air Force Base, Nevada.

e. Support thermonuclear delivery course, McConnell Air Force Base.

f. Support SAC Regulation 50-24, Block Ground Training.

g. Support Oxygen Chamber Quotas.

h. Support Camp Phillips gunnery range.

39/ OPORD 262-56, 27 Feb 56, page one.

40/ Ibid, Page two.

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i. Support other training such as trainers, in-flight-maintenance and physical conditioning.

March flying training for the 40th Air Refueling Squadron was also established by Operations Order 262-56. Flying Training priorities for the refueling squadron were:[41]

a. Accomplishment of the flying time requirements of AFR 60-2.

b. Prepare and execute higher headquarters directed missions and sorties.

c. Non-combat ready crew training, SAC Regulations 51-19 and 50-8.

d. Combat crew standardization flights.

e. Combat ready crew training.

f. Provide the 40th Bombardment Squadrons with the required in-flight refueling sorties to complete 51-19 and proficiency training.

g. Provide required flights to Davis-Monthan Air Force Base, Arizona, to transport SES personnel and equipment.

The ground training requirements for the refueling squadron in March were:[42]

a. Support SAC Regulation 50-24, "Block Ground Training".

b. Support Advanced Survival School, Stead Air Force Base, Nevada.

The mission of the 40th Bombardment Wing during the month of March was the flying and ground training mentioned above. Also, the wing continued toward combat readiness, and prepared and executed missions directed by higher headquarters and the 40th Bombardment Wing.[43] The missions of all

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41/ Ibid., Page two.

42/ Ibid., Page two.

43/ Ibid., Page three.

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subordinate units within the wing are contained in Operations Order 262-56.[44/]

The wing flight scheduling committee projected a total of 1,200 B-47 flying hours, and 522 KC-97 flying hours. The maintenance capability to support the flying activity for March was:[45/]

Squadron	Hours	Sorties
25th Bombardment Sq.	438	78
44th Bombardment Sq.	444	80
45th Bombardment Sq.	450	80
40th Air Refueling Sq.	530	98

However, the maintenance capability as determined by the 40th Maintenance Control Section was:[46/]

B-47

Sorties	Type	Total Time
173	CCTM at 6:00 hours	1038:00
33	Special at 6:00 hours	198:00
32	PPF and Ferry at 3:00 hours	96:00
	TOTAL	1332:00

KC-97

Sorties	Type	Total Time
5	Transferred at 5:00 hours	25:00
77	IFR at 5:00 hours	385:00

44/ OPORD 262-56, dtd. 27 February 1956 EXH NO 28

45/ Ibid., Annex B

46/ Ibid., Annex D

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8	Navigation at 9:00 hours	72:00
8	Standboard at 8:00 hours	48:00
		530:00 Hours

A review of the RCS: 3-SAC-T12, Jet Air Crew Training Report, indicates the following accomplishments for March: 47/

Crews	Sorties	Flying Time
Standboard	40	260
Select and Lead	245	1,384
Combat ready	279	1,570
Noncombat ready	59	358

Hours flown performing missions ordered by: 48/

1. Higher headquarters:

COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
Ferrying aircraft	18	18
Bombing evaluation "SNOW BANK"	176	208

2. Eighth Air Force Air Training Priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	0	0
2	SAC REG 51-26	280	325
3	SES Evaluation	30	30
4	"Hi Jinks"	35	40
5	"Snow Bank"	176	208

47/ 3-SAC-T12 rept., dtd. March 1956 EXH NO 29

48/ Ibid., Commander's remarks

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6	Non-ready crew training	250	276
7	Combat ready crew training	273	303
8	Lead crew training	298	300
9	5X crew training	140	157
10	Ferrying aircraft	18	18
	TOTAL	1500	1657
	TEST	0	30
	GRAND TOTAL	1500	1687

The RCS: 4-SAC-T12, Refueling Air Training Report, indicates the following was accomplished by the 40th Air Refueling Squadron during March:[49/]

Crews	Sorties	Flying Time
Combat ready	329	1893
Squadron Total	339	1967

Hours flown performing missions ordered by:

1. No missions directed by higher headquarters.

2. Eighth Air Force Training Priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	0	0
2	Non-ready crew training	0	0
3	Combat ready crew training	518:00	573:00
	TOTAL	518:00	573:00
	TEST	10:00	8:45
	GRAND TOTAL	528:00	581:45

49/ 4-SAC-T12 rept., dtd. March 1956 EXH NO 30

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Operations Order 35-56 was published 29 February 1956. A requirement existed for the wing to participate in a Strategic Air Command radar bombing evaluation against a "BRAVO" type target. The operation was flown in two sections on 19, 20 and 21 March 1956. Unclassified nickname for the operation was "Snow Bank." The target for "Snow Bank" was located near Rhinelander, Wisconsin.[50/]

Objectives of the mission were:[51/]

a. To determine the current wing bombing capability under northern winter conditions, utilizing target material based on 15 to 17 year old photography.

b. To exercise and appraise the crews and staff on planning and executing this mission.

c. To exercise and appraise the capability of bombardment crews to perform the breakaway maneuver.

d. To exercise and appraise the wing photographic interpreters in scoring bomb impact points from radar scope photography.

During the period December 1955, through March 1956, the flying safety score for the 40th Bombardment Wing was 100 per cent.[52/] The accident rate is computed per 100,000 flying hours. For the current four month period, the wing flew 7,655 hours.[53/] Statistics for the

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50/ OPORD 35-56, dtd. 29 February 1956 EXH NO 31

51/ Ibid., p.2

52/ 1-SAC-T35 rept., dtd. March 1956 EXH NO 32

53/ Ibid., p. 9

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wing training minimums for the period covered by the management statement are found on pages 10 through 15 of the above mentioned report.[54]

B-47 crew of the month for the 40th Bombardment Wing was Major James Campbell, aircraft commander; Lieutenant Charles Koepke, pilot; and Lieutenant Grant Johnson, observer. Commendation letters were presented by Colonel Berton H. Burns, wing commander.[55]

Honored as the KC-97 crew of the month were Captain William Adams, aircraft commander; Lieutenant Clifford Terry, pilot; and Lieutenant Dale Carmen, observer. Colonel Burns, wing commander, presented the outstanding tanker crew with letters of commendation.[56]

54/ Ibid., p. 10-15

55/ Photograph, dtd. 22 March 1956 EXH NO 33

56/ Photograph, dtd. 22 March 1956 EXH NO 34

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CHAPTER IV

MATERIEL AND MAINTENANCE

Colonel Richard D. Stepp, 40th Bombardment Wing Director of Materiel returned from a management course in Washington, D.C.[57]

The Unit Supply Improvement Program was completed by the wing 26 March 1956. A total of 1,273 manhours was expended and $189,733.08 in excess property turned in.

Nine unit supply sections were inspected during March. The results were:[58]

SQUADRON	SCORE	RATING
40th Headquarters Squadron	510	SAC standard
25th Bomb Squadron	517	SAC standard
44th Bomb Squadron	499	Good
45th Bomb Squadron	470	Fair
40th Armament & Electronics	467	Fair
40th Air Refueling Squadron	529	SAC standard
40th Field Maintenance Squadron	568	SAC standard
40th Periodic Maintenance Squadron	562	SAC standard
40th Tactical Hospital	557	SAC standard

[redacted]

57/ See Chapt. II

58/ 40th Director of Materiel

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During February seven B-47 were processed through the docks. The average turn around time for B-47s was 10.5 days. Only three KC-97s were completed in February with an average turn around time of 16 days. Although turn around time is excessive now, it appears as though the time will soon be reduced.

In preparing aircraft engines for shipment to the depot and subsequent storge, it is necessary to draw all maisture from the engine container. The dehydrator built for this purpose has now been completed.

The 40th Field Maintenance Squadron has placed several of their airmen on flying status. By this action, it is desired that aircraft malfunctions that appear only when the aircraft is aloft can be corrected.

40th Bombardment Wing Supplement 1 to SAC Regulation 66-7 is included as Exhibit Thirty-Five.[59/]

Wing Regulation 136-4A was published 29 February 1956. Subject of the regulation is loading, clearing, and unloading ammunition on the B-47.[60/]

59/ 40BOMWG suppl, dtd. 3 February 1956 EXH NO 35

60/ Wg. Reg; dtd. 29 February 1956 EXH NO 36

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40TH BOMBARDMENT WING, MEDIUM

KEY PERSONNEL

FEBRUARY AND MARCH 1956

Wing Commander	COL Berton H. Burns
Deputy Wing Commander	COL Andrew F. Low
Adjutant	MAJ Donald M. Brown
Wing Operations Officer	COL William M. Bowden
Wing Materiel Officer	COL Richard D. Stepp
Wing Personnel Officer	LTCOL Charles F. Mills
Wing Inspector	MAJ Milford C. Kronshage
Wing Comptroller	CAPT Jack M. Sheets
Commander, 25th Bomb Squadron	LTCOL Edward P. Clark
Commander, 44th Bomb Squadron	LTCOL William F. Pitts
Commander, 45th Bomb Squadron	LTCOL William G. Ivey
Commander, 40th ARS	LTCOL Thomas S. Bohman
Commander, 40th A&E Squadron	LTCOL John C. Minahan
Commander, 40th FMS	MAJ James R. Johnson
Commander, 40th PMS	MAJ Fredrick B. Gervais
Commander, 40th Headquarters	1LT Arnold H. Glickman
Commander, 40th Tactical Hospital	1LT George W. Harmon

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BIBLIOGRAPHY

40TH BOMBARDMENT WING, MEDIUM

FEBRUARY AND MARCH 1956

Source Material:

Files:

HEADQUARTERS, 40th Bombardment Wing

Official Publications:

General Orders

Headquarters, 802 Air Division

Headquarters, 40th Bombardment Wing

Special Orders

Headquarters, 40th Bombardment Wing

Regulations

Headquarters, Strategic Air Command

Headquarters, Eighth Air Force

Headquarters, 40th Bombardment Wing

Secondary Material:

Staff Section Reports

Squadron Reports

IMPACT, SMOKY HILL AFB, BASE NEWSPAPER

THE SALINA JOURNAL, SALINA, KANSAS

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HISTORY OF

THE 40TH BOMBARDMENT WING, (M) JET

FEBRUARY AND MARCH 1956

A P P E N D I X

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LIST OF EXHIBITS

FEBRUARY AND MARCH 1956

Exh. No.	Exhibit
1	LO 161, dtd. 17 February 1956
2	LO 187, dtd. 25 February 1956
3	Wg. Reg., dtd. 3 February 1956
4	Wg. Reg., dtd. 1 March 1956
5	Wg. Reg., dtd. 1 March 1956
6	Wg. Reg., dtd. 1 March 1956
7	Wg. Reg., dtd. 1 March 1956
8	Disposition Form, dtd. 20 March 1956
9	Wg. Reg., dtd. 27 March 1956
10	Unit Expense Summary, dtd. 23 March 1956
11	Newspaper clipping, dtd. 2 March 1956
12	Newspaper clipping, dtd. 19 March 1956
13	SO 28, dtd. 9 February 1956
14	SO 279, dtd. 21 December 1955
15	LO 135, dtd. 10 February 1956
16	OJT chart
17	Disposition Form, dtd. 27 February 1956
18	Advisory Council Minutes, dtd. 12 March 1956
19	Disposition Form, dtd. 26 March 1956
20	Airman-of-the Month, dtd. 22 March 1956
21	Outstanding airmen, dtd. 18 March 1956
22	LTCOL Ivey, dtd. 30 March 1956

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23		Newspaper Clipping, dtd. 18 March 1956
24		OPORD 261-56, dtd. 20 January 1956
25		3-SAC-T 12 rept; dtd. 29 February 1956
26		4-SAC-T 12 rept; dtd. 29 February 1956
27		"Blue Flame," dtd. 23 February 1956
28		OPORD 262-56, dtd. 27 February 1956
29		3-SAC-T 12 rept; dtd. 31 March 1956
30		4-SAC-T 12 rept; dtd. 31 March 1956
31		OPORD 35-56, dtd. 29 February 1956
32		1-SAC-T 35 rept; dtd. March 1956
33	-	Photograph, dtd. 22 March 1956
34		Photograph, dtd. 22 March 1956
35		4OBOMWG Suppl, dtd. 3 February 1956
36		Wg. Reg; dtd. 29 February 1956

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SUBJECT: Letter Order 161 — 17 February 1956

TO: See Distribution

1. FNO, ORG INDC, AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP HQ 8AF, Westover AFB, MASS, on or ABT 19 FEB 56, on TDY APRX 3 days, for purpose of briefing 8AF Staff on Forthcoming missions. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 401-474-10B. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19 and 8AF MSG 0D01B 6885.

COL	BERTON H. BURNS	4844A	HQ 40 BOMWG
COL	ANDREW S. LOW JR	8890A	do
MAJ	HENRY D. BENTLEY	A0816975	do
MAJ	ROBERT B. KENDALL	A01059515	do
MAJ	PAUL N. GREGORY	A0726898	do
2NDLT	EUGENE M. D'ANDREA	A02210112	40 AREFRON, 40 BOMWG
LTCOL	HAROLD G. FULMER	9462A	HQ 40 BOMWG

2. ESPWO VOC 27 JAN 56, CFM and made REC:

FNOA, ORG INDC, 40 AREFRON, 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Biggs AFB, TEXAS, on or ABT 27 Jan 56, on TDY APRX 1 day, for purpose of TNG MSN,(RON due to WEA). (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 401-479-10C. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

CAPT	WILLIAM V. ADAMS	A0504234
CAPT	CHARLES F. GILLETTE	A0886665
1STLT	ALFRED L. EDWARDS	A03004286
2NDLT	DALE E. CARMAN	A03038153
MSGT	MAURICE D. SIEGLE	AF19163201
MSGT	LUELL E. WARD	AF6966534
SSGT	ALLEN C. DUKE	AF18414593
A/1C	WILLIAM F. SCHULEIN	AF12387086
A/1C	ROBERT W. FRANCIS	AF13436716

3. PARA 6, LTRO 10, this HQ, CS, relating to TDY of 1STLT JAMES R. OGLE, A03016592, 40 ARMTELCTMAINTRON, 40 BOMWG to Amarillo AFB, TEX, is REVO.

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LTRO 161, 17 FEB 56

4. ESPWO VOC 2 FEB 56, CFM and made REC:

1STLT JAMES R. OGLE, AO3016592, 40 ARMTELCTMAINTRON, 40 BOMWG, (PRIMAFSC 3231), AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP 3320TH TECH TNG GP, Amarillo, AFB, TEX, on or ABT 2 FEB 56, on TDY APRX 15 days, for purpose of attending ACFT CORROSION and control CRSE NR SS53450-4. Officer will REPT TO the Shipping and Receiving Section NLT 0800 HRS 6 Feb 56, class starting date is 8 FEB 56. GOVT messing and housing facilities are AVAL. (DPUO); UCWR this STA. TPA. TVL time by common CARR (Rail) is 1 day; TVL time in excess is chargeable to delay E/R AUTH. TCS. TDN 5763400 064-4200 P443-02-03 S22-606. AUTH: AFR 35-52, SACREG 35-19 and 8AF MSG PDP3 14932, 30 JUN 55.

5. FNO, 45 BOMRON, 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Lockheed ACFT CORP, Marietta, GA, on or ABT 19 FEB 56, on TDY APRX 3 days, for purpose to deliver ACFT 52-578 and pick up ACFT 52-588. 100LBS excess baggage is AUTH. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. SAC FUNDING #MF-83. TDN 5763400 067-8911 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

LTCOL	WILLIAM G. IVEY	7643A
CAPT	ERNEST W. SHARP JR	25838A
1STLT	WALTER A. CARNES	27733A

6. FNO, ORG INDC, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Marietta, GA, on or ABT 20 FEB 56, on TDY APRX 3 days, for purpose of picking up ACFT # 52-555. 100LBS excess baggage AUTH. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. SAC Funding NR #MF-83. TDN 5763400 067-8911 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19, SAC LTR DM4 ANKN 1-6-2.

MAJ	GORDON K. PENTON	13039A	HQ 40 BOMWG
MAJ	ROBERT E. HUGHES	14107A	DO
CAPT	THEODORE C. WOLF	AO762134	25 BOMRON, 40 BOMWG

7. A/1C DONALD R. BARTA, AF17374456, 25 BOMRON, 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Marietta, GA, on or ABT 20 Feb 56, on TDY APRX 18 days, for purpose of accompanying ACFT for modification. (DPUO); UCWR this STA. TVL by MIL ACFT DIR when AVAL. CIPAP. TCS. SAC Funding NR MF-83. TDN 5763400 067-8911 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19 and SAC LTR DM 4 ANKN 1-6-2.

BY ORDER OF THE COMMANDER:

William C. Johnson

WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SUBJECT: Letter Order 187 25 February 1956

TO: See Distribution

COL BERTON H. BURNS, 4844A, HQ 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP Kindley AFB, Bermuda, on or ABT 27 FEB 56, on TDY APRX 5 days, for purpose of attending 8 AF Commanders Conference. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 401-506. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19, and 8 AF MSG CS 03950, 28 JAN 56.

BY ORDER OF THE COMMANDER:

William C. Johnson
WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

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'ING REGULATION)

NUMBER 5-2)

HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

3 February 1956

PUBLICATIONS

Numerical Index of 40th Bombardment Wing Publications

(40th BOMW Regulation 5-2, 15 November 1955, is superseded)

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MAINTENANCE OF FILES.....	1
CLASSIFIED PUBLICATIONS.....	1

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40TH BOMBARDMENT WING REGULATIONS.....	2
40TH BOMBARDMENT WING OPERATIONS MEMORANDUMS.....	
40TH BOMBARDMENT WING SUPPLEMENTS.....	

SECTION III - RESCINDED PUBLICATIONS

40TH BOMBARDMENT WING REGULATIONS.....	
40TH BOMBARDMENT WING OPERATIONS MEMORANDUMS.....	
40TH BOMBARDMENT WING SUPPLEMENTS.....	

SECTION I - GENERAL

1. WHAT THIS DIRECTIVE DOES. This regulation provides all 40th Bombardment Wing activities with a list of current 40th Bombardment Wing standard publications which are assigned base numbers and general subject classifications in accordance with AFR 5-1, AFR 5-41, 40th Bombardment Wing Regulation 5-5, and distributed in accordance with 40th Bombardment Wing Regulation 5-3.

2. MAINTENANCE OF FILES. Upon receipt of this publication, files will be screened and action taken to reflect current index status. Additions or deletions published by this headquarters will be posted to this index with appropriate notations to reflect current changes.

3. CLASSIFIED PUBLICATIONS. Directives indicated as classified material within the scope of AFR 205-1 will be controlled accordingly.

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SECTION II - CURRENT PUBLICATIONS

4. 40TH BOMBARDMENT WING REGULATIONS.

Number	Date	Title	Distribution
		5 - PUBLICATIONS	
5-2	3 FEB 56	Numerical Index of 40th Bombardment Wing Publications	S plus 1 ea Asg Crew Member
5-3	4 JAN 56	Distribution for 40th Bombardment Wing Publications	S
5-5	3 FEB 56	40th Bombardment Wing Publications	S
5-13	12 AUG 54	Pilots and Flight Crew's Information Files	A
		9 - BLANK FORMS	
9-2	31 JAN 56	Numerical Index to 40th Bombardment Wing Blank Forms	S
		10 - CORRESPONDENCE	
10-1	29 JAN 54	Preparation and Handling of Military Correspondence	A
10-2	2 SEP 53	Originator Symbols	A
		11 - ADMINISTRATIVE PRACTICES	
11-1	25 JAN 56	Wing Duty Officer	S
11-2	29 APR 53	Supervisory Staff Visits	A
		14 - BOARDS AND COMMITTEES	
14-1	25 AUG 54	Wing Planning Board	A

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Number	Date	Title	Distribution
		20 - ORGANIZATION - GENERAL	
20-1	26 APR 54	Mission - 40th Bombing Combat and Air Refueling Squadrons	A
		34 - PERSONNEL SERVICES	
34-1	3 NOV 54	Outstanding Airman of the Month Award	A
34-2	8 OCT 53	Outstanding Maintenance Man of the Month Award	A
34-2A	3 NOV 54		
34-3	3 NOV 54	Squadron, Dock, and Shop Competitive Program	A
34-4	6 DEC 55	Squadron Dock and Shop Award	A
		35 - MILITARY PERSONNEL	
		36 - OFFICER PERSONNEL	
		39 - ENLISTED PERSONNEL	
39-1			
39-2	26 JUN 53	Barracks, Building and Room Inspections	A
39-3	9 NOV 54	Competitive Barracks Inspection	A
		50 - TRAINING	
50-9	27 AUG 53	Tactical Flying - Commanders - Assigned and Attached Staff Personnel	A
50-11	28 SEP 54	Navigation Instrument Calibration	A

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Number	Date	Title	Distribution
		51 - FLYING TRAINING	
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51-3	8 JUN 54	Practice Airborne Radar Approach	A
		55 - OPERATIONS	
55-2	19 DEC 55	RON Messages	A Plus 1 Ea A/C
55-5	6 DEC 54	Reporting Procedures	A
		56 - PLANS	
		60 - FLYING	
60-1	17 MAR 54	Fuel Load Requirements	A
60-2			
60-4	12 JAN 54	Aircraft Flying Scheduling	A
60-5			
60-6	30 MAR 54	Required Professional Equipment for Engineer Technicians	A
60-7	30 SEP 54	Expanded Minimum Annual Flying Requirements - Observers	A
		62 - FLYING SAFETY	
62-1			
62-2	2 FEB 55	Engine Runup and Ground Handling of Aircraft	A
62-3	9 NOV 53	Duties of Flying Safety Officers	A
		65 - SUPPLY AND MAINTENANCE	

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		66 - MAINTENANCE	
66-1			
66-1A			
66-2	21 OCT 53	Aircraft Major Malfunctions	A
66-3	1 NOV 54	Armament and Electronics Equipment In-flight Report	A
66-4	8 MAR 54	Ground Aircraft Refueling Operations	A
66-4A	12 JUL 54		
		67 - SUPPLY	
		76 - AIR TRANSPORTATION	
		77 - MOTOR VEHICLES	
77-1			
		82 - SPECIAL WEAPONS	
		85 - INSTALLATIONS - GENERAL	
85-1	27 JAN 56	Flight Line Clean Up Areas	A
		92 - FIRE PROTECTION AND AIRCRAFT	
92-1	12 JUL 54	Emergency Fire Plan for Flight Line	A
		95 - PHOTOGRAPHY	
95-1	23 JUL 54	Radar Scope Aerial and Other Training Photography	A

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Number	Date	Title	Distribution
		100 - COMMUNICATIONS	
		102 - COMMUNICATIONS SYSTEMS	
		105 - WEATHER	
		120 - INSPECTOR GENERAL	
		122 - DOM AND SUBJECTS	
		123 - INSPECTIONS	
123-1	24 JUN 54	Wing Inspection Procedures	A
		136 - ARMAMENT	
136-1			
136-4	14 JAN 55	Loading, Clearin and Unloading Ammunition, B-47 Aircraft	A
136-5	23 JUN 54	Small Arms Maintenance	A
		150 - PROGRAM AND MANPOWER	
		160 - MEDICAL SERVICES	
		170 - COMPTROLLER	
		174 - REPORTS CONTROL	
		181 - RECORDS ADMINISTRATION	

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Number	Date	Title	Distribution
		200 - INTELLIGENCE	
		210 - HISTORICAL DATA	
		400 - LOGISTICS	
		900 - MISCELLANEOUS	
5.		40TH BOMBARDMENT WING OPERATIONS MEMORANDUMS.	
		5 - PUBLICATIONS	
5-3			
5-4	23 NOV 55	Individual Aircrew Information File	X Plus 1 Ea Crew Member
		50 - TRAINING	
50A-1	16 JUL 54	Planning, Briefing and Critique Procedures for Routine Training Missions	F
50A-2			
50A-5	12 AUG 54	Radar Status Charts	X
50B-1	30 JUL 54	Target Study Procedures on Routine Missions	X
50B-2	13 OCT 55	Gross Bombing Error Reports	Y Plus 1 Ea ACB Asg
50B-3			
50B-5	2 MAR 55	Bombing and Navigational Ladders	Y
50B-6			

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Number	Date	Title	Distribution
		51 - FLYING TRAINING	
51B-1	22 NOV 55	Grand Marias Range R-187	Y
51B-2	29 DEC 55	Minimum Requirements for Initial Checkout for B-47 Air Crews	Y
51B-3	12 OCT 54	In-Flight Boresight Check [illegible]	Y Plus 1 ea ACS Sqn
51B-5	22 SEP 55	Upper Lake Huron Gunnery Range R-91	Y
		52 - TECHNICAL TRAINING	
		55 - OPERATIONS	
55A-2	4 AUG 54	Pressure Altimeter Card Files	X
55A-3	4 AUG 54	Ferrying of Aircraft	X
55A-4	4 AUG 54	Air Refueling Mission Within ADIZ	X
55A-4A	18 MAR 55		
55A-5	18 AUG 54	B-47 and KC-97 Mission Folders	X
55A-7	15 OCT 54	Preparation of SAFB Form 361 and DD Form 175	X
55A-8	3 DEC 54	Air Crew Personnel Assignment	X
55A-9	6 NOV 54	In-flight Weather Reporting	X
55A-10	26 JAN 55	Maintenance of Operations and Training Records	X
55A-11	10 OCT 55	Appointment and Monitoring of Instructor Personnel	X
55B-3	10 OCT 55	Engine Cooling Prior to Shutdown	Y
55B-4	2 SEP 54	Windmilling Engines	Y
55B-6			

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Number	Date	Title	Distribution
		55 - OPERATIONS, contd	
55B-9	4 OCT 54	Minimum Fuel for Landing	Y
55B-10			
55B-13	30 NOV 54	B-47 Fuel Loads	Y Plus 1 Ea Co-plt
55B-14	18 OCT 55	RBS Scheduling & Utilization	Y
55B-15	10 JUL 55	Selection of Lead Crews	X
55B-16	24 SEP 55	RBS Scores	Y
55K-1			
55K-2	6 NOV 54	Use of Grandview AFB by KC-97 Acft	Z
55K-3	6 NOV 54	Weight Restrictions, KC-97 Type Aircraft	Z
		60 - FLYING	
60A-1	24 NOV 54	Celestial & Grid Mission Planning	Y Plus 1 Ea Obsr & Co-Plt Asg
60A-2	1 MAR 55	Approach Control Routes and Procedures	X Plus 1 Ea Co-plt Asg
60B-1	20 DEC 55	Long Range Cruise Control	Y
60B-2	6 OCT 54	"K" System Operation During Aerial Refueling	Y Plus 1 Ea AOB Asg
60B-10			
60B-11	12 AUG 55	Inflight Operation of K-38 Aerial Camera	X
60K-2	10 NOV 54	Use and Care of Check Lists	X

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Number	Date	Title	Distribution
		62 - FLYING SAFETY	
62A-2	30 SEP 54	Preliminary Report of Aircraft Damage	X
62A-4			
62B-2	26 NOV 54	No Go Situations	X
62B-2A	25 APR 55		X Plus 1 Ea Co-plt Asg
62K-1	26 JUL 54	Coordination of Aircrew Visual Observation	X
		75 - AIR REFUELING	
		100 - COMMUNICATIONS	
100A-1			
100A-2	31 JAN 56	HF Position Reports	Z Plus 100 cys B-47 40DOS, 60 cys KC-97 40DOS
100A-5			
100A-6			
100A-7			
100A-8			
100A-9			
100A-10			
100A-10A			
100A-11			
100A-12			
100A-13			

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Number	Date	Title	Distribution
		100 - COMMUNICATIONS, contd	
100B-1			
100B-2			
		101 - ELECTRONICS	
101B-1			
		105 - WEATHER	
		136 - ARMAMENT	
136B-1	1 SEP 54	Turret Not Stowed Warning Light	Y
136B-2	2 SEP 54	Aerial Gunnery Training Missions	Y
136B-3	5 APR 55	Fighter Versus Bomber Intercept Training Missions	Y
		200 - INTELLIGENCE	
200-1	24 FEB 55	Dissemination of Intelligence Data	X
		205- SECURITY	
205-1	20 NOV 54	Flight Line Security	X
		230 - SPECIAL WEAPONS	
230B-1	4 OCT 54	Special Weapons Training	Y
230B-2	4 OCT 54	Special Weapons Reading File	Y
230B-4	15 NOV 54	Squadron Special Weapons Officer	Y
230B-5	24 NOV 54	T-59 Special Weapons Practice	Y Plus 1 Ea Obsr Asg

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Number	Date	Title	Distribution

340 - OBSERVER

900 - MISCELLANEOUS

6. 40TH BOMBARDMENT WING SUPPLEMENTS.

a. Air Force Regulations---

Number and Date	Title	Distribution of Supplements

b. S.C Regulations---

S.CR 66-7 40BOMWG SUP-1 3 FEB 56	Maintenance Instruction Files	3

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c. Eighth Air Force Regulations---

Number and Date	Title	Distribution of Supplements
8AFR 39-2 40BOMWG SUP-1 23 JAN 56	Enlisted Personnel, Flying Status of Airmen	S

SECTION III - RESCINDED PUBLICATIONS

7. The following 40th Bombardment Wing publications have been rescinded since the issuance of 40th Bombardment Wing Regulation 5-2, 15 NOV 55; all copies will be removed from files and salvaged or destroyed according to security classification.

a. 40th Bombardment Wing Regulations:

Number	Date	Title
39-1	1 JUN 53	Placement of Maintenance Personnel (Non-Crew Members) on Flying Status
51-2	9 OCT 53	Report of Non-confirmed Jamming Against Radar Sites
55-3	3 SEP 53	Reporting of Flying Time
60-2	22 SEP 53	Grading Aircraft Performance Engineer's Logs

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40th Bomb Wing Rescinded Regulations, contd

Number	Date	Title
60-5	18 JAN 54	Take Off and Landing Weather Minimums
62-1	1 SEP 53	Aircraft Incident Report
66-1	20 JAN 54	Maintenance Publications
77-1	31 AUG 54	Centralized Motorized Equipment Maintenance Section
136-1	2 JUN 53	Requisitioning of Ammunition

b. 40th Bombardment Wing Operations Memorandums:

Number	Date	Title
5-3	23 JUL 54	Distribution of Operations Memorandums
50A-2	16 JUL 54	Submission of Form "X"
50B-3	1 MAR 55	Bombing and Gunnery Ranges
50B-6	6 OCT 54	Ground Celestial Shots
55B-6	30 SEP 54	Use of Oxygen and Oxygen Equipment B-47
55B-10	4 OCT 54	Landing and Take Off Weights
55K-1	30 SEP 54	Fuel Management - KC-97 Aircraft
60B-10	23 FEB 55	Flying Four or More Persons on B-47 Aircraft
62A-4	21 DEC 54	Operation with Malfunctioning Landing Gear
100A-1	4 AUG 54	Communications Publications
100A-2	4 AUG 54	Loss of UHF Communications
100A-3	12 AUG 54	Use of Authorized Frequencies
100A-5	19 AUG 54	"CONFIDENTIAL" - Recognition and Identification
100A-6	23 AUG 54	"SECRET" - Use of Mark X (AN/APX-6) IFF Equipment
C-1	13 SEP 54	

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40th Bomb .ing Operations Memo's, Rescinded, contd

Number	Date	Title
100.-7	20 .UG 54	Utilization of UHF/DF and VHF/DF Facilities
100.-8	18 OCT 54	AN/URC-4 Emergency Radio Set
100.-9	3 NOV 54	.ircraft Distress Re orts
100.-10	3 .OV 54	Control Room
100.-10.	18 J.N 55	
100.-11	9 NOV 54	Radio Frequency Channeliz.tion
100.-12	13 DEC 54	I.itative Deception
100.-13	18 M.R 55	IF Operating Procedures
100B-1	4 .UG 54	Communications Procedures and Frequencies for RBS Missions
100B-2	20 .UG 54	Bombing and Gunnery Range UHF Frequencies
101B-1	4 FEB 55	Failure of V-1205 in the MD-52 Modulator of the K-System

BY ORDER OF THE COM.NDER:

OFFICI.L:

D. .. BROWN
.ajor, US.F
.djutant

D. .. BROWN
Major, US.F
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WING REGULATION)

NUMBER 5-5)

HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

3 February 1956

PUBLICATIONS

40th Bombardment Wing Publications

(This regulation supersedes Wing Reg 5-5, 26 July 1954, 5-5A, 30 July 1954, 40BOMWG Reg 66-1, 20 JAN 54 and Wing Operations Memo 5-3, 23 JUL 54)

1. WHAT THIS DIRECTIVE DOES. This directive establishes responsibilities for the preparation, publication, distribution and accountability of 40th Bombardment Wing publications.

2. GENERAL. Publications for this headquarters will be limited to those outlined in this regulation. Any unit or staff section may originate publications. However, official authentication will be reserved for the Wing Adjutant, unless specifically excepted by that officer. Supplements to higher command directives will be published only when absolutely essential, and will be presented in accordance with AFR 5-41. Necessary research will be accomplished by the originator to insure that current directives of higher headquarters do not suffice. The Wing Adjutant will be responsible for periodically publishing a Wing Regulation 5-2, indicating therein the current status of regulations, operations memorandums and supplements to higher command directives. Distribution of wing publications will be accomplished in accordance with Wing Regulation 5-3.

3. AUTHORIZED PUBLICATIONS.

a. Administrative Orders. General, special, operational, and aeronautical orders and personnel actions memorandums will be published in accordance with AFM 30-3. Requests for orders will state specifically the authority for the action requested.

(1) Requests for 40th Bomb Wing special and aeronautical orders will be routed through the Director of Personnel to the Wing Adjutant Section so as to arrive, fully coordinated, at least two working days prior to the desired effective date. Coordination and accuracy will be the responsibility of the originating agency.

(2) Operational orders will be excepted from the requirements cited in paragraph 2a. Origination and authentication will be the responsibility of the Wing Director of Operations.

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(3) Personnel actions memorandums may be published and authenticated by commanders at squadron level to announce all personnel actions not required for entry on morning reports and/or on Air Force forms 7 or 66. Headquarters Squadron is excepted from this authority delegation. Personnel actions requiring entry on morning reports and/or on Air Force Form 7 or 66 will be published on wing personnel actions memorandums and authenticated by the Director of Personnel. Requests for this type action will be forwarded to the Director of Personnel.

b. Regulations. The Wing Adjutant will review wing regulations periodically. Those no longer applicable or current will be referred to the staff section having primary interest to be revised or rescinded. Numbering and titling will follow the system used in AFR 5-1. Sub-numbers will be determined by the Wing Adjutant. The format, style, and arrangement used will be patterned to applicable Air Force regulations on the same or similar subject being covered. When applicable, numerical reference to higher directives will be contained in a concluding paragraph titled "references." Amendments to wing regulations will be made in accordance with AFR 5-5. When regulations include the proposal of a new form, Base Regulation 8-1 will be followed.

(1) Origination. When a unit or staff agency deems a new regulation or change to an existing one necessary, the following action will be completed:

(a) The proposed regulation or change will be written in double space finished draft in two copies.

(b) The original copy will be directed to all staff agencies in turn for coordination and/or comment using DD Form 96 for the purpose. The final coordination agency will be the Wing Adjutant.

(c) Upon receipt of the proposed draft, together with proper coordination and concurrence indicated, the Wing Adjutant is responsible for the publication, distribution and filing of the coordination papers for background reference.

c. Operations Memorandums. Operations Memorandums will be published to emphasize certain portions of higher command directives and operational procedures necessary to inform all personnel on a "need to know" basis of the latest techniques, procedures and practices pertinent to the operation of each type aircraft assigned this wing and/or a combination thereof. Corrections to previously issued instructions will be

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published as amendments or as rewrites of the original memorandum. The provisions for the publication of wing regulations, as outlined in paragraph 3b will apply to the publication of operations memorandums with the following exceptions:

(1) Numbering will include a capital letter added to the index number to indicate the memorandum being pertinent and applicable specifically as follows:

(a) Suffix "A" for all aircraft, KC-97 (tankers), B-47 (Medium bombers), and T-33. Example: 100A-1, 100A-2, 100A-3 etc.

(b) Suffix "B" for all B-47 (Medium bombers.) Example: 100B-1, 100B-2, 100B-3 etc.

(c) Suffix "K" for all KC-97 (tankers.) Example: 100K-1, 100K-2, 100K-3, etc.

(d) Suffix "T" for all T-33. Example: 100T-1, 100T-2, 100T-3, etc.

(2) Distribution and filing of background material will be the responsibility of the Wing Standardization Section.

(3) Origination will be the responsibility of the Wing Operations Office.

d. Supplements. Supplements to higher command publications by this headquarters will be in accordance with AFR 5-41. The procedures for the publication of wing regulations, as outlined in paragraph 3b, will apply.

e. Maintenance Publications. The Wing Chief of Maintenance will publish and authenticate all maintenance publications as required and in accordance with SACR 5-4, SACR 66-7, SACM 66-12, HAFR 66-6 and TO 00-5-1B. The provisions, format, style and arrangement of publications, as outlined in para raph 3b, will apply to maintenance publications except as indicated herein. A quarterly review will be conducted to determine recissions and/or supersessions.

(1) Maintenance Standard Operating Procedures will be published to interpret and clarify operating procedures. They will be numbered serially, beginning with Number One (1).

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(2) Maintenance Technical Instructions will be published to disseminate technical information pertaining to aircraft and equipment. They will be numbered serially within each subject block using Number One (1) as the beginning number for each block.

(3) Technical Orders will be published in accordance with paragraph 1c(2), [illegible] November 1951.

(4) Indexes.

(a) Maintenance information file indexes will be revised quarterly.

(b) [illegible] and MTI's will be revised each month.

4. All administrative publications will be posted in accordance with SACR 5-2.

BY ORDER OF THE COMMANDER:

OFFICIAL:

D. N. BROWN
Major, USAF
Adjutant

D. N. BROWN
Major, USAF
Adjutant

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WING REGULATION)
NUMBER 5-2A)

HEADQUARTERS
40TH (H) BOMBARDMENT WING, M DIUM
[illegible] Air Force Base
Dallas, Kansas

4 March 1956

PUBLICATIONS

Numerical Index of 40th Bombardment Wing Publications

1. 40th Bomb Wing Regulation 5-2, 3 FEB 56, is changed as follows:

a. Section II, page 1. Delete the title "40th Bombardment Wing Operations Memorandums," and substitute the title "40th Bombardment Wing Manuals."

b. Delete paragraph 5, 40th Bombardment Wing Operations Memorandums, pages 7 through 12. All 40th Bombardment Wing Operations Memorandums are rescinded.

2. The following 40th Bombardment Wing publications have been published during the period 3 February 1956 through 3 March 1956.

40TH BOMBARDMENT WING REGULATIONS			DISTR
5-2A	1 MAR 56	Numerical Index of 40th Bombardment Wing Publications	S + 10 sys Otdd
5-3	1 MAR 56	Distribution for 40th Bombardment Wing Publications	S
5-5A	1 MAR 56	40th Bombardment Wing Publications	S + 10 sys Otdd
136-4A	29 FEB 56	Loading, Clearing and Unloading Ammunition, B-47 Aircraft	S
40TH BOMBARDMENT WING SUPPLEMENTS			
AFR 123-1 40CBOM G SUP-1 21 FEB 56		The Inspection System	S
40TH BOMBARDMENT WING MANUALS			
55-1	1 MAR 56	40th Bombardment Wing Operations Manual	Z

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WING REGULATION)
NUMBER 5-3)

HEADQUARTERS
[illegible] AIR FORCE BASE, INDIANA
Air Force Base
[illegible], Indiana

1 March 19[illegible]

PUBLICATIONS

Distribution of Publications and Writings

(This regulation supersedes 40th Bomb Wing Reg 5-3, 4 JAN 56)

1. WHAT THIS DIRECTIVE DOES. This regulation establishes a formula and symbols for initial distribution for publications and official writings for this wing.

2. WHAT THIS DIRECTIVE APPLIES TO. The formula and symbols indicated in Attachment 1 to this regulation will normally apply to wing publications authorized in 40th Bomb Wing Regulation 5-5. Application of the symbols to other publications not listed is permissible when the distribution may be aptly satisfied. The symbols are those used by major commands.

3. SYMBOLS. The symbols indicated will normally be assigned to 40th Bomb Wing publications as follows:

Publications	Symbol
Special Orders, Aeronautical Orders, PAM's, and Staff Memorandums	N
Regulations	S
General Orders	S
Special Listings	X
Operation Manuals	Z

4. DISTRIBUTION. The number of copies indicated in Attachment 1 may be increased or decreased by application to the 40th Bomb Wing Adjutant.

a. Distribution to individuals will be indicated on the line following the distribution symbol as, "Plus___copies to individual concerned."

(1) In addition to distribution provided individual, one copy will automatically be added for individual's Field Personnel Records File.

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b. Distribution to agencies not indicated in Attachment 1 will be as in Paragraph 4a except the activity concerned will be named.

c. A desired elimination or increase of copies indicated in Attachment 1 for any agency will be indicated "plus or minus_____copies," applying instructions contained in Paragraphs 4a and b, above.

5. CLASSIFIED PUBLICATIONS. Publications of CONFIDENTIAL or higher classification will be distributed through the 40th Bomb Wing Classified Control Section in accordance with AFR 205-1.

BY ORDER OF THE COMMANDER:

OFFICIAL:

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Major, USAF
Adjutant

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Major, USAF
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DISTRIBUTION
5
Plus 5 copies 40th Bomb Wing
Standboard

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DISTRIBUTION FORMULA

	Number of Copies				
	A	S	B	X	Z
SAC	5		10		
Eighth Air Force	5	5	10	5	5
[illegible]0M Air Division	5	5	10	5	5
[illegible]0d Air Base Group	10				2
Units					
[illegible]0th Tactical Hospital	5		3		
25[illegible]0, 44[illegible]0, 45[illegible]0	3	3	3	1	5
[illegible]0th Air Refueling Squadron	3	3	3	1	5
[illegible]0th AGE Maintenance Squadron	3	3	3	1	5
[illegible]0th Periodic Maintenance Sq	3	3	3	1	5
[illegible]0th Field Maintenance Squadron	3	3	3	1	5
Staff					
[illegible]ODO	10	3	1	1	450*
[illegible]ODM	3	3	1	1	3
[illegible]ODP	16	3	1	1	1
[illegible]OAC	1	1	1	1	1
[illegible]OOS	1	1	1	1	1
[illegible]OIG	1	1	1	1	1
[illegible]OADJ	1	1	1	1	1
[illegible]0th Tng Materiam	4	2	4	4	4

*Includes Standboard distribution

ATCH 1
To [illegible]OM Reg 5-3
1 MAR 56

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DISPOSITION FORM

SUBJECT: 40th Bomb Wing Regulation 11-

TO: See Distribution FROM: 40ABJ 20 MAR 56 DOCUMENT NR 1
MAJ Brown/ged/711

1. 40th Bomb Wing Regulation 11-1, 25 JAN 56, entitled "Wing Duty Officer," is rescinded effective this date. The 40th Bomb Wing Operations Office has indicated there is no requirement for a duty officer, therefore, there is no need for a regulation covering this duty.

2. This disposition form will serve as authority for deleting this regulation from your files until such time as the deletion is reflected on the 40th Bomb Wing Reg 5-2.

BY ORDER OF THE COMMANDER:

D. L. BROWN, Major, USAF
Adjutant

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WING REGULATION)
NUMBER 9-2)

HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

27 March 1956

FORMS

Numerical Index of 40th Bombardment Wing Forms

(40th BOMW Regulation 9-2, 31 January 1956, is superseded)

1. WHAT THIS REGULATION DOES. Provides all activities of this command with a list of all current 40th Bombardment Wing forms and a list of all such forms as rendered obsolete.

2. HOW FORMS MAY BE OBTAINED. Forms will be requisitioned through base publications in accordance with Base Regulation 67-15.

3. CURRENT 40TH BOMBARDMENT WING FORMS.

Number	Date	Title
7	8 APR 53	Instrument Calibration and Status Report
9	8 APR 53	Radar Scope Photo Log
11	21 APR 53	Inspection Job Request Log
23	23 SEP 53	Aircraft Requirement and Utilization KC-97
41	30 SEP 54	Operational Data Mission Accomplishment Summary
47	9 NOV 53	Specialist Log
59	2 AUG 54	Target Complex Material
68 TEMP	27 APR 55	SMCR 50-8, Training Minimums
69 TEMP	23 JAN 56	Grade Sheet for L.R.C.C. Mission

4. OBSOLETE 40TH BOMBARDMENT WING FORMS.

NR	Date	Title	Disposition	Replaced By
63	26 NOV 54	Air Refueling Check Out Certificate Mission #1	Salvage	SAC Form 412
64	26 NOV 54	Air Refueling Check Out Certificate Mission #2	Salvage	SAC Form 412

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NR	Date	Title	Disposition	Replaced By
65	26 NOV 54	Air Refueling Check Out Certificate Mission #3	Salvage	S.C Form 412
66	26 NOV 54	Air Refueling Check Out Certificate Mission #5 (Night)	Salvage	S.C Form 412
67	26 NOV 54	Air Refueling Check Out Certificate Mission #6 (Heavy Weight)	Salvage	S.C Form 412

BY ORDER OF THE COMMANDER:

OFFICIAL:

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Major, USAF
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DISPOSITION FORM

SUBJECT: Unit Expense Summary

TO: See Distribution FROM: COMF DATE: 23 MAR 56 COMMENT NR 1
MAJ Ritchard/sq/560

1. Attached is schedule of operating costs obtained from the RCS: 1-SAC-C11 which has been prepared through the month of February. This comparative report will permit commanders to compare their unit costs with other organizations on the base and also note significant dollar fluctuations.

2. Since unit costs are involved in the SAC rating system, it is to our interest to limit expenditures, particularly support expenditures, wherever possible. Better supply management will then result; inventory turnover rates will increase, and stock levels will become realistic in terms of recurring requirements. This particular subject is receiving command interest as it relates to local purchase programs and stock replenishment.

3. Complete details of the attached summarized costs by major category are available in the budget and accounting office.

5

1 INCL
Unit Expense Summaries
for All 902ADIV SQS

s/t/LEONARD H. RITCHARD, Major, USAF
Director of Comptroller

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SMOKY HILL A FORCE BASE
SALINA, KANSAS

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40TH BOMB WING UNIT COSTS OF OPERATION

ORGANIZATION	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY
40th Bomb Wing - Staff	$ -0-	$ -0-	$ -0-	$ -0-	$ -0-	$	$	$
Supplies								
Military Pay	65,297	77,382	67,536	53,190	49,748			
Civilian Pay	823	869	869	869	830			
TDY	7,479	23,535	12,606	(22,976)	8,057			
Contract Sercices								
TOTAL	$73,599	$101,786	$81,011	$31,083	$58,658			
Headquarters								
Supplies	$ 1,026	$ 464	$ 601	$ 1,072	$ 989			
Military Pay	1,851	3,931	5,549	5,089	3,611			
TOTAL	$ 2,877	$ 4,395	$ 6,150	$ 6,161	$ 4,600			
Armament & Electronics								
Supplies	$ 409	$ 7,981	$ 9,748	$ 7,012	$ 7,837			
Military Pay	73,634	69,421	80,281	70,726	68,943			
TDY				2,482	(2,482)			
Contract Services					94			
TOTAL	$74,043	$77,402	$90,029	$80,220	$74,392			
Field Maintenance								
Supplies	$ 3,570	$12,500	$ 9,764	$ 5,088	$ 4,336			
Military Pay	62,372	98,944	73,747	67,251	65,751			
TDY				419	(419)			
Contract Services					2,265			
TOTAL	$65,942	$111,444	$83,511	$72,758	$71,933			

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40TH BOMB WING UNIT COST OF OPERATION

ORGANIZATION	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY
Periodic Maintenance								
Supplies	$12,343	$18,197	$ 6,777	$ 2,360	$10,449	$	$	$
Military Pay	24,776	39,119	12,828	21,668	21,094			
TOTAL	$37,119	$57,316	$19,605	$24,028	$31,543			
25th Bomb Sq.								
Supplies	$77,651	$66,414	$58,807	$64,946	$116,758			
Military Pay	57,448	64,164	61,104	59,684	57,201			
TDY				4,251	(4,251)			
TOTAL	$135,099	$130,578	$119,911	$128,881	$169,708			
44th Bomb Sq.								
Supplies	$47,851	$49,577	$57,060	$58,852	$79,899			
Military Pay	59,082	61,008	62,242	58,612	57,384			
TDY				3,470	(3,470)			
TOTAL	$106,933	$110,585	$119,302	$120,935	$133,813			
45th Bomb Sq.								
Supplies	$59,993	$72,265	$69,832	$90,564	$80,300			
Military Pay	57,618	75,259	64,729	60,730	58,635			
TDY				2,756	(2,756)			
TOTAL	$117,611	$147,524	$134,561	$154,050	$136,179			
40th ARS								
Supplies	$64,104	$62,960	$44,724	$66,353	$86,838			
Military Pay	98,356	93,330	90,859	94,879	92,681			
TDY	1,013	2,548	1,657	2,381	3,564			
TOTAL	$163,473	$158,838	$137,240	$163,613	$183,083			

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SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

TOTAL COST OF BASE OPERARION - SUMMARY

ORGANIZATION	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH
40th Bomb Wing						
Supplies	$266,947	$290,358	$257,313	$296,247	$387,406	$
Military Pay	500,434	582,558	518,875	491,830	475,048	
Civilian Pay	823	869	869	869	830	
TDY	8,492	26,083	14,263	(7,217)	(1,757)	
Contract Service					2,382	
TOTAL	$776,696	$899,858	$791,320	$781,729	$863,909	
310 Bomb Wing						
Supplies	$395,416	$360,971	$229,920	$331,788	$293,985	
Military Pay	496,446	491,972	500,311	486,408	475,854	
Civilian Pay	10,827	11,123	11,307	11,608	5,542	
Overtime			249		364	
Contract Service	15			618	351	
TDY	11,726	16,948	88,213	9,924	20,784	
TOTAL	$914,430	$881,014	$830,000	$840,346	$796,880	
802 Air Base Group						
Supplies	$149,354	$145,237	$143,593	$147,076	$136,385	
Military Pay	507,706	484,394	482,116	480,205	468,128	
Civilian Pay	108,500	113,128	112,682	113,602	113,403	
Overtime	1,735	2,323	1,700	3,013	2,284	
Contract Service	59,795	54,900	72,371	69,427	89,656	
Parcel Post	183					
Other	2,794	2,829	2,370	2,846	6,161	
TDY	5,587	9,305	5,018	4,634	1,841	
TOTAL	$835,654	$812,116	$819,850	$820,803	$817,858	

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Remembers His Chemistry; Saves Air Force Thousands

Because he remembered high school chemistry, S-Sgt. Eugene G. Kovaleski, an Air Force supply sergeant, is $25 richer.

And the Air Force might save up to $5000 a year at Smoky Hill AFB alone.

Here's what happened:

Sgt. Kovaleski is a supply sergeant with the 40th Field Maintenance Squadron.

The maintenance people were using "chemically pure" carbon hydrochloric acid to clean aircraft radiators and steam cleaners.

The stuff cost $9 a gallon.

Sees Cheaper Way

Sgt. Kovaleski believed it could be done cheaper by using a commercial hydrochloric compound costing 95 cents a gallon.

He got together with Lt. Myron H. Greenstein, the squadron's supply officer, and the two ran some tests.

The cheaper method worked fine.

The sergeant turned his idea over to the SHAFB Incentive Awards Committee. The committee gave the sergeant the maximum base award of $25.

Col. Andrew S. Low gave Sgt. Kovaleski the check.

The suggestion will be sent to Strategic Air Command and Air Force headquarters for further evaluation.

If it's adopted, Sgt. Kovaleski could receive about $1000 for the idea.

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SAC Spells Security Through Mighty Air Power

By Tom Foote

A decade of security through global air power.

That's the slogan of the Strategic Air Command as it celebrates its 10th birthday Wednesday.

Smoky Hill AFB will hold an open house for the public at the Service Club Thursday night in honor of the occasion.

For 10 years now, SAC has been the "big stick" of American foreign policy, a combat-ready force entrusted with the mission of preserving peace.

The "big stick" policy itself is nothing new in American history. Fifty years ago it was associated with the colorful Theodore Roosevelt.

Roosevelt firmly believed in the old adage: "Speak softly and carry a big stick, and you'll go far".

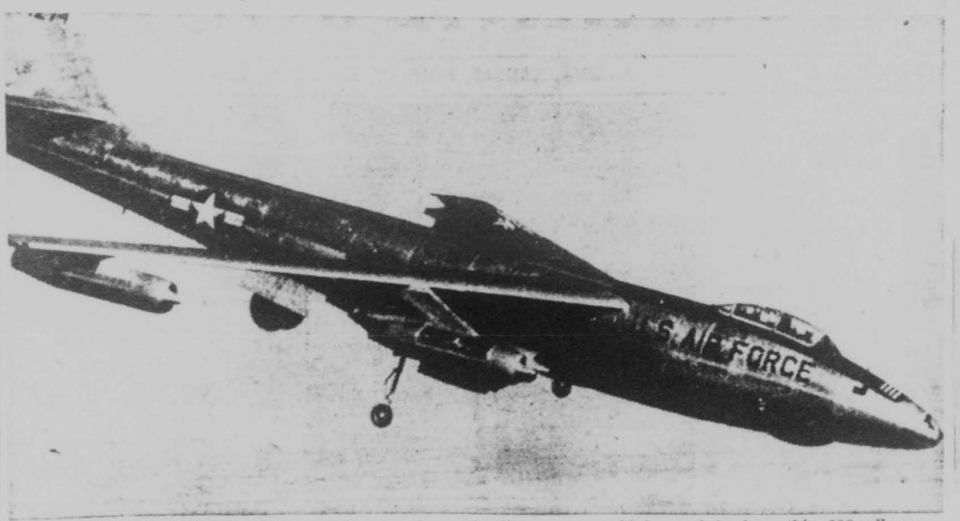
Backed by a strong American navy, he pursued a policy of aggressive determination to enforce the Monroe Doctrine in Latin American affairs.

Tmes have changed considerably since Roosevelt's day. Today the U.S. relies on a "big stick" far more awesome than anything Roosevelt ever dreamed.

The cold war following World War 2 forced the U.S. to carry this big stick as a defense against hostile nations.

Thus on March 21, 1946, the Strategic Air Command was organized within the U. S. Air Force as a long-range nuclear striking arm for instant retaliation in the event enemy attack.

In the past decade, under its ...ting commander, Gen. Curtis E. LeMay, it has developed into the greatest military striking force ever known.



DOWNWARD GLIDE—Using outrigger and rear landing gear as high-speed brakes, this 600-mile-an-hour B-47 begins 6000-foot-per-minute descent from high altitude.

Every minute of every day SAC bombers are boring through the skies at high altitudes in all parts of the world on practice combat missions.

An average of 16 percent of SAC bombers are in the air at all times on simulated bombing raids.

With radar scoring B-47 and B-52 crews conduct pinpoint "bombing raids" daily on American cities.

Under its combat-ready concept, SAC's change from peacetime operations to a global war would involve only the selection of new targets and the loading of different bombs.

The impressive power of SAC can only be ordered into war by the Joint Chiefs of Staff.

Its first strikes would most likely be against the enemy's long-range air power. His air bases and his aircraft would be prime targets.

Other strikes would be against enemy war industries, power sources, communications and transportation centers and storehouses.

In ...AC is prepared to ... supp... commanders with ...nate units, three combat air forces and three overseas air divisions.

The overseas units are the 5th Air Division in French Morocco, 7th Air Divison in the United Kingdom, and 3rd Air Division on Guam. Each operates several advance bases in its area.

The three combat air forces are the 2nd, 8th, and 15th. The 2nd is headquartered at Barksdale AFB, Shreveport, La., the 8th at Westover AFB, Chicopee Falls, Mass.; and the 15th, at March AFB, Riverside, Calif.

An important link in this defense chain is Smoky Hill AFB in Sali... and 8th Air Force installati...

Strikes

The cumulative effect of these strikes would be two-fold: first, to disarm the enemy as quickly as possible; second, to destroy his will to fight.

Headquarters and nerve center of the Strategic Air Command is Offutt Air Force Base, Omaha. From there General LeMay directs its activities. He commands roughly 150,000 men and 3000 aircraft.

SAC is composed of six subordi...

Monday, March 19, 1956
Page 3—The Salina Journal

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11. COL JOHN TYLER, 2727A, (PHLMAFSC 0076F), is REL from ASG HQ 40 BOMWG, SAC, this STA, ASG HQ USAF Institute of Technology, Wright Patterson AFB, Ohio. WP on or ABT 14 FEB 56. REPT NLT 20 FEB 56 for Contemplated duty as Executive Officer, HQ USAFIT. 2 DALVP AUTH. INDIV is entitled to dislocation pay allowances 9999C TDN 5763500 048-146 P511-01 S99-999. TPA, with 4 days, TVL time AUTH. If POV is not used TVL time W/B time of CARR used WP. PCS. TDN 5763500 048-131 P531(8)-02-03 S99-999. AUTH: AFM 35-11 USAF MSG AFPMP-A 131617, 30 JAN 56 & HQ SAC MSG DPM 9945, 6 FEB 56. EDCSA: 21 FEB 56.

12. TSGT MICHAEL J. O'TOOLE, AF12186568, is REL from ASG 25 BOMSQ, 40 BOMWG, SAC, this STA, ASG 2266 PERP SQ, 2225 PERP GRU, Manhattan Beach AF STA, NY, REPT NET 0700 HRS & NLT 1300 HRS, 21 MAR 56, for SUBSQ OS ASGMT to 7 ADIV, APO 125. WP on or ABT 14 FEB 56. SAC PROJ 7071. SHIPMT Identifier SAC/7-AD/-321/7071. 30 DALVP AUTH: AMN LV ADEE: 258 N. PENN Salina, Kansas. AFM 35-6 W/B complied with and IMM IAW AFR 160-102 W/B ACCOMP IMMED. Mail & Bag W/B ADEE to show GR, Name, AFSN 2266 PERP SQ, 2225 PERP GRU (AF OR). TPA, with 6 days. TVL time AUTH. If POV is not used TVL time W/B time of CARR used. INDIV is entitled to dislocation pay allowances 9999C TDN 5763500 048-246 P514-01 S99-999. WP. PCS. TDN 5763500 048-132 P531(9)-02-03 S99-999. AUTH: AFM 35-11 & LTR HQ SAC DPMAA, SUBJ: Foreign Service AMN Levy, 25 NOV 55.(UTILAFSC 43171E).

13. TSGT GEROGE C. JACKSON, AF17233724, (UTILAFSC 67170), is REL from ASG HQ 802 ABGRU, SAC, this STA, ASG 2266 PERPSQ, 2225 PERP GRU, Manhattan Beach AF STA, NY, REPT NET 0700 & 1300 HRS, 22 APR 56, for SUBSQ, OS ASGMT to 5 ADIV, APO 117. WP on or ABT 17 MAR 56. SAC PROJ 7071. SHIPMT Identifier SAC /5AD/0422/7076. 30 DALVP AUTH. AFM LV ADEE: Kirwin, KANS. AFM 35-6 W/B complied with and IMM IAW AFR 160-102 W/B ACCOMP IMMED. Mail & Bag W/B ADEE to show GR, Name, AFSN 2266 PERP SQ, 2225 PERP GRU (AF OR) TPA, with 6 days, TVL time AUTH. If POV is not used TVL time W/B time of CARR used. INDIV is entitled to dislocation pay allowances 9999C TDN 5763500 048-246 P514-01 S99-999. WP. PCS. TDN 5763500 048-132 P531(9)-02-03 S99-999. AUTH: AFM 35-11 & LTR HQ SAC, DPMAA, SUBJ: Foreign Service MAN Levy, 28 DEC 55. EDCSA: 22 APR 56.

14. A/1C JAMES BUCHANAN SMITH, AF18416868, (UTILAFSC 60351), is REL from ASG 802 MTRVEHSQ, 802 ABGRU, SAC, this STA, ASG HQ 3615 Flying TNG WG, Craig AFB, ALA, on or ABT 16 FEB 56. REPT NLT 22 MAR 56. 30 DALVP AUTH. TPA, with 5 days, TVL time AUTH. If POV is not used TVL time W/B time of CARR used. WP. PCS. TDN 5763500 048-131 P531(8)-02-03 S99-999. AUTH: AFM 35-11 & MSG HEDUSAF AFPMP 851/54, 19 AUG 54. EDCSA: 24 FEB 56.

BY ORDER OF THE COMMANDER:

W. C. GEER
LTCOL, USAF
Adjutant

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SPECIAL ORDER)
NUMBER 28)

9 February 1956

E X T R A C T

7. A/2C CHARLES EDWARD LEDFORD, AF14451061, having REENL in the REGAF for a PD of six (6) YR on 10 FEB 56, ASG 802 INSTLSQ, 802 ABGRU, SAC, this STA. PG: A/2C, DR: 1 APR 55. AUTH: AFM 39-9, 1 DEC 54.

8. FNA, (W) are REL from ASG ORG INDC, SAC, this STA, and from AD EFF date INDC, (YOB: as INDC) (PRIMAFSC as INDC) AMN TRF to AFRES, GR as INDC, DR: as INDC, ASG HQ CONAC (NARS) Air RESRECEN 3800 York ST, Denver, COLO, EFF date INDC, for the COMPL of RESEROBLIG under UNIVMILTNG and SVC act in ACD with AFR 39-63, DOE: as INDC, AMN WP his HOR or place of ENL as he may elect. HOR: as INDC. M/A: as INDC. PCS. TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: as INDC.

A/1C HENRY E. J. DE VILLERS, AF16442981, (YOB: 1935) (PRIMAFSC 43151E) ORG: 379 BOMSQ, 310 BOMWG, REL from AD EFF 15 FEB 56, TRF to AFRES 16 FEB 56, GR of A/1C, DR: 1 DEC 55, DOE: 26 OCT 53, Total SVC 2 YRS, 3 MOS 10 days, HOR: 1661 Kimball ST, Green Bay, WISC. AUTH: AFR 39-13 & 3RD IND, HQ 802 ADIV, 23 JAN 56, to LTR SUBJ: REQ for Hardship DISCH.

A/2C RICHARD R. SHOLLENBERGER, AF13438831, (YOB: 1933) (PRIMAFSC 77150) ORG: 802 APSQ, 802 ABGRU, REL from AD EFF 18 FEB 56, TRF to AFRES 19 FEB 56, GR of A/2C, DR: 1 JUN 54, DOE: 19 FEB 52, HOR: 247 S. Third ST, Hamburg, PA. M/A: 1708 Perkiomen AVE, Reading, PENN. AUTH: PARA 15, AFR 39-10.

9. FNA, are REL from ASG ORG INDC, SAC, this STA and HON DISCH EFF date INDC and WP his HOR or place of ENL as he may elect. HOR: as INDC. M/A: as INDC. PCS. TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 15, AFR 39-10.

SSGT ARNOLD J. BAUDER, AF26242464, 310 AREFSQ, 310 BOMWG, DISCH EFF 18 18 FEB 56, HOR: 197 15 th ST, Burlington, COLO.

A/1C PATRICK J. SMYTH, AF12395516, 44 BOMSQ, 40 BOMWG, DISCH EFF 11 FEB 56, HOR: 969 Summit AVE, Bronx, New York.

10. A/2C DONALD E. TYSON, AF28790767, is REL from ASG 379 BOMSQ, 310 BOMWG, SAC, this STA, and DISCH under HON COND EFF 16 FEB 56 contingent upon his reenlisting in the REG AF on 17 FEB 56. HOR: 318 N. Fremont, Portland, Oregon. (20) days unused ACLV W/B carried forward IAW AFR 35-22. NTI. TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 3b(2), AFR 39-14.

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SPECIAL ORDERS)
NUMBER 279)

21 December 1955

E X T R A C T

* * * * * * * * * * * * *

2. LTCOL JOHN B. ARMSTRONG, A0409827, is REL from ASG HQ, 40BOMW, SAC, this STA, ASG HQ WADC, Wright Patterson AFB, Ohio, REPT NLT 15 MAR 56. Officer RSG against ARDC Requisition Page 1t, Line 2, AFSC 8446. WP on or AFT 6 FEB 56. SAC PROJ NR 2180. 30 DALVP AUTH. INDIV is entitled to dislocation pay allowances 9999C TDN 5763500 048-146 P511-01 899-999. TPA, with 4 days TVL time AUTH, If POV is not used TVL time W/B time of CARR used. WP. POS. TDN 5763500 048-131 P531(8)-02-03 899-999. AUTH: AFM 35-11 & HQ USAF MSG AFPMP-1 -L-13917, 17 NOV 55, PARA 9c, CHAP 5, Part I, AFM 35-11 & SAF MSG PDA1 24800, 14 DEC 55. EDCSA: 14 FEB 56.

* * * * * * * * * * * * *

BY ORDER OF THE COMMANDER:

OFFICIAL:

V.C. GEER
LTCOL, USAF
Adjutant

WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

THIS IS A CERTIFIED TRUE EXTRACT:

Arthur H. Griff

ARTHUR H. GRIFF, 1STLT, USAF
Certifying Officer

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5. COL RICHARD D. STEPP, 3807A, HQ 40 BOMWG, AUTH access to CLAS MAT NOR SCTY CLNC of TOPSEC, for PD this TDY only, WP George Washington University, Washington, D.C., on or ABT 18 Feb 56, on TDY APRX 25 days, for purpose of attending Manpower Management CRSE. Officer AUTH 7 DALVP prior to class starting date and AUTH 2 DALVP upon completion of CRSE. Officer will REPT between 0900 HRS and 1800 HRS, 27 Feb 56, to room 3A, James Monroe Hall, 2115 G. ST., NW, Washington, D.C., to DEAN J.L. Jessup. Uniform is required only for opening exercises and closing exercises. MPR will accompany officer in event payment is desired while on TDY. All disbursing Officers making payment against this order and all TRANS officers issuing TR's, bills of lading, and/or mean tickets will forward one(1) copy of appropriate documents to Commander, Air University, Maxwell AFB, ALA., ATTN: Comptroller, SO1-605. (DPUO); UCWR this STA. TPA. TVL time by common CARR (Rail) is days; TVL time in excess is chargeable to delay E/R AUTH: TCS. TDN 5763400 066-2222 P443-02-03 SO1-605. AUTH: AFR 35-52, SACREG 35-19 and 8AF LTR, PDP3, SUBJECT: Resources Management Course, 16 SEP 55.

6. SMOP 6, LTRO122, this HQ, CS, relating to TDY OF A/2C DONALD E. PERRY, AF 13498339, 8020PSSQ, 802 ABGRU, as reads---"TVL by MIL ACFT DIR when AVAL" IATR "TPA. TVL time by common CARR (Rail) is 1 day; TVL time in excess is chargeable to delay E/R AUTH".

7. TSGT JACK EVELAND, AF39227834, 310 FLDMAINTSQ, 310 BOMWG, WP Chanute AFB, ILL, on or ABT 3 MAR 56, on TDY APRX 24 days, for purpose of attending Special TNG, Non-Destructive Testing CRSE NR SS53270-3. AMN will REPT NLT 0800 HRS, 5 MAR 56. Class starting date is 7 MAR 56. GOVT housing and messing facilities available. (DPUO); UCWR this STA. TPA. TVL time by common CARR (Rail) is 1 day; TVL time in excess is chargeable to delay E/R AUTH: TCS. TDN 5763400 064-4210 P443-02-03 S22-606. AUTH: AFR 35-52, SACREG 35-19 and 8AF MSG PDP3 24639, 7 Dec 55. (PRIMAFSC 42172)

BY ORDER OF THE COMMANDER:

William C. Johnson

WILLIAM C. JOHNSON
1STLT, USAF
Asst Adjutant

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SUBJECT: Letter Order 135 — 10 February 1956

TO: See Distribution

1. ESPWO VOC 1 Feb 56, CFM and made REC:

FNO, 25 BOMSQ, 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Biggs AFB, Texas, on or ABT 1 Feb 56, on TDY APRX 3 days, for purpose TNG MSN (RON due to WEA). (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 401-466-10.7. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

CAPT	ROBERT A. GALVAN	A0672598
1STLT	CHARLES W. WARD	A03023256
CAPT	BRUCE C. HARRIS	A0761323

2. ESPWO VOC 1 Feb 56, CFM and made REC:

FNO, 25 BOMSQ, 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP March AFB, CALIF, on or ABT 1 Feb 56, on TDY APRX 1 Day, for purpose TNG MSN (RON due to WEA). (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 401-467-10.7. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

CAPT	JOHN P. GALLIEN	A0801848
1STLT	GERALD A. WEIMER	A0941081
CAPT	WILLIAM R. BECKLEY	A0716904

3. ESPWO VOC 27 Jan 56, CFM and made REC:

FNO, ORG INDC, 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Altus AFB, OKLA, on or ABT 27 Jan 56, on TDY APRX 1 day, for purpose TNG MSN (RON due to WEA). (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 401-468-10.7. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

COL	BERTON H. BURNS	4844A
MAJ	JAMES H. MARABLE	A01692737
CAPT	LONGEN F. WARREN	A0926204

4. SMOP 2, LTRO 11, this HQ, CS, relating to TDY of CAPT LEMUEL V. BATES, A0703360, 45 BOMSQ, 40 BOMWG, as read--"TDY 7 days" IATR "TDY 14 days".

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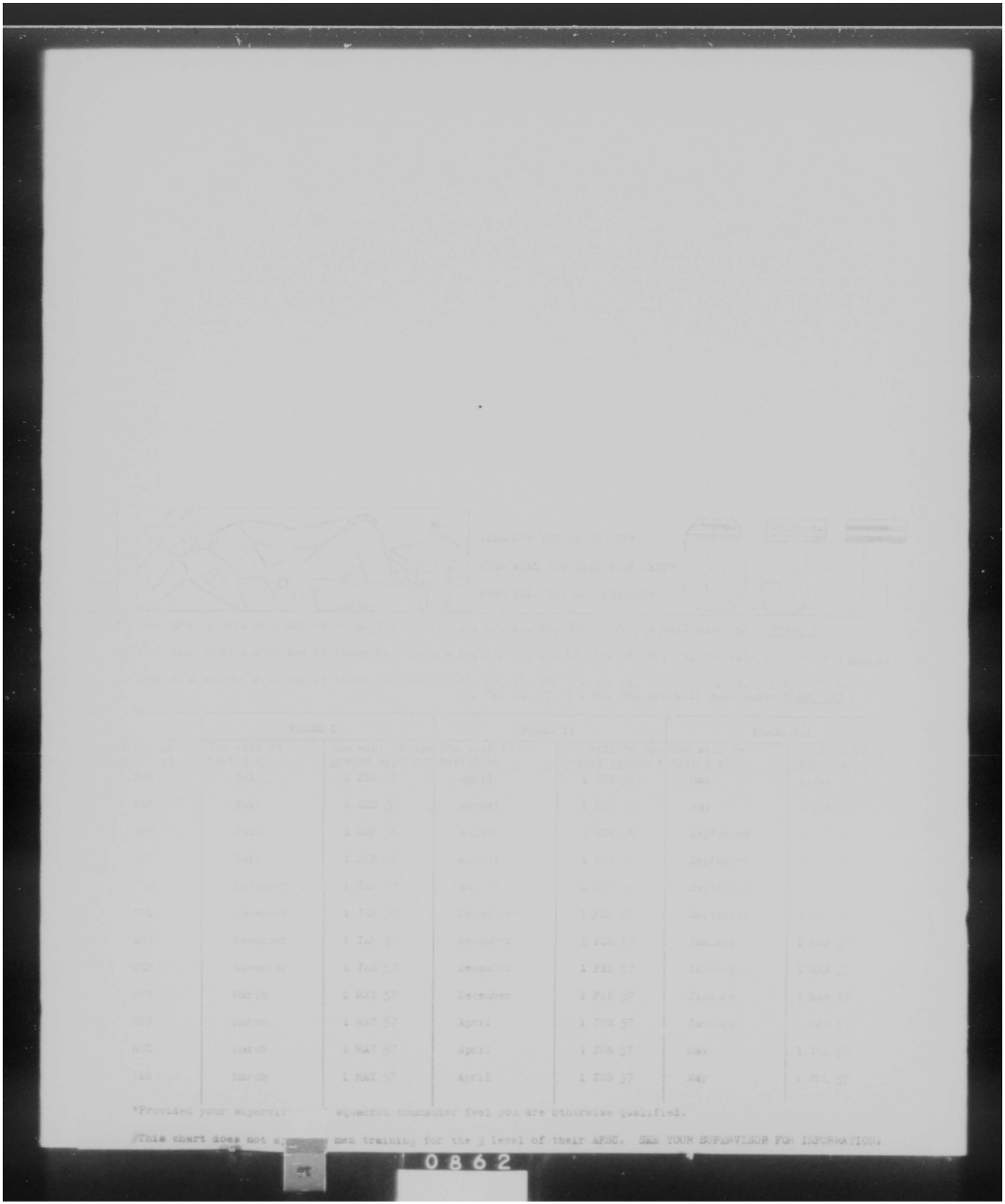

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SECURITY CLASSIFICATION (If any)

DISPOSITION FORM

FILE NO.

SUBJECT: Scheduling Personnel

TO: 40HS 40AMB
25BS 40PMS
44BS 40ARS
45BS 40PMS

FROM: 400FSA

DATE: 27 FEB 56 COMMENT NO. 1
1t Wajda/evr/8330

1. In order to increase the utilization of available personnel, decrease the man hour expenditure, provide for an effective OJT program within the office, and provide better service to all concerned, the following revisions of existing policies will be effective 27 February 1956:

a. An OJT program will be conducted from 0730 to 0830 hours, Monday through Friday. The office will be closed to all but emergency requirements during this time.

b. First Sergeants are requested to consolidate routine inquiries, such as leave time, time-in-grade, into one list to be forwarded or phoned to 400FSA. Inquiries from all other personnel will be referred to the unit First Sergeant for consolidation.

c. In accordance with previously established procedures, First Sergeants will authorize visits to 400FSA with permission slips. Airmen who appear without permission slips will be referred to the First Sergeant.

d. Business will be conducted according to the following schedules:

(1) In coming and outgoing clearances will be processed from 1730 to 1600 hours daily. Incoming personnel will be diverted to complete squadron clearances, and directed to return to 400FSA at the prescribed time.

(2) Visits regarding reenlistment or discharge are authorized from 0830 to 1600 hours.

(3) Visits concerning personnel actions of routine nature will be authorized from 1400 to 1600 hours.

/s/ Charles F Mills
CHARLES F. MILLS, LTCol, USAF
Director of Personnel

CERTIFIED A TRUE COPY:

Albert B. McRae
ALBERT B. MC RAE JR.
1STLT, USAF
Deputy Director of Personnel

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT. 48, WHICH MAY BE USED

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HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

1330 Hours 12 March 1956

WING ADVISORY COUNCIL MEETING MINUTES

Personnel Present

Colonel Wilson - 302d Air Division Commander
Colonel Burns - Presiding
Colonel Low
Chaplain Lytle
MSGT Barrier
MSGT Grumbling
MSGT Horner
MSGT Bear
MSGT Kruse
MSGT Nolletti
TSGT Owen
SSGT Briesch

1. Necessity for Division, Wing, and Squadron Commanders driving civilian vehicles on flight line to display some mark if identification to insure ready recognition for men on the flight line.
ACTION: 40DM will devise a suitable clamp on bracket which is being fabricated by the Field Maintenance Squadron to provide an identification flag. Completion date - 7 days.

2. A need for the last three numbers of all aircraft be painted with luminous paint for easy aircraft identification at night. Should include fluorescent paint on aircraft wing tips.
ACTION: 40DM will have project finished by 15 April.

3. Partition in 40th Bomb Wing dining hall to separate first three [illegible] is desired.
ACTION: This project is included in several work orders being accomplished by 40th Field Maintenance Squadron to beautify and decorate the wing dining hall. Completion of this project will be 1 April.

4. A desire for NCO's to be served food in Mess Hall #6 known as "family style" is asked.
ACTION: Mess Sergeant is preparing a list of necessary food serving dishes, bowls, and platters for presentation to Wing Mess Officer. These items are not presently available, and will have to be arranged for through the Food Service Officer. An answer as to availability and practicability as to when family style serving will be undertaken will be announced 1 April.

[redacted]

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5. A need for publishing of a ___ing newspaper to achieve publicity for the ___ing was made known.
ACTION: As regulations prohibit publication of newspapers at wing level, all efforts are being undertaken to submit publicity items to the Base Newspaper. This will be achieved by an officer, appointed within each squadron, who will collect news items of noteworthy interest and relay it through the ___ing Adjutant who has been designated ___ing PIO.

6. Suggestion made that squadrons adopt suggestion boxes as a means of collecting items to be placed before Advisory Council.
ACTION: 40th Field Maintenance will manufacture suggestion boxes upon receipt of work orders from the squadrons. Estimated completion date - within 10 days of receipt of work order.

7. A request was made for a streamer to be placed on the squadron guidon of the squadron achieving the "Best Squadron Barracks of the Week" for a number of consecutive times.
ACTION: A multi-colored ribbon streamer will be given the squadron achieving four weeks in a row acclaim as "Best Barracks of the Week." This will be announced in D/P form from the Adjutant's office.

8. 40th Field Maintenance Squadron announced difficulty in procuring squadron hats in the color of orange.
ACTION: ___ing Commander gave permission for them to decide what color hat they would like, as long as the hat is leather and is replaced when they become worn or dirty.

9. Recommended that base clearance be revised to include Personal Equipment. Complaint was made that several times it was necessary for the squadron to write to officers or airmen who have been transferred or discharged asking for the return of personal equipment.
ACTION: Deferred for consideration by the Division NCO Board.

10. Recommendation was made that present base clearance form be revised to include clearance for transient barracks to insure all bedding being turned in.
ACTION: Item to be referred to the Division NCO Board with recommendation that upon clearance from the base, airmen will be billeted in transient barracks for any remainder of stay.

11. Need was expressed that squadrons in the Wing be furnished buffers for each barracks according to the size of the squadrons. At the present time squadrons must procure buffers from ABC each time there is a wing inspection.
ACTION: Recommend presentation to the Division NCO Council with recommendation that basis of issue be one buffer per each small squadron and two buffers to the larger squadrons.

12. To eliminate airmen being picked up by Selma police for minor infractions such as illegal mufflers, driving without license etc., that some sort of vehicle inspection be devised. Although many safety posters are displayed throughout the base, encouraging proper vehicle utilization etc, it is expressed many of these posters exhibit a appearance of age and should be revised or replaced.

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ACTION: The problem is quite difficult by the fact that no control is possible on vehicles not registered on the base. It is suggested that it be handled within the squadrons through squadron command action when incidents involving such non-registered cars are presented. The item of signs is referred to the Division NCO Council for recommendation.

13. GI laundry is taking as long as two weeks to be returned from the Ft. Riley laundry. A need exists for a laundry contract to be let to a firm closer to the Base.
ACTION: Deferred for discussion at Division NCO Council Meeting.

14. With stress being placed on hair cuts being accomplished other than during duty hours, a need exists for BX barbershop and other concessions to extend their working hours.
ACTION: Chuck reveals that barbershop hours for work days are: 0900 to 1600 hours, Saturdays: 0900 to 1300 hours. Item is referred to Division NCO Council.

15. Complaint registered of profane language at Base Theater. A command that an AP be placed on duty during theater showings to eliminate this.
ACTION: Referred to Division NCO Council.

16. Desire expressed for Hobby Shop hours being extended, particularly on Mondays, Tuesdays and weekends, and qualified instructors be provided.
ACTION: Referred to Division NCO Council.

17. Expression made that control of temporary driver's stickers was lax. Noted that airmen under 25 years of age having difficulty procuring auto insurance. Salina Insurance Company makes it possible for airmen under 25 years of age to insure under "Assigned Risk Plan" at cost of $46 to $50 per year. This fact needs publicity.
ACTION: Referred to Division NCO Council.

18. Wash racks desired by airmen to wash their cars.
ACTION: Wing Adjutant has made request for approval of certain designated areas for car washing purposes.

19. The drawing of paint is allowed only by Field Maintenance Squadron and AIO, which denies other squadrons of possibility of utilizing their own talents to complete paint jobs instead of waiting for AIO work orders.
ACTION: Referred to Division NCO Council.

20. Need for the 7th gate to be opened on a 24 hour basis is expressed.
ACTION: Item for Division NCO Council.

21. A remodeling of BX Snack Bar needed.
ACTION: Referred to Division NCO Council.

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22. Bus schedules is not being posted along the bus route.
ACTION: Recommended for discussion at Division NCO Council Meeting.

23. Separate bachelor quarters to be provided NCO's to increase NCO prestige still desired.
ACTION: Recommendations to be made at Division NCO Council Meeting.

24. It has been recommended that in summer months an outdoor beer garden be set up for airmen.
ACTION: Referred to Division NCO Council.

Gordon H Byers

GORDON H. BYERS
Colonel, USAF
Commander

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D I S P O S I T I O N F O R M

SUBJECT: Multi-color Streamers

TO: See Distribution FROM: 40ADJ 26 MAR 56 COMMENT NR 1
MAJ Brown/gem/711

1. To satisfy the request for awarding recognition to the squadron who achieves "Best Squadron Barracks of the Week" for a consecutive number of times, the following ground rules are established:

a. A squadron chosen four consecutive times as "Best Squadron Barracks of the Week" will be entitled to display a multi-colored streamer on its squadron guidon.

b. The streamer may be displayed until another squadron achieves the same honor to claim custody of the award.

c. The multi-colored streamer is made up of ribbon color markings for each individual squadron of this command.

2. The 40th Periodic Maintenance Squadron, having already achieved "Best Squadron Barracks of the Week" more than four consecutive times, is awarded immediate custody of the streamer.

BY ORDER OF THE COMMANDER:

D. M. BROWN, Major, USAF
Adjutant

DISTRIBUTION:
S
Minus 8AF
802d ADIV

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INFORMATION SERVICES OFFICE
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

RELEASE NO.
FOR IMMEDIATE RELEASE

MARCH 22, 1956

SMOKY HILL AIR FORCE BASE, KANSAS--Airman First Class Richard J. Klucik, of the 40th Armament and Electronics Squadron has been named as Airman of the Month for March 1956 for the 40th Bombardment Wing at Smoky Hill Air Force Base, Salina, Kansas.

Airman Klucik lives at Winona, Minnesota, and has been in the Air Force three and one half years.

Smoky Hill Air Force Base is an Eighth Air Force installation of the Strategic Air Command.

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INFORMATION SERVICES OFFICE
AN EIGHTH AIR FORCE INSTALLATION
OF THE STRATEGIC AIR COMMAND
SMOKY HILL AIR FORCE BASE, KANSAS

RELEASE NO.
FOR IMMEDIATE RELEASE

MARCH 16, 1956

Eighteen noncommissioned officers and airmen in the 40th Bomb Wing have been named outstanding for the past six months and will receive Strategic Air Command scrolls emblematic of their achievements.

Representing the squadron under the Wing's command nine NCOs and nine airmen cited for "devotion to duty and meritorious service".

. In addition to the certificate each man will receive a letter of commendation from his squadron commander and a similiar letter will be sent to his family for publication in his hometown newspaper.

Selections of the men were based upon these factors: individual acceptance or responsibility, appearance, adherance to military customs, and off-duty conduct.

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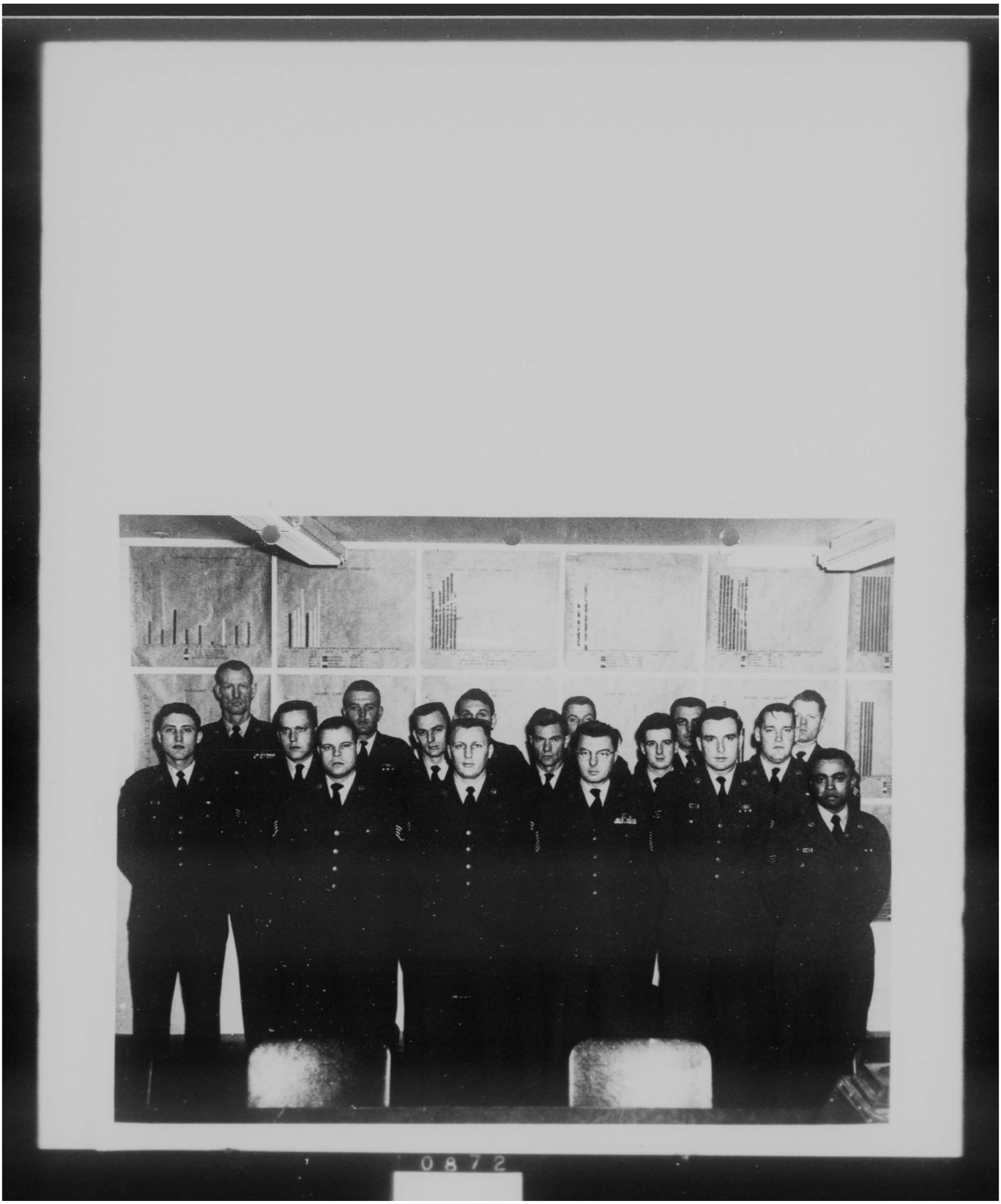

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INFORMATION SERVICES OFFICE
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

RELEASE NO.
FOR IMMEDIATE RELEASE

MARCH 30 1956

SMOKY HILL AIR FORCE BASE, KANSAS--45th BOMB SQUADRON members watch as Lt. Col. William Ivey, kneeling at right and a crew of enthusiastic helpers kick off a base-wide cleanup campaign by painting silver posts around their squadron parking area. (AIR FORCE PHOTO)

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23

Airman Dies, Four Hurt In US40 Crash

An airman was killed and four other persons injured Saturday evening in a violent head-on crash five miles west of Salina on US40.

Killed at the scene was A-2c Lawrence K. Ezro, 18, 40th Tactical Hospital Squadron, Smoky Hill AFB. His home is DeGrasse, N. Y.

He was a passenger in a car driven by A-1c Arvis Wayne Knight, 34, 901 E. Gypsum, also of the 40th Tactical Hospital group. Knight suffered broken ribs, multiple cuts and bruises, and possible internal injuries.

From Colorado

The other car was driven by John Joseph Hendricks, 23, Burlington, Colo.

He suffered a cut on the forehead.

The accident was at 6:30 pm.

The other injured, both passengers in Knight's car, were A-2c Kenneth R. Schumacher, 19, 4166th USAF Hospital Squadron, SHAFB from Tinley Park, Ill., cuts on hands and face, and bruises on the legs, and A-2c John N. Reichelderfer jr., 20, 40th Tactical Hos[pi]tal, **broken leg, fractured ribs, [and] possible internal injuries. His [home] is Emmaus, Pa.**

To Asbury

Hendricks was admitted to Asbury hospital.

Knight and Reichelderfer were admitted to the base hospital. Schumacher was treated and released at Asbury.

Highway patrolmen said the Knight vehicle was passing a car, driven by Bill Chaffee, 315 Sunset Drive.

Chaffee had to drive into a north ditch to avoid the collision.

He told officers Hendricks, traveling east, started to swerve to the opposite side of the highway to avoid the crash.

Hendricks, a student at Colorado A. and M. College, Fort Collins, Colo., said he was enroute to Abilene.

Knight's car was demolished, and Hendricks' vehicle was damaged extensively.

Mr. Ezro's body was taken [to] the Danielson-Johnson Funer[al] Home at Lindsborg.

THE SALINA JOURNAL
18 March 1956

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HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

40DO 20 January 1956

SUBJECT: 40th Bombardment Wing Operations Order 261-56

TO: See Distribution

1. Inclosed herewith is 40th Bombardment Wing Operations Order 261-56, 20 January 1956, for February 1956.

2. This letter and inclosure thereto are "UNCLASSIFIED".

FOR THE COMMANDER:

D. M. BROWN
Major, USAF
Adjutant

1 INCL:
40BOMWG OPORD 261-56

DISTRIBUTION:

COMAF 8	1 Cy
DO 8	1 Cy
COMBOMWG 40	1 Cy
40DO	17 Cys
40DM	5 Cys
25BOMRON	6 Cys
44BOMRON	6 Cys
45BOMRON	6 Cys
40AREFS	9 Cys
40A&E	2 Cys
40FM	2 Cys
40PM	2 Cys
40AC	1 Cy
COMADIV 802	1 Cy
COMABGRU 802	6 Cys
40AGH	4 Cys
COMBOMWG 310	1 Cy

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
[illegible] Air Force Base, Salina, Kansas
20 January 1956

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Attachment "B" - 44BOMRON Training Projections

Attachment "C" - 45BOMRON Training Projections

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ANNEX C - Communications (Omitted)

ANNEX D - Administration and Logistics: Normal

ANNEX E - Maintenance Order 2-56 for February

HQ 40BOMWG
OPORD 261-56
20 Jan 56

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 January 1956

ADDENDUM TO:

OPERATIONS ORDER 261-56, FEB 56

1. The Wing Commander desires that the following schedule be incorporated covering the work day prior to and after the mission.

2. The work day prior to the mission will be free of ground school commitments. The morning of the work day prior to the mission will be devoted to mission planning and target study for Bomber Streams, if applicable will be accomplished. The afternoon of the work day prior to the mission will be devoted to Briefing by the crew. The AC and CP will pre-flight the aircraft. The Observer will devote the balance of his afternoon to Routine Target Study.

3. On the day the mission is flown, no ground training is to be scheduled.

4. On the work day morning after the mission, Ground School may be scheduled if the flight terminates 12 hours before the Ground School is scheduled.

5. On the work day afternoon after the mission, Ground School will not be scheduled. This period of time will be devoted to critiques.

6. Ground Training Priorities as desired by the Wing Commander are as follows:

a. Mission Planning and Target Study

b. Critique

c. EWP Study

d. Trainer Periods

e. Observer K Mainterance (IFM)

HQ 40BOMWGM
ADDENDUM TO
OPORD 261-56
20 JAN 56

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f. Special Weapons

g. Intelligence Training

h. 50-24 Ground School

7. Saturday mornings will be established as make-up periods, and peri[illegible] for Bomber Stream Target Study.

8. Observers will be scheduled for Target Study when they are not sc[illegible]uled for anything else. This schedule will be coordinated with the Observ[illegible] Section, 40th Bomb Wing, and 40DOT.

9. These policies will be implemented in the February Flying and Gro[illegible] Training Schedule.

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

for WILLIAM M BOWDEN
Colonel, USAF
Director of Operations

H[illegible]OBOMWGM
ADDENDUM TO
OPORD 261-56
20 JAN 56

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 January 1956

OPERATIONS ORDER

261-56

TRAINING FOR FEBRUARY 1956

HQ 40BOMWG
OPORD 261-56
20 Jan 56

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 January 1956

Operations Order 261-56, February 1956.

Chart and Map References: As Required.

TASK ORGANIZATIONS:

25BOMRON	LTCOL Edward P. Clark
44BOMRON	LTCOL William F. Pitts
45BOMRON	LTCOL William G. Ivey
40ARFS	MAJOR Thomas S. Bohman
40A&ERON	LTCOL John C. Minahan
40FMRON	MAJOR James R. Johnson
40PMRON	MAJOR Frederick H. Gervais

1. GENERAL: The month of February is the second month of the 50-8 Training Quarter. Excluding training directed by higher headquarters, the balance will be at the discretion of the Wing and Squadron Commanders.

a. February flying priorities for B-47 tactical squadrons:

(1) Accomplishment of the flying time requirements of AFR 60-2.

(2) Compliance with SAC Regulation 51-26

(3) Completion of Strategic Evaluation School.

(4) Continuation of "Hi Jinks" check out program.

(5) Prepare and execute higher headquarters directed missions.

(6) Prepare and execute Wing directed missions.

(7) Noncombat Ready Crew Training, SAC Reg 51-19 and 50-8.

(8) Combat Crew standardization flights.

Hq 40BOMWGM
OPORD 261-56
20 JAN 56

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SAFETY FILM

(9) Combat Ready, Lead and Select Crew training.

(10) Co-pilot up-grading to aircraft commander status, SAC Reg 51-19.

b. February ground training priorities for B-47 tactical squadrons:

(1) Support SAC Reg 50-24, "Block Ground Training".

(2) Support Camp Phillips OQ Gunnery Range.

(3) Perform other ground training not included in block training such as trainers, IFM, etc.

(4) Support Advanced Survival School, Stead Air Force Base.

(5) Support TN Delivery Course, Wichita, Kansas

c. February flying training priorities for 40AREFS:

(1) Accomplishment of the flying time requirements of AFR 60-2.

(2) Prepare and execute higher headquarters directed missions and sorties.

(3) Prepare and execute Wing directed missions.

(4) Noncombat Ready Crew Training, SAC Reg 51-19 and 50-8.

(5) Combat Crew standardization flights.

(6) Combat Ready Crew training.

(7) Provide the 40th Bombardment Wing tactical squadrons with the required in-flight refueling sorties to complete 51-19 and proficiency training.

(8) Provide required flights to Davis-Monthan Air Force Base, Tucson, Arizona, to transport SES support personnel and equipment.

d. February Ground Training priorities for 40AREFS:

(1) Support SAC Reg 50-24, "Block Ground Training".

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(3) Support Advanced Survival School, Stead Air Force Base.

2. MISSION:

a. The mission for the 40th Bombardment Wing during the month of February is the flying and ground training as listed in paragraph 1, above.

b. Continuation of the Combat Readiness of the 40th Bombardment Wing.

c. Prepare and execute higher headquarters and 40th Bombardment Wing directed missions.

3. MISSION FOR SUBORDINATE UNITS:

a. 25BOMRON: Reference Annex "B" and Attachment "A" to Appendix 1, Annex "B".

b. 44BOMRON: Reference Annex "B" and Attachment "B" to Appendix 1, Annex "B".

c. 45BOMRON: Reference Annex "B" and Attachment "C" to Appendix 1, Annex "B".

d. 40AREFS: Reference Annex "B" and Attachment "D" to Appendix 1, Annex "B".

e. 40BOMWGM DM: Reference Annex "B".

3X. GENERAL INSTRUCTIONS:

(1) This Operations Order becomes effective 06012, 1 February 1956.

(2) Orders of Execution for planning purposes will be upon receipt by units concerned.

(3) Training Projections are contained in Annex "B", Appendix 1 and attachments thereto.

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(4) Air training requirements are contained in Annex "B", Appendix 1 and attachments thereto.

(5) Ground training requirements are contained in Annex "B", Appendix 1 and attachments thereto.

(6) Unit training will be scheduled and conducted (or arranged for) by each unit according to the needs of the unit.

(7) The Director of Maintenance and Squadron Commanders will take necessary action to provide highly reliable "K" systems and aircraft for combat crew training missions.

(8) During the month of February, the Wing Commander has outlined certain areas of training to be stressed. To emphasize these areas a system will be worked out by Statistical Control to award points to the Squadron/Squadrons who complete part or all of the training specified. Points will apply in determining Squadron of the Month. In a like manner, Squadron/Squadrons failing to show progress in one or more areas will be penalized points. Training items are as follows:

ITEM	POINTS
Hi Jinks	Plus points for each crew check-out
Noncombat Ready Crew Training	Plus points for each crew completing a minimum of 30 hours flying.
Co-pilot to AC Upgrading	Plus points for each co-pilot upgraded to aircraft commander status.
One-third completion of Quarterly 50-8 Requirements	Plus points for each lead and combat ready crew completing one-third bomb and navigation requirements of 50-8.

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ITEM	POINTS
5X Crews	Five points for each 5X Crew completing minimum of 20 hours flying.

(9) Due to the Phase XI, and Drop Tank modification programs, sorties will be scheduled for a minimum of seven (7) hours.

(10) Pilot Proficiency Flights will be scheduled on a turn around basis. First PPF flight should be scheduled for an approximate 08:00 take-off; second flight 13:00 to 14:00 take-off.

(11) In accordance with Eighth Air Force Regulation 66-1, the following crews are assigned to the Wing Quality Control Unit, and are designated as primary and secondary Test Flight Crews for the periods indicated below. Both crews will report to Chief, Quality Control at 0730 hours on the date the scheduled period is effective.

TEST CREW SCHEDULE

DATE	PRIMARY CREW	ALTERNATE CREW
30 Jan-5 Feb 56	L-41 Millerick	L-76 Sharp
6-12 Feb 56	R-15 Galvan	R-38 Creel
13-19 Feb 56	L-72 Musterman	L-12 Marable
20-26 Feb 56	R-43 Sears	R-64 L.D. Campbell
27 Feb-4 Mar 56	L-06 Whayne	L-44 Via

(12) Squadrons are reminded that upon completion of the 50-19 ground training phase, a priority flying training check-out program will be established for new personnel assignees. It is desired that these personnel be made fully qualified for combat crew utilization at the earliest practicable date. In this correction your attention is directed to Letter ODT1, Hq 8th Air Force, Subject: SAC Reg 51-19 Ground and Flying Training Programs, dated 23 December 1955.

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(13) The following meetings are scheduled for the month of February. Dates, time, locations and required attendance are as shown:

(a) 60-9 Aircraft Scheduling: Duration 1 Hour

DATE	TIME	LOCATION	ATTENDANCE
2 FEB	0900	Wg Conf Rm	Wing Commander
			Wing Operations Officer
			Wing Material Officer
			Tactical Squadron Commanders
			Flying Training Officer
			Squadron Operations Officers
			Maintenance Control Officers
			A&E Supervising Officers
9 FEB	0900	Wg Conf Rm	Same
16 FEB	0900	Wg Conf Rm	Same
23 FEB	0900	Wg Conf Rm	Same

(b) 60-9A Ground Training Scheduling:

DATE	TIME	LOCATION	ATTENDANCE
2 FEB	1300	Wg Conf Rm	40DOT
			40DOB
			40DOI
			OIC, Radar Prediction
			25, 44, 45, and 40AREFS Operations Officers
			Ground Training Officers, All Tactical Squadrons
			Wing Plans Officer

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DATE	TIME	LOCATION	ATTENDANCE
9 FEB	1300	Wg Conf Rm	Same
16 FEB	1300	Wg Conf Rm	Same
23 FEB	1300	Wg Conf Rm	Same

(c) Wing Commander's daily stand-up briefing to be held each normal work day in the Wing Conference Room:

TIME	ATTENDANCE
1100	All Wing Headquarters Sections Chiefs and all Squadron Commanders

(d) Gross Error Board:

DATE	TIME	LOCATION	ATTENDANCE
17 FEB	1300	Wg Conf Rm	MAJ Gregory MAJ Kelley CAPT Conley CAPT Johnson CAPT Lewis CAPT Odenwald CAPT Roberts
29 FEB	1300	Wg Conf Rm	Same

(e) Aircraft Malfunction and Abort Board: This Board will meet at 1600 hours every work day in the Wing Conference Room. The attendance will include the Wing Operations Officer, Chief of Maintenance, a representative of 40AERON and the Wing Observer.

(f) The Monthly Flying Safety Meeting will bh held at 0800 hours, 10 February in the Base Ground Training Auditorium. No take-off or ground school will be scheduled prior to 1200 hours on this date.

(g) The monthly Awards Meeting will be held at 0930 hours on 18 FEB in the Base Theater.

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(b) A consolidated recap of these briefings for February is as follows:

DATE	TIME	TYPE BRIEF	PLACE
1 FEB	1100	Stand-up Briefing	Wg Conf Rm
	1600	Acft Malfunc & Abort Board	Wg Conf Rm
2 FEB	0900	60-9	Wg Conf Rm
	1100	Stand-up Briefing	Wg Conf Rm
	1300	60-9A	Wg Conf Rm
	1600	Acft Malfunc & Abort Board	Wg Conf Rm
3 FEB	0800	Critique Pace Setter II	Gd Tng Auditorium
	0900	Brief Swan Dive	Gd Tng Auditorium
	1100	Stand-up Briefing	Wg Conf Rm
	1600	Acft Malfunc & Abort Board	Wg Conf Rm
6 FEB	1100	Stand-up Briefing	Wg Conf Rm
	1600	Acft Malfunc & Abort Board	Wg Conf Rm
7 FEB	1100	Stand-up Briefing	Wg Conf Rm
	1600	Acft Malfunc & Abort Board	Wg Conf Rm
8 FEB	1100	Stand-up Briefing	Wg Conf Rm
	1600	Acft Malfunc & Abort Board	Wg Conf Rm
9 FEB	0900	60-9	Wg Conf Rm
	1100	Stand-up Briefing	Wg Conf Rm
	1300	60-9A	Wg Conf Rm
	1600	Acft Malfunc & Abort Board	Wg Conf Rm
10 Feb	0800	Flying Safety Meeting	Gd Tng Auditorium
	1100	Stand-up Briefing	Wg Conf Rm
	1600	Acft Malfunc & Abort Board	Wg Conf Rm

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DATE	TIME	TYPE OF BRIEFING	PLACE
13 Feb	0900	Briefing for Press Guests	Gd Tng Auditorium
	1100	Stand-up Briefing	Wg Conf Rm
	1600	Acft Malfunc & Abort Board	Wg Conf Rm
14 Feb	1100	Stand-up Briefing	Wg Conf Rm
	1600	Acft Malfunc & Abort Board	Wg Conf Rm
15 Feb	1100	Stand-up Briefing	Wg Conf Rm
	1600	Acft Malfunc & Abort Board	Wg Conf Rm
16 Feb	0900	60-9	Wg Conf Rm
	1100	Stand-up Briefing	Wg Conf Rm
	1300	60-9A	Wg Conf Rm
	1600	Acft Malfunc & Abort Board	Wg Conf Rm
17 Feb	0900	Critique Green Diver	Gd Tnd Auditorium
	1100	Stand-up Briefing	Wg Conf Rm
	1300	Green Erroy Board	Wg Conf Rm
	1600	Acft Malfunc & Abort Board	Wg Conf Rm
18 Feb	0800	Awards Meeting	Gd Tnd Audirotium
20 Feb	1100	Stand-up Briefing	Wg Conf Rm
	1600	Acft Malfunc & Abort Board	Wg Conf Rm
21 Feb	1100	Stand-up Briefing	Wg Conf Rm
	1600	Acft Malfunc & Abort Board	Wg Conf Rm
22 Feb	1100	Stand-up Briefing	Wg Conf Rm
	1600	Acft Malfunc & Abort Board	Wg Conf Rm
23 Feb	0900	60-9	Wg Conf Rm
	1100	Stand-up Briefing	Wg Conf Rm
	1300	60-9A	Wg Conf Rm
	1600	Acft Malfunc & Abort Board	Wg Conf Rm

HQ 40BOMW/DM
OPORD 261-56
20 JAN 56

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DATE	TIME	TYPE MEETING	PLACE
24 Feb	0900	Critique Mtg Prior	CO Tng Auditorium
	1100	Stand-up Briefing	Wg Conf Rm
	1600	Arft Mulfunc & Abort Board	Wg Conf Rm
27 Feb	1100	Stand-up Briefing	Wg Conf Rm
	1600	Arft Mulfunc & Abort Board	Wg Conf Rm
28 Feb	1100	Stand-up Briefing	Wg Conf Rm
	1600	Arft Mulfunc & Abort Board	Wg Conf Rm
29 Feb	1100	Stand-up Briefing	Wg Conf Rm
	1300	Gross Error Board	Wg Conf Rm
	1600	Arft Mulfunc & Abort Board	Wg Conf Rm

(14) During February all crews are directed to begin RBS runs against Pace Setter III RBS sites of Little Rock, Dallas, and Amarillo. IP's and DGL's may be obtained from the observer's section.

(15) On 10 February 1956, 3 B-47 aircraft and crews will be required to complete Spectal Weapons exercise for Eighth Air Force IG Inspection Team. Requirement specifies one select, lead and combat ready crew participate. Desired crews are as follows:

SQDN	CREW	ACFT COMDR
25BOMRON	S-15	Calvan
44BOMRON	L-45	Markowski
45BOMRON	L-70	J. Campbell

(16) Airdrome Officer:

(a) In accordance with SAC Reg 55-44 and 802d ABGWG Reg 31-2, the following Airdrome Officer Schedule will apply for February. Tour of duty is from 0900, local time:

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DATE	S.ON
5 Feb	40AE
6 Feb	25BOMRON
7 Feb	40Hq Sq
8 Feb	40FM
9 Feb	45BOMRON
10 Feb	44BOMRON
11 Feb	40AREFS
12 Feb	40AREFS
13 Feb	25BOMRON
14 Feb	45BOMRON
15 Feb	44BOMRON
16 Feb	45BOMRON
17 Feb	40AREFS
18 Feb	44BOMRON
19 Feb	25BOMRON

(17) Officer of the Day. The AOD/DOD will be required to furnish an Officer of the Day for [illegible] 21 February 1956 as listed below:

DATE	S.ON	RANK
17 Feb	40AREFS	1STLT
18 Feb	40FMS	1ST LT
19 Feb	40HqRON	2NDLT
20 Feb	25BOMRON	1STLT
21 Feb	44BOMRON	CAPT
22 Feb	40AREFS	1STLT

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(18) Tower Officers: In accordance with Task AOIC Regulation 62-7, 16 TAF SOP for Intensive Local Civilian Helicopter will be in effect for the month of February. Hour of duty will be from 1200-1800 hours on dates indicated. At any time existing weather is below 1000 ft and/or 3 miles, a qualified pilot, possessing a valid instrument card, will be present in the tower:

DATE	SHIFT	RANK	NAME
1 Feb	45BOMBON	Capt	Martin
2 Feb	25BOMBON	Capt	Thomas
3 Feb	45BOMBON	Capt	Harrington
4 Feb	45BOMBON	Capt	Martin
5 Feb	25BOMBON	Capt	Dodd
6 Feb	45BOMBON	Capt	Irving
7 Feb	45BOMBON	Maj	Bixler
8 Feb	25BOMBON	Capt	Bowles
9 Feb	45BOMBON	Maj	Bank
10 Feb	45BOMBON	Capt	Cates
11 Feb	25BOMBON	Capt	Wingate
12 Feb	45BOMBON	Capt	Shurr
13 Feb	45BOMBON	Maj	Sweatland

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DATE	SQDN	RANK	NAME
14 Feb	25BOMRON	Lt Col	Tuttle

(19) Maintenance debriefing officer and Wing duty officer. The duties of maintenance debriefing and Wing duty officer are now combined duties during the time 40BOMWGM aircraft are performing scheduled flying. All tactical squadrons have furnished an officer crew member for duty assignment as maintenance debriefing officer on flying dates as indicated below. Place of duty will be as required by the maintenance debriefing duties, but the Wing Control Room will know the officer's whereabouts. The tour of duty will be from 1600 until 0730 the following day. Officers assigned this duty will report to the Wing Adjutant for duty officer instructions at 1530. At 1600 he will report to Maintenance Control(Hangar #5) for maintenance debriefing officer instructions. When his presence is no longer required in Hangar #5, he will spend the remainder of the time in HQ 40BOMWGM Control Room in Building 948.

DATE	SQDN	RANK	NAME
1 Feb	40AREFS	LT	DeAngelis
2 Feb	25BOMRON	CAPT	Dibble
3 Feb	44BOMRON	CAPT	Maxey
6 Feb	45BOMRON	CAPT	Zysk
7 Feb	40AREFS	1STLT	Edwards
8 Feb	25BOMRON	CAPT	Osborn, J.W.
9 Feb	44BOMRON	2NDLT	Govan
10 Feb	45BOMRON	1STLT	Gosselot
13 Feb	40AREFS	1STLT	Wooley
14 Feb	25BOMRON	1STLT	Osburn
15 Feb	44BOMRON	CAPT	Berberich
16 Feb	45BOMRON	2NDLT	Connet
17 Feb	40AREFS	1STLT	Mc Ardle
20 Feb	25BOMRON	CAPT	Probst
21 Feb	44BOMRON	CAPT	Cohen
22 Feb	45BOMRON	CAPT	Zaharis
23 Feb	40AREFS	1STLT	Cardon

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DATE	SQDN	RANK	NAME
24 Feb	40AREFS	1STLT	KELLER
27 Feb	45BOMRON	CAPT	COX
28 Feb	40AREFS	1STLT	CRALY
29 Feb	40AREFS	2NDLT	C.C WILSON

(20) A consolidated recap of projected flying activities for February is as follows: (Note: 2 working days prior to USCM and one day following will be standdown days. Since the actual date of the USCM is classified, it will not be reflected in this recap.)

DATE (56)	TACTICAL SQUADRONS	40AREFS	OTHER
1 Feb	Normal Flying	Normal Flying	
2 Feb	Normal Flying	Normal Flying	Fly General Sutherland
3 Feb	Normal Flying	Normal Flying	Brief USCM, Base Gnd Tng Auditorium
6 Feb	Normal Flying	Normal Flying	
7 Feb	Normal Flying	Normal Flying	
8 Feb	Normal Flying	Normal Flying	
9 Feb	Normal Flying	Normal Flying	
10 Feb	Normal Flying	Normal Flying	
13 Feb	Normal Flying	Normal Flying	Briefing Red Eagle 0800 Base Gnd Tng Auditorium
14 Feb	Red Eagle	Normal Flying	
15 Feb	Red Eagle	Normal Flying	
16 Feb	Red Eagle	Normal Flying	
17 Feb	Normal Flying	Normal Flying	Critique USCM 0900 Base Gnd Tng Auditorium

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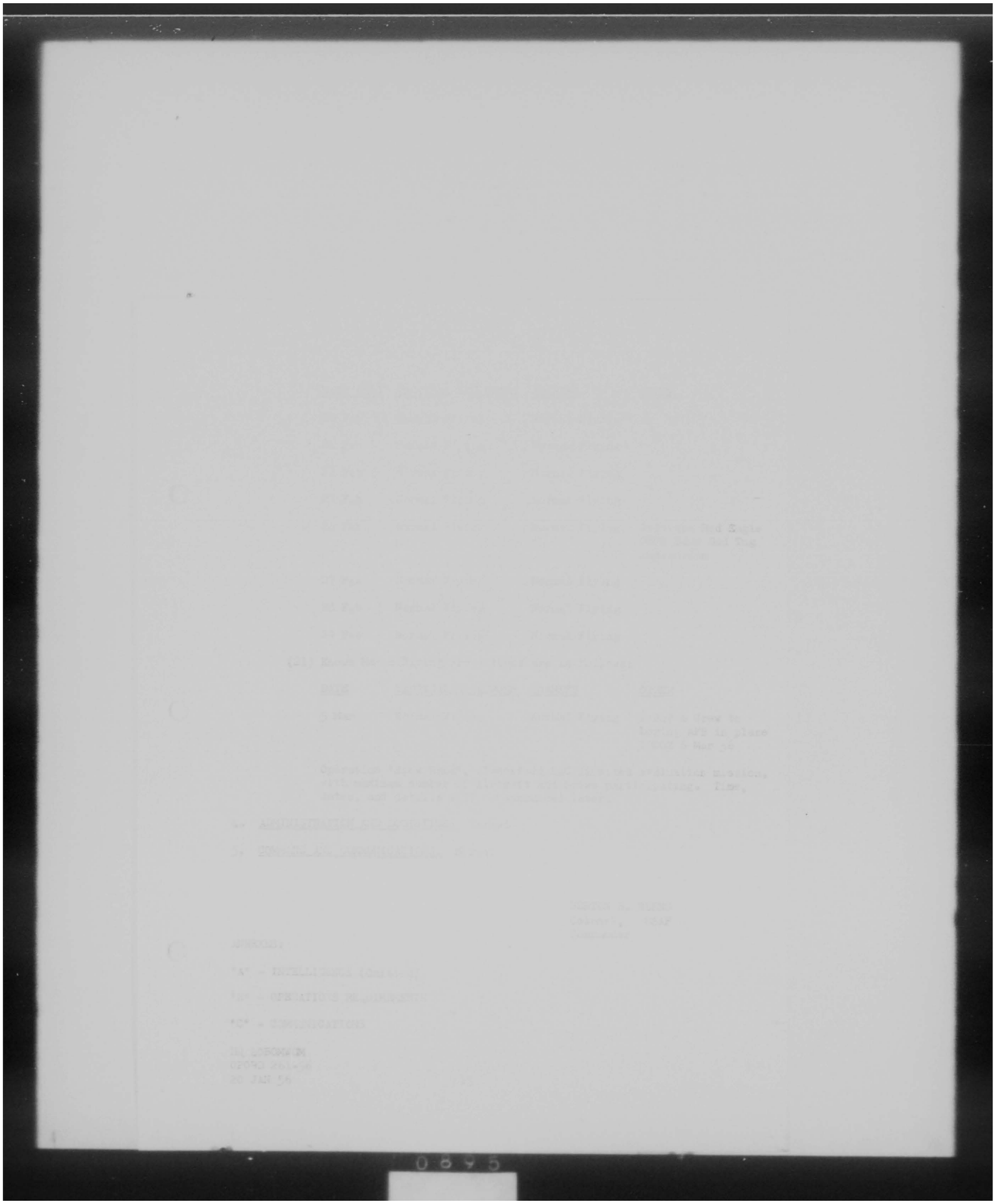

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 January 1956

ANNEX "A"

TO

OPERATIONS ORDER

261-56

FEBRUARY 1956

INTELLIGENCE

HQ 40BOMWG
OPORD 261-56
20 Jan 56

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ANNEX "A"

TO

OPERATIONS ORDER

261-56

INTELLIGENCE - FEBRUARY

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 January 1956

Omitted.

BENTON B. BURNS
Colonel, USAF
Commander

OFFICIAL:

WILLIAM M. BOWDEN
Colonel, USAF
Wing Operations Officer

APPENDICES: Omitted

DISTRIBUTION:
(Same as OPORD)

HQ 40BOMWG
ANNEX "A"
OPORD 261-56
20 Jan 56

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
[illegible] Hill Air Force Base, Salina, Kansas
20 January 1956

ANNEX "B"

TO

OPERATIONS ORDER

261-56

OPERATION REQUIREMENTS

FLYING AND GROUND TRAINING

Hq 40BOMWG
ANNEX "B"
OPORD 261-56
20 Jan 56

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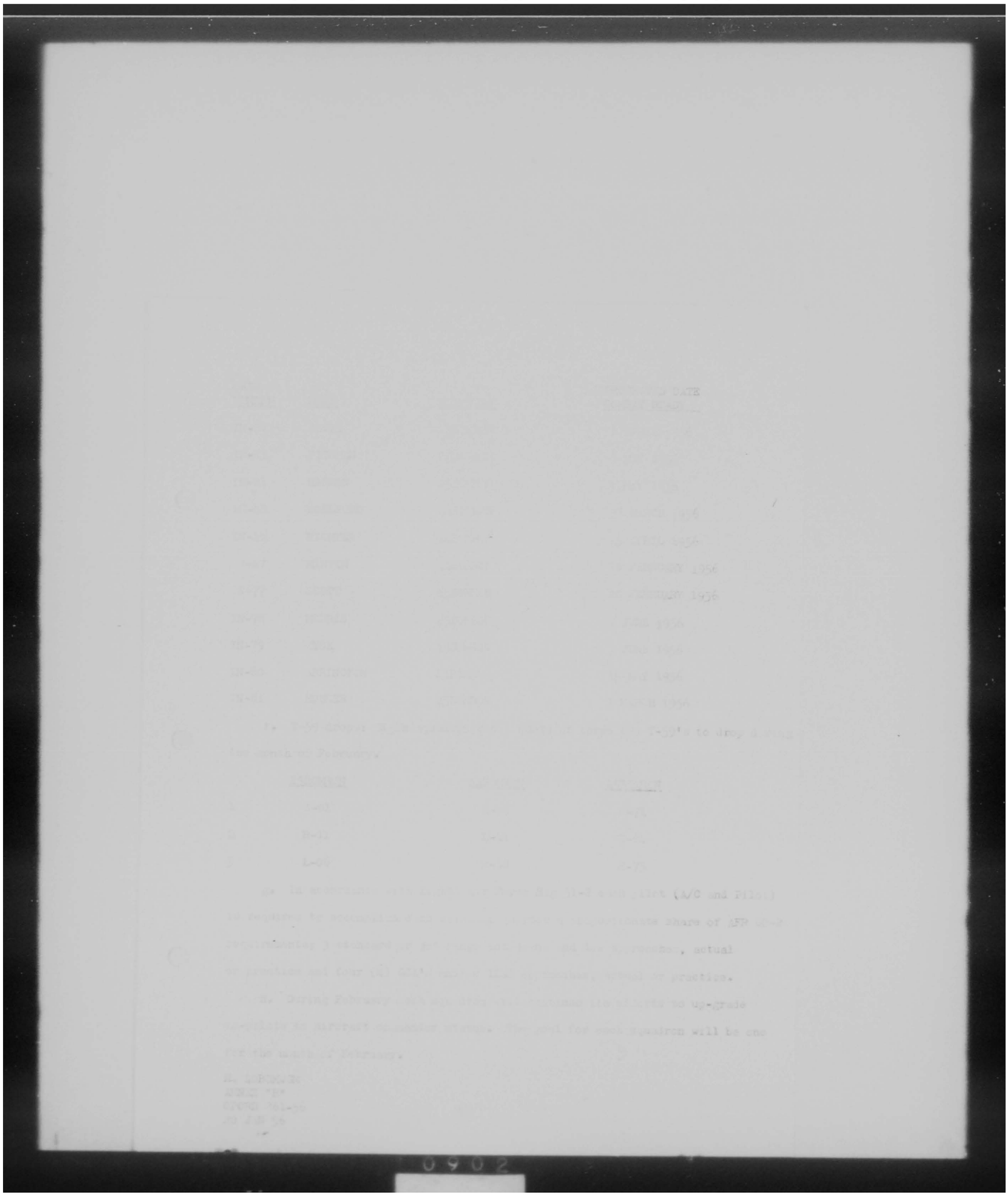

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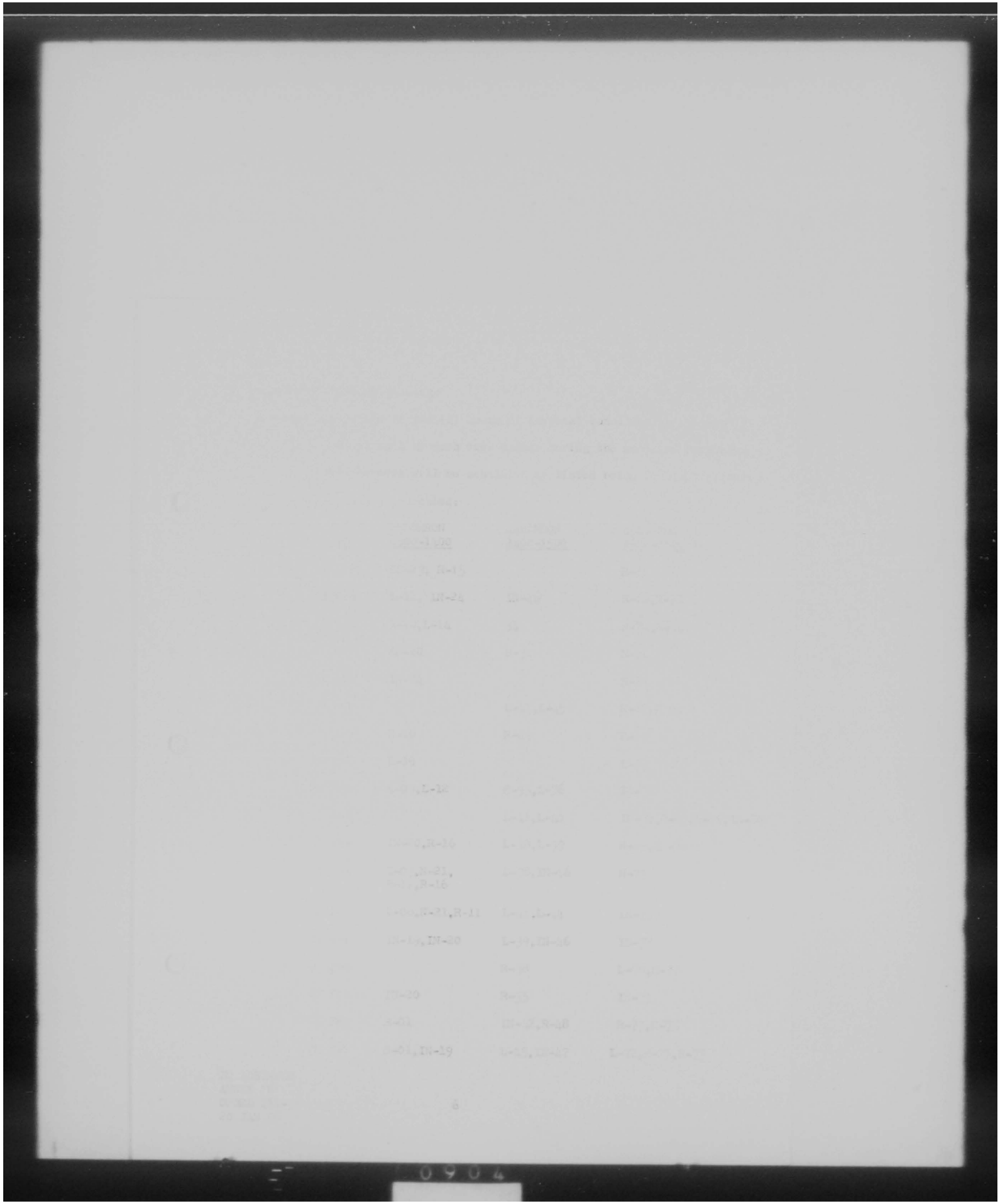

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DATE

27 Feb

28 Feb

29 Feb

d. Altitude Chamber Indoctrination:

(1) Purpose: This course will have a three day curriculum [illegible] to familiarize personnel on flying status who have not previously [illegible] the basic course as outlined in AFR 50-20, as amended. Those personnel listed below will have accomplished flight [illegible] within the previous 12 months. AF Form 202, "Personnel Training Record" will be in possession of [illegible] individuals attending the course. The personnel will report to the altitude chamber before 0800 on the dates scheduled.

DATE	25BOMBRON	44BOMBRON	45BOMBRON	BOARDS
1 Feb	A/2C Ayers	Gibson	A/1C Trulgson	[illegible]
15 Feb	A/2C Bowman Baughman	A/1C Mickelson	Names to be filled in later	[illegible]

(2) Refresher: This is a two (2) day course that will be given to rated crew members who have previously completed the basic course, as authorized in AFR 50-27, as amended. AF Form 202 will be in possession of the individuals attending the course as indicated below.

DATE	25BOMBRON	44BOMBRON	45BOMBRON	BOARDS
6 Feb	G. Weimer	C.H. Johnson	Lt Miller	5
13 Feb	Capt Bowles Capt Brandt	J. Millerick L. Smith	Lt Connet Capt Cady	2

HQ 40BOMWGM
ANNEX "B"
OPORD 261-56
20 JAN 56

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DATE		
20 Feb		
29 Feb		

NOTE:

e.

DATE		
2 Feb		
9 Feb		

f.

P-1 LINK SCHEDULE

DATE	TIME	SQUADRON	NAME	RANK
1 Feb		40AREFS		
2 Feb	"	"		

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DATE	[illegible]
3 Feb	[illegible]
6 Feb	" " " [illegible]
7 Feb	" " " [illegible]
8 Feb	" " " [illegible]
9 Feb	" " " [illegible]
10 Feb	" " " [illegible]
13 Feb	" " " [illegible]
14 Feb	" " " [illegible]
15 Feb	" " " [illegible]
16 Feb	" " " [illegible]
17 Feb	" " " [illegible]
20 Feb	" " " [illegible]
21 Feb	" " " [illegible]
22 Feb	" " " [illegible]
23 Feb	" " " [illegible]
24 Feb	" " " [illegible]
27 Feb	" " " [illegible]
28 Feb	" " " [illegible]
29 Feb	" " " [illegible]

6. C-11 Link Trainer:

(1) The following schedule will be followed by the 40th Bombardment Wing Squadrons. It is imperative that the fullest coordination be effected to obtain the maximum utilization of the trainer time.

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C-11 Link Trainers (Cont'd)

In the event a student pilot is not scheduled, please contact one of the other pilots listed in advance of time.

It is essential that each student pilot (2) pilots, preferably the aircraft commander and his copilot to these training periods, or two (2) trainees are available for each squadron's scheduled periods. This schedule will be in effect from 1 February thru 29 February 1956.

C-11 TRAINER

DATE	2ND PERIOD	PILOT	3RD PERIOD	PILOT	4TH PERIOD	PILOT
1 Feb	0800-1000	Bowles Reeves	1000-1200	Mabry Zaffis		
2 Feb			0800-1000	Sears Marrowski	1000-1200	Schupp Johns
3 Feb	0800-1000	Conley Davis, J.			1000-1200	Schupp Wills
6 Feb			0800-1000	Bierman Jervis	1000-1200	Scott Oberdorf
7 Feb	0800-1000	Harman Darden	1000-1200	Richter Doolittle		
8 Feb	1000-1200	Marable Rankin			0800-1000	Irving Miller
9 Feb	0800-1000	Snider Brunak	1000-1200	Millerick Orman		
10 Feb	(Fly Safety)				1000-1200	Schuppert Wills
13 Feb	0800-1000	Wayne Douglass	1000-1200	Durastil Johnson		
14 Feb	1000-1200	Herman Darden			0800-1000	Zyck Mead

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DATE	2SBOMBRON	PILOT	343BOMSQ	PILOT	4BOMSQH	PILOT
15 Feb			0800-1000	Moore Gallagher	1000-1200	Barrington Clifton
16 Feb	0800-1000	Wolfe Lewis, J	1000-1200	Fox Sears		
17 Feb	1000-1200	Starr Dowling			0800-1000	Masterson Dail
20 Feb	0800-1000	Ellis Conley	1000-1200	Jewell Galligan		
21 Feb			1000-1200	Creal Fassler	0800-1000	McGee Stallings
22 Feb			0800-1000	Mills Phillips	1000-1200	Sharp Swanson
23 Feb	0800-1000	Tuttle Lindsey			1000-1200	Bank Trempeter
24 Feb	0800-1000	Fitschen Foley	1000-1200	Galligan Jewell		
27 Feb			1000-1200	Millerick Carson	0800-1000	Scruggs Wolsing
28 Feb	0800-1000	Gallien Reimer			1000-1200	Jones Drury
29 Feb	0800-1000	Wolfe Davis, J	1000-1200			

h. B-47 Flight Simulator:

(1) The following schedule will be followed by the 40th Bombardment Wing Squadrons and Wing Standardization Team. As with the C-11 Schedule, it is imperative that very close coordination be effected to obtain the maximum utilization of the trainer time. Each squadron will attempt any exchange of times to prevent any failure to fulfill the schedule. The schedule will be in effect from 1 February through 29 February 1956.

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DATE	
1 Feb	
2 Feb	
3 Feb	
6 Feb	
7 Feb	
8 Feb	
9 Feb	
10 Feb	
13 Feb	
14 Feb	
15 Feb	
16 Feb	
17 Feb	
20 Feb	
21 Feb	
22 Feb	
23 Feb	
24 Feb	
27 Feb	
28 Feb	
29 Feb	

1. T-1A Country Dailies

(1) The following schedule will be in effect for the pilots of the 58th Reconnaissance Wing during the month of February 1956.

HQ 40BOMW(R)
ANNEX "B"
OPORD 261-56
20 JAN 56

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DATE							
1 Feb							
2 Feb							
3 Feb							
6 Feb							
7 Feb	1000-1200	Darden	0800-1000	Doolittle			
8 Feb					1000-1200		
9 Feb	1000-1200	Berquek			0800-1000		
10 Feb	(Fly		1000-1200	Jewell			
13 Feb	1000-	Boeing	0800-1000	Johnson			
14 Feb	0800-1000				1000-1200		
15 Feb			1000-1200	Post	0800-1000		
16 Feb	1000-1200	Jones, R	0800-1000	Maxey			
17 Feb	0800-1000	Douglass			1000-1200		
20 Feb	1000-1200	Davis, J	0800-1000	Moore			
21 Feb			0800-1000	Bjorkman	1000-1200		
22 Feb			1000-1200	Fassler	0800-1000		
23 Feb	1000-1200	Hanway			0800-1000		
24 Feb	1000-1200	D[illegible]rden	0800-1000	Amerio			
27 Feb			0800-1000	Zeman	1000-1200		
28 Feb	1000-1200	Weimer			0800-1000		
29 Feb	1000-1200	Foley			0800-1000		

HQ 40BOMWG
ANNEX "B"
OPORD 261-56
20 JAN 56

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j. T-2 Supersonic Trainer:

(1) The following schedule will be followed by the 40th Bomb Wing [illegible] in the T-2A Trainer. It is imperative that the fullest coordination be effected to obtain maximum utilization of trainer time. In the event an observer cannot make his scheduled flight, contact one of the other squadrons and arrange for exchange of trainer times. This schedule covers training flights by crews that have EWP assignments and RBS work [illegible] other observers. Training for other special projects will be coordinated through the Wing Ground Training Office. Make-up periods will be utilized to insure that all observers are scheduled during the month of February. Week work day schedules have been filled. Week nights and Saturdays have been filled if needed, or are available for make-up.

DATE	2-BOMRON	OBSERVER NAME & CREW#	4-BOMRON	OBSERVER NAME & CREW#
1 Feb	0800-0930	Davis IN-20	0930-1100	Cloak L-45
2 Feb	0800-0930	Dibble L-14	0930-1100	Brunk R-43
	1800-1930	Osburn IN-24	1930-2100	BerberichR-48
3 Feb	0800-0930	Davis IN-20	0930-1100	Govan N-46
6 Feb	0800-0930	Osburn IN-24	0930-1100	Curtis 5X
			1800-1930	Make-up
7 Feb	0800-0930	Davis IN-20	0930-1100	Kendall 5X
8 Feb	0800-0930	Rumph L-10	0930-1100	Minahan 5X
	1930-2100	Swift N-21		
9 Feb	0800-0930	Englert R-11	0930-1100	Smith L-41

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DATE	25POMRON	NAME & CREW#	11POMRON	NAME & CREW#	45POMRON	NAME & CREW#
10 Feb	(Fly Safety M		0930-1100	Collier L-36	1100-1230	Sakuta P-64
	1800-1930	Owen L-03	1930-2200	Make-up		
11 Feb	0800-0900	Make-up	0930-1100	Make-up	1100-1230	Fontana L-66
	1800-1930	Make-up	1400-1530	Make-up	1530-1700	Conner DN-78
13 Feb	0800-0930	Harris R-15	0930-1100	Berberich R-48	1100-1230	Carson L-76
14 Feb	0800-0930	McLean S-01	0930-1100	Johnson 5X	1100-1230	Cady N-81
			1800-1930	Make-up	1930-2100	Monroe DN-79
15 Feb	0800-0930	Smith L-04	0930-1100	Crowley R-31	1100-1230	Bates R-71
16 Feb	0800-0930	McChesney R-16	0930-1100	SkiffingtonN47	1100-1230	Peacock L-72
	1930-2100	Auvil DN-19			1800-1930	Cates N-77
17 Feb	0800-0930	Probat L-06	0930-1100	Snyder L-30	1100-1230	Seton L-75
20 Feb	0800-0930	Davis DN-20	0930-1100	Hamilton L-39	1100-1230	Dickerson R73
	1800-1930	Davis DN-20	1930-2100	Make-up		
21 Feb	0800-0930	Osborn DN-24	0930-1100	Harding L-37	1100-1230	Carnes L-76
22 Feb	0800-0930	Wolf DN-23	0930-1100	Mango R-38	1100-1230	Taylor R-62
			1800-1930	Make-up	1930-2100	Make-up
23 Feb	0800-0930	Beckley R-13	0930-1100	Cohen R-35	1100-1230	Seton L-75
24 Feb	0800-0930	Swift N-21	0930-1100	Hamilton L-39	1100-1230	Bovine R-67
	1930-2100	McLean S-01			1800-1930	Bates R-71
25 Feb	0800-0930	McChesney R-16	0930-1100	Make-up	1100-1230	Cady N-81
	1400-1530	Probat L-06	1530-1700	Make-up		
27 Feb	0800-0930	Davis DN-20	0930-1100	SkiffingtonN-47	1100-1230	Taylor R-62
	1800-1930	Beckley R-13	1930-2100	Make-up		
28 Feb	0800-0930	Beckley R-13	0930-1100	Williams L-44	1100-1230	Thompson R-63
29 Feb	0800-0930	Auvil DN-19	0930-1100	Smith N-42	1100-1230	Peacock L-72

HQ 40BOMGW
ANNEX "B"
OPORD 261-56
20 JAN 56

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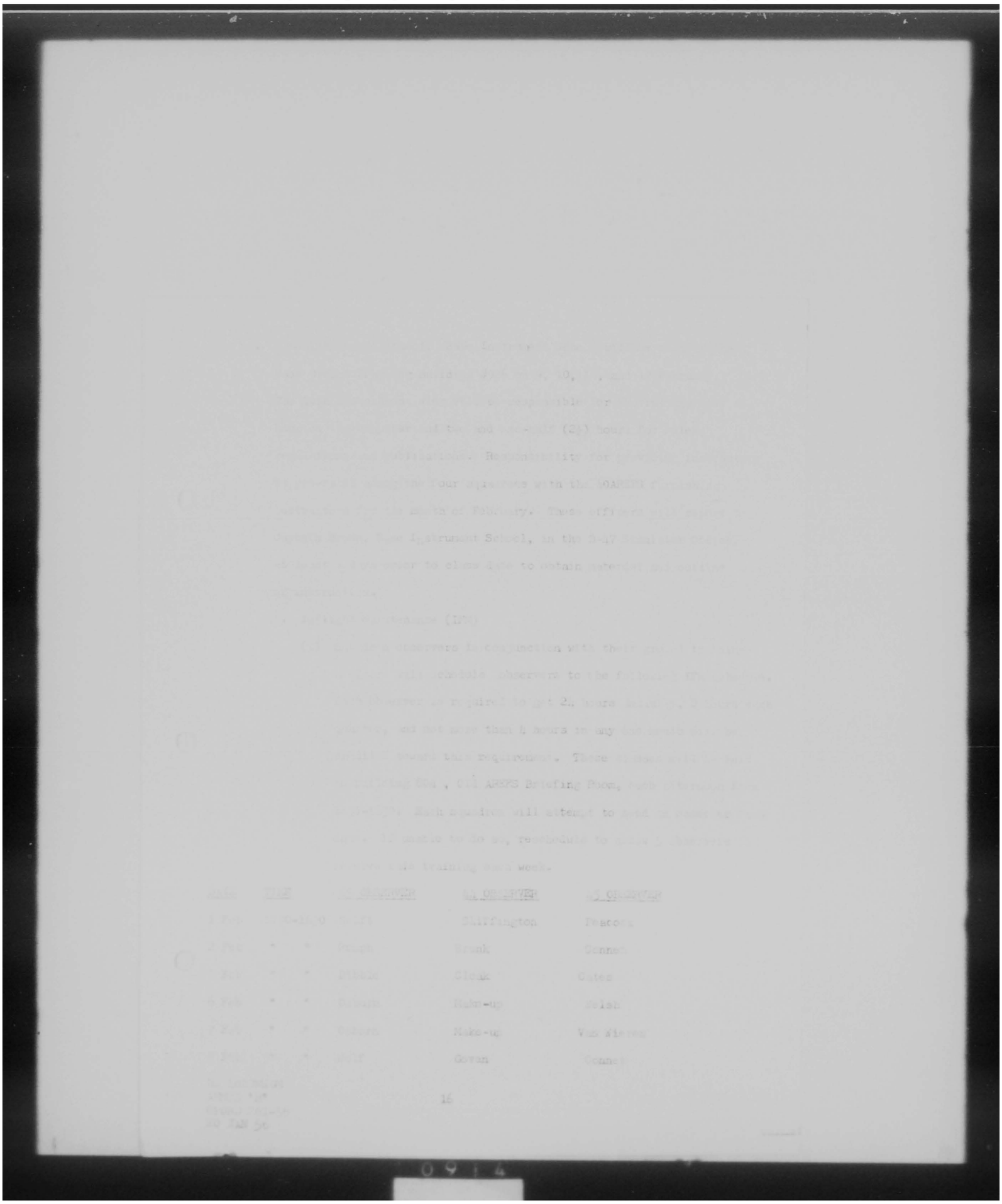

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DATE	TIME	PILOT	OBSERVER	A/C
9 Feb	1230-1630	Englert	Harding	Taylor
10 Feb	" "	Jones	Hinkham	Bates
13 Feb	" "	Englert	Berberich	Monroe
14 Feb	" "	Harris	Hamilton	Bowdre
15 Feb	" "	Wilson	Crowley	Tomasko
16 Feb	" "	Hall	Snyder	Cady
17 Feb	" "	Riddle	Cowen	Carnes
20 Feb	" "	Gough	Williams	Bates
21 Feb	" "	Davis, C.D.	Curtis	Thompson
22 Feb	" "	Swift	Gough	Sebrn
23 Feb	" "	Bentley	Johnson	Dickerson
24 Feb	" "	Osborn	Kendall	Doherty
27 Feb	" "	Osborn	Smith	Cady
28 Feb	" "	Bentley	Make-up	Bowdre
29 Feb	" "	Englert	Smith, J.	

m. EWP: The following is a list of crews that have been programmed into EWP for the month of February. It is mandatory that these crews meet the schedule outlined to facilitate briefing and study. Flying and Ground Training Schedules will be scheduled around EWP schedules.

DATE	TIME	CREW
9 Feb	0730-1130	L-37
9 Feb	" "	R-48
9 Feb	" "	R-43
9 Feb	" "	R-45
9 Feb	1230-1630	R-64

Hq 4080MWGM
ANNEX "B"
Cr. J 261-56
20 JAN 56

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DATE	TIME	CREW
17 Feb	1230-1630	L-03
17 Feb	" "	R-10
17 Feb	" "	R-15
17 Feb	" "	R-16
17 Feb	" "	R-48

n. Squadrons will schedule EWP qualified crews for alert to cover their respective "Quick Strike" assignments. Quick Strike targets will be covered by at least one qualified crew at all times. Crews scheduled for this alert will not fly while on alert unless prior approval is received from 40 DO and/or 40 CO. Crews may stand by at home or in the local area during off duty hours. Crews will be ready for immediate duty while on alert status. Crews so assigned will keep the 40th Control Room advised of their whereabouts at all times. It is requested that a roster be submitted to this headquarters on issued forms, covering this requirement, in accordance with a disposition form, Subject: Policy to Insure Quick Strike Capability, this headquarters dated 5 December 1955.

o. Phase I, SACREG 50-24, Supplement I Training will be accomplished for all non-aircrew members. This training will be accomplished every Wednesday, Thursday, and Friday of each week. Students have been appointed from squadrons in the number listed for each day. It will be a one day per year school. 5X crews will also be scheduled to attend. Separate rosters have been submitted by each organization to be utilized for checking attendance. Close coordination is necessary to insure that all sections of the squadrons are informed of the individuals assigned to complete this training.

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TAC HQSP	25BOMRON	44BOMRON	45BOMRON	40AREFS	40FM	40A&E	40PM	40 HQ SQ
3	3	3	3	5	12	9	3	7

p. TARGET STUDY:

(1) Routine Target Study: Will be conducted on the work day prior to the mission. This target study will be conducted in the target Study Section of the 25th Bomb Squadron.

(2) Target Study for PaceSetter III: This Target Study will be divided in three Phases as follows:

a. Phase I
Individual Study by Observers

Will include Study on Existing Materials and Materials to be prepared by Capt Ralph on Dallas.

Will be completed by 15 February 1956.

b. Phase II
Supervised Study of Observers

Briefing by Wing Standardization Observer of Bomb Run SOP's and Emergency Procedures.

Bomb Run Plans and Final Selection of Off-set aiming points

One Day Study with four hours devoted to Prediction and Background on Dallas and two hours each on Prediction and Background on Amarillo and Little Rock.

Testing of knowledge of complexes and aiming points, 1 Mar 56.

c. Phase III
Twelve hours film strip study

T-2A Runs to cover target familiarization and bomb run procedures. Second period will include entire crew being present and covering checklists and procedures.

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r. During February and March, crews will devote as much bombing activity as practical on the Little Rock, Dallas, and Amarillo Complexes as possible, and will duplicate runs as scheduled in Pacesetter III.

s. A Disposition Form, 40DO, dated 30 Jan 56 will include all details for Target Study Program for PACESETTER III.

q. T N TRAINING: The following crews are scheduled into the Special Weapons Delivery Course, Wichita, on the dates listed below,

CREW	ENTRY DATE
R-38	30 JAN 56
R-62	13 FEB 56
L-57	27 FEB 56

BERTON H BURNS
Colonel, USAF
Commander

40DM	5 Cys
25BOMRON	6 Cys
44BOMRON	6 Cys
45BOMRON	6 Cys
40AREFS	9 Cys
40A&E	2 Cys
40FMS	2 Cys
40PMS	2 Cys
40AC	1 Cy
COMARDIV 802	1 Cy
COMABGRU 802	6 Cy

OFFICIAL:

for WILLIAM M BOWDEN
Colonel, USAF
Director of Operations

Hq 40BOMWGM
ANNEX "B"
OPORD 261-56
20 JAN 56

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 January 1956

ATTACHMENT "A"

TO

APPENDIX "1"

TO

OPERATIONS ORDER

261-56

25BOMRON TRAINING PROJECTION -FEBRUARY

HQ 40BOM/GM
ATT "A", APP "1", ANNEX "B"
OPORD 261-56
20 JAN 56

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

1. The following code is used in the assignment of this Appendix:

AO	AIRDROME OFFICER
DS	DETACHED DUTY
AS	ADVANCED SURVIVAL
F	FLYING
G	GROUND SCHOOL
H	HOSPITAL
ALT	ALTITUDE CHAMBER
FS	FLIGHT SIMULATOR
MP	MISSION PLANNING
OD	OFFICER OF THE DAY

Hq 40BOMWG
APP "1", ANNEX "B"
OPORD 261-56
20 Jan 56

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
[illegible] Air Force Base, Salina, Kansas
[illegible] 1956

APPENDIX "A"

TO

ANNEX "B"

TO

OPERATIONS ORDER

261-56

TRAINING PROJECTIONS JANUARY

HQ 40BOMWG
APP 1, ANNEX "B"
OPORD 261-56
20 Jan 56

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25BOMBRON — FEBRUARY FLYING AND GROUND TRAINING PROJECTION — ATT"A", APP "1" ANNEX "B" 40 BW OPC 261-56, 20 Jan 56

ACFT COMDR	CREW NO	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29
TUTTLE	S-01	(----------			SES				---------)	EWP 7½ (A&CP	A-TO ALT)	CP-AO O-IFM	TS MP	F 565	TS MP Crit	F 595	Crit	A&CP C-11 PT	PT O-Q 19½	(Block Tng---		
STARR	L-03	F	Crit	PT					O-Q O-IFM	CP T-JA CP-DB	TS MP	F 605	PT Crit	EWP 12½ C-11	TS MP	F 326	Crit	(TDY-Westover 14 Days				
DUNAWAY	L-04		Swan Dive TS	MP TS	F 159	Crit			Fly Safe	EWP 7½		O-Q 8-9½										
WHAYNE	L-06	(------	SES	----------	)				FS Mtg PT	A&CP TO O-IFM	EWP 7½ TS	F 574	Crit	CP T-1A O-Q PT	O-DB		TS MP	F 550	Crit	(Test Pilot C)		
BOWLES	L-10	F	O-TS O-IFM O-DB	Brief PT TS	F 550	Crit	A-TO CP-T1 O-Q	CP-O PT TS	Fly Safe F-326	A&CP	ALT TS	F 573	Crit	EWP 12½	O-IFM		TS MP	F 573	(Stan Bd Crit	TS MP	F 550	Crit
ONDES	R-11	(Block Tng------			MP TS	F 326	A&CP C-11 CP-T1 O-Q O-IFM	See 8th	FS Mtg Flt Test	TS MP	F 565	A&CP FS Crit	EWP PT	PT	O-Q	MP TS	F 565	Crit		MP TS	F 565	O-IFM Crit
MARABLE	L-12	F	S Eject PT Crit	Brief TS MP	F 557	O-Q O-IFM Crit	A&CP C11 A&CH DE O-	MP TS	Fly Safe F-55	EWP PT Crit	MP TS	F 557	Crit (Stan	flt	MPTS c)	F557	CRIT	MPTS	F557	CRIT O-Q O-IFM	TSMP	F557
GALLIEN	R-13	F	C-DO OTS	(STANDBOARD-	BRIEF	F567		TS MP	F567	(---BLOCK TRAIN			ING- EWP	----------				§-IFM		O-Q PT	A&CP C11 CP-T1 PTO-Q	A&CP FS
JONES	L-14	(SES	----------										F326	O-IFM	(BLOCK TRAINING-							
GALVAN	R-15	F605	A-TI	TS BRIEF	F554	(TEST FLIGHT CREW				A-AL O-Q SWLOAD	CP-T1 O-IFM	TS MP	F554	CRIT 121/2 EWP	(STANDBOARD-	F554		F549		FT	TSMP	F605
SMITH	R-16	(LEAVE	----------									O-Q PT	PT O-Q	MPTS 12½ EWP	F574	CRIT O-IFM	MPTS	F574	CRIT	CP-DO PT	MPTS	F574
WOLFE	IN-19	INT CP (ACO	CP OP STEAD	C11 CPSWA	CPSWA	CPSWA	CPSWA	CPSWA	----------				C-11 A CP O-IFM	GP-T1 CRIT	F550	PT MP TS	F575	CRIT	PT MP TS	F554	CRIT	O-Q C-11 A CP

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25 BOMBRON

FEBRUARY
FLYING AND GROUND TRAINING PROJECTION

ATT "A" "1" ANNEX "B"
40 BW OPORD 261-56,20 JAN 56

ACFT COMDR	CREW NO	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29
ELLIS	[illegible]	O-SD AC	TEAD	CP T10%CP OP-C11 PT								PT	MF TS	F15	PT C-11 A&CP O-2	O-1FM	PT	TS MFF	26	O-Q CRIT	MF TSF-57	
[illegible]	[illegible]	O-1F, -1N AC	CF	O-SWA	A0-SWA	A0-SWA	A0-SWA						PT CP T	PT C-10	F54		A&CF CRIT O-1FM		O-2		F-	CRIT
[illegible]	[illegible]	PT A&CP		O-2 SWA	SWA A-A0	SWA	ENG O-1FM TS MFF	F54	FLT SAFE MTO CRIT	STAND	20 MRD	F55	F54B		F57	CRIT	O-2		DEF TD A&CF O-2	57	CRIT	CRIT
[illegible]	[illegible]				C-1FM O-2	C 11 A& CP T1		MP&TS	FLT SAFE MTO F605	CRIT	C-1A A&CF O-1FM		MPWTS	F5	CRIT	MF&FS C-2	F54	CRIT	MF TS O-1FM TF	F54	GRIT	AC A

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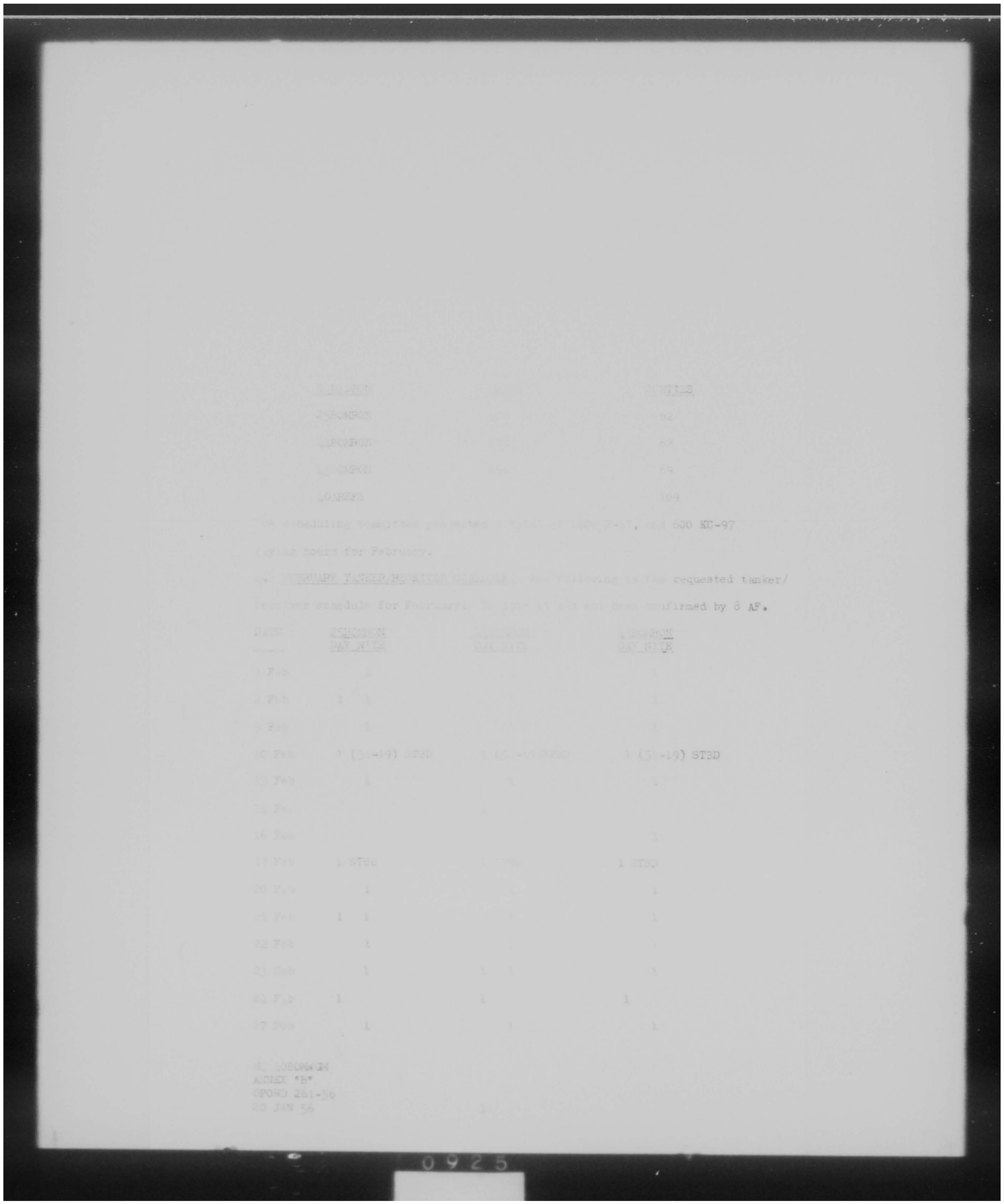

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[redacted]ARDMENT WING, MEDIUM
[redacted] Base, Saline, Kansas

[redacted]

[redacted]

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FEBRUARY

ATT "B" "1" ANNEX "B"
40 BW OPORD 261-56, 20 JAN 56

FLYING AND GROUND TRAINING PROJECTION

44 BOM RON

ACFT COMDR	CREW NO	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29
														O-U (BLOCK GROUND TRAINING								
									F 58 EWP		U-12 F584			O-U (H) CP 305								
					ET		EW&PS F584		CRIT EWP		F584		CRIT	CP T1								
					F 56			F 540	EWP PT													

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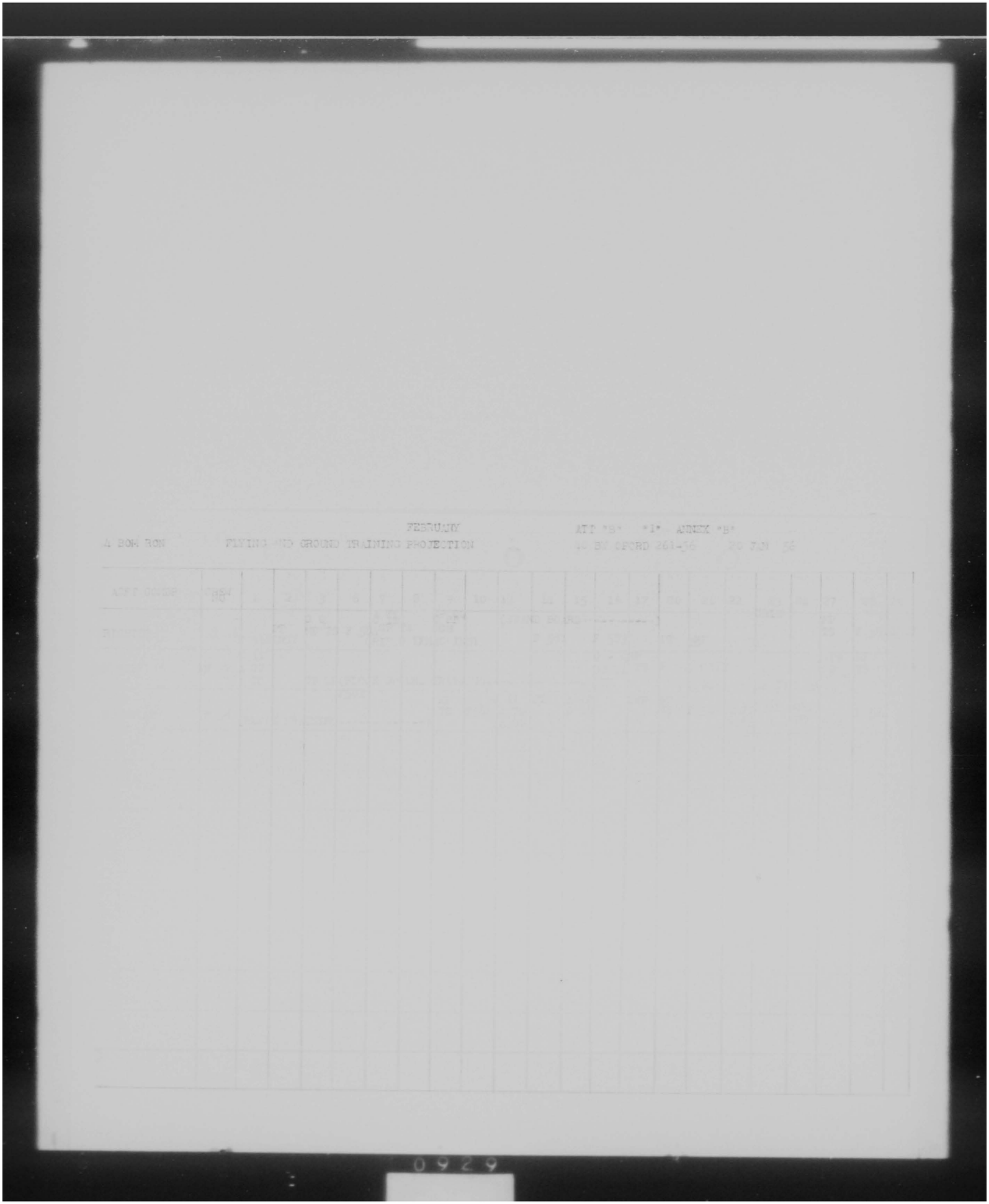

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
[illegible] Air Force Base, Salina, Kansas
20 January 1956

ATTACHMENT "C"

TO

APPENDIX "1"

ANNEX "B"

TO

OPERATIONS ORDER

261-56

45BOMRON TRAINING PROJECTION - FEBRUARY

HQ 40BOMWG
ATT "C", APP "1", ANNEX "B"
OPORD 261-56
20 Jan 56

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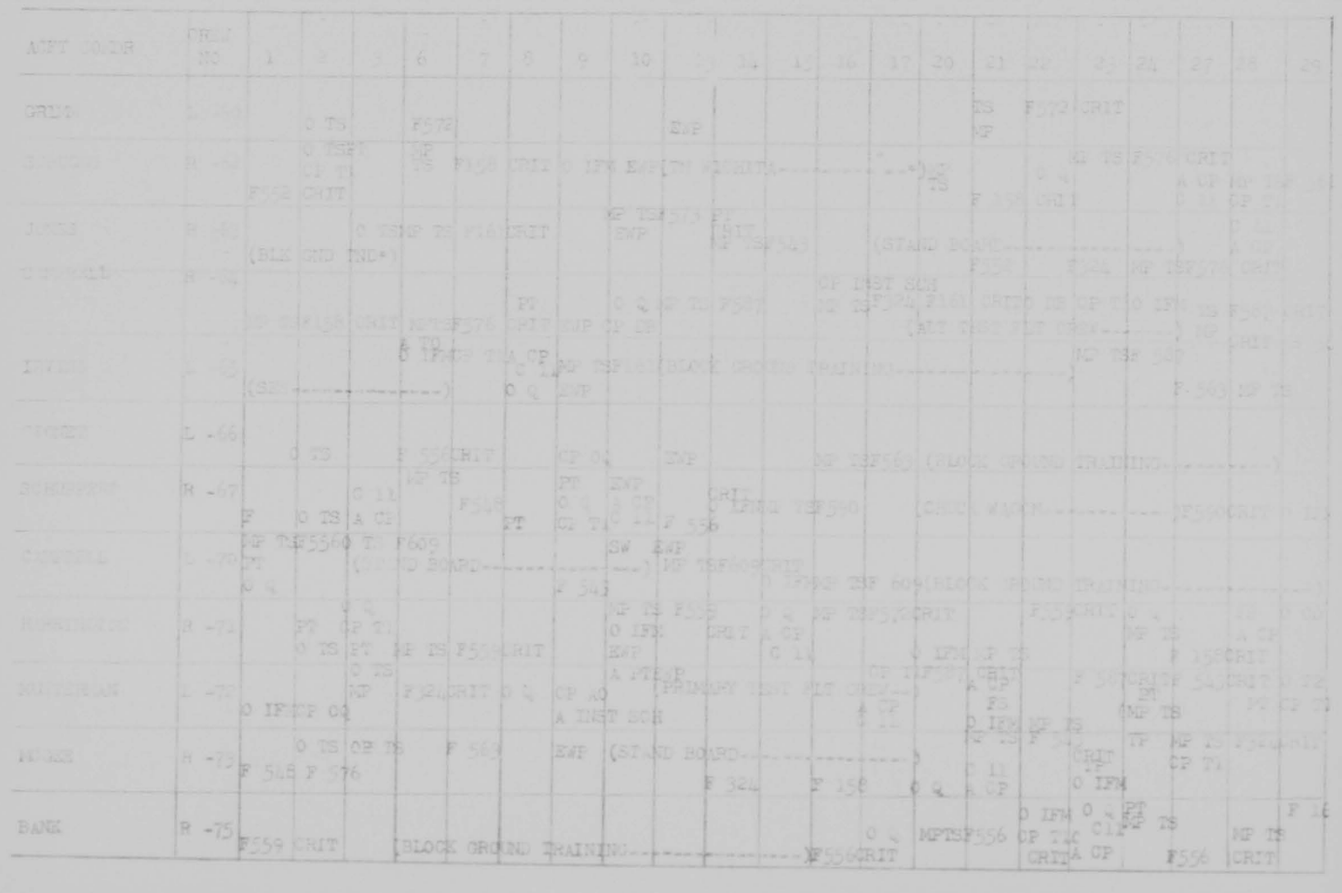
FEBRUARY ATT'C' '1' ANNEX 'B'

FIRING GROUND TRAINING PROJECTION

40 DW OFCOND 261-56 0 Feb 56



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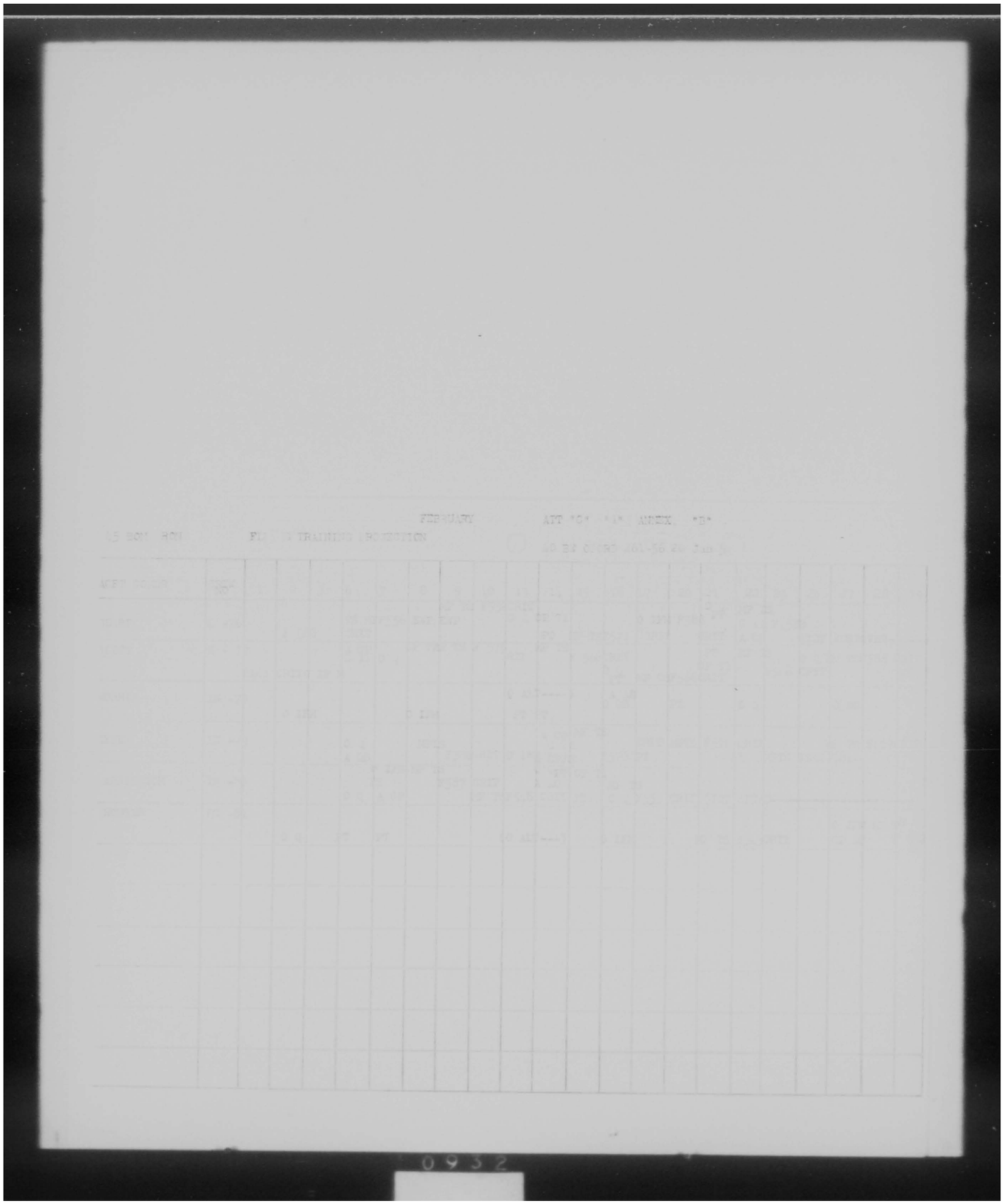

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
[illegible] Air Force Base, Salina, Kansas
[illegible] 1956

ATTACHMENT "D"

TO

APPENDIX "1"

ANNEX "B"

TO

OPERATIONS ORDER

261-56

40AREFS TRAINING PROJECTION - FEBRUARY

HQ 40BOMWG
ATT "D", APP "1", ANNEX "B"
OPORD 261-56
20 Jan 56

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40AREFS

FEBRUARY
FLYING AND GROUND TRAINING PROJECTION

ATT "I" APP "1" TO ANNEX "B"
40BW OPORD 261-56, 20 JAN 56

ACFT COMDR	CREW NO	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29
McLAIN	T-01	F		A O EWP	F	F	Sdwn				F		F	Sdwn	F	Sdwn		F	Sdwn			F
VARNER	T-03			Brief	F	F	F	Sdwn				F	F	Sdwn			F	F	Sdwn			
O'LEAREY	T-08	F		Brief		F	F	Sdwn			F	F	Sdwn									F
LOMKER	T-09			A O EWP	F	F	F	Sdwn			F		F	Sdwn		F	Sdwn		F		F	Sdwn
GILLETTE	T-12			Brief	F	F	F	Sdwn	A O EWP		F		F	Sdwn			F	Sdwn			F	CP P3
WEISEL	T-13			Brief	F		F	Sdwn	A O EWP		F	F	F	Sdwn	F	Sdwn		F			O DO	
FRAZEUR	T-15	F		Brief	F	F	F	Sdwn				F	F	A-O EWP				F		CP P3	F	Sdwn
SKAGGS	T-17	O GS	---------)		F	F	Sdwn				F	F	Sdwn	A AO	A-O EWP		F		F	O OD		
TYNDALL	T-19	F	O GS-----)		F	F	F	Sdwn			F		F	Sdwn	A-O EWP		O OD		CP P3		F	Sdwn
FIRILLO	T-20	O GS----------)			F	F	F	Sdwn			F		F	Sdwn		F	A-O EWP	CP P3		F	Sdwn	
BROWN	T-21			Brief	F		F	Sdwn	A DB	F	F	Sdwn			F		CP P3	F	A-O EWP		F	
KANAR	T-23			Brief	F	F	Sdwn				F		F	Sdwn	F	CP P3		F	Sdwn		O OD	CP DB

Legend: A-Acft Comdr O-Navigator F-Flying AO-Airdrome Officer OD- Officer Day EWP- Emergency War Plan
CP-Co-pilot DB-Debriefing Off DO-Duty Officer P3-Link Trainer SB-Stanboard BT-Block Training
SD-Squadron Duty SA-n Standb-n

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40AREFS

FEBRUARY
FLYING AND GROUND TRAINING PROJECTION

ATT "B", APP "1" ANNEX "B"
40BW OPORD 261-56 20 JAN 56

ACFT COMDR	CREW NO	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29
ADAMS	T-25			Brief	F	F	F	Sdwn			F	F	F	Sdwn	CP P3		F	Sdwn		F	A-0 EWP	
PERRAULT	T-29			Brief	F	F	F	Sdwn			F	F	Sdwn	CP P3	F			F	A-0 EWP	F	Sdwn	
QUIROGA	T-30	F	Sdwn	Brief		F	F	A-0 EWP			F	F	Sdwn		(	SB	F	F	)			F
CALLOWAY	T-31	A-0 EWP P3		Brief		F		F	Sdwn			F	F	Sdwn			F			F	Sdwn	
GODWIN	T-32	AC TDY	0 EWP	Brief	F	F	Sdwn				F	F	Sdwn					CP DB			F	Sdwn
WATSON	T-34	F	F	Brief	F	F	Sdwn	A-0 EWP		CP P3	F	F	F	Sdwn		F		F	CP DB	SB (	)	F
BURDEN	T-36	0 GS	----------	Brief)	F	F	F	Sdwn	A-0 EWP CP P3		F	F	Sdwn				F	Sdwn		F	CP DB	
LANGHORNE	M-42	SB	----------	)	F	F	CP P3				F	F	Sdwn								F	Sdwn
GRANTHAN	M-41	----------		LEAVE									)			F		F			A P3	

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 January 1956

ANNEX "C"

TO

OPERATIONS ORDER

261-56

COMMUNICATIONS

HQ 40BOMWG
ANNEX "C"
OPORD 261-56
20 Jan 56

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ANNEX "C"

TO

OPERATIONS ORDER

261-56

COMMUNICATIONS

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 January 1956

Omitted.

BERTON H. BURNS
Colonel, USAF
Commander

OFFICIAL:

for WILLIAM M. BOWDEN
Colonel, USAF
Wing Operations Officer

APPENDICES: Omitted

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HQ 40BOMWG
ANNEX "C"
OPORD 261-56
20 Jan 56

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 January 1956

ANNEX "D"

TO

OPERATIONS ORDER

261-56

ADMINISTRATION AND LOGISTICS

HQ 40BOMWG
ANNEX "D"
OPORD 261-56
20 Jan 56

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ANNEX "D"

TO

OPERATIONS ORDER

261-56

ADMINISTRATION AND LOGISTICS

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
20 January 1956

1. ADMINISTRATION AND LOGISTICS: Normal.

BERTON H. BURNS
Colonel, USAF
Commander

OFFICIAL:

for WILLIAM M. BOWDEN
Colonel, USAF
Wing Operations Officer

APPENDICES: Omitted

DISTRIBUTION:

(Same as OPORD)

HQ 40BOMWG
ANNEX "D"
OPORD 261-56
20 Jan 56

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MAINTENANCE ORDER (CONT'D)

(2) KC-97

SORTIES	TYPE	TOTAL TIME
93	IFR at 4:00 hours	372:00
11	Nav at 10:00 hours	110:00
5	Standboard at 8:00 hours	40:00
109 SORTIES		522:00 HOURS

d. Normal 10 day cycle flying schedule is in effect February 1st, 6th through 10th, 13th through 17th, 20th through 24th, 27th, 28th and 29th. Standdown on 2nd and 3rd of February.

e. Normal work schedule for maintenance personnel is 0730 hours - 1630 hours Mondays through Fridays with the exception of Saturday February 4th and Sunday February 5th. Post Flight Inspections will be accomplished in accordance with the 10 day cycle flying maintenance schedule as established by Maintenance Control. It is each engineering officers responsibility to see that the 10 day cycle is followed. When necessary to remove and replace aircraft from the cycle, coordination will be made between the squadron and Maintenance Control to phase aircraft into the cycle as smoothly as possible.

f. In the event that specialists are required to work on an aircraft after duty hours a crew chief or representative will be present. Crews and specialists required for early take-offs and late returns (or any maintenance performed after normal duty hours) will be on staggered shifts as much as possible to avoid over-time work.

g. Eight (8) aircraft will participate in SES during the month of February at Davis-Monthan Air Force Base, Tucson, Arizona. It will be each Engineering Officers responsibility to see that all Photo, Bombing and Navigational Equipment be currently calibrated in compliance with applicable directives.

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MAINTENANCE ORDER (CONT'D)

It is also necessary that all delayed maintenance and "K" System discrepancies which might effect the evaluation be cleared before departure. Guns will be harmonized and Compass Swing accomplished at crews discretion, and these functions will be scheduled by Maintenance Control. All bomb loading equipment, hoists, racks, etc., guns and ammunition will be loaded before departure. Crew Chief stands (1 each aircraft), will accompany each aircraft.

h. Weather permitting one (1) aircraft per day will be scheduled for water tabbing to comply with T.O. 1B-47-757. Squadrons will be notified by Maintenance Control at least one (1) day in advance and order the water alcohol. Squadrons will uncowl and tow aircraft to run-up area on Taxi-way 14.

i. Increased emphasis will be placed on the effectiveness of the current Technical Order Compliance program. Each Squadron Engineering Officer will insure that TOC Coordinator exercises close follow-up action to further reduce the present TOC rate.

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ANNEX "A"
To Monthly Maintenance Order
February 1956

MAINTENANCE PLAN AND SCHEDULE

25th Bomb Squadron

1. The 25th Bombardment Squadron will schedule 62 sorties for a total of 406:00 flying hours which will be accomplished as follows:

8 Sorties	Special at 12:00 hours	96:00
7 Sorties	Ferry at 4:00 hours	28:00
47 Sorties	CCTM at 6:00 hours	282:00
62 SORTIES		406:00 HOURS

2. The following aircraft will undergo Periodic Inspections on the dates indicated below:

ACFT	DOCK	POST DOCK	RETURN TO SQDN
605	29 Feb - 6 March	7 Mar - 15 March	16 March
567	29 Feb - 6 March	7 Mar - 15 March	16 March

3. The following aircraft will tentatively be made available for special weapons loading on dates listed below:

ACFT NO.	DATE	REMARKS
573	13 Feb 56	Standboard
557	17 Feb 56	Standboard
550	21 Feb 56	Standboard
554	23 Feb 56	Standboard
595	28 Feb 56	Standboard

4. The following aircraft will be flown to Davis-Monthan AFB, Tucson, Arizona on indicated dates to participate in SES Evaluation:

ACFT NO.	DATE
574	30 Jan 56
565	1 Feb 56
595	2 Feb 56
575	6 Feb 56

5. Weather permitting the following tentative aircraft will have compass swings performed on dates indicated. Aircraft will be reafirmed 1 day prior to scheduled date between Squadron Engineering Maintenance Control and Armament and

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electronics Flight Line supervisor, Coleman and Driver will be furnished by Squadron concerned.

ACFT NO.	DATE	ACFT NO.	DATE
549	2 Feb 56	557	8 Feb 56
326	2 Feb 56	545	14 Feb 56
558	8 Feb 56	573	14 Feb 56

6. The following aircraft will tentatively be scheduled on following dates for weight and balance. Squadrons will be notified 24 hours in advance by Maintenance Control to affirm the aircraft. Squadrons will insure that aircraft is defueled and c'art "A" completed prior to entry into hanger #6.

DATE	ACFT NO.	DATE	ACFT NO.
8 Feb 56	557	13 Feb 56	605
9 Feb 56	565	13 Feb 56	578
10 Feb 56	575	14 Feb 56	567
11 Feb 56	595	14 Feb 56	574
12 Feb 56	573		

7. The following aircraft will be flown to Lockheed Aircraft Corporation, Marietta, Georgia for Phase XI Modification:

ACFT NO.	DATE TO BE IN PLACE	RETURN DATE
578*	3 Feb 56	17 Feb 56

(*) Provided aircraft completes periodic inspection.

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MONTH: February 1956

SQUADRON: 25th BOMB SQDN

CALENDAR DAYS	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29
AIRCRAFT NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
570			XI MOD								F			F			F				F
595		SES					>					F			F			F			
545			XI MOD						>							F			F		
567					F			F						F			F				
559	F			F							F				F			F			F
575				F	<											F			F		
560					F					F			F				F			F	
605	F			F				F			F			F				F			
554				F					F			F			F				F		
565		K											F			F				F	
574		SES									F			F			F				F
326					F			F				F			F			F			
159				F					F				F			F			F		
446		FROM CASTLE AFB																			
549					F																
558		POST DOCK																			
578	POST DOCK		F		XI MOD								>								
SORTIES SCHD	2			5	4			4	2	2	4	3	4	4	4	4	4	4	4	3	4
SORTIES FLOWN																					
TOTAL TIME FLOWN																					

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ANNEX "B"
To Monthly Maintenance Order
January 1956

MAINTENANCE PLAN AND SCHEDULE

44th Bombardment Squadron

1. The 44th Bombardment Squadron will schedule 62 sorties for a total of 408:00 flying hours which will be accomplished as follows:

8 Sorties	Special at 12:00 hours	96:00
48 Sorties	CCTM at 6:00 hours	288:00
6 Sorties	Ferry & PPF at 4:00	24:00
62 SORTIES		408:00 HOURS

2. The following aircraft will undergo Periodic Inspections on indicated dates:

ACFT NO	DOCK	POST DOCK	RETURN TO SQDN
570	8 Feb - 14 Feb	15 Feb - 23 Feb	24 Feb 56
569	15 Feb - 21 Feb	22 Feb - 1 Mar	2 Mar 56
555	22 Feb - 28 Feb	29 Feb - 8 Mar	9 Mar 56
546	22 Feb - 28 Feb	29 Feb - 8 Mar	9 Mar 56

3. The following aircraft will be flown to Lockheed Aircraft Corporation, Marietta, Georgia for Phase XI Modification:

ACFT NO	DATE TO BE IN PLACE	RETURN DATE
555	1 Feb 56	15 Feb 56

4. The following aircraft will tentatively be made available for special weapons loading on the dates listed below:

ACFT NO	DATE	REMARKS
564	14 Feb 56	Standboard
320	20 Feb 56	Standboard
323	24 Feb 56	Standboard

HQ4OBOMWG
MAINT ORD FEB 1956
21 January 1956

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322 29 Feb 56 Standbeard

5. The following aircraft will be flown to Davis-Monthan AFB, Tucson Arizona on indicated dates to participate in SE3 Evaluations

ACFT NO	DATE
582	2 FEB 56
579	1 FEB 56
322	1 Feb 56

6. Weather permitting the following tentative aircraft will have compass swings performed on dates indicated. Aircraft will be reaffirmed 1 day prior to scheduled date between squadron engineering and Maintenance Control and Armament & Electronics and Flight Line Supervisor. Coleman & Driver will be furnished by Tactical Squadron c ernedi

AIRCRAFT NR	DATE	AIRCRAFT NR	DATE
583	10 FEB 56	570	22 FEB 56
546	10 FEB 56	561	22 FEB 56
541	18 FEB 56	581	24 FEB 56

7. The following aircraft will tentatively be scheduled on following dates for weight and balance. Squadrons will be notified 24 hours in advance by maintenance control to affirm the aircraft. Squadrons will insure that aircraft is defueled and chart "A" completed prior to entry into hangar # 6.

DATE	AIRCRAFT NR	DATE	AIRCRAFT NR
8 FEB 56	164	10 FEB 56	582
9 FEB 56	584	11 FEB 56	583
		12 FEB 56	584

HQ 40BCMWG
MAINT ORD FEB 1956
21 January 1956

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MONTH: FEBRUARY 1956 SQUADRON: 44th BOMB SQDN

CALENDAR DAYS	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29
AIRCRAFT NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
579	F							SES										F			F
583	XI	MOD							F			F			F				F		
323					F								F			F				F	
582		F	SES														F				F
564					F			F				F			F			F			
322	F		SES																F		
541					F					F				F			F			F	
569	F				F			F			F			F				F			F
320					F				F			F				F			F		
584					F					F			F				F			F	
561	F			F				F			F			F				F			F
546					F				F			F			F		DOCK				
581				F						F			F							F	
555	F	←	XI	MOD	→												DOCK				
520				P	P	←		DOCK					HOST	DOCK							
154		DRAG	ANGLE									DOCK						HOST	DOCK		
SORTIES SCHD																					
SORTIES FLOWN																					
TOTAL TIME FLOWN																					

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ANNEX "C"
To Monthly Maintenance Order
January 1956

MAINTENANCE PLAN AND SCHEDULE

45th Bomb Squadron

1. The 45th Bombardment Squadron will schedule 69 sorties for a total of 456:00 flying hours which will be accomplished as follows:

10 Sorties	Special at 12:00 hours	120:00
50 Sorties	CCTM at 6:00 hours	300:00
9 Sorties	FFF & Ferry Flight at 4:00 hours	36:00

2. The following aircraft will undergo Periodic Inspections on indicated dates:

ACFT NO.	DOCK	POST DOCK	RETURN TO SQDN
543	24 Jan - 30 Jan	1 Feb - 23 Feb	12 Feb
569	8 Feb - 14 Feb	15 Feb - 23 Feb	24 Feb
548	15 Feb - 21 Feb	22 Feb - 1 Feb	2 Mar

3. The following aircraft will be flown to Lockheed Aircraft Corporation, Marietta, Georgia, for Phase XI Modification:

ACFT NO.	DATE TO BE IN PLACE	RETURN DATE
588	2 Feb 56	16 Feb 56

4. The following aircraft will tentatively be made available for special weapons loadings on the dates listed below:

ACFT NO.	DATE	REMARKS
158	3 Feb 56	Standboard
563	15 Feb 56	Standboard
587	16 Feb 56	Standboard
161	22 Feb 56	Standboard
588	27 Feb 56	Standboard

5. The following aircraft will be flown to Davis-Monthan AFB, Tucson, Arizona, on dates indicated to participate in SES Evaluation:

ACFT NO.	DATE
563	30 Jan 56

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6. Weather permitting the following tentative aircraft will have compass swings performed on dates indicated. Aircraft will be reaffirmed 1 day prior to schedu ed date between squadron engineering and Maintenance Control and Armament & Electronics and Flight Line Supervisor. Coleman & Driver will be furnished by Tactical Squadron concerned:

ACFT	DATE	ACFT	DATE
543	4	158	24
590	16	588	28
609	16	576	28
559	20		
556	20		

7. The following aircraft will tentatively be scheduled on following dates for weight and balance. Squadrons will be notified 24 hours in advance by Maintenance Control to affirm the aircraft. Squadrons will insure that aircraft is defueled and Chart "A" is completed prior to entry into hanger #6.

DATE	ACFT NO.	DATE	ACFT NO.
8 Feb 56	571	12 Feb 56	588
9 Feb 56	563	13 Feb 56	609
10 Feb 56	572	14 Feb 56	590
11 Feb 56	587		

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MONTH: FEBRUARY 1956 SQUADRON: 45th BOMB SQDN

CALENDAR DAYS	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29
AIRCRAFT NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
556					F				F			F			F				F		
572			F										F			F				F	
566			XI MOD								F			F			F				F
576					F			F				F			F			F			
563	SES								F				F			F			F		
587				P	P		F			F				F			F			F	
552	F			F				F			F				F			F			F
577	XI MOD								F			F				F			F		
324				Sp	Sp		F			F			F				F			F	
161	F				F			F			F			F				F			F
158					F				F			F			F				F		
609				F						F			F			F					
588			XI MOD											F			F				F
590			XI MOD						>												
548	F				F						<	DOCK		>		POST DOCK					
559	F				F	← DOCK				>		POST DOCK									
543			POST DOCK																		
Sorties SCHD																					
Sorties Flown																					
Total Time Flown																					

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ANNEX "D"
To Monthly Maintenance Order
January 1956

MAINTENANCE PLAN AND SCHEDULE

Air Refueling Squadron

1. The 40th Air Refueling Squadron will fly 109 sorties for a total of 522 00 flying hours and will be accomplished as follows:

93 Sorties	IFR at 4:00 hours	372:00
11 Sorties	NAV at 10:00 hours	110:00
5 Sorties	Standboard at 6:00 hours	40:00
109 SORTIES		522:00 HOURS

2. The following aircraft will undergo Periodic Inspections on the dates listed below:

ACFT NO.	DOCK	POST DOCK	RETURN TO SQDN
162	8 Feb - 14 Feb	15 Feb - 23 Feb	24 Feb
157	15 Feb - 21 Feb	22 Feb - 1 Mar	2 Mar
160	22 Feb - 28 Feb	29 Feb - 8 Mar	9 Mar
327	29 Feb - 6 Mar	7 Mar - 15 Mar	16 Mar

3. Upon arrival of depot assistance teams from OCAMA and extensive TOC program will be initiated to comply with T.O. 3HA1-1-502 on KC-97 aircraft affected. Aircraft will be scheduled on a one (1) for one (1) basis by the Maintenance Control Section, with coordination between squadron engineering and Field Maintenance.

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MONTH: FEBRUARY 1956 SQUADRON: 40th ARS

CALENDAR DAYS	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29
AIRCRAFT NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1				F	F					F		F				F				F	
2				F	F					F		F		F			F				
3					F					F		F									
4					F					F	P					F			F		
161				F	F					F	F			F			F			F	
320	F				F					P	F				F						
155				F	F						F	F				F		F	F		
357				F	F						F	F					F				
319	MAG	OFF	HR	F	F					F	F			F							
148				F	F					F					F						
156					F					F						F					
249	F				F					F		F		F			F				
320					F					Sp	F				F			F			
158				Sp	F					F	F					F			F		
159				F	F					F		F		F			F			F	
354	F				F						F	Sp	F	TDY 20 Oct							
157	F				F						F	DOCK					PE	DOCK			
326					F					P	P										
321	POST				F						F	Sp									
160					F						F										
162				F	F	DOCK															
322											F	Sp									
orties Flown																					
Sorties Flown																					
Total Time Flown																					

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ANNEX "E"
TO MONTHLY MAINTENANCE ORDER
February 1956

MAINTENANCE PLAN AND SCHEDULE

40TH Periodic Maintenance Squadron

1. The 40th Periodic Maintenance Squadron will provide, personnel, tools, and equipment to process the following aircraft through Periodic Inspections on dates listed below:

ACFT NR	SQDN	DOCK NR	IN	OUT	POST DOCK	RET SQDN
543	45	C	24 Jan 56	30 Jan 56	1 Feb - 9 Feb 56	12 Feb 56
558	25	B	25 Jan 56	31 Jan 56	1 Feb - 9 Feb 56	10 Feb 56
559	45	C	8 Feb 56	14 Feb 56	15 Feb - 23 Feb 56	24 Feb 56
570	44	B	8 Feb 56	14 Feb 56	15 Feb - 23 Feb 56	24 Feb 56
548	45	C	15 Feb 56	21 Feb 56	22 Feb - 1 Mar 56	2 Mar 56
[illegible]	44	B	15 Feb 56	21 Feb 56	22 Feb - 1 Mar 56	2 Mar 56
555	44	C	22 Feb 56	28 Feb 56	29 Feb - 8 Mar 56	9 Mar 56
546	44	B	22 Feb 56	28 Feb 56	29 Feb - 8 Mar 56	9 Mar 56
605	25	C	29 Feb 56	6 Mar 56	7 Mar - 15 Mar 56	16 Mar 56
567	25	B	29 Feb 56	6 Mar 56	7 Mar - 15 Mar 56	16 Mar 56
162	40	A	8 Feb 56	14 Feb 56	15 Feb - 23 Feb 56	24 Feb 56
197	40	A	15 Feb 56	21 Feb 56	22 Feb - 1 Mar 56	2 Mar 56
160	40	A	22 Feb 56	28 Feb 56	29 Feb - 8 Mar 56	9 Mar 56
327	40	A	29 Feb 56	6 Mar 56	7 Mar - 15 Mar 56	16 Mar 56

HQ 40BOMWG
MAINT ORD FEB 1956
21 January 1956

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ANNEX "F"
To Monthly Maintenance Order
January 1956

MAINTENANCE PLAN AND SCHEDULE

1. 40th Field Maintenance Squadron:

Will provide manning, tools and equipment to support the normal B-47 and KC-97 flying schedule in addition to 64 B-47 Post Flight Inspections. The aircraft weighting schedule will be continued as listed in Annex's A, B and C of this Maintenance Order. Maintenance Control will notify all squadrons of any additional input schedule.

2. 40th Armament & Electronics Squadron:

Will provide necessary manning, tools and equipment to accomplish 193 Pre-Flight Inspections and 64 Post Flight Inspections and support the normal flying schedule of the 40th Bombardment Wing B-47 and KC-97 aircraft.

Maintenance Personnel duty hours are as outlined in paragraph e and f, General Remarks Section, of this Maintenance Order.

OFFICIAL:

for WILLIAM M. BOWDEN
Colonel, USAF
Director of Operations

BERTON H. BURNS
Colonel, USAF
Commander

HQ40BOMWG
MAINT ORD JAN 1956
21 January 1955

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JET CREW AIR TRAINING REPORT - PART I

UNIT: 40th Bombardment Wing, Medium | MONTH: February 1956 | PAGE NO.: 2 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

A. GENERAL				B. BOMBING																	C. NAVIGATION										
1	2	3	4	5											6			7	8	9	10						11				
				VISUAL RELEASES											PHOTO-SCORED ATTACKS						NIGHT CELESTIAL						OTHER LEGS				
															RADAR		VISUAL				CIRCULAR ERRORS						GRID				
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI		1ST A RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (M.S.L.)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	CEL.	RADAR	PRESSURE PATTERN
5-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
L-60	B0047	03	23	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	21	-	-	-	-	02	01	01	-	02
L-61	B0047	05	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08	23	-	-	-	02	03	01	-	-
L-62	B0047	08	56	-	-	-	-	-	-	-	-	-	-	-	03	-	03	6	-	-	15	-	-	-	-	2	03	02	-	-
L-66	B0047	06	36	-	-	-	-	-	-	-	-	-	-	-	04	-	-	-	-	-	28	-	-	-	-	01	02	02	02	-
L-76	B0047	NEGATIVE, REPLACED L-66 EFFECTIVE 20 FEBRUARY 1956.																												
AND/BOARD TOTAL		19	132	-	-	-	-	-	-	-	-	-	-	-	07	-	03	-	-	-	-	-	-	-	-	06	06	05	03	-
L-66	B0047	NEGATIVE, REPLACED AS SQUADRON STANDARDIZATION CREW EFFECTIVE 20 FEBRUARY 1956.																												
L-76	B0047	07	52	-	-	-	-	-	-	-	-	-	-	-	06	-	02	-	-	-	-	-	-	-	-	-	02	01	-	-
L-01	B0047	08	45	-	-	-	-	-	-	-	-	-	-	-	02	-	-	03	-	-	-	-	-	-	-	-	-	03	01	-
L-03	B0047	23	86	-	-	-	-	-	-	-	-	-	-	-	03	-	02	01	-	-	06	22	20	22	25	05	02	04	02	02
L-03	B0047	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	-	-	-	-	01	-	-	-	-
L-06	B0047	12	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-	-	03	01	-
L-10	B0047	08	54	-	-	-	-	-	-	-	-	-	-	-	06	-	-	01	-	-	12	25	-	-	-	02	02	02	01	01
L-12	B0047	10	68	00350	00455	-	-	-	-	-	-	-	-	02	03	-	01	01	-	-	22	32	-	-	-	02	05	02	01	02
L-14	B0047	08	51	-	-	-	-	-	-	-	-	-	-	-	04	-	-	-	-	-	04	07	23	14	17	05	01	02	03	02

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JET CREW AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	February 1956	2	5	3-SAC-T12

A. GENERAL				B. BOMBING														C. NAVIGATION													
1	2	3	4	5											6			7	8	9	10						11				
				VISUAL RELEASES											PHOTO-SCORED ATTACKS						NIGHT CELESTIAL						OTHER LEGS				
															RADAR						CIRCULAR ERRORS										
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (MK-18)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID CEL.	GRID RADAR	PRESSURE PATTERN
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
A-10	B0047	20	59	00250	-	-	-	-	-	-	-	-	-	01	04	-	02	01	-	-	13	20	21	-	-	03	03	03	03	02
A-20	B0047	26	77	-	-	-	-	-	-	-	-	-	-	-	03	-	-	02	-	-	16	16	23	-	-	03	02	04	-	-
A-30	B0047	08	25	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-
A-40	B0047	08	26	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	17	-	-	-	-	02	01	02	02	-
A-50	B0047	09	49	00250	00300	-	-	-	-	-	-	-	-	03	12	-	06	-	-	-	09	10	24	-	-	03	02	01	01	-
A-60	B0047	12	86	-	-	-	-	-	-	-	-	-	-	-	03	-	00	02	-	-	02	08	20	-	-	03	02	02	02	02
A-70	B0047	22	70	01305	01305	-	-	-	-	-	-	-	-	02	02	-	02	03	-	-	22	30	-	-	-	02	03	02	03	-
A-80	B0047	04	32	00175	00225	-	-	-	-	-	-	-	-	02	-	-	-	02	-	-	11	-	-	-	-	02	02	-	01	-
A-90	B0047	12	66	-	-	-	-	-	-	-	-	-	-	-	06	-	-	02	-	-	20	22	-	-	-	02	01	02	-	02
SELECT TOTAL & AVG		358	906	-	-	-	-	-	-	-	-	-	-	09	44	-	24	13	-	-	-	-	-	-	-	33	24	32	23	10
B-12	B0047	02	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	03	-	-
B-14	B0047	01	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B-11	B0047	08	54	00450	00850	-	-	-	-	-	-	-	-	02	04	-	-	02	-	-	15	22	43	57	-	04	02	01	02	01
B-13	B0047	09	60	00310	00330	-	-	-	-	-	-	-	-	02	05	-	04	-	-	-	15	18	21	58	-	04	03	02	-	02
B-15	B0047	12	74	00540	00650	-	-	-	-	-	-	-	-	02	04	-	04	02	-	-	09	40	-	-	-	02	04	01	01	-
B-16	B0047	08	46	-	-	-	-	-	-	-	-	-	-	-	06	-	-	02	-	-	02	07	08	-	-	03	02	-	01	01

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JET CREW AIR TRAINING REPORT - PART I

UNIT: 40th Bombardment Wing, Medium | MONTH: February 1956 | PAGE NO.: 3 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 2-SAC-T12

A. GENERAL				B. BOMBING																		C. NAVIGATION										
1	2	3	4	5											6			7	8	9	10					11						
				VISUAL RELEASES											PHOTO-SCORED ATTACKS						NIGHT CELESTIAL						OTHER LEGS					
															RADAR		VISUAL				CIRCULAR ERRORS											
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI		ISOLA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (M-19)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID CEL.	GRID RADAR	PRESSURE PATTERN			
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	35-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67			
B-63	B0047	08	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-			
B-65	B0047	06	40	00775	00785	01260	-	-	-	-	-	-	-	03	06	-	05	-	-	-	-	-	-	-	-	02	02	02	-	01			
B-68	B0047	10	69	00170	00120	-	-	-	-	-	-	-	-	02	09	-	11	01	-	-	02	20	-	-	-	02	04	02	02	01			
B-60	B0047	08	52	00570	-	-	-	-	-	-	-	-	-	02	06	-	08	-	-	-	08	09	-	-	-	02	02	02	02	02			
B-69	B0047	08	58	-	-	-	-	-	-	-	-	-	-	02	06	-	08	-	-	-	08	09	-	-	-	02	02	02	03	02			
B-62	B0047	07	36	00125	00690	-	-	-	-	-	-	-	-	02	06	-	-	-	-	-	25	-	-	-	-	02	04	02	02	-			
B-67	B0047	13	68	01000	01300	-	-	-	-	-	-	-	-	02	06	-	06	-	-	-	-	-	-	-	-	-	02	02	-	-			
B-64	B0047	09	43	00380	-	-	-	-	-	-	-	-	-	02	05	-	06	01	-	-	04	05	08	10	-	04	02	02	-	02			
B-74	B0047	08	56	-	-	-	-	-	-	-	-	-	-	01	05	-	02	-	-	-	25	-	-	-	-	02	04	02	02	-			
B-72	B0047	08	40	00350	00200	-	-	-	-	-	-	-	-	02	06	-	05	-	-	-	09	17	22	42	-	04	04	02	02	02			
B-73	B0047	07	48	-	-	-	-	-	-	-	-	-	-	02	02	-	-	01	-	-	08	15	-	-	-	02	02	02	02	02			
B-75	B0047	15	90	00620	01400	-	-	-	-	-	-	-	-	02	14	-	08	-	-	-	13	27	27	-	-	03	02	-	01	01			
COMBAT TOTAL	READY	145	887	-	-	-	-	-	-	-	-	-	-	22	76	-	42	06	-	-	-	-	-	-	-	37	40	20	16	15			
N-77	B0047	05	21	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	16	-	-	-	-	01	-	-	01	01			
N-81	B0047	02	15	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	01	-	02	-			
N-19	B0047	05	30	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	08	-	-	-	-	01	01	-	01	-			

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JET CREW AIR TRAINING REPORT - PART I

UNIT: 43Rd Bombardment Wing, Medium | MONTH: February 195[illegible] | PAGE NO.: 4 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: [illegible]

A. GENERAL				B. BOMBING																	C. NAVIGATION										
1	2	3	4	5											6		7	8	9		10						11				
				VISUAL RELEASES											PHOTO-SCORED ATTACKS						NIGHT CELESTIAL						OTHER LEGS				
															RADAR						CIRCULAR ERRORS										
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	VISUAL	IBDA RUNS	HIGH LEVEL (RELEASE)	BOMB RELEASE (M-17)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID CEL.	GRID RADAR	PRESSURE PATTERN
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	14-15	16-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
M-25	B0047	05	24	00030	00020	-	-	-	-	-	-	-	-	50	02	-	-	-	-	-	46	29	22	-	-	03	02	-	01	01
M-1	B0047	09	48	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	24	-	-	-	-	01	01	1	1	1
NON-CREW EARLY TOTAL		26	148	-	-	-	-	-	-	-	-	-	-	100	06	-	-	-	-	-	-	-	-	-	-	05	04	02	03	02
WING TOTAL		791	2096	-	-	-	-	-	-	-	-	-	-	30	134	0	58	18	-	-	-	-	-	-	-	52	78	60	48	29
5X	B0047	83	487	00495	00550	00630	00870	01030	01150	01180	-	-	-	37	28	-	02	-	-	-	01	06	03	09	22	05	15	03	06	02
5X	B0047	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	-	-	-	-	02	-	-	-	-
IN-19	B0047	CREW UPGRADED TO M-19, 1 FEBRUARY 1956. -																												
IN-21	B0047	CREW UPGRADED TO M-21, 1 FEBRUARY 1956. -																												
IN-24	B0047	CREW UPGRADED TO M-24, 1 FEBRUARY 1956. -																												
IN-20	B0047	AC 95% 23 HRS; P X 23 HRS; O 95% 16 HRS.																												
IN-23	B0047	AC 80% 37 HRS; P 80% 27 HRS; O X 29 HRS.																												
IN-12	B0047	AC X 25 HRS; P X 6 HRS; O 50% 15 HRS. -																												
IN-26	B0047	AC 95% 30 HRS; P 95% 19 HRS; O 70% 19 HRS.																												
IN-27	B0047	AC 99% 52 HRS; P X 40 HRS; O X 37 HRS. -																												

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JET CREW AIR TRAINING REPORT - PART I	UNIT: 40th Bombardment Wing, Medium	MONTH: February 1956	PAGE NO.: 5	NO. OF PAGES: 5	REPORTS CONTROL SYMBOL: 3-SAC-D12

A. GENERAL				B. BOMBING																C. NAVIGATION									
1	2	3	4	5										6			7	8	9	10					11				
				VISUAL RELEASES										PHOTO-SCORED ATTACKS						NIGHT CELESTIAL					OTHER LEGS				
														RADAR						CIRCULAR ERRORS									
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (MPI)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID CEL.	GRID RADAR	PRESSURE PATTERN
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	14-15	16-17	18-19	20-21	22-23	24-25	26-27	28-29	30-31	32-33	34-35	36-37	38-39	40-41	42-43	44-45
[illegible]	3004Y	A5	100%	10 HRS; P RR; 0 34% 33 HRS.																											
[illegible]	3004Y	A5	75%	HRS; P 20% 0 HRS; 0 RR.																											
[illegible]	3004Y	A5	99%	25 HRS; P 30% 0 HRS; 0 67% 6 HRS.																											
COMBAT READY PRACTICE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON-COMBAT READY PRACTICE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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JET CREW AIR TRAINING REPORT - PART II

UNIT: 40th Bombardment Wing, Medium

MONTH: February 19XX

PAGE NO.: 1

NO. OF PAGES: 4

REPORTS CONTROL SYMBOL: 1-SAC-M12

D. GENERAL	E. REFUELING																F. GUNNERY									G. CRUISE CONTROL								H. SIM CRSE
12	13				14												15			16				17	18	19				20				21
CREW NUMBER	RENDEZVOUS				REFUELINGS												MAXIMUM LOAD			MAXIMUM LOAD TOTALS				NO. OF FIGHTER ATTACKS	GUNNERY	PERFORMANCE INDEX				MISSIONS				SIMULATOR COURSE
	TOTAL		IN DARKNESS		TOTAL		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS	TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT					1	2	3	4	TOTAL NUMBER	UNSUPER LONG RANGE	SUPER LONG RANGE	NONLONG RANGE SUPER.	
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED													
6-10	12-13	13-15	16-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	69-69	71
1-10	02	1	02	02	03	03	-	-	04	03	04	03	02	03	-	-	-	-	-	03	-	-	-	-	-	03	-	-	-	01	-	-	-	1
1-15	-	-	-	-	02	03	-	-	03	03	03	04	02	03	-	-	1	-	-	01	000700	000700	100	-	00	02	1	-	-	01	01	-	-	1
1-17	-	-	-	-	02	03	-	-	01	01	01	01	03	03	-	-	1	-	-	01	000700	000700	100	-	00	02	1	-	-	01	01	-	-	1
1-18	-	-	-	-	00	00	-	-	00	00	00	00	00	00	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	01	01	-	-	1
1-19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
STDB TOTAL	-	-	-	-	05	09	-	-	05	05	05	05	05	05	-	-	-	-	-	04	001400	001400	100	-	01	-	-	-	-	03	03	-	-	-
1-20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
1-25	04	04	01	01	02	03	-	-	03	03	03	03	03	03	-	-	1	-	-	01	000700	000700	100	01	01	03	1	-	-	02	02	1	-	1
1-30	01	02	01	01	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	01	000700	000700	100	-	-	03	1	-	-	01	01	-	-	-
1-35	-	-	-	-	02	03	-	-	03	03	03	04	02	03	-	-	1	-	-	02	001400	001400	100	-	-	03	1	-	-	02	02	1	-	1
1-40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	03	-	-	-	02	02	1	-	1
1-45	02	02	-	-	02	02	-	-	02	02	02	02	02	02	-	-	-	-	-	-	-	-	-	01	-	03	-	-	-	02	02	1	-	1
1-50	03	03	03	03	03	03	-	-	02	03	03	03	03	03	-	-	1	-	-	01	000700	000700	100	01	-	03	1	-	-	02	02	1	-	1
1-55	02	02	02	02	02	01	-	-	02	02	02	02	02	02	-	-	1	-	-	02	001400	001400	100	01	-	03	1	-	-	03	03	1	-	1
1-60	02	02	02	02	02	02	-	-	02	02	02	02	03	03	-	-	1	-	-	02	001400	001400	100	01	-	03	1	-	-	03	03	1	-	1

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JET CREW AIR TRAINING REPORT - PART II | UNIT: 40th Bombardment Wing, Medium | MONTH: February 1956 | PAGE NO.: 2 | NO. OF PAGES: 4 | REPORTS CONTROL SYMBOL: 3-SAC-T12

CREW NUMBER	D. GENERAL 12	E. REFUELING 13 RENDEZVOUS TOTAL ATT.	TOTAL SUCC.	IN DARKNESS ATT.	IN DARKNESS SUCC.	14 REFUELINGS TOTAL ATT.	TOTAL SUCC.	Restr Refg IN RADIO SILENCE ATT.	IN RADIO SILENCE SUCC.	IN DARKNESS ATT.	IN DARKNESS SUCC.	INTERNAL GROSS WEIGHT ATT.	INTERNAL GROSS WEIGHT SUCC.	MAXIMUM GROSS WEIGHT ATT.	MAXIMUM GROSS WEIGHT SUCC.	F. GUNNERY 15 MAXIMUM LOAD PER CENT FIRE-OUT 1	2	3	16 MAXIMUM LOAD TOTALS TOTAL NO. OF MISSIONS	TOTAL ROUNDS LOADED	TOTAL ROUNDS FIRED	OVER-ALL PER CENT FIRE-OUT	17 NO. OF FIGHTER ATTACKS	18 GO GUNNERY	G. CRUISE CONTROL 19 PERFORMANCE INDEX 1	2	3	4	20 MISSIONS TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	H. SIM CRSE 21 SIMULATOR COURSE
6-10		12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
L-36		02	01	01	01	02	02	-	-	01	01	01	01	02	02	-	-	50	-	-	01	000700	000350	50	01	-	100	-	-	-	01	01	-	-	-
L-39		-	-	-	-	01	01	-	-	01	01	-	-	01	01	-	-	100	-	-	01	000700	000700	100	-	-	100	100	-	-	02	02	-	-	-
L-65		-	-	-	-	02	02	-	-	01	01	01	01	02	02	-	-	-	-	-	-	-	-	-	01	-	100	100	100	-	03	03	-	-	X
L-65		01	01	01	01	01	01	-	-	01	01	01	01	01	01	-	-	100	-	-	01	000700	000700	100	02	-	100	-	-	-	01	01	-	-	-
L-70		03	03	02	02	03	03	-	-	03	03	02	02	03	03	-	-	50	100	-	02	001400	001050	75	01	-	098	099	-	-	02	02	-	-	X
L-72		02	02	01	01	02	02	-	-	02	02	01	01	02	02	-	-	65	-	-	01	000700	000453	65	-	-	100	100	-	-	02	02	-	-	-
L-71		-	-	-	-	02	02	-	-	02	02	01	01	02	02	-	-	54	59	-	02	001400	000795	57	-	-	098	100	100	-	03	03	-	-	-
L-44		02	02	02	02	01	01	-	-	01	01	01	01	01	01	-	-	100	-	-	01	000700	000700	100	-	-	100	-	-	-	01	01	-	-	-
S & L TOTAL		19	19	15	15	27	27	-	-	23	23	18	18	27	27	-	-	-	-	-	17	011900	009127	77	12	01	-	-	-	-	34	34	-	-	-
R-41		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	100	-	-	-	01	01	-	-	-
R-44		-	-	-	-	01	01	-	-	01	01	01	01	01	01	01	01	100	-	-	01	000700	000700	100	-	-	-	-	-	-	-	-	-	-	-
R-11		04	04	02	02	03	03	-	-	03	03	02	02	03	03	-	-	50	100	-	02	001400	001050	75	03	-	100	100	100	100	04	04	-	-	-
R-13		02	02	01	01	03	03	-	-	02	02	02	02	03	03	-	-	100	-	-	01	000700	000700	100	07	-	100	100	100	-	03	03	-	-	-
R-15		01	01	01	01	02	02	-	-	02	02	01	01	02	02	-	-	100	-	-	01	000700	000700	100	04	-	100	100	100	-	03	03	-	-	-
R-16		03	03	03	03	02	02	-	-	02	02	02	02	02	02	-	-	23	100	-	02	001400	000860	61	01	-	100	100	-	-	02	02	-	-	-
R-31		01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	57	-	-	01	000700	000400	57	-	-	100	-	-	-	01	01	-	-	X

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D. GENERAL	E. REFUELING																F. GUNNERY								G. CRUISE CONTROL								H. SIM CRSE
12	13				14												15			16			17	18	19				20				21
IDENTIFIER	RENDEZVOUS				REFUELINGS												MAXIMUM LOAD			MAXIMUM LOAD TOTALS					PERFORMANCE INDEX				MISSIONS				SIMULATOR COURSE
	TOTAL		IN DARKNESS		TOTAL		Restr Rflg		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS	TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT	NO. OF FIGHTER ATTACKS	GG GUNNERY				TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED				1	2	3	4					
5-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	45-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
B-35	01	01	01	01	02	02	-	-	02	02	02	02	02	02	-	-	100	-	-	01	000700	000700	100	∞	-	098	100	-	∞	02	02	-	-	X
B-38	03	03	01	01	02	02	-	-	02	02	01	01	02	02	-	-	100	100	-	02	001400	001400	100	-	-	100	100	100	-	03	03	-	-	X
B-43	-	-	-	-	02	02	-	-	02	02	01	01	02	02	-	-	88	100	-	02	001400	001317	94	-	-	100	100	100	100	04	04	-	-	X
B-45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	-	01	01	-	-	-
B-48	02	02	01	01	02	02	-	-	02	02	01	01	02	02	-	-	72	-	-	01	000700	000502	72	-	-	100	100	100	100	04	04	-	-	-
B-62	02	02	-	-	02	02	-	-	02	02	01	01	02	02	-	-	100	-	-	01	000700	000700	100	02	-	-	-	-	-	-	-	-	-	X
B-63	03	03	03	03	04	04	-	-	03	03	03	03	04	04	-	-	100	100	-	02	001400	001400	100	02	-	098	098	100	100	04	04	-	-	-
B-64	-	-	-	-	02	02	-	-	01	01	01	01	02	02	-	-	-	-	-	-	-	-	-	-	-	100	-	-	-	01	01	-	-	-
B-67	03	03	03	03	03	03	-	-	02	02	02	02	03	03	-	-	100	-	-	01	000700	000700	100	02	-	100	100	100	-	03	03	-	-	X
B-71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	100	-	02	001400	001110	79	-	-	100	100	-	-	02	02	-	-	-
B-73	02	02	01	01	02	02	-	-	02	02	01	01	02	02	-	-	100	-	-	01	000700	000700	100	08	-	099	099	100	-	03	03	-	-	X
B-75	03	03	02	02	02	02	-	-	02	02	01	01	02	02	-	-	50	79	-	02	001400	000896	64	02	-	100	100	100	100	04	04	-	-	X
CR PRACT	30	30	20	20	34	34	-	-	30	30	22	22	34	34	01	01	-	-	-	23	016100	013835	86	33	-	-	-	-	-	45	45	-	-	-
N-77	01	01	-	-	01	01	-	-	-	-	01	01	01	01	-	-	100	-	-	01	000700	000700	100	-	-	100	100	-	-	02	02	-	-	X
N-31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X
N-39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	100	-	02	001400	001180	84	-	-	100	100	-	-	02	02	-	-	X

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JET CREW AIR TRAINING REPORT - PART II

UNIT: 40th Bombardment Wing, Medium | MONTH: February 1956 | PAGE NO. 4 | NO. OF PAGES 4 | REPORTS CONTROL SYMBOL: 3-SAC-T12

A. GENERAL	E. REFUELING																F. GUNNERY									G. CRUISE CONTROL								H. SIM CRSE
12	13 RENDEZVOUS				14 REFUELINGS												15 MAXIMUM LOAD			16 MAXIMUM LOAD TOTALS				17	18	19 PERFORMANCE INDEX				20 MISSIONS				21
NUMBER	TOTAL		IN DARKNESS		TOTAL		Restr Rfg IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT	MAXIMUM GROSS WEIGHT					PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS	TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT	NO. OF FIGHTER ATTACKS	GG GUNNERY								SIMULATOR COURSE
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED				1	2	3	4	TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NONLONG RANGE SUPER.	
6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
M-21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	100	-	02	001400	001400	100	-	-	100	-	-	-	01	01	-	-	-
M-24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	01	000700	000700	100	-	-	100	-	-	-	01	01	-	-	-
NGR TOTAL	01	01	-	-	01	01	-	-	-	-	01	01	01	01	-	-	-	-	-	06	004200	003980	95	-	-	-	-	-	-	06	06	-	-	-
WING TOTAL	51	51	36	36	70	70	-	-	60	60	46	46	70	70	02	01	-	-	-	47	032900	027652	84	45	02	-	-	-	-	90	90	-	-	-
5X	10	10	02	02	08	08	-	-	03	03	03	03	08	08	-	-	04	50	55	03	002100	000766	36	10	02	099	100	100	100	04	04	-	-	X
5X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	79	100	03	002100	001701	81	-	-	100	100	100	100	04	04	-	-	-
5X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	100	100	03	002100	002100	100	-	-	100	100	-	-	02	02	-	-	-
GR PRACT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NGR PRACT	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-

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JET CREW AIR TRAINING REPORT - PART III	UNIT: 40th Bombardment Wing, Medium	MONTH: February 1956	PAGE NR: 1	NR OF PAGES: 4	REPORTS CONTROL SYMBOL: 3-SAC-T12

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY						M. LOW ALTITUDE NIGHT PHOTOGRAPHY					N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY						
22	23		24		25		26			27		28			29			30		31		32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RBS RUNS			ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS		NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRESSURIZED FLYING	ASSISTED TAKE-OFFS	GLOBE TROTTER MISSIONS	MONTH COMPLETED LAST STANDARDIZATION FLIGHT CHECK
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.		ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.								
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58		11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
L-60																							-	003	001	-	-	-	OCT
L-04																							-	-	001	-	-	-	NOV
L-37																							-	004	001	-	-	-	AUG
L-66																							-	001	001	-	-	-	JAN
L-76																							-	-	-	-	-	-	OCT
STDED TOTAL																							-	005	003	-	-	-	-
L-66																							-	-	-	-	-	-	JAN
L-76																							-	003	001	004	-	-	OCT
S-01																							-	001	-	001	-	-	AUG
L-03																							0002	002	001	003	-	-	DEC
L-06																							-	001	-	001	-	-	MAR
L-10																							0001	-	-	-	-	-	FEB
L-12																							-	001	001	002	-	-	OCT
L-14																							-	006	-	006	-	-	AUG
L-30																							-	001	001	005	-	-	SEP

NOT AFFILIATED

NOT AFFILIATED

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JET CREW AIR TRAINING REPORT - PART III

UNIT: 40th Bombardment Wing, Medium | MONTH: February 1956 | 2 | 4 | 3-SAC-T12

CREW NUMBER	1. GENERAL (22)	2. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY (23) LARGE SCALE ATT.	LARGE SCALE ACC.	(24) TRIMETROGON ATT.	TRIMETROGON ACC.	3. LOW ALTITUDE DAYLIGHT PHOTO (25)	4. HIGH ALTITUDE NIGHT PHOTOGRAPHY (26)	5. LOW ALTITUDE NIGHT PHOTOGRAPHY (27)	6. RADAR SCOPE PHOTOGRAPHY (28)	7. AIR TO AIR GUNNERY (29)	8. AIR TO GROUND GUNNERY (30)	CREW (31)
		11-13	14-16	17-19	20-22	23-25	26-27	28-29	30-31	32-34	35-37	38-40
I-36												0001 002 - 003 - - SEP
I-39												0001 003 - 003 - - DEC
I-45												0001 001 001 003 - - MAR
I-65												- 002 - 001 - - OCT
I-70												- 001 001 003 - - OCT
I-72												- 001 001 003 - - SEP
I-47												- 002 001 002 - - JAN
I-44												0001 005 001 003 - - SEP
S & L Total												0007 032 009 043 - - -
R-41												- 001 - 001 - - -
R-44												- 001 - - - - -
R-11												- 003 001 003 - - DEC
R-13												- 002 001 004 - - MAR
R-15												0001 003 001 003 - - OCT
R-16												- 004 001 004 - - NOV
R-31												0001 001 001 - - - JAN

PHOTOGRAPHY NOT AUTHORIZED THIS UNIT

PHOTOGRAPHY NOT AUTHORIZED THIS UNIT

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JET CREW AIR TRAINING REPORT - PART III

UNIT: 40th Bombardment Wing, Medium | MONTH: February 1956 | PAGE NR: 3 | PAGES: 4 | SECURITY CONTROL SYMBOL: 3-SAC-T12

CREW NUMBER	I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY: LARGE SCALE ATT.	LARGE SCALE ACC.	SMALL SCALE ATT.	SMALL SCALE ACC.	K. LOW ALTITUDE DAYLIGHT PHOTO ATT.	K. LOW ALTITUDE DAYLIGHT PHOTO ACC.	L. HIGH ALTITUDE NIGHT PHOTOGRAPHY: ACTUAL PHOTO FLASH RUNS ATT.	ACTUAL PHOTO FLASH RUNS ACC.	NR OF FLASH CART.	M. LOW ALTITUDE NIGHT PHOTOGRAPHY: ACTUAL PHOTO FLASH RUNS ATT.	ACTUAL PHOTO FLASH RUNS ACC.	NR OF FLASH CART.	N. RADAR SCOPE PHOTOGRAPHY: SIM. PHOTO FLASH RUNS ATT.	SIM. PHOTO FLASH RUNS ACC.	IN-TARGET RUNS ATT.	IN-TARGET RUNS ACC.	NR OF RADAR SCOPE PHOTO RUNS	AIR WEAPONS: AIR TO AIR MISSIONS FLOWN	AIR WEAPONS: AIR TO AIR MISSIONS SCORED	CREW PROFICIENCY					
	12	13-13	14-16	17-19	20-22	23-25	26-28	29-31	32-34	35-37	38-40	41-43	44-46	47-49	50-52	53-55	56-58	59-61	62-64	65-66	67-68	69-70	71-73	74-76	77-79	80
R-35																				-	004	001	002	-	-	FEB
R-38																				-	004	001	005	-	-	JAN
R-43																				-	003	001	003	-	-	DEC
R-48																				-	004	001	003	-	-	NOV
R-62																				-	003	001	003	-	-	JAN
R-63																				-	004	001	002	-	-	OCT
R-64																				-	001	001	003	-	-	OCT
R-67																				-	002	001	003	-	-	DEC
R-71																				-	001	-	002	-	-	FEB
R-73																				-	007	001	005	-	-	AUG
R-75																				-	002	001	003	-	-	JAN
C R Total																				0002	050	015	049	-	-	-
N-77																				-	002	-	002	-	-	FEB
N-81																				-	-	-	-	-	-	MAR
N-19																				-	-	-	-	-	-	JAN
N-21																				-	005	-	-	-	-	SEP

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JET CREW AIR TRAINING REPORT - PART III

UNIT: 40th Bombardment Wing, Medium | DATE: February 1956 | PAGE NO: 4 | 4 | 3-SAC-T12

1. GENERAL	2. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY		3. LOW ALTITUDE DAYLIGHT PHOTO	4. HIGH ALTITUDE NIGHT PHOTOGRAPH			5. LOW ALTITUDE NIGHT PHOTOGRAPH			6. RADAR SCOPE PHOTOGRAPH	7. AIR VISUAL	8. CREW PROFICIENCY				
22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
CREW NUMBER	LARGE SCALE ATT.	LARGE SCALE ACC.	TRIMETROGON ATT.	TRIMETROGON ACC.	ACTUAL PHOTO FLASH RUNS ATT.	ACTUAL PHOTO FLASH RUNS ACC.	ACTUAL PHOTO FLASH RUNS NR OF FLASH CART.	SIM. PHOTO FLASH RUNS ATT.	SIM. PHOTO FLASH RUNS ACC.	IP-TARGET RUN ATT.	IP-TARGET RUN ACC.	NR OF RUNS TO SCORE	AIR VISUALS				
0-10	11-13	14-16	17-19	20-22	23-25	26-28	29-31	32-34	35-37	38-40	41-43	44-46	47-48	49-52	53-55	56-58
N-24 N C R Total													-	004	- 002	- - SEPT
													-	012	- 004	- - -
Wing Total													0009	201	028 096	- - -
5X													-	017	002 008	- - -
C R Pract													-	-	- -	- - -
N C R Pract													-	-	- -	- - -

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JET CREW AIR TRAINING REPORT - PART IV | UNIT: 40th Bombardment Wing, Medium | MONTH: February 1956 | PAGE NR: 1 | NR OF PAGES: 4 | REPORTS CONTROL SYMBOL: 3-SAC-T12

Q. GENERAL R.			PILOT PROFICIENCY																								S. MISCELLANEOUS							
40	41	42	43		44						45						46						47			48		49	50	51	52	53	54	55	56
			TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES			FORMATION								
			ACFT COMDR		ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT														
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS	Special Weapons Simulation				
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61					
L-60	--	--	003	--	03	--	03	--	--	--	03	--	03	--	--	--	--	--	--	--	--	--	03	--	--	03	03	--	--	--	01				
L-04	--	--	005	002	04	01	05	--	--	--	03	--	03	--	--	--	--	--	--	--	--	--	02	01	--	03	03	--	--	--	--				
L-37	--	--	004	004	03	01	04	04	--	04	02	--	02	04	--	04	--	--	--	--	--	--	05	--	--	04	04	002	002	--	--				
L-66	--	--	006	--	06	03	09	--	03	03	05	--	05	--	--	--	--	01	01	--	--	--	04	--	--	03	03	005	005	--	01				
L-76	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--				
STDRD TOTAL	--	--	013	006	13	05	18	04	03	07	10	--	10	04	--	04	--	01	01	--	--	--	11	01	--	10	10	007	007	--	01				
L-66	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--				
L-76	--	--	007	002	07	--	07	02	--	02	05	--	05	02	--	02	--	--	--	--	--	--	05	01	01	03	02	006	006	001	--				
S-01	001	003	006	002	06	06	12	02	--	02	03	--	03	--	--	--	--	--	--	--	--	--	03	--	--	--	--	--	--	--	--				
L-03	001	003	010	003	11	01	12	03	--	03	05	--	05	01	--	01	--	--	--	--	--	--	03	01	01	03	02	003	003	--	--				
L-06	001	003	009	002	10	--	10	01	--	01	04	06	10	--	03	03	--	--	--	--	--	--	03	02	01	--	--	--	--	--	01				
L-10	--	--	007	001	07	--	07	--	--	--	05	01	06	--	--	--	--	--	--	--	--	--	03	02	01	--	--	003	003	001	--				
L-12	--	--	006	002	08	--	08	--	--	--	07	--	07	--	--	--	--	--	--	--	--	--	03	01	01	03	02	003	003	001	--				
L-14	001	003	005	003	04	--	04	04	--	04	03	--	03	04	02	06	--	--	--	--	--	--	06	02	02	--	--	--	--	001	--				
L-30	001	004	007	002	06	03	09	02	05	07	02	03	05	--	01	01	--	--	--	--	--	--	04	--	01	03	02	003	003	001	--				

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JET CREW AIR TRAINING REPORT - PART IV | UNIT: 40th Bombardment Wing, Medium | MONTH: February 1956 | PAGE NR: 2 | NR OF PAGES: 4 | REPORTS CONTROL SYMBOL: 3-SAC-T12

Q. GENERAL	R. PILOT PROFICIENCY																				S. MISCELLANEOUS							
40	41	42	43	44							45						46						47		48	49	50	51	52	53	54	55	56
			TAKE-OFFS	LANDINGS							GCA						ILAS						APPROACHES			FORMATION							
				ACFT COMDR			CO-PILOT				ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT													
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS	Special Weapons Simulation			
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61				
L-36	001	004	014	001	14	03	17	01	03	04	05	03	08	-	02	02	-	-	-	-	-	-	12	01	01	-	-	003	003	001	-				
L-39	001	003	004	002	05	-	05	01	03	04	02	-	02	-	03	03	-	-	-	-	-	-	03	01	01	-	-	003	003	-	-				
L-45	001	005	005	001	05	-	05	01	-	01	03	-	03	-	03	03	-	-	-	-	-	-	05	01	02	03	02	001	001	001	-				
L-65	001	003	007	003	06	-	06	04	-	04	02	04	06	02	01	03	-	-	-	-	-	-	04	03	02	-	-	003	003	-	-				
L-70	003	013	011	002	11	10	21	02	15	17	07	05	12	01	05	06	-	-	-	-	-	-	03	03	-	05	05	003	003	001	-				
L-72	001	004	010	002	10	01	11	02	-	02	06	-	06	01	-	01	-	-	-	-	-	-	05	01	01	03	02	-	-	-	01				
L-41	-	-	004	-	04	-	04	03	-	03	-	-	-	-	-	-	-	-	-	-	-	-	01	-	01	03	02	002	002	-	-				
L-44	001	004	011	001	09	03	12	03	05	08	06	02	08	02	05	07	-	01	01	-	-	-	08	-	-	03	02	003	003	-	-				
S & I Total	014	052	123	029	123	27	150	31	31	62	65	24	89	13	25	38	-	01	01	-	-	-	71	19	16	29	21	036	036	009	02				
R-41	-	-	001	001	02	-	02	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	02	-	01	-	-	-	-	001	-				
R-44	-	-	001	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	01	-	-	001	001	-	-				
R-11	001	003	007	002	09	03	12	-	04	04	06	-	06	-	-	-	-	-	-	-	-	-	05	01	-	03	02	002	002	001	-				
R-13	001	004	008	002	09	-	09	01	-	01	04	-	04	01	-	01	-	-	-	-	-	-	03	01	01	03	02	003	003	002	01				
R-15	-	-	007	004	08	-	08	03	-	03	07	-	07	01	-	01	-	-	-	-	-	-	05	01	01	03	03	-	-	002	01				
R-16	-	-	005	002	06	-	06	01	-	01	04	04	08	01	-	01	-	-	-	-	-	-	03	01	01	03	02	005	005	001	01				
R-31	-	-	006	-	06	-	06	-	-	-	04	-	04	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	01				

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JET CREW AIR TRAINING REPORT - PART IV	UNIT: 40th Bombardment Wing, Medium	MONTH: February 1956	PAGE NR: 3	NR OF PAGES: 4	REPORTS CONTROL SYMBOL: 3-SAC-T12

Q. GENERAL R.			PILOT PROFICIENCY																			S. MISCELLANEOUS							
40	41	42	43	44						45						46						47			48		49	50	51	52	53	54	55	56
			TAKE-OFFS	LANDINGS						GCA						ILAS						APPROACHES			FORMATION								
				ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT														
CREW NUMBER	AIR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS	Special Weapons Simulator				
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61					
R-35	001	005	004	001	04	-	04	01	-	01	04	01	05	01	-	01	-	01	01	-	01	01	05	01	01	03	02	-	-	-	01				
R-38	-	-	006	004	06	02	08	04	02	06	04	-	04	01	-	01	-	-	-	-	-	-	07	01	01	04	04	001	001	-	-				
R-43	-	-	005	001	06	-	06	-	-	-	04	01	05	-	01	01	-	-	-	-	-	-	04	03	01	04	04	-	-	-	01				
R-48	-	-	008	-	08	-	08	-	-	-	03	-	03	-	-	-	-	-	-	-	-	-	04	01	-	03	03	-	-	-	01				
R-62	-	-	005	002	05	01	06	02	-	02	03	04	07	01	05	06	-	-	-	-	-	-	03	01	06	03	02	003	003	002	-				
R-63	001	003	007	003	07	03	10	03	02	05	02	02	04	03	01	04	-	-	-	-	-	-	03	03	02	03	02	008	008	001	-				
R-64	001	004	007	001	07	02	09	01	01	02	04	01	05	-	01	01	-	-	-	-	-	-	03	-	-	03	02	010	010	-	-				
R-67	001	003	007	001	07	-	07	01	-	01	03	-	03	01	-	01	-	-	-	-	-	-	02	-	01	03	02	003	003	001	-				
R-71	-	-	005	004	05	-	05	04	-	04	04	-	04	02	04	06	-	-	-	-	-	-	03	01	-	-	-	-	-	-	-				
R-73	-	-	006	001	06	-	06	01	-	01	05	01	06	01	-	01	-	-	-	-	-	-	03	04	04	04	03	004	004	002	-				
R-75	-	-	008	006	08	03	11	06	03	09	06	04	10	04	02	06	-	02	02	-	-	-	12	09	02	05	04	-	-	002	01				
C R Total	006	022	103	035	110	14	124	28	12	40	68	18	86	17	14	31	-	04	04	-	01	01	68	28	23	47	37	040	040	015	08				
N-77	-	-	004	-	04	07	11	-	-	-	03	05	08	-	-	-	-	01	01	-	01	01	01	-	01	-	-	011	011	-	-				
N-81	-	-	002	-	02	-	02	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
N-19	001	005	003	002	03	-	03	02	01	03	01	01	02	-	01	01	-	01	01	-	01	01	03	-	-	-	-	-	-	-	-				
N-21	-	-	005	-	05	-	05	-	-	-	04	-	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

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JET CREW AIR TRAINING REPORT - PART IV | UNIT: 40th Bombardment Wing, Medium | MONTH: February 1956 | PAGE NR: 4 | NR OF PAGES: 4 | REPORTS CONTROL SYMBOL: 3- SAC--T12

Q. GENERAL R. — PILOT PROFICIENCY — S. MISCELLANEOUS

40	41	42	43		44						45						46						47			48		49	50	51	52	53	54	55	56
			TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES			FORMATION								
					ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			LO-PILOT													
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS					
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-56	56-58	59-61					
N-24	-	-	007	002	08	-	08	01	-	01	04	01	05	01	01	02	-	-	-	-	-	-	06	03	-	-	-	-	-	-	-				
NCR TOTAL	002	005	021	004	22	07	29	03	01	04	13	07	20	01	02	03	-	02	02	-	02	02	10	01	01	-	-	011	011	-	-				
WING TOTAL	021	079	263	074	271	53	324	66	47	113	159	49	208	35	41	76	-	08	08	-	03	03	163	49	40	89	72	094	094	024	12				
5X	-	-	079	006	74	60	134	09	52	61	36	28	64	04	14	18	-	06	06	-	02	02	24	04	03	09	05	045	045	003	-				
CR PRACT	-	-	002	001	03	11	14	01	10	11	01	-	01	01	03	04	-	-	-	-	-	-	-	-	-	-	-	010	010	-	-				
NCR PRACT	-	-	001	-	01	-	01	01	05	06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	019	019	-	-				

4 STANDARDIZATION (LEAD) CREWS, 1 SELECT CREW, 14 LEAD CREWS, 17 READY CREWS, 9 NON READY CREWS, 8 "IN" CREWS.

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PART VI
RCS: 3-SAC-T12

WING COMMANDER'S REMARKS
40TH BOMBARDMENT WING, MEDIUM

1-29 February 1956

1. In compliance with paragraph 6, Supplement III, SAC Regulation 50-23, 9 August 1955, as amended, the following information and remarks are submitted.

a. Hours flown performing missions ordered by:

(1) Higher Headquarters:

COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
Ferrying Aircraft	54	54
USCM "Swan Dive"	363	347

(2) Eighth Air Force Air Training Priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	0	0
2	SAC REG 51-26	50	100
3	SES EVALUATION	140	155
4	"HI JINKS"	20	40
5	USCM "Swan Dive"	363	347
6	Non Ready Crew Training	250	210
7	Combat Ready Crew Training	138	177
8	Lead Crew Training	137	177
9	5X Crew Training	100	172
10	Ferry Aircraft	54	54
	Total	1252	1432
	Test Flight	18	18
	Grand Total	1270	1450

The following explanation is made of significant differences between programmed and accomplished flying time:

(a) Reference priority 1: No time programmed due to this training being accomplished in conjunction with other training.

(b) Reference priority 2: More time flown than programmed due to more time available than anticipated.

(c) Reference priority 3: More time flown than programmed due to crews not completing in time programmed.

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(d) Reference priority 4: More time flown than programmed due to more time available than anticipated.

(e) Reference priority 5: Programmed time not flown due to some crews not completing mission.

(f) Reference priority 6: Programmed time not flown due to crews not being scheduled.

(g) Reference priority 7: More time flown than programmed due to more time available than anticipated.

(h) Reference priority 8: More time flown than programmed due to more time available than anticipated.

(i) Reference priority 9: More time flown than programmed due to more time available than anticipated.

b. Weather or local conditions: Eight (8) effective sorties lost due to faulty weather forecast at home base.

c. Restricted Directives: Not applicable.

d. Combat crew member gains and losses: Not applicable.

e. Crew member changes:

One observer - ready crew.

One observer - IN crew.

f. New Crews: Not applicable.

g. Crew status changes:

(1) IN-19 upgraded to N-19, 1 February 1956.

(2) IN-21 upgraded to N-21, 1 February 1956.

(3) IN-24 upgraded to N-24, 1 February 1956.

(4) R-41 upgraded to L-41, 1 February 1956.

(5) L-66 taken off squadron standboard, 20 February 1956.

(6) L-76 made squadron standboard crew, 20 February 1956.

(7) L-44 downgraded to R-44, 24 February 1956 due to failing SES.

(8) As of 29 February 1956, 36 combat ready crews, 9 [redacted] ready crews and 8 "IN" crews were assigned this wing.

(9) The following is a list of the crews numbers in the category reflected:

(a) Combat ready crews: S-01, L-03, L-04, L-06, L-10, L-12, L-14, L-30, L-36, L-37, L-39, L-43, L-45, L-60, L-65, L-66, L-70, L-72, L-76, R-11, R-13, R-15, R-16, R-31, R-35, R-38, R-43, R-44, R-48, R-62, R-63, R-64, R-67, R-71, R-73, R-75.

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(b) Non ready crews: N-19, N-21, N-24, N-77, N-81.

(c) "IN" crews: IN-20, IN-23, IN-42, IN-46, IN-47, IN-78, IN-79, IN-80.

(10) The date each non ready crew is forecast to be upgraded to ready status:

(a) IN-42, IN-47, 1 March 1956.

(b) N-19, N-21, IN-23, N-24, N-77, N-81, 1 April 1956.

(c) IN-20, IN-46, IN-78, IN-79, IN-80, 1 August 1956.

(11) An explanation of any of the following changes:

(a) Upgrading not accomplished on date forecast: Not applicable.

(b) Forecast date of upgrading advanced or retarded. Not applicable.

h. Standardization Crews:

(1) Wing standardization crew: L-60.

(2) Squadron standardization crews:

(a) 25th Bombardment Squadron - L-04.

(b) 44th Bombardment Squadron - L-37.

(c) 45th Bombardment Squadron - L-76 replaced L-66 effective 20 February 1956.

i. Materiel and Personnel Problems:

(1) Materiel:

(a) Out of 6,489 available days 1,429 were lost to the 40th Bombardment Wing due to modifications on our B-47's. These modifications included "ON TOP", ECM, Drag Angle, and Drop Tank pick-up. The inclusive dates are 7 September 1955 thru 15 February 1956. Ferry sorties flown to and from modifications totaled 202 flights with a minimum of training being accomplished.

(b) Because of non-availability of oil, emulsion, MIL-C-4339, TO 1B-47-757, water tabbing, cannot be completed. This oil has been on order by base refueling since 6 January 1956 on requisition number L-40-772.

(2) Personnel:

(a) The two critical areas for officers in February were in the Operational and Maintenance career fields. Wing operations is short one Captain, 3244 (Wing Armament Operations Officer) and 3254 (Wing Ammunition Officer). This has hindered

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PART VI, RCS: 3-SAC-T12, Wing Commander's Remarks, 40th Bombardment Wing, Medium, Period: 1-29 February 1956 (continued)

the CBR and weapons activities of the wing.

(b) The most critical shortage is in the Maintenance field. Shortages are as follows:

1	Captain	4334	
2	Major	4334	Aircraft Maintenance Officer
1	Captain	4344	Aircraft Maintenance Officer

(c) The Air Refueling Squadron is short one Communications officer, 3034.

(d) The overall wing manning in the "7" level is 52%. The low manning of B-47 Aircraft Maintenance Technicians, AFSC 43171E, has affected the accomplishment of wing operations missions and has been one of my primary personnel concerns. The wing manning in the 431XXE career field is as follows: 43171E, authorized 97, assigned 37; 43151E, authorized 198, assigned 225; 43131E, authorized 28, assigned 2%. Of the 225 mechanics in the 5 level, only 38 are eligible for OJT to the 7 level. The greatest majority of these people were assigned from basic training when the wing converted to B-47's and have an average of approximately 2 years service. Because of immaturity and inexperience, these people are not ready to assume the responsibilities of supervisors even if the promotion quotas were made available.

(e) In addition to B-47 Aircraft Mechanics, the following AFSC's present a similar problem:

AFSC	Title	Authorized	Assigned
32270E	K Series Systems Technicians	35	6
32370C	Turret System Technicians	12	3
43271	Reciprocating Engine Technicians	14	4
42370	Aircraft Electrical Repair Technician	10	2

Shortages in the lower levels prevent the upgrading and proper manning in the AFSC's listed below:

30171	Aircraft Electrical Nav Maint Technician	4	1
30173	Aircraft ECM Maintenance Technician	3	0
45170	Production Schedule Technician	2	1
45171	Materiel Estimater Technician	1	0
60075	Stock Control Technician	2	0
67270	Accounting Technician	1	0

The only solution to this problem is the input of well qualified seven level personnel.

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Part VI, RCS: 3-SAC-T12, Wing Commander's Remarks, 40th Bombardment Wing, Medium, Period: 1-29 February 1956 (continued)

j. SAC Minimum Training Requirements not Accomplished: During the month of February, this wing accomplished 38% of SAC Regulation 50-8 training making a total of 71% accomplished during January and February.

k. Non Ready crews capable of deploying: N-19, N-21, N-24, N-77, N-81.

l. Non-combat Ready Crew Training:

(1) Comparison of available ready and non-ready crew flying time:

AVAILABLE	AVERAGE TIME PROGRAMMED	AVERAGE TIME ACCOMPLISHED
36 combat ready	19	21
10 non-combat ready	25	21

(2) The non-combat ready crews listed below did not receive a proportionate share of the required integral crew flying time as directed by SAC Regulation 50-8.

(a) Crew N-77, Aircom Scott:

Programmed: 25:00 Accomplished: 20:35

This crew was scheduled two other times but had ground aborts.

(b) Crew N-19, Aircom Wolfe:

Programmed: 25:00 Accomplished: 18:55

This crew was in survival school until 13 February.

(c) Crew N-24, Aircom Davis:

Programmed: 25:00 Accomplished: 16:25

This crew was on leave from 1 February until 16 February.

(d) Crew N-24, Aircom Harmon:

Programmed: 25:00 Accomplished: 23:00

This crew was scheduled for one additional flight on 22 February that was cancelled due to holiday schedule.

(e) Crew N-81, Aircom Houser:

Programmed: 25:00 Accomplished: 7:50

This crew not scheduled more due to pending crew change of co-pilot.

(3) Individual Crew Member Training:

Crew Position	N-19	N-21	N-24	N-77	N-81
Aeft Cmdr	18:55	16:25	23:00	20:35	7:50

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Part VI, RCS: 3-SAC-T12, Wing Commander's Remarks, 40th Bombardment Wing, Medium, Period: 1-29 February 1956 (continued)

Crew Position	N-19	N-22	N-24	N-77	N-81
Pilt	18:55	16:25	23:00	20:35	0:00
Obsr	18:55	16:25	23:00	20:35	13:20

m. Field Training Operations:

(1) Test of facilities: One.

(2) Maneuvers: One.

(3) Exercises: None.

n. Special Training Month Remarks: Not applicable.

o. Comments or Recommendations of the Wing Commander:

(1) The following information is listed in accordance with Eighth Air Force letter, subject: Training and Check-out in Special Release Tactics "Hi Jinks", 3 November 1955.

A	B	C	D	E	F	G	H
S-01	No	No	None	None	None	None	Mar 56
L-03	Yes	Yes	One	Four	None	One	Oct 55
L-04	No	No	None	None	None	None	Mar 56
L-06	Yes	Yes	Two	Two	None	None	Feb 56
L-10	Yes	Yes	None	One	One	Two	Jan 56
R-11	Yes	Yes	One	One	One	One	Feb 56
L-12	Yes	Yes	One	Two	None	One	Feb 56
R-13	No	No	None	None	None	None	Mar 56
L-14	No	No	None	None	None	None	Mar 56
R-15	Yes	Yes	One	One	None	Three	Feb 56
R-16	Yes	Yes	One	One	One	One	Feb 56
L-30	Yes	Yes	One	Three	One	One	Dec 55
R-31	Yes	Yes	One	One	One	One	Feb 56
R-35	Yes	Yes	One	One	One	One	Feb 56
L-36	No	No	None	None	None	None	Mar 56
L-37	Yes	Yes	None	One	None	Two	Jan 56
R-38	Yes	Yes	One	Two	One	Three	Dec 55
L-39	Yes	Yes	None	Two	None	None	Dec 55
L-41	No	No	None	None	None	None	Mar 56

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A	B	C	D	E	F	G	H
R-43	No	No	None	None	None	None	Mar 56
R-44	Yes	Yes	One	Two	None	One	Dec 55
L-45	Yes	Yes	None	Two	None	None	Nov 55
R-48	No	No	None	None	None	None	Mar 56
L-60	No	No	None	None	None	None	Mar 56
R-62	No	No	None	None	None	None	Mar 56
R-63	No	No	None	None	None	None	Mar 56
R-64	No	No	None	None	None	None	Mar 56
L-65	Yes	Yes	None	One	None	One	Dec 55
L-66	No	No	None	None	None	None	Mar 56
R-67	Yes	Yes	None	One	One	Two	Dec 55
L-70	Yes	Yes	One	One	One	One	Jan 56
R-71	No	No	None	None	None	None	Mar 56
L-72	Yes	Yes	One	Two	Two	Three	Dec 55
R-73	No	No	None	None	None	None	Mar 56
R-75	Yes	Yes	None	One	None	Four	Dec 55
L-76	Yes	Yes	None	Two	None	Two	Oct 55

(2) The problems encountered in non-completion of block ground training are as follows:

(a) A lack of control of personnel assigned to the Base Training Flight. During the month of February, no effective control or accountability had been established. This problem was re-considered at a conference between Eight Air Force ground training officers, 802d Air Division ground training officer, 40th and 310th Bombardment Wing ground training officers, and the Base Training Flight officer, 7 March 1956.

(b) Lack of crew availability.

(c) Numerous ferry flights precipitated by SES and modification commitments.

2. This document is classified CONFIDENTIAL in accordance with paragraph 3, Supplement III, SAC Regulation 50-23, 9 August 1955 as amended.

Burton H Burns
BURTON H BURNS
Colonel, USAF
Commander

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REFUELING AIR TRAINING REPORT - PART I

UNIT: 40th Air Refueling Sqdn.

MONTH: Feb 1958

PAGE NO.: 8

NO. OF PAGES: 2

REPORT CONTROL SYMBOL: 4 SAC 0442

A. GENERAL				B. RENDEZVOUS						C. REFUELING																D. NAVIGATION						E. CREW PROF.	
1	2	3	4	5	6	7				8														9		10				11		12	13
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF REFUELINGS	TOTAL FLYING TIME	AN/APN-23 OR C-6		AN/APN-12 OR -78		AN/APN-11 OR AN/APN-5		REFUELINGS														DAY HOURS FLOWN		NIGHT CELESTIAL				DAYLIGHT LEGS				CREW POSITION DESIGNATED	MONTH AND YEAR PILOT'S LAST STANDARDIZATION CHECK
										TOTAL		WITH BOOMER		WITH FIGHTER		5,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER				CIRCULAR ERRORS				NO. OF STARS	DAY TIME	NIGHT			
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.									COL.	RADAR		
T-01	11-16	17-18	19-21	23-24	25-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	19-21	23-24	25-27	29-30	31-33	35-36	37-38
T-01	KC097	08	26	-	-	02	02	01	01	01	02	02	02	-	-	-	-	01	01	-	-	-	-	18	23	-	-	-	-	-	-	-	-
T-06	KC097	03	27	-	-	02	02	-	-	02	02	02	02	-	-	-	-	02	02	01	01	-	-	23	62	-	-	-	-	-	02	-	-	-
T-03	KC097	22	96	-	-	06	06	-	-	06	06	06	06	-	-	-	-	05	06	03	03	-	-	21	23	04	06	-	-	-	02	04	01	09	-	05	JAN
T-05	KC097	23	98	-	-	03	02	01	01	04	01	02	04	-	-	-	-	03	03	01	02	-	-	35	35	00	04	04	05	-	04	06	01	04	00	01	JAN
T-12	KC097	12	66	-	-	04	04	01	01	06	06	06	06	-	-	-	-	04	04	03	03	-	-	08	08	02	03	02	-	-	03	04	01	03	03	02	NOV
T-13	KC097	24	75	-	-	06	03	01	01	07	07	07	07	-	-	-	-	04	05	02	04	-	-	63	68	22	23	25	-	-	03	02	-	30	-	04	AUG
T-15	KC097	19	85	-	-	05	05	01	01	06	06	05	06	-	-	-	-	04	05	03	03	-	-	49	49	09	17	-	-	-	02	03	01	04	03	04	SEP
T-17	KC097	10	59	-	-	04	04	-	-	05	05	05	03	-	-	-	-	06	02	01	01	-	-	03	03	06	11	13	16	-	01	01	-	10	-	02	DEC
T-19	KC097	11	62	-	-	03	03	02	02	05	05	05	05	-	-	-	-	03	03	01	02	-	-	08	08	05	06	06	08	04	04	03	01	06	-	03	OCT
T-19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	17	18	-	-	-	-	-	-	-	-
T-20	KC097	17	95	-	-	04	04	01	01	05	05	05	05	-	-	-	-	05	05	02	02	-	-	03	03	06	04	05	06	10	06	04	03	04	03	04	NOV
T-20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-	-
T-21	KC097	11	67	-	-	09	07	05	05	07	07	07	07	-	-	-	-	04	04	03	03	-	-	72	73	03	20	26	-	-	03	02	01	14	-	02	JAN
T-23	KC097	13	74	-	-	06	06	-	-	06	06	06	06	-	-	-	-	05	05	03	03	-	-	12	12	01	08	10	11	-	04	06	01	03	-	02	JAN
T-25	KC097	26	82	-	-	09	08	02	02	09	09	09	09	-	-	-	-	07	07	03	03	-	-	51	54	06	06	06	-	-	03	08	01	02	02	04	NOV
T-29	KC097	13	74	-	-	05	03	-	-	07	07	07	07	-	-	-	-	04	04	03	03	-	-	49	49	01	05	07	07	10	06	03	01	01	-	00	DEC

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Air Force-SAC, Offut 0-443(55)

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REFUELING AIR TRAINING REPORT - PART I

UNIT: 40th Air Refueling Sqn. | MONTH: Feb 1956 | PAGE NO.: 2 | NO. OF PAGES: 2 | REPORTS CONTROL SYMBOL: 4 SAC-T(M)

A. GENERAL				B. RENDEZVOUS				C. REFUELING																D. NAVIGATION										E. CREW PROF.			
1	2	3	4	5	6	7		8														9		10								11				12	13
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF ENGINES	FLYING TIME	AN/APN 59 OR 65		AN/APN 12 OR 78		AN/APN-11 OR AN/APX-6		REFUELINGS												DRY HOOK-UPS		NIGHT CELESTIAL						OTHER LEGS				DAY CEL.	MINIMUM ALTITUDE FLOWN
										TOTAL		WITH BOMBER		WITH FIGHTER		15,000 FEET OR ABOVE		IN RADIO BLACKOUT		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER				CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID				
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5									
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	34-35	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
T-29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95	-	-	-	-	-	-	-	-	-	-	
T-30	KC097	16	209	-	-	03	03	01	01	05	05	05	05	-	-	-	-	05	05	03	03	-	-	06	06	06	08	13	21	-	06	33	02	09	03	04	35N
T-31	KC097	17	80	-	-	09	09	01	01	06	06	06	06	-	-	-	-	06	06	04	04	-	-	28	28	07	05	22	22	13	05	02	04	04	03	04	05N
T-32	KC097	20	52	-	-	05	03	-	-	06	06	06	06	-	-	-	-	04	04	02	02	-	-	49	49	05	05	06	11	-	04	05	04	03	10	02	10N
T-34	KC097	34	302	-	-	04	04	-	-	06	06	06	06	-	-	-	-	03	03	03	03	-	-	01	01	08	09	10	13	-	04	04	-	04	02	07	10N
T-36	KC097	13	73	-	-	04	04	02	02	06	06	06	06	-	-	-	-	05	05	04	04	-	-	20	20	02	04	06	07	09	05	04	02	07	03	10	05N
Grand Ready	Totals	237	1314	-	-	89	78	18	18	102	102	102	102	-	-	-	-	85	83	45	45	-	-	462	452	339	354	189	229	63	70	84	45	90	37	70	-
Grand Total		243	1397	-	-	93	82	19	19	105	105	104	104	-	-	-	-	88	86	45	45	-	-	482	472	339	354	189	229	63	70	84	45	90	37	70	-
T-X	KC097	02	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TM-41	ACX 4 hours; B 90% 11 hours; ET X 20 hours; B X 22 hours.																																				
TM-42	AC X 50 hours; N 30% 6 hours; ET X 83 hours; B 70% 6 hours.																																				
Grand Total	Ready Practice	-	-	-	-	-	-	-	-	02	02	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Non-Ready Practice	-	-	-	-	06	06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
NINETEEN COMBAT READY CHECKS IN 29 DAYS																																					

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REFUELING AIR TRAINING REPORT - PART II

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REFUELING AIR TRAINING REPORT - PART II

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SQUADRON COMMANDER'S REMARKS
40TH AIR REFUELING SQUADRON

1-29 February 1956

1. In compliance with paragraph 6, Annex IV, SAC Regulation 50-23, 20 September 1955, as amended, the following information and remarks are submitted:

a. Hours flown performing missions ordered by:

(1) Higher Headquarters:

COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
A. Operation "Swan Dive"	270:00	266:55
B. Operation "War Dance"	165:00	173:45
TOTAL	435:00	440:40

(2) Eight Air Force Training Priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	0	0
2	Non-Ready Crew Training	0	4:00
3	Combat Ready Crew Training	87:00	275:05
	TOTAL	522:00	719:45
	TEST	6:00	6:30
	GRAND TOTAL	528:00	726:15

The following explanation is made of significant differences between programmed and accomplished flying time.

(a) Reference priority 1. A proportionate share of AFR 60-2 was accomplished during the flying of other priorities.

(b) Reference priority 3. Additional flying time was gained in this priority when Air Refueling sortie flying time was extended to accomplish additional Navigation and Pilot Proficiency Training. Further, availability of aircraft for them, permitted flying of 21 more sorties than programmed.

b. Weather or local conditions: Not applicable.

c. Restrictive directives: Not applicable.

d. Combat Crew Member Gains and Losses:

(1) Crew members gained: Not applicable.

(2) Crew members lost:

(a) One Navigator-PCS AOB School

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(b) Three Boom Operators - Discharged.

e. Crew Member Changes:

(1) One Navigator - One Ready Crew.

(2) Two Boom Operators - Two Ready Crews.

f. New Crews: Not applicable.

g. Crew Status Changes: Not applicable.

h. Standardization Crews:

(1) Wing standardization crew - T03.

(2) Squadron standardization crew - T08.

i. Materiel and Personnel Problems:

(1) Materiel: Not applicable.

(2) Personnel:

(a) Field Maintenance personnel from the propeller shop have not been able to effect necessary installation of propellers in accordance with T.O. 3H1-11-503 and also perform normal propeller maintenance. The inadequacy results from shortages of personnel and lack of training in those few people available. This problem does not affect Flight Line Maintenance personnel from this Squadron, but represents a potential loss of sorties due to cancellations and aborts of scheduled aircraft.

(b) During March 1956 three Crew Chiefs are scheduled for discharge and no replacements have arrived. During the next 120 days loss of 30% of assigned Crew Chiefs is possible and this fact could prove crippling if replacements are slow arriving or are not assigned.

(c) No Communications officer is assigned squadron. Lack of this officer is seriously hampering training of newly assigned radio operators and the administration of communications section. No communications officer is available within Wing or Division to fill this authorized vacancy. Request assignment of communications officer to this squadron.

(d) Loss of experienced Navigators by the end of August is a possible weakness in personnel. One Standboard Navigator is scheduled for discharge in August and one Standboard Navigator is awaiting approval of Pilot School application. Losses of this sort do not leave Instructor personnel to train the newly graduated Navigators sent as replacements.

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j. SAC Minimum Training Requirements Not Accomplished:

(1) 39.3% of quarterly 50-8 training was accomplished in February 1956. This represents an aggregate of 86% for the period ending 29 February 1956. Completion of 50-8 minimums is anticipated providing no Higher Headquarters Missions are levied before the end of the training quarter.

k. Non Combat Ready Crews Capable of Deploying: IM-42

l. Non Combat Ready Crew Training:

(1) IM Crew training is carried on with IM crew members flying as extras on other Combat Crew Missions.

m. Deleted:

n. Field Training Operations: Not applicable.

o. Special Training Month Remarks: Not applicable

p. Comments or Recommendations of the Squadron Commander:

(1) During February 1956 a USCM was flown in Operation "Swan Dive" and support of a USCM for the 801st AD was flown in Operation "War Dance". These missions were flown with 100% effectiveness. RON of 12 aircraft at Lockbourne AFB on the last wave of "War Dance" was the only non-routine item. All other comments, particularly in personnel problems, are covered in other paragraphs of this report.

Thomas S. Bohman

THOMAS S. BOHMAN
LTCOL., USAF
Commander

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PART IV
RCS: 4-SAC-T12

WING COMMANDER'S REMARKS
40TH BOMBARDMENT WING, MEDIUM

1-29 February 1956

1. Concur.

2. This document is classified CONFIDENTIAL in accordance with paragraph 3, Annex IV, SAC Regulation 50-23, 20 September 1955 as amended.

Berton H Burns
BERTON H BURNS
Colonel, USAF
Commander

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GENERAL INFORMATION AND FLIMSY

FOR

OPERATION "BLUE FLAME"

23 FEBRUARY 1956

1. GENERAL SITUATION: A requirement exists to exercise non-ready and ready crews on bomber stream tactics and radar navigation in the Great Lakes Area.

a. Intelligence: (Omitted).

b. Friendly Forces:

(1) 802d Air Base Group will:

(a) Provide transportation for crews on 23 February 1956.

(b) Provide GCA during landings.

(c) Provide 66-12 transportation as required by 40DM.

(d) Refueling - request refueling pits be manned between 1730 and approximately 2400 hours 23 February 1956.

2. MISSION: The 40th Bombardment Wing will fly 15 B-47 aircraft on a bomber stream mission 23 February 1956.

a. General Instructions:

(1) Normal RBS scoring procedures; i.e., no crew discussion of score, coded or otherwise on interphone.

(2) Station altimeter settings will be used.

(3) TAS 425K will be maintained during mission except from Dodge City, Kansas to Houston, Texas when crews will fly minimun attainable without exceeding mach .81.

(4) Aborting aircraft will clear bomber stream to left 25 miles descending 3000 feet below lowest briefed altitude and obtain individual ARTC Clearances.

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(5) 0-15 Cameras will be used and logs turned in at debriefing. Observers cautioned to check spools twining at completion of navigation legs.

(6) Mission Requirements: 1 radar navigation leg - 1 camera attack, (practice), 1 day celestial leg - three .81 RBS, -1 Celestial grid or night celestial navigation leg with plop, - 1 max gunnery mission 2 radar camera attacks if celestial grid flown , - 1 radar monitored let down, - 1 GCA landing, - 1 long range cruise mission.

SEQUENCE OF EVENTS

TIME	TIME FACTOR	INFORMATION
_____	TO - 3 HRS	Pre T.O. meeting 453OMRON
_____	TO - 2:30	Stations
_____	TO - :35	Check in Ajax - Fuel Reading
_____	TO - :30	Start Engines
_____	TO - :20	Taxi - be prepared to advance 15 minutes
_____	TO - :01	Fuel reading
_____	TO - :00	Takeoff on hack!
_____	TO + :02	Check in Ajax
_____	TO + :03	Climb schedule 96%
		5 365 IAS
		10 M 355 IAS
		15 M 340 IAS

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		20 M 320 IAS
		25 M 297 IAS
		30 M 267 IAS
_____	TO ≠ :27	(a) Level Off (31M - ODD) (29M - EVEN)
		*(b) Fuel Reading - Check A. Speed
_____	TO ≠ 1:00	Fuel Reading - HF report
_____	TO ≠ 1:06	*Report Aberdeen Radio
_____	TO ≠ 1:25	Over IP Detroit Lakes
_____	TO ≠ 1:37	(a) Over Target Grand Rapids
		(b) Climb 257 IAS (33M -ODD) (31M- EVEN)
_____	TO ≠ 1:45	*Report Duluth Radio
		Start radar grid
_____	TO ≠ 2:00	Fuel reading - HF report
_____	TO ≠ 2:16	Turn point 43N 91-30W
_____	TO ≠ 2:24	*Report Waterloo Radio
_____	TO ≠ 3:00	Fuel reading - HF report
_____	TO ≠ 3:16	* (a) Report Salina Radio

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(b) Term day celestial

(c) Climb 227 IAS (39M ODD)(37M EVEN)

Fly 96% until IP for each RBS urn then hold IAS constant for B-run---

Max mach .81 or INIT Buffet

_____	TO ≠ 3:53	IP - Control point Taloga Okla -RBS call in
_____	TO ≠ 4:00	Fuel reading (omit HF report)
_____	T^{O} ≠ 4:02	Report Okla City center after RBS run
_____	TO ≠ 4:21	IP - Paris Texas - RBS call in
_____	TO ≠ 4:33	*(a) Report Dallas radio after RBS run
		(b) A-5 warm up
		(c) Monitor Camp Hood Danger area
_____	TO ≠ 4:53	IP - Navasota, Texas - RBS call in
_____	TO ≠ 4:59	Bombs away Houston
_____	TO ≠ 5:00	Fuel read - slow to mach .74 227 IAS
_____	TO ≠ 5:05	HF report and strike report
_____	TO ≠ 5:06	*(a) Report to Galveston radio over Freeport, Texas
		(b) Start navigation leg
		(c) A-5 to standby
_____	TO ≠ 5:15	Start gunnery when 50 miles off shore and cleared by radar 28-53N, - 94-00W
_____	TO ≠ 5:32	Term gunnery at 28-41N, - 91-30W
_____	TO ≠ 5:44	Turn point 28-30N, - 89-30W
		*(a) Position report abeam New Orleans to Radio

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(33-00N - 93-00W)

_____ TO ≠ 6:3 * Report Shreveport radio when abeam 50 miles Northeast

_____ TO ≠ 6:57 Term celestial grid Heavener, Olka

_____ TO ≠ 7:00 (a) Fuel reading - HF report

(b) Monitor danger area by Ft. Smith, Arkansas

_____ TO ≠ 7 33 * Report Tulsa radio

CAMERA ATTACK

_____ TO ≠ 7 29 (a) Camera attack (term night celestial at McConnel AFB if flown)

(b) Call Smoky Hill approach and Ajax control

(c) Fuel reading

_____ TO ≠ 7 40 Start penetration over Salina

_____ TO ≠ 7 45 GCA landing

_____ TO ≠ 7 50 Call Ajax control

_____ TO ≠ 7:55 Cut engines - Fuel reading

_____ TO ≠ 8:30 Report to debriefing 44BOMRON

NOTE: Only first and last aircraft in stream are required to give position reports indicated by asterick.

(7) Danger areas:

196 Brookville, Kansas

200 Camp McCoy, Wisconsin

208 Fort Sill, Oklahoma

219 Fort Hood, Texas

229 Camp Polk, Louisiana

230 Camp Polk, Louisiana

431 Camp Claiborne, Louisiana

235 Camp Chaffee, Arkansas

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(8) Highest terrain: Gage, Oklahoma - 2980 feet.

(9) Alternate airfields (Use SAC bases primarily)

Lincoln AFB

Ellsworth AFB

Altus AFB

Lake Charles AFB

Barksdale AFB

Tulsa Oklahoma

McConnell AFB

Forbes AFB

(10) Schedules:

(a) Briefing 0800, 22 February 1956 at 45BOMRON Briefing Room

(b) Pre-take off briefing, 45th Briefing room according to following schedule:

Crews 1 - 2 - 3 - 4	0700 CST
5 - 6 - 7 - 8	0800 CST
9 - 10 - 11 - 12	0900 CST
13 - 14	1000 CST

(c) Debriefing at 45th Briefing room after landing.

(d) Critique will be held 2 March at 0800 Hours 45BOMRON Briefing Room

(11) Take off times as briefed. Triangle from Salina - Dodge City - Talega is used to make HHCP of Talega 3453 after briefed take off.

(12) Spacing will be 15 minute intervals, 2000 feet vertical separation. Odd numbered aircraft fly high (as listed

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in flimsy) even numbered aircraft fly 2000 feet lower.

(13) Flying Safety takes precedence over all factors on this mission. Special checks will be made on servicing of tires and struts day prior to scheduled take off.

(14) Aircraft commanders will monitor position of aircraft all times to avoid danger areas.

(15) Crews will double check each celestial computation.

(16) Communications Flimsy:

(a) IFF - Lead on Mode 2. All others on standby. Aborting aircraft turn IFF to Mode 2.

(b) Normal RBS call-in will be made to:

Oklahoma City.....273.4 mcs.

Dallas.....258.2 mcs.

Houston.....356.8 mcs.

(c) RBS call-in will be as follows:

Oklahoma City Bomb Plot this is Ajax 20 at three nine thousand, Altimeter setting three zero point zero zero, one two zero northwest, five echo, run class Romeo, Crew Lima three zero, run type four, one run target alfa, IP Talago, Bomb Altitude three nine thousand, Observer serial number one two five six eight, Auto pilot, auto tone, no bombs aboard, safety check completed.

(d) Assigned tactical call signs will be used for all communications.

(e) Interplane and control room frequency will be

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321.0 mcs.

(f) Recall word is [redacted] IAW.

(g) Reporting will be accomplished according to the Sequence of Events list in this flimsy. Lead and last aircraft only will make ATC position reports.

EXAMPLE of ATC position report:

Duluth this is Ajax 12, Red Eagle Ajax Alfa, Duluth, three zero at three three thousand. Instrument Flight Plan, Waterloo one five, Salina.

(h) HF tactical position reports will be made to Offutt, Carswell or Andrews for relay to Franklin Alfa. Optimum frequencies are 4724.5 kcs and 6738 kcs. In event of no contact, try 11228 kcs and/or 15016 kcs. Contents are the same as for ATC position report.

(i) Strike report will be made to Loring, March or some other HF station 1500 miles from the target, for relay to Franklin Alfa. All three strikes will be reported in one message. Optimum frequencies are 4724.5 kcs and 6738 kcs. In event of no contact, try 11228 kcs and/or 15016 kcs. Brevity codes for estimates of strike are: Good, G-Golf; Poor, P-Papa; Dud or results unobserved, D-Delta.

EXAMPLE: Loring this is Ajax 15, Relay to Franklin Alfa, Zippo, Oklahoma City 232000Z G-Golf
Dallas 232033Z G-Golf
Houston 232100Z G-Golf

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BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL

WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

DISTRIBUTION:

COMADIV 802	1 cy	
COMBOMWG 310	1 cy	
COMABGRU 802	4 cys	- (1cy Base Ops, 1 cy DM, 1 cy Refuel O, 1 cy Trans officer)
40DO	1 cy	
40DOPB	1 cy	
40DOL	1 cy	
40DOB	1 Cy	
40DOOT	1 cy	
40DM	1 cy	
40FM	1 cy	
40MC	1 cy	
40AK	1 cy	
40AGH	4 cys	
40Con Rm	1 cy	
40DOC	1 cy	
25BOMRON	6 cys	
44BOMRON	6 cys	
45BOMRON	6 cys	
40AREFS	1 cy	

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BLUE FLAME

LTCOL TUTTLE, AIR COMMANDER

23 FEBRUARY 1956

SQDN	ACFT NR	AJAX NR	CREW NR	AIR COM	SLOT	T.O.	HHCP
25	466	27	S-01	Tuttle	1	1000	1353
25	573	22	L-10	Bowles	2	1015	1408
25	574	20	R-16	Smith	3	1030	1423
25	558	17	IN-21	Davis	4	1045	1438
25	550	10	L-06	Whayne	5	1100	1453
44	584	53	L-30	Briggs	6	1115	1508
44	164	48	R-48	Burnsted	7	1130	1523
44	320	42	N-42	Wohlford	8	1145	1538
44	322	45	L-36	Clark	9	1200	1553
45	587	83	L-65	Irving	10	1215	1608
45	566	79	N-77	Scott	11	1230	1623
45	543	73	R-71	Harrington	12	1245	1638
45	590	84	R-75	Bank	13	1300	1653
45	609	86	L-76	Sharp	14	1315	1708
				Spare	15	1330	1723
				Spare	16	1345	1738
				Spare	17	1400	1753

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MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: | WING: 40BOMWGM | AIRCRAFT TYPE AND SERIAL NO.: B-47E | CREW NUMBER AND RATING: High (odd) | ACFT COMDR (Name and Grade): | OBSERVER (Name and Grade): | CO-PILOT (Name and Grade):

III. PRE-FLIGHT PLAN

	FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
	SHAFB															102,576	188,100
	Start Taxi							°								4,500	4,500
	T.O. & Accel												:03	15		98,076	183,600
	Level Off			270/70				-47 °	~			132	:24	167		9,200	9,200
TP	Grand Island	Cl	347			-10		31M		418	330	132	:27	182		88,876	174,400
								°				272	:39	279		8,200	8,200
TP	Aberdeen, S.D.	Cr	358			-10		31M	72	425	417	404	1:06	461		80,676	166,200
								°				43	:06	41		2,400	1,400
PIP	Oakes, N.D.	Cr	022			-10		31M	✓	425	446	447	1:12	502		79,276	164,800
								°				101	:13	89		2,400	2,400
TP	Detroit Lakes	Cr	067			-9		31M	✓	425	489	548	1:25	591		76,876	162,400
Cam								°	✓			98	:12	85		2,400	2,400
Tgt	Grand Rapids	Cr	074			-7		31M		425	492	646	1:37	676		74,476	160,000
Start	46-42N-92-06W							-51 °	✓			66	:08	57		1,600	1,600
K Grid	Duluth, Minn	Cl	120			-5		33M		425	485	712	1:45	733		72,876	158,400
								°				223	:31	223		5,800	5,800
TP	49-00N-91-30W	Cr	175			-5		33M	.73	425	425	935	2:16	956		67,076	152,600
Term	38-50½N, 97-36W							°	✓			372	1:00	425		10,600	10,600
K Grid	Salina, Kans	Cr	228			-7½		33M		425	370	1307	3:16	1381		56,476	142,000
						-55 °			✓			132	:22	152		4,400	4,400
PIP	Dodge City	Cl	240			-11		35M		425	363	1439	3:38	1533		52,076	137,600
	36-03N, 98-58W							°				114	:15	107		2,800	2,800
IP	Enid, Okla	Cr	154			-11		35M	.81	440	466	1553	3:53	1640	HDP	49,276	134,800
#1								°				79	:09	70		1,800	1,800
Tgt	Oklahoma City	Cr	117			-10		35M	✓	440	500	1632	4:02	1710		47,476	133,000
								°	✓			133	:16	120		3,200	3,200
TP	Hugo, Okla	Cr	131			-9		35M		450	500	1765	4:18	1830		44,276	129,800
								°	✓			21	:03	22		600	600
IP	Paris, Texas	Cr	187			-8½		35M		450	436	1786	4:21	1852		43,676	129,200
#2								°				82	:12	94		2,500	2,500
Tgt	Dallas, Texas	Cr	229			-9		35M	✓	450	395	1868	4:33	1946		41,176	126,700
								°	✓			113	:15	114		2,560	2,560
PIP	Bearne, Texas	Cr	175			-9		37M	✓	460	460	1981	4:48	2060		38,616	124,140
								°	✓			40	:05	37		800	800
IP	Navasota, Texas	Cr	139			-9		35M	✓	460	505	2021	4:53	2097		37,816	123,340
#3								°	✓			52	:06	46		1,000	1,000
Tgt	Houston, Texas	Cr	133			-9		35M	✓	460	510	2073	4:59	2143		36,816	122,340
	Start Nav Leg							°				46	:07	48		1,000	1,000
Tp	Freeport, Texas	Cr	185			-9		35M	.74	425	415	2119	5:06	2191		35,816	121,340
								°	✓			310	:38	266		5,500	5,500
TP	28-30N-89-30W	Cr	095			-8		35M	✓	425	495	2429	5:44	2457		30,316	115,840
	Term Nite Grid							°	✓			460	1:13	518		10,250	10,250
	Beaveher, Okla	Cr	325			-7		35M		425	380	2889	6:57	2965		20,066	105,590
	Term Nite Cel							°	✓			296	:32	226		4,000	4,000
	Wichita(McConnel	Cr	322			-9		35M	✓	425	380	3085	7:29	3191		16,066	101,590
								°	✓			72	:11	77		1,300	1,300
	Smoky Hill AFB	Cr	345			-10		35M		425	400	3157	7:40	3268		14,766	100,290
								°									
	Courses and distances measured point to point							°									
	Procedure turns made short of points																

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT	82,000	
CREW WT	1,056	
OIL WT	423	
ATO BTL. WEIGHT (Empty)		
EXT. TANKS WT (Empty)	1,595	
OPERATING WT		85,074
FUEL WEIGHT: FWD	19,201	
CTR	18,681	
AFT	22,392	
FWD AUX	6,435	
R.B.	21,177	
ATO	8,190	
EXT.	6,500	
TOTAL		102,576
BOMBS WT		-
AMMO WT		450
ADJ. FLUID WT		-
INITIAL GROSS WT		188,100
START ENG. AND TAXI FUEL ALW.		2,545
TAKE-OFF GROSS WT		185,555

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
1500	12,300	+ 30

CRITICAL FIELD LENGTH: 10,000

TAKE-OFF

DISTANCE	SPEED
8600	157

SPEED

36 Wet	ENERG SPEED PLANE	2560-9[illegible]
126 Wet	173	6150-13[illegible]

NO. OF ATO BOTTLES REQUIRED

ATO PROPELLANT WEIGHT

ADJUSTED TAKE-OFF WEIGHT

RE: [illegible]

TA: [illegible]

DIST: [illegible]

ATO FIRING SPEED

0997

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HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

40DO 17 February 1956

SUBJECT: 40th Bombardment Wing Operations Order

TO: See Distribution

1. Inclosed herewith is one (1) Headquarters Wing Operations Order 262-56 27 February 1956, for March 1956.

2. This letter and inclosure hereto are "UNCLASSIFIED"

FOR THE COMMANDER:

D.M. BROWN
Major, USAF
Adjutant

1 INCL:
40BOMWG OPORD 262-56

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40FM	2 Cys
40FM	2 Cy
40AC	1 Cy
COMADIV 802	1 Cy
COMARGRU 802	6 Cys
40AGH	4 Cys
COMBOMWG 310	1 Cy

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 February 1956

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ANNEX B - Flying and Ground Training

Appendix "1" - Training Projections March

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Attachment "B" - 44BOMRON Training Projections

Attachment "C" - 45BOMRON Training Projections

Attachment "D" - 40AREFS Training Projections

ANNEX C - Communications (Omitted)

ANNEX D - Administration and Logistics: Normal

ANNEX E - Maintenance Order 3-56 for March

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 February 1956

OPERATIONS ORDER

262-56

TRAINING FOR MARCH 1956

HQ 40BOMW(M)
OPORD 262-56

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 February 1956

Operations Order 262-56, March 1956.

Chart and Map References: As Required.

TASK ORGANIZATIONS:

25BOMRON	LTCOL EDWARD P CLARK
44BOMRON	LTCOL WILLIAM F PITTS
45BOMRON	LTCOL WILLIAM G IVEY
40AREFS	MAJOR THOMAS S BOHMAN
40A&ERON	LTCOL JOHN C MINAHAN
40FMRON	MAJOR JAMES R JOHNSON
40PMRON	MAJOR FREDERICK H GERVAIS

1. GENERAL: The month of March is the third month of the 50-8 training quarter. Excluding training directed by higher headquarters, the balance will be at the discretion of the Wing Commander.

a. March flying priorities for B-47 tactical squadrons:

(1) Accomplishment of the flying time requirements of AFR 60-2.

(2) Compliance with SAC Regulation 51-26.

(3) Completion of Strategic Evaluation School.

(4) Bomb Evaluation SNOW BANK.

(5) Combat Crew standardization flights.

(6) Non-Ready Crew Training.

(7) Ready Crew Training.

(8) Lead Crew Training.

(9) Co-Pilot up-grading to aircraft commander status, SAC Reg 51-19.

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b. March ground training priorities for [illegible] tactical squadrons:

(1) Support EWPs: Briefings, Target Study, and Trainer Runs.

(2) Support Wing Target Study Program.

(3) Support Special [illegible] and Intelligence Ground Training.

(4) Support Advanced Survival School, Stead AFB.

(5) Support TN Delivery Course, McConnell AFB.

(6) Support SAC Reg 50-[illegible] "Block Ground Training.

(7) Support Oxygen Chamber [illegible].

(8) Support Camp Phillips [illegible] Gunnery Range.

(9) Support other training such as Trainers, IFM, Physical Conditioning, etc.

c. March flying training priorities for 40AREFS:

(1) Accomplishment of the flying time requirements of AFR 60-2.

(2) Prepare and execute higher headquarters directed missions and sorties

(3) Noncombat Ready Crew Training, SAC Reg 51-19 and 50-[illegible].

(4) Combat Crew standardization flights.

(5) Combat Ready Crew training.

(6) Provide the 40th Bombardment Wing tactical squadrons with the required in-flight refueling sorties to complete 51-19 and proficiency training.

(7) Provide required flights to Davis-Monthan Air Force Base, Tucson Arizona, to transport SDS support personnel and equipment.

d. March Ground Training priorities for 40AREFS:

(1) Support SAC Reg 50-[illegible], "Block Ground Training".

(2) Support Advanced Survival School, Stead Air Force Base.

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2. MISSION:

a. The mission for the 40th Bombardment Wing during the month of March is the flying and ground training as listed in paragraph 1, above.

b. Continuation of the [illegible] 40th Bombardment Wing.

c. Prepare and execute [illegible] Headquarters directed missions.

3. MISSION FOR SUBORDINATE UNITS:

a. 42BOMSQ: Reference Annex "B" and Attachment "A" to Appendix 1, Annex "B".

b. 44BOMRON: Reference Annex "B" and Attachment "B" to Appendix 1, Annex "B".

c. 45BOMRON: Reference Annex "B" and Attachment "C" to Appendix 1, Annex "B".

d. 40AREFS: Reference Annex "B" and Attachment "D" to Appendix 1, Annex "B".

e. 40BOMWGM DM: Reference Annex "B".

3X. GENERAL INSTRUCTIONS:

(1) This Operations Order becomes effective 0601Z, 1 March 1956.

(2) Orders of Execution for planning purposes will be upon receipt by units concerned.

(3) Training Projections are contained in Annex "B", Appendix 1 and attachments thereto.

(4) Air training requirements are contained in Annex "B", Appendix 1 and attachments thereto.

(5) Ground training requirements are contained in Annex "B", Appendix 1 and attachments thereto.

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OPORD 262-56
27 Feb 56

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OPORD 262-56
27 Feb 56

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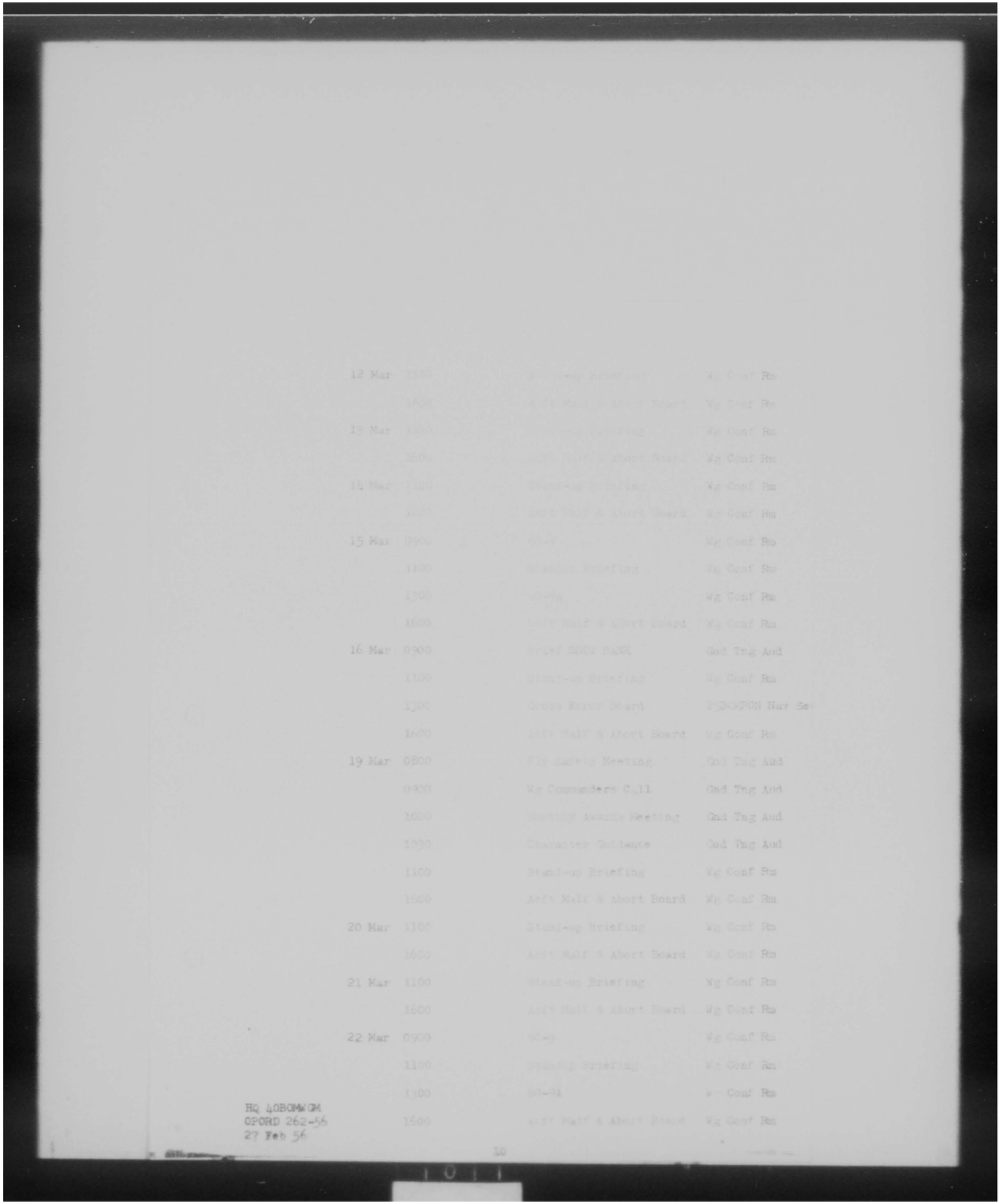

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23 Mar	1100	[illegible]	Wg Conf Rm
	1300	[illegible]	2560/SKH Nav Sec
	1600	[illegible] Abort Board	Wg Conf Rm
26 Mar	0800	[illegible]	Wg Conf Rm
	0930	[illegible]	Gnd Trng Aud
	1100	Stand-up Briefing	Wg Conf Rm
	1600	Aft Half A Abort Board	Wg Conf Rm
27 Mar	1100	Standup Briefing	Wg Conf Rm
	1600	Aft Half A Abort Board	Wg Conf Rm
28 Mar	1100	Stand-up Briefing	Wg Conf Rm
	1600	Aft Half A Abort Board	Wg Conf Rm
29 Mar	0900	(G-E)	Wg Conf Rm
	1100	Stand-up Briefing	Wg Conf Rm
	1300	G-RA	Wg Conf Rm
	1600	Aft Half A Abort Board	Wg Conf Rm
30 Mar	1100	Standup Briefing	Wg Conf Rm
	1300	Cross Error Board	2560/RON Nav Sec
	1600	Aft Half A Abort Board	Wg Conf Rm

(17) During March all crews are directed to continue RBS runs against Pace Setter III RBS sites of Little Rock, Dallas, and Amarillo. IP's and DGZ's may be obtained from the observers section.

(18) In accordance with 802d Air Division Operations Order 200-56, on 8 Mar 56, 3 B-47 aircraft and crews will be required to complete Special Weapons exercise which will be monitored by [illegible] Inspection Team. Requirement specifies 2 lead and one combat ready crew, IN Trained participate. Desired crews are as follows:

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(19) Air Force Officers

(a) In accordance with AFR 35-44 and 3rd ADVRO Reg 31-2, the following Air Force Officer Schedule will apply for March. Tour of duty is from [illegible]

DATE	SQDN	GRADE	NAME
2 Mar	25BOMBRON	Capt	Selvan
4 Mar	44BOMBRON	Capt	Ruddy
6 Mar	45BOMBRON	Capt	Jones, J.L.
8 Mar	40AREFS	Capt	Skaggs
10 Mar	25BOMBRON	Capt	Gallion
12 Mar	44BOMBRON	Capt	Thomas
14 Mar	45BOMBRON	Maj	Bank
16 Mar	40AREFS	Capt	Grantham
18 Mar	45BOMBRON	Capt	Campbell, L.D.
20 Mar	25BOMBRON	Capt	Wolfe, A.F.
22 Mar	44BOMBRON	Capt	Marzowski
24 Mar	40AREFS	Capt	Skaggs
26 Mar	25BOMBRON	Capt	Smith, H.R.
28 Mar	44BOMBRON	Capt	Martin
30 Mar	45BOMBRON	Capt	Morris

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27 Feb 56

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(20) Officer of the Day. The [illegible] will be designated [illegible] furnish an Officer of the Day [illegible].

DATE	SQDN	
18 Mar	[illegible]	Riley
19 Mar	[illegible]	Davis, G.E.
20 Mar	[illegible]	Horak
21 Mar	[illegible]	Stockwell
22 Mar	[illegible]	Bender
23 Mar	[illegible]	Taylor, G.
24 Mar	[illegible]	Schwenk
25 Mar	[illegible]	Smith, L.W.
26 Mar	[illegible]	Gilbert
27 Mar	[illegible]	Komsaka
28 Mar	[illegible]	Hayanes
29 Mar	[illegible]	Kanter
30 Mar	[illegible]	Haynes
31 Mar	[illegible]	Schon

(21) Tower Officers. In accordance with 200d ADIV Regulation 62-7, 16 Sep 53, the following Tower Officer Schedule will be in effect for the Month of March. Tour of duty will be from 1200-1200 hours on dates indicated. At any time existing weather is 1000 ft and 3 miles or less, a qualified pilot, possessing a valid instrument card, will be present in the tower. Coming weeks schedule will be formed up at the weekly 40-9A Meeting:

DATE	SQDN
2 Mar	[illegible]
9 Mar	[illegible]

HQ 40BOMWGM
OPORD 262-56
27 Feb 56

[illegible]

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(22) Maintenance debriefing officer and Wing duty officer. The duties of maintenance debriefing and Wing duty officer are now combined duties during the time [illegible] are performing scheduled flying. All tactical squadrons will furnish an officer crew member for duty assignment as maintenance debriefing officer on flying dates as indicated below. Place of duty will be as required by the maintenance debriefing duties, but the Wing Control Room will know the officers whereabouts. The tour of duty will be from 1600 until 0730 the following day. Officers assigned this duty will report to the Wing Adjutant for duty officer instructions at 1530. At 1600 he will report to Maintenance Control (Hangar #5) for maintenance debriefing officer instructions. When his presence is no longer required in Hangar #5, he will spend the remainder of the time in Hq 40[illegible] Control Room in Building 948. Individual names will be submitted and firmed up at the weekly 60-9A meeting for the forthcoming week.

DATE	NAME
1 Mar	[illegible]
2 Mar	[illegible]
3 Mar	[illegible]

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(23) A consolidated recap of projected flying activities for March is as follows:

DATE	[illegible]	[illegible]	OTHER
1 Mar	Normal Flying	Normal Flying	
2 Mar	Normal Flying	Normal Flying	1 a/c & Crew to [illegible] return, 2 back TDY
5 Mar	Normal Flying	Normal Flying	1 a/c & Crew to [illegible] Rtn 10 March 1956

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OPORD 262-56
27 Feb 56

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6 Mar	Normal Flying	Normal Flying	
7 Mar	Normal Flying	Normal Flying	
8 Mar	Normal Flying	Normal Flying	
9 Mar	Normal Flying	Normal Flying	
10 Mar			Acft & Crew Rtn from Loring AFB, Me
12 Mar	Normal Flying	Normal Flying	
13 Mar	Normal Flying	Normal Flying	
14 Mar	Normal Flying	Normal Flying	
15 Mar	Normal Flying	Normal Flying	
16 Mar	Standdown	Normal Flying	Brief "SNOW BANK" 0900 Gnd Trng Auditorium
17 Mar			Acft & Crew Rtn from Westover AFB, Mass
19 Mar	SNOW BANK	Normal Flying	
20 Mar	SNOW BANK	Normal Flying	
21 Mar	SNOW BANK	Normal Flying	
22 Mar	Standdown	Normal Flying	
23 Mar	Normal Flying	Normal Flying	
26 Mar	Normal Flying	Normal Flying	Critique SNOW BANK, 0930 Gnd Trng Auditorium
27 Mar	Normal Flying	Normal Flying	
28 Mar	Normal Flying	Normal Flying	
29 Mar	Normal Flying	Normal Flying	
30 Mar	Normal Flying	Normal Flying	

(24) Known April Flying Projections are as follows:

DATE	TACTICAL SQUADRONS	JOAM&FS	OTHER
3 Apr	Wing Mission 'Old Grandad'	Wing Mission 'Old Grandad'	

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27 Feb 56

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4. ADMINISTRATION AND LOGISTICS

5. COMMAND AND SIGNAL INSTRUCTIONS

ANNEXES:

"A" INTELLIGENCE (Omitted)

"B" OPERATIONS REQUIREMENTS

"C" COMMUNICATIONS

"D" MAINTENANCE ORDER

"E" ADMINISTRATION AND LOGISTICS

OFFICIAL:

WILLIAM M SOWDEN
Colonel, USAF
Wing Operations Officer

HQ 40BOMWGM
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40ASSRON 2 Cys
40FMRON 2 Cys
40FMRON 2 Cys
40 AC 1 Cy
40AGH 5 Cys
COMADIV 802 1 Cy
COMAEGRU 802 4 Cys

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Air Force Base, Salina, Kansas

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Omitted.

OFFICIAL:

WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

APPENDICES: Omitted.

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 February 1956

ANNEX "B"

TO

OPERATION ORDER

262-56

OPERATION RE QUIREMENTS

FLYING AND GROUND TRAINING

HQ 40THBOMWG
OPORD 262-56
27 Feb 56

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1. GENERAL: March is the last month of the 50-8 Training Quarter. Areas of training to be emphasized are generally as follows:

a. "Hi Jinks" check out.

b. Noncombat ready crew training.

c. Co-Pilot to Aircraft Commander up-grading.

d. 100% completion of the requirements of 50-8 for lead and combat redy crews.

e. 5% crew proficiency training.

f. Seventy-five percent (75%) completion of SAC Reg 50-24, "Ground Training Requirements".

g. RBS work on Little Rock, Dallas, and Amarillo in preparation for Pace Setter III. Observer's Section will furnish IP's and DGZ's.

2. STRIKE BASE: Smoky Hill Air Base, Salina, Kansas, will be the pre-strike and post-strike base for all operations unless otherwise directed, excluding in-flight emergencies.

3. FLYING HOURS AND SORTIES: The maintenance capability to support flying activities for the month of March is as follows:

SQUADRON	HOURS	SORTIES
25BOMRON	430	78
44BOMRON	444	80

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SQUADRON	HOURS	SORTIES
45BOMRON		80
40 ARRFS		98

The scheduling committee approved a total of 1200 B-47, and 522 KC-97 flying hours for March.

4. MARCH TANKER/RECEIVER SCHEDULE: The following is the requested tanker/receiver schedule for March:

DATE	25BOMRON DAY	25BOMRON NIGHT	306	43BOMRON DAY	43BOMRON NIGHT
1 Mar	1	1			1
2 Mar	1		2	1	1
5 Mar	# 1		1 1	1	1
6 Mar	1	1	1		1
7 Mar *		1			
8 Mar *			1		
9 Mar *					1
12 Mar*	#1				
13 Mar*			1		
14 Mar		1	1	# 1	1
15 Mar	1	1	1	## 1	
23 Mar	1		2	1	
26 Mar	1	1	1	1	1
27 Mar		1	# 1 1	1	1
28 Mar	1	1	1		1
29 Mar		1	1 1		1
30 Mar	#1		1	2	
TOTALS	9	10	7 12	9	10

HQ 40BOMW(M)
OPORD 262-56
27 Feb 56
ANNEX "B"

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NOTE: 1. Combat crew pilot standboard [illegible] tankers may be utilized for SCITM's under 50-8, supra. [illegible] only monitored with Wing Standboard, [illegible] control over tankers.

2. * On 7,8,9,10, and 11 March the [illegible] will furnish 3 sorties to the 5SOMW, [illegible]

[illegible] On 9 March the 25BOMRON will coordinate with the 44BOMRON [illegible] at either the beginning or end of the 44BOMRON's [illegible] flight to accomplish scheduled standboard flight. In this instance, Note # 1 is not applicable.

3. On 12 March the exact [illegible] coordination will be made between the 44 and 25BOMRONS. On 13 March, the 44BOMRON will utilize its one day tanker for both pilot standboard flights scheduled.

5. FLYING TRAINING REQUIREMENTS:

a. Higher Headquarters directed missions.

(1) Operation Snow Bank.

(a) Squadron requirements: Thirteen (13) crews and aircraft per squadron. All available combat ready & lead crews will participate. SC & Non-combat ready may be scheduled but negative points are accumulated toward Wing's overall standing.

(b) Briefing 0900 17 March 1956, at Base Ground Training Auditorium.

(c) Critique 0900 26 March 1956, at Base Ground Training Auditorium.

(d) Pre-take off briefing time and place to be announced at briefing

(e) Each crew scheduled for the mission must have successfully completed "Hi Jinks" check out.

b. Wing Directed missions: No Wing missions are scheduled during March. Squadrons will plan crew missions so as to complete 100% or as high percent of 50-8 requirements as possible.

HQ 40BOMW/DM
OPORD 262-56
27 Feb 56 ANNEX "B"

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c. Five (5) X Crew aircraft [illegible] pilots, and observers will complete a proportionate share of ASW [illegible] requirements and a minimum of 20 hours flying time during March 1956.

d. The following B-17 and T-33 aircraft crews will be assigned to the Wing Standardization Board for standardization flight and ground checks. Respective squadrons will furnish the aircraft [illegible] aircraft available on the days flight checks are scheduled.

SQ	CREW	A/C	[illegible]	1ST FLIGHT	PILOT FLIGHT
44	L-30	Briggs	[illegible]	2 March	None
25	IN-23	Fitzsimon	[illegible]	None	5 March
44	L-37	Cleveland	[illegible]	15 March	12 March
25	L-12	Marable	[illegible]	11 March	12 March
45	L-70	J.Campbell	[illegible]	11 March	12 March
45	5X-6	Iver	[illegible]	None	15 March
45	IN-79	Zyak	[illegible]	None	15 March
25	IN-19	Wolfe	[illegible]	None	19 March
44	5X-8	Smuler	[illegible]	6 March	27 March
25	N -21	Davis	[illegible]	27 March	30 March

SQUARES

T-34	Watson	[illegible]	7 and 8 March
T-32	Godwin	[illegible]	14 and 15 March
T-19	Tyndall	[illegible]	21 and 22 March
T-31	Calloway	[illegible]	28 and 29 March
T-13	Weisel	[illegible]	19 and 20 March

Squadrons will please note that the schedule is in disagreement with the schedule contained in Wing DO Disposition Form, Subj: Flying and Ground Training Commitments for March, dated 17 February.

ANNEX "B"

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This is due to a request by the [illegible] that all projected SES Crews be given a standboard ride prior [illegible] This is to verify the above schedule is correct.

e. Up-grading training for [illegible] is scheduled for the following crews.

CREW			PROJECTED DATE COMBAT READY
IN-[illegible]	[illegible]	45[illegible]BMBRON	30 April 1956
IN-20	[illegible]	45[illegible]BMBRON	1 August 1956
IN-21	[illegible]	45[illegible]BMBRON	30 April 1956
IN-[illegible]	[illegible]	45[illegible]BMBRON	1 May 1956
N-24	[illegible]	45[illegible]BMBRON	1 May 1956
IN-42	[illegible]	45[illegible]BMBRON	1 March 1956
IN-46	[illegible]	45[illegible]BMBRON	1 August 1956
N-67	[illegible]	45[illegible]BMBRON	1 March 1956
N -77	[illegible]	45[illegible]BMBRON	30 April 1956
IN-78	[illegible]	45[illegible]BMBRON	Unknown
IN-79	[illegible]	45[illegible]BMBRON	No Co-Pilot at present
IN-80	[illegible]	45[illegible]BMBRON	Unknown, pending decision to send Obs to Wichita.
IN-81	[illegible]	45[illegible]BMBRON	15 April 1956

f. T-59 Drops. Each squadron had a quota of three(3) T-59's to drop during the month of March.

	25BOMBRON	44BOMBRON	45BOMBRON
1	IN-19	B-[illegible]	L-60
2	IN-21	L-[illegible]	L-70
3	N-24	B-[illegible]	L-76

HQ 40BOMWGM
OPORD 262-56
27 Feb 56
ANNEX "B"

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ANNEX "B"
HQ 4080M&GM
OPORD 262-56
27 Feb 56

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c. Physical

(1)

d. Altitude

(1) Basic

personnel

Basic course

below will

previous 12

will be

personnel will report to the altitude before 0500 on dates indicated

DATE			40A&ERON	40AREFS
7 Mar	A/1C Crandall A/1C Mather	A/2C Williams A/2C Scouland A/2C Burr A/1C Fiscus A/2C Ashe		
21 Mar		A/2C Beasley	A/2C Price	A/2C Wood A/2C Papadopul Capt Alderson

(2) Refresher

members

in AFM

dividuals

DATE			ASRON	40AREFS
12 Mar			Bates	Turner, A/3
26 Mar				

ANNEX "B"
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e. OQ Ranges:

(1) In accordance [illegible] all flight crews will complete at least [illegible] for the month of March the 40th Bombardment Wing will provide a total of twenty (20) spaces for the dates listed below. It is the responsibility of the squadrons that the persons scheduled for the OQ Ranges report to flying clothes to the range not later than [illegible]

DATE

6 Mar

f. P-3 Link Trainer:

(1) Schedule for the month of March will be as follows: 0800 to 1000 hours have been allotted to the 40th Bomb Wing. Since the 40th AMEFS will be primarily utilizing this training time, this squadron will be held responsible for the schedule and any changes in the schedule that may occur. Any changes will be made through the 40AMEFS Ground Training Officer:

DATE	RANK	NAME
1 Mar	Capt	Arlen, C
2 Mar	1/Lt	Tracy, T
5 Mar	1/Lt	Delagrib, F
6 Mar	Capt	Trainer, J
7 Mar	1/Lt	Schaffhauser, G
8 Mar	1/Lt	Khouri, A
9 Mar	1/Lt	[illegible]
12 Mar	1/Lt	Hill, K
13 Mar	1/Lt	Wilson, R
14 Mar	1/Lt	Turner, W
15 Mar	1/Lt	Fiorillo, F
16 Mar	1/Lt	Miller, J
19 Mar	1/Lt	Tillotson, T
20 Mar	1/Lt	Brown, W
21 Mar	1/Lt	O'Leary, J
22 Mar	1/Lt	Carter, T
23 Mar	1/Lt	Trivett, R

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g. [illegible]

n the date indicated, [illegible] to insure their meeting the requirements [illegible], which requires 2 hours per [illegible]. The Training Phase is 4 months. Periods available [illegible] will be designated as "Make-up" periods. These [illegible] periods, staff personnel, and practice [illegible]. The place at which personnel may be given at the 60-JA meeting:

DATE	25BOMRON PILOTS	[illegible] PILOTS	[illegible] PILOTS
Mar	0800-1000	[illegible]	
2 Mar		[illegible]	1000-1200
5 Mar	0800-1000	[illegible]	1000-1200
6 Mar		[illegible]	1000-1200
7 Mar	0800-1000	[illegible]	
8 Mar	1000-1200	[illegible]	0800-1000
9 Mar	0800-1000	[illegible]	
12 Mar	0800-1000	[illegible]	1000-1200
13 Mar	0800-1000	[illegible]	
14 Mar	1000-1200	[illegible]	0800-1000
15 Mar		[illegible]	1000-1200
16 Mar	0800-1000	[illegible]	
19 Mar	1000-1200	[illegible]	0800-1000

ANNEX " B"
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20 Mar

21 Mar

22 Mar

23 Mar

26 Mar

27 Mar

28 Mar

29 Mar

30 Mar

n. B-47 Flight Simulator Training periods are available to the 40BOMWG Supplement II, SAC Reg 50-2, 8 Apr 55, for 2 hours per 4 months. Aircraft Commanders and Co-Pilots will be scheduled for these periods to meet their minimum requirements. Periods available and not scheduled will be utilized as "Make up" periods, and will be utilized for A/C's and CP's that failed to make periods. Staff personnel, and wing commanders may need additional training. Names of crew members scheduled into this training will be confirmed at the weekly 60-9A meeting. Periods will be from 1300 to 1700 on date indicated:

DATE	SQUADRON	CREW NUMBER	A/C NAME
1 Mar	25BOMRON		Parade
2 Mar	Standboard		
5 Mar	Standboard		
6 Mar	44BOMRON		
7 Mar	45BOMRON		Capt Jones
8 Mar	25BOMRON		
9 Mar	Standboard		
12 Mar	Standboard		

HQ 40BOMWGM
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27 Feb 56
ANNEX "B"

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13 Mar

14 Mar

15 Mar

16 Mar

19 Mar

20 Mar

21 Mar

22 Mar

23 Mar

26 Mar

27 Mar

28 Mar

29 Mar

30 Mar

1. T-1A Schedule: The following T-1A training periods will be available to the 40BOMW/CC or his duly designated representative, for use in scheduling pilots to insure their meeting the requirements of Paragraph II, SAC Reg 50-24, 8 Apr 55, which requires 2 hours per month per pilot for instrument training. Periods available that do not have to be scheduled to meet training requirements of AFR 50-5, will be designated as "Make Up" periods. These will be utilized to regenerate co-pilots that failed to make their regular schedules. Times may be adjusted at weekly 40-9A meeting.

DATE	[illegible]	[illegible]	[illegible]	[illegible]
1 Mar	1000-1200 Rankin			
2 Mar				0800-1000
5 Mar	1000-1200 Conley			0800-1000
6 Mar				0800-1000

ANNEX "B"
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7 Mar
8 Mar
9 Mar
12 Mar
13 Mar
14 Mar
15 Mar
16 Mar
19 Mar
20 Mar
21 Mar
22 Mar
23 Mar
26 Mar
27 Mar
28 Mar
29 Mar
30 Mar

j. T-2's: The following periods are available to the 40BOMW/CM. Observers will be scheduled into these periods for ADC and Wing Mission requirements. Each observer concerned with TAC will be scheduled once each month. Special requirements will be levied upon the organizations as the need arises. Names of observers scheduled into this training will not be required until the 60-DA meetings. Periods not scheduled will be designated as "Training" and will be utilized for observers that failed to meet their weighted periods or for special mission requirements.

ANNEX "B"
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DATE	OBSERVERS NAME AND CREW NO
1 Mar	
2 Mar	
5 Mar	
6 Mar	
7 Mar	
8 Mar	
9 Mar	
12 Mar	
13 Mar	
14 Mar	
15 Mar	
16 Mar	
19 Mar	
20 Mar	
21 Mar	
22 Mar	
23 Mar	
26 Mar	
27 Mar	
28 Mar	
29 Mar	
30 Mar	

ANNEX "B"
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Training Building [illegible] for instructing half an hour [illegible] rules, regulations, and [illegible] Brown, Base Instructor [illegible] to class date to [illegible] may be submitted at the [illegible]

1. Inflight Maintenance (IFM)

(1) Squadron [illegible] will schedule observers in the following IFM schedule. Each observer is required to get [illegible] ours in any one month will be credited toward this requirement. These classes will be held in building 801, Old [illegible] designated make-up. Names may be obtained at weekly SCORA meeting for the ensuing week.

DATE	25BOMRON OBSERVERS NAME	[illegible]	43BOMRON OBSERVING NAME
1 Mar			
2 Mar			
5 Mar			
6 Mar			
7 Mar			
8 Mar			
9 Mar			

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27 Feb 56
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KODAK SAFETY FILM

DATE	25BOMRON	44BOMRON	45BOMRON
12 Mar			
13 Mar			
14 Mar			
15 Mar			
16 Mar			
19 Mar			
20 Mar			
21 Mar			
22 Mar			
23 Mar			
26 Mar			
27 Mar			
28 Mar			
29 Mar			
30 Mar			

m. EWP. Crews will be scheduled for one four hour session after the 60-9 meeting has confirmed the flying schedule. The EWP schedule will be presented for confirmation at the 60-9A meeting.

n. Squadrons will schedule EWP qualified crews for alert to cover their respective "QUICK STRIKE" assignments. Quick Strike targets will be covered by at least one qualified crew at all times. Crews scheduled for this alert will not fly while on alert unless prior approval is received from 40DO and/or 40CO. Crews may stand by at home or in the local area during off duty hours. Crews so assigned will keep the 40th Control Room advised of their whereabouts at all times.

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It is requested that a roster be submitted [illegible] this headquarters on issued forms covering this requirement, in accordance with [illegible] Disposition Form, Subject: Policy to Insure Quick Strike Capability [illegible] ters, dated 5 December 1955.

o. Phase I, SAC/NCI 50-2a [illegible] Training will be accomplished for all non-aircrew members. This training will be accomplished every Wednesday, Thursday and Friday of [illegible] Students have been appointed from squadrons in the number listed for [illegible] It will be a one day per year school. 5X crews will also be scheduled to attend [illegible] separate rosters have been submitted by each organization to be utilized for [illegible] attendance. Close coordination is necessary to insure that all sections [illegible] squadrons are informed of the individuals assigned to complete this training.

TAC HQSF	25BOMRON	34BOMRON	45B [illegible]	40ARSQ	40FM	40AAM	40PM	40BLRON
3	3	3	3	5	12	9	3	7

P. TARGET STUDY:

(1) Routine Target Study: Will be conducted on the work day prior to the mission. This target study will be conducted in the target study section of the 25th Bomb Squadron.

(2) Target Study for PaceSetter III. This Target Study will be devided in three Phases as follows:

(a) Phase I.
Individual Study by Observers

Will include Study on Existing Materials and Materials to be prepared by Capt Ralph on Dallas

Will be completed by 15 March 1956

(b Phase II.

Supervised Study of Observers

Briefing by Wing Standardization Observer of Bomb Run SOP's and Emergency Procedures.

ANNEX "B"
HQ 40BOMRON
OPORD 262-56
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Squadron:

OFFICIAL:

WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

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HQ 40BOM&G
APP 1, ANNEX "B"
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1. The following code is used in [illegible] Appendix:

AO	AIRDROME OFFICER
DS	DETACHED DUTY
AS	ADVANCED SURVIVAL
F	FLYING
G	GROUND SCHOOL
ALT	ALTITUDE CHAMBER
FS	FLIGHT SIMULATOR
MP	MISSION PLANNING
OD	OFFICER OF THE DAY

HQ 40BOMWGM
AFP "1" ANNEX "B"
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25BOMRON

MARCH
FLYING AND GROUND TRAINING PROJECTION

APP "A", APP "A", ANNEX "B"
40BW OPORD 262-56, 27 Feb 56

ACFT COMDR	CREW NO	1	4	5	6	7	8	9	12	13	14	15	16	19	20	21	22	25	26	27	28	29	30
[illegible]	[illegible]																						

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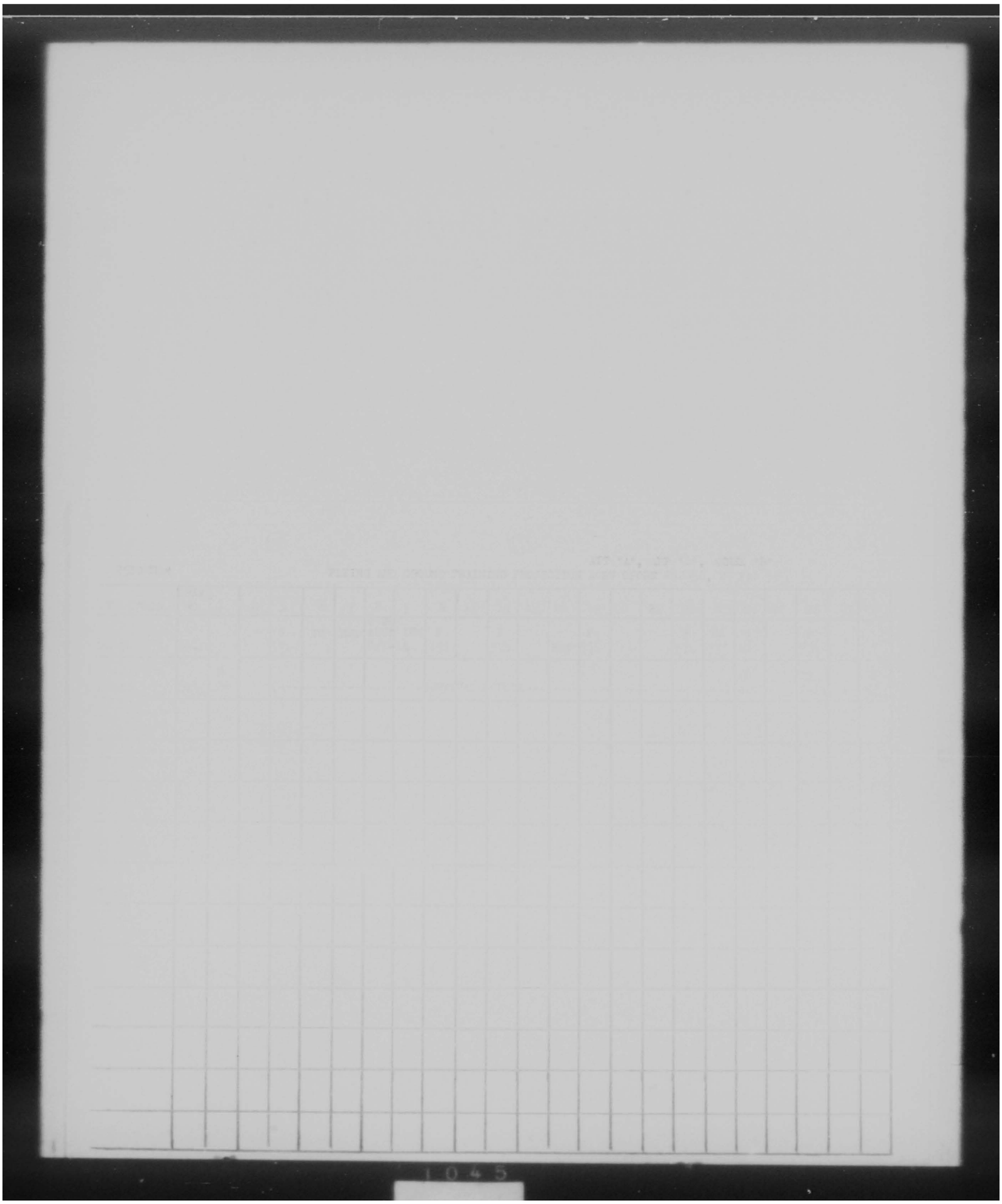

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HQ 40BOMWG
ATT "B", APP "1", ANNEX "B"
OPORD 262-56
27 Feb 56

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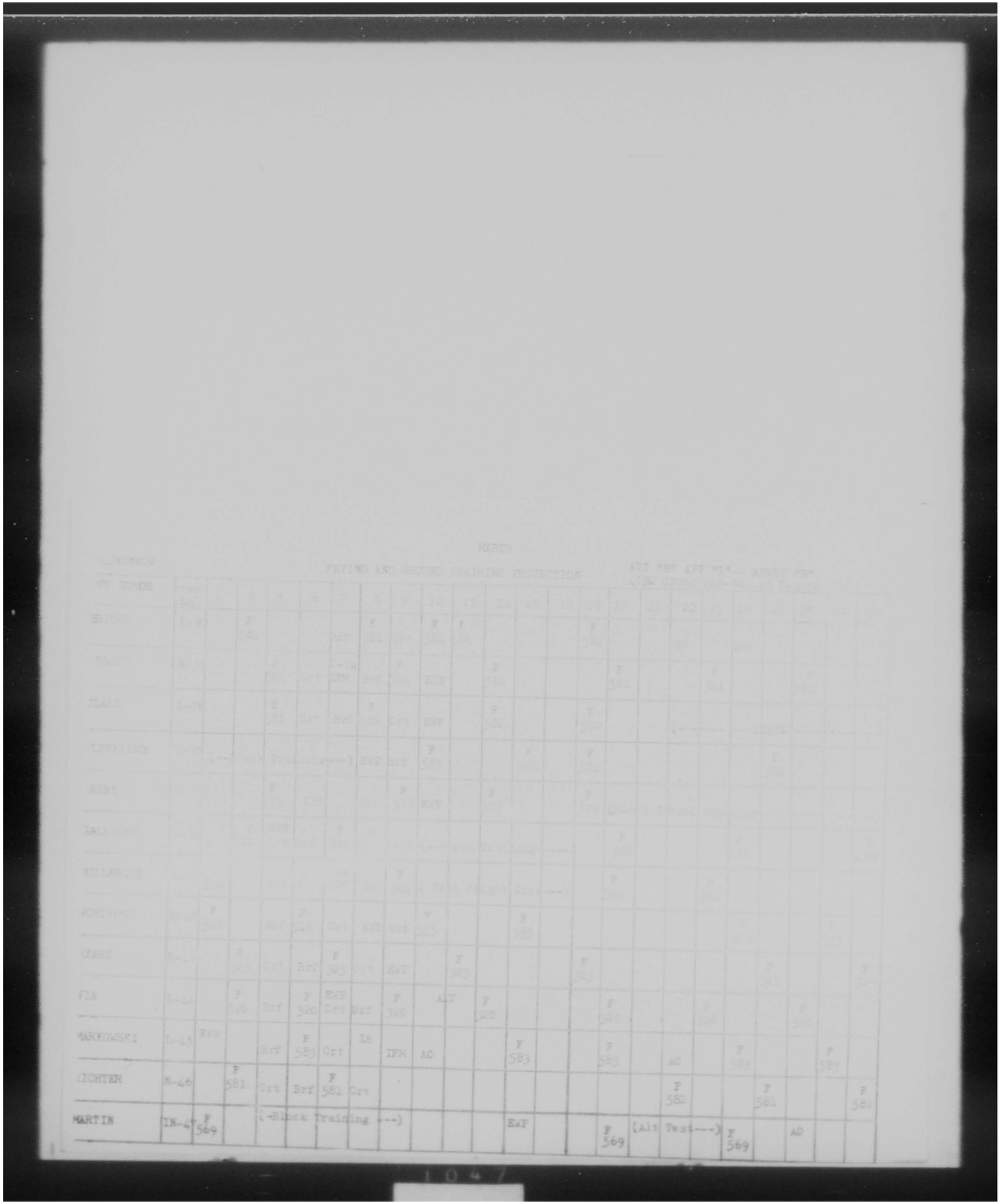

MARCH

ST CONDR																													
BRIGGS																													
CLARK																													
CLEVELAND																													
EVERS																													
HALLIDAY																													
KILBRIDE																													
KOWALSKI																													
MARKS																													
VIA																													
MARKOWSKI																													
LICHTER																													
MARTIN	IN-47	F 569		(-Block Training ---)					EAF			F 569	(Alt Test---)		F 569		AO												

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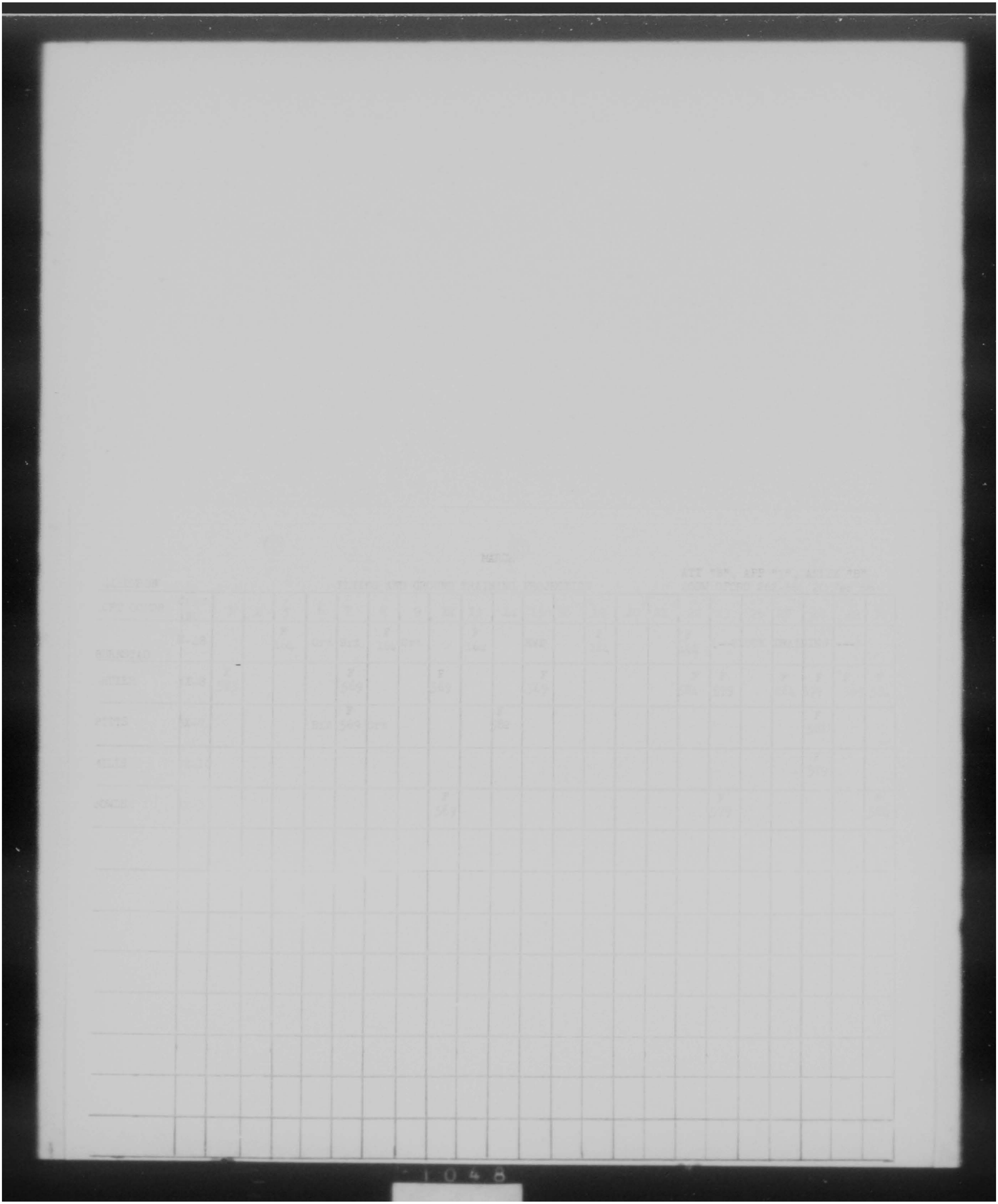

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ATT "C", APP "1", ANNEX "B"
OPORD 262-56
27 Feb 56

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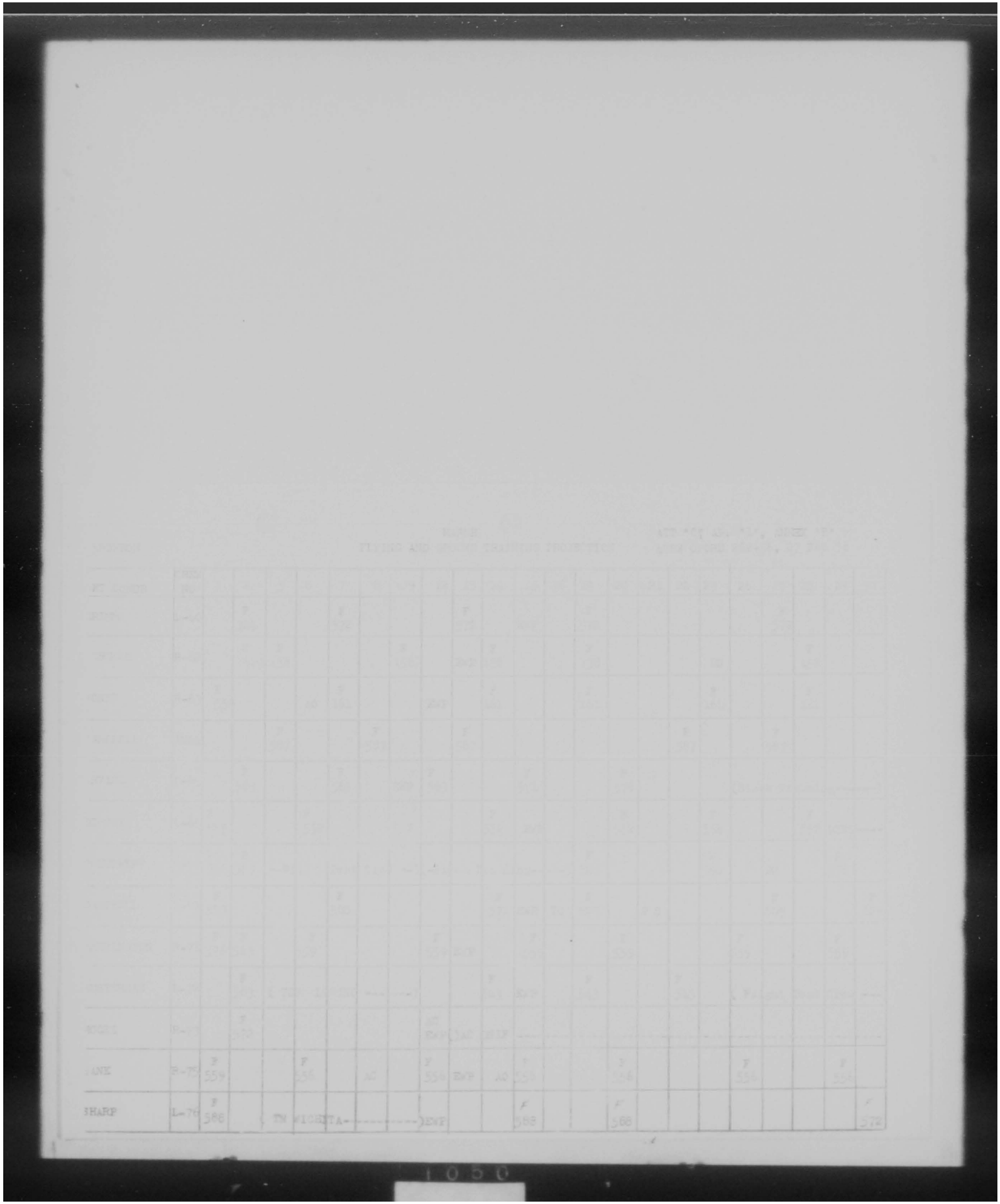

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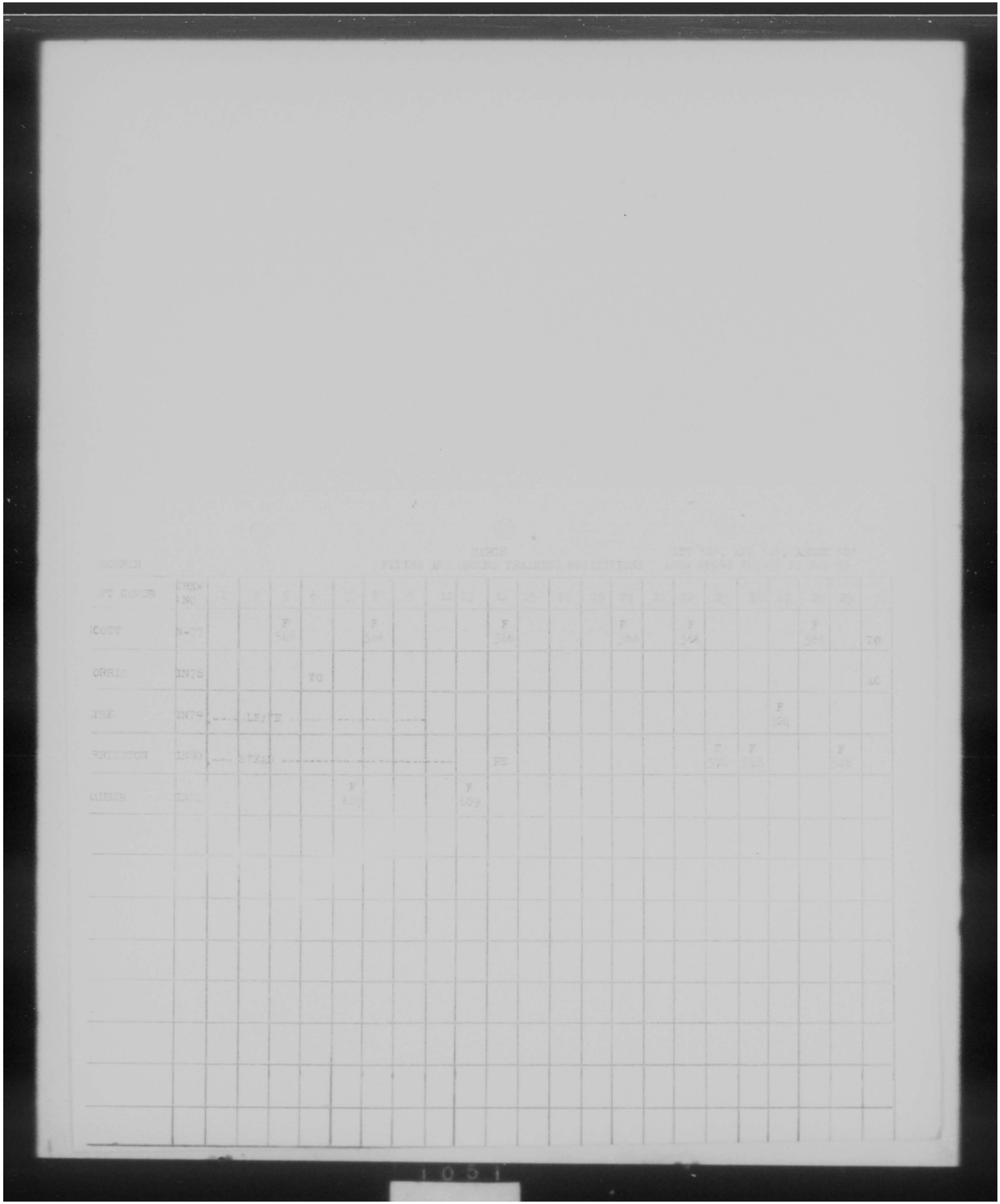

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ATT "D", AFP "1", ANNEX B
OPORD 262-56
27 Feb 56

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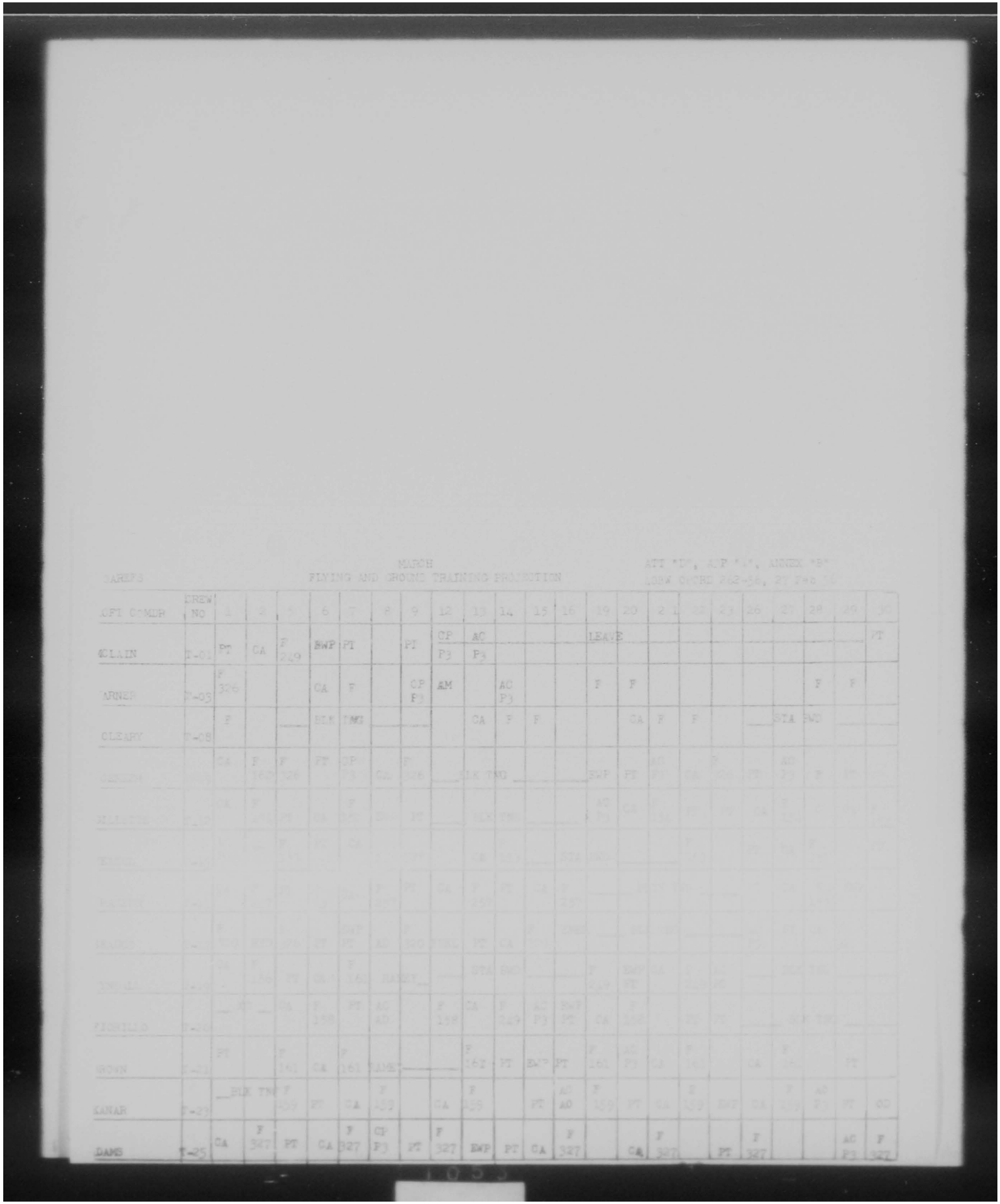

MARCH
FLYING AND GROUND TRAINING PRODUCTION

ATT "D", A/P "A", ANNEX "B"
USAF ORDRE 262-56, 27 Feb 56

AFT COMDR	CREW NO	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30
MCLAIN	T-01	PT	CA	F 249	BWP	PI		PI	CP P3	AC P3				LEAVE									PT
ARNER	T-03	F 326			CA	F		CP P3	AM		AC P3			F	F						F	F	
CLEARY	T-08	F			BUK	TNG				CA	F	F			CA	F	F			STA	BWP		
		CA	F 163	F 326	PT	CP P3	CA	F 326		BUK	TNG			BWP	PT	AC P3	CA	F 326	PT	AC P3	F		
		CA	F 163	PT	CA	F 326	BWP	PT		BUK	TNG			AC P3	CA	F 326	PT	PT	CA	F 326			
				F														F					
		F																					
		CA	F 163	PT	CA	F 163	BWP	PT		STA	BWP			F 249	BWP PT	CA	F 163						
FIDDILO	T-10		PT		CA	F 163	PT	AC AD		F 249	CA	F 249	AC P3	BWP PT	CA	F 163		PT			SIM	TNG	
BROWN	T-21	PT		F 161	CA	F 161	TAME			F 162	PT	BWP	PT	F 161	AC P3	CA	F 161		CA	F 161		PT	
KANAR	T-29	BUK	TNG	F 309	PT	CA	F 309		CA	F 326		PT	AC AD	F 309	PT	CA	F 309	BWP	CA	F 309	AC P3	PT	AD
DAMS	T-25	CA	F 327	PT	CA	F 327	CP P3	PT	F 327	BWP	PT	CA	F 327		CA	F 327		PT	F 327			AC P3	F 327

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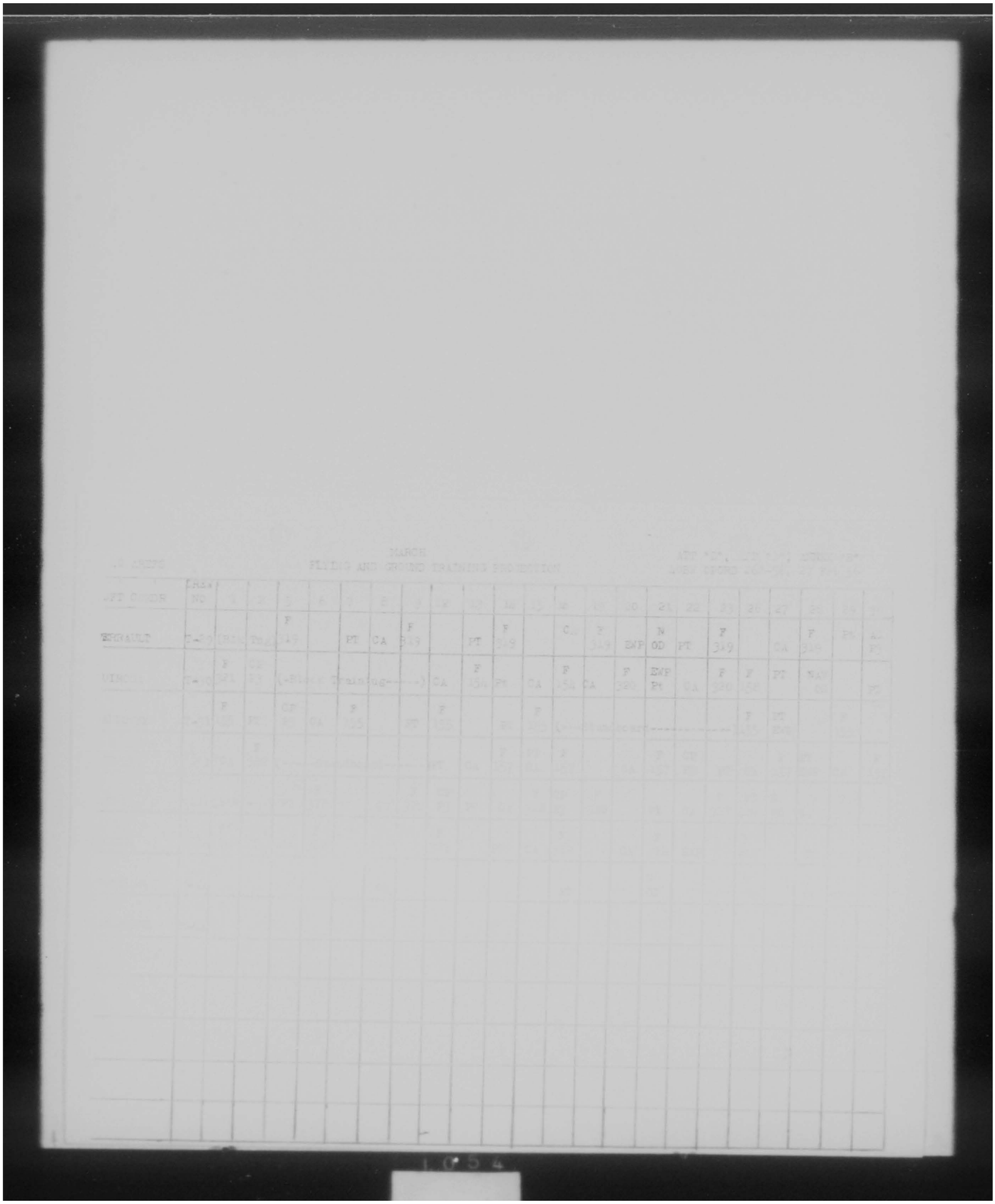

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[redacted] BOMBARDMENT WING, MEDIUM
[redacted] Base, Salina, Kansas

HQ 40BOMW(M)
ANNEX "C"
OPORD 262-56
27 Feb 56

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Forbes Air Force Base, Salina, Kansas
27 February 1956

Omitted.

DEPTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

APPENDICES: Omitted

DISTRIBUTION:

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ANNEX "C"
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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 February 1956

ANNEX "D"

TO

OPERATIONS ORDER

262-56

ADMINISTRATION AND LOGISTICS

HQ 40BOMWGM
ANNEX "D"
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ANNEX "D"

TO

OPERATIONS ORDER

262-56

ADMINISTRATION AND LOGISTICS

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 February 1956

1. ADMINISTRATION AND LOGISTICS: Normal.

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

William M Bowden

WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

APPENDICES: Omitted.

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ANNEX "D"
OPORD 262-56
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ANNEX "D"

OPERATIONS ORDER
MAINTENANCE ORDER

MAINTENANCE ORDER
NUMBER.....3-56

HEADQUARTERS, 40TH BOMBARDMENT WING (M)
Smoky Hill Air Force Base, Kansas
21 February 1956

1. GENERAL:

a. This Maintenance Order presents the flying and maintenance schedule for the month of March 1956 and reflects all requirements known to the 40th Bombardment Wing Medium, at this time.

b. The sortie schedule contained in the annexes incorporate the flying requirements approved by the Flight Scheduling Committee, 40th Bombardment Wing, as directed by Strategic Air Command Regulation 60-9 and Strategic Air Command Manual 66-3.

c. The flying requirements as submitted by 40th Bombardment Wing operations consisted of 1200 B-47 hours and 522 KC-97 hours, for the month of March. The maintenance capability as determined by 40th Maintenance Control can provide the following:

The flying committments for the month of March consist of 1332:00 B-47 hours 530 KC-97 hours. This will be accomplished as follows:

(1) B-47

SORTIES	TYPE	TOTAL TIME
173	CCTM at 6:00 hours	1038:00
33	Special at 6:00 hours	198:00
32	PPF and Ferry at 3:00 hours	96:00
238		1332:00

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(2) KC-97

SORTIES	TYPE	TOTAL TIME
5 Sorties	Trans at 5:00 hours	25:00
77	IFR at 5:00 hours	385:00
8	Nav at 9:00 hours	72:00
8	Standboard at 6:00 hours	48:00
98 SORTIES		530:00 HOURS

d. Normal ten (10) day cycle flying schedule is in effect March 1st, 2nd, 5th through 9th, 12th through 16th, 23rd, 26th through 30. Standown on 16 and 21 of March. A special mission will be flown on 19th and 20th.

e. The aircraft flying schedule as listed in Annex's A, B, C and D is firm. The only deviations or changes to this schedule as deemed absolutely necessary will be made at the weekly 60-9 meeting. After the 60-9 weekly meeting schedule is published, aircraft will fly as scheduled. There will be absolutely no changes in take-off times, aircraft substitutions or make-up sorties unless directed by higher headquarters.

f. Aircraft requiring Tango Missions to clear up radar discrepancies will fly only on normal scheduled dates. The Avionics and electronics maintenance supervisor will determine if a specialist is required to fly with aircraft. Tango Status aircraft will be fully coordinated between Armament and Electronic, Maintenance Control and Squadron Operations.

g. All Test Flights will be included on 60-9 schedule and flown that scheduled date with exception of aircraft in periodic inspection.

h. Any changes in bomb, or ammunition requirements will be coordinated with the Wing Chief of Maintenance except for weather cancellations.

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ANNEX "A"
To Monthly Maintenance Order
March 1956

MAINTENANCE PLAN AND SCHEDULE

25th Bomb Squadron

1. The 25th Bombardment Squadron will schedule 78 sorties for a total of 438:00 flying hours which will be accomplished as follows:

11 Sorties	Special at 6:00 hours	66:00
10 Sorties	PFF and Ferry at 3:00 hours	30:00
57 Sorties	CCTM at 6:00 hours	342:00
78 SORTIES		438:00

2. The following aircraft will undergo Periodic Inspections on the dates indicated below:

ACFT	DOCK	POST DOCK	RETURN TO SQDN
605	23 Feb -29 March	1 Mar - 9 March	12 March
567	16 Feb -22 Feb	23 Feb - 2 March	5 March
326	28 Feb - 5 March	6 Mar - 14 March	15 March
550	15 Mar - 21 March	22 Mar - 30 March	2 April

3. The following aircraft will tentatively be made available for special weapons loading on dates listed below:

ACFT NO.	DATE	REMARKS
545	1 March	Standboard
567	6 March	Standboard
466	8 March	Standboard
573	13 March	Standboard
565	26 March	Standboard

4. Weather permitting the following tentative aircraft will have compass swings performed on dates indicated. Aircraft will be reafirmed 1 day prior to scheduled date between Squadron Engineering Maintenance Control and Armament and Electronics Flight Line Supervisor, Coleman and Driver will be furnished by Squadron concerned.

ACFT NO.	DATE	ACFT NO.	DATE
558	1 March 1956	557	16 March 1956
575	5 March 1956	326	20 March 1956
573	12 March 1956	605	23 March 1956
595	13 March 1956	565	26 March 1956
159	14 March 1956	567	27 March 1956
578	15 March 1956	554	28 March 1956

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6. The following aircraft will tentatively be scheduled on following dates for weight and balance. Squadrons will be notified 24 hours in adbance by Maintenance Control to affirm the aircrsft. Squadrons will insure that Aircraft is defueled and chart "A" completed prior to entry into hanger #6.

DATE	ACFT NO.	DATE	ACFT NO.
9 March 1956	578		

7. The following tenative aircraft will be scheduled for water tabbing to comply with T.O. 1B-47-757. Schedule will be reaffirmed 1 day in advance between Squadron Engineering and Job Control. Squadron will uncowl aircraft and tow to run-up area on taxi-way 14.

ACFT NO.	DATE
577	1 March 1956
595	5 March 1956
545	6 March 1956
575	9 March 1956
558	12 March 1956
550	26 March 1956
557	27 March 1956
466	30 March 1956

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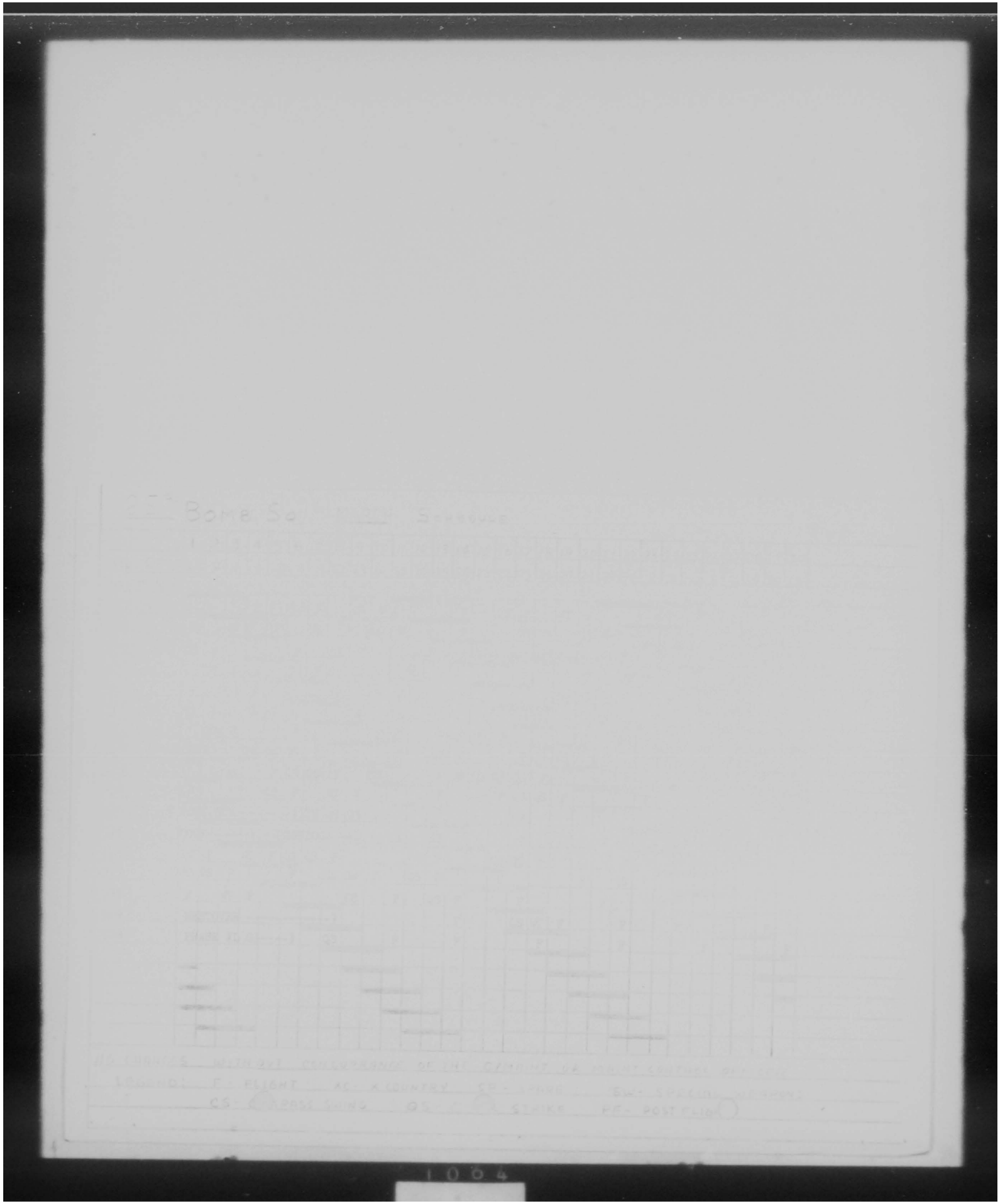

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ANNEX "B"
To Monthly Maintenance Order
MANOR 956

MAINTENANCE PLAN [illegible]

444th Bombardment Squadron

1. The 444th Bombardment Squadron will schedule 80 sorties for a total of 444.00 flying hours which will be accomplished as follows:

11 Sorties	Snedial at 6:00 hours	66.00
57 Sorties	CCTM at 6:00 hours	342.00
12 Sorties	Perry & PFF at 3:00 hours	36.00
80		444.00

2. The following aircraft will undergo Periodic Inspections on indicated dates:

ACFT NO.	DOCK	POST DOCK	RETURN TO SQDN
564	29 Mar - 4 Apr	5 Apr - 13 Apr	16 Apr
546	8 Mar - 14 Mar	15 Mar - 23 Mar	26 Mar
570	6 Mar - 12 Mar	13 Mar - 21 Mar	22 Mar

3. The following aircraft will tentatively be made available for special weapons loading on the dates listed below:

ACFT NO.	DATE	REMARKS
164	2 March	[illegible]eboard
569	6 March	[illegible]eboard
581	12 March	[illegible]eboard
569	22 March	[illegible]eboard
564	28 March	[illegible]eboard

HQ40BOMWG
MAINT ORD FEB 1956
21 January 1956

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MAINTENANCE ORDER (CONTD)
ANNEX "B"

4. Weather permitting the following two (2) aircraft will have compass swings performed on dates indicated. Aircraft will be reaffirmed 1 day prior to scheduled date between Squadron Engineering and Maintenance Control and Armament & Electronics and Flight Line Supervisor Release and Driver will be furnished by Tactical Squadron concerned.

ACFT NO.	DATE	ACFT NO.	DATE
561	7 March 1956	580	20 March 1956
555	8 March 1956	581	21 March 1956
323	9 March 1956	582	22 March 1956
582	13 March 1956	579	23 March 1956
322	14 March 1956	564	26 March 1956
164	15 March 1956	554	27 March 1956

5. The following tenative aircraft will be scheduled for water taxiing to comply with T.O. 1B-47-757. Schedule will be reaffirmed one (1) day in advance between Squadron Engineering and Job Control. Squadron will uncowl aircraft and tow to run-up area on taxi-way fourteen (14).

ACFT NO.	DATE
323	5 March 1956
579	12 March 1956
564	19 March 1956
322	22 March 1956
164	23 March 1956
520	26 March 1956
583	28 March 1956

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44th BOMB SQ MARCH TAIL SCHEDULE

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
CAL. DAYS	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30	1	2	3	4	5	6	9	10	11
ACFT NO.																															
320				F		QS	F	QS	QS	F				F		QS	F	WT	QS	F				F				F			F
569	F			SW	F			F		QS				F	QS	SW		F				F				F			F		
584	QS	F				F			F		QS			F			F	QS		F	QS	QS	F				F			F	
561		QS	F		CS		F			F	QS	QS		F			F	QS	QS	F		QS	F							F	
555		POSTDOCKTH						F		QS			F					F	QS	QS	F				F				F		
581	QS	F		QS	F			SW	F					F	QS	QS			F		QS	F				F				F	
582	QS		F		QS	F			CS	F				F			F			F	WT		F				F				F
564	F			F		QS	F				F	QS	WT	F		QS	F			SW	F			F				F			
322		F			F		QS	F		CS				QS	F		WT	QS	F				F				F				
164		SW	F		QS	F		QS	F		CS			F	QS	QS	F	WT	QS	F				F							
546			QS	F		(--DOCK-----)(POSTDOCK -----) TH																							F			F	
583	F			F			QS	F		QS	QS				F		CS		F		WT	F				F			F		
541	---AT TUSCON WING DRAG ANGLE CRACKED ----------																														
579		QS	F				F	WT	QS	F				F				F	QS	CS	F		QS	F				F			
570			QS	(	--DOCK----			)(--POSTDOCK----------											) TH		CS	F			F				F		
323	QS	F	WT	QS	F		CS		F		QS		F						F			F			F			F			F

NO CHANGES WILL BE MADE IN THE TAIL NUMBER SCHEDULE EXCEPT WITH THE CONCURRENCE OF THE C/MAINT OR MAINT CONTROL OFF.

LEGEND: F FLIGHT XC CROSS COUNTRY SW SPECIAL WEAPONS CS COMPASS SWING SP SPARE TH TEST HOP

QS QUICK ST[illegible]S WT WATER TAPPING

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ANNEX "C"
TO MAINTENANCE ORDER
MARCH 196[illegible] MAINTENANCE PLAN AND SCHEDULE

[illegible] Bomb Squadron

1. The 44th Bombardment Squadron will schedule 80 sorties for a total of 500:00 hours which will be accomplished as follows:

11 Sorties	Special at 6:00 hours	66:00
50 Sorties	CCTM at 6:00 hours	300:00
10 Sorties	PFF & Ferry Flight at 3:00 hours	34:00
80 Sorties		400:00

2. The following aircraft will undergo Periodic Inspections on indicated dates:

ACFT NO.	DOCK	POST DATE	RETURN TO SQDN
548	1 Mar - 7 Mar	8 Mar - 10 Mar	16 Mar
567	13 Mar - 18 Mar	20 Mar - 28 Mar	29 Mar
571	24 Mar - 29 Mar	29 Mar - 9 Apr	10 Apr
583	30 Mar - 3 Apr	27 Mar - 4 Apr	5 Apr
590	27 Mar - 6 Apr	9 Apr - 11 Apr	12 Apr

3. The following aircraft will tentatively be made available for special weapons loadings on dates listed below:

ACFT NO.	DATE	REMARKS
552	[illegible]	Standboard
524	[illegible]	Standboard
559	[illegible]	Standboard
576	[illegible]	Standboard
566	[illegible]	Standboard

4. The following aircraft will tentatively be scheduled on following dates for weight and balance. Squadron will be notified 24 hours in advance by Maintenance Control to affirm the above. Squadron will insure that aircraft is defueled and Chart "A" is completed prior to entry to hangar number 5.

ACFT NO.	DATE	ACFT NO.	DATE
524	28 Mar 56		

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MAINTENANCE ORDER (CONT'D)
ANNEX "C"

5. Weather permitting the following tentative aircraft will have compass swings performed on dated indicated. Aircraft will be reaffirmed 1 day prior to scheduled date between squadron engineering and Maintenance Control and Armament and Electronics and Flight Line Supervisor. Coleman and Driver will be furnished by Tactical Squadron concerned.

ACFT NO.	DATE	ACFT NO.	DATE
588	4 Mar 56	518	16 Mar 56
524	5 Mar 56	570	21 Mar 56
558	7 Mar 56	559	22 Mar 56
556	8 Mar 56	530	26 Mar 56
509	9 Mar 56	527	27 Mar 56
543	12 Mar 56	161	29 Mar 56
563	14 Mar 56	537	30 Mar 56

6. The following tentative aircraft will be scheduled for water tabbing to comply with T.O. 1E-4.7-707. Schedule will be reaffirmed 1 day in advance between Squadron Engineering and Jet Control. Squadron will uncowl aircraft and tow to run-up area on taxi -way 11.

ACFT NO.	DATE
569	2 Mar 56
572	5 Mar 56
566	7 Mar 56
587	12 Mar 56
588	13 Mar 56
576	22 Mar 56
532	26 Mar 56
524	28 Mar 56

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45th BOMB SQ MARCH TAIL SCHEDULE

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
CAL. DAYS	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30	2	3	4	5	6	9	10	11
ACFT NO.																														
552			SW	F		QS	F	QS	QS	F				F		QS	F	WT	QS	F		CS		F			F		F	
588	F		CS		F		QS	F	WT	QS	F			F	(	--DOCK--	)	(--POST	DOCK-	------	)	TH				F				
324	QS	F		CS	SW	F			F		QS		SP			F				F	WT	QS	F				F			
158		QS	F		CS		F			F			F				F	QS	QS	F		QS	F						F	
556	F		QS	F		CS		F		QS	F		QS	F				F			QS	F	QS		F			F		
609	QS	F		QS	F		CS		F		QS		F		QS				F		QS	QS	F		F				F	
543			F	QS		F		CS		F		QS	F	QS	QS	F				F				F			F			F
576	F		QS	F		QS	F			SW	F		QS	F		WT	F				F	QS		F			F			
563		F			F		QS		(--DOCK		-----	-)(--POST		DOCK									)		TH					
587			F		QS	F		WT	F				F			F				F		CS		F						
161					F			F		CS			F				QS	F												
548		DOCK	-------	-)(--POST		DOCK-	-)	TH						F				F							F			F		
572			F	WT		F				F		QS		F	QS	QS				F						F				
566				F		AT	F				F			F			F			SW	F			F				F		
559	F	WT	QS	F				SW	F			F	QS	F		CS		F			F			F						
571	QS	QS	F		QS	QS	F			QS	F			F		CS	(--DOCK	------	-)(--POST	DOCK-	------	------	)	TH						
590		QS	F			QS	F	QS	QS			F			F		QS	F	CS	(--DOCK	----	-)(--POST	DOCK**	------	)	TH					

NO CHANGES WILL BE MADE IN THE TAIL NUMBER SCHEDULE EXCEPT WITH THE CONCURRENCE OF THE C/MAINT OR THE MAINT CONTROL C

LEGEND: F FLIGHT XC CROSS COUNTRY SP SPARE SW SPECIAL WEAPONS TH TEST HOP CS COMPASS SWING

QS QUICK ST E WT WATER TAPPING

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ANNEX "D"
TO MAINTENANCE ORDER
MARCH 1956

MAINTENANCE PLAN AND SCHEDULE

Air Refueling Squadron

1. The 40th Air Refueling Squadron will fly 98 sorties for a total of 530:00 flying hours and will be accomplished as follows:

77 Sorties	IFR at 3:00 hours	385:00
5 Sorties	Trans at 5:00 hours	25:00
8 Sorties	Nav at 9:00 hours	72:00
8 Sorties	Standboard at 6:00 hours	48:00
98 Sorties		530:00 hours

2. The following aircraft will undergo Periodic Inspections on the dates indicated below:

ACFT NO	DOCK	POST DOCK	RETURN TO SQDN
320	24 Feb - 1 Mar	2 Mar - 12 Mar	13 Mar
329	1 Mar - 8 Mar	9 Mar - 19 Mar	20 Mar
160	9 Mar - 15 Mar	16 Mar - 26 Mar	27 Mar
156	16 Mar - 22 Mar	23 Mar - 2 Apr	3 Apr
327	23 Mar - 29 Mar	30 Mar - 9 Apr	10 Apr
320	30 Mar - 5 Apr	6 Apr - 16 Apr	17 Apr

3. The following aircraft will be scheduled tentatively for propeller modification to comply with T.O. [illegible] and AHAI-11-501. Aircraft will be confirmed prior to the weekly 60-[illegible] meeting between Squadron Engineering and Job Control. Aircraft will [illegible] north of hanger number 6 for the modification.

ACFT NO.

323
329
327
249

4. Aircraft listed above [illegible] scheduled according to shop capabilities and coordinated through the 40th Air Refueling [illegible].

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40th ARS MARCH TAIL SCHEDULE

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
CAL DAYS	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30	2	3	4	5	6	9	10	11
326		QS	QS	F		QS	F		QS	F			QS	F		QS	F		QS	F		QS		F			F			F
155	F			QS	F		QS	F	QS	QS	F		QS	QS	PM	PM	PM	F		QS	F				F			F		
257	QS	F			QS	F	PM	QS	F		QS	F		QS	QS	F		QS	F		QS	F				F			F	
319		QS	F			QS	F		QS	F		QS	F			QS	F		QS	F		QS	F	PM	PM	PM	F			F
158	F		QS	F		QS	QS	F	QS	QS	F	PM	QS	F		QS	QS	F		QS	F			F			F			
157	-)	TH			F			QS	F		QS	F		QS	F		QS	QS	F	QS	QS	F			F			PM	PM	F
249		PM	F		QS	IRAN	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
320	F	PM	QS	F		QS	F			QS	F	QS	QS	F		QS	F		QS			(-	DOCK	-	-	-	)	(-	POST	DOCK	-
327	QS	F	QS	QS	F		QS	F			QS	F		QS	F		(-	DOCK	-	-	-	)	(-	POST	DOCK	-	-	-	)	TH	
159	QS	QS	F		QS	F		QS	F		QS	QS	F		QS	F	PM	QS	F		QS	QS	F			F				
329		(-	DOCK	-	-	-	)	(-	POST	DOCK	-	-	-	-	-	)	TH		QS	F		QS	F			F			F		F
160	F	QS	QS	QS	QS		(-	DOCK	-	-	-	)	(-	POST	DOCK	-	-	-	)	TH		PM	PM			F			F		
162	QS	F	QS	QS	PM	PM	PM	QS	QS	QS	F		QS	QS	QS		QS	F		QS	QS	F				F			F	
153		QS	F		QS	F			QS	F	QS	QS	F		QS	F			QS	F		QS	PM	PM	PM		F			F
321	F	QS	PM	PM	PM	QS	QS	QS		F		QS	QS	F			QS	F		QS	F		QS	F			F		QS	
154	QS	F		QS	F			QS	F	QS	QS	F	PM	PM	PM		QS	QS	F	QS	QS	F		QS	F			QS	F	
323	--	POST	DOCK	-	-	-	-	-	-	-	)	TH	PM	PM	PM	F		QS	F			QS	F		QS	F		QS	F		
328	Ff	QS	QS	F		QS	F			QS	F	QS	QS	F		QS	F	PM	PM	PM	F	QS	QS	F		QS	F			QS	
322	QS	F		QS	F		QS	F		QS	QS	F		QS	F		QS	F			QS	QS	F		QS	F		QS	F	
161	PM	PM	F		QS	F	QS	QS	F			QS	F		QS	F		QS	F			QS	F		QS	F		QS	F	
156	QS	F		QS	F		QS	PM	PM	PM		(-	DOCK	-	-	-	)	(-	POST	DOCK	-	-	-	-	-	)	TH		QS	F		QS	F

NO CHANGES WILL BE MADE EXCEPT WITH THE CONCURRENCE OF THE C/MAINT OR THE MAINT CONTROL OFFICER

LEGEND: SP SPARE F FLIGHT XC CROSS COUNTRY PM PROP MODIFICATION QS QUICK STRIKE TH TEST HOP

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ANNEX "B"
TO MAINTENANCE ORDER
MARCH 1956

MAINTENANCE AND SCHEDULE

40th Periodic Maintenance Squadron

1. The 40th Periodic Maintenance Squadron will provide manning, tools, and equipment to process the following aircraft through Periodic Inspections on dates indicated below:

ACFT NO.	SQDN	DOCK NO.	IN	PERIOD POST DOCK	RETURNED SQDN
326	25BS	C	28 Feb	6 Mar - 14 Mar	15 Mar
548	15BS	B	1 Mar	7 Mar - 15 Mar	16 Mar
446	44BS	B	8 Mar	16 Mar - 20 Mar - 23 Mar	26 Mar
570	42BS	C	6 Mar	14 Mar - 17 Mar - 21 Mar	22 Mar
590	20BS	B	16 Mar	22 Mar - 25 Mar - 30 Mar	2 Apr
73	43BS	C	13 Mar	19 Mar - 23 Mar - 26 Mar	29 Mar
503	41BS	B	22 Mar	28 Mar - 31 Mar - 3 Apr	10Apr
588	42BS	C	20 Mar	26 Mar - 27 Mar - 6 Apr	5 Apr
564	44BS	B	29 Mar	4 Apr - 7 Apr - 13 Apr	16 Apr
590	45BS	C	27 Mar	2 Apr - 7 Apr - 11 Apr	12 Apr
160	40ARS	A	9 Mar	15 Mar - 16 Mar - 26 Mar	27 Mar
~~C-47~~	~~40ARS~~	~~A~~	~~9 Mar~~	~~15 Mar - 16 Mar - 26 Mar~~	~~27 Mar~~
329	40ARS	A	2 Mar	8 Mar - 9 Mar - 19 Mar	20 Mar
327	40ARS	A	23 Mar	29 Mar - 30 Mar - 9 Apr	10 Apr
156	40ARS	A	25 Mar	31 Mar - 1 Apr - 2 Apr	2 Apr
320	40ARS	A	30 Mar	5 Apr - 6 Apr - 16 Apr	17 Apr

(C-47)

HQ 40BOMWG
MAINT ORDER MAR 56
21 February 1956

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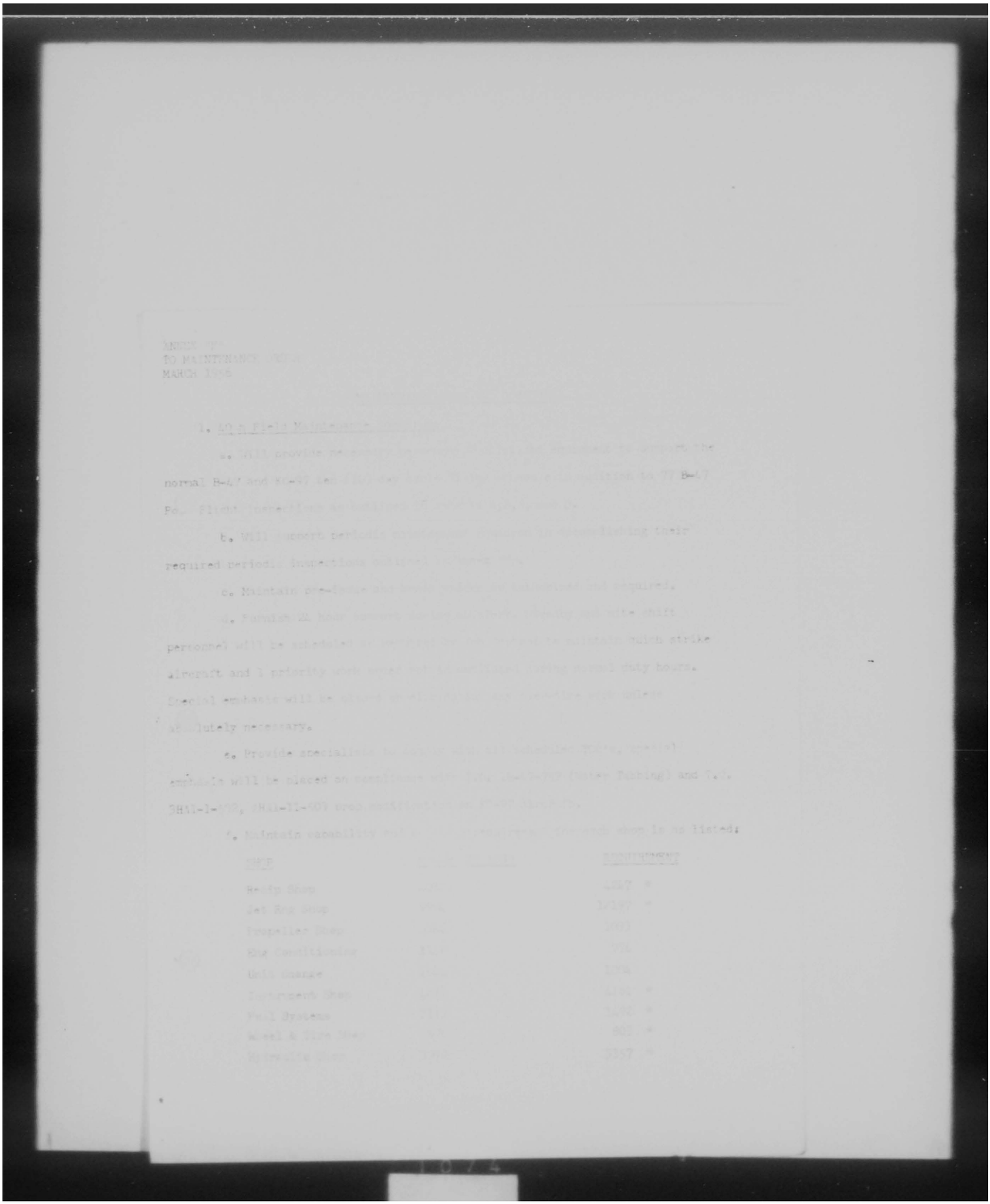

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ANNEX "G"
To Monthly Maintenance Order
March 1956

MAINTENANCE PLAN AND SCHEDULE

1. 802nd Air Base Group:

a. 802nd Motor Vehicle Squadron.

1. Provide daily dispatch of vehicle as required to support the flying maintenance schedules as outlined, here to fore, in this maintenance order in accordance with SAC Regulation 66-2.

2. Provide and coordinate any additional vehicle support as required necessary by the 40th Wing Director of Material and Base Material Officer.

3. Coordinate vehicle maintenance status with 40th Job Control with priority on radio control vehicle.

b. 802nd Refueling Section:

1. Provide necessary personnel and equipment to full fill 40th Aircraft and Ground Power refueling requirements. Requirements for month of March consists of 3 JP Pits, 2 JP Top Off Defueling Trucks, 2 115-145 Pits, 1 115-145 Top Off and defueling truck and 1 deisel truck..

2. In event of an alert or after special mission of March 19 and 20 additional pits as determined feasible by 40th Director of Material and 802nd Refueling Officer will be required.

c. 802nd Supply Squadron:

1. Base Supply.

a. Provide supply support for flying and maintenance schedules as listed, here to fore.

b. Aircraft service unit will provide immediate delivery of all items requested via supply expeditor. Network and maintain C.Q. for after duty hours.

c. Provide additional support as required for special mission of 19 and 20 March and in the event of an alert.

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HQ4080Mwg
MAINT ORD MAR 1956
21 February 1956

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JET CREW AIR TRAINING REPORT - PART I | UNIT: 43rd Bombardment Wing, Medium | MONTH: March 1956 | PAGE NO. 1 | NO. OF PAGES 3 | REPORTS CONTROL SYMBOL: 3-SAC-[illegible]

A. GENERAL				B. BOMBING																C. NAVIGATION											
1	2	3	4	5 VISUAL RELEASES											6 PHOTO-SCORED ATTACKS			7	8	9	10 NIGHT CELESTIAL							11 OTHER LEGS				
															RADAR		VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (M-19)	CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI					1	2	3	4	5			CEL.	RADAR	
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
[illegible]	B047	22	172	0	0	0	—	0	0	0	0	0	0	0	02	0	—	0	0	0	22	20	0	0	0	06	02	01	—	02
[illegible]	B047	08	54	0	0	0	0	0	0	0	0	0	0	0	02	0	01	0	0	0	08	23	0	0	0	03	02	01	0	0
[illegible]	B047	15	99	0	0	0	0	0	0	0	0	0	0	0	07	0	03	0	0	0	25	30	0	0	0	02	02	00	02	0
[illegible]	B047	17	110	00590	00770	01070	0	0	0	0	0	0	0	02	20	0	02	02	0	0	08	09	10	09	0	04	01	02	02	01
BRANDENBURG																														
TOTAL		40	260	0	0	0	0	0	0	0	0	0	0	03	31	0	05	02	0	0	0	0	0	0	0	08	05	05	02	03
[illegible]	B047	18	46	0	0	0	0	0	0	0	0	0	0	0	05	0	0	02	0	0	0	0	0	0	0	0	02	04	02	0
[illegible]	B047	[illegible]	61	[illegible]	[illegible]	[illegible]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
[illegible]	B047	17	108	0098	01139	—	—	—	—	—	—	—	—	02	06	—	04	01	—	—	06	22	20	22	25	05	02	04	02	02
[illegible]	B047	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	43	—	—	—	—	04	—	—	—	—
[illegible]	B047	22	132	00340	01160	—	—	—	—	—	—	—	—	02	05	—	03	02	—	—	23	03	—	—	—	02	03	03	02	01
[illegible]	B047	13	88	00000	00340	—	—	—	—	—	—	—	—	02	11	—	03	02	—	—	12	15	25	—	—	03	03	03	02	02
[illegible]	B047	16	101	00150	02455	—	—	—	—	—	—	—	—	02	03	—	02	02	—	—	22	32	—	—	—	02	05	03	02	02
[illegible]	B047	20	126	00830	02000	—	—	—	—	—	—	—	—	02	10	—	03	02	—	—	04	06	07	23	24	05	02	02	03	02
[illegible]	B047	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17	—	—	—	—	02	—	—	—	—
[illegible]	B047	18	114	00215	02000	—	—	—	—	—	—	—	—	02	06	—	02	02	—	—	06	22	22	22	26	05	01	05	03	03

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JET CREW AIR TRAINING REPORT - PART I	UNIT: 40th Bombardment Wing, Medium	MONTH: March 1956	PAGE NO.: 2	NO. OF PAGES: 5	REPORTS CONTROL SYMBOL: 3-SAC-T12

A. GENERAL				B. BOMBING														C. NAVIGATION											
1	2	3	4	5										6			7	8	9	10						11			
				VISUAL RELEASES										PHOTO-SCORED ATTACKS						NIGHT CELESTIAL						OTHER LEGS			
														RADAR		VISUAL				CIRCULAR ERRORS						GRID			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI		IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (MTI)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	CEL.	RADAR	PRESSURE PATTERN
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
I-38	B0047	22	118	01150	01680	--	--	--	--	--	--	--	--	02	09	--	05	--	--	--	14	16	17	33	53	05	02	04	--	03
I-39	B0047	14	70	00000	00550	--	--	--	--	--	--	--	--	02	13	--	03	--	--	--	05	17	32	52	--	04	03	01	03	04
I-43	B0047	15	86	00175	00415	--	--	--	--	--	--	--	--	02	03	--	02	02	--	--	33	34	35	02	--	04	02	01	01	04
I-45	B0047	14	59	00215	00730	00800	--	--	--	--	--	--	--	03	04	--	03	--	--	--	12	--	--	--	--	01	02	02	01	--
I-46	B0047	17	87	00250	00900	--	--	--	--	--	--	--	--	02	08	--	06	--	--	--	09	30	34	--	--	03	01	02	01	04
I-48	B0047	13	70	--	--	--	--	--	--	--	--	--	--	--	10	--	03	--	--	--	23	--	--	--	--	02	02	02	03	--
I-49	B0047	19	117	00130	00725	--	--	--	--	--	--	--	--	02	08	--	02	02	--	--	01	09	21	--	--	02	02	04	03	
I-52	B0047	17	95	01105	02305	--	--	--	--	--	--	--	--	02	04	--	03	01	--	--	22	29	--	--	--	06	--	04	01	
[illegible]	B0047	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
[illegible]	[illegible]	215	1384	--	--	--	--	--	--	--	--	--	--	07	100	--	46	12	--	--	--	--	--	--	--	--	06	07	01	04
B-[illegible]	B0047	24	71	01025	02000	--	--	--	--	--	--	--	--	02	04	--	03	02	--	--	02	27	38	50	--	04	02	01	02	02
B-[illegible]	B0047	11	79	00430	01810	--	--	--	--	--	--	--	--	02	07	--	04	01	--	--	15	22	40	57	--	02	04	01	02	03
I-[illegible]	B0047	16	98	00320	00330	--	--	--	--	--	--	--	--	02	07	--	04	01	--	--	15	18	31	48	--	04	03	02	01	--
I-[illegible]	B0047	18	113	00540	00650	--	--	--	--	--	--	--	--	02	08	--	06	01	--	--	01	00	X	20	--	--	07	01	01	02
[illegible]	B0047	8	23	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
[illegible]	B0047	[illegible]	[illegible]	[illegible]	[illegible]	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART I	UNIT: 40th Bombardment Wing, Medium	MONTH: March 1956	PAGE NO.: 3	NO. OF PAGES: 5	REPORTS CONTROL SYMBOL: 3-SAC-T12

A. GENERAL				B. BOMBING														C. NAVIGATION								
1	2	3	4	5										6			7	8	9	10					11			
				VISUAL RELEASES										PHOTO-SCORED ATTACKS						NIGHT CELESTIAL					OTHER LEGS			
														RADAR						CIRCULAR ERRORS						GRID		
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (M-15)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	CEL.	RADAR	PRESSURE PATTERN
5-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
R-35	B0047	14	76	00725	00785	01260	–	–	–	–	–	–	–	03	08	–	10	01	–	–	10	13	32	–	–	03	03	03	02	03
R-38	B0047	19	122	00170	00720	–	–	–	–	–	–	–	–	02	13	–	21	01	–	–	03	12	12	20	31	05	06	03	03	02
R-43	B0047	16	77	00150	00575	–	–	–	–	–	–	–	–	02	08	–	05	01	–	–	08	09	11	–	–	03	03	01	02	03
R-44	B0047	17	98	00075	00590	00830	–	–	–	–	–	–	–	03	05	–	03	02	–	–	10	22	–	–	–	02	02	02	01	01
R-48	B0047	15	97	00400	00600	–	–	–	–	–	–	–	–	02	10	–	04	02	–	–	12	16	25	28	–	04	06	01	02	03
R-52	B0047	17	92	00115	00690	–	–	–	–	–	–	–	–	02	22	–	04	–	–	–	08	10	15	42	–	04	05	03	–	02
R-54	B0047	16	89	00110	00225	00705	–	–	–	–	–	–	–	03	07	–	06	02	–	–	04	05	08	10	–	04	05	01	02	02
R-56	B0047	9	43	00380	–	–	–	–	–	–	–	–	–	01	05	–	02	–	–	–	15	–	–	–	–	01	04	01	01	–
R-58	B0047	Crew Downgraded to II-A/C 1 March 1956																												
R-60	B0047	16	92	00500	02500	–	–	–	–	–	–	–	–	02	09	–	05	01	–	–	09	27	20	43	–	4	06	02	02	02
R-70	B0047	17	84	00150	00200	00750	00800	–	–	–	–	–	–	04	04	–	04	01	–	–	08	*	*	*		*				
R-72	B0047	7	45	–	–	–	–	–	–	–	–	–	–	02	–	–	–	–	–	–	10	27	27	–	–	03	02	–	01	02
R-73	B0047	Crew Disbanded 29 March, 1956																												
R-75	B0047	21	130	00410	01400	–	–	–	–	–	–	–	–	02	18	–	08	01	–	–	07	07	13	18	24	05	05	02	03	00
R-42	B0047	10	52	–	–	–	–	–	–	–	–	–	–	–	05	–	–	02	–	–	*	–	–	–	–	*		01	–	01	–
R-47	B0047	15	86	–	–	–	–	–	–	–	–	–	–	–	01	–	–	01	–	–	12	13	–	–	–	–	–	–	–	–
Totals, Monthly		279	2070	–	–	–	–	–	–	–	–	–	–	34	150	–	88	19	–	–	–	–	–	–	–	–	–	7	12	

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CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART I | UNIT: 40th Bombardment Wing, Medium | MONTH: March 1956 | PAGE NO.: 4 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

A. GENERAL				B. BOMBING															C. NAVIGATION									
1	2	3	4	5										6			7	8	9	10						11			
				VISUAL RELEASES										PHOTO-SCORED ATTACKS						NIGHT CELESTIAL						OTHER LEGS			
														RADAR						CIRCULAR ERRORS						GRID			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (M-9)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	CEL.	RADAR	PRESSURE PATTERN
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
N-19	B0047	12	71	00790	00890	01360	01670	02000	02000	--	--	--	--	06	07	--	07	01	--	--	08	--	--	--	--	01	02	01	01	01
N-22	B0047	12	71	00580	00600	00780	00900	00910	00930	01300	01340	02000	02000	10	08	--	01	--	--	--	04	19	32	--	--	03	03	01	01	01
N-24	B0047	11	64	--	--	--	--	--	--	--	--	--	--	--	05	--	--	--	--	--	24	28	37	--	--	03	05	01	03	--
N-77	B0047	11	63	--	--	--	--	--	--	--	--	--	--	--	07	--	--	01	--	--	16	29	--	--	--	02	05	--	03	02
N-31	B0047	01	07	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	01	--	02	--
N-31	B0047	Crew Downgraded to N-81, 1 March 1956																												
N-23	B0047	12	82	00575	00730	01300	02000	--	--	--	--	--	--	04	05	--	07	--	--	--	36	--	--	--	--	01	03	01	--	01
Non-rated Ready Tal		59	358	--	--	--	--	--	--	--	--	--	--	20	33	--	15	02	--	--	--	--	--	--	--	10	19	04	10	05
Wing Total		635	3644	--	--	--	--	--	--	--	--	--	--	84	306	--	155	36	--	--	--	--	--	--	--	077	132	82	87	45
57	B0047	98	576	00370	00410	00430	00470	00495	00550	00610	00640	00870	00900	10	32	--	08	05	--	--	04	06	08	09	11	05	21	04	05	01
57	B0047	--	--	01000	01010	01150	01180	01250	02000	02000	02300	--	--	08	--	--	--	--	--	--	32	--	--	--	--	02	--	--	--	--
N-42	B0047	Crew Upgraded to N-42, 1 March 1956																												
N-47	B0047	Crew Upgraded to N-47, 1 March 1956																												
N-24	B0047	Crew Upgraded to N-24, 1 March 1956																												

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JET CREW AIR TRAINING REPORT - PART I

UNIT: 40th Bombardment Wing, Medium | MONTH: March 1956 | PAGE NO. 5 | NO. OF PAGES 5 | REPORTS CONTROL SYMBOL 3-3A0-7112

A. GENERAL				B. BOMBING															C. NAVIGATION													
1	2	3	4	5 VISUAL RELEASES											6 PHOTO-SCORED ATTACKS			7	8	9	10 NIGHT CELESTIAL							11 OTHER LEGS				
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	RADAR		VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (M.P.I.)	CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN
															TOTAL	GPI					1	2	3	4	5			CEL.	RADAR	
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	14-15	16-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67		
UN-46	B0047	AC	X	72HR	P X 64HRS; 0 50% 48HRS. –																											
UN-48	B0047	AC	X	45HRS;	P 60% 8HRS; 0 100% 37HRS																											
UN-42	B0047	AC	100%	57HR	P X 43HRS; 0 37% 59HRS																											
UN-46	B0047	AC	97%	54HR	P X 58HRS 0 80% 6[illegible]HRS.																											
UN-38	B0047	AC	10[illegible]	[illegible]	P ER; 0 50% 8HRS.																											
[illegible]	B0047	AC	85%	[illegible]	P ER 0 50% 6HRS.																											
[illegible]	[illegible]	AC	94%	[illegible]	[illegible]																											
[illegible]	[illegible]	AC	X	[illegible]	[illegible]																											
[illegible]	[illegible]	AC	X	[illegible]	[illegible]																											

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JET CREW AIR TRAINING REPORT - PART II

UNIT: 40th Bombardment Wing, Medium | MONTH: March 1956 | PAGE NO.: 1 | NO. OF PAGES: 4 | REPORTS CONTROL SYMBOL: 3-SAC-T12

CREW NUMBER	D. GENERAL 12	E. REFUELING 13 RENDEZVOUS TOTAL ATT.	TOTAL SUCC.	IN DARKNESS ATT.	IN DARKNESS SUCC.	14 REFUELINGS TOTAL ATT.	TOTAL SUCC.	Restr Rfg IN RADIO SILENCE ATT.	IN RADIO SILENCE SUCC.	IN DARKNESS ATT.	IN DARKNESS SUCC.	INTERNAL GROSS WEIGHT ATT.	INTERNAL GROSS WEIGHT SUCC.	MAXIMUM GROSS WEIGHT ATT.	MAXIMUM GROSS WEIGHT SUCC.	F. GUNNERY 15 MAXIMUM LOAD PER CENT FIRE-OUT 1	2	3	16 MAXIMUM LOAD TOTALS TOTAL NO. OF MISSIONS	TOTAL ROUNDS LOADED	TOTAL ROUNDS FIRED	OVERALL PER CENT FIRE-OUT	17 NO. OF FIGHTER ATTACKS	18 DD GUNNERY	G. CRUISE CONTROL 19 PERFORMANCE INDEX 1	2	3	4	20 MISSIONS TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NONLONG RANGE SUPER.	H. SIM CRSE 21 SIMULATOR COURSE
6-10		12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	71
L-60		01	01	01	01	02	02	-	-	02	02	01	01	02	02	-	-	100	-	-	01	000700	000700	100	06	-	-	-	-	-	-	-	-	X
L-64		-	-	-	-	02	02	-	-	02	02	02	02	02	02	-	-	100	-	-	01	000700	000700	100	-	-	100	-	-	-	01	01	-	-	X
L-67		01	01	-	-	02	02	-	-	01	01	01	01	02	02	-	-	100	-	-	01	000700	000700	100	-	01	099	100	100	-	03	03	-	-	-
L-76		04	04	03	03	05	05	-	-	04	04	02	02	05	05	02	02	100	100	-	02	001400	001400	100	03	01	099	100	-	-	02	02	-	-	-
STDED TOTAL		05	05	03	03	09	09	-	-	07	07	05	05	09	09	02	02	-	-	-	04	002800	002800	100	03	02	-	-	-	-	06	06	-	-	-
L-82		01	01	02	01	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	01	000700	000700	100	-	-	100	-	-	-	02	01	-	-	-
L-85		04	04	03	03	04	04	-	-	02	02	03	03	04	04	01	01	64	100	-	02	001400	001148	82	05	-	098	100	100	100	04	04	-	-	-
L-88		05	05	02	02	03	03	-	-	02	02	02	02	03	03	01	01	75	100	-	02	001400	001225	88	01	-	099	100	-	-	02	02	-	-	X
L-90		02	03	02	02	03	03	-	-	02	02	02	02	03	03	01	01	100	100	-	02	001400	001400	100	01	-	099	100	-	-	02	02	-	-	-
L-92		02	03	02	02	04	04	-	-	03	03	03	03	04	04	01	01	61	100	-	02	001400	001120	80	03	-	100	100	100	-	03	03	-	-	X
L-94		03	03	02	02	03	03	-	-	03	03	02	02	03	03	01	01	01	100	-	02	001400	000710	51	01	-	100	100	100	-	03	03	-	-	-
L-20		03	03	03	03	03	03	-	-	02	02	03	03	03	03	01	01	100	100	-	02	001400	001400	100	01	-	100	100	100	100	04	04	-	-	-
L-30		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	-	01	01	-	-	-
L-35		02	03	02	02	03	03	-	-	02	02	02	02	03	03	01	01	50	100	-	02	001400	001050	75	01	-	100	100	-	-	02	02	-	-	-
L-40		03	03	03	03	03	03	-	-	02	02	02	02	03	03	01	01	100	100	-	02	001400	001400	100	01	-	100	100	100	100	04	04	-	-	-

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JET CREW AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	March 1956	2	4	3-SAC-T12

D. GENERAL	E. REFUELING																F. GUNNERY									G. CRUISE CONTROL								H. SIM CRSE
12	13				14												15			16			17	18		19				20				21
	RENDEZVOUS				REFUELINGS												MAXIMUM LOAD			MAXIMUM LOAD TOTALS						PERFORMANCE INDEX				MISSIONS				
CREW NUMBER	TOTAL		IN DARKNESS		TOTAL		Restr Rflg		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS	TOTAL ROUNDS		OVER-ALL PER CENT FIRE-OUT	NO. OF FIGHTER ATTACKS	DO GUNNERY					TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	SIMULATOR COURSE
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED				1	2	3	4					
6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	35-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
L-42	03	03	03	03	03	03	-	-	03	03	02	02	03	03	01	01	54	59	-	02	001400	000795	57	01	-	098	100	100	100	04	04	-	-	-
L-47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	-	01	01	-	-	-
L-65	-	-	-	-	02	02	-	-	01	01	01	01	02	02	-	-	40	-	-	01	000700	000285	40	01	-	100	100	100	-	03	03	-	-	X
L-69	03	03	02	02	02	02	-	-	01	01	01	01	02	02	-	-	100	100	-	02	001400	001400	100	02	-	099	100	-	-	02	02	-	-	-
L-66	-	-	-	-	02	02	-	-	02	02	01	01	02	02	-	-	87	-	-	01	000700	000616	87	-	-	099	100	-	-	02	02	-	-	X
L-70	05	05	02	02	04	04	-	-	03	03	02	02	04	04	01	01	50	100	-	02	001400	001050	75	01	-	098	099	-	-	02	02	-	-	X
L-71	03	03	02	02	03	03	-	-	02	02	02	02	03	03	01	01	21	65	-	02	001400	000603	43	05	-	100	100	100	-	03	03	-	-	-
L-72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SQD TOTAL	42	42	29	29	42	42	-	-	30	30	28	28	42	42	11	11	-	-	-	07	018900	014902	79	22	-	-	-	-	-	43	42	-	-	-
B-16	04	04	03	03	03	03	-	-	03	03	02	02	03	03	03	01	23	100	-	02	001400	000860	61	04	-	100	100	-	-	02	02	-	-	-
B-13	04	04	02	02	04	04	-	-	03	03	02	02	04	04	01	01	50	100	-	02	001400	001050	75	03	-	200	100	100	100	04	04	-	-	-
B-22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	-	01	01	-	-	-
B-32	04	04	02	02	04	04	-	-	02	02	02	02	04	04	01	01	100	100	-	02	001400	001400	100	07	-	100	100	100	-	03	03	-	-	-
B-35	04	04	03	03	04	04	-	-	04	04	02	02	04	04	01	01	100	100	-	02	001400	001400	100	06	-	100	100	100	100	04	04	-	-	-
B-22	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	57	-	-	01	000700	000400	57	-	-	100	-	-	-	01	01	-	-	X
B-25	03	03	02	02	03	03	-	-	03	03	02	02	03	03	01	01	100	100	-	02	001400	001400	100	01	-	098	100	100	100	04	04	-	-	-

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JET CREW AIR TRAINING REPORT - PART II | UNIT: 40th Bombardment Wing, Medium | MONTH: March 1956 | PAGE NO. 3 | NO. OF PAGES 4 | REPORTS CONTROL SYMBOL 3-SAC-332

D. GENERAL	E. REFUELING																F. GUNNERY									G. CRUISE CONTROL								H. SIM CRSE
12	13 RENDEZVOUS				14 REFUELINGS												15 MAXIMUM LOAD			16 MAXIMUM LOAD TOTALS				17	18	19 PERFORMANCE INDEX				20 MISSIONS				21
CREW NUMBER	TOTAL		IN DARKNESS		TOTAL		Restr Rflg IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS	TOTAL ROUNDS		OVER-ALL PER CENT FIRE-OUT	NO. OF FIGHTER ATTACKS	30 GUNNERY					TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	SIMULATOR COURSE
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED					1	2	3	4					
8-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	35-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
B-29	04	04	02	02	03	03	--	--	02	02	02	02	03	03	01	01	100	100	--	02	001400	001400	100	01	--	100	100	100	100	04	04	--	--	X
B-42	03	03	03	03	03	03	--	--	02	02	02	02	03	03	01	01	88	100	--	02	001400	001317	94	01	--	100	100	100	100	04	04	--	--	X
B-43	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	01	01	--	--	--
B-44	02	02	02	02	03	03	--	--	03	03	02	02	03	03	01	01	100	100	--	02	001400	001400	100	01	--	100	100	--	--	02	02	--	--	--
B-47	02	02	01	01	02	02	--	--	02	02	01	01	02	02	--	--	72	--	--	01	000700	000502	72	--	--	100	100	100	--	02	03	--	--	--
B-50	07	07	03	03	05	05	--	--	04	04	02	02	05	05	02	02	100	100	--	02	001400	001400	100	03	--	098	100	100	--	02	03	--	--	X
B-50	04	04	03	03	05	05	--	--	03	03	03	03	05	05	01	01	100	100	--	02	001400	001400	100	02	--	098	098	100	100	04	04	--	--	--
B-50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	03	03	--	--	--
B-50	--	--	--	--	02	02	--	--	01	01	02	01	02	02	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	02	02	--	--	--
B-50	04	04	03	03	04	04	--	--	02	02	02	02	04	04	01	01	100	100	--	02	001400	001400	100	02	--	100	100	100	--	02	03	--	--	X
B-50	02	02	02	02	03	03	--	--	01	02	02	02	03	03	01	01	59	100	--	02	001400	001310	92	01	--	100	100	100	--	02	03	--	--	--
B-50	02	02	01	01	02	02	--	--	02	02	02	01	02	02	--	--	50	100	--	02	001400	001050	75	08	--	098	098	100	100	02	04	--	--	X
B-50	02	02	02	02	03	03	--	--	03	03	02	04	02	03	01	01	50	79	--	02	001400	000896	64	02	--	100	100	100	100	02	02	--	--	X
B-52	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	01	000700	000700	100	01	--	--	--	--	--	--	--	--	--	--
B-57	02	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	092	100	--	--	02	02	--	--	--
JR TOTAL	56	56	35	35	53	52	--	--	40	40	30	30	53	53	14	14	--	--	--	29	020200	019089	94	12	--	--	--	--	--	58	58	--	--	--

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JET CREW AIR TRAINING REPORT - PART II | UNIT: 40th Bombardment Wing, Medium | MONTH: March 1956 | PAGE NO.: 4 | NO. OF PAGES: 4 | REPORTS CONTROL SYMBOL: 3-SAC-T12

CREW NUMBER	D. GENERAL 12	E. REFUELING 13 RENDEZVOUS TOTAL ATT. 12-13	RENDEZVOUS TOTAL SUCC. 15-16	RENDEZVOUS IN DARKNESS ATT. 18-19	RENDEZVOUS IN DARKNESS SUCC. 21-22	14 REFUELINGS TOTAL ATT. 27-28	REFUELINGS TOTAL SUCC. 33-34	IN RADIO SILENCE ATT. 36-37	IN RADIO SILENCE SUCC. 39-40	IN DARKNESS ATT. 43-44	IN DARKNESS SUCC. 47-48	INTERNAL GROSS WEIGHT ATT. 51-52	INTERNAL GROSS WEIGHT SUCC. 54-55	MAXIMUM GROSS WEIGHT ATT. 57-58	MAXIMUM GROSS WEIGHT SUCC. 60-61	F. GUNNERY 15 MAXIMUM LOAD PER CENT FIRE-OUT 1	2	3	16 MAXIMUM LOAD TOTALS TOTAL NO. OF MISSIONS 12-13	TOTAL ROUNDS LOADED 15-16	TOTAL ROUNDS FIRED 18-19	OVER-ALL PER CENT FIRE-OUT 21-22	17 NO. OF FIGHTER ATTACKS 23-28	18 GUNNERY 29-34	G. CRUISE CONTROL 19 PERFORMANCE INDEX 1	2	3	4	20 MISSIONS TOTAL NUMBER 35-37	UNSUPER. LONG RANGE 39-40	SUPER. LONG RANGE 43-44	NON-LONG RANGE SUPER. 46-48	H. SIM CRSE 21 SIMULATOR COURSE 71
6-10		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3																
N-19		-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	100	-	02	001400	001180	84	-	-	100	100	-	-	02	02	-	-	X
N-21		-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	100	100	03	002100	002100	100	-	-	100	-	-	-	01	01	-	-	-
N-24		02	02	-	-	01	01	-	-	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-27		01	01	-	-	01	01	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-31		-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	01	000700	000700	100	-	-	100	100	-	-	02	02	-	-	X
N-33		01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X
NOR																																		
70-1		04	04	-	-	02	02	-	-	-	-	01	01	02	02	-	-	-	-	-	-	-	-	-	100	-	-	-	01	01	-	-	-
																			08	003600	003280	86	01	-	-	-	-	-	02	02	-	-	-
WILS																																		
57-1		104	102	68	68	108	108	-	-	79	79	65	65	108	108	27	27	-	-	-	69	042300	042280	99	04	-	-	-	-	-	24	24	-	-
		09	09	03	03	09	09	-	-	03	03	03	03	09	09	-	-	-	04	46	50	02	002100	000703	33	03	-	100	100	100	100	04	04	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	55	66	03	002100	003191	47	-	-	100	-	-	-	03	03	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	100	100	02	002100	002100	53	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	02	000700	000700	100	-	-	-	-	-	-	-	-	-	-	-
ER																																		
FRACT		01	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		01	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	-	02	02	-	-	-

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JET CREW AIR TRAINING REPORT - PART III

UNIT: 40th Bombardment Wing, Medium | MONTH: March 1956 | PAGE NR: 1 | NR OF PAGES: 4 | REPORTS CONTROL SYMBOL: 3-SAC-T12

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY						M. LOW ALTITUDE NIGHT PHOTOGRAPHY				N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28	29			30			31	32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RBS RUNS	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS			IP-TARGET RUNS	NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRES-SURIZED FLYING	ASSISTED TAKE-OFFS	GLOBE TROTTER MISSIONS	MONTH FOR WHICH STANDARD-IZATION CHECK
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT. RUNS	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.		ATT.	ACC.							
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	11-13	14-16	17-19	20-22	26-28		32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
L-60																						0001	011	001	-	-	-	OCT
L-04																						0001	-	001	-	-	-	NOV
L-37																						0001	006	001	-	-	-	FEB
L-76																						0001	004	001	004	-	-	JAN
"DBD TOTAL																						0003	010	003	004	-	-	-
S-03	NOT APPLICABLE																	NOT APPLICABLE				-	002	-	003	-	-	AUG
L-02																						0002	002	001	002	-	-	FEB
L-06																						0002	003	001	003	-	-	FEB
L-10																						0002	002	001	002	-	-	MAR
L-12																						0002	002	001	003	-	-	MAR
L-14																						0002	011	001	007	-	-	FEB
L-30																						0002	002	001	005	-	-	SEP
L-36																						0002	002	001	003	-	-	FEB
L-39																						0002	003	001	003	-	-	DEC
L-42																						0002	003	001	004	-	-	DEC

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JET CREW AIR TRAINING REPORT - PART III

UNIT: 40th Bombardment Wing, Medium | MONTH: March 1956 | PAGE NR: 2 | NR OF PAGES: 4 | REPORTS CONTROL SYMBOL: 3-SAC-T12

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY						M. LOW ALTITUDE NIGHT PHOTOGRAPHY					N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28			29			30		31		32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RDS RUNS			ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS		NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP.	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRESSURIZED FLYING	ASSISTED TAKE-OFFS	GLOSE FORMATION MISSIONS	MONTH COMPLETED LAST STANDARDIZATION CHECK
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.		ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.								
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58		11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
Lm45																							0001	001	001	003	-	-	JAN
Lm65																							0001	003	001	004	-	-	FEB
Lm64																							0001	005	001	003	-	-	OCT
Lm70																							0001	002	001	003		-	MAR
Lm72																							0001	001	001	005	-	-	JAN
Lm34																							-	-	-	-	-	-	NCX
SQ TOTAL																							0015	044	024	054	-	-	-
Rm28																							0001	004	001	004	-	-	NOV
Rm33																							0001	003	001	003	-	-	OCT
Rm39																							0001	002	001	004	-	-	AUG
Rm45																							0001	003	002	003	-	-	NOV
Rm31																							0001	001	-	-	-	-	JAN
Rm35																							0001	004	001	005	-	-	FEB
Rm38																							0001	006	001	006	-	-	JAN
Rm43																							0001	003	001	003	-	-	NOV
Rm44																							0001	006	002	003	-	-	JAN

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JET CREW AIR TRAINING REPORT - PART III	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	March 1956	3	4	3-SAC-T12

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY							M. LOW ALTITUDE NIGHT PHOTOGRAPHY					N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY				
22	23		24		25		26			27		28		29			30		31		32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RBS RUNS		ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS		NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRESSURIZED FLYING	ASSISTED TAKE-OFFS	GLOBE TROTTER MISSIONS	MONTH COMPLETED LAST STANDARDIZATION CHECK
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.								
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
B-48																						0001	005	001	004	--	--	SEP
B-62																						0001	005	001	005	--	--	JAN
B-63																						0001	004	001	002	--	--	SEP
B-64																						--	001	001	002	--	--	OCT
B-67																						0001	002	001	003	--	--	NOV
B-71																						0001	002	001	002	--	--	FEB
B-73																						--	009	002	005	--	--	APR
B-74	NOT APPLICABLE																				NOT APPLICABLE	0002	002	002	002	--	--	JAN
B-76																						--	--	--	--	--	--	SEP
B-77																						--	005	--	005	--	--	JAN
CR TOTAL																						0025	066	016	066	--	--	--
N-19																						--	--	--	002	--	--	JAN
N-22																						--	007	--	--	--	--	SEP
N-24																						--	004	--	003	--	--	SEP
N-71																						--	006	--	013	--	--	FEB
N-82																						--	--	--	--	--	--	--

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JET CREW AIR TRAINING REPORT - PART III	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	March 1956	4	4	3-SAC-T12

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY							M. LOW ALTITUDE NIGHT PHOTOGRAPHY					N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28		29			30		31		32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RBS RUNS		ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS		NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRESSURIZED FLYING	ASSISTED TAKEOFFS	GLOSTER METEOR MISSIONS	MONTH COMPLETED LAST STANDARDIZATION CHECK
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.								
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
N-23																						0	0	0	0	0	0	MAR
NGR TOTAL																						0	017	0	015	0	0	0
WING TOTAL																						0034	148	034	138	0	0	0
5X																						0	019	002	004	0	0	0
GR PRACT	NOT APPLICABLE																				NOT APPLICABLE	0	0	0	0	0	0	0
NGR PRACT																						0	0	0	0	0	0	0

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JET CREW AIR TRAINING REPORT - PART IV	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	March 1956	1	4	[illegible]

Q. GENERAL	R. PILOT PROFICIENCY																						S. MISCELLANEOUS							
40	41	42	43	44						45						46						47			48		49	50	51	52	53	54	55	56
			TAKE-OFFS	LANDINGS						GCA						ILAS						APPROACHES			FORMATION								
				ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT														
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS	Special Weapons Simulated				
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61					
I-60	-	-	008	003	08	01	09	03	02	05	08	01	09	-	-	-	-	-	-	-	-	-	11	-	-	03	03	-	-	001	02					
I-34	-	-	003	004	05	01	06	02	-	02	04	02	06	01	-	01	-	-	-	-	-	-	06	01	-	03	02	-	-	-	03					
I-37	-	-	009	006	08	07	15	07	05	12	04	03	07	06	01	07	-	-	-	-	-	-	08	-	-	04	04	003	002	-	02					
I-76	001	004	010	004	10	02	12	04	-	04	09	-	09	04	-	04	-	-	-	-	-	-	05	02	02	03	02	006	006	002	02					
CTDBD CTAI	001	004	002	034	23	10	33	13	05	18	17	05	22	11	01	12	-	-	-	-	-	-	29	02	02	10	08	009	009	002	03					
I-02	003	003	006	002	06	-	06	01	-	01	03	-	03	03	-	03	-	-	-	-	-	-	02	02	-	-	-	-	-	-	-					
I-03	002	003	012	004	10	02	12	03	-	03	08	-	08	01	-	01	-	-	-	-	-	-	05	02	02	03	02	006	006	002	02					
I-16	002	003	017	003	19	-	19	01	-	01	05	12	17	01	02	03	-	01	02	-	-	-	06	02	02	03	04	009	009	002	03					
I-10	001	005	008	005	09	01	10	04	02	06	06	02	08	03	-	03	-	01	01	-	-	-	06	02	02	03	02	009	003	002	02					
I-28	001	006	007	006	10	02	12	03	-	03	10	-	10	01	-	01	-	-	-	-	-	-	02	01	02	03	02	022	022	001	03					
I-24	001	003	017	002	14	08	22	06	06	12	11	02	13	05	04	09	-	-	-	-	-	-	11	02	02	03	02	003	002	001	02					
I-30	001	004	013	005	13	03	16	05	05	10	07	02	09	02	01	03	-	-	-	-	-	-	05	02	01	02	02	004	004	002	02					
I-36	001	004	017	004	18	04	22	05	02	06	08	01	09	01	02	03	-	-	-	-	-	-	15	01	01	03	02	004	004	003	02					
I-39	001	003	009	002	10	-	10	01	05	06	05	-	05	02	-	02	-	-	-	-	-	-	08	01	01	02	02	002	002	001	01					
I-42	001	004	010	005	11	-	11	04	-	04	05	03	08	02	02	03	-	-	-	-	-	-	05	01	04	03	03	004	004	001	02					

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Q. GENERAL R. — PILOT PROFICIENCY — S. MISCELLANEOUS

40	41	42	43		44						45						46						47			48		49	50	51	52	53	54	55	56
			TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES			FORMATION								
					ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT														
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS	Special Weapons Simulated				
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61					
L-45	001	005	006	004	07	02	09	03	03	06	06	02	08	02	05	07	-	-	-	-	-	-	08	05	04	03	02	001	001	001	01				
L-65	001	003	009	007	08	02	10	08	03	11	02	06	08	05	02	07	-	01	01	-	02	02	05	03	02	03	03	018	018	001	01				
L-66	001	006	011	002	10	05	15	02	08	10	06	01	07	-	02	02	-	01	01	-	-	-	07	01	-	03	03	005	005	-	01				
L-70	003	013	017	002	17	11	28	02	17	19	11	08	19	01	09	10	-	01	01	-	-	-	04	04	01	08	05	006	006	001	01				
L-72	001	004	015	002	13	01	14	04	-	04	08	01	09	01	-	01	-	-	-	-	-	-	06	02	01	03	02	003	003	001	01				
L-16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
SQD TOTAL	027	069	174	055	178	42	219	50	52	102	101	40	141	26	29	55	-	05	05	-	02	02	96	29	22	47	33	077	077	013	14				
B-26	001	003	008	004	08	04	12	04	-	04	04	01	05	02	-	02	-	-	-	-	-	-	05	01	01	03	02	006	006	002	01				
B-31	001	003	009	002	10	03	13	01	04	05	06	-	06	-	-	-	-	-	-	-	-	-	05	02	01	03	02	007	007	001	01				
B-33	001	004	013	003	13	-	13	03	-	03	07	01	08	03	01	04	-	-	-	-	-	-	04	02	01	03	02	004	004	002	01				
B-35	001	003	010	007	11	-	11	06	-	06	08	-	08	04	-	04	-	01	01	-	-	-	05	01	01	03	03	008	008	002	01				
B-52	-	-	005	002	05	-	05	02	-	02	04	-	04	-	-	-	-	01	01	-	-	-	01	-	01	-	-	-	-	-	01				
B-35	001	005	009	002	09	-	09	02	-	02	05	01	06	02	01	03	-	01	01	-	01	01	09	01	01	03	02	002	002	001	01				
B-38	001	005	011	008	10	02	12	09	03	12	05	02	07	04	02	06	-	-	-	-	-	-	13	02	01	04	04	004	004	001	01				
B-50	001	004	011	002	11	05	16	02	-	02	08	-	08	01	-	01	-	-	-	-	-	-	05	03	02	04	04	003	003	001	01				
B-66	001	004	014	001	09	03	12	05	05	10	05	03	08	05	05	10	-	01	01	-	-	-	14	01	02	03	02	005	005	001	01				

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JET CREW AIR TRAINING REPORT - PART IV	UNIT: 40th Bombardment Wing, Medium	MONTH: March 1956	PAGE NR: 3	NR OF PAGES: 4	REPORTS CONTROL SYMBOL: 3-SAC-TJ1

Q. GENERAL R. — PILOT PROFICIENCY — S. MISCELLANEOUS

40	41	42	43		44						45						46						47			48		49	50	51	52	53	54	55	56
			TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES			FORMATION								
					ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT														
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS	Refuelings Simulated				
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61					
B-48	001	004	013	001	13	-	13	01	-	01	07	-	07	01	-	01	-	-	-	-	-	-	03	03	01	03	03	-	-	-	01				
B-50	001	005	013	002	13	01	14	03	-	03	09	02	11	04	01	05	-	-	-	-	-	-	06	03	06	03	02	038	029	003	02				
B-50	001	003	012	003	12	03	15	03	02	05	04	03	07	03	01	04	-	-	-	-	-	-	04	04	03	02	02	008	008	001	02				
B-47	001	004	007	001	07	02	09	01	01	02	03	02	04	-	02	01	-	01	01	-	-	-	03	-	-	03	02	010	010	-	-				
B-47	002	003	013	001	12	-	12	02	-	02	07	-	07	02	-	02	-	-	-	-	-	-	05	01	01	03	04	009	005	001	01				
[illegible]	001	003	009	009	10	-	10	04	-	04	08	-	08	03	-	03	-	-	-	-	-	-	04	02	02	03	04	007	007	002	02				
B-47	-	-	006	002	6	-	06	02	02	03	05	01	06	01	02	02	-	-	-	-	-	-	03	04	04	04	03	004	004	002	02				
B-47	003	007	012	004	10	02	12	10	05	02	08	05	02	08	05	13	-	01	01	-	-	-	11	03	02	05	04	002	003	002	02				
B-47	-	-	000	0	0	-	0	-	-	-	05	01	06	-	-	-	-	-	-	-	-	-	04	02	02	-	-	-	-	002	02				
B-47	0	0	010	006	1	01	2	06	03	9	04	01	05	04	02	06	-	-	-	-	-	-	09	02	-	-	-	014	004	-	02				
TOTAL	009	060	095	069	101	32	246	66	24	90	130	22	034	17	19	06	-	06	06	-	02	02	046	43	20	53	42	108	108	029	38				
[illegible]	002	003	009	003	09	-	09	03	02	04	02	03	05	01	02	03	-	01	01	-	02	01	08	01	-	-	-	-	-	-	-				
[illegible]	-	-	011	-	11	-	11	-	-	-	10	-	10	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-				
[illegible]	-	-	008	002	10	-	10	02	-	02	04	-	04	02	02	03	-	-	-	01	-	01	09	02	-	-	-	006	006	001	-				
[illegible]	-	-	009	-	08	02	10	02	-	01	02	-	02	-	03	01	-	-	-	-	02	02	01	-	-	-	-	026	026	-	-				
[illegible]	-	-	003	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

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JET CREW AIR TRAINING REPORT - PART IV	UNIT: 40th Bombardment Wing, Medium	MONTH: March 1956	PAGE NR: 4	NR OF PAGES: 4	REPORTS CONTROL SYMBOL: 3-SAC-[illegible]

Q. GENERAL R. PILOT PROFICIENCY S. MISCELLANEOUS

40	41	42	43		44						45						46						47			48		49	50	51	52	53	54	55	56
			TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES			FORMATION									
					ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT															
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS	[illegible]				
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61					
[illegible]	-	-	002	-	33	39	30	01	05	06	04	01	05	01	01	02	-	03	03	-	-	-	-	04	-	-	-	001	002	-	-				
[illegible] TOTAL	002	004	020	006	50	23	72	06	16	22	22	04	26	04	05	09	-	04	04	02	02	02	20	06	-	-	-	002	002	001	-				
[illegible]	005	038	449	111	450	104	554	138	99	237	260	72	332	88	54	142	-	15	15	02	05	06	260	79	58	133	85	227	227	092	36				
[illegible]	002	009	038	009	85	74	159	10	65	75	50	29	79	07	28	35	-	07	07	-	07	07	23	12	04	22	08	72	72	001	-				
[illegible]	-	-	13	002	02	13	15	01	13	14	03	03	04	-	03	03	-	-	-	-	02	02	02	-	02	-	-	026	026	-	-				
[illegible]	-	-	006	001	09	04	13	06	02	08	04	04	08	01	04	05	-	-	-	-	02	02	-	-	-	-	-	029	029	-	-				

4 STANDBOARD (LEAD) CREWS, 35 LEAD CREWS, 35 READY CREWS, 5 NON READY CREWS, 20 FINF CREWS ASSIGNED.

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PART VI

RCS: 3-SA-712

WING COMMANDER'S REMARKS
40TH BOMBARDMENT WING, MEDIUM

31 March 1956

1. In compliance with paragraph 8, Supplement III, SAC Regulation 50-23, 3 August 1955, as amended, the following information and remarks are submitted.

a. Hours flown performing missions ordered by:

(1) Higher Headquarters:

COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
Ferrying Aircraft	18	18
Bombing Evaluation "Snow Bank"	176	208

(2) Eighth Air Force Air Training Priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	0	0
2	SAC REG 51-26	280	325
3	SES Evaluation	30	30
4	"Hi Jinks"	35	40
5	"Snow Bank"	176	208
6	Non-Ready Crew Training	250	276
7	Combat Ready Crew Training	273	303
8	Lead Crew Training	298	300
9	5X Crew Training	140	157
10	Ferrying Aircraft	18	18
	Total	1500	1657
	Test	0	30
	Grand Total	1500	1687

The following explanation is made of significant differences between programmed and accomplished flying time.

(a) Reference priority 1: No time programmed due to this training being accomplished in conjunction with other training.

(b) Reference priority 2: More time flown due to more time available than anticipated.

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Part I, RCAF [illegible] Remarks, [illegible]
Medium, Period: [illegible] (continued)

(c) Reference priority 4: More time flown than programmed due to more crews flying mission than programmed. Non-Combat Ready Crews to Combat Ready.

(d) Reference priority 5: More time flown than programmed due to more crews flying mission than programmed.

(e) Reference priority 6: More time flown than programmed due to more time available than anticipated.

(f) Reference priority 7: More time flown than programmed due to more time available than anticipated.

(g) Reference priority 8: More time flown than programmed due to more time available than anticipated.

(h) Reference priority 9: More time flown than programmed due to more time available than anticipated.

b. Weather or local conditions: Not applicable.

c. Restricted Directives: Not applicable.

d. Combat crew member gains and losses:

(1) One aircrew gained from Wing Staff.

(2) Two aircrew lost to Wing Staff.

e. Crew member changes:

(1) Observer on crew R-42, 1 March 1956.

(2) Observer on crew R-44, 1 March 1956.

(3) Co-pilot on crew IN-46, 1 March 1956.

(4) Observer on crew IN-64, 1 March 1956.

(5) Observer on crew L-66, 1 March 1956.

(6) Observer on crew IN-78, 1 March 1956.

(7) Co-pilot on crew IN-79, 1 March 1956.

(8) Co-pilot on crew IN-80, 1 March 1956.

(9) Co-pilot on crew IN-81, 1 March 1956.

f. New Crews:

(1) IN-49 formed 1 March 1956.

(2) IN-25 formed 20 March 1956.

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(3) IN-82 formed 29 March 1956.

g. Crew status changes:

(1) S-01 disbanded 1 March 1956, aircom assigned squadron operations, co-pilot and observer placed on other crews.

(2) R-31 disbanded 1 March 1956, crew members placed on other crews.

(3) R-73 disbanded 29 March 1956, aircom DNIF indefinitely other crew members placed on other crews.

(4) R-64 downgraded to IN-64, 1 March 1956, due to new observer not checked out in accordance with SAC Regulation 51-19.

(5) IN-42 up graded to R-42, 1 March 1956.

(6) IN-47 upgraded to R-47, 1 March 1956.

(7) IN-23 upgraded to N-23, 15 March 1956.

(8) R-16 upgraded to L-16, 26 March 1956.

(9) N-81 downgraded to IN-81, 1 March 1956, due to new co-pilot not checked out in accordance with SAC Regulation 51-19.

(10) As of 31 March 1956, 34 combat ready crews, 5 non-combat ready crews and 10 "IN" crews were assigned this wing.

(11) The following is a list of the crew numbers in the category reflected:

(a) Combat ready crews: L-03, L-04, L-06, L-12, L-14, L-16, L-30, L-36, L-37, L-39, L-41, L-45, L-60, L-65, L-66, L-70, L-72, L-76, R-11, R-13, R-15, R-35, R-38, R-42, R-43, R-44, R-47, R-48, R-62, R-63, R-67, R-71, R-75, L-10.

(b) Non-ready crews: N-19, N-21, N-23, N-24, N-77.

(c) IN crews: IN-20, IN-25, IN-46, IN-49, IN-64, IN-78, IN-79, IN-80, IN-81, IN-82.

(12) The date each Non-ready crew is forcast to be upgraded to ready status:

(a) IN-64, 2 April 1956.

(b) N-77, 13 April 1956.

(c) N-19, N-21, N-23, N-24, 23 April 1956.

(d) IN-20, IN-80, 31 May 1956.

(e) IN-46, 15 June 1956.

(f) IN-79, IN-78, 29 June 1956.

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(g) IN-81, 27 April 1956.

(h) IN-25, 1 July 1956.

(i) IN-79, 27 July 1956.

(j) IN-82, 15 August 1956.

(13) An explanation of any of the following changes:

(a) Upgrading not accomplished on date forecast: N/A

(b) Forecast date of upgrading advanced or retarded:

(1) N-19, N-21, IN-23, N-24, N-77, N-81, changed to allow more time for training.

(2) IN-20, IN-46, IN-78, IN-79, IN-80, changed due to more emphasis being put on N crew upgrading.

h. Standardization crews:

(1) Wing standardization crew: L-60

(2) Squadron standardization crews:

(a) 25th Bombardment Squadron - L-04.

(b) 44th Bombardment Squadron - L-37.

(c) 45th Bombardment Squadron - L-76.

For the purposes of relief from SAC Regulation 50-8 requirements this wing is using crews L-60, L-04, L-37, and L-66 as the four B-47 standardization crews allowed relief from these requirements. Crew L-76 replaced crew L-66, 20 February 1956, therefore crew L-66 was the 45th Bombardment Squadron standboard crew for the greater portion of the quarter.

i Material and personnel Problems:

Material:

(1) The maintenance effort of the 40th Bombardment Wing is being affected by the shortage of seven level people in the following squadrons.

(a) 40PMRON - Authorized nine 43171E's assigned three, for 33% effectiveness.

(b) 25BOMRON - Authorized twenty-two 43171E's, assigned six, for 27% effectiveness.

(c) 44BOMRON - Authorized twenty-two 43171E's, assigned five, for 22.7% effectiveness.

(d) 45BOMRON - Authorized twenty-two 43171E's, assigned six for 27% effectiveness.

This shortage is entirely too great for us to hope for any relief in the near future by even an extremely aggressive OJT program.

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(2) Specialist manning in the Munitions Squadron and Field Maintenance Squadron has been reduced due to the fact that these squadrons have had to use specialists as drivers on the maintenance vehicles authorized them under SAC Reg 66-36 and SAC Manual 66-42.

(3) Quality Control Section is manned by AFSC's only to the extent of 13 out of 25 people authorized. Their body manning is only 13 out of 25 authorized. These figures are based on the old manning document and not on the proposed manning document by Eighth Air Force.

(4) Schedules for aircraft accepted into modification centers are being received in the wing after the monthly tail schedule is published. It has been necessary, in the past, to republish this tail schedule as many as four times to provide the number of sorties required by operations and to schedule effective post flight and dock maintenance. This also affects operation scheduling insofar as maintaining combat crew's flying assigned aircraft and ground school scheduling. Both the aircrew flying schedule and ground schedule is predicated upon the scheduling of the aircraft by tail number.

(5) Until such time as the radio communications net is installed for the A&E Squadron and Field Maintenance Squadron, it will be virtually impossible to keep aircraft status, as carried by the radio maintenance vehicles in the tactical squadrons, and the status of the work order in the support squadrons and aircraft status in maintenance control in agreement. This is aggravated by the distance the aircraft are located from the A&E and FM shops, causing much time to be consumed from the time the specialist completes the work until he can return to his shop and telephone the completion of the work order in to maintenance control.

Personnel:

(1) Shortages of qualified officers and non-commissioned officers continues to be a problem in this wing. Exclusive of crew members, 47% of the assigned officers are in the entry level, and the wing is only 53% manned in the seven level airmen. Body manning remains approximately the same however we lose supervisors and gain personnel in the three level. Following is a breakdown of gains and losses by grade for January, February, and March.

	M/Sgt	T/Sgt	S/Sgt	A/1C	A/2C	A/3C	A/B
Loss	34	25	58	86	53	12	2
Gain	9	10	11	17	36	103	2
Net ±	-25	-15	-47	-69	-17	+91	0

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Part I, RCS: [illegible] Unclassified Title, [illegible]
Medium, Period: 1-31 March 1956 (continued)

Total loss 270, total gain 188.

(2) The most critical shortage of supervisors is in the AAS squadron. Following is a breakdown of authorized and assigned Non-commissioned officers.

		Authorized	Assigned
30XXX Career Field	S/Sgt	22	1
	T/Sgt	14	3
	M/Sgt	9	4
	Total	45	8
32XXX Career Field	S/Sgt	44	2
	T/Sgt	29	5
	M/Sgt	18	3
	Total	91	10

(3) As indicated in previous reports manning in the B-47 Aircraft maintenance technician career field, 43171E, continues to be a soft spot. The wing is 30% manned in this AFSC: authorized 97, assigned 35.

(4) The shortage of two stock control technicians, 64175, is considered a very weak area. One space is authorized in the logistics section and the other in supply Liaison. The supply liaison officer is TDY to supply school. The wing logistics officer is filling both officer positions with the assistance of one aircraft maintenance technician 43171E.

(5) Even though the gunnery reliability improved in March over February, it is still below SAC standards and the assignment of a qualified armament operations officer, 3244 would further improve the gunnery program.

(6) Manning the Maintenance Control Section has been a continuous problem in that the requirement for this section are not compatable with the Unit Manning Document. SAC Manual 66-12 and a proposed 8AF manual (15th AFM 66-2) requires certain sections to be manned with various Air Force Specialities not authorized in Headquarters Squadron. A situation of this type causes improper assignments and has caused the re-assigument of greatly needed personnel from this wing. The proposed Unit Manning Document changes as outlined by 8AF LTR PLM, 28 February 1956 is requested that it be approved and made effective at the earliest possible date.

(7) Frozen Career Fields: The larger portion of airmen losses in this wing have been to discharge. Many of these airmen would have re-enlisted if their career fields had not been frozen. It is difficult to emphasize the advantages of the Air Force when airmen see their supervisors awaiting promotions, year after year, in closed career fields. Not only are the first

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enlisted airmen [illegible] but many top quality Technical Sergeants and Staff Sergeants are becoming disgruntled and considering discharge. A solution to this problem will greatly boost the morale and increase the number of re-enlistments for this wing.

j. SAC Minimum Training Requirements not Accomplished: This wing accomplished 26.4% of SAC Regulation 50-8 training during the month of March, making a total of 97.4% accomplished during January, February, and March. Of the twenty eight combat ready crews responsible for these minimums, eighteen completed. Of the ten who did not complete, all only needed very few items. Weather and crowded RBS sites at the end of the quarter prevented visual and radar RBS from being accomplished. Another contributing factor that prevented 100% completion was the modification programs at the beginning of the quarter.

(1) Crew E-35 needed two RBS direct runs and was scheduled on 30 March, but had a ground abort due to fuel leak. Crew E-38 needed ten radar direct and two visual RBS and was scheduled on 30 March but lost his radar. Crew L-39 needed one IBDA run, but failed to get it on 30 March due to all RBS sites closing at 2400 hours. Crew R-43 needed one Mach, 81, two radar direct, one side track, two visual RBS, and one night celestial. This crew on it's last three missions had air aborts due to aircraft general and radar malfunctions. Crew L-45 needed two Mach, 81, three radar direct, one IBDA, three side track, one night celestial, one PLOP, one max external refueling at night, three rendezvous, and one gunnery. This crew had two ground aborts in a row, due radar and aircraft general. Crew R-48 needed one radar direct, one side track, one visual RBS, one night max external refueling, three dry contacts, one night rendezvous, one gunnery, and one fighter attack. This crew was scheduled on 30 March and had a ground abort due to fuel leak. Crew R-62 needed four Mach, 81 runs, three direct RBS, one IBDA, and one visual RBS. This crew failed to complete due to weather and the RBS sites closing at 2400 hours on 30 March. Crew L-65 needed two Mach, 81 runs, one IBDA, three side tracks and one max external refueling. This crew was scheduled on 30 March and failed to complete due to no tanker and a radar malfunction. Crew R-67 needed two Mach, 81, two radar direct, one side track, and one GPI run. This crew failed to complete due to radar malfunctions and radio difficulties. Crew R-71 needed four visual RBS, and one night celestial. This crew was scheduled on 29 March, but had a ground abort due to radio trouble and a short in the battery cable.

k. Non Ready crews capable of deploying: N-19, N-21, N-23, N-24, N-77.

l. Non-combat Ready Crew Training:

(1) Comparison of available ready and non-ready crew flying time:

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AVAILABLE	AVERAGE TIME PROGRAMED	AVERAGE TIME ACCOMPLISHED
34 Combat Ready	25	25
20 Non-Combat Ready	25	28

(2) The non-combat ready crews listed below did not receive a proportionate share of the required integral crew flying time as directed by SAC Regulation 50-8.

(a) Crew N-24, Aircom Harmon:

Programmed: 25:00 Accomplished: 15:50

This crew was in survival school until 24 March.

(3) Individual crew member training:

Crew Position	N-19	N-21	N-23	N-24	N-77
Aircom	35:40	36:30	45:35	15:50	42:00
Plt	35:40	36:30	45:35	15:50	42:00
Obsr	35:40	36:30	45:35	15:50	42:00

m. Field Training Operations:

(1) Test of facilities: None.

(2) Maneuvers: None.

(3) Exercises: None.

n. Special Training Month Remarks:

(1) The April flying training program for the 40th Bombardment Wing will have the following general objectives.

(a) Strategic evalutaion.

(b) Non-combat ready crew training.

(c) Maintain "Hi Jinks" proficiency.

(d) Pace Setter III.

(e) Practice bombing competition.

(f) Wing directed missions to accomplish major portions of combat ready and lead crew training and maximum training for "N" and "IN" crews.

(g) Wing directed practice USCM to include T-59 drops for non-ready and "IN" crews.

(h) Staff crew proficiency.

o. Comments or Recommendations of the Wing Commander:

(1) In accordance with change 1, SAC Regulation 50-8.

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1 September 1955, [illegible] the following crews be released of one third of their [illegible] requirements, due to their being on leave for twenty-four (24) consecutive days during the training quarter.

B-35, B-16.

(2) During the month of March, the 40th Bombardment Wing lost four productive flying days due to operations "Snow Bank". In order to maintain the ten day maintenance cycle, it was necessary to stand down one day before the mission and one day after. Minimum requirements were scheduled for the mission, as the necessary emphasis could be placed on making the bomb run at Rhinelander. Since all bomb runs made were practice, very little 50-8 training was accomplished on the two days the mission was run.

(3) Out of 6,489 available days 1,429 were lost to the 40th Bombardment Wing due to modification on B-47's. These included "ON TOP", ECM, Drag Angle, and Drop Tank pickups. The inclusive dates are 7 September 1955 through 15 February 1956. Ferry sorties flown to and from modification totaled 202 flights with a minimum of training being accomplished.

(4) The following is listed in accordance with Eighth Air Force Letter, subject: Training and check out in Special release tactics "Hi Jinks", 3 November 1955.

A	B	C	D	E	F	G	H
L-09	yes	yes	one	four	none	one	Oct 55
L-04	yes	yes	one	one	one	one	Mar 56
L-06	yes	yes	one	three	one	one	Feb 56
L-10	yes	yes	two	three	none	two	Jun 56
R-11	yes	yes	one	two	none	one	Feb 56
L-12	yes	yes	one	two	none	one	Feb 56
R-13	yes	yes	two	two	three	three	Mar 56
L-14	yes	yes	two	two	one	one	Mar 56
R-15	yes	yes	one	two	none	three	Feb 56
L-16	yes	yes	one	two	none	one	Feb 56
L-30	yes	yes	none	one	one	two	Dec 55
R-35	yes	yes	two	three	none	one	Feb 56
L-36	yes	yes	one	one	one	one	Mar 56
L-37	yes	yes	one	two	none	two	Jan 56

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Par I, RCS: 3-SAC-710, [illegible] Commander [illegible] Reports, AFSC Form [illegible]
Medium, Period: 1-31 March 1956 (continued)

A	B	C	D	E	F	G	H
B-38	yes	yes	one	three	none	three	Dec 55
L-39	yes	yes	one	three	two	two	Dec 55
L-41	yes	yes	two	two	one	two	Mar 56
B-42	yes	yes	three	three	none	none	Mar 56
B-43	yes	yes	two	two	one	one	Mar 56
B-44	yes	yes	one	three	one	two	Dec 55
L-45	yes	yes	one	three	two	two	Nov 55
B-47	yes	yes	two	two	one	one	Mar 56
B-48	yes	yes	three	three	one	one	Mar 56
L-60	yes	yes	one	one	one	one	Mar 56
B-62	yes	yes	one	one	one	one	Mar 56
B-63	yes	yes	two	two	one	one	Mar 56
L-65	yes	yes	none	one	one	two	Dec 55
L-66	yes	yes	two	two	none	none	Mar 56
B-67	yes	yes	one	two	none	two	Dec 55
L-70	yes	yes	one	two	none	one	Jan 56
B-71	yes	yes	three	three	one	one	Mar 56
L-72	yes	yes	one	three	none	three	Dec 55
B-75	yes	yes	two	three	two	six	Dec 55
L-76	yes	yes	two	four	none	two	Oct 55

(5) Until such time as the radio communications net is installed for the A&E squadron and Field Maintenance squadron, it will be virtually impossible to keep aircraft status, as carried by the radio maintenance vehicles in the tactical squadrons, and the status of the work order in the support squadrons and aircraft status in maintenance control in agreement. This is aggravated by the distance the aircraft are located from the A&E and FM shops, causing much time to be consumed from the time the specialist completes the work until he can return to his shop and telephone the completion of the work order in to maintenance control.

(6) Schedules for aircraft projected into modification centers are being received in the wing after the monthly tail schedule is published. It has been

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necessary, in the [illegible] to establish this tail schedule as many as four times to provide the number of sorties required by operations and to schedule effective post flight and dock maintenance. This also affects operationscheduling insofar as maintaining combat crews' flying assigned aircraft and ground school scheduling. Both the aircrew flying schedule and ground schedule is predicated upon the scheduling of the aircraft by tail number.

(7) Frozen Career Fields: The larger portion of airmen losses in this wing have been to discharge. Many of these airmen would have re-enlisted if their career fields had not been frozen. It is difficult to emphasize the advantages of the Air Force when airmen see their supervisors awaiting promotions, year after year, in closed career fields. Not only are the first enlisted airmen being lost but many top quality Technical Sergeants and Staff Sergeants are becoming disgruntled and considering discharge. A solution to this problem will greatly boost the morale and increase the number of re-enlistments for this wing.

(8) Operations "Snow Bank" was flown in March with acceptable results. The experience gained by flying the mission will be used to advantage on the next SAC evaluation mission particularly in the prediction phase. Pacesetter missions have been good practice for this type evaluation.

(9) Maximum emphasis will be placed on upgrading crews during the next quarter. By the end of the quarter I expect the wing to have all combat ready and lead crews. We will then have as good or better a combat capability as we did before return from rotation and the resultant personnel losses.

2. This document is classified CONFIDENTIAL in accordance with paragraph 3, Supplement III, SAC Regulation 50-23, 9 August 1955 as amended.

Burton H Burns
BURTON H BURNS
Colonel, USAF
Commander

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REFUELING AIR TRAINING REPORT - PART I

UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
40th Air Refueling Sqdn.	March 1956	1	2	4SAC T-12

A. GENERAL				B. RENDEZVOUS						C. REFUELING														D. NAVIGATION								E. CREW PROF.	
1	2	3	4	5		6		7		8														9		10				11				12	13
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 2B OR 6B		AN/APN 12 OR 7S		AN/APN-11 OR AN/APX-6		REFUELINGS														DRY HOOK-UPS		NIGHT CELESTIAL						OTHER LEGS				EMERGENCY PROCEDURE DRILL	MONTH COMPLETED LAST STANDARDIZATION CHECK
										TOTAL		WITH BOMBER		WITH FIGHTER		15,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER				CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN		
																										1	2	3	4	5		CEL.	RADAR		
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.										
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
T-03	KC097	05	34	-	-	02	02	01	01	01	01	01	01	-	-	-	-	01	01	-	-	-	-	01	01	-	-	-	-	-	-	01	01	-	-	-	OCT
T-08	KC0 97	05	40	-	-	02	02	-	-	02	02	02	02	-	-	-	-	02	02	01	01	-	-	80	80	-	-	-	-	-	-	01	-	-	-	01	MAR
T-01	KC097	16	102	-	-	07	07	-	-	07	07	07	07	-	-	-	-	07	07	04	04	-	-	21	21	02	04	06	07	14	05	06	02	12	02	09	JAN
T-09	KC097	18	109	-	-	05	05	02	02	08	08	08	08	-	-	-	-	04	04	04	04	-	-	36	36	00	04	04	05	15	05	08	02	07	02	07	JAN
T-12	KC097	15	79	-	-	07	07	01	01	09	09	09	09	-	-	-	-	05	05	04	04	-	-	13	13	02	03	08	09	-	04	04	02	05	02	03	NOV
T-13	KC097	20	116	-	-	07	07	01	01	09	09	09	09	-	-	-	-	07	07	05	05	-	-	88	88	02	08	12	13	15	05	06	01	13	02	05	MAR
T-15	KC097	28	154	-	-	12	12	01	01	11	11	11	11	-	-	-	-	09	09	06	06	-	-	76	76	09	09	17	19	-	04	07	02	06	03	04	NOV
T-17	KC097	16	100	-	-	07	07	01	01	09	09	09	09	-	-	-	-	04	04	04	04	-	-	11	11	06	11	12	13	16	05	07	01	03	02	01	DEC
T-19	KC0 97	17	98	-	-	05	05	03	03	08	08	08	08	-	-	-	-	06	06	03	03	-	-	22	22	05	06	06	08	09	09	05	03	11	02	02	MAR
T-19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	09	14	17	18	-	-	-	-	-	-	-	-
T-20	KC097	26	143	-	-	08	08	01	01	10	10	10	10	-	-	-	-	07	07	03	03	-	-	35	35	04	04	05	06	10	06	08	03	09	03	08	NOV
T-20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-
T-21	KC097	15	91	-	-	08	08	05	05	08	08	08	08	-	-	-	-	04	04	04	04	-	-	71	71	08	12	20	36	-	04	05	02	03	02	03	JAN
T-23	KC097	23	123	-	-	11	11	03	03	12	11	12	11	-	-	-	-	07	07	06	06	-	-	30	30	01	06	08	09	10	07	10	01	04	02	02	JAN
T-23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	12	-	-	-	-	-	-	-	-	-	-
T-25	KC097	18	114	-	-	13	10	04	04	11	11	11	11	-	-	-	-	09	09	05	05	-	-	73	73	06	06	06	12	-	04	08	01	02	02	04	NOV

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REFUELING AIR TRAINING REPORT - PART I

UNIT: 40th Air Refueling Sqdn. | MONTH: March 1956 | PAGE NO.: 2 | NO. OF PAGES: 2 | REPORTS CONTROL SYMBOL: 4 SAC T-12

A. GENERAL				B. RENDEZVOUS						C. REFUELING																D. NAVIGATION												E. CREW PROF.	
1	2	3	4	5		6		7		8														9		10						11						12	13
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 28 OR 68		AN/APN 12 OR 76		AN/APN-11 OR AN/APX-6		REFUELINGS: TOTAL		WITH BOMBER		WITH FIGHTER		18,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER		DRY HOOK-UPS		NIGHT CELESTIAL: CIRCULAR ERRORS					NO. OF LEGS	OTHER LEGS: DAY CEL.	GRID: CEL.	GRID: RADAR	PRESSURE PATTERN	EMERGENCY PROCEDURE DRILL	MONTH COMPLETED LAST STANDARDIZATION CHECK
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5							
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
T-29	KC097	17	103	--	--	09	07	--	--	08	08	08	08	--	--	--	--	04	04	03	03	--	--	66	66	01	05	07	07	10	07	05	01	03	02	03	DEC
T-29	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	17	35	--	--	--	--	--	--	--	--	--	--
T-30	KC097	24	148	--	--	07	07	01	01	09	08	09	08	--	--	--	--	07	07	04	04	--	--	07	07	05	08	15	21	--	04	11	03	09	03	05	JAN
T-31	KC097	22	117	--	--	10	10	02	02	08	08	08	08	--	--	--	--	07	07	04	04	--	--	33	33	00	05	22	22	23	06	07	02	10	02	11	MAR
T-31	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--	--	--	--	--	--	--	--	--	--
T-32	KC097	17	85	--	--	06	06	--	--	09	09	09	09	--	--	--	--	05	05	03	03	--	--	67	67	05	05	06	11	--	04	09	01	04	02	03	MAR
T-34	KC097	22	127	--	--	07	07	--	--	07	07	07	07	--	--	--	--	05	05	03	02	--	--	08	08	05	08	09	10	13	05	05	01	07	02	08	MAR
T-36	KC097	15	84	--	--	04	04	05	05	07	07	07	07	--	--	--	--	05	05	04	04	--	--	88	88	02	06	06	07	09	05	04	02	07	02	05	DEC
Combat Ready Totals		339	1893	--	--	133	128	30	30	150	148	150	148	--	--	--	--	102	102	69	69	--	--	745	747	1140	171	186	233	144	89	116	30	115	37	82	--
Sqdn. Totals		339	1947	--	--	137	132	31	31	153	151	153	151	--	--	--	--	105	105	70	70	--	--	821	821	140	171	184	233	144	89	116	31	115	37	83	--
5-X	KC09 7	02	15	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
IN-41	ACX 25 Hrs.; N 95% 39 Hrs.; ET X 16 Hrs.; B 33% 52 Hrs.																																				
IN-42	AC X 43 Hrs.; N 75% 32 Hrs.; ET X 30 Hrs.; B 80% 12 Hrs.																																				
Combat Ready Practice		--	--	--	--	--	--	--	--	04	04	04	04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	01	--	--	--	--	--
Non Ready Practice		--	--	--	--	08	08	02	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	35	35	--	--	--	--	--	09	12	08	08	01	--	--
Nineteen Combat Ready Crews in 31 Days.																																					

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REFUELING AIR TRAINING REPORT - PART II

UNIT: 40th Air Refueling Sqdn. | MONTH: March 1956 | PAGE NO.: 1 | NO. OF PAGES: 2 | REPORTS CONTROL SYMBOL: 4 SAC T-12

F. GENERAL	G. CRUISE CONTROL									H. SIM CRSE.	I. PILOT PROFICIENCY															J. KC-97 CREWS			K. MISCELLANEOUS					
14	15 PERFORMANCE INDEX					16 MISSIONS				17	18	19 TAKE-OFFS		20 LANDINGS		21 GCA		22 ILAS		23 APPROACHES			24 FORMATION			25 LOADINGS		26	27	28	29	30	31	32	33	34	35
CREW NUMBER	1	2	3	4	5	UNSUPERVISED LONG RANGE	SUPERVISED LONG RANGE	NON-LONG RANGE SUPERVISED	TOTAL	SIMULATOR COURSE	NO. OF PILOT PROFICIENCY MISSIONS	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	TIME AT 1,000 FT OR ABOVE	TIME AT NIGHT	CARGO	PASSENGER	NUMBER OF PRE-COMPLETION LANDINGS	NO. OF MAL. PASSENGER EMERGENCY DRILLS	RENDEZVOUS IN DARKNESS ATTEMPTED	RENDEZVOUS IN DARKNESS SUCCESSFUL						
5-10	16-18	19-21	22-24	25-27	28-30	31-32	33-34	35-36	37-38	40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	17-18	19-21	23-24	25-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44
T-03	--	--	--	--	--	--	--	--	--	--	01	07	04	06	05	03	02	--	--	01	03	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
T-08	--	--	--	--	--	--	--	--	--	--	--	06	01	05	02	02	02	02	--	01	-	--	--	--	--	--	--	--	--	01	01	--	--	--	--	--	03
T-01	098	090	--	--	--	01	01	-	02	--	01	17	03	14	06	09	05	--	--	03	02	02	--	--	--	--	01	06	03	03	03	01	01	--	--	--	03
T-09	099	--	--	--	--	01	--	--	01	--	03	21	14	21	14	06	03	03	03	04	02	02	--	--	-	--	02	06	03	04	04	01	01	--	--	--	13
T-12	100	096	096	--	--	03	-	--	03	-	01	13	07	13	07	13	09	--	--	10	04	02	-	--	--	--	03	06	03	03	03	02	02	--	--	--	03
T-13	100	099	-	--	-	01	01	-	02	--	02	21	06	21	06	18	05	02	-	05	01	02	--	--	--	-	02	06	04	05	05	02	01	--	--	--	03
T-15	099	--	--	-	--	01	-	-	01	--	02	16	12	16	12	11	12	03	02	05	05	06	-	--	-	--	01	06	03	05	05	03	02	--	-	-	06
T-17	092	--	--	--	--	01	--	--	01	--	02	16	05	11	10	04	05	--	--	06	01	01	--	--	--	--	01	06	04	04	04	02	01	--	--	--	03
T-19	098	--	--	--	--	01	--	--	01	--	03	19	08	18	10	12	08	--	01	03	06	01	--	--	--	--	01	06	03	03	03	02	01	--	--	--	09
T-20	100	098	097	--	--	03	-	--	03	-	02	23	10	22	11	09	03	--	--	03	02	01	-	--	--	02	05	06	06	03	03	04	03	--	-	-	06
T-21	098	095	--	--	--	01	01	--	02	-	01	14	08	15	07	04	04	-	--	03	01	01	-	-	--	--	02	06	04	05	05	02	03	--	--	--	03
T-23	099	--	-	--	--	01	-	-	01	--	01	20	06	19	07	04	09	--	--	06	02	03	-	+	-	01	01	05	04	05	03	02	02	--	-	-	03
T-25	098	093	091	--	-	03	--	--	03	--	02	15	08	12	10	07	06	-	--	05	02	01	--	--	--	--	01	02	06	04	06	06	03	02	-	--	--	06
T-29	099	--	--	--	--	01	--	--	01	--	02	12	10	12	08	06	03	-	--	04	03	01	--	-	-	01	02	06	03	03	03	02	02	-	-	-	06
T-30	099	099	098	--	--	--	03	-	03	-	03	19	23	19	23	13	08	01	04	07	02	01	--	-	--	02	04	06	06	04	04	03	01	--	-	--	15
T-31	098	096	--	-	-	01	01	-	02	-	01	22	07	21	07	14	06	--	--	09	04	02	-	-	-	--	03	04	05	06	06	03	02	--	-	-	03

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REFUELING AIR TRAINING REPORT - PART II

UNIT: 40th Air Refueling Sqdn. | MONTH: March 1956 | PAGE NO.: 2 | NO. OF PAGES: 2 | REPORTS CONTROL SYMBOL: 4 SAC T-12

F. GENERAL	G. CRUISE CONTROL									H. SIM CRSE.	I. PILOT PROFICIENCY														J. KC-97 CREWS		K. MISCELLANEOUS						
14	15 PERFORMANCE INDEX					16 MISSIONS				17	18	19 TAKE-OFFS		20 LANDINGS		21 GCA		22 ILAS		23 APPROACHES			24 FORMATION			25 LOADINGS		26	27	28	29	30	31	32	33	34	35
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6-10	16-18	19-21	22-24	25-27	28-30	31-32	33-34	35-36	37-38	40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44
T-32	096	--	--	--	--	01	--	--	01	--	02	13	05	10	07	04	04	01	--	03	04	01	--	--	--	--	02	06	03	02	02	02	01	--	--	--	06
T-34	099	095	--	--	--	01	01	--	02	--	01	23	05	20	08	11	08	02	02	04	01	01	--	--	--	01	04	06	06	02	02	02	01	--	--	--	03
T-36	098	--	--	--	--	01	--	--	01	--	02	12	04	11	05	11	06	--	--	06	01	01	--	--	--	--	02	06	03	03	03	02	02	--	--	--	06
C.E. Total	1670	861	388	--	--	22	08	--	30	--	30	296	141	275	148	156	104	11	12	96	43	26	@	--	--	08	36	102	67	69	69	39	27	--	--	--	97
Sqdn. Total	1670	861	388	--	--	22	08	--	30	--	31	309	146	286	152	162	108	13	12	98	46	26	--	--	--	08	36	102	67	70	70	39	27	--	--	--	100
S-X	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Prac.	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Prac.	--	--	--	--	--	--	--	--	--	--	--	--	33	--	36	--	21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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PART III
RCS: 4-SAC-T12

SQUADRON COMMANDER'S REMARKS
40TH AIR REFUELING SQUADRON

1-31 March 1956

1. In compliance with paragraph 6, Annex IV, SAC Regulation 50-23, 20 September 1955, as amended, the following information and remarks are submitted:

a. Hours flown performing missions ordered by:

(1) Higher Headquarters: Not applicable

(2) Eighth Air Force Training Priorities:

PRIORITY	COMMITMENT		HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2		0	0
2	Non-Ready Crew Training		0	0
3	Combat Ready Crew Training		518:00	573:00
		TOTAL	518:00	573:00
		TEST	10:00	8:45
		GRAND TOTAL	528:00	581:45

The following explanation is made of significant differences between programmed and accomplished flying time.

(a) Reference priority A(1). A propartionate share of AFR 60-2 requirements was accomplished in Ready Crew Training.

(b) Reference priority A(3). Additional flying time was gained by lengthening sorties to gain more training and flying time.

b. Weather of local conditions: Not applicable

c. Restrictive directives: Not applicable

d. Combat crew member gains and losses:

(1) Crew members gained: Not applicable

(2) Crew members lost:

(a) One Co-pilot discharged

(b) Two Radio Operators discharged

(c) Three Boom Operators discharged

e. Crew Member Changes:

(1) One Co-pilot - One Ready Crew

(2) One Flight Engineer - One Ready Crew

(3) Two Radio Operators - Two Ready Crews

(4) Seven Boom Operators - Three Ready Crews

f. New Crews: Not Applicable

g. Crew Status Changes: Not Applicable

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h. Standardization Crews:

(1) Wing standardization crew - T-03

(2) Squadron standardization crew - T-08

i. Materiel and Personnel Problems:

(1) Materiel

1. Hamilton Standard propeller modification caused aborts and cancellations to be excessive during the month. Target date for completion of this modification is 15 April 1956. As stated in the Squadron Commander's Remarks of February 1956 this problem was forseen. Planning took place to cope with loss of flying time by extending missions, to compensate for time lost due to this modification.

(2) Personnel

1. There is still no Communications Officer assigned. This shortage is magnified by loss of four high level Radio Operator Instructors. These experienced men are being transferred to ECM positions and leaves virtually no instructor and supervisory personnel in the Radio Section.

j. SAC Minimum Training Requirements:

(1) The Squadron completed 100% of SAC 50-8 Training requirements for the quarter ending 31 March 1956.

k. Non Combat Ready Crews Capable of Deploying:

(1) Crews IM-41 and IM-42 are capable of deploying.

l. Non Combat Ready Crew Training:

(1) Non ready crew training continues to be carried on using the IM principle wherein non ready personnel are trained during missions flown by ready crews.

m. Deleted:

n. Field Training Operations: Not applicable

o. Special Training Month Remarks: Not applicable

p. Comments or Recommendations of the Squadron Commander:

(1) Upgrading of IM crews is being held static by losses through discharge. As IM crew members become combat ready they are immediately placed on combat ready crews.

(2) During April 1956, maximum training of Non-combat ready personnel will be affected as outlined in 8th AF T-19 report.

Thomas S. Bohman

THOMAS S. BOHMAN
LT COL., USAF
Commander

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PART IV
RCS: 4-SAC-712

WING COMMANDER'S REMARKS
40TH BOMBARDMENT WING, MEDIUM

1-31 March 1956

1. Concur.

2. This document is classified CONFIDENTIAL in accordance with paragraph 3, Annex IV, SAC Regulation 50-23, 20 September 1955, as amended.

Berton H Burns
BERTON H BURNS
Colonel, USAF
Commander

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PM

HEADQUARTERS
802D AIR DIVISION
Smoky Hill Air Force Base
Salina, Kansas

40DO

29 February 1956

SUBJECT: (Unclassified) 40th Bombardment Wing Operations Order 35-56

TO: See Distribution

1. Inclosed is 40th Bombardment Wing Operations Order 35-56, dated 29 February 1956.

2. This operation is a SAC directed evaluation mission against the target of Rhinelander, Wisconsin. This organization's dates of participation are 19 through 21 March 1956. (Two (2) periods involving midnights)

3. Overall classification of this Order is SECRET. Unclassified nickname for this operation is "SNOW BANK".

FOR THE COMMANDER:

V. C. GEER
LTCOL, USAF
Adjutant

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As Stated

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ANNEX B - Air Operations

ANNEX C - Communications

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

OPERATIONS ORDER

SERIAL NR 35-56

29 February 1956

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40BOMWGM
OPORD 35-56
29 FEB 56

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Clay Hill Air Force Base, Salina, Kansas

40TH BOMBARDMENT WING OPERATIONS ORDER 35-56.

TASK ORGANIZATIONS:

25th Bombardment Squadron	- LTCOL Edward P. Clark
44th Bombardment Squadron	- LTCOL William F. Pitts
45th Bombardment Squadron	- LTCOL William G. Ivey
40th Armament-Electronics Squadron	- LTCOL John C. Minahan
40th Field Maintenance Squadron	- MAJ James R. Johnson
Directorate of Operations	- COL William M. Bowden
Directorate of Material	- COL Richard D. Stepp

1. GENERAL SITUATION:

A requirement exists for this Wing to participate in a SAC radar bombing evaluation against a "BRAVO" type target. Operation will be flown in two (2) sections on 19, 20 and 21 March 1956. Unclassified nickname is "SNOW BANK".

a. Intelligence: See Annex A.

(1) Maps and Charts references:

(a) As required for navigation - JN Series.

(b) Target materials as furnished by SAC. Provisions of paragraph 6, SAC PBG 50-42, "Bombing Evaluation Missions", 11 February 1955, will be strictly complied with.

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(2) Enemy Forces - Omitted.

(3) Friendly Forces:

(a) 802d Air Base Group - Provide base support as required by D/F from Wing Logistics Officer, Office of the DM.

(b) 2028th AACS Detachment: Provide adequate approach control, tower and GCA facilities.

(c) 2d Weather Detachment: Provide general and pre take-off weather briefings necessary planning data and weather flimsies. Submit required 55-8 reports.

2. MISSION: This Wing will participate in a SAC conducted evaluation mission involving simulated radar bombing of a "BRAVO" type target located near Rhinelander, Wisconsin. Objectives are:

a. To determine the current Wing bombing capability under Northern winter conditions, utilizing target material based on 15 to 17 year old photography.

b. To exercise and appraise the crews and staff on planning and executing this mission.

c. To exercise and appraise the capability of bombardment crews to perform the breakaway maneuver.

d. To exercise and appraise the Wing Photo Interpreters in scoring bomb impact points from radar scope photography.

3. TASKS FOR SUBORDINATE UNITS:

a. 25th Bombardment Squadron will:

(1) Provide 13 aircraft and 13 crews in accordance with schedule

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in Annex B, plus 2 spare aircraft on the first day and 1 spare on the second.

(2) Provide by name two officers (pilots) from I-N or non-scheduled crews to assist with operational debriefing or tower duties as required. This information will be called to Plans Section, Ext 750, not later than 1200 hours, 17 MAR 56.

(3) Coordinate all variations and/or schedule problems with Maintenance Control and Wing Operations

b. 44th Bombardment Squadron will:

(1) Provide 12 aircraft and 12 crews in accordance with schedule in Annex B, plus 2 spare aircraft on the first day.

(2) Provide by name two officers (pilots) from I-N or non-scheduled crews to assist with operational debriefing or tower duties as required. This information will be called to Plans Section, Ext 750, not later than 1200 hours, 17 MAR 56.

(3) Coordinate all variations and/or schedule problems with Maintenance Control and Wing Operations.

c. 45th Bombardment Squadron:

(1) Provide 12 aircraft and 12 crews in accordance with schedule in Annex B, plus 1 spare aircraft on the 1ST and 2ND days.

(2) Provide by name two officers (pilots) from I-N or non-scheduled crews to assist with operational debriefing or

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tower duties as required. This information will be called to Plans Section, Ext 750, not later than 1200 hours, 17 MAR 56.

(3) Coordinate all variations and/or schedule problems with Maintenance Control and Wing Operations.

d. 40th Armament-Electronics Squadron will:

(1) Provide operational "K" equipment and cameras as required by the flying schedule (See Annex B).

(2) Monitor scheduling to prevent use of acknowledged "problem", i.e., low "K" reliability, aircraft whenever possible.

(3) Tape visual optics. Mechanically or electrically disconnect radar optical system.

e. 40th Field Maintenance Squadron will:

(1) Provide necessary shop support and personnel to assist combat squadrons to meet operational commitments.

f. Directorate of Operations will:

(1) Designate, by name, a field grade officer to perform control room coordination and liaison during this mission.

(2) Monitor control team activities and provide them with information as required. In particular, the B-27, Commander's Summary, due out four (4) days after mission completion, requires considerable coordination so as to be accurate, timely, and significant.

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(3) Provide information as to crew availability as required. (DOT)

(4) Coordinate with Chief of Maintenance, Directorate of Materiel so as to establish fixed policies concerning scheduling, re-scheduling, aborts and spares. Note: SAC Regulation 50-42, 11 FEB 55, paragraphs 9 and 10, must be consulted for guidance.

(5) Assign responsibilities for pre take-off briefings, debriefings critique, and control tower officer.

(6) Schedule progress meetings as required.

g. Directorate of Materiel will:

(1) Coordinate all aircraft scheduling, with definite ground rules given to, and understood by, all concerned.

(2) Inform all base support agencies concerned of all logistical support required not later than 1200 hours, 17 MAR 56. D/F may be used. Note: Consult SAC REG 50-42, 11 FEB 55, for evaluation mission rules.

3. x. GENERAL INSTRUCTIONS:

(1) This Operations Order is effective for planning purposes upon receipt. The mission will be executed only upon receipt of an Eighth Air Force Order of Execution. A separate order will be issued for each daily increment

(2) All available combat ready crews will participate as indicated in Annex B. Non-combat ready and 5X crew participation is authorized; however, scores obtained by these crews will not

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be used for evaluation analysis purposes. Crews will not be recalled from SES, survival school, TDY or leave.

(3) All provisions of SAC Regulation 50-42, dated 11 FEB 55, (Bombing Evaluation Missions) will apply. Study and understanding of this regulation by all staff sections and aircrews participating in this mission is MANDATORY.

(4) Maximum emphasis must be placed on hitting the target at Rhinelander. The mission has been designed to relieve the observer in particular, and the crew as a whole from any additional requirements, so that its entire effort may be directed toward scoring on Rhinelander. Specific instructions in Annex B.

(5) There will be two (2) increments of B-47 aircraft to consist of the first increment, nineteen (19) B-47 aircraft and the second increment, eighteen (18) B-47 aircraft, departing Smoky Hill commencing approximately 2115 hours, CST, on 19 and 20 MARCH 1956.

(6) Time and altitude separation will be 15 minutes and 2,000 feet.

(7) Bombing Altitude: Optimum. 35,000' minimum.

(8) Bombing Airspeed: 465 TAS.

(9) Recall word is "SOLITUDE".

(10) Security:

(a) Unit Commanders are responsible for insuring adequate

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security for all areas and aircraft under their jurisdiction

(b) Security Officers will monitor unit security procedures during this mission in accordance with SAC REG 205-11.

(11) Weather:

(a) The Commander of the Weather Detachment at Smoky Hill AFB will be responsible for preparation of forecasts for the route terminal and a minimum of one (1) suitable alternate Contents of forecasts will be as outlined in paragraphs 3b and c, Section V, Eighth Air Force Manual 55-1.

(b) Weather minima will be in accordance with AFR 60-16.

(12) All crews will be briefed on ARTC reporting responsibilities, as outlined in SAC REG 55-3.

(13) Schedules: See Annex B.

(14) Routes: See Annex B.

(15) Target: (Rhinelander ALFA) Rhinelander Airport, Wisconsin. For details refer to Annexes A and B.

(16) Project Officer: Major Robert B. Kendall, Ext 750.

4. ADMINISTRATION AND LOGISTICAL MATTERS:

a. Normal logistical support and facilities will be provided by Task Organizations.

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

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5. COMMAND AND COMMUNICATIONS:

a. Communications: See Annex C.

b. Command: Normal.

BERTON H. BURNS
Colonel, USAF
Commander

3 ANNEXES:

A - Intelligence
B - Air Operations
C - Communications

OFFICIAL:

for WILLIAM M. BOMDEN
Colonel, USAF
Wing Operations Officer

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

ANNEX A

TO

OPERATIONS ORDER

SERIAL NR 35-56

INTELLIGENCE

ANNEX A TO
40BOMWGM
OPORD 35-56
29 FEB 56

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

ANNEX A - INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation:

(1) This command will participate in a Strategic Air Command conducted evaluation mission involving simulated radar bombing of a "BRAVO" type target located near Rhinelander, Wisconsin. The objectives of this evaluation are: (U)

(a) To determine the SAC bombing capability under Northern winter condition, utilizing target material based on 15 to 17 year old photography.(U)

(b) To EXERCISE AND APPRAISE the Bombardment Wing staffs and crews on planning and executing this mission. (U)

(c) To EXERCISE AND APPRAISE the capability of bombardment crews to perform the breakaway maneuver. (U)

(2) Political, economic, and psychological. (omitted) (U)

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

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

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

(1) General: As required by Eighth Air Force ICP, 1 JUL 55. (U)

(2) Specific: (Omitted) (U)

b. Means of Obtaining Information:

(1) Interrogation of combat crews immediately after the mission

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by Intelligence officers and staff specialists. (U)

(2) Instructions contained in Eighth Air Force ICP, 1 JUL 55, 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. Navigation Materials: As required.

b. Target Materials:

(1) Target materials as provided by Headquarters Strategic Air Command will be furnished by the 40th Bombardment Wing Target Intelligence Section.

(2) Prediction photography of the target will be furnished by the 40th Bombardment Wing Target Intelligence Section.

(3) Foregoing materials will be furnished to the using agencies sufficiently in advance of the implementation order to provide adequate time for planning, target study, and briefing purposes.

c. Targets:

(1) Target complex, DGZ and IPs are listed in Annex B.

(2) Simulated or prediction material will be exploited to maximum extent.

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d. Photographic Requirements:

(1) Maximum radar photography will be obtained on the target run.

(2) All photography will be obtained in accordance with SAC Tactics Doctrine and applicable observer publications.

(3) Observer photo logs will be accomplished in accordance with the provisions of SAC Regulation 95-11. Special emphasis will be placed on the preparation of these logs to insure that all data required for film identification and for the preparation of special reports is made available to recipients of the log and corresponding photography.

(4) The 40th Bombardment Wing Target Intelligence Section will provide all photography obtained on this mission, with completed photo logs to the 8th RTS, Westover AFB, MASS, within five (5) days subsequent to a visit by a representative of Headquarters Strategic Air Command.

e. Survival Intelligence:

(1) SAC Regulation 200-8, subject: "Forced Landing Procedures in Foreign Countries and Instructions for the Conduct of Aircrew Personnel", dated 29 OCT 53, will be followed.

(2) Aircrew personnel will utilize cold weather gear, overwater gear, the URC-4 Radio, and any personal survival kits.

4. SPECIAL REPORTS:

a. SAC Forms 44 will be submitted by participating units in accordance

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with paragraph 14c, SAC REG 50-42. Copies for this headquarters will be marked, ATTENTION: Director of Intelligence. Columns 56-69 of Section II, SAC Form 44, will be completed without knowledge of or reference to RBS scores and certification to this effect will be made on the form. (U)

b. Pre and post mission reports on aircraft systems will be submitted in accordance with letter this headquarters, file MIXL, subject: "Evaluation and/or Special Missions", dated 28 NOV 55. (U)

c. Combat Reports: The following reports will be submitted by the Control Team:

(1) Distribution A:

(a) B-2, B-10, B-11, B-51, B-81. (U)

(b) B-2: For this exercise only, aircraft tactical call sign and corresponding assigned crew number will be indicated for each wave under Section 5 - Remarks. (U)

(c) B-10: For this exercise only, the corresponding crew number will be indicated along with the aircraft tactical call sign. (U)

(d) B-81:

1. Submit one report for each period. Change report due time to four hours after last expected aircraft lands at briefed destination.

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2. Reference paragraph 5 of report format, Unit Commander's remarks need be reported only in last B-81 Report for each participating Wing. However, any pertinent remarks affecting each mission increment may be included in the report for that increment. (U)

(2) Distribution B:

(a) B-15, B-17, B-27. (U)

(b) B-9 Report required only if air refueling will be conducted. (U)

(3) Target reference "Rhinelander ALFA" will be utilized as target task force target designator. (U)

(4) Reports required this mission are: M-12, M-14, M-20, M-35.

(5) Special Report: Report required by Paragraph 3x(15)(9) of Eighth Air Force OPORD 35-56 will be submitted using format contained in Letter, ODT3D, HQ 8AF, Subject: Special Reporting on 8AF OPORD 35-56 (SNOW BANK), dated 3 FEB 56.

ANNEX A TO
40BG&WGM OPORD 35-56
29 FEB 56

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
[illegible] Air Force Base, Saline, Kansas

ANNEX B

TO

OPERATIONS ORDER

SERIAL NR 35-56

AIR OPERATIONS

ANNEX B TO
40BCWGM OPORD 35-56
29 FEB 56

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

ANNEX B - AIR OPERATIONS

1. SCHEDULE (Dates and Times are GMT)

WHAT	WHERE	WHEN
General Briefing	GMD TNG Auditorium	090[illegible] 25 MAR 56
Pre Take-off	44th Briefing Room	3 Hrs prior to Take-off
First Wave Take-off	Smoky Hill AFB	Approx 2100-19 MAR (15 Min)
Second Wave Take-off	Smoky Hill AFB	Approx 2100-20 MAR (15 Min)
Debriefing	GMD TNG Auditorium	Immediately after Landing
Critique	GMD TNG Auditorium	0930, 26 MAR 56

a. CREW SCHEDULE - See Appendix III, to this ANNEX.

2. GENERAL EVALUATION GROUND RULES:

a. Target Intelligence: Crews and or personnel of participating units will not give information or advice concerning this mission to personnel of other units. Each crew will be briefed by Squadron Operations Staff, SAC Regulation 50-42. A DISPOSITION FORM will be forwarded to Commander, 40th Bombardment Wing, affirming compliance.

b. In-Flight Restrictions: Crews will fly briefed route. Route will not be varied to approach Rhinelander within 120 miles prior to arrival at Mason City, Iowa. Minimum flight time prior to IP is three hours.

c. Aborts:

(1) Aborts in First Wave which occur prior to the IP will be rescheduled with the Second Wave. Aborts in Second Wave will not be rescheduled.

ANNEX B TO
40BOMWGM OPORD 35-56
29 FEB 56

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(2) Aircrews aborting between IP and Target will be charged with an abort and, with the exception of a "ground site abort", 18,000 feet.

(3) Aircraft that overfly the IP will not be rescheduled.

(4) Aborting aircraft will obtain individual ARTC Clearances before departing Stream.

d. Only one bombing team will be aboard each aircraft. (SAC Reg 50-42, 11 FEB 55, PARA 9b)

e. No radar mechanics will be aboard evaluation aircraft. (SAC Reg 50-42, 11 FEB 55, PARA 9c)

3. ROUTE: See Appendix I and II, this ANNEX.

4. BOMBING:

a. Bomb run will be made at 465 K TAS.

b. Altitude - Optimum. 35,000 feet minimum (See APP II).

c. Bombing Tables - SAC TP 50-7, NOV 52 (Project "Shack")

d. Enroute altimeter settings will be used. However, final setting, prior to initiating attack, will be obtained from the ARTC Station nearest the site being used.

e. Type Bombing and Target:

(1) Synchronous radar offset - Practice (Record not authorized)

(2) Target - Intersection of two runways of Rhinelander Airport, Wisconsin. 45°37'56"N - 89°27'25"W. Designation - ALFA.

f. Photographic Requirements - (As specified in ANNEX A)

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g. IBDA - All crews will execute an initial buffet-limited IBDA turn in accordance with SAC Manual 55-5A, as amended, and as changed by SAC message DOPLT TS-1005, 23 SEP 55 (in possession of CAPT Sloan - Ext 8237) except that maneuver will be initiated five seconds after release. This five seconds is to allow time for the MSQ Site to transmit a "Hold release heading" request for those aircraft whose pre-release track is inadequate for scoring purposes. Upon this request, crews will maintain release heading for an additional 20 seconds and then execute the maneuver. Breakaway will be made to the right.

h. Gross Errors - 7,000 feet or greater. Maximum gross error will be 18,000 feet.

i. Crews aborting between the IP and the Target will be charged with an abort and a maximum gross error. Therefore, if radar fails after departing IP, use GPIs and make a scored run. No abort will be charged; the maximum score possible is 18,000 feet, and a good possibility exists of getting a low score. If radar and computers fail, release by any method available, since nothing additional can be lost and one less abort will be charged.

j. Crews will make an unscored camera attack on Laramie, Wyoming, to check bombing equipment.

k. Crews will make an unscored camera attack on Redfield, South Dakota, to check bombing equipment and practice GPI techniques. On this run the towns of Harrold (44-32N 99-44W) and Miller (44-32N 98-59W) will be used as GPI points. This PIP to target run approximates Rhinelander in distances, axis of attack and general terrain features.

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l. A scored GPI run will be made on Target "F" Kansas City. No other type run is authorized.

m. Malfunction Runs - In Second Wave, should radar fail prior to the IP, continue to the target and make a malfunction run. Scores received will not be regarded as a gross error and will not be included in the qualifying results of the mission. No chart will be charged. No malfunction runs will be made in the First Wave.

5. NAVIGATION:

a. No specific navigation requirements for this mission.

b. It is desired that the crews be free to check bombing equipment and practice GPI techniques enroute to the target; therefore, Form Xs will not be honored if submitted.

c. Active airspace reservations will be circumnavigated (exceptions - Rhinelander and Kansas City).

d. Danger Areas Enroute:

(1) D-196 - Camp Phillips

(2) D-190 - Rapid City.

(3) D-84 - West edge of Lake Michigan.

(4) D-197 - Manhattan, Kansas.

(5) D-200 - Camp McCoy, Wisconsin.

e. Highest Terrain Enroute - 30NM West of Laramie, WYO, 12,005 feet.

f. HHCP - Mason City, Iowa.

g. HHCT - First aircraft in stream 0600Z on 20 and 21 MAR. Fifteen minute time separation between succeeding aircraft.

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h. A second control point is established at Ottumwa, Iowa. Each aircraft will announce its ATA over Ottumwa. Succeeding aircraft will dog leg to the left if necessary to maintain 15 minute separation.

6. FIGHTER INTERCEPTION: Fighter interception can be expected at any time after level off. Crews are cautioned not to turn white lights on when being intercepted.

7. FLYING SAFETY:

a. Flying Safety will take precedence throughout entire mission. In the event of an emergency, flying safety consideration will take precedence over mission accomplishment.

b. Priority for Alternates:

(1) SAC bases Lincoln, Forbes, Whiteman, Lockborne, Walker.

(2) AMC bases - Wright-Patterson, Tinker.

(3) Air Force bases - McConnell

(4) Military bases.

(5) Civilian bases.

c. All crews will be checked-out in accordance with SAC Regulation 51-19.

d. Radar observers will monitor approaches and landings.

8. TRAINING REQUIREMENTS:

a. One (1) RBS Practice Run (Rhinelander, WISC).

b. One (1) GPI Run - Kansas City RBS.

c. One (1) Radar Monitored Letdown - GCA Full Stop Landing.

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d. One (1) Strike Report - March AFB Primary, McChord AFB Secondary.

e. Maximum "Lock-ons" for fighter intercept.

3 APPENDICES:

Appendix I - Route Map
Appendix II - Flight Plan
Appendix III - Crew Schedule with Sequence Flimsy

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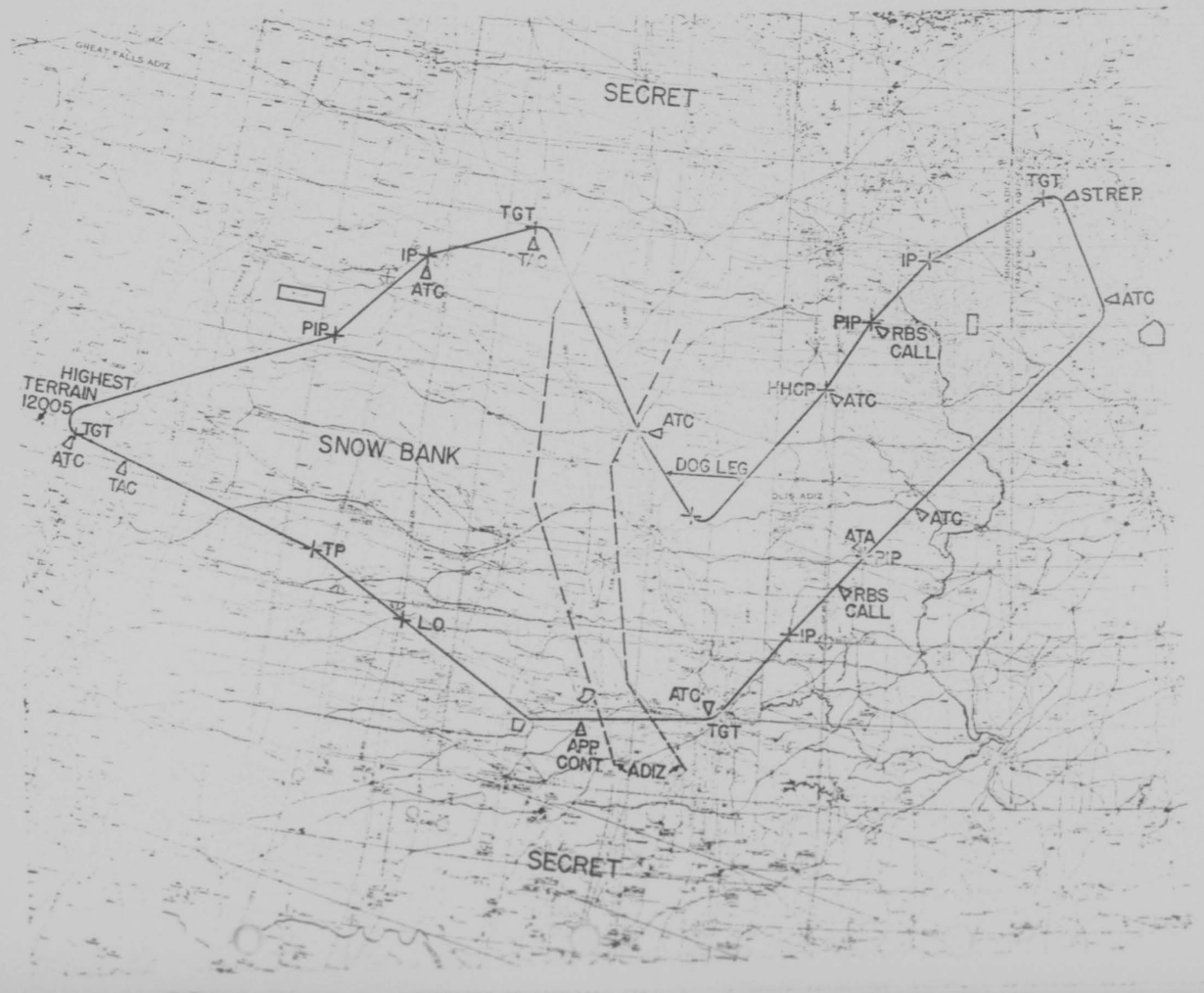

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GOD NUMBERED AIRCRAFT "HIGH"

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING: 40BW | AIRCRAFT TYPE AND SERIAL NO.: B-47E | CREW NUMBER | ACFT COMMR (Name and Grade): "SNOW BANK" | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V, DRIFT	T.H.	VAR.	M.H.	TEMP. ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
MHFB															77,800	162,874
START ENG, TAXI, T/O AND ACCEL												:30			6,500	6,500
												:02	10		71,300	156,374
33/53N 1/0	98A	301	270/30	296	-11	285	34		400	373	131	:21	140		7,350	7,350
Imperial	OR		-2								131	:23	150		63,950	149,024
		299	280/45	297	-12	285	34	.73	425	382	76	:12	85		2,490	2,490
Lake Le			-2								207	:35	235		61,460	146,534
	OR	295	280/45	284	-13	271	34	.73	425	380	199	:31	220		5,350	5,350
			-1								406	1:06	455		56,110	141,184
Mart	OR	063	280/45	060	-13	047	36	.74	425	461	221	:29	205		4,900	4,900
			-3								627	1:35	660		51,210	136,284
Pierre	OR	039	280/45	034	-12	022	36	.74	425	445	94	:13	92		2,120	2,120
			-5								721	1:48	752		49,090	134,164
Wheelfield	OR	068	280/45	065	-11	055	36	.74	425	462	84	:11	78		1,770	1,770
			-3								805	1:59	830		47,320	132,394
Sioux			290/45								178	:23	163		3,650	3,650
City	OR	150	+4	154	-10	144	37.5	.74	425	458	983	2:22	993		43,670	128,744
			290/45								75	:10	71		1,565	1,565
Yanca	OR	144	+4	148	-9	139	37.5	.74	425	460	1058	2:32	1064		42,105	127,179
			290/50								139	:19	134		2,900	2,900
City	OR	038	-6	032	-7	025	37.5	.74	425	438	1197	2:51	1198		39,205	124,279
			290/50								62	:08	62		1,490	1,490
	OR	031	-6	025	-6	019	37.5	.81	465	472	1259	2:59	1260		37,715	122,789
			290/50								64	:08	62		1,445	1,445
	OR	042	-6	036	-5	031	37.5	.81	465	481	1323	3:07	1322		36,270	121,344
Rhinelander			290/50								99	:12	93		2,140	2,140
	OR	060	-5	055	-3	052	37.5	.81	465	497	1422	3:19	1417		34,130	119,204
Pleton			290/50								97	:13	92		2,100	2,100
	OR	141	+6	167	-2	165	39.5	.74	425	448	1519	3:32	1509		32,030	117,104
			280/50								260	:40	284		5,500	5,500
Ottumwa	OR	224	+6	230	-4	226	39.5	.74	425	393	1779	4:12	1793		26,530	111,604
			280/50								80	:12	85		1,600	1,600
Trenton	OR	221	+6	227	-7	220	39.5	.74	425	396	1859	4:24	1878		24,930	110,004
Kansas			280/50								78	:12	85		1,580	1,580
City "P"	OR	218	+6	224	-8	216	39.5	.74	425	400	1937	4:36	1963		23,350	108,424
			280/80								142	:25	177		3,200	3,200
	OR	265	+3	269	-9	260	-	.74	425	347	2079	5:01	2140		20,150	105,224

NOTE: This flight plan was measured on JN Series Charts, 29 & 30. Turns are started using specified IP with exception of FIPs and IFs. A nine was used as standard rate turn diameter. Ground distances are the sum of the straightaway plus 7 miles for each 45° of turn. Turn distances are added to the leg following the turn. Inaccuracies in excess of ± 6% - 15 degrees in TC; 1° in variation and 3NM in distance will be reported to 40BW Plans Section, EX 750.

DATE OF TAKE-OFF: 19 - 20 MAR 56

	ENGINE START	TAKE-OFF TIME
	LANDING TIME	DURATION OF FLT

AIRCRAFT BASIC WT	82,000	
CREW WT	1,050	
OIL WT	423	
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)	1,595	
OPERATING WT		85,074
FUEL LOAD: FWD	19,201	
FUEL LOAD: CTR	18,681	
FUEL LOAD: AFT	22,392	
FUEL LOAD: FWD AUX	6,435	
FUEL LOAD: B.B.	2,201	
FUEL LOAD: ATO	8,190	
FUEL LOAD: EXT.		
FUEL LOAD: TOTAL		77,800
BOMBS WT		
AMMO WT		
ADI. FLUID WT		
INITIAL GROSS WT		162,874
START, TAXI AND FUEL ALW		4,500
TAKE-OFF GROSS WT		158,374

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
1300	12,300	45°F

CRITICAL FIELD LENGTH: 7300

TAKE-OFF

DISTANCE	SPEED
6300	145K

SPEED

CRITICAL ENGINE FAILURE	EMERG BEST FLARE	LIMIT 9900 6150
142K	160K	

NO. OF ATO BOTTLES REQUIRED	NOTE: 7½%
ATO PROPELLANT WEIGHT	Correction used for Tip Tanks.
ADJUSTED TAKE-OFF WEIGHT	Restriction of 310K IAS used.
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

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SNOW BANK AJAX "ALFA" 19 MARCH 1956

AIR COMMANDER - COL BURNS

SLOT	ACFT NR	AJAX	CREW NR	ACFT COMDR	APPROX T/O	HSCT
1	605	26	5X	BURNS	2115 C	2400
2	159	16	L-04	DUNAWAY	2130	0015
3	558	17	L-03	STARR	2145	0030
4	573	22	L-10	BOWLES	2200	0045
5	574	20	R-16	SMITH	2215	0100
6	466	27	L-06	WHAYNE	2230	0115
7	565	18	R-11	ONDES	2245	0130
8	582	51	L-36	CLARK	2300	0145
9	-	-	--	SPARE	2315	0200
10	581	55	L-37	CLEVELAND	2330	0215
11	579	54	R-38	CREEL	2345	0230
12	323	43	R-43	SEARS	2400	0245
13	164	48	R-48	BURNSTAD	0015	0300
14	555	41	R-42	WOHLFORD	0030	0315
15	158	75	R-62	SCRUGGS	0045	0330
16	587	83	R-67	SCHUPPERT	0100	0345
17	161	78	R-63	JONES	0115	0400
18	609	86	L-70	CAMPBELL	0130	0415
19	572	82	L-60	GRIMM	0145	0430
20	543	73	L-72	MUSTERMAN	0200	0445
21	545	12	SPARE		0215	0500
22	324	72	SPARE		0230	0515
23	326	15	SPARE		0245	0530
24	541	40	SPARE	(Probable)	0300	0545
25	570	50	SPARE	(Probable)	0315	0600
			LAST POSSIBLE TAKE-OFF		0400	

ALL SPARE ACFT W/B AVAL TO ALL SQDN AND W/B TAIL-FLT UT TO START ENGINES

Appendix III, page 1

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SNOW BANK AJAX "BRAVO" 20 MARCH 1956

AIR COMMANDER - COL BOWDEN

SLOT	ACFT NR	AJAX	CREW NR	ACFT COMDR	APPROX T/O	HHGT
1	322	45	L-39	GALLIGAN/BOWDEN	2115	2400
2	561	49	R-35	ABBOTT	2130	0015
3	564	48	L-41	MILLERICK	2145	0030
4	320	42	R-44	VIA	2200	0045
5	583	52	L-45	MARKOWSKI	2215	0100
6	569	47	R-47	MARTIN	2230	0115
7	559	74	R-71	HARRINGTON	2245	0130
8	552	71	L-46	GIONET	2300	0145
9	-	-	-	SPARE	2315	0200
10	556	76	R-75	BANKS	2330	0215
11	588	85	L-76	SHARP	2345	0230
12	576	81	L-05	IRVING	2400	0245
13	566	79	N-77	SCOTT	0015	0300
14	557	14	L-32	MARABLE	0030	0315
15	575	19	L-14	JONES	0045	0330
16	554	13	R-15	GALVAN	0100	0345
17	567	24	R-13	GALLIEN	0115	0400
18	578	25	IN-17	WOLFE *	0130	0415
19	549	11	IN-21	DAVIS *	0145	0430
20	595	25	SPARE		0200	0445
21	548	70	SPARE		0215	0500
22	570	50	SPARE	(Probable)	0230	0515
23	541	40	SPARE	(Probable)	0245	0530
			LAST POSSIBLE TAKE-OFF		0400	

* These crews will fly only if all R and L crews are airborne. 578 and 549 will be considered spares if all other spares abort or are utilized in the mission.

ALL SPARE ACFT W/B AVAL TO ALL SQDN AND W/B PRE-FLT UP TO START ENGINES

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AIRCREW SEQUENCE OF EVENTS

_____	T.O. -3 Hours	Pre Take-off Meeting at 44BOMRON Briefing Room
_____	T.O. -2:30	Station Time Reminders 1. 3-Minute UHF warm-up mandatory 2. Warm-up power controls prior control check 3. Double check oxygen filler cap SECURE. 4. Log fuel reading.
_____	T.O. -:40	Check in with AJAX (Be prepared to START ENG)
_____	T.O. -:30	START ENGINES.
_____	T.O. -:20	TAXI - Check again with AJAX
_____	T.O. -:01	Fuel reading.
_____	T.O. +:02	20° Bank left turn on course MH 285 1. Call AJAX CONTROL 2. Climb - 96% 3. Climb Speed - 310 Knots Indicated
_____	T.O. +:22	Level Off - 34M and 32M 1. Fuel Reading 2. MH 285 3. Tune Imperial OMNI 117.9 Mcs
_____	T.O. +:25	Bombing Equipment Check
_____	T.O. +:36	Imperial VOR 1. Turn left 271 MH
_____	T.O. +:47	PIP Checklist (Crossing S. Platte River)
_____	T.O. +:50	Tune Laramie OMNI 117.6 Mcs 1. 271 MH
_____	T.O. +:56	IP Checklist (60 NM from Laramie)
_____	T.O. +1:00	HF Position Report to Offutt, Carswell or Andrews on 4724.5 Kcs or 6738.0 Kcs 1. Fuel Reading
_____	T.O. +1:07	Laramie, WYO 1. Turn right - 047 M. 2. ATC Position Report to Cheyenne Radio-255.4 Mcs 3. Post release checklist. 4. Climb to 36M - 242 IAS and 34M - 254 IAS.

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_____	T.O. +1:36	Martin 1. Turn left - 022 MH. 2. PIP Checklist.
_____	T.O. +1:49	Piere, S.D. 1. Turn right - 055 MH. 2. IP Checklist. 3. ATC Position Report to Pierre Radio-255.4 Mcs
_____	T.O. +2:00	Redfield (TGT) 1. Turn right - 144 MH 2. HF Position Report to Offutt, Carswell or Andrews on 4724.5 Kcs or 6738.0 Kcs. 3. Fuel Reading 4. Post release checklist. 5. Climb to 37.5M - [illegible] and 35.5M - 246 IAS.
_____	T.O. +2:23	Sioux City 1. Turn left - 139 MH 2. ATC Position report to Sioux City Radio - 255.4 Mcs. 3. Start controlled ETA to HHCP at Mason City.
_____	T.O. +2:33	Avoca 1. Turn left - 025 MH
_____	T.O. +2:52	Mason City 1. Turn left - 019 MH 2. ATC Position Report to Mason City Radio - 255.4 Mcs. 3. Accelerate to Mach .81. 4. For 37.5M - 260 IAS. For 35.5M - 272 IAS.
_____	TO.O +3:00	Rochester 1. Turn right - 031 MH. 2. RBS Callin - 258.2 Mcs. 3. PIP Checklist. 4. Fuel Reading 5. (Omit HF Position Report)
_____	T.O. +3:08	Eau Claire 1. Turn right - 052 MH. 2. IP Checklist.
_____	T.O. +3:20	Rhinelander (TGT) 1. Hold release heading 5 SEC for RBS Site's Call. 2. After 5 SEC execute IBDA Tactics to the right (unless directed otherwise by Site)

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		Rhinelander (TGT) Continued 3. Turn to 165° MH. 4. Post release checklist. 5. Decelerate to Mach .74. 6. Climb to 39.5M - 223 IAS and 37.5M - 234 IAS.
_____	T.O. +3:25	Strike Report to March or McChord on 6738 Kcs or 4724.5 Kcs.
_____	T.O. +3:33	Appleton 1. ATC Position Report to Wausau Radio-255.4 Mcs. 2. Turn right - 226 MH.
_____	T.O. +4:00	Fuel Reading - (Omit HF Position Report)
_____	T.O. +4:05	Abeam Iowa City 1. ATC Position Report to Iowa City Radio - 255.4 Mcs.
_____	T.O. +4:13	(APPROX) Ottumwa 1. Announce ATA on intermediate frequency 321.0 Mcs 2. PIP checklist. 3. Turn left - 220 MH.
_____	T.O. +4:17	Centerville 1. RBS Callin - 356.6 Mcs.
_____	T.O. +4:25	IP Checklist.
_____	T.O. +4:37	Kansas City(TGT) 1. Turn right - 260 MH. 2. Post release checklist 3. ATC Position Report to Kansas City Center - 301.4 Mcs.
_____	T.O. +4:54	Abeam Junction City 1. Call AJAX APPROACH CONTROL- 363.8 Mcs. 2. Fuel Reading. 3. Start Descent.
_____	T.O. +5:02	Start Penetration
_____	T.O. +5:15	Land - Call AJAX CONTROL
_____	T.O. +5:25	CUT ENGINES 1. Fuel Reading
_____	T.O. +6:00	Report to Ground Training Auditorium -Debriefing.

Appeal to Page 5

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

ANNEX C

TO

OPERATIONS ORDER

SERIAL NR 35-56

COMMUNICATIONS

ANNEX C TO
40BCWGM
OPORD 35-56
29 FEB 56

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HQ 4TH AIR ARMY 40TH BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE, SALINA, KANSAS

ANNEX C - COMMUNICATIONS

1. IFF - Lead on Mode 2. All others on standby. Aborting aircraft turn IFF to Mode 2.

2. RBS Site:

Rhinelander Bomb Plot .... 258.2 mcs Primary
240.6 mcs Secondary
4270 kcs HF backup

Kansas City Bomb Plot .... 356.8 mcs Primary
4270 kcs HF backup

3. Call-in for Rhinelander RBS:

a. Rhinelander Bomb Plot.
b. This is AJAX 23.
c. Altitude (MSL) altimeter setting.
d. Position in respect to RBS Site.
e. Aircraft type. (encoded)
f. Type of bombing equipment. (encoded)
g. Classification of run. (encoded)
h. Crew Member.
i. Type of run to be accomplished. (encoded)
j. Target designation, IP, and bombing altitude.
k. Last name of Observer accomplishing the run.

4. Call-in for Kansas City RBS will be normal.

5. Assigned tactical call signs will be used for all communications.

6. Interplane and Control Room frequency will be 321.2 mcs.

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ANNEX C
40BW OPORD 35-56
29 FEB 56

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7. Each aircraft will transmit actual time of arrival at Ottumwa, Iowa over interplane frequency of 321.[illegible] mcs.

8. Identification, recognition and authentication will be in accordance with AFSAL 5104 ( ).

9. Emergency procedures will be in accordance with Facility Charts and Supplementary Flight Information documents.

10. HF backup for air to air communications will be 5710.5 kcs.

11. Transmit/Receive/Guard (TR/G) position of the UHF radio will be utilized at all times.

12. CAA reporting will be accomplished according to the [illegible] of Events listed in crew flimfy. Position reports transmitted to [illegible] will include as the first words of the text "SNOW BANK AJAX ALFA" for the first day and "SNOW BANK AJAX BRAVO" for the second day. Position reports to CAA stations will specify geographical location or fix at time of initial call. Lead and last aircraft will make all ATC reports to CAA stations. EXAMPLE of an ATC position report: PIERRE RADIO THIS IS [illegible], SNOWBANK AJAX ALFA, PIERRE THREE ZERO AT THREE THOUSAND, INSTRUMENT FLIGHT PLAN, SIOUX CITY FIVE FOUR, MASON CITY.

13. HF tactical position reports will be made to [illegible], CARSWELL, ANDREWS or MARCH for relay to CURFEW and FRANKLIN ALFA. Optimum frequencies are 4724.5 kcs and 6738 kcs. In event of no contact, try 11228 kcs and/or 15016 kcs. Contents of HF position reports will be as listed in the Radio Facility Chart.

14. Monitoring Procedures: During the periods 05-08, 25-28 and 45-48 minutes past each hour, all aircraft will monitor HF air/ground frequencies as follows:

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ANNEX C
40SW OPORD 35-56
29 FEB 56

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a. Lead, 6, 11 and 16 - 6738 kcs.

b. NR 2, 7, 12 and 17 - 4724.5 kcs.

c. NR 3, 8, 13 and 18 - 3144 kcs.

d. NR 4, 9 and 14 - 11220 kcs.

e. NR 5, 10 and 15 - 15016 kcs.

15. Strike report for Rhinelander, immediately after completion of RBS run, will be sent to MARCH (Primary), to MCCHORD (Secondary) and Tertiary) to any GLOBAIRCOM (AACS) station more than 1500 miles distance from the target for relay to STORM TROOPER and FRANKLIN AFB. Optimum frequencies are 6738 kcs and 4724.5 kcs. In event of no contact, try 11220 kcs and/or 15016 kcs. Brevity codes for estimate of strikes are: Good, G-Golf: Poor, P-Papa: Dud or results unobserved, D-Delta. EXAMPLE: MARCH THIS IS AJAX 23, RELAY TO STORM TROOPER AND FRANKLIN AFB, ZIPPO, RHINELANDER [illegible] G-GOLF.

16. Recall word is "SOLITUDE".

17. Recommended ATC Reporting Points:

L/RAMIE	Report to Cheyenne Radio	2[illegible]4 mcs
PIERRE	Report to Pierre Radio	[illegible] mcs
SIOUX CITY	Report to Sioux City Radio	[illegible] mcs
MASON CITY	Report to Mason City Radio	[illegible] mcs
APPLETON (Abeam)	Report to Wausau Radio	255.4 mcs
IOWA CITY	Report to Iowa City Radio	255.4 mcs
(Immediately after RBS (KC)	Report to Kans City Center	321.4 mcs
(Abeam) Junction City	Report to SHAFB Approach	363.8 mcs.

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ANNEX C
40BW OPORD 35-56
29 FEB 56

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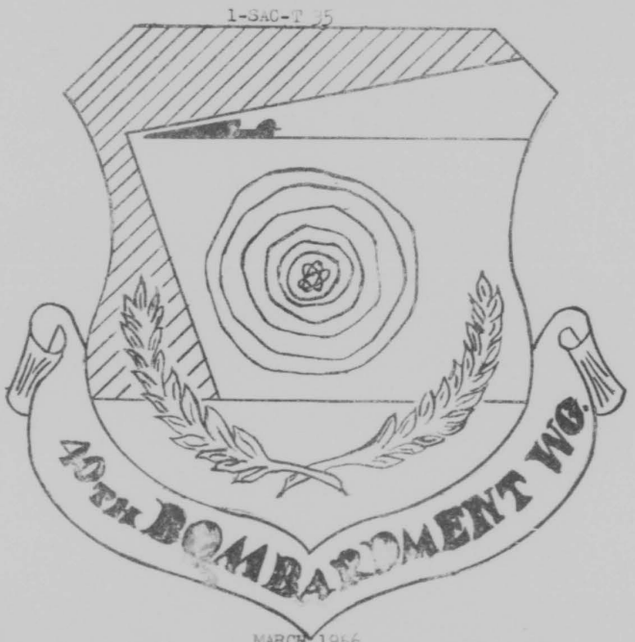
MANAGEMENT CONTROL STATEMENT

1-SAC-T 25



MARCH 1956

SMOKY HILL A. F. B.

CLASS: IAW PAR 24a(2) AFR 205.
DATED: 15 DEC 1959

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HEADQUARTERS
[illegible] BOMBARDMENT WING, [illegible]
Smoky Hill Air Force Base
Salina, Kansas

40AC 16 April 1955

SUBJECT: SAC Management Control Statement, RCS-1-SAC-0715, for Quarter ending March 1956.

TO: See Distribution

1. Highlights of Problem Areas.

a. Officer manning increased over the last quarter from 20 percent to 70 percent of maximum score.

b. Airman manning in indirect support skills improved slightly while the direct support skills decreased.

c. Combat ready crews decreased from the last quarter from 38 crews to 34 crews.

d. Physical conditioning increased over the previous quarter from 10 percent of the maximum to 40 percent.

e. Manhour utilization increased slightly over the previous quarter from 68.6 percent to 77.5 percent.

2. Discussion

a. The increase in officers effective manning was the result of losing the 100th Bomb Wing Cadre authorizations.

b. The decrease in direct support skills was due to personnel lost to the 100th Bomb Wing Cadre.

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HQ 40th BOMWGM, SUAFB, KANS S Subject: Air Management Control Statement, for Quarter ending March 1956.

c. Maintenance Manhour Utilization

(1) Although the Wing improved slightly over the previous quarter, the soft spots in this area continues to exist in the non-productive indirect and direct undistributed labor.

(2) A recent analysis of the maintenance manhour accounting revealed that almost all the manhours were lost to code 35.

(3) It will be noticed that the indirect non-productive time in March was decreased by one half over February and almost three (3) times over January. (See inclosure # 2 page 5)

(4) The following steps are now being taken to improve our maintenance manhour utilization.

(a) Continued indoctrination courses.
(b) The supervisors responsibilities of correct and accurate time cards.
(c) A special report being made by the Wing Inspector on the Wing inspection in April.
(d) Comparative analysis by the Comptroller.

3. The decrease in the number of combat ready crews has been the result of losses in the Wing Staff Agencies.

4. The aircraft days lost modification which was completed about 15 February 1956, was a definite cause of not completing 50-8 training minimums.

5. Management Analysis Airmen Assigned

1 73370V
1 70330V

BERTON H. BURNS
Colonel, USAF
Commander

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HQ 40th BOMWGM, SHAFB, [illegible]: SAC Management Control Statement for Quarter ending March [illegible].

DISTRIBUTION:

1 SAC HQ, ATTN: Cmpt
3 8AF HQ, ATTN: Cmpt
1 COMDR, 802d ADiv
1 DO, 802d ADiv
1 DP, 802d ADiv
1 DM, 802d Adiv
1 BAAC
1 40ADJ
1 40IG
1 40AC
1 40DP
1 40DO
1 40DM
1 Ea Sq 40th BW
4 Wing Historian

3

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	Maximum Possible Score	Last Scored Period: SAC Upper Quartile	Last Scored Period: Wing Score: Score Earned	Last Scored Period: Wing Score: Variation from Max Score	Current Period: % of Maximum Score: Dec	Jan	Feb	Mar	Score for Period
	(Points)	(%)	(%)	(Points)					
1. PERSONNEL									
A. MIRS									
(1) Officer	30	40	70	9		50	60	70	70
(2) Airmen									
Direct	150	50	10	135		10	10	10	10
Indirect	25	10	10	22.5		10	10	10	10
B. AWOL	30	100	80	6	100	100	80	80	80
C. REENLISTMENT	40	40	30	10	40	50	50	30	30
D. MTD (NOT RATED)									
PERSONNEL TOTAL	275	48.1	33.6	182.5					33.6
2. MATERIEL									
FLY HRS DEL	60	100	95.4	2.8		86	93	95.4	95.4
B. MAINT M/H	200	91.0	77.5	45					77.5
MATERIEL TOTAL	260	93.3	81.6	47.8					81.6
3. GENERAL ITEMS									
A. COST PER FLY HR	150	90	86.3	20.6					86.3
B. FLYING SAFETY	50	100	100	0	90	80	100	100	100
C. USCM (SCORED BY SAC)									
D. GROUND SAFETY	25	100	80	5	100	90	100	80	80
GENERAL TOTAL	225	91.3	88.6	25.6					88.6

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	Maximum Possible Score	Last Scored Period: SAC Upper Quartiel	Last Scored Period: Wing Score		Current Period: % of Maximum Score				
			Score Earned	Variation from Max Score					
	(Points)	(%)	(%)	(Points)	Dec	Jan	Feb	Mar	Score for Period
OPERATIONS									
A. Training Minimums									
1. Bomb	150	99.1	96.4	5.4				96.4	96.4
2. Tanker	50	100	100	0				100	100
B. F/H Utilization									
1. Training produced	50	87	75.7	12.1				75.7	75.7
2. Cost of TP	50	93	89.4	5.3					89.4
C. Proficiency									
1. RBS Radar	40	93	87.7	4.9		87.3	86.8	87.7	87.7
2. RBS Visual	25	93	85.5	3.6		85.2	81.8	85.5	85.5
3. Night Celestial	20	99	91.2	1.8		95	92.1	91.2	91.2
4. Flt Eng	15	100	100	0		100	100	100	100
5. Gunnery	20	85	72.5	5.5		66.7	66	72.5	72.5
7. Wet Hooks	20	100	99.2	.2		100	100	99.2	99.2
8. Radar Ron	20	100	98.5	.3		100	92.6	98.5	98.5
D. Probation		SCORED BY SAC							
E. EWP Exam		SCORED BY SAC							
F R Crews									
1. Bomb	40	50	20	36		30	30	20	20
2. Tanker	10	100	85	1.5		85	85	85	85
G. Physical Condition	20	65	40	16.0	10				40
Total Ops	530	88.1	82.5	92.6					82.5
GRAND TOTAL	1290	80.4	73.0	348.5					73.0

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PART II

	Last SAC Statement		Current Period				
	SAC Upper Quartile	Wing Data	Dec	Jan	Feb	Mar	Average or Total
. PERSONNEL							
A. Officer MIRS % Score	40	70		50	60	70	70
1. Number Required				429	429	429	429
2. Number Assigned				381	382	386	386
3. Number IRS				366	370	377	377
4. % IRS				85.3	86.2	88.7	88.7
B. Airman MIRS Direct % Score	50	10		10	10	10	10
1. Number Required				1031	1031	1031	1031
2. Number Assigned				992	987	977	977
3. Number IRS				767	745	736	736
4. % IRS				74.3	72	71.3	71.3
5. Airman MIRS, Indirect % Score	10	10		10	10	10	10
6. Number Required				558	558	557	557
7. Number Assigned				412	387	463	463
8. Number IRS				323	310	337	337
9. % IRS				57.8	56	60.5	60.5
C. AWOL Rate % Score	100	80	100	100	80	80	80
1. Average Strength			1946	1847	1844	1755	7412
2. Number AWOL			4	4	6	7	21
3. Rate Per 1000							2.8

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	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period Dec	Jan	Feb	Mar	Average or Total
D. Reenlistment Rate % Score 40		30					30
1. NR Eligible			57	46	36	53	192
2. NR Reenlisting			24	14	10	12	60
3. % Reenlisting			42.1	30.4	27.8	22.6	31.3
E. MTD (NOT RATED)							
MATERIEL							
A. F/H Del % Score 100		95.4		86	100	100	95.4
1. Hrs Required							
Bomb				1400	1400	1500	4300
Tanker				600	600	530	1730
2. Total Hrs Flown				2000	2000	2030	6030
Bomb				1131	1432	1657	4220
Tanker				589	719	559	1867
Total				1720	2151	2216	6087
B. M/H Utilization ACFT Maint % Score 91.0		77.5					77.5
1. Hours Flown							
Bomb				1177	1449	1688	4314
Tanker				596	726	582	1904
Total				1773	2175	2270	6218
2. Direct Labor (Distributed)							
TAC Squadrons				19538	24053	28021	71,612
Periodic Maint.				4237	5216	6077	15,530

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	Last SAC Statement* SAC Upper Quartile	Within Data	Current Period Dec	Jan	Feb	Mar	Average or Total
Field Maint				8542	10578	12322	31,492
A&E Maint				9298	11477	13335	34080
Total				41665	51294	59755	152,714
C. Actual							
Tactical				21709	20157	21639	63,505
Periodic Maint				4376	3546	2497	10,419
Field Maint				15377	7136	9351	31,864
A&E Maint				12420	13015	15529	40,964
Total				53882	43854	49016	146,752
D. Standard % Actual							
Tactical				90	119	129	113
Periodic Maint				97	147	243	149
Field Maint				56	148	132	99
A&E Maint				75	88	79	83
Total				77	117	122	104
B. Director Labor (Distributed							
A. Standard-Tanker							
Air Refueling S_4				8165	9946	7973	26084
Periodic Maint				2086	2541	2037	6664
Field Maint				5245	6389	5122	16756
A&E Maint				1013	1234	989	3236
Total				16509	20110	16121	52740

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	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period Dec	Jan	Feb	Mar	Average or Total
B. Actual Tanker							
1. Air Refueling				9038	8382	7915	25935
2. Periodic Maint				2457	1744	2307	6508
3. Field Maint				4859	4006	8089	16954
4. A&E Maint				1178	1349	1154	3681
Total				17532	16081	19465	53078
C. Standard % of Actual							
1. Air Refueling				90	112	101	101
2. Periodic Maint				87	146	88	102
3. Field Maint				108	159	63	99
4. A&E Maint				86	91	86	88
Total				94	125	83	99
4. Direct Labor (Undistributed)							
A. Standard				1064	1305	1362	3731
B. Actual				5973	5559	5630	17153
C. Standard % of Actual				18	24	24	22
5. Indirect Labor Productive							
A. Group I Code							
1. Standard				42433	42433	42434	127,300
2. Actual				43308	38716	40872	122,896
3. Standard, % of Actual							104
B. Group II Code							
1. Standard				17032	17032	17032	51,096

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	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period Dec	Jan	Feb	Mar	Average or Total
B. Group II Code (Continued)							
2. Actual				11610	9932	10195	31,737
3. Standard % of Actual							161
C. Group III Code							
1. Standard							43,000
2. Actual				14120	14741	18826	49,687
3. Standard % of Actual							116
5. Indirect, Non-Productive							
A. Actual				20978	15338	7578	43894
B. % Effective							10

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	Last SAC * Statement SAC Upper quartile	Wing Data	Current Period Oct	Nov	Dec	Jan	Average or Total
3. GENERAL ITEMS							
Cost Per Flying Hour % Score 90		86.3					86.3
1. Bombardment Personnel % of Score							80
(a) Total Cost			313,903	343,568	336,901	350,884	1,344,256
(b) Total Flying Hours			1049	1177	1443	1688	5357
(c) Cost Per Flying Hr							251
(d) Standard Cost Per F/H							220
(e) Standard % of Actual							88
2. Bombardment Supply % Score							100
(a) Total Cost			8484	8922	24566	67769	109,741
(b) Total F/H			1049	1177	1443	1688	5357
(c) Cost Per F/H							21
(d) Standard Cost Per F/H							43
(e) Standard % of Actual							205
3. Bombardment POL % Score							80
(a) Total Cost			177,216	205,438	252,391	266,683	901728
(b) Total F/H			1049	1177	1443	1688	5357
(c) Cost Per F/H							168

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	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period Dec	Jan	Feb	Mar	Average or Total
Bombardment POL % Score Cont'd							
(d) Standard Cost Per F/H							197
(e) Standard % of Actual							117
4. Bombardment, Services & Other % of Score							100
A. Total Cost			12,606	(2,537)	(2,694)	15,237	15,612
B. Total F/H			1049	1177	1443	1688	5357
C. Cost Per F/H							3
D. Standard Cost							14
E. Standard % of Actual							467
5. Tanker Cost Personnel % Score							100
A. Total Cost			158,789	149,131	139,877	148,785	596,582
B. Total F/H			394	595	727	582	2298
C. Cost Per F/H							260
D. Standard Cost per F/H							265
Standard % of Actual							102
6. Tanker Costs Supply % Score							60
A. Total Costs			2,016	3,485	1,987	17,291	24,779
B. Total F/H			394	595	727	582	2298
C. Cost Per F/H							11

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	Last SAC Statement SAC Upper Quartile	Wage Date	Current Period Dec	Jan	Feb	Mar	Average or Total
6. Tanker Cost Supply % Score ntinued							
D. Standard Cost Per F/H							9
E. Standard % of Actual							82
7. Tanker Cost POL % Score							60
A. Total Costs			42,708	65,348	84,851	68,803	261,710
B. Total F/H			394	595	727	582	2298
C. Cost Per F/H							114
D. Standard Cost per F/H							135
E. Standard % of Actual							118
8. Tanker, Services & Other % of Score							100
A. Total Cost			1,657	3,324	3,317	3,398	11,696
B. Total F/H			394	595	727	582	2298
C. Cost Per F/H							5
D. Standard Cost Per F/H							15
E. Standard % of Actual							333

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	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period Dec	Jan	Feb	Mar	Average Or Total
3. GENERAL ITEMS CONTINUED							
B. Flying Safety % Score	100	100					100
1. Number of Accidents			0	0	0	0	0
2. Flying Hrs			1443	1772	2170	2270	7655
3. Rate per 100,000F/H			0	0	0	0	0
D. USGM (SCORED BY SAC)							
E. Ground Safety % Score	100	80	100	90	100	80	80
1. Ground Safety Index			2.47	5.00	4.32	4.37	4.37
(a) Military Injuries			1	4	1	2	10
(b) M/Days Exposure			59,880	58,497	53,128	57,319	228,824
2. Goverment Mtr Vehicle Accidents			0	0	0	0	0
(a) Miles Operated			20,095	28,005	23,870	19,673	91,643
(c) Rate			0	0	0	0	0
3. Civilian Injures			0	0	0	0	0
(a) M/H Exposure			504	504	480	528	2016
(c) Rate			0	0	0	0	0
4. Accident Cost Index			.42	.66	.50	4.66	4.66
(a) Total Cost			252	3,958	278	31,683	35,271
(b) Mean Strength			1999	1890	1835	1849	7573

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	* Last SAC Statement SAC Upper Quartile	Wing Data	Current Period Dec	Jan	Feb	Mar	Average or Total
4. OPERATIONS							
A. Training Minimums							
1. Bombardment % Score	99.1	96.4					96.4
(a) Nr Crews Considered							28
1 Bombing % Score							94.4
a NR Crews Required							576
b NR Accomplished							544
2 Navigation % Score							97.1
a NR Required							210
b NR Accomplished							204
3 Flt Engineering % Score							100
a NR Required							66
b NR Accomplished							66
(b) Air Refueling & Radar							
1 Refueling & Rend % Score							92.6
a NR Required							243
b NR Accomplished							225

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	Last SAC Statement	Current Period				
	SAC Upper Quartiel	Wing Data	Dec	Jan	Feb	Mar	Average or Total
4. OPERATIONS Cont'd							
2 Gunnery % Score							96.3
a NR Required							81
b NR Accomplished							78
3 Air Weapons % Score							100
a NR Required							27
b NR Accomplished							27
4 Miscellaneous Items % Score							99.8
a NR Required							905
b NR Accomplished							903
5 Flying Time % Score							98.7
a Hrs Required							975
b Hrs Flown							962
2. Air Refueling % Score	100	100					100
(a) NR Crews Considred							17
1 Wet Hooks & Rend % Score							100
a NR Required							204

CONFIDENTIAL PAGE 11 OF 16 ENCLOSURE #2

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CONFIDENTIAL

Last SAC Statement / SAC Upper Quartile	Wing Data	Current Period: Dec	Jan	Feb	Mar	Average or Total
b NR Accomplished						204
2. Navigation % Score						100
a NR Required						187
b NR Accomplished						187
3 Flight Engineering % Score						100
a NR Required						17
b NR Accomplished						17
4 Miscellaneous % Score						100
a NR Required						646
b NR Accomplished						646
5 Flying Time % Score						100
a Hrs Required						0
b Hrs Flown						0

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	Last SAC Statement		Current Period				
	SAC Upper Quartile	W.S. Data	Dec	Jan	Feb	Mar	Average or Total
(b) Flying Hr Utilization							
1 TNG Produced % Score	87	75.7				75.7	75.7
a Bombardment							
1 Hrs Flown							4220
2 F/H Equivalent							2994
3 % Utilization							70.9
b Tankers							
1 Hrs Flown							1982
2 F/H Equivalent							1700
3 % Utilization							85.8
c Tactical & Tanker							
1 Total Hrs Flown							6202
2 Total Hrs Equivalent							4694
2 Cost of TNG Produced % Score	93	89.4					89.4
a Bomb % Score							86.5
Total Cost				548,391	610,264	700,573	1,859228

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	Last SAC Statement SAC Upper Quartile		Current Period Wing Data	Dec	Jan	Feb	Mar	Average or Total
b Cost of Flying Hr Equivalent								621
Standard Cost								537
c Tanker % Score								96.3
Total Cost					722,288	230,032	238,477	689,597
d Cost of Flying Hr Equivalent								406
Standard Cost								391
(c) Wing Proficiency								
1 RBS Radar Bombing % Score	93		87.6					87.6
NR Crews Considered								37
2 RBS Visual Bombing % Score	93		85.5					85.5
NR Crews Considered								32
3 Night Celestial Nav % Score	99		91.2					91.2
a NR Accomplished								216
b NR Acceptable								197
4 Flight Engineering % Score	100		100					100
a NR Accomplished								136

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	Last SAC Standard SAC Upper Quartile	Within Current Period					
		Within Date	Dec	Jan	Feb	Mar	Average or Total
b NR Acceptable							136
5 Gunnery % Score	85	72.5					72.5
a NR Accomplished							69
b NR Acceptable							50
6 Air Refueling							
a Wet Hooks % Score	100	99.2					99.2
1 NR Attempted							261
2 NR Successful							259
b Radar Rend % Score	100	98.5					98.5
1 NR Attempted							272
2 NR Successful							267
d Probation Status	RATED BY SAC						
e EWP Examination	RATED BY SAC						
f Combat Ready Crews							
1 Bombardment % Score	50	20		30	30	20	20
NR Crews				36	36	34	34
2 Tanker % Score	100	85		85	85	85	85
NR CR Crews				19	19	19	19

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	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period Dec	Jan	Feb	Mar	Average or Tota
g Physical Condit-ioning % Score	65	40					40
1 Previous Ground TNG Phase % Score			10				
a NR of Combat Crews Pers			222				
b NR Completing			112				
c % Completing			50				
2 Current Ground TNG Phase % Score							79
a NR of Combat Crew Pers				222	222	216	216
b NR Completing				58	36	83	177
c % Completing							82

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INFORMATION SERVICES OFFICE
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

RELEASE NO.
FOR IMMEDIATE RELEASE

MARCH 22, 1956

SMOKY HILL AIR FORCE BASE, KANSAS--B-47 Crew of the Month for March, 1956.

Col. Burton H. Burns, Wing Commander is presenting the B-47 crew of the month with commendation letters. They are left to right, Lt. Grant Johnson, Observer; Lt. Charles Koepke, Pilot; and Maj. James Campbell, Aircraft Commander.

Smoky Hill Air Force Base is an Eighth Air Force installation of the Strategic Air Command.

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INFORMATION SERVICES OFFICE
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

RELEASE NO.
FOR IMMEDIATE RELEASE

MARCH 22, 1956

SMOKY HILL AIR FORCE BASE, KANSAS--KC-97 Crew of the Month for March, 1956.

Col. Berton H. Burns, Wing Commander, is presenting the KC-97 Crew of the Month with commendation letters. They are left to right, Lt. Clifford Terry, Pilot; Lt. Dale Carmen, observer; and Capt. William Adams, aircraft commander.

Smoky Hill Air Force Base is an Eighth Air Force installation of the Strategic Air Command.

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SACR 66-7/40BOMW 1 SUP-1

40BOMW SUPPLEMENT-1)
TO SACR 66-7)

HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
3 February 1956

MAINTENANCE ENGINEERING

Maintenance Instruction Files

(Supersedes 40 BOMW Regulation 66-1, 20 JAN 53)

(NOTE: To be filed in front of SAC Regulation 66-7, 24 NOV 53, until superseded or rescinded.)

SEE paragraph 1, SACR 66-7

Additional references: 40th Bombardment Wing Reg 5-5.

SEE paragraph 2, SACR 66-7

Publications for the MIF will be distributed as follows:

(1) One copy to each bomb squadron.

(2) One copy to the Air Refueling Squadron.

(3) Two copies to the Periodic Maintenance Squadron.

(4) Six copies to the Field Maintenance Squadron.

(5) Four copies to the Armament and Electronics Squadron.

(6) One copy to Quality Control.

(7) One copy to the Director of Materiel.

(8) One copy to the Commander, 40th Bomb Wing.

(9) One copy to the Base Director of Materiel.

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Extra copies of maintenance SOP's and maintenance tech instructions may be obtained from the 40th Quality Control Unit.

SEE paragraph 3c, SACR 66-7

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SACR 66-7/4CDOM/G SUPPL-1

Regulations, maintenance SOPs, maintenance tech instructions and maintenance indexes published by the 40th Bomb Wing.

BY ORDER OF THE COMMANDER:

OFFICIAL:

D. M. BROWN
Major, USAF
Adjutant

/s/ D. M. Brown

D. M. BROWN
Major, USAF
Adjutant

DISTRIBUTION:
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WING REGULATION)
NUMBER 136-4A)

(HEADQUARTERS)
[illegible] BOMBARDMENT WING, MEDIUM
[illegible] Air Force Base
Salina, Kansas

29 February 1956

ARMAMENT

Loading, Clearing and Unloading Ammunition, B-47 Aircraft

[illegible]th Bombardment Wing Regulation 136-4, 14 JAN 55, is changed as follows:

*** *** *** ***

4. PROCEDURES: ***

d. Landing: At least twenty (20) minutes *** *** from a live gunnery mission.

*** *** *** ***

(3) Immediately after the aircraft has landed, aircraft will be taxied to one of the refueling pits, beginning at Pump House #6 through Pump House #7 (as indicated in Attachment #1 to this regulation), positioning the aircraft with the nose pointing south. Guns will be pointed away from any inhabited area and engines will be turned off prior to safety checks and gunnery analysis.

*** *** *** ***

BY ORDER OF THE COMMANDER:

OFFICIAL:

D. M. BROWN
Major, USAF
Adjutant

D. M. BROWN
Major, USAF
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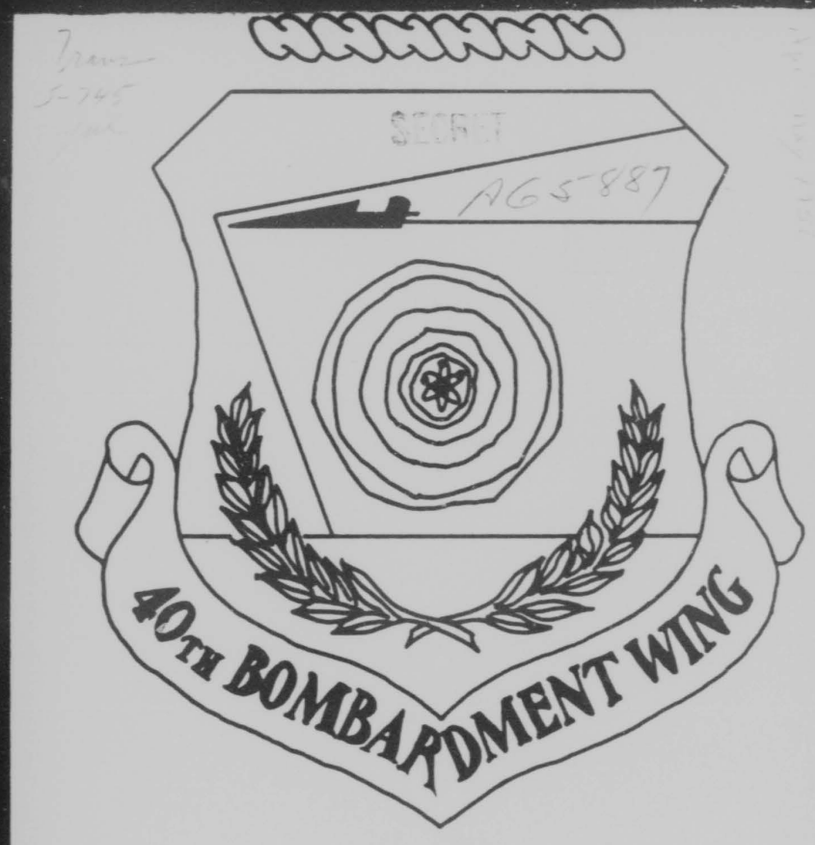

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HISTORY

OF

40TH BOMBARDMENT WING MEDIUM
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

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HISTORY OF THE

40TH BOMBARDMENT WING (M) JET

APRIL AND MAY 1956

SMOKY HILL AIR FORCE BASE, KANSAS

This document was prepared by Master Sergeant Leo G. Cook under the supervision of Second Lieutenant William W. Frizell, Assistant Information Services Officer.

This document is classified SECRET in accordance with paragraph 25C, AFR 205-1.

Berton H. Burns
BERTON H. BURNS
Colonel USAF
Commander

SECRET

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CHRONOLOGY

APRIL AND MAY 1956

April 1956 — Colonel Andrew S. Low, Deputy Wing Commander, went TDY to Keesler AFB, Mississippi, to attend a staff officers ECM familiarization Course.

April 1956 — 40th Bombardment Wing flew and Won higher headquarters directed mission, Pacesetter III

May 1956 — Colonel Berton H. Burns, Commander, 40th Bombardment Wing, acted as Commander of the 802d Air Division in the absence of Colonel James W. Wilson, who was attending a Commanders Conference at Eighth Air Force Headquarters.

May 1956 — Armed Forces Day Flyover

May 1956 — Colonel Berton H. Burns went TDY to Headquarters Eighth Air Force for a critique and briefing.

May 1956 — Colonel Andrew S. Low has been alerted for an extended TDY to the Pentagon, he is expected to leave soon. This TDY is in connection with the National Security Council, Colonel Low will remain TDY until released by the Security Council.

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GLOSSARY

APRIL AND MAY 1956

All abbreviations found in the narrative of this history, but not listed below are generally accepted Air Force abbreviations and may be found in the latest edition of JANAP 169.

ADIV	Air Division
AFB	Air Force Base
ARES	Air Refueling Squadron
FAK	Fly-Away Kit
NCOIC	Non-commissioned Officer in Charge
OJT	On-The-Job Training
SAC	Strategic Air Command
SHAFB	Smoky Hill Air Force Base
TDY	Temporary Duty

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

The mission of the 40th Bombardment wing is to: man, equip, and train the units of the Bomb Wing so that they are on a combat ready status at all times, and capable of conducting such long range bombardment as operations may assign in the emergency war plan and other related operations orders. These long-range bombardment operations may be in any part of the world, either independently or jointly with other forces, against the enemies of the United States.

The mission of the 40th Bombardment Wing also encompasses the 40th Air Refueling Squadron and is responsible for the training, manning, and equipping the squadron to the maximum extent possible in accordance with the existing facilities and resources. The Bomb Wing is responsible for maintaining a state of proficiency, within the Refueling Squadron, which will permit immediate engagements in effective refueling operations on the shortest possible notice.

The 40th Bomb Wing is also responsible for the development and maintenance of a mobility plan and the training of subordinate units to a degree required for overseas deployment and the subsequent re-establishment of operations on minimum notice and in the shortest possible time in any part of the world as may be directed by higher headquarters.

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The support of the Air Reserve and National Guard programs are also part of their functions and are governed by the instructions received from higher headquarters. The Wing also performs special missions in accordance with special instructions received from Strategic Air Command Headquarters.

COMMAND

The Commanding Officer of the 40th Bombardment Wing is responsible for exercising command jurisdiction over, and conducting the operations and training of assigned units in accordance with policies established by higher headquarters.[1] In the execution of these responsibilities the Wing Commander[2] performs the functions contained in SAC Regulation 20-15.[3]

Colonel Berton H. Burns, Commander of the 40th Bombardment Wing, acted as Commander of the 802d Air Division in the absence of Colonel James W. Wilson, who was attending a Commanders Conference. The conference was held at Westover AFB, Massachusetts by Eighth Air Force Officials.[4]

Late in the month of April Colonel Andrew S. Low, Deputy Wing Commander, went TDY to Keesler AFB, Mississippi to attend a Staff Officers ECM Familiarization Course.[5]

1/ Excerpt from Eighth Air Force Regulation 23-1, dated 3 May 1950.

2/ In accordance with 40th Bombardment Wing Reg. 20-1, dtd. 4 Aug. 1954

3/ SAC Regulation 20-15, dated 26 April 1954.

4/ LO 406, Hq 802d ADIV, 25 May 1956, par 3.

5/ LO 272, Hq 802d ADIV, 30 March 1956, par 5. EXH NO 1

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Colonel Andrew S. Low acted as Commander of the 40th Bombardment Wing in the absence of Colonel Burns, who went TDY to Eighth Air Force Headquarters, 21 May 1956, for a Critique and Briefing.[6]

Colonel Low has been alerted for an extended TDY to the Pentagon, he is expected to leave on or about 2 June 1956.[7] This TDY is in connection with the National Security Council,[8] Colonel Low will be on extended TDY until released by the Security Council.

ADMINISTRATION

Division Regulation 66-4 was published 17 April 1956, this regulation outlines the responsibilities of each tactical wing in regard to the maintenance squadrons using base facilities. It also outlines a share and share alike of responsibilities and priority in regard to the base facilities.[9] This regulation should correct much of the friction that came about as a result of jointly using the base facilities.

During the month of April the 40th Bombardment Wing was inspected by a team of officers and airmen together with the Wing Inspector.[10] This inspection helped the Wing get ready for the Eighth Air Force Inspectors due in May.

6/ LO 393, Hq 802d ADIV, 17 May 1956, par 1. EXH NO 2

7/ LO 410, Hq 802d ADIV, 28 May 1956, par 2. EXH NO 3

8/ Ibid

9/ DR 66-4, Hq 802d ADIV, 17 April 1956, par 1, EXH NO 4

10/ DF, 40th IG, 12 April 1956 EXH NO 5

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Included as an item of interest is Division Regulation 172-1 published 19 April 1956. This regulation establishes a standard and uniform proceedure for control of Air Force store credits, [11] it is used as Exhibit Six.

The Director of Comptroller has prepared a unit expense summary for the month of April. This report is a comparative study of the expenditures of all Air Division Squadrons and enables commanders to compare their unit cost with the other squadrons on the base. It can further be compared one wing to another, this gives squadron and wing commanders a chance to note dollar fluctuation. For a comparative study, and a complete breakdown of wing expenditures, [12] see Exhibit Seven.

Bombers from the 40th Bombardment Wing went to Washington D.C. as part of a 45 aircraft B-47 formation that flew over the nation's capital at noon, Armed Forces Day, 19 May 1956. The 40th element commanded by Colonel Burns used an alcohol-water injection system on take-off to make the spectacle even more impressive for the civilian guests here for Armed Forces Day. [13]

General Walter C. Sweeney Jr. visited the base 24 May 1956, his visit concluded the Eighth Air Force Inspection that had been going on for the past eight days. [14]

11/ DR 172-1, Hq 802d ADIV, 19 April 1956, par 1 EXH NO 6

12/ DF, COMP, 17 May 1956 EXH NO 7

13/ News, "Civilians Witness 'Bomber Stream' Saturday" SHAFB IMPACT p.1

14/ Ibid

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CHAPTER II

PERSONNEL

There has been no change in the organizational structure of the wing personnel office.

The strength figures for April indicate that the 40th Bombardment Wing had assigned 397 officers against an authorization of 427. The Airman manning in required specialities for the month of April was 61.9 percent. The Airman manning was 1577 authorized with 1464 assigned. The Officer manning in required specialities for the month of April was 90 percent. During the month of May there was a slight increase in the number of officers and airman assigned which increased the officers MIRS manned to 91.3 percent and enlisted men MIRS manned, direct, to 73.9 percent.[1]

Colonel Wallace Wall, 4793A, was assigned to the 40th Bombardment Wing during the reporting period.[2]

Major Leroy D. Tate was reassigned to the 40th Field Maintenance Squadron as commander, during the temporary absence of Major James R. Johnson, 6968A, who was admitted to the hospital.[3]

1/ Interview by L. G. Cook, Historian, with T/Sgt. Hromek, 40th DCR, 18 June 1956.

2/ SO 79, Hq 802d ADIV, 23 April 1956, par 1. EXH NO 8

3/ SO 49, Hq 40th BW, 16 April 1956, par 2. EXH NO 9

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KODAK SAFETY FILM

Another reassignment during the reporting period was Lieutenant Colonel Leroy F. Shuler, AO 796037, former assistant to the wing director of operations, to the 44th Bomb Squadron as squadron commander. He will replace Lieutenant Colonel Willian F. Pitts,[4] who is being reassigned to Headquarters Eighth Air Force in June.

During the month of April an effort was made to bring records, morning reports, etc., up to date. Generally the section is inspecting and reacomplishing all records not current or correct.

The Eighth Air Force inspectors completed their inspection and left the base in the latter part of May. The preliminary report of this inspection was satisfactory, a special emphasis is being placed on the discrepancies noted.[5]

The OJT section initiated an "OJT Newsletter" for distribution periodically throughout the wing. This letter reflects the percentage of eligible airmen in the wing actually on OJT by skill level. The letter also presents information on training, testing and classification. Included as Exhibit Eleven is a copy of the OJT newsletter.[6]

The 4166 USAF Hospital instituted a combination cross training program and OJT program with the local hospitals in Salina, Kansas.

4/ SO 95, Hq 802d ADIV, 15 May 1956, par 11. EXH NO 10

5/ Interview by L.G. Cook, Historian, with 1st Lt. C.W. Ford, 40th BOMWG, 18 June 1956.

6/ OJT Newsletter, 40th BOMWG, 22 May 1956. EXH No 11

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The local hospital does not have the facilities for the out-patient training of its personnel. The base is authorized but does not have a dietitian and has no way of training one, so an arrangement has been worked out with the civilian hospital whereby we train student nurses for out-patient work and the civilian hospital trains a few dietitians for the base. This program is only in its infancy but hospital officials say it is quite promising.7/

The dependents' assistance program is progressing satisfactorily after a slow start. The dependents' assistance course which finished in May had only 13 gratuates. The DA Officer suggested that with more command support there would be a better turnout.8/ A greater amount of publicity and command support for the next course has been promised and is now under way. Already over 100 dependents of the 40th Bombardment Wing personnel have signed up for the course to begin in June.9/

The Commander's Call program continue to be the best way for the commander to get the information to his personnel. Procedure for gathering all personnel of the 40th Bombardment Wing is inclosed as Exhibit Thirteen.10/

The Ground Safety Office at this station publishes an accident analysis bulletin for each month, it gives pertenant information

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7/ Interview by L.G. Cook, Historian, with Major J.W. Hice, Hospital Administrator 18 June 1956.

8/ DA Advisory Council Proceedings, Hq 802d ADIV, 29 April 1956 EXH NO 12

9/ Interview by L.G. Cook, Historian, with Lt. M. H. Cohen, May 1956

10/ Commander's Call, Hq 40th BOMWG, for 16 April 1956 EXH NO 13

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in regard to all accidents occuring at this installation.[11] It has been recommended that a copy of this report be placed on all bulletin boards in each squadron. These bulletins are used by unit safety personnel in their constentant reminders to squadron personnel of the safety program being followed on this station.[12]

The 40th Bombardment Wing, in accordence with Air Force personel Newsletter, have been counselling at squadron level all personnel scheduled for discharge in the near future.[13] The reenlistment rate of the 40th Bombardment Wing indicates that these talks have borne fruit. The reenlistment rate for the 40th Wing for the month of April was 76.7 percent.[14] The rate for May was 54.5 percent, these percentages are a decided improvement over the past several months.

Colonel James W. Wilson, division commander, presided at the NCO Advisory Council meeting held during the reporting period. One of the significent suggestions made by the group was to reduce the rent of substandard quarters at Camp Phillips.[15] This would be a tremendous morale booster for personnel living in the area.

It was also recommended that an improvement be made on the present processing of new personnel reporting on the base. The recommended solution is enclosed as Exhibit Seventeen.[16]

11/ Accident Analysis Bulletin, SHAFB, April 1956 EXH NO 14

12/ Accident Analysis Bulletin, SHAFB, May 1956 EXH NO 15

13/ DF, CUPR, Lt. Preston, 16 April 1956

14/ Ltr, Hq 802d ADIV to Comdr 40th BOMWG, 8 May 1956 EXH NO 16

15/ NCO Advisory Council meeting, 802d ADIV, 16 April 1956 EXH NO 17

16/ Ibid

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The Noncommissioned officers also recommended that the SAC Mission briefing which is given the Eighth Air Force NCO Academy be incorporated into the block ground training programs.[17] A briefing similar to the one mentioned above is being developed for use in the orientation program.

The 40th Wing Advisory Council met 9 April and presented many problem areas for discussion; the minutes of this meeting are inclosed as Exhibit Nineteen.[18] The next Wing Advisory Council meeting was held on 14 May and the minutes are inclosed as Exhibit Twenty.[19]

The SHAFB NCO Academy graduates had a benefit dance for the "Crusade for Freedom" fund. All proceeds were turned over to this worthy cause.[20]

Colonel Burns presided as division commander, in the absence of Colonel Wilson, at the division staff meeting held 3 May. One of the main topics was "Officer Retention." It was requested that at the next staff meeting, it be decided whether or not there should be a series of talks given to officers getting out of the service.[21]

A new roster of officers of the 40th Bombardment Wing was published, 31 May and is submitted as an item of interest or use.[22]

17/ NCO Advisory Council meeting, 802d ADIV, 21 May 1956 EXH NO 18

18/ 40th BOMWG Advisory Council meeting, 9 April 1956, EXH NO 19

19/ 40th BOMWG Advisory Council meeting, 14 May 1956, EXH NO 20

20/ News, "Crusade for Freedom", SHAFB IMPACT EXH NO 21

21/ Minutes of Staff Meeting, 802d ADIV, 3 May 1956 EXH NO 22

22/ Roster of 40th BOMWG Officers, 31 May 1956 EXH NO 23

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CHAPTER III

OPERATIONS AND TRAINING

The training program outlined for April was contained in Operations Order 263-56, dated 27 March 1956. The month of April was designated as a Special Training month and the minimum requirements of SAC Regulation 50-8 did not apply.[1] The general objectives for Flying and Ground training programs for the B-47 tactical squadrons during the month of April was as follows:

a. Accomplishment of the flying time requirements for AFR 60-2.

b. Completion of Strategic Evaluation School.

c. Emphasis on upgrading non combat ready crews.

d. Eighth Air Force Dirceted Mission "Pace Setter III".

e. Combat Crew standardization flights.

f. Crew Training in known areas of weakness.

g. Emphasis on Co-Pilot upgrading to aircraft commander status, SAC Regulation 51-19.

During the month of April the flying program for B-47 tactical squadrons is that mentioned above. The ground training requirements for B-47 tactical squadrons receiving priority during April were:[2]

a. Support EWP: Briefings, Target Study, and Trainer Runs.

b. Support Special Weapons and Intelligence Ground Training.

c. Support SAC Reg. 50-24, "Block Ground Training".[3]

1/ OPORD 263-56, dtd. 27 March 1956 p. 1

2/ Ibid.

3/ Ibid., p. 2

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The month of April flying training priorities for the 40th Air Refueling Squadron were:

a. Accomplishment of the flying time requirements of AFR 60-2.

b. Emphasis on Noncombat Ready Crew Training, SAC 51-19.

c. Combat Crew standardization flights.

d. Crew training in known areas of weakness.

e. Provide the 40th Bombardment Wing tactical squadrons with the required in-flight refueling sorties to complete 51-19 and proficiency training.[4/]

The April Ground Training priorities for the month was the supporting of SAC Reg 50-24, "Block Ground Training".[5/]

The mission for the 40th Bombardment Wing during the month of April was the flying and ground training listed above, and the continuation of the Combat Readiness of the 40th Bombardment Wing.[6/] The Mission of all subordinate units within the wing are contained in Operation Order 263-56.[7/]

The flight scheduling committee of the wing projected a total of 1500 B-47 flying hours, and 560 KC-97 flying hours for April.[8/]

4/ Ibid.

5/ Ibid.

6/ Ibid., p 3

7/ Ibid.

8/ Ibid. Annex "B"

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During the month of April the Bomb Squadrons scheduled their sorties as follows:

25th Bombardment Squadron	74 sorties	501;30 hours
44th Bombardment Squadron	73 sorties	480:15 hours
45th Bombardment Squadron	83 sorties	520:00 hours [9]

The Bombardment Squadrons finished the month with 280 sorties completed for a total of 1732 hours flown.[10] A review of the RCS: 4-SAC-12 report indicates that the wing flew more than the hours programed for the month of April.

The special training program during the month of April 1956 was directed at up-grading non ready crew personnel of the 40th Air Refueling Squadron. The Boom operators, navigators, and co-pilots received the most attention; because it was felt that here in these three crew positions the first vacancies will appear.[11]

The special training month was very successful. Goals set for training of non ready personnel were realized and no critical shortages of personnel other than flight engineers exist.[12]

Total flying time for the 40th Air Refueling Squadron was 601:30 hours for the month of April. These hours were principally obtained through air refueling and navigation missions.[13]

9/ OPORD 263-56, dtd. 27 March 1956 EXH NO 24

10/ Ibid.

11/ 4-SAC-T12 Report, dtd.1-30 April 1956, Part III EXH NO 25

12/ Ibid., Commander's Remarks.

13/ Ibid.

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A review of the RCS: 3-SAC-T12 Report for April indicates the following:

Hours flown performing missions ordered by Higher Headquarters.[14]

COMMITMENT	Hours Programmed	Hours Accomplished
Ferrying Aircraft	0	11

Hours Flown Performing Eighth Air Force Training Priorities:

Priority	Commitment	Hours Programmed	Hours Accomplished
1	AFR 60-2	0	0
2	SES Evaluation	150	111
3	"Hi Jinks"	18	0
4	Pace Setter III	195	289
5	Practice Bomb Competition	0	0
6	Non Ready Crew Training	381	539
7	Combat Ready Crew Training	346	247
8	Lead Crew Training	190	221
9	Staff Crew Proficiency	190	293
10	Ferrying Aircraft	0	11
	TOTAL	1470	1711
	Test	30	21
	GRAND TOTAL	1500	1732

The following explanation is made of significant differences between programmed and accomplished flying time.[15]

14/ 3-SAC-T12 Report, dtd. 1-30 April 1956, part VI EXH NO 26

15/ Ibid

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1. No time programmed due to this training being accomplished in conjunction with other training.

2. Less time flown than programmed due to crews completing in less time than anticipated.

3. Time scheduled not flown due to emphasis being placed on non-ready crew upgrading and practice for Pacesetter III.

4. More time flown than programmed due to more crews flying than programmed.

5. No time programmed due to this training being accomplished in conjunction with other training.

6. More time flown than programmed due to more time spent on upgrading of non-ready crews.

7. Less time flown than programmed due to more time spent on non-ready crews.

8. More time flown than programmed due to more time available.

9. Same as No. 8

10. Time flown ferrying aircraft to and from modification.[16]

Checkout of co-pilots and "Blue Flame" personnel Aircraft Commanders was accomplished by the 40th Air Refueling Squadron for the month of April. Following is a list of accomplishments for pilot checkouts:

Takeoffs - 91. Landings - 91. GCA's - 18[17]

16/ Ibid

17/ 4-SAC-T-12 Report, dtd. April 1956, Commander's Remarks. EXH NO 27

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An ECM officer went to Wichita as a representative of Eighth Air Force on a modification program, on ECM pods. This modification will not cause the 40th Bombardment Wing to lose its capability for carrying weapons, but the Wing must pick up a few pods. If the 40th Bombardment Wing does not get new airplanes, it is possible that an extensive modification program will have to be undertaken on the planes that we have.[18]

The 40th Bombardment Wing ran 36.7 percent deviations on SAC Regulation 60-9 during the month of April.[19]

Target Study for Pacesetter III received the most emphasis during the month of April. This was accomplished under the direction of Colonel Berton H. Burns, 40th Bombardment Wing Commander, who personnally organized the Pacesetter target study program, directed the scheduling of crews, and followed the progress of each person that was scheduled to fly the mission.[20]

Pacesetter III was flown between the 16th and the 28th of April. The results of Bomber Stream Mission were: 40th Bombardment Wing, first; 310th Bombardment Wing, second; and the 340th Bombardment third. The mission is the third in a series of Eighth Air Force Bomber stream missions and the third time Smoky Hill has won the Trophy.[21]

18/ Minutes of Staff Meeting, 40th BOMWG, 3 April 1956 EXH NO 28

19/ Minutes of Staff Meeting, 802d ADIV, 13 April 1956 EXH NO 29

20/ Interview by L.G. Cook, Historian, with Major R.E. Hughes, 40DOT

21/ TWX, Hq 8 AF to COMAIRDIV 802d., OI 140,. EXH NO 30

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Instructions on target study program for Pacesetter III are enclosed as Exhibit Thirty.[22] A complete overall story of the mission is enclosed as Exhibit Thirty-One.[23] A disposition form[24] and TWX[25] of congratulations in regard to the mission are enclosed.

General Walter C. Sweeney Jr. attended a stag dinner, during May, for the 40th Bombardment Wing honoring the wing for winning the Pasetter III mission. General Sweeney gave engraved cigarette lighters to the 40th crew members who were judged outstanding during the mission.[26]

The 40th Bombardment Wing flew two operations during the month in preperation for Pacesetter lll. These operations were known as operation "Old Grandad" which was flown 3, 4, 5 April and "Old Taylor" flown 10, 11, 12 April. General information and flimsy for these missions are enclosed as Exhibit Thirty-Four.[27]

A wing directed mission was flown the 18th and 19th of April. This mission prepared non-combat ready crews for upgrading to combat ready status, it was called "Old Crow".[28]

22/ DF, 40DO to BOMRONS, 30 Jan 1956 EXH NO 30

23/ News, "40th BW Wins Trophy", SHAFB IMPACT EXH NO 31

24/ DF, 40DCO, dtd 3 May 1956 EXH NO 32

25/ TWX, Hq 8 AF to COMAIRDIV 802d, C 526 EXH NO 33

26/ News, Gen. Sweeney here yesterday" SHAFB IMPACT, 25 May 56, p 1

27/ General Information and Flimsy on operation "Old Grandad" EXH NO 34

28/ OPORD 265-56, "Old Crow" EXH NO 35

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A group of officers and airmen were sent TDY for the purpose of laying some of the ground work for operation "Full Moon" scheduled for next month. This is in accordance with SAC Air operations plan.[29]

Colonel Berton H. Burns, Commander 40th Bombardment Wing, was granted the Aeronautical Rating of Command Pilot during the reporting period.[30]

Operation "Spring Cleaner" was flown during the reporting period in accordance with operations order 266-56. This operations order is inclosed as an Exhibit.[31]

Operations order 267-56 was published during the month. This order outlined the requirements for operation "Spring Fever", a mission flown during the month of May.[32]

Practice missions for Pacesetter IV are already under way. The wing will run some missions through the Pacesetter IV sites before the end of the month.[33]

The only higher headquarters directed mission during the month was the "Washington Flyover", 19 May 1956.[34] Twelve aircraft and three spares were readied for the mission. Colonel Burns lead the element from the 40th Bombardment Wing.

29/ LO 378, Hq 802d ADIV, 10 May 1956 EXH NO 36

30/ AO 21, Hq 802d ADIV, 1 May 1956 EXH NO 37

31/ OPRON 266-56, "Spring Cleaner" EXH NO 38

32/ OPRON 267-56, "Spring Fever" EXH NO 39

33/ Minutes of Staff Metting, 40th BOMWG, 15 May 1956

34/ OPRON 265-56, 40th BOMWG EXH NO 40

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The month of May was the first month of the 50-8 Training Quarter. The flying and ground training program will have the following general objectives:[35]

The flying program for B-47 tactical squadrons for May:

a Accomplishment of the flying time required by AFR 60-2.

b Completion of Strategic Evaluation School.

c Emphasis on upgrading non-combat ready crews.

d Practice for Eighth Air Force Pacesetter IV mission.

e Combat Crew standardization flights

f Crew training in known areas of weakness.

g Emphasis on Co-Pilot upgrading to Aircraft Commander status, SAC 51-19.

The ground training priorities for B-47 tactical squadrons were:

a. Support EWP: Briefings, Target Study, and Trainer Runs.

b. Support SAC Reg 50-24, "Block Ground Training".

c. Support all other training such as Trainers, IFM, physical Conditioning, etc.

The main Ground Training priorities for 40AREFS was the support of SAC Reg 50-24, "Block Ground Training".[36]

The 40th Bombardment Wing Jet Training report indicates that 1500 hours were programed for the month of May. The Wing flew 1666 hours during the month.[37]

35/ Ibid

36/ Ibid

37/ 5-SAC-T-12 Report, dtd.,May 1956 EXH NO 41

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The following explanation is made of significant difference between programmed and accomplished flying time.

The requirements of AFR 60-2 was accomplished in conjunction with other training.

Requirement 2, Less time was flown than programmed due to one crew failing evaluation.

Requirement 6, Less time programmed due to commitment cancelled by higher headquarters.[38]

The 40th Air Refueling Squadron has 21 combat crew assigned as of 31 May 1956. Lack of flight engineers and navigators precludes the Squadron from forming new crews.

All preparations for forthcoming TDY are proceeding favorably. There is no anticipated difficulties in completing 50-8 minimums except for the multiple pattern rendezvous.[39]

The hours programmed during the reporting period are as follows:

Higher Headquarters did not program any flying hours for the month of May.

The Eighth Air Force Air Training priorities for the month were:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1.	AFR 60-2	0	0
2.	Non Ready Crew Training	60	54

38/ Ibid

39/ RCS 9-SAC-T12 Report, 1-31 May 1956 EXH NO 42

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3.	Ready Crew Training	490	590
	Total	550	644
	Test	10	9
	Grand Total	560	653 [40]

The following explanation is made for significant differences between programmed and accomplished flying time.

Less time flown than programmed due to upgrading of one non ready crew which caused flying time for one sortie to be diverted to combat ready training.

Requirement 3, More time flown than programmed due to extension of flight time on scheduled sorties which resulted in more flying time and training in this category.[41]

Exercise "Chuck Wagon VI", a downed crew recovery exercise, was accomplished by the 40th Bombardment Wing in accordance with Eighth Air Force operations order 219-56 from the 10th of May thru the 16th of May 1956. One crew from the 25th Bombardment Squadron and one crew from the 44th Bombardment Squadron participated in the exercise.

The purpose of this exercise was to develop, practice, and test the effectiveness of the downed crew recovery program. The crews used the RS-6 radio to establish contact with monitor communications stations.[42] Pick up times were given to the crews by

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40/ Ibid

41/ Ibid

42/ Interview by L.G. Cook, Historian, with Capt. A.N. Sloan, May 1956

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the monitor stations. Crews were at designated pick-up sites at the scheduled times and Air Rescue aircraft affected crew recovery. The downed airmen were returned to their home station by Air Rescue Aircraft. Air Rescue aircraft commanders conducted a debriefing of the participating crews on return to home station. The conclusion of the exercise was the submission of a narrative report thru channels to Headquarters Eighth Air Force by the rescued crews.[43/]

43/ Ibid (SECRET)

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CHAPTER IV

MATERIAL AND MAINTENANCE

Colonel Richard D. Stepp, 40th Bombardment Wing Director of Material went TDY to Headquarters, Eighth Air Force, 21 May 1956, for a critique and briefing.[1]

A new maintenance regulation was published 17 April 1956; the regulation, Division Regulation 66-4, outlined the responsibilities for aircraft maintenance. It specifically outlines responsibilities for transient aircraft, maintenance of ground trainers, and the use of base facilities.[2] It also outlines the change of responsibility that arises when one of the two wings is deployed. The remaining wing will assume the responsibility and retain it until 75 percent of the deployed wing is returned, at which time the responsibility goes back to a share and share alike program.[3]

The WEMP Testing program is progressing satisfactorily with 193 personnel remaining to be tested. The 40th Bombardment Wing had a passing percentage of 39 percent. Sixty-one percent of the personnel tested so far have failed to meet the SAC average.[4]

1/ LO 393, Hq 802d ADIV, 17 May 1956, par 1 SEE EXH NO 2

2/ DR 66-4, Hq 802d ADIV, 17 April 1956, par 1 SEE EXH NO 4

3/ Ibid

4/ Minutes of Staff Meeting, 802d ADIV, 6 April 1956,

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At the present time the 40th Bombardment Wing is awaiting clarification on the tail light modification for KC-97 Aircraft; it seems it was first set up as a depot modification, then as a field and depot modification. The word has been delayed until information is received from Eighth Air Force.[5/]

A general inspection of the 40th Wing activities was conducted during the month of May by the Eighth Air Force Inspector General. The overall results of the inspection were considered satisfactory, however, the inspectors said there were several areas of weakness in maintenance that need attention.[6/]

A unit supply improvement program has been completed on this station. The reports of the improvement teams have been given to the wing commanders for their information and possible use.[7/]

The repair of constant speed motors for tracking computers is becoming a problem. At the present time the motors are sent away for repair; the technical representative here is trying to get permission from the AC Spark Plug Company to allow local maintenance people to repair the wing's own computers.[8/]

5/ Minutes of Staff Meeting, 802d ADIV, 27 April 1956

6/ Interview by L.G. Cook, Historian, with T/Sgt Hromek, 40DCR

7/ Ibid

8/ Minutes of Staff Meeting, 802d ADIV, 20 April 1956 EXH NO 43

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The base recently lost one of its two technical representatives from the Boeing Aircraft Corporation and the remaining representative is scheduled to leave 30 August 1956. This will create a problem and wing officials hope that something can be done about keeping at least one representative here on the base at all times.[9/]

All 40th Bombardment Wing Supply Sections were inspected during this reporting period. The ratings were as follows:

40HS	Good	40ARES	SAC Standard
25BS	SAC Standard	40FM	" "
44BS	Good	40PM	" "
45BS	"	40TH	" "
40A&E	"		

During the month of April the KC-97 and B-47 flyaway books were screened, corrected and brought up to date, the information was furnished to the Flyaway Kit Section. The director of material made two informal visits to the flyaway kit section during the month. There were 19 change requests submitted on the new FAK master spares lists for the KC-97 and the B-47.[10/]

40th Bombardment Wing B-47 aircraft flew a total of 1749:00 hours; while KC-97 aircraft flew 595:55 hours during the month of April.[11/]

9/ Ibid

10/ Interview by L.G. Cook, Historian, Col. R.D. Stepp, 40DM

11/ Ibid

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The unit supply squadrons were all inspected by Eighth Air Force IG inspectors and received satisfactory ratings with the 40th Field Maintenance Squadron supply getting an excellent rating.[12]

The 40th Bombardment Wing Mobility plan has been changed, and has been sent to Eighth Air Force Headquarters for review and approval.[13] The plan was approved and sent back from Eighth Air Force during the reporting period.[14]

All pre-issue item information not listed in flyaway books were forwarded to responsible units so that they could add these items if it was deemed necessary for deployment purposes.[15]

The 40th Bombardment Wing B-47s flew a total of 1647:30 hours during the month of May, while the KC-97 Aircraft flew 646:20 hours.[16]

The 40th Bombardment Wing is authorized 45 B-47 type aircraft, 20 KC-97s and 2 C-119s. At the present time the wing has 50 B-47s, 21 KC-97s and 2 C-119s. All aircraft was available during the period reported.[17]

Ten A, B, and W personnel have been chosen to go into OJT for reciprocating engines and they will probably be lost to the base eventually. This program is for training maintenance personnel for the B-52 program.

12/ Ibid

13/ Ibid

14/ Ibid

15/ Ibid

16/ 5-SAC-T-12 Report, dtd, May 1956 SEE EXH NO 41

17/ Interview by L.G. Cook, Historian, with T/Sgt S. Keep, 802d ADIV

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During the month of April periodic-in-doc maintenance was completed on seven B-47s and four KC-97s. The average turn around time in April was 11.4 days for B-47s and 8.2 days for KC-97s.

The month of May saw nine B-47s turned over from the B-47 docks to the post docks. The post docks conditioned the engines, test flew and returned the planes to their respective squadrons. The turn around time for the month was 8.8 days. The KC-97s turned over to post dock had a 7.9 days average for the month of May.[18]

In the past the locking clips used for the ballistic unit of the "K" system have been found faulty and were easy to move unintentionally, this trouble was eliminated when the machine shop designed and manufactured a locking clip which gives a positive lock.[19]

The water tabbing processing of B-47s which began 7 April 1956 was completed during the month of May. The maintenance personnel responsible for the tabbing received a letter of appreciation from the wing commander.[20]

18/ ^nterview by L.G. Cook, Historian, with Major F.B.Gervais, 40PM

19/ Ibid

20/ Ibid

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Placement of specialists on the flight line and in tactical squadron areas resulted in excellent maintenance support of the heavy Armed Forces Day flying requirements on 19 May. This procedure will in all probability be used in future missions of this type.[21]

21/ Interview by L.G. Cook, Historian, with Lt. J.B. Green, 40FM

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40TH BOMBARDMENT WING, MEDIUM

KEY PERSONNEL

APRIL AND MAY 1956

Wing Commander	COL Berton H. Burns
Deputy Wing Commander	COL Andrew F. Low
Adjutant	MAJ Donald M. Brown
Wing Operations Officer	COL William K. Bowden
Wing Materiel Officer	COL Richard D. Stepp
Wing Personnel Officer	LTCOL Charles P. Mills
Wing Inspector	MAJ Milford C. Kronshage
Wing Comptroller	CAPT Jack M. Sheets
Commander, 25th Bombardment Squadron	LTCOL Edward P. Clark
Commander, 44th Bombardment Squadron	LTCOL William F. Pitts
Commander, 45th Bombardment Squadron	LTCOL William C. Ivey
Commander, 40th ARS	LTCOL Thomas S. Bohman
Commander, 40th A&E Squadron	LTCOL John C. Minahan
Commander, 40th FMS	MAJ James R. Johnson
Commander, 40th FMS	MAJ Fredrick B. Gervais
Commander, 40th Headquarters Squadron	1LT Arnold H. Glickman
Commander, 40th Tactical Hospital	1LT George W. Harmon

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40TH BOMBARDMENT WING, MEDIUM

APRIL AND MAY 1956

Source Material:

Files:

Headquarters, 40th Bombardment Wing

Official Publications:

General Orders

Headquarters, 802d Air Division

Headquarters, 40th Bombardment Wing

Special Orders

Headquarters, 40th Bombardment Wing

Regulations

Headquarters, Strategic Air Command

Headquarters, Eighth Air Force

Headquarters, 40th Bombardment Wing

Secondary Material:

Staff Section Reports

Monthly Squadron Reports

Newspapers

IMPACT, Smoky Hill Air Force Base, Kansas

SALINA JOURNAL, Salina, Kansas

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APPENDIX

APPENDIX

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LIST OF EXHIBITS

APRIL AND MAY 1956

Exh. No.	Exhibits
1	LO 272, Hq 802d ADIV, 30 March 1956
2	LO 393, Hq 802d ADIV, 17 May 1956
3	LO 410, Hq 802d ADIV, 28 May 1956
5	DF, 40th IG, 12 April 1956
4	DR, 66-4, Hq 802d ADIV, 17 April 1956
6	DR 172-1, Hq 802d ADIV, 19 April 1956
7	DF, COMP, 17 May 1956
8	SO 79, Hq 802d ADIV, 23 April 1956
9	SO 49, Hq 40th BW, 16 April 1956
10	SO 95, Hq 802d ADIV, 15 May 1956
11	OJT Newsletter, 40th BOMWG, 22 May 1956
12	DA Advisory Council Proceedings, Hq 802d ADIV, 29 April 1956
13	Commander's Call, Hq 40th BOMWG, 16 April 1956
14	Accident Analysis Bulletin, SHAFB, April 1956
15	Accident Analysis Bulletin, SHAFB, May 1956
16	Ltr, Hq 802d ADIV to Comdr 40th BOMWG, 8 May 1956
17	NCO Advisory Council meeting, 802d ADIV, 16 April 1956
18	NCO Advisory Council meeting, 802d ADIV, 21 May 1956
19	40th BOMWG Advisory Council meeting, 9 April 1956
20	40th BOMWG Advisory Council meeting, 14 May 1956
21	NEWS, "Crusade for Freedom", SHAFB IMPACT
22	Minutes of Staff Meeting, 802d ADIV, 3 May 1956

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23	Roster of 40th BOMWG Officers, 31 May 1956
24	OPORD 263-56, dtd. 27 March 1956
25	4-SAC-T12 Report, dtd. 1-30 April 1956, Part III
26	3-SAC-T12 Report, dtd. 1-30 April 1956, Part VI
27	4-SAC-T12 Report, dtd April 1956
28	Minutes of Staff Meeting, 40th BOMWG, 3 April 1956
29	Minutes of Staff Meeting, 802d ADIV, 13 April 1956
30	TWX, Hq 8 AF to COMAIRDIV 802d., OI 140
31	News, "40th BOMWG wins Trophy", SHAFB IMPACT
32	DF, 40DCO, dtd 3 May 1956
33	TWX Hq 8 AF to COMAIRDIV 802d, C 526
34	General Information and Flimsy on operation "Old Grandad"
35	OPORD 265-56, "Old Crow"
36	LO 378, Hq 802d ADIV, 10 May 1956
37	AO 21, Hq 802d ADIV, 1 May 1956
38	OPRON 266-56, "Spring Cleaner"
39	OPRON 267-56, "Spring Fever"
40	OPRON 265-56, 40th BOMWG
41	5-SAC-T12 Report, dtd., May 1956
42	9-SAC-T12 Report, 1-31 May 1956
43	Minutes of Staff Meeting, 802d ADIV, 20 April 1956

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SUBJECT: Letter Order 272 30 March 1956

TO: See Distribution

1. A/1C ALFRED H. KRUMNAUER, AF16430228, (PRIMAFSC 46130), 802 SUPRON, 802 ABGRU, AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP US NAVAL SCHOOL, NAVAL POWER FACTORY, INDIAN HEAD, MD, on or ABT 17 APR 56, on TDY APRX 87 days, for purpose to attend Surface Ordnance Disposal CRSE. AMN will REPT NLT 0800 HRS 20 APR 56 to Surface Ordnance School, 3429TH TRARON, U. S. Naval School, Navy Powder Factory, Indian Head Maryland, class starting 23 APR 56. (DUPO); UCWR this STA. TPA. TVL time by common CARR (Rail) is 2 days; TVL time in excess is chargeable to delay E/R AUTH: TCS. TDN FY56 5763400 064-4010 P443-02-03 S22-606. FY57 TDN 5773400 064-4004 P443-02-03 S22-606. AUTH: AFR 35-52 and SACREG 35-19.

2. A/2C DONALD I. CULVER, AF12211547, (PRIMAFSC 43251), 40 PLMAINTRON, 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY, WP USAF, TECH SCHOOL, Sheppard AFB, Tex, on or ABT 15 APR 56, on TDY APRX 102 days, for PURPOSE to attend Aircraft Reciprocating Engine Technician CRSE NR AA43271. This is a CRSE of instruction. AMN will REPT NLT 16 APR 56. Class starting 18 APR 56. (DUPO); UCWR this STA. TPA. TVL time by common CARR (Rail) is 1 day; TVL time in excess is chargeable to delay E/R AUTH: TCS. TDN FY56 5763400 064-4250 P443-02-03 S22-606. FY57 TDN 5773400 064-4002 P443-02-03 S22-606. AUTH: AFR35-52 and SACREG 35-19.

3. MSGT TROY J. GOMES, AF39444088, (PRIMAFSC 75170A) 537 AF BAND, 802 ABGRU, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Westover AFB, Mass, on or ABT 9 APR 56, on TDY APRX 5 days, for purpose to attend Third Quarterly Meeting, Eight Air Force Commanders NCO Advisory Council. AMN will REPT to the Director of Personnel, Headquarters Eighth Air Force, Building T-330, Westover Air Force Base, Mass NLT 0800 HRS 10 APR 56. (DUPO); UCWR this STA. CIPAP. TVL by MIL ACFT is DIR when AVAL. TCS. BUD & ACCT NR 802-651 10E. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19 and 8 AFMSG PD 10304 28 MAR 56.

4. ESPWO VOC 26 MAR 56, CFM and made REC:

FNOA, ORG INDC, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Castle AFB, Calif, on or ABT 26 MAR 56, on TDY APRX 4 days, for purpose of Transporting Personnel. (DUPO); UCWR this STA. CIPAP. TVL by MIL ACFT is DIR when AVAL. TCS BUD & ACCT NR 801-380 10.5E. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH AFR 35-52 and SACREG 35-19 and VOCMDR.

MAJ	MAURICE E. SAUNDERS	14357A	HQ 802 ABGRU
1STLT	RICHARD T. JORDAN	AO2205027	HQ 310 BOMWG
A/1C	THEODORE D. MILLS	AF25769046	HQ 802 ABGRU

5. COL ANDREW S. LOW JR, 8890A, HQ 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP Keesler AFB, Miss, on or ABT 27 APR 56, on TDY APRX 10 days, for purpose to attend Staff Officers ECM Familiarization CRSE NR ZZ3020002. Officer will REPT NLT 1300 HRS 30 APR 56. (DUPO); UCWR this STA. CIPAP. TVL by MIL ACFT is DIR when AVAL. TCS. TDN 5763400 064-4220 P443-02-03 S22-606. AUTH: AFR 35-52 and SACREG 35-19.

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6. FNA, 310 ARMTELCTMAINTRON, 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Hunter AFB, GA, on or ABT 2 APR 56, on TDY APRX 14 days, for purpose to Receive ECM Procedures. AMN will REPT NLT 5 APR 56. (DUPO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 311-565 10C. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH AFR 35-52, and SACREG 35-19.

A/1C	FRANKIE PAULSON	AF17389638
A/1C	ROBERT H. LEE	AF26925608

7. MAJ WOODROW A. ABBOTT, AO12763, (PRIMAFSC 7216), HQ 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP 3521 STURON, McConnel AFB, Kansas, on or ABT 21 APR 56, on TDY APRX 88 days, for purpose of attending Advanced Flying School CRSE NR 123100B, and ABC Training. Class 56-L. Graduating 16 JUL 56. Officer will REPT NLT 22 APR 56, with P4 Helmet and Carbon Type Microphone in his possession. (DUPO); UCWR this STA. TPA. TVL time by common CARR (Rail) is 1 day, TVL time in excess is chargeable to delay E/R AUTH. TCS. TDN. FY57 5773400 064-4005 P443-02-03 S22-606. TDN FY 56 5763400 064-4470 P443-02-03. AUTH: AFR 35-52 and SACREG 35-19.

8. ESPWO VOC 27 MAR 56, CFM and made REC:
CAPT RAYMOND L. HUDDLESON, AO2100441, (PRIMAFSC 4324), HQ 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP Hutchinson and Great Bend Municipal Airport, Kansas, on or ABT 27 MAR 56, on TDY APRX 1 days, for purpose of inspecting Facilities at Hutchinson and Great Bend Municipal Airport, Kansas. Officer will REPT NLT 27 MAR 56. (DUPO); UCWR this STA. TPA. TVL time by common CARR (Rail) is 1 day. TVL time in excess is chargeable to delay E/R AUTH. TCS. BUD & ACCT NR 401-545 10.5D. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52 and SACREG 35-19.

9. ESPWO VOC 20 MAR 56, CFM and made REC:

FNA, 310 FLDMAINTRON, 310 BOMWG, (PRIMAFSC 43251) AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP MacDill AFB, Fla, on or ABT 20 MAR 56, on TDY APRX 4 days, for purpose to perform engine change on KC 97 ACFT assigned to 310 FLDMAINTRON. (DUPO); UCWR this STA. CIPAP. TVL by MIL ACFT is DIR when AVAL. TCS. BUD & ACCT NR 311-564 10C. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52 and SACREG 35-19.

A/1C	JOHN WICH	AF16433307
A/2C	JESS L. RICE	AF17425612

BY ORDER OF THE COMMANDER:

WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

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5. A/3C DENNIS ASAKA, AF13525863, (PRIMAFSC 42330), 310 FLDMAINTRON, 310 BOMWG, WP Francis E. Warren AFB, WYO, on or ABT 21 MAY 56, on TDY APRX 73 days, for purpose attending CRSE SS22350-1. Type of CRSE is F & O. AMN will REPT to COMDR, 3450th TECH TNG GP, NLT 0800 HRS, 22 MAY 56, 1 day prior to CL starting date. (DPUC); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. (FY 56) TDN 5763400 064-4260 P443-02-03 S22-606. (FY 57) TDN 5773400 064-4002 P443-02-03 S22-606. AUTH: AFR 35-52, SACREG 35-19& 8AF MSG PDP3 23224, 12 NOV 55.

6. FNCA, ORG INDC, AUTH access to CLAS MAT RQR SCTY CLNC as INDC, for PD this TDY only, WP 818th AD, Lincoln AFB, NEBR, on or ABT 23 MAY 56, on TDY APRX 3 days, for purpose observe monthly ground training exercise as directed by HQ, 8th AF. REPT NLT 1400 HRS, 23 MAY 56. REPT to Staff Munitions Officer upon arrival at Lincoln AFB. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 802-682 10C. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19 & LTR HQ 8AF, MDM3B, 12 DEC 55.

1STLT	JOHN S. UNDERHILL	A01853790	3254	802 SUPRON, 802 ABGRU	TOPSEC
SSGT	FRANCIS J. CROWLEY	AF12350776	46350	do	do
SSGT	THEODORE KALBEL	AF12405294	33170	do	do
SSGT	DUANE T. PARKS	AF17366336	46170	do	do
SSGT	WALTER L. FALLON	AF32877447	46270	40 ARMTELCTRON, 40 BOMWG	Secret
SSGT	DAVID K. GARDNER	AF19331929	46270	310 ARMTELCTSQ 310 BOMWG	Secret

7. ESPWC VOC 14 MAY 56, CFM and made REC:

FNCA, 310 AREFRON, 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of Secret, for PD this TDY only, WP Travis AFB, CALIF, Offutt AFB, NEBR, & Westover AFB, MASS, on or ABT 14 MAY 56, on TDY PARX 5 days for purpose ordered Administrative MSN. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 311-635 10C. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19 & RSF-ZIPPO 05-037 COMDR 8AF, 14/0315Z.

CAPT	WILLIS P. MARK	A0926545
CAPT	LEM J. WEAVER	A01909431
1STLT	HERBERT K. L. LEE	A02230330
2NDLT	JACK L. STURMAN	A03037680
MSGT	HARRY W. DIFFENDERFER	A017000096
TSGT	BILL P. BLACK	AF18285965
TSGT	ROBERT L. MCELROY	AF17288515
A/2C	DARRELL L. WILLIAMS	AF27519856

BY ORDER OF THE COMMANDER:

CARL W. HAUTH
MAJ, USAF
Adjutant

OFFICIAL:

WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SUBJECT: Letter Order 393 17 May 1956

TO: See Distribution

1. FNO, HQ 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP Westover AFB, MASS, on or ABT 21 MAY 56, on TDY APRX 3 days for purpose 8AF Critique and Briefing. REPT NLT 21 MAY 56. 1STLT D'ANDREA is DSG as Armed TOPSEC Courier. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 401-604 10C. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19 & 8AF REG 35-7 8AF MSG OD15506, 8 MAY 56. (*) INDC Officers to be at Westover NLT 0800 HRS EDST for 1 day Conference on 21 MAY 56.

COL	BERTON H. BURNS	4844A
COL	RICHARD D. STEPP	3807A
*MAJ	PAUL N. GREGORY	A0726898
*MAJ	JOHN E. CURTIS	A0725953
MAJ	ROBERT B. KENDALL	A01059515
MAJ	HENRY D. BENTLEY	A0816975
1STLT	EUGENE D'ANDREA	A02210112

2. MAJ CASIMER S. APOLINSKI, A0762696, HQ 802 ADIV, AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP Westover AFB, MASS, on or ABT 19 MAY 56, on TDY APRX 4 days, for purpose attending Observers Conference. (DPUC); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 803-31 10B. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19 & 8AF MSG ODT3C 49693, 16 APR 56.

3. PARA 3, LTRO 361, this HQ, CS, relating to TDY of CAPT MORAY T. HOARD, A0586710, HQRON, 802 ABGRU, this STA, to Washington D. C. USAF, is REVO.

4. CAPT MORAY T. HORAD, A0586710, (PRIMAFSC 6444), 802 HQRON, 802 ABGRU, AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP Washington D. C. USAF, on or ABT 19 MAY 56, on TDY APRX 5 days, for purpose of obtaining instructions in issuing bids for SHAFB Housing and the bid forms themselves. 3 DALVP AUTH. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 802-684 10C. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52 & SACREG 35-19.

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SUBJECT: Letter Order 410

28 May 1956

TO: See Distribution

1. PARA 6, LTRO 403, this HQ, CS, relating to TDY of COL ANDREW S. LOW, 8890A, HQ 40 BOMWG, this STA, to DIR JOAG, Room 2E915, Pentagon, EXT 74816, is REVO.

2. COL ANDERW S. LOW, 8890A, HQ 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP DIR JOAG, Room 2E915, Pentagon, EXT 74816, on or ABT 2 JUN 56, for purpose of taking part in classified project in connection with National Security Council. REPT NLT 4 JUL 56. Officer will be on TDY from 4 JUN 56 until release by the direction, FOAG. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 401-622 10C. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: CHAP 16, AFM 35-11, SACREG 36-19 & 8AF MSG PD 16222, 14 MAY 56.

3. FNOA, ORG INDC, WP USAF HOSP, Sheppard AFB, TEX, on or ABT 29 MAY 56, on TDY APRX 45 days, for purpose medical TRMT & HOSP. Upon completion of TRMT Personnel will RTN to their units of ASGMT. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 310-125. TDN (FY 56) 5763400 067-8900 P478-02-03 S14-612. TDN (FY 57) 5773400 067-8900 P478-02-03 S14-612. AUTH: CHAP 16, AFM 35-11, SACREG 35-19 & ASMROMSG 6902.

MAJ	JAMES H. MARABLE	A01692737	25 BOMRON, 40 BOMWG
A/2C	JAMES A. CAMPBELL	AF14547357	802 SUPRON, 802 ABGRU

4. MAJ JACK C. VANDERVORT, A0668166, HQ 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP Maxwell AFB, ALA, on or ABT 1 JUN 56, on TDY APRX 15 days, for purpose attend Air Weapons Orientation CRSE 56-16, 4 JUN 56. Officer will REPT to BLDG 119 NET 1130 HRS, 3 JUN 56 & NLT 0700 HRS, 4 JUN 56. Officer will be ATCHD to HQ Air Command & Staff College for purpose attending above mentioned CRSE. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. TDN 5763400 066-2222 P443-02-03 S01-605. AUTH: CHAP 16, AFM 35-11, SACREG 35-19 & LTR HQ 8AF, PDP 3, 31 MAY 56, Air Weapons CRS FY 56 and LTR HQ 8 AF, Same SUBJ, 16 SEP 55.

5. CAPT HUGHIE E. MATHEWS, A02033008, HQRON, 802 ABGRU, AUTH access CLAS MAT RQR SCTY CLNC of Secret, for PD this TDY only, WP HQ 8AF, Westover AFB, MASS, on or ABT 5 JUN 56, on TDY APRX 5 days, for purpos- handcarry materiel in connection with OFF Temporary Promotion Program FY 57. REPT NLT 6 JUN 56. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 802-689 10C. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: CHAP 16, AFM 35-11, SACREG 35-19, 8AFR 35-7 & LTR HQ 8AF, PDR2, SUBJ: OFF TEMP Promotion Program for FY 57, 26 APR 56.

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6. FNA, 379 BOMRON, 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of Secret, for PD this TDY only, WP Douglas ACFT CO, Tulsa, OKLA, on or ABT 1 JUN 56, on TDY APRX 90 days, for purpose deliver 310 BOMWG ACFT & perform acceptance checks for 310 BOMWG, ACFT. (DPUO); UCWR this STA. TPA, TVL time by common CARR (Rail) is 1 day, TVL time in excess is chargeable to delay E/R AUTH. TCS. BUD & ACCT NR 311-646 10.5A. TDN (FY 56) 5763400 067-8900 P458-02-03 S14-612. TDN (FY 57) 5773400 067-8900 P458-02-03 S14-612. AUTH: CHAP 16, AFM 35-11 & SACREG 35-19.

TSGT	ROWLAND E. BAKER	AF19020382
TSGT	ROBERT J. KEIKAM	AF17177793

7. FNO, 381 BOMRON, 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only WP 3521 STURON, McConnell AFB, KANS, on or ABT 3 JUN 56, on TDY APRX 7 days, for purpose attend Special Weapons Delivery CRSE, B-47, Special NR 120005. CL Starting 4 JUN 56. Duration 5 days. CL 56-V. REPT NLT 2400 HRS, 3 JUN 56. SHAFB PROJ 14. (DPUO); UCWR this STA. TPA, TVL time by common CARR (Rail) is 1 day, TVL time in excess is chargeable to delay E/R AUTH. TCS. TDN 5763400 064-4470 P443-02-03 S22-606. AUTH: CHAP 16, AFM 35-11, SACREG 35-19 & MSG PDP3 15792, 8AF, 23 MAY 56.

CAPT	ROBERT E. HUBBES	A02070651	1245
CAPT	MILES S. WASHINGTON	22433A	1525B
1STLT	ALBERT L. YOUNG	A02222418	1234B

8. SSGT RICHARD A. TUTT, AF18438954, (UTILAFSC 43151E), 380 BOMRON, 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of Secret, for PD this TDY only, WP Lockheed ACFT CORP, GA, on or ABT 3 JUN 56, on TDY APRX 90 days, for purpose Deliver ACFT for Modification. REPT NLT 11 JUN 56. 10 DALVP AUTH. 5DDALVP AUTH prior to TDY & 5DDALVP AUTH upon completion of TDY. Advanced Per Diem & TVL Pay AUTH. (DPUO); UCWR this STA. TPA, TVL time by common CARR (Rail) is 2 days, TVL time in excess is chargeable to delay E/R AUTH. TCS. SAC Funding NR MF-83. TDN (FY 56) 5763400 067-8911 P458-02-03 S14-612. TDN (FY 57) 5773400 067-8900 P458-02-03 S14-612. AUTH: CHAP 16, AFM 35-11, SACREG 35-19.

9. SMOP 2, LTRO 312, this HQ, CS, relating to TDY of 1STLT STANLEY L. DOLINS, A01859942, 310 AREFRON, 310 BOMWG, this STA, to USAF TECH SCH, Sheppard AFB, TEX, as reads--"on TDY APRX 42 days", IATR-"on TDY APRX 48 days".

BY ORDER OF THE COMMANDER:

CARL W. HAUTH
MAJ, USAF
Adjutant

OFFICIAL:

WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

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DISPOSITION FORM

SUBJECT: Inspection of the 40th Bomb Wing

TO: See Distribution FROM: 40IG 12 APR 56 COMMENT NR 1
MAJ Kronshage/gem/717

1. The Wing Inspector, with the assistance of a team of officers and airmen, will conduct a general inspection of the 40th Bomb Wing during the week of 16 April 1956. This inspection will be as thorough in coverage as circumstances will permit.

2. Due to the time element and the limited number of personnel available for this inspection, no firm schedule of inspection will be published.

3. Request all organizational commanders advise their sections concerned of the forthcoming inspection, and, wherever possible, section heads and supervisors should be available during this period of time.

BY ORDER OF THE COMMANDER:

D [illegible] Major, USAF
Adjutant

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DIVISION REGULATION)

NUMBER 66-4

HEADQUARTERS 802D AIR DIVISION
Smoky Hill Air Force Base
Salina, Kansas
17 April 1956

5

MAINTENANCE

Responsibility Assignment Directive

1. PURPOSE: Assignment of responsibilities relative to the use of base facilities and support of base functions for aircraft maintenance.

2. RESPONSIBILITIES: It is the responsibility of each tactical and support squadron commander and the chiefs of maintenance of the assigned tactical wings to insure compliance with this directive.

3. GENERAL: This directive is published in accordance with SAC Manual 66-12, Chapter 3, Section 1, paragraphs 52 through 56, dated December 1955.

4. SPECIFIC ASSIGNMENTS OF RESPONSIBILITY:

a. The senior officer of the two field maintenance squadrons is responsible for all jointly-used facilities; however, maintenance supervisors of the two wings will coordinate and insure that facilities are utilized equitably. In joint facilities the senior NCO assigned will be the NCOIC of that joint facility.

b. Unsatisfactory Reports, AFTO Forms 29, and Failure Reports, AFTO Forms 33, will be prepared and submitted in accordance with 802d Air Division Regulation 15-1 dated 18 January 1954 as amended. The UR Functions assigned either wing will be assumed by that wing remaining on the base in case of TDY of the responsible wing.

c. The responsibility for the repair of aircraft spares is assigned to the wing generating the repairable property. Repair of spares from base supply stocks will be handled through the reparable processing unit in accordance with SAC Manual 65-2 dated February 1956, Section XI, pages 72-76. This repair will be equally divided on a share and share alike basis, to be assigned in accordance with the open backlog as computed in accordance with SAC Manual 66-14 dated August 1955. Priority as required by SAC Manual 66-14 will be strictly followed. Specific procedures as published in Joint Field Maintenance Operating Procedure No. MIL 23-9 dated 11 April 56 will be rigidly complied with.

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d. Contract Maintenance. Responsibilities for the 802d Air Base Group and tactical wings based at Smoky Hill Air Force Base will be in accordance with the current Base Regulation 65-5 and amendments thereto. Procedures as stated therein will be rigidly adhered to by all units, Consolidated Base Supply, Field Maintenance Materiel Control Sections, the Purchasing and Contracting Officer, and Budget and Accounting Officers.

e. Local Manufacture. Each wing will accomplish an approved local manufacture for its own assigned activities. Base Supply will keep detailed records as to which unit accomplishes each work order. Local manufacture of approved items for air base group and tenant organizations will be assigned on a one and one equitable basis for minor (under 250 man-hours) work orders. Any approved work order requiring more than 250 man-hours will be assigned both units under the supervision of a project officer to be selected by joint agreement of both field maintenance commanders. This project officer will assure that equitable effort is expended on such projects by each wing and that adequate records are initiated as required. Policies as required by SAC Manual 66-14, Chapter 3, Section 2, paragraph 5, pages 34-36, will be strictly adhered to.

f. Base Flight and Transient Alert.

(1) The responsibility for the control and support of the base flight and transient alert maintenance activity of the 802d Air Base Group will be assigned to the 310th Bombardment Wing in accordance with the directive letter from the 802d Air Division Commander, Subject: Base Flight and Transient Aircraft Maintenance, dated 12 September 1955.

(2) A firm policy is hereby established that transient B-47 and KC-97 type aircraft will be assigned for servicing and safety of flight on a one and one basis, share and share alike, by specific type: i.e., the first B-47 type aircraft to land after 1 April 1956 will be assigned to the 310th Bombardment Wing; the first KC-97 type aircraft to land after 1 April 1956 will be assigned to the 40th Bombardment Wing. It will be the responsibility of the transient alert section of Base Flight to maintain documented records that the assignment is equal. This section will contact the senior maintenance controller in the wing to which the aircraft will be assigned as soon as possible after it is known that an arrival is due, and that controller will designate the tactical squadron who will be responsible for servicing and safety

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of flight items only. Decision on any controversy within this system is reserved for the Division Director of Materiel.

g. Maintenance of Ground Trainers. That field maintenance of ground trainers which is beyond the capability of the Base Ground Training Operator-Maintenance Section will be the responsibility of the wing designated herein.

Trainer		
B-47, Flight Simulator	(1)	40th Wing
C-11B, Instrument Trainer	(2)	40th Wing
P-3A, Instrument Trainer	(1)	40th Wing
C-8, Instrument Trainer	(1)	40th Wing
T-2A, Bomb-Nav Trainer	(2)	Wing Owning Trainer
T-1A, Gunnery Trainer	(1)	310th Wing
OQ Range Gunnery Trainers	(3)	310th Wing

h. Aircraft Reclamation and Crash Removal.

(1) The 310th Bombardment Wing is designated by Eighth Air Force message MDMM 36173, 4 AUG 55, as the responsible unit for aircraft reclamation and crash removal within the geographical area for Smoky Hill Air Force Base, Salina, Kansas. The 40th Bombardment Wing will share the work loads on an equal basis.

(2) The 310th and 40th Field Maintenance Squadron Aero Repair Branch Chiefs are responsible to the respective maintenance supervisors for the following:

(a) Reclamation of damaged or crashed aircraft within the geographical area of Smoky Hill Air Force Base.

(b) Maintaining a reclamation yard with adequate facilities for storing, processing and reclaiming parts in accordance with Section VIII, AFR 62-14, Section 17, AFM 67-1; T.O. 00-25-35; T.O. 00-25-93; T.O. 19-5-13; and SAC Reg 66-15.

(c) 310th Aero Repair Branch Chief will requisition equipment cited in SAC Reg 66-15, for handling damaged or crashed aircraft and other equipment authorized or required for proper operation of a reclamation yard.

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(d) Training of personnel in handling damaged aircraft, use of reclamation equipment and maintaining a current list of personnel available for handling damaged aircraft will be the coordinated responsibility of 310th and 40th Aero Repair Branches. This list will indicate name, rank, home address, home phone numbers and job titles.

(e) Maintain a file of maps covering local geographical area that a crash crew can have readily available to go to the scene of a crash.

(f) Removing damaged or crashed aircraft from flying field area on orders from the aircraft crash officer will be supported jointly by the 310th and 40th Field Maintenance Squadron Aero Repair Branch Chiefs.

i. Aircraft Parking Plan. Aircraft parking on Smoky Hill Air Force Base will be in accordance with the latest published parking plan, Drawing Number SMH-PWP 020-00 and coordinated by each Bomb Wing Commander, the Base Commander, the Base Operations Officer, the Base Safety Officer, Fire Chief, Industrial Hygiene Engineer and as prepared by the Base Installations Officer. B-47 type aircraft will be parked on the northern end of the ramp with the 40th Bomb Wing occupying the northernmost sections. The southern end of the ramp will be occupied by KC-97 type aircraft with the 40th Bomb Wing parked on the southernmost sections. Base Flight aircraft and transient aircraft will be parked directly in front and to the west of Base Operations. The special weapons loading area will be designated as Runway 12-30, the northwest-southeast diagonal with loading spots 1-13 assigned to the 40th Wing and 14-26 assigned to the 310th Wing. Engine conditioning will be performed by either wing as required on Taxiway T-12 at the intersection with Runway 12-30.

j. Office Machine Repair. Inspection and repair responsibility for office machines, excluding teletype printers, is delegated to the 310th Bombardment Wing.

k. Base Defense, Weapons, Etc.

(1) The Armament-Electronics Maintenance Squadron (AEMS) within each wing will be responsible for the inspection and maintenance of hand and shoulder weapons of units within their respective wings. The A&E squadron designated herein will be responsible for such inspection of all hand, shoulder and base defense weapons held by other units at this base.

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(a) Units assigned to 310th AEMS for weapon inspection and maintenance:

1. 802d Headquarters Squadron
2. 802d Air Police Squadron
3. 802d Motor Vehicle Squadron
4. 802d Supply Squadron
5. 537th Air Force Band

(b) Units assigned to 40th AEMS for weapon inspection and maintenance:

1. 802d Air Installations Squadron
2. 802d Food Service Squadron
3. 802d Operations Squadron
4. 2028th AACS Squadron
5. Det 7, 2nd Weather Squadron
6. MTDs.

(2) Frequency of inspections and records thereof will be accomplished in accordance with SAC Reg 136-5 and 8AF Reg 136-1.

l. Deceleration and Approach Chutes. Deceleration and approach parachutes deployed at Smoky Hill AFB will be repacked as directed by 802d Air Division Policy Letter Number 65-3 dated 1 July 1955.

m. Assignment of Hangar Space. Assignment of hangar space on this base will be assigned by the 802d Air Division Space Allocation Board.

n. Shaw Estes Jet Engine Test Stand. The Shaw Estes jet engine test stand will be utilized on a share and share alike basis by each wing to be used on alternate days. This directive does not preclude one unit from making special arrangements with the other wing to use the stand for runs. Control and maintenance of this equipment will be the responsibility of the 310th Bomb Wing.

o. Compass Rose. The compass rose will be utilized on a share and share alike basis by each wing. Use of the rose will be on alternate days for each wing. Either wing may make special arrangements to use this facility by coordination and mutual agreement on a day not assigned to the unit.

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p. Deicer Units. The responsibility for the furnishing of drivers and filling deicer trucks is hereby assigned to the POL section. Deicer units assigned to both tactical wings will be turned over to the POL section not later than 15 April 1956 and will be available for dispatch under the control of each wing maintenance control. Establishing of priorities for deicing will be the responsibility of maintenance control. Deicer units will be kept fully serviced at all times from 1 October through 1 May and may be turned in to the motor pool for conversion to stored status for the summer months. Drivers from the POL section will not be required to deice any aircraft but will drive the deicing unit to the aircraft and will operate the pumps only. Physical spraying of the aircraft will be the responsibility of the aircraft's assigned ground crew.

q. Upon notification from higher headquarters that an organization is to be rotated from the base, the deploying organization Director of Materiel will be responsible to coordinate with the remaining organization that a TDY period is impending. The remaining organization will assume all responsibilities assigned in this directive to the departing organization 14 calendar days in advance of the departure of the first unit of the deploying organization. This responsibility will be retained for the duration of the deployment and until 75 per cent of the support organizations, to include tactical squadron maintenance personnel, rotating has returned, at which time an agreement will be reached between chiefs of maintenance three days in advance of resumption of responsibilities. Normally this change will be effected at the beginning of a work week.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Carl W. Hauth

CARL W. HAUTH
Major, USAF
Adjutant

CARL W. HAUTH
MAJOR, USAF
Adjutant

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KODAK SAFETY FILM

DIVISION REGULATION)
NUMBER 172-1)

HEADQUARTERS 802d AIR DIVISION
Smoky Hill Air Force Base, Salina, Kansas
19 April 1956

BUDGET AND ACCOUNTING

Air Force Service Store Credits

1. PURPOSE: To establish a standard and uniform procedure for establishment and control of Air Force Service Store credits.

2. SCOPE: Applicable to all organizations assigned or attached to this installation.

3. GENERAL: To maintain financial control over issues of Air Force Service Store items, a "Quarterly Dollar Credit" will be established for each base organization authorized to draw Air Force Service Store supplies. The Budget Review Panel will approve the quarterly credit established for each activity.

4. RESPONSIBILITY:

a. The quarterly credit will be based on the requirements of the consumer from work schedules or programs that are to be accomplished. Therefore, each using activity will determine its dollar requirements for each fiscal quarter.

b. It will be the responsibility of each unit supply officer to prepare a request for credits by property sub-class for each Air Force Service Store. This request will be prepared not later than the fifteenth day of the month preceding the beginning of the quarter; that is, 15 September, 15 December, 15 March, 15 June. This request will be submitted to the appropriate comptroller (wing squadrons to wing comptroller, air base group and tenants to the air base group comptroller).

c. The respective comptrollers will review the requests with the appropriate directors of materiel and forward them to the budget and accounting officer with their recommendations.

d. The budget and accounting officer will consolidate all estimates and submit a tentative credit plan to the Budget Review Panel. In arriving at this credit consideration will be given to the following factors by the budget and accounting officer and the Budget Review Panel:

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(1) The funds available for procurement of Air Force Service Store supplies as reflected on the operating financial plan; and

(2) The value of the beginning inventory and the value of the ending inventory desired.

e. The budget and accounting officer, through the appropriate comptroller, will notify the organizations of their respective quarterly credits as approved by the Budget Review Panel.

f. Unit supply officers will establish the necessary safeguards to insure receipt of all sale slips and will establish necessary procedures whereby all sales slips are posted against the balance remaining in the quarterly credit to insure that they do not exceed their quarterly credit without approval of the Budget Review Panel.

g. The budget and accounting officer will furnish each activity a monthly statement reflecting the dollar credit for the quarter, the amount of purchases to date, and the amount of credit available.

h. When, during any fiscal quarter, the records of the squadron supply office indicate that the balance remaining in the credits established for the quarter are not sufficient to provide minimum essential operation for the balance of the quarter, such deficiency shall immediately be handled in the following manner:

A request for increase in credits in the applicable Air Force Service Store will be prepared. This request will contain a detailed justification for the increase in requirements, such as unforeseen in operation or mission. This request will be coordinated through a committee established by the base Budget Review Panel. In the case of bomb wings, the committee shall consist of wing director of materiel, wing comptroller, division director of materiel and director of comptroller.

In the event the deficiency is of so serious a nature as to preclude the possibility of delaying action until the following meeting of the Budget Review Panel, the foregoing committee has been authorized by the Budget Review Panel to take necessary interim remedial action.

i. Issues to maintenance squadrons for the maintenance of aircraft will not be charged against the credits of the individual squadrons. Sales

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slips involved will be plainly marked "ASU". Such sales slips will be processed in the usual manner, with sales slip to be retained by the unit supply officer. Requirements for the "ASU" issues will not be included in estimates required in paragraph 4b.

5. The intention of the foregoing procedure is to provide necessary operating funds for a minimum essential program consistent with the austere fund limitations of the base M&O budget without impairment of mission accomplishment.

BY ORDER OF THE COMMANDER:

OFFICIAL:

WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

CARL W. HAUTH
Major, USAF
Adjutant

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SUBJECT: Unit Expense Summary

TO: See Distribution FROM: COMP DATE: 17 May 56 COMMENT NR 1
Major Ritchard/lh/560

1. Attached is a comparative schedule of operating costs obtained from the RCS: 1-SAC-C11 which has been prepared for the period of 1 January through 30 April 56. This report will permit commanders to compare their unit costs with other organizations on the base and also note significant dollar fluctuations.

2. Since unit costs are involved in the SAC rating system, it is to our interest to limit expenditures, particularly support expenditures, wherever possible. Better supply management will then result; inventory turnover rates will increase, and stock levels will become realistic in terms of recurring requirements. This particular subject is receiving command interest as it relates to local purchase programs and stock replenishment.

3. Complete details of the attached summarized costs by major category are available in the budget and accounting office.

LEONARD H. RITCHARD, Major, USAF
Director of Comptroller

1 INCL
Unit Expense Summaries
for All 802d ADIV SQS

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SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

40TH BOMB WING UNIT COSTS OF OPERATION

ORGANIZATION	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
40th Bomb Wing - Staff	$ -0-	$ -0-	$	$	$	$
Supplies						
Military Pay	53,190	49,748	51,818	57,601		
Civilian Pay	869	830	869	830		
Contract Service		23	16	17		
TDY	(22,976)	8,057	12,283	2,981		
TOTAL	$31,083	$58,658	$64,986	$61,429		
Headquarters						
Supplies	$ 1,072	$ 989	$ 1,325	$ 1,080		
Military Pay	5,089	[illegible]	4,350	2,394		
TOTAL	$ 6,161	$ 4,600	$ 5,675	$ 3,474		
Armament & Electronics						
Supplies	$ 7,012	$ 7,837	$17,801	$19,496		
Military Pay	70,726	68,943	70,844	65,208		
Contract Service		94				
TDY	2,482	(2,482)				
	$80,220	$74,392	$88,645	$84,704		
Field Maintenance						
Supplies	$ 5,088	$ 4,336	$13,646	$ 3,114		
Military Pay	67,251	65,751	70,188	62,174		
Contract Service		2,265	3,273	2,470		
TDY	419	(419)	-0-	-0-		
TOTAL	$72,758	$71,933	$87,107	$67,758		

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40TH BOMB WING UNIT COSTS OF OPERATION

ORGANIZATION	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
Periodic Maintenance						
Supplies	$ 2,360	$10,449	$ 7,704	$ 2,802	$	$
Military Pay	$21,668	$21,094	$22,186	$20,096		
TOTAL	$24,028	$31,543	$29,890	$22,898		
25th Bomb Sq.						
Supplies	$64,946	$116,758	$120,576	$137,704		
Military Pay	59,684	57,201	59,282	55,708		
TDY	4,251	(4,251)				
TOTAL	$128,881	$169,708	$179,858	$193,412		
44th Bomb Sq.						
Supplies	$58,852	$79,899	$85,385	$96,904		
Military Pay	58,613	57,384	61,632	56,056		
TDY	3,470	(3,470)				
TOTAL	$120,935	$133,813	$147,017	$152,960		
45th Bomb Sq.						
Supplies	$90,564	$80,300	$99,570	$163,099		
Military Pay	60,730	58,635	59,784	57,737		
TDY	2,756	(2,756)				
TOTAL	$154,050	$136,179	$159,354	$220,836		
40th ARS						
Supplies	$66,353	$86,838	$74,539	$54,601		
Military Pay	94,879	92,681	98,716	95,906		
TDY	2,381	3,564	3,063	1,665		
TOTAL	$163,613	$183,083	$176,318	$152,172		

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SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

310TH BOMB WING UNIT COSTS OF OPERATION

ORGANIZATION	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
310th Bomb Wing - Staff						
Military Pay	$52,842	$53,853	$57,440	$56,730		
Civilian Pay	1,209	1,154	1,209	1,154		
Contract Service		16	16	16		
TDY	184	29,246	11,204	9,686		
TOTAL	$54,235	$84,269	$69,869	$67,586		
Headquarters						
Supplies	$ 659	$ 1,044	$ 1,254	$ 1,108		
Military Pay	6,037	3,036	3,190	3,079		
	$ 6,696	$ 4,080	$ 4,444	$ 4,187		
Armament & Electronics						
Supplies	$ 7,369	$ 8,369	$ 9,055	$ 5,493		
Military Pay	66,129	65,882	68,912	65,273		
Civilian Pay	704	(4,899)	-0-	-0-		
Overtime	-0-	(21)	-0-	-0-		
Contract Service			938	-0-		
TDY	215	(215)	-0-	-0-		
TOTAL	$74,417	$69,116	$78,905	$70,766		
Field Maintenance						
Supplies	$ 8,633	$10,797	$ 1,123	$ 8,353		
Military Pay	68,780	65,325	67,156	64,437		
Civilian Pay	7,896	23,271	9,693	9,521		
Overtime	-0-	614	862	296		
Contract Service	618	335	167	2,493		
TDY	273	(273)	-0-	-0-		
TOTAL	$86,200	$100,069	$79,001	$85,100		

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310TH BOMB WING UNIT COSTS OF OPERATION

ORGANIZATION	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
Periodic Maintenance						
Supplies	$ 2,925	$ 1,262	$ 6,915	$11,722		
Military Pay	21,504	20,365	21,702	19,921		
Civilian Pay	1,799	(13,984)	-0-	-0-		
Overtime	-0-	(229)	-0-	-0-		
TDY	15	(15)	-0-	-0-		
TOTAL	$26,243	$ 7,399	$28,617	$31,643		
379th Bomb Sq.						
Supplies	$91,514	$85,457	$62,323	$80,208		
Military Pay	57,670	58,420	61,332	60,136		
TDY	2,943	(2,943)	-0-	-0-		
TOTAL	$152,127	$140,934	$123,655	$140,344		
380th Bomb Sq.						
Supplies	$81,803	$115,079	$108,252	$91,024		
Military Pay	55,459	54,991	59,478	55,769		
TDY	2,125	(2,125)	-0-	-0-		
TOTAL	$139,387	$167,945	$167,730	$146,793		
381st Bomb Sq.						
Supplies	$86,297	$70,419	$121,739	$111,346		
Military Pay	59,122	57,218	60,634	54,103		
TDY	3,890	(3,890)	-0-	-0-		
TOTAL	$149,309	$123,747	$182,373	$165,449		
310th ARS						
Supplies	$52,588	$ 1,558	$222,935	$65,092		
Military Pay	98,865	96,764	102,340	93,475		
TDY	279	999	1,166	1,929		
TOTAL	$151,732	$99,321	$326,441	$160,496		

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SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

802D AIR BASE GROUP UNIT COSTS OF OPERATION

ORGANIZATION	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
802d ABG - Staff						
Supplies	$ 7,520	$ 9,987	$ 9,849	$ 7,269		
Military Pay	65,591	61,173	66,445	67,187		
Civilian Pay	19,251	17,853	18,885	17,901		
Overtime	505	502	146	217		
Contract Service	1,281	180	1,151	233		
TDY	2,198	2,793	5,129	3,121		
Other	1,852	5,031	1,607	1,606		
Postage	994	984	1,104	903		
TOTAL	$99,192	$98,503	$104,316	$98,437		
Headquarters						
Supplies	$ 1,895	$ 2,074	$ 2,767	$ 2,613		
Military Pay	10,797	12,715	11,546	9,839		
TOTAL	$12,692	$14,789	$14,313	$12,452		
Base Flight						
Supplies	$ 365	$ 901	$ 1,816	$ 1,219		
Military Pay	12,374	11,309	11,728	10,951		
TOTAL	$12,739	$12,210	$13,544	$12,170		
Air Police						
Supplies	$ 4,543	$ 616	$ 1,752	$ 1,193		
Military Pay	64,812	59,670	66,024	59,397		
Civilian Pay	297	284	297	284		
TDY	(684)	684	-0-	-0-		
TOTAL	$68,968	$61,254	$68,073	$60,874		
Food Service						
Supplies	$59,125	$46,239	$60,635	$80,720		
Military Pay	28,896	27,691	28,898	28,057		
Contract Service	-0-	141	-0-	-0-		
TDY	36	(36)	-0-	-0-		
	$88,057	$74,035	$89,533	$108,777		

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802D AIR BASE GROUP UNIT COSTS OF OPERATIONS

ORGANIZATION	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
IEO						
Supplies	$17,604	$14,346	$15,894	$30,838		
Military Pay	49,680	48,359	51,214	46,632		
Civilian Pay	48,326	42,558	49,440	49,284		
Overtime	1,295	1,347	1,217	1,486		
Contract Service	42,914	65,291	252	540		
Other			31,610	21,226		
TOTAL	$159,819	$171,901	$149,627	$150,006		
Motor Vehicle						
Supplies	$27,383	$22,621	$18,716	$22,905		
Military Pay	37,738	35,227	35,200	30,856		
Civilian Pay	3,812	3,593	3,730	3,666		
Overtime	12	185	-0-	-0-		
Contract Service	8,385	7,922	8,360	14,772		
TDY	1,227	(1,227)	-0-	-0-		
Parcel Post	49	146	96	92		
TOTAL	$78,606	$68,467	$66,102	$72,291		
Operations						
Supplies	$ 7,541	$15,427	$ 9,230	$ 8,243		
Military Pay	47,367	44,758	47,322	48,384		
Civilian Pay	1,899	8,071	3,348	3,264		
Overtime	62	116	-0-	111		
Contract Service	13,464	9,406	14,575	12,228		
TDY	798	(798)	-0-	-0-		
TOTAL	$71,131	$76,980	$74,475	$72,230		
Supply						
Supplies	$ 8,588	$ 7,061	$ 6,084	$11,113		
Military Pay	73,052	71,618	75,233	70,737		
Civilian Pay	30,835	29,481	31,685	30,679		
Overtime	934	(167)	-0-	-0-		
Contract Service	3,334	5,617	3,670	3,549		
TDY	395	(395)	-0-	-0-		
TOTAL	$117,138	$113,215	$116,672	$116,078		

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802D AIR BASE GROUP UNIT COSTS OF OPERATION

ORGANIZATION	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
537th AF Band						
Supplies	$ -0-	$ -0-	$ 21	$ 1		
Military Pay	3,058	3,012	3,234	3,085		
TOTAL	$ 3,058	$ 3,012	$ 3,255	$ 3,086		
Hospital						
Supplies	$11,513	$12,046	$ 8,599	$11,628		
Military Pay	62,958	68,386	63,658	63,097		
Civilian Pay	9,182	11,563	9,320	8,846		
Overtime	205	160	45	56		
Contract Service	49	1,240	52	607		
TDY	439	737	181	91		
Postage				32		
TOTAL	$84,346	$94,132	$81,855	$84,357		
9th Altitude Chamber						
Supplies	$ 2	$ 36	$ 64	$ 25		
Military Pay	4,106	3,983	4,204	4,013		
TOTAL	$ 4,108	$ 4,019	$ 4,268	$ 4,038		

802D AIR DIVISION & MISCELLANEOUS UNITS

802 Air Div						
Military Pay	$ 9,666	$ 9,287	$10,014	$10,808		
Civilian Pay	1,152	876	958	915		
Overtime	7	21	26	-0-		
TDY	98	360	172	61		
TOTAL	$10,923	$10,544	$11,170	$11,784		
2028 AACS						
Supplies	$ 696	$ 4,901	$ 575	$ (62)		
Military Pay	10,491	9,672	9,498	9,973		
Civilian Pay				239		
TDY	176	83	492	(75)		
TOTAL	$11,363	$14,656	$10,565	$10,075		

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802D AIR DIVISION & MISCELLANEOUS UNITS

ORGANIZATION	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
Det 17, 2 Weather Sq.						
Supplies	$ 301	$ 37	$ 3,377	$ 524		
Military Pay	7,442	8,681	7,598	6,384		
TOTAL	$ 7,743	$ 8,718	$10,975	$ 6,908		
Det 15, 25 Weather Sq.						
Supplies	$ -0-	$ 93	$ 187	$ 24		
Military Pay	1,843	1,874	1,988	1,439		
TOTAL	$ 1,843	$ 1,967	$ 2,175	$ 1,463		
OSI						
Supplies	$ 2	$ 31	$ 8	$ -0-		
TOTAL	$ 2	$ 31	$ 8	$ -0-		
USAF Auditor						
Supplies	$ 16	$ 18	$ -0-	$ 11		
TOTAL	$ 16	$ 18	$ -0-	$ 11		
Miscellaneous						
Supplies	$(1,614)	$ 2	$ 39	$ 19		
Contract Service	14,228	1,746	6,651	1,320		
Military Pay	65,695	(373,995)	409	158		
Civilian Pay	157	671	643	898		
Other	24,433	(53,565)	3,807	957		
TOTAL	$102,899	$(425,141)	$11,549	$ 3,352		

TOTAL COST OF BASE OPERATION - SUMMARY

40th Bomb Wing						
Supplies	$296,247	$387,406	$420,546	$478,800		
Military Pay	491,830	475,048	498,800	472,880		
Civilian Pay	869	830	869	830		
TDY	(7,217)	(1,757)	15,346	4,646		
Contract Service			3,289	2,487		
TOTAL	$781,729	$863,909	$938,850	$959,643		

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TOTAL COST OF BASE OPERATION - SUMMARY

ORGANIZATION	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
310th Bomb Wing						
Supplies	$331,788	$293,985	$533,596	$374,346		
Military Pay	486,408	475,854	502,184	472,923		
Civilian Pay	11,608	5,542	10,902	10,675		
Overtime		364	862	296		
Contract Service	618	351	1,121	2,509		
TDY	9,924	20,784	12,370	11,615		
TOTAL	$840,346	$796,880	$1,061,035	$872,364		
802d Air Base Group						
Supply	$146,079	$131,354	$135,427	$177,767		
Military Pay	460,429	447,901	464,706	442,235		
Civilian Pay	113,602	113,403	116,705	113,924		
Overtime	3,013	2,284	1,408	1,870		
Contract Service	69,427	89,656	28,060	31,929		
TDY	4,458	1,758	5,310	3,212		
Postage	1,042	1,130	1,200	1,027		
Other	1,804	5,031	33,217	22,832		
TOTAL	$799,854	$792,517	$786,033	$794,796		
802d Air Div & Misc Units						
Supply	$ (599)	$ 5,082	$ 4,186	$ 516		
Military Pay	95,137	(344,481)	29,507	28,762		
Civilian Pay	1,309	1,547	1,601	2,052		
Overtime	7	21	26	-0-		
Contract Service	14,228	1,746	6,651	1,320		
TDY	274	443	664	(14)		
Other	24,433	(53,565)	3,807	957		
TOTAL	$134,789	$(389,207)	$46,442	$33,593		
GRAND TOTAL	$2,556,718	$2,064,099	$2,832,360	$2,660,396		

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SPECIAL ORDER)
NUMBER 79)

23 April 1956

E-X-T-R-A-C-T

1. COL WALLACE WALL, JR, 4793A, having been ASG this HQ from 6606th ABWG, per PARA 1, SO 56, APO 677, ASG HQ 40 BOMWG, this STA, REPT NLT 20 APR 56, with EDCSA: 1 May 56. UTILAFSC 0036.

****** ****** ******

BY ORDER OF THE COMMANDER:

OFFICIAL:

CARL W. HAUTH
MAJ, USAF
Adjutant

t/s/ WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

A CERTIFIED TRUE EXTRACT COPY:

Arthur H Griff

ARTHUR H GRIFF, 1STLT, USAF
OIC 40 CONSOLD RCD 40 BOMWGM

Incl #1

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HEADQUARTERS
40TH BOMBARDMENT WING MEDIUM (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SPECIAL ORDERS)
NUMBER 49)

16 April 1956

E-X-T-R-A-C-T

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2. MAJ LEROY D TATE, 14350A, is REL from ASG with HQ 40 BOMWG, this STA; ASGD 40 FLD MAINTRON, 40 BOMWG, this STA. REPT NLT 18 APR 56. PCA. NTI. AUTH: AFM 35-11. EDCSA: 23 APR 56

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BY ORDER OF THE COMMANDER:

OFFICIAL:

D M BROWN
Major, USAF
Adjutant

t/s/ D M BROWN
Major, USAF
Adjutant

A CERTIFIED TRUE EXTRACT COPY:

Arthur H Griff

ARTHUR H GRIFF, 1STLT, USAF
OIC 40 CONSOLD RCDS 40 BOMWGM

Incl #2

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SPECIAL ORDER)
NUMBER 95)

15 May 1956

This Special Order consists of paragraphs 1 thru 16 inclusive.
Classified paragraphs NONE.

BY ORDER OF THE COMMANDER:

OFFICIAL:

WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

CARL W. HAUTH
MAJ, USAF
Adjutant

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SPECIAL (RDER)
NUMBER 95)

15 May 1956

E X T R A C T

1. UP AFM 39-9, 1 DEC 54, the four (4) YR ENL of SSGT RICHARD KENDALL KENNEDY, AF19447021, HQ 40 B.MWG, SAC, this STA, is EXT to a PD of five (5) YR for the benefit of the USAF. New DOS: 1 JUL 57.

2. FNA, having been ASG this HQ from ORG INDC, with EDCSA as INDC, per PARA SO & HQ as INDC, further ASG ORG INDC, SAC, this STA, with the same EDCSA.

TSGT LEWIS L. LEBLOND, AF11103417, RSG from 6606 ABWG, per PARA 6, SO 90, APO 677, ASG 310 FLDMAINTRON, 310 BOMWG, REPT NLT 22 MAY 56, with EDCSA: 22 MAY 56. UTILAFSC 42350.

TSGT HARLAN E. BAILEY, AF12360122, RSG from 6607 ABWG, per PARA 8, SO 88, APO 23, ASG 40 ARMTELCTMAINTRON, 40 BOMWG, REPT NLT 18 JUN 56, with EDCSA: 23 JUN 56. UTILAFSC 30170.

SSGT JAMES H. HUFFSTEDTLER, JR., AF18405870, RSG from 7551 PERPRON, USAFE, per PARA 3, SO 67, APO 199, ASG 802 MTRVEHRON, 802 ABGRU, REPT NLT 8 JUN 56, with EDCSA: 9 JUN 56. UTILAFSC 47151.

A/2C JAMES A. SHULL, AF17369637, RSG from 41 FITINCEPTRON, per PARA 8, LTRO 201, APO 328, ASG HQRON, 802 ABGRU, REPT NLT 23 MAY 56, with EDCSA: 19 MAY 56. UTILAFSC 43131C.

A/2C JACK L. SMITH, AF17404910, RSG from 6621 ABGRU, NEAC, per PARA 19, SO 113, APO 121, NY, NY, ASG 802 MTRVEHRON, 802 ABGRU, REPT NLT 13 JUN 56, with EDCSA: 18 JUN 56. UTILAFSC 60152.

A/2C WAYNE A. MEYER, AF17443003, RSG from 3380 TECHTNG WG, per PARA 22, SO 87, Keesler AFB, MISS, ASG 310 ARMTELCTMAINTRON, 310 BOMWG, REPT NLT 23 MAY 56, with EDCSA: 18 May 56. UTILAFSC 30131A.

A/2C RICHARD SACKUVICH, AF17441078, RSG from 3380 TECH TNGWG, per PARA 22, SO 87, Keesler AFB, MISS, ASG 310 ARMTELCTMAINTRON, 310 BOMWG, REPT NLT 23 MAY 56, with EDCSA: 18 MAY 56. UTILAFSC 30131A.

A/2C JOHN F. WORT, AF17443008, RSG from 3380 TECHTNGWG, per PARA 22, SO 87, Keesler AFB, MISS, ASG 310 ARMTELCTMAINTRON, 310 BOMWG, REPT NLT 23 MAY 56, with EDCSA: 18 MAY 56. UTILAFSC 30131A.

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SO 95, PARA 2 CONTD

A/3C MICHAEL O. P. MC KEE, AF17440735, RSG from 3345 TECHTNGWG, per PARA 21, SO 87, Chanute AFB, ILL, ASG 40 FLDMAINTRON, 40 BOMWG, REPT NLT 27 MAY 56, with EDCSA: 18 MAY 56. UTILAFSC 58230.

A/3C GERALD J. COUNTURIER, AF11300453, RSG from 3310 TECHTNGWG, per PARA 63, SO 108, Scott AFB, ILL, ASG 802 FDSVCRON, 802 ABGRU, REPT NLT 30 MAY 56, with EDCSA: 25 MAY 56. UTILAFSC 62230.

A/3C CHARLES E. BEST, AF13542289, RSG from 3310 TECH TNG WG, per PARA 63, SO 108, Scott AFB, ILL, ASG 802 FDSVCRON, 802 ABGRU, REPT NLT 30 MAY 56, with EDCSA: 25 MAY 56. UTILAFSC 62230.

A/B FRAZIER MOORE, AF18497428, RSG from 3310 TECHTNGWG, per PARA 63, SO 108, Scott AFB, ILL, ASG 802 FDSVCRON, 802 ABGRU, REPT NLT 30 MAY 56, with EDCSA: 25 MAY 56. UTILAFSC 62230.

3. SSGT KENNETH E. BYINGTON, AF17358141, (W)(YOB: 1932) (PRIMAFSC 64151) is REL from ASG 45 BOMRON, 40 BOMWG, SAC, this STA and from AD EFF 26 MAY 56 and WP his HOR: 727 Monroe ST, Fredonia, Kansas, or place of ENL as he may elect. AMN is TRF to AFRES in GR of SSGT, with DR: 1 OCT 55 and ASG HQ CONAC (NARS) Air RESRECEN, 3800 York ST, Denver, COLO, EFF 27 MAY 56, for the COMPL of RESEROBLIG under UNIVMILTNG and SVC act IAW AFR 39-63. DOE: 27 MAY 52. PCS. TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 12, AFR 39-10.

4. SSGT HARVEY E. JANSSEN, AF17333934, (W) (YOB: 1929) (PRIMAFSC 32150E) is REL from ASG 310 ARMTELCTMAINTRON, 310 BOMWG, SAC, this STA, and from AD EFF 24 MAY 56 and WP his HOR: RFD, Alexander, Iowa or place of ENL as he may elect. AMN is TRF to AFRES in GR of SSGT, with DR: 1 FEB 56 and ASG HQ CONAC (NARS) Air RESRECEN, 3800 York ST, Denver, COLO, EFF 25 MAY 56, for the COMPL of RESEROBLIG under UNIVMILTNG and SVC act IAW AFR 39-63. DOE: 25 NOV 51. M/A: GEN DEL, Alexander, Iowa. PCS. TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 12, AFR 39-10.

BY ORDER OF THE COMMANDER:

CARL W. HAUTH
MAJ, USAF
Adjutant

OFFICIAL:

WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SPECIAL ORDER)
NUMBER 95)

15 May 1956

E X T R A C T

5. A/1C DONALD J. SHEETS, AF17354079, (W) (YOB: 1932) (PRIMAFSC 58151) is REL from ASG 310 FLDMAINTRON, 310 BOMWG, SAC, this STA, and from AD EFF 26 MAY 56 and WP his HOR: 2112 Morton, Des Moines, Iowa, or place of ENL as he may elect. AMN is TRF to AFRES in GR of A/1C, with DR: 1 APR 55 and ASG HQ CONAC (NARS) Air RESRECEN, 3800 York ST, Denver, COLO, EFF 27 MAY 56 for the COMPL of RESEROBLIG under UNIVMILTNG and SVC act IAW AFR 39-63. DOE: 27 MAY 52. Total SVC: 4 YRS. PCS. TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 12, AFR 39-10.

6. A/2C VICTOR L. WALIEN, AF16413268, (W) (YOB: 1935) (PRIMAFSC 57150) is REL from ASG 802 INSTLRON, 802 ABGRU, SAC, this STA, and from AD EFF 26 MAY 56 and WP his HOR: 1605 "F" AVE, New Castle, Indiana or place of ENL as he may elect. AMN is TRF to AFRES in GR of A/2C, with DR: 1 JUN 54 and ASG HQ CONAC (NARS) Air RESRECEN, 3800 York ST, Denver, COLO, EFF 27 MAY 56, for the COMPL of RESEROBLIG under UNIVMILTNG and SVC act IAW AFR 39-63. DOE: 27 MAY 52. PCS. TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 12, AFR 39-10.

7. A/1C FRANK HENO, AF18304120, (N) is REL from 802 SUPRON, 802 ABGRU, SAC, this STA, and HON DISCH, EFF 27 MAY 56, and WP his HOR: 1435 N. Robertson ST, New Orleans, LA, or place of ENL as he may elect. DR: 1 DEC 55. Total SVC: 8 YRS 0 MO 10 days. PCS. TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 12, AFR 39-10.

8. A/2C WILLIAM E. SPENCER, AF16380777 (N) (YOB: 1934) (PRIMAFSC 70250) is REL from ASG 40 FDLMAINTRON, 40 BOMWG, SAC, this STA and from AD EFF 23 MAY 56 and WP his HOR: 2436 Vermont ST, Detroit, MICH, or place of ENL as he may elect. AMN is TRF to AFRES in GR of A/2C, with DR: 1 FEB 56 and ASG HQ CONAC (NARS) Air RESRECEN, 3800 York ST, Denver, COLO, EFF 24 MAY 56, for the COMPL of RESEROBLIG under UNIVMILTNG and SVC act IAW AFR 39-63. DOE: 21 SEP 51. PCS. TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 12, AFR 39-10.

9. A/2C DUANE H. HUGGINS, AF18454274, is REL from ASG 310 ARMTELCTMAINTRON, 310 BOMWG, SAC, this STA, and HON DISCH, EFF 23 MAY 56, contingent upon his REENL in the REGAF on 24 MAY 56. HOR: 4017 SE 12TH ST, Oklahoma City, Oklahoma. (21) days unused LV W/B carried forward IAW AFR 35-22. NTI. TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 3b(2), AFR 39-14.

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SO 95

10. A/2C DUANE H. HUGGINS, AF18/54274, will be REENL in the REGAF for a PD of six (6) YRS EFF 24 MAY 56, ASG 310 ARMTELCTMAINTRON, 310 BOMWG, SAC, this STA. PG: A/2C, DR: 1 NOV 54. AUTH: AFM 39-9, 1 DEC 54.

11. LTCOL WILLIAM F. PITTS, 9796A, (PRIMAFSC 0066A), is REL from ASG 44 BOMRON, 40 BOMWG, SAC, this STA, ASG HQ 8AF, Westover AFB, MASS. WP on or ABT 20 MAY 56. REPT on or ABT 21 JUN 56. 30 DALVP AUTH. SAC PROJ NR 8797. SCTY CLNC TOPSEC. INDIV is entitled to dislocation pay allowances 9999C TDN 5763500 048-146 P511-01 399-999. TPA, with 6 days TVL time AUTH. If POV is not used TVL time W/B time of CARR used. WP. PCS. TDN 5763500 067-8900 P531(10)-02-03 314-612. AUTH: AFM 35-11 & 8AF MSG POA1 14429, 5 MAY 56. EDCSA: 1 JUN 56.

12. PNO, are REL from ASG ORG INDC, SAC, this STA, ASG HQ Air Command & Staff College (AU), Maxwell AFB, ALA for purpose of attending CL 57, Command & Staff SCH. CRSE duration is APRX 9 Months. CL will convene 4 SEP 56. Officers will REPT to COMDT, AC&SC, during period 0800 HRS, 28 AUG 56 to 1700 HRS, 31 AUG 56. Officers will not REPT earlier than 28 AUG 56. Rated Officers will have in possession AF Form 5 or 5A, currently posted, upon REPT to new duty STA. Pilots must have Instrument Pilot Certificate valid for a minimum of 45 days from reporting date. Officers will require items of athletic EQUIP. Items may be purchased after arrival new duty STA. WP on or ABT date INDC. DALVP AUTH as INDC. SCTY CLNC INDC. INDIVS are entitled to dislocation pay allowances 9999C TDN 5773500 048-146 P511-01 399-999. TPA, with 4 days TVL time AUTH. If POV is not used TVL time W/B time of CARR used. WP. PCS. TDN 5773400 048-131 P531(8)-02-03 399-999. AUTH: AFM 35-11 SACREG 35-19, 8AFR 35-7, LTR HQ USAF, AFPMP-1-E-3c, SUBJ: Selections for FY57 Command & Staff CRSES, 20 FEB 56 & LTR HQ 8AF, same SUBJ, 13 MAY 56. EDCSA: 23 AUG 56.

MAJ LUTHER H. BURNEY A0734068 1416 HQ 802 ADIV
SCTY CLNC TOPSEC WP on or ABT 10 AUG 56 14 DALVP AUTH

MAJ (CH) FRANCIS G. GEIGEL 18772A 7916 HQRON, 802 ABGRU
SCTY CLNC Interim TOPSEC WP on or ABT 13 AUG 56 11 DALVP AUTH

BY ORDER OF THE COMMANDER:

OFFICIAL:

CARL W. HAUTH
MAJ, USAF
Adjutant

WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SPECIAL ORDER)
NUMBER 95)

15 May 1956

E X T R A C T

13. SMOP 19, SO 92, this HQ, CS, relating to Officers & AMN, 40 AREFRON, 40 BOMWG, this STA, selected to attend the Block Training Program, as reads--

"41. RO A/2C DAVID L. STEVENS AF12456967 T-17"

IATR--

"41. RO A/2C MELVIN E. CLELAND AF19524145 T-17"

14. SMOP 16, SO 93, this HQ, CS, relating to Officers, 310 BOMWG, this STA, selected to attend the Block Ground Training Program, as reads---

"44. P 2NDLT ALAN L. TAYLOR AO3056868 R-76 381 BOMRON
45. O 1STLT LARRY B. WILKINS AO3034975 R-76 381 BOMRON"

IATR--

"44. P 1STLT ARLON M. TESTER AO3020791 R-76 381 BOMRON
45. O 1STLT DAVID S. SILVER AO3022101 R-76 381 BOMRON"

15. SMOP 10, SO 94, this HQ, CS, relating to RSG of COL WALTER Y. LUGAS, 4415A, from HQRON, 802 ABGRU, to HQ 310 BOMWG, this STA, as reads--"EDCSA: 15 MAY 56" IATR--"EDCSA: 18 MAY 56".

16. SMOP 11, SO 94, this HQ, CS, relating to RSG of CAPT CALVIN H. HAZLEY, AO776299, from HQ 802 ABGRU, to HQ 310 BOMWG, this STA, as reads--EDCSA: 15 MAY 56", IATR--"EDCSA: 18 MAY 56".

BY ORDER OF THE COMMANDER:

OFFICIAL:

CARL W. HAUTH
MAJ, USAF
Adjutant

WILLIAM C. JOHNSON
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Assistant Adjutant

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SPECIAL ORDER)
NUMBER 95)

15 May 1956

This Special Order consists of paragraphs 1 thru 16 inclusive.
Classified paragraphs NONE.

BY ORDER OF THE COMMANDER:

CARL W. HAUTH
MAJ, USAF
Adjutant

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WILLIAM C. JOHNSON
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Assistant Adjutant

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SPECIAL ORDER)
NUMBER 95)

15 May 1956

E X T R A C T

1. UP AFM 39-9, 1 DEC 54, the four (4) YR ENL of SSGT RICHARD KENDALL KENNEDY, AF19447021, HQ 40 BOMWG, SAC, this STA, is EXT to a PD of five (5) YR for the benefit of the USAF. New DOS: 1 JUL 57.

2. FNA, having been ASG this HQ from ORG INDC, with EDCSA as INDC, per PARA SO & HQ as INDC, further ASG ORG INDC, SAC, this STA, with the same EDCSA.

TSGT LEWIS L. LEBLAND, AF11103417, RSG from 6606 ABWG, per PARA 6, SO 90, APO 677, ASG 310 FLDMAINTRON, 310 BOMWG, REPT NLT 22 MAY 56, with EDCSA: 22 MAY 56. UTILAFSC 42350.

TSGT HARLAN E. BAILEY, AF12360122, RSG from 6607 ABWG, per PARA 8, SO 88, APO 23, ASG 40 ARMTELCTMAINTRON, 40 BOMWG, REPT NLT 18 JUN 56, with EDCSA: 23 JUN 56. UTILAFSC 30170.

SSGT JAMES H. HUFFSTEDTLER, JR., AF18405870, RSG from 7551 PERPRON, USAFE, per PARA 3, SO 67, APO 199, ASG 802 MTRVEHRON, 802 ABGRU, REPT NLT 8 JUN 56, with EDCSA: 9 JUN 56. UTILAFSC 47151.

A/2C JAMES A. SHULL, AF17369637, RSG from 41 FITINCEPTRON, per PARA 8, LTRO 201, APO 328, ASG HQRON, 802 ABGRU, REPT NLT 23 MAY 56, with EDCSA: 19 MAY 56. UTILAFSC 43131C.

A/2C JACK L. SMITH, AF17404910, RSG from 6621 ABGRU, NEAC, per PARA 19, SO 113, APO 121, NY, NY, ASG 802 MTRVEHRON, 802 ABGRU, REPT NLT 13 JUN 56, with EDCSA: 18 JUN 56. UTILAFSC 60152.

A/2C WAYNE A. MEYER, AF17443003, RSG from 3380 TECHTNG WG, per PARA 22, SO 87, Keesler AFB, MISS, ASG 310 ARMTELCTMAINTRON, 310 BOMWG, REPT NLT 23 MAY 56, with EDCSA: 18 May 56. UTILAFSC 30131A.

A/2C RICHARD SACKUVICH, AF17441078, RSG from 3380 TECH TNGWG, per PARA 22, SO 87, Keesler AFB, MISS, ASG 310 ARMTELCTMAINTRON, 310 BOMWG, REPT NLT 23 MAY 56, with EDCSA: 18 MAY 56. UTILAFSC 30131A.

A/2C JOHN F. WORT, AF17443008, RSG from 3380 TECHTNGWG, per PARA 22, SO 87, Keesler AFB, MISS, ASG 310 ARMTELCTMAINTRON, 310 BOMWG, REPT NLT 23 MAY 56, with EDCSA: 18 MAY 56. UTILAFSC 30131A.

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SO 95, PARA 2 CONTD

A/3C MICHAEL C. P. MC KEE, AF17440735, RSG from 3345 TECHTNGWG, per PARA 21, SO 87, Chanute AFB, ILL, ASG 40 FLDMAINTRON, 40 BOMWG, REPT NLT 27 MAY 56, with EDCSA: 18 MAY 56. UTILAFSC 58230.

A/3C GERALD J. COUNTURIER, AF11300453, RSG from 3310 TECHTNGWG, per PARA 63, SO 108, Scott AFB, ILL, ASG 802 FDSVCRON, 802 ABGRU, REPT NLT 30 MAY 56, with EDCSA: 25 MAY 56. UTILAFSC 62230.

A/3C CHARLES E. BEST, AF13542289, RSG from 3310 TECH TNG WG, per PARA 63, SO 108, Scott AFB, ILL, ASG 802 FDSVCRON, 802 ABGRU, REPT NLT 30 MAY 56, with EDCSA: 25 MAY 56. UTILAFSC 62230.

A/B FRAZIER MOORE, AF18497428, RSG from 3310 TECHTNGWG, per PARA 63, SO 108, Scott AFB, ILL, ASG 802 FDSVCRON, 802 ABGRU, REPT NLT 30 MAY 56, with EDCSA: 25 MAY 56. UTILAFSC 62230.

3. SSGT KENNETH E. BYINGTON, AF17358141, (W)(YOB: 1932) (PRIMAFSC 64151) is REL from ASG 45 BOMRON, 40 BOMWG, SAC, this STA and from AD EFF 26 MAY 56 and WP his HOR: 727 Monroe ST, Fredonia, Kansas, or place of ENL as he may elect. AMN is TRF to AFRES in GR of SSGT, with DR: 1 OCT 55 and ASG HQ CONAC (NARS) Air RESRECEN, 3800 York ST, Denver, COLO, EFF 27 MAY 56, for the COMPL of RESEROBLIG under UNIVMILTNG and SVC act IAW AFR 39-63. DOE: 27 MAY 52. PCS. TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 12, AFR 39-10.

4. SSGT HARVEY E. JANSSEN, AF17333934, (W) (YOB: 1929) (PRIMAFSC 32150E) is REL from ASG 310 ARMTELCTMAINTRON, 310 BOMWG, SAC, this STA, and from AD EFF 24 MAY 56 and WP his HOR: RFD, Alexander, Iowa or place of ENL as he may elect. AMN is TRF to AFRES in GR of SSGT, with DR: 1 FEB 56 and ASG HQ CONAC (NARS) Air RESRECEN, 3800 York ST, Denver, COLO, EFF 25 MAY 56, for the COMPL of RESEROBLIG under UNIVMILTNG and SVC act IAW AFR 39-63. DOE: 25 NOV 51. M/A: GEN DEL, Alexander, Iowa. PCS. TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 12, AFR 39-10.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CARL W. HAUTH
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WILLIAM C. JOHNSON
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Assistant Adjutant

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SPECIAL ORDER)
NUMBER 95)

15 May 1956

E X T R A C T

5. A/1C DONALD J. SHEETS, AF17354079, (W) (YOB: 1932) (PRIMAFSC 58151) is REL from ASG 310 FLDMAINTRON, 310 BOMWG, SAC, this STA, and from AD EFF 26 MAY 56 and WP his HOR: 2112 Morton, Des Moines, Iowa, or place of ENL as he may elect. AMN is TRF to AFRES in GR of A/1C, with DR: 1 APR 55 and ASG HQ CONAC (NARS) Air RESRECEN, 3800 York ST, Denver, COLO, EFF 27 MAY 56 for the COMPL of RESEROBLIG under UNIVMILTNG and SVC act IAW AFR 39-63. DOE: 27 MAY 52. Total SVC: 4 YRS. PCS. TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 12, AFR 39-10.

6. A/2C VICTOR L. WALIEN, AF16413268, (W) (YOB: 1935) (PRIMAFSC 57150) is REL from ASG 802 INSTLRON, 802 ABGRU, SAC, this STA, and from AD EFF 26 MAY 56 and WP his HOR: 1605 "F" AVE, New Castle, Indiana or place of ENL as he may elect. AMN is TRF to AFRES in GR of A/2C, with DR: 1 JUN 54 and ASG HQ CONAC (NARS) Air RESRECEN, 3800 York ST, Denver, COLO, EFF 27 MAY 56, for the COMPL of RESEROBLIG under UNIVMILTNG and SVC act IAW AFR 39-63. DOE: 27 MAY 52. PCS. TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 12, AFR 39-10.

7. A/1C FRANK HENO, AF18304120, (N) is REL from 802 SUPRON, 802 ABGRU, SAC, this STA, and HON DISCH, EFF 27 MAY 56, and WP his HOR: 1435 N. Robertson ST, New Orleans, LA, or place of ENL as he may elect. DR: 1 DEC 55. Total SVC: 8 YRS 0 MO 10 days. PCS. TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 12, AFR 39-10.

8. A/2C WILLIAM E. SPENCER, AF16380777 (N) (YOB: 1934) (PRIMAFSC 70250) is REL from ASG 40 FDLMAINTRON, 40 BOMWG, SAC, this STA and from AD EFF 23 MAY 56 and WP his HOR: 2436 Vermont ST, Detroit, MICH, or place of ENL as he may elect. AMN is TRF to AFRES in GR of A/2C, with DR: 1 FEB 56 and ASG HQ CONAC (NARS) Air RESRECEN, 3800 York ST, Denver, COLO, EFF 24 MAY 56, for the COMPL of RESEROBLIG under UNIVMILTNG and SVC act IAW AFR 39-63. DOE: 21 SEP 51. PCS. TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 12, AFR 39-10.

9. A/2C DUANE H. HUGGINS, AF18454274, is REL from ASG 310 ARMTELCTMAINTRON, 310 BOMWG, SAC, this STA, and HON DISCH, EFF 23 MAY 56, contingent upon his REENL in the REGAF on 24 MAY 56. HOR: 4017 SE 12TH ST, Oklahoma City, Oklahoma. (21) days unused LV W/B carried forward IAW AFR 35-22. NTI. TDN 5763500 048-141 P531(11)-02-03 S99-999. AUTH: PARA 3b(2), AFR 39-14.

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10. A/2C DUANE H. HUGGINS, AF18/54274, will be REENL in the REGAF for a PD of six (6) YRS EFF 24 MAY 56, ASG 310 ARMTELCTMAINTRON, 310 BOMWG, SAC, this STA. PG: A/2C, DR: 1 NOV 54. AUTH: AFM 39-9, 1 DEC 54.

11. LTCOL WILLIAM F. PITTS, 9796A, (PRIMAFSC 0066A), is REL from ASG 44 BOMRON, 40 BOMWG, SAC, this STA, ASG HQ 8AF, Westover AFB, MASS. WP on or ABT 20 MAY 56. REPT on or ABT 21 JUN 56. 30 DALVP AUTH. SAC PROJ NR 8797. SCTY CLNC TOPSEC. INDIV is entitled to dislocation pay allowances 9999C TDN 5763500 048-146 P511-01 S99-999. TPA, with 6 days TVL time AUTH. If POV is not used TVL time W/B time of CARR used. WP. POS. TDN 5763500 067-8900 P531(10)-02-03 S14-612. AUTH: AFM 35-11 & 8AF MSG PDA1 14429, 5 MAY 56. EDCSA: 1 JUN 56.

12. FNO, are REL from ASG ORG INDC, SAC, this STA, ASG HQ Air Command & Staff College (AU), Maxwell AFB, ALA for purpose of Attending CL 57, Command & Staff SCH. CRSE duration is APRX 9 Months. CL will convene 4 SEP 56. Officers will REPT to COMDT, AC&SC, during period 0800 HRS, 28 AUG 56 to 1800 HRS, 31 AUG 56. Officers will not REPT earlier than 28 AUG 56. Rated Officers will have in possession AF Form 5 or 5A, currently posted, upon REPT to new duty STA. Pilots must have Instrument Pilot Certificate valid for a minimum of 45 days from reporting date. Officers will require items of athletic EQUIP. Items may be purchased after arrival new duty STA. WP on or ABT date INDC. DALVP AUTH as INDC. SCTY CLNC INDC. INDIVS are entitled to dislocation pay allowances 9999C TDN 5773500 048-146 P511-01 S99-999. TPA, with 4 days TVL time AUTH. If POV is not used TVL time W/B time of CARR used. WP. POS. TDN 5773400 048-131 P531(8)-02-03 S99-999. AUTH: AFM 35-11 SACREG 35-19, 8AFR 35-7, LTR HQ USAF, AFPMP-1-E-3c, SUBJ: Selections for FY57 Command & Staff CRSES, 20 FEB 56 & LTR HQ 8AF, same SUBJ, 13 MAY 56. EDCSA: 23 AUG 56.

MAJ LUTHER H. BURNEY A0734068 1416 HQ 802 ADIV
SCTY CLNC TOPSEC WP on or ABT 10 AUG 56 14 DALVP AUTH

MAJ (CH) FRANCIS G. GEIGEL 18772A 7916 HQRON, 802 ABGRU
SCTY CLNC Interim TOPSEC WP on or ABT 13 AUG 56 11 DALVP AUTH

BY ORDER OF THE COMMANDER:

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1STLT, USAF
Assistant Adjutant

CARL W. HAUTH
MAJ, USAF
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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SPECIAL ORDER)
NUMBER 95)

15 May 1956

E X T R A C T

13. SMOP 19, SO 92, this HQ, CS, relating to Officers & AMN, 40 AREFRON, 40 BOMWG, this STA, selected to attend the Block Training Program, as reads—

"41. RO A/2C DAVID L. STEVENS AF12456967 T-17"

IATR--

"41. RO A/2C MELVIN E. CLELAND AF19524145 T-17"

14. SMOP 16, SO 93, this HQ, CS, relating to Officers, 310 BOMWG, this STA, selected to attend the Block Ground Training Program, as reads---

"44. P 2NDLT ALAN L. TAYLOR A03056868 R-76 381 BOMRON
45. O 1STLT LARRY B. WILKINS A03034975 R-76 381 BOMRON"

IATR—

"44. P 1STLT ARLON M. TEETER A03020791 R-76 381 BOMRON
45. O 1STLT DAVID S. SILVER A03022101 R-76 381 BOMRON"

15. SMOP 10, SO 94, this HQ, CS, relating to RSG of COL WALTER Y. LUGAS, 4415A, from HQRON, 802 ABGRU, to HQ 310 BOMWG, this STA, as reads--"EDCSA: 15 MAY 56" IATR--"EDCSA: 18 MAY 56".

16. SMOP 11, SO 94, this HQ, CS, relating to RSG of CAPT CALVIN H. HAZLEY, A0776299, from HQ 802 ABGRU, to HQ 310 BOMWG, this STA, as reads— EDCSA: 15 MAY 56", IATR--"EDCSA: 18 MAY 56".

BY ORDER OF THE COMMANDER:

OFFICIAL:

William C. Johnson

WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

CARL W. HAUTH
MAJ, USAF
Adjutant

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OJT NEWS LETTER

Number 1 | 40th Bombardment Wing Medium | 22 May 1956

On-the-Job Training Progress

The following reflects training in the Wing as of 15 May 1956. There were 100% of eligible airmen on OJT.

Organization	OJT to "3" Level	OJT to "5" Level	OJT to "7" Level
HQ SQ	28	19	4
25BS	2	13	3
44BS	4	9	4
45BS	4	6	7
ARS	4	70	11
FMS	15	102	11
[illegible]	0	14	9
AES	6	109	5
TAC HOSP	1	32	2

Testing

The high percentage of failures on proficiency test reflects unfavorably on our On-the-Job Training program. The test results are used to help measure the effectiveness of our training. If the reason for failure in all cases was poor training, then this could be considered to be a good method of evaluation, but this is not the case.

Airmen are being tested before they have completed training or are not far enough along in training to pass the tests. It is true that an airman who meets the eligibility requirements cannot be held back if he wants to be tested, but it is your duty as supervisor or trainer to advise against taking the test if you feel he is not ready. We believe that, if proper principles of leadership are used by you in your dealings with airmen working for you, your advice to them will be received as sincere. If you feel that a man should not be tested, try to convince him that he shouldn't.

In order for a man to take a three level test, he must be recommended by you.

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He shouldn't be recommended unless he is really ready for testing. There should be a very small percentage of failures on 3 level tests.

You do not have an obligation to complete a man's training in order to test him on a certain date. If he is ready for testing when the testing cycle comes up, test him. If he is not ready, his OJT should be continued. Each man should be considered as an individual trainee. Some learn faster than others. All men in training for the same AFSC do not necessarily become proficient on the same date.

It is to your advantage to keep the failure rate down. Each failure on a test by one of your men must be explained by you to your squadron OJT officer.

---

7 Level OJT

The only way we can keep our 7 level slots filled is by having you tell us when a casualty occurs. As soon as a slot is vacated, try to put a qualified man in it. Requests for 7 level OJT must be made in writing to the Wing OJT section.

You need not bother to make requests on airmen who become eligible through promotion to SSGT. That action is taken by the Wing OJT section after promotions are announced.

AF Forms 623

We want to remind you that each phase of training must be signed off by the trainer on the date it is completed. You shouldn't wait until all training has been completed.

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DEPENDENTS' ASSISTANCE ADVISORY COUNCIL PROCEEDINGS

HEADQUARTERS 802D AIR BASE GROUP
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

PROCEEDINGS OF MEETING OF THE SMOKY HILL AIR FORCE BASE DEPENDENTS' ASSISTANCE ADVISORY COUNCIL

1. CALL TO ORDER:

a. The 802D Air Base Group Dependents' Assistance Advisory Council convened at 0900 hours, 3 April 1956, in regular session, pursuant to SAC Regulation 34-20, 29 April 1955, and was called to order by Lt. Colonel Gordon E. Hein.

MEMBERS PRESENT:

Lt. Colonel Goron E. Hein	802D Air Base Group Commander (President)
Colonel William A. Garrett	310th Bomb Wing
Colonel Andrew F. Low	40th Bomb Wing
1/Lt. Lloyd J. Howard	Personnel Services Officer
1/Lt. James Magsdale	ISO
2/Lt. Milton H. Cohen	Dependents Assistance Officer
Civ Mrs. Herbert White	Coordinator
Civ Mrs. Berton M. Burns	Assistant Coordinator

MEMBERS ABSENT:

Major Francis E. Geigle	Chaplain
2/Lt. John B. Erdmann	Personal Affairs Officer

REVIEW OF PREVIOUS PROCEEDINGS AND UNFINISHED BUSINESS:

The minutes of the last meeting having been read by all the members were approved. In order to bring the new members of the Council up to date Colonel Hein asked Lt. Cohen to run over the activities of the various committees of the Dependents' Assistance Center.

2. OLD BUSINESS:

a. Lt. Cohen reported that the Evacuation Committee was now in operation. The committee is working on an evacuation plan for the dependents living in Salina. As soon as the plan is complete the committee will begin sending out a monthly Newsletter to all the dependents keeping them informed on Civil Defense activities. He stated that the only problem presented by this plan was the time consuming problem of typing envelopes. Colonel Low suggested that possibly some system could be worked out to use the base addressograph. Mrs. White added that the committee would be active in the case of a Natural disaster as well as a Military disaster.

b. It was suggested that whatever system is used for the Evacuation Committee Newsletter could also be used for publicizing the Service Club by the new Service Club Committee.

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c. It was reported that the Kansas Kiddies Safety School would close for the summer around 1 June 1956. It was felt that the many other activities for children in the summer would cause interest in the school to drop off during this period.

3. NEW BUSINESS:

a. Lt. Cohen reported that the Dependents' Assistance Orientation Course would be held again in early May. He stated that he had been disappointed in the turnout for the last course but felt it was due to a lack of publicity. Lt. Colonel Hein promised more command support for the next course.

b. Lt. Cohen reported that Mrs. Berton H. Burns had been appointed the new Assistant Coordinator. In order to operate properly it had been necessary for the President of the Advisory Council to appoint her between meetings when the coordinator had resigned and the Assistance Coordinator had become Coordinator.

c. Mrs. White reported on an new service that the Dependents' Assistance Center was just putting into operation. Many foreign brides are arriving at the base who cannot speak or write English. It is therefore impossible for them to apply for their first papers. The Dependents' Assistance Center has found several women who are able to speak and write foreign languages and are willing to teach the foreign brides at least enough of the English language for them to apply for their papers. These women will also be taught a certain amount of American History and other subjects which they will need. It is felt that when these women learn a little English they will be happier and more willing and able to take part in base activities.

d. Mrs. White reported that thirteen (13) of the volunteers desired to order the Dependents' Assistance Uniforms.

e. Lt. Cohen reported that a Women's Civil Defense Area Meeting was being held in Topeka on May 10 and 11, 1956. He stated that he would like to send a few members of the Evacuation Committee to that meeting, but wondered about a way of reimbursing them for their travel to the meeting. It was felt that there was no regulation covering such travel by dependents. Lt. Howard suggested that the Dependents' Assistance Center send a TWX to SAC Headquarters for permission to send these women.

f. Lt. Colonel Hein brought up the subject of the new guest house which is being opened at Smoky Hill Air Force Base. He requested that the Dependents' Assistance Center provide the dishes, drapes, towels, pots, pans, etc. to complete the furnishing of the Guest House. Lt. Cohen reported that the Center would have to put on a drive for more equipment but he felt that the Dependents' Assistance Center could handle this project.

g. Lt. Colonel Hein stated that this project was just part of a bigger project to improve the reception of new personnel coming on the base. This project was to include a special kit which was to be sent to all newly assigned personnel before they arrived. He requested that the Dependents' Assistance Center work in conjunction with the ISO to complete this kit and a welcome book to Smoky Hill Air Force Base. Mrs. Burns stated that a particular Air Force movie concerning this subject was on the base and should be studied for ideas.

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h. As there was no more business the meeting was adjourned at 1040 hours.

Gordon E. Hein
GORDON E. HEIN
COLONEL, USAF
President

Milton H. Cohen
MILTON H. COHEN
2NDLT, USAF
Recorder

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COMMANDER'S CALL

I - GENERAL

All personnel will attend Commander's Call in the Base Theatre on Monday, 16 April 1956, according to the following schedule:

AIRMEN - 0730 (A/B, A/3C and A/2C only will attend this meeting. A/1C will attend the meeting with NCO's at 0830).

NONCOMMISSIONED OFFICERS and A/1C - 0830

Noncommissioned Officers will form at 0815 on 4th Street, in front of the Theatre, under First Sergeants, in the following order from West (Flight Line) to East: Headquarters, 25BS, 44BS, 45BS, 40ARS, 40FM, 40PM, 40A&E. They will enter the Theatre immediately upon completion of Airmen's Call.

OFFICERS - 0930

Officers will form at 0915 under Squadron Commanders in the same place, and in the same order, as noncommissioned officers. They will march into the Theatre immediately upon completion of Noncommissioned Officers' Call.

II - TRANSPORTATION

Additional busses and trucks will be available in the Theatre area, upon completion of Airmen's Call only, to supplement base bus schedules.

III - UNIFORM

For airmen and noncommissioned officers, uniform will be that normally worn during daily work hours. Officers will wear Class A or B uniform.

BY ORDER OF THE COMMANDER:

D. M. BROWN
Major, USAF
Adjutant

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Minus SAF
802d Air Division

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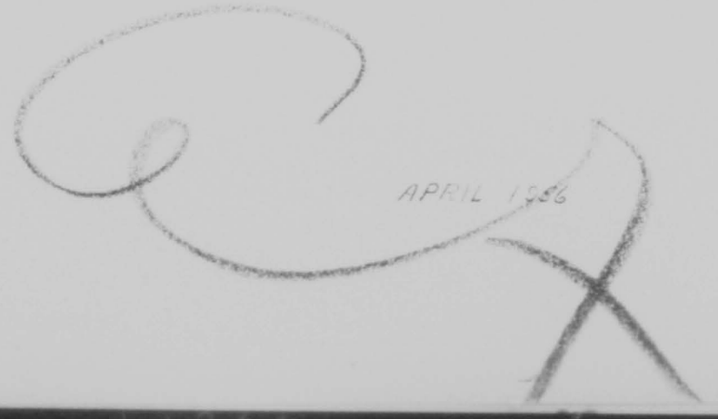
ACCIDENT-ANALYSIS BULLETIN

SLOW DOWN

. . . AND LIVE!



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HEADQUARTERS
802D AIR DIVISION
Smoky Hill Air Force Base
Salina, Kansas

BOS

19 December 1955

SUBJECT: Ground Accident Analysis

TO: See Distribution

1. To insure that each individual both military and civilian is aware of every accident occuring at this installation, the causation and the resulting cost to the government, it is recommended that each Commander, Unit Safety Officer and Unit Safety NCO use the information contained herein to brief all personnel assigned to their respective units.

2. It is further recommended that each month a copy of this Accident Analysis be posted on all unit and office bulletin boards.

BY ORDER OF THE COMMANDER:

W. C. GEER
LTCOL, USAF
Adjutant

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ACCIDENT REPORTING INFORMATION

1. METHOD OF COMPUTING RATES:

a. Personal Injury Rate (Military) By Month: Number of injuries X 100,000 divided by the aggregate daily strength for the month.

b. Government Vehicle Accident Rate By Month: Number of reportable accidents X 100,000 divided by the total number of miles driven.

c. Personal Injury Rate (Civil Service Employees) By Month: Number of injuries X 1,000,000 divided man hours exposure.

2. ACCIDENTS REPORTABLE TO HIGHER HEADQUARTERS BY MONTH:

a. Government Vehicle Accidents: Any accident in which property damage is of $25.00 or more and/or personal injury.

b. Private Vehicle Accidents: Any accident whereby a member of the military is injured and fails to report for his next regularly assigned tour of duty as a result of such injuries.

c. Property Damage Accidents: Any accident in which damage to government property is $25.00 or more.

d. Personal Injuries: Injuries to Air Force military personnel as a result of ground accidents that cause loss of time and/or death.

3. ACCIDENT COST:

a. $30.00 per day for each day lost (military personnel).

b. $31,500.00 for each military fatality and $25,000.00 for each civil service employee killed on the job.

c. $63,500.00 for each permanent total disability (military).

d. $43,000.00 for each permanent partial disability (military)if the injured will not return to duty.

e. $7.00 for each military or civilian person receiving first aid treatment.

f. $10,500.00 for each permanent partial impairment if injured will not return to duty. (Civil Service Employees)

g. $70,000.00 for each permanent total disability. (Civil Service)

h. $14.00 per day for each day lost. (Civil Service Employees)

i. Property dameg cost to the government is that cost necessary to restore damage property to its orginal condition including the cost for labor and of replacement parts and material.

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1. A/2C Bradley S. Barrows, 310th A&E Squadron was injured on the 13 February 1956 while adjusting a carburetor on a private motor vehicle. The engine was running and airman Barrows slipped and his hand hit the exaust manifold burning his hand.

DAYS LOST: 10

TOTAL COST: $300.00

CAUSE OF ACCIDENT: Airman assumed an unsafe position and needlessly exposed himself to injury.

ACTION TAKEN BY SQUADRON COMMANDER: The squadron was briefed as to the hazards of working on car engines.

2. A/1C Selden J. Bisson, 802d Supply Squadron was injured on the 29 February 1956 while driving a private motor vehicle. Driving at approx. 50 MPH on a county road airman came over a hill, at the bottom of the hill two trucks were parked. Airman Bisson applied his brakes and started to slide. The vehicle hit a rough spot in the road and started to roll over landing in a ditch.

DAYS LOST: 3

TOTAL COST: $90.00

CAUSE OF ACCIDENT: Trucks blocking the road, no indication of violation on the part of airman Bisson.

ACTION TAKEN BY SQUADRON COMMANDER: This accident will be brought to the attention of all personnel at the next commanders call.

3. A/2C Leo J. Marom, 802d Food Service Squadron was injured on 9 March 1956 while riding in a private motor vehicle. The vehicle failed to make a turn and ran off the road.

DAYS LOST: 1

TOTAL COST: $30.00

CAUSE OF ACCIDENT: Driving to fast for existing conditions, no fault of injured passenger.

ACTION TAKEN BY SQUADRON COMMANDER: Driver of vehicle is being sent to the Base Drivers School.

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4. A/1C Edward S. Harrison, 40th A&E Squadron was injured on 4 March 1956 while driving a private motor vehicle. Airman was attempting to pass another car and was forced off the road into a telephone pole.

DAYS LOST: 7

TOTAL COST: $220.00

CAUSE OF ACCIDENT: No fault of USAF personnel.

5. A/1C Arvis W. Knight, 310th Tach Hosp. was injured, A/3C Lawerence K. Ezro and A/2C John N. Reichelderfer were killed on 17 March 1956 in a motor vehicle accident 4 miles west of Salina, Kansas on highway 40. Airman Knight attempted to pass another vehicle and hit an oncoming vehicle head-on.

DAYS LOST: 2 Fatal, 1 lost 14 days

TOTAL COST: $63,434.00

CAUSE OF ACCIDENT: Unsafe act on the part of Airman Knight.

ACTION TAKEN BY SQUADRON COMMANDER: Civil action is pending against airman Knight. Other airman in this and other squadrons have and will be counseled regarding proper driving responsibility and safe operation of motor vehicles.

6. A/1C Phillip C. Bishop, 802d Supply Squadron was a passanger in a car on 24 March 1956 when it hit a 1½ ton truck while trying to pass the truck.

DAYS LOST: 30

TOTAL COST: $900.00

CAUSE OF ACCIDENT: Attempting to pass without sufficient clearance.

ACTION TAKEN BY SQUADRON COMMANDER: This accident will be brought to the attention of all personnel at the next commanders call.

7. A/3C James A. Owen, 802d Motor Vehicle Squadron was driving a USAF motor vehicle on 30 March 1956 when another vehicle backed out in front of his vehicle and he hit the other vehicle.

DAYS LOST: N/A

TOTAL COST: $58.00

CAUSE OF ACCIDENT: Excessive speed, other vehicle not cleared before backing.

ACTION TAKEN BY SQUADRON COMMANDER: Truck driver re-examined and charged with negligence in operation of his vehicle.

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8. A/2C Richard S. Johanning, 40th Air Refueling Squadron was injured on 15 March 1956. He was working on an aircraft checking the wing lights while crawling over the nacelle he slipped on some ice and fell off the wing onto the cement.

DAYS LOST: 2

TOTAL COST: $60.00

CAUSE OF ACCIDENT: Aircraft had not been in hanger long enough for the ice to melt off the wings.

ACTION TAKEN BY SQUADRON COMMANDER: Post flight crews have been briefed to be on the look out for this type of condition.

9. A/3C Billy D. Agee, 802d Motor Vehicle Squadron and a civilian were killed while passengers in a vehicle. The driver attempted to pass another car and applied his brakes to avoid hitting another car. His car slid across the highway and into a ditch. The doors came open and airman Agee fell out.

DAYS LOST: Fatal

TOTAL COST: $31,500.00

CAUSE OF ACCIDENT: Driver was driving at an excessive rate of speed and intoxicated at the time of accident.

ACTION TAKEN BY SQUADRON COMMANDER: The statistical data pertaining to the accident have been explained in detail to all personnel in the squadron and an even more strenous ground safety program put into effect.

10. A/B Donald S. Parrish, 310th Field Maintenance Squadron was towing a ground power unit on 14 April 1956. The power unit became un-hitched and overturned in a ditch.

TOTAL COST: $45.53

CAUSE OF ACCIDENT: Failure of driver to properly inspect and assure tow hitch properly secured. Driving with improperly engaged tow hitch.

ACTION TAKEN BY SQUADRON COMMANDER: All ground power units will be towed by tugs or farm tractors taht are governed at 10 MPH. Establishment G/P dispatch on flight line north ramp for ground power dispatch to lessen required towing distances.

11. A/1C Kenneth J. Wolfe, 310th A&E Squadron was injured on 21 April 1956 while driving a private motor vehicle. He failed to make a turn on a dirt road and hit a tree.

DAYS LOST: 120

TOTAL COST: $3,600.00

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CAUSE OF ACCIDENT: Driving to fast for unmarked gravel road.

ACTION TAKEN BY SQUADRON COMMANDER: The squadron has been counselled on safe driving habits and all personnel owning cars have signed safe driving certificates. There is a daily safety item briefing by NCO's.

**********DRIVE SAFELY, AND STAY ALIVE**********

A Chicago motorist, when ordered to stop by a policeman after running a red light, made the classic comment: "I can't stop! I haven't got a drivers license!"

— Chicago Sun-Times

To make your vacation
Restful and gay,
Be sure to drive safely
Every mile of the way.

Plan to take with you
Just what you need.
Have your car safety-checked--
Make caution your creed.

Know where you'll go
And the highways to take.
Observe traffic laws --
Give others a brake.

Schedule your driving
For times when you're rested;
Don't drive agter drinking --
Or you'll be arrested!

Obey traffic signals
Give heed to all signs;
Signal when passing
And watch center lines.

Adjust your driving
To fit the condition;
Keep control of the wheel --
And your disposition.

Obey all these rules
Wherever you're bound
To keep you and yours happy,
Alive — safe and sound.

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		802d ABGRU	310th BOMWG	40th BOMWG	802d ADIV
(1)	Total number of all military disabling injuries and fatalities.	1	1	1	3
(2)	Military man-days of exposure.	60,060	56,520	55,950	172,530
(3)	Number civilian injuries injuries fatalities.	0	0	0	0
(4)	Civilian man-hours of exposure.	62,664	5,376	504	68,644
(5)	USAF motor vehicle accidents.	1	0	0	1
(6)	Vehicle miles operated.	81,272	32,473	31,133	144,878
(7)	Total ground accident cost.	$31,799.00	$3,709.00	$137.00	$35,645.00
(8)	Average strength MIL	2002	1884	1865	5751
	CIV	373	32	3	408
		2375	1916	1868	6159
(9)	Military disabling injuries and fatalities (PMV Only).	1	0	0	1
(10)	Number non-disabling injuries.	13	9	11	33
	RATES: Military injury	1.60	1.77	1.78	1.70
	GMV	1.23	.00	.00	.41
	CIV	.00	.00	.00	.00

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INJURIES BY RANK OR GRADE

OFFICERS.....0

[illegible].....0

[illegible].....0

[illegible].....0

A/1C.....4

A/2C.....3

A/3C.....2

A/B.....1

INJURIES BY TYPE

LIFTING PULLING (Back Injury).....0

WIND.....0

TRAFFIC.....9 *

ELECTRICAL SHOCK.....0

BURN.....1

HOMES & BARRACKS.....0

FIGHTING.....0

ASSAULT.....0

FALLS.....1

OFF BASE.....7

ON BASE.....4

* FATALITIES IN TRAFFIC 3

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ARE YOU IN TOO MUCH OF A HURRY?

You're speeding whenever you're driving faster than you ought to -- for the condition of the road, your car, yourself and the weather. But some people never think of conditions when they drive. They operate in a kind of vacuum, obsessed with the thought of getting wherever they're going in the shortest possible time. It's part of the "in-a-hurry" complex that's characteristic of our age.

The person who is securely in the grip of this complex is unable to unwind or relax. He hurries through his meals...dashes from place to place...crams his life full of unimportant activity and lives in a constant state of nervous agitation. When he drives, he's impatient, jettery, over-anxous -- one of the worst menaces on the highway.

But there are varying degrees of the malady. And every driver should check his driving behavior to make sure he's not developing any of the symptoms.

Are you restless and impatient behind the wheel...likely to be discourteous to pedestrains and other drivers? Do you fuss and fume every time you must stop for a red light, a train, a pedestrian crossing or a traffic tie-up: Do you find yourself inclined to pass other drivers for no other reason than just the desire to get ahead of then? Are you overly time-conscious, always figuring how you can save a minute here and there in traffic? These are a few of the symptons.

If you find it hard to get a straight answer from yourself on these questions, you might try observing your passengers for some hint as to your driver rating.

If ther're tense and nervous...grab onto the seat or the door...press down with both feet to apply their own brakes...frequently offer advice or warning... it's a pretty safe bet that you're not a calm, cool and collected driver.

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ACCIDENT

ANALYSIS

BULLETIN

MAY-1956

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HEADQUARTERS
802D AIR DIVISION
Smoky Hill Air Force Base
Salina, Kansas

BOS

19 December 1955

SUBJECT: Ground Accident Analysis

TO: See Distribution

1. To insure that each individual both military and civilian is aware of every accident occuring at this installation, the causation and the resulting cost to the government, it is recommended that each Commander, Unit Safety Officer and Unit Safety NCO use the information contained herein to brief all personnel assigned to their respective units.

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BY ORDER OF THE COMMANDER:

W. C. GEER
LTCOL, USAF
Adjutant

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ACCIDENT REPORTING INFORMATION

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g. $70,000.00 for each permanent total disability. (Civil Service)

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i. Property dameg cost to the government is that cost necessary to restore damage property to its orginal condition including the cost for labor and of replacement parts and material.

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1. A/2C Dennis A. Price, 310th Field Maintenance Squadron was injured on 27 April 1956 while steam cleaning parts for a power unit. Airman was bracing small parts with his foot and was applying steam onto them. The steam hose came to close to his foot burning it.

DAYS LOST: 3

TOTAL COST: $90.00

CAUSE OF ACCIDENT: Disregard of instructions to be careful with steam, and holding steam nozzle too close to foot.

ACTION TAKEN BY SQUADRON COMMANDER: All personnel have been re-briefed on procedures of how to use steam cleaner.

2. S/Sgt William J. Busse, 802d Motor Vehicle Squadron was injured on 2 May 1956 while working in the base hobby shop. Sgt. Busse was cutting wood on an electric saw and his fingers were cut off by the saw when the wood he was cutting slipped. The saw did not have safety guards.

DAYS LOST: 7

TAL COST: $210.00

CAUSE OF ACCIDENT: Operating machine with safety guard removed.

ACTION TAKEN BY SQUADRON COMMANDER: This accident thoroughly explained to all personnel with instructions not to operate a saw without insuring that hand guard is in place.

3. USAF Property Damage, 330th Bomb Squadron, 15 May 1956. Airman was driving tug south on ramp towing a C-26 power unit. Because of a home made wire mechanism designed for hitching and unhitching towed equipment without leaving the driver's seat, the C-26 came loose, turned and ran into a parked B-47. The wire mechanism was attached to an iron bar. This bar fell sideways during towing which applied tension to the wire and unlocked the hitch. This resulted in the disconnection of the C-26.

DAYS LOST: 1 day out of service.

TOTAL COST: $210.00

CAUSE OF ACCIDENT: Driver did not remove the wire mechanism prior to towing.

ACTION TAKEN BY SQUADRON COMMANDER: All maintenance personnel have been briefed on this accident. Towing has been restricted to a limited number of men to provide control of safety.

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4. A/2C Leon B. Foster, 310th Field Maintenance Squadron was injured on 14 May 1956 while Jacking up crew chief stand. Airman was using a long screwdriver in place of a handle, the screwdriver slipped and releasing the hydraulic pressure. The stand came down on the airmans finger.

DAYS LOST: 2

TOTAL COST: $60.00

CAUSE OF ACCIDENT: Lack of proper jack handle.

ACTION TAKEN BY SQUADRON COMMANDER: All personnel have been cautioned against using improper equipment.

5. A/3C Robert P. Searcy, 802d AIO was moving a Crash Truck and backed into a Joy Air Compressor on 11 May 1956.

DAYS LOST: N/A

TOTAL COST: $75.00

CAUSE OF ACCIDENT: Airman unauthorized to start truck.

ACTION TAKEN BY SQUADRON COMMANDER: Airman Searcy awaiting statement of charges.

6. A/2C Donald G. Saum, 310th Periodic Maintenance Squadron was injured on 21 May 1956 while playing softball. Airman was sliding into second and hit the bag hard with his ankle causing the injury.

DAYS LOST: 2

TOTAL COST: $60.00

CAUSE OF ACCIDENT: Second base was secured to tight and didn't have enough give.

ACTION TAKEN BY SQUADRON COMMANDER: Assure that bases are properly tied down.

* *

Here's a rhyme you ought to know
It can save you traffic woe:
"Not to fast...and not to slow.
Keep in step with the traffic flow."

Guessing games are lots of fun
But not when you are driving.
Please signal your intentions
So you won't be late arriving.

Share the road — ARRIVE ALIVE!
Make every ride a safety drive.

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OFFICERS	0
MSGT	0
TSGT	0
SSGT	1
A/1C	0
A/2C	2
A/3C	2
A/B	0
CIVILIAN	0
USAF PROPERTY DAMAGE	1

LIFTING PULLING	1
SPORTS	1
TRAFFIC	1
EQUIPMENT OPERATION	1
BURN	1
HOMES & BARRACKS	0
FIGHTING	0
ASSAULT	0
FALLS	0
OFF BASE	0
ON BASE	5
FATALITIES	0

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(1)	Total number of all military disabling injuries and fatalities.	1	3	0	4
(2)	Military man-days of exposure.	83,240	39,241	58,404	200,885
(3)	Number of civilian injuries and fatalities.	0	0	0	0
(4)	Civilian man-hours of exposure.	63,008	5,456	604	69,068
(5)	USAF motor vehicle accidents.	0	0	0	0
(6)	Vehicle miles operated.	115,545	21,504	24,327	161,376
(7)	Total ground accident cost.	$285.00	$420.00	.00	$705.00
(8)	Average strength MIL	2,040	1,911	1,884	5,835
	CIV	383	31	4	418
	TOTAL	2,423	1,942	1,888	6,253
(9)	Military disabling injuries and fatalities (PMV Only)	0	0	0	0
(10)	Number non-disabling injuries.	14	14	7	35
	RATES: Military injury	1.20	5.06	.00	2.09
	GMV	.00	.00	.00	.00
	CIV	.00	.00	.00	.00

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BARGETS - FOR TRAFFIC SAFETY

Problem:
Excessive Speed

Solution:
Adjust Your Speed to Conditions

Mrs. Jones, you did a very foolish thing today. We've been friends for a long time now - and in this case your friend will tell you.

You were doing close to 65 when you passed me on that stretch of road coming into town today. I don't know where you were going, what you had to do that couldn't wait another few minutes. I hope you got there. And I hope all the other people using the road got where they were going, too.

The absolute speed limit on that road is 55 miles per hour. But even if you had slowed down 10 miles per hour would have been within the law, driving safely? Not at all, Mrs. Jones you forget that the road today was still wet from a spring shower. SLIPPERY WHEN WET! That sign wasn't posted to tell you that you must drive 55 miles per hour (no slower), anymore than a budget means you must spend that money for a certain item. It sounds rather ridiculous, put that way, doesn't it? Yet many drivers forget that even absolute speed limits are always supplemented by the requirement that speed by adjusted to conditions. In some states there is only a "reasonable and prudent" limit, with no numerical value stated.

Posted speed limit is the maximum speed permissible under the most favorable conditions. On a rainy, foggy day that speed would likely be too fast for conditions, too fast to give you a chance to stop (allow for wet pavement) in the assured cleardistance ahead (not far, with fog cutting vision). At night you should be able to stop within your headlight range. And take a tip from traffic - you are probably going too fast if you are passing too many cars - - too slow if many are passing you.

If you're tired and irritable after a trying day at home or the office, take it easy; or better yet, let someone else do the driving, someone who can concentrate all his attention on the road and traffic. Maybe taking your problems behind the wheel was your trouble, Mrs. Jones. Worry and hurry are a deadly couple on the highway. Don't let them ride with you!

You didn't get picked up, arrested, or even warned by the police today. Lucky? Maybe not; the officer could tell you a lot that you should know about SPEED and the danger of misusing it. He could tell you that if you double your speed, you won't hit twice as hard, but four times as hard (energy is proportional to the square of the speed). And at 60 miles per hour it will take you about 336 feet to stop that car that at 20 miles per hour could probably be hauled in 21 feet. Just common sense tells you that at a higher speed your car will travel further while you are seeing danger and reacting to it. These added feet may mean the difference between life and death to you and another driver or pedestrian. The greater your speed, the less your chance of avoiding a collision or dangerous situation.

I've seen you looking for good buys at the store, as any sensible shopper does. The next time you start to speed, remember this: SPEED IS NO BARGAIN! Tests were made comparing a top cruising speed of 65 MPH with one of 40 MPH, and the higher speed proved more costly. Gas consumption per mile increased 30 per cent, and oil consumption per mile increased even more. The number of brake applications and braking time increased 50 per cent - have you paid to have your brakes re-lined lately? And tire wear was 2½ times as great - the cost of a new set of tires could make quite a hole in your budget, I'm sure.

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Stop to weigh the cost of a few extra minutes of your time against added car expense and the possible loss of lives. Now, Mrs. Jones, won't you SLOW DOWN AND LIVE?

* *

The shortest and saddest story told:
"High speed, rough road--now the driver's out cold!"

* * * * * *

If the road is slick and wet
Choose a speed designed to get
The best control, and a safe, sure stop--
When you drive with sense, you're at the top!

* * * * * *

A road with curves and a driver who speeds--
Means some woman may soon wear the widow's weeds!

* * * * * *

A sad, sad, story is sometimes told
Of Louie, a man whose heart was bold
His speed was too great for a road that was wet--
Now Louie, in bed, has time to regret!

* * * * * *

When you're driving, slow down for that bend ahead.
Take it easy, pal, don't lose your head!

* * * * * *

Willie thought that it was fun
To speed and escape detection;
But since Willie's car missed a curve in the road,
He knows laws are made for protection!

* * * * * *

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This correspondence to be placed on all Bulletin Boards

HEADQUARTERS
802D AIR DIVISION
Smoky Hill Air Force Base
Salina, Kansas

COMDR

8 May 1956

SUBJECT: Reenlistment Rates for April 1956

TO: Commander, 40th Bombardment Wing, Smoky Hill AFB, Salina, Kansas
Commander, 310th Bombardment Wing, Smoky Hill AFB, Salina, Kansas
Commander, 802d Air Base Group, Smoky Hill AFB, Salina, Kansas

1. The attached disposition form, listing the reenlistment rates for each squadron during the month of April, evidences decided improvement over the past several months. It is extremely gratifying to me that our current reenlistment program is obtaining positive results.

2. I wish to thank the commanders, the squadron commanders, and the non-commissioned officers concerned for the efforts expended in making the program successful, and urge continued interest and effort in order that our future rates will be even more improved.

James W. Wilson

1 INCL
Dispo Form

JAMES W. WILSON
Colonel, USAF
Commander

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REENLISTMENT RATES FOR APRIL 1956

ORGANIZATION	DISCHARGED ELIG TO REENL	DISCHARGED NOT ELIG TO REENL	REENLISTMENTS	PERCENTAGE
310 FMS	6	0	6	100
25 BS	5	1	5	100
40 FM	4	0	4	100
40 [illegible]	4	1	4	100
372 [illegible]	1	0	1	100
380 [illegible]	1	0	1	100
381 BS	1	0	1	100
40 Hq Sq	1	0	1	100
310 Tac Hosp	1	1	1	100
537th Band	1	0	1	100
40 A&E	6	0	5	83.3
802 FSS	4	5	3	75
802 MVS	3	2	2	66.7
4166th USAF Hosp	2	0	1	50
40 FMS	9	2	4	44.4
802 SUP	10	3	4	40
802 Instl	5	3	2	40
310 ARS	5	0	2	40
802 OPS	3	1	2	33.3
310 Hq Sq	5	0	1	20
310 A & E	5	0	1	20
802 [illegible]	13	1	1	07.5
802 Hq Sq	2	2	0	00
40 Tac Hosp	1	0	0	00
44 BS	0	0	0	00
45 BS	0	0	0	00
310 PMS	0	0	0	00
9th Alt Chamb	0	0	0	00
*3496th Mob Tng Sq	1	0	1	100
*2028th AACS	1	0	0	00
*3rd Wea Det	1	0	0	00
TOTAL	101	22**	54	53.5

*NOT ASGD SAC

NOTE:**Airmen ineligible due to low AQE scores, lost time, hardship discharges, retirement, and discharges under other than honorable conditions.
Eighteen (18) reenlistments were result of discharges under AFR 39-10 (Normal ETS).
Thirty two (32) reenlistments were result of discharge under AFR 39-14 (Convenience of Government)
Four (4) reenlistments were result of discharges under AFR 39-15 (Resignation).
Fifty (50) of above reenlistments were to fill their own vacancy on this base.
Four (4) of above reenlistments were from civilian life.
No airmen reenlisted for another base.

	DISCHARGES (ELIG)	REENLISTMENTS	PERCENTAGES
40th Bomb Wing	30	23	76.7
310th Bomb Wing	25	14	56
802d Air Base Group	43	16	37.2
Separate Units	3	1	33.3

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DISPOSITION FORM

SUBJECT: Reenlistment Rates for April 1956

TO: See Distribution FROM: BP DATE 1 May 1956 COMMENT NR 1
LT COL Crawford/pk/8222

1. The chart on the reverse side reflects each squadron's reenlistment rate for th month of April 1956. Overall Division rate is 53.5%.

2. It is emphasized that the figures and percentages originating at the Reenlistment Office are based on the number of airmen who actually reenlist at this station. All airmen who reenlist here are counted as a reenlistment for Smoky Hill in this tabulation. This will include immediate reenlistments, reenlistments for base of choice, and reenlistments of civilians who qualify under existing directives. This computation is not made in accordance with SAC Management Control Statement 2-SAC-T-35. Also, the number of airmen indicated as eligible to reenlist will be lower than the official number released by the Comptroller. This is because airmen who are ineligible to reenlist due to low AQE scores and/or over thirty days bad time, will be carried as eligible to reenlist by the Comptroller. However, it is believed that our method of figuring the reenlistment rate shows more clearly the actual reenlistment picture at Smoky Hill.

3. The reenlistment rate of 53.5% for April indicates a tremendous improvement o the past several months. Commanders and supervisors are urged to continue their fine efforts in carrying out the USAF Reenlistment Program.

William A. Crawford

WILLIAM A. CRAWFORD, LTCOL, USAF
Base Director of Personnel

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

MINUTES OF 802D AIR DIVISION
NCO ADVISORY COUNCIL MEETING
1330 Hours, 16 April 1956

Presiding: Colonel James W. Wilson, Division Commander

1. The 802d Air Division NCO Advisory Council, under provisions of paragraph 1, Letter Order 314, Headquarters 802d Air Division (SAC), 16 April 1956, convened at 1330 hours, 16 April 1956.

2. Members present were:

COL JAMES W. WILSON	Presiding
MSGT EARL C. LINCOLN, JR.	HQ 310th Bomb Wing
MSGT RICHARD M. KYLE	379th Bomb Squadron
MSGT VERNON D. STEWART	380th Bomb Squadron
MSGT JAMES M. BEEBOUT	310th A&E Squadron
MSGT JENNINGS B. PITTS	HQ 40th Bomb Wing
MSGT ALVIN E. ANDERSON	45th Bomb Squadron
MSGT ROBERT P. GRUMBLING	40th Periodic Maint Squadron
MSGT THOMAS F. HARRINGTON	40th Air Refueling Squadron
MSGT JOHN W. BARRIER	HQ 802d Air Base Group
MSGT CARL W. HARRIS	HQ 802d Air Base Group
MSGT ROBERT D. KOBEL	802d Operations Squadron
MSGT JOHN B. ZINGSHEIM	802d Supply Squadron
MSGT THEODORE M. STABEROW	802d Air Police Squadron
MSGT LEROY J. GOMES	537th Air Force Band

3. Old Business:

a. BEER GARDEN FOR AIRMEN:

Problem: A suitable place for airmen to drink beer. A committee was appointed at the last meeting to report on progress of this project.

Solution: Beer will be served in the Snack Bar at the Service Club. Beer will not be taken from the Snack Bar, and sale of beer will be eliminated on dance nights when civilian hostesses are present.

b. BARBER SHOP:

Problem: To eliminate waste of time in waiting for haircuts, additional barber shop facilities are needed.

Solution: Barber shop is being built in the 40th A&E Building. Completion date is 30 April.

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4. New Business:

a. REPAIR OF NORTH ACCESS AND CAMP PHILLIPS ROADS:

Problem: The North access road and Camp Phillips road leading to the base are badly in need of repair.

Solution: The Camp Phillips road has been discussed with the County Commissioners and the county will maintain the road. The North access road from the gate to Crawford Street is being maintained by the contractors repairing the unway. When they complete the runway they will resurface the road. Crawford Street is maintained by the county.

b. CONTROL OF TRAFFIC ON RAINY DAYS:

Problem: On rainy days when the North Gate is closed, there is a need for control of traffic leaving the base.

Solution: South bound traffic will be diverted to "A" Avenue, joining eastbound traffic at the Main Gate, rather than splitting traffic at 6th and "D" Avenues. This will apply only on days the North Gate is closed.

c. RENT CONTROL AT CAMP PHILLIPS:

Problem: Action should be taken to reduce rent on substandard quarters at Camp Phillips.

Solution: Comptroller General decisions indicate reduction of these rents is not authorized.

d. MOBILE SNACK BARS:

Problem: A greater variety of items, including iced tea and lemonade, should be made available.

Solution: A larger variety of foods will be included, and a sign indicating items for sale will be prominently displayed.

e. PICNIC GROUND:

Problem: A picnic ground is needed for the base; it was recommended it be located at the OQ Range.

Solution: A picnic ground is available 100 yards east of the OQ nge entrance, and 50 yards north of the road. Cars must be parked on the road at all times.

f. PAY DEFICIENCIES:

Problem: A hardship is created when personnel are not given prior notice of a "No Pay Due".

Solution: In each case where an airman has no pay due, an explanation of why there is no pay due will be attached to the pay roll.

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g. ATHLETIC FACILITIES:

Problem: Additional athletic facilities are needed, particularly on the north end of the base.

Solution: The Base Commander has approved a softball diamond east of the Commissary. Vacant areas not being used or planned for use, may be converted into softball diamonds after a letter of request is submitted to the Base Commander and approval received. Labor will be performed by personnel from the using organizations.

h. COMMISSARY:

Problem: An express lane should be kept in operation at the Commissary during the noon hour.

Solution: An express lane will be established during the noon hour, effective 23 April 1956.

i. EDUCATION PROGRAM:

Problem: Relocation of classrooms for college night classes due to lack of space.

Solution: Additional space will be made available when Dependents Assistance moves to the new Personnel Processing Center.

j. BASE PROCESSING PROCEDURES:

Problem: How we can better receive new personnel reporting on the base.

Solution:

1. Processing of new arrivals will start at the Main Gate where the individual will be directed to the Processing Center, which will be clearly marked.

2. At the Processing Center he will be given a reception kit which will contain a map of the base, a pamphlet containing full information on base activities, a welcome letter from the Division Commander and information about Salina and the surrounding area.

3. Dependents Assistance will have a representative at the Processing Center who will provide information on Guest Housing, rentals and other services available.

4. The new arrival will fill out all processing forms at this time.

5. The First Sergeant of the organization to which he is to be assigned will pick him up at the Processing Center and

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transport him to the organization.

6. The organization will insure that he is shown around the base, introduced in his duty section, and made to feel a welcome member of the command.

At the bus depot, airport, etc., signs will be posted indicating the base telephone number to call for information as to transportation.

k. SIGN AT ENTRANCE TO SMOKY HILL AFB:

Problem: Need for a large sign, easily seen, at the entrance to Smoky Hill AFB.

Solution: A sign will be completed during the month of May.

l. PARADES AND REVIEWS:

Problem: To determine number and schedule of parades and reviews.

Solution: Parades and Reviews will be held on specific occasions, outlined as follows:

1. Change of Command
2. Retirements
3. Awards and Decorations
4. At any time directed by the Division Commander

m. BASE REGULATION 35-7c:

Problem: Regulation should be revised to permit airmen to retain permanent possession of Class A pass.

Solution: Regulation will be revised as outlined above, subject to withdrawal by the Squadron Commander.

n. BASE BUS ROUTE:

Problem: Present bus route on North "D" Avenue creates a safety hazard when bus stops for pickup or discharge of passengers.

Solution: On-base traffic regulation will be revised to include that vehicles stop when the bus stops, both oncoming traffic and traffic from the rear. Stop lights will be installed on the buses, both front and rear, at sufficient eight to be easily visible.

o. SWIMMING POOL:

Problem: It was recommended that the swimming pool be opened in May this year.

Solution: Swimming pool will open on 15 May.

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p. CHARITY DRIVES:

Problem: To determine whether or not one drive should be held each year to cover all charities.

Solution: One drive will be held, with personnel donating one day's pay. Drive will start the last pay day in April; personnel will be allowed to designate charities to which they wish to contribute.

q. MEMBERSHIP IN NCO OPEN MESS:

Problem: How to increase membership in the NCO Open Mess.

Solution: Recommendations made by the Wing and Air Base Group Councils will be turned over to the Board of Governors for action. In addition, air conditioning will be turned on in the Club immediately. An investigation will be made as to additional buildings available that can be moved into the area without exorbitant cost, for the purpose of outside storage. Procurement of a storage building would permit construction of a stag bar in the Club proper.

r. SUMMER HOURS:

Problem: To determine whether duty hours can be changed during the summer months.

Solution: This item will be referred to the major commanders and the NCO Councils for decision.

s. UNIFORM VIOLATIONS:

Problem: How to reduce the number of uniform violations.

Solution: Violators will be given a courtesy ticket and will report to the First Sergeant.

t. ACCIDENTS:

Problem: Prevention of accidents.

Solution: There will be two definite actions taken in regard to accidents (1) Education and (2) Control.

Education:

1. A column will be run in the base newspaper.
2. Squadron commanders and first sergeants will pick up the speeders downtown, as they are presently doing in the case of personnel involved in drunkenness, disorderly conduct, etc.
3. Lectures will be given by the Ground Safety Office to personnel owning cars. This will be periodic.
4. Vehicles involved in fatal accidents will be displayed at the Main Gate.
5. Slogans will be placed in the Daily Bulletin.

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Control:

1. The spotter system will be in effect. Spotters will consist of squadron commanders, first sergeants or an NCO selected by the squadron commander, and possibly some staff officers.
2. A traffic school will be conducted by the Ground Safety Office. Both downtown and on-base violators will attend.

Recommendations:

1. The Traffic Board will recommend the punitive action to be taken against traffic violators. They will also set up the method of operation for traffic spotters.

Approved:

James W. Wilson

JAMES W. WILSON
Colonel, USAF
Commander

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

MINUTES OF 802D AIR DIVISION
NCO ADVISORY COUNCIL MEETING
1000 Hours, 21 May 1956

Presiding: Colonel James W. Wilson, Division Commander

1. The 802d Air Division NCO Advisory Council, under provisions of paragraph 1, Letter Order 314, Headquarters 802d Air Division (SAC), 16 April 1956, convened at 1000 hours, 21 May 1956.

2. Members present were:

COL JAMES W. WILSON	Presiding
MSGT EARL C. LINCOLN, JR.	HQ 310th Bomb Wing
MSGT RICHARD F. REILLY	802d Installations Squadron
TSGT W. C. GASKIN	HQ 802d Air Base Group
MSGT JOHN B. RYE	310th A&E Squadron
MSGT ROBERT P. GRUMBLING	40th Periodic Maint Squadron
MSGT JENNINGS B. PITTS	HQ 40th Bomb Wing
MSGT JOHN B. ZINGSHEIM	802d Supply Squadron
MSGT THOMAS F. HARRINGTON	40th Air Refueling Squadron
MSGT RICHARD M. KYLE	379th Bomb Squadron
MSGT THOMAS S. HENDON	381st Bomb Squadron
MSGT THOMAS H. COX	44th Bomb Squadron
MSGT WILLIAM T. RETTER	380th Bomb Squadron
MSGT WILLIAM F. STEPHENSON	802d Air Police Squadron
MSGT CARL W. HARRIS	HQ 802d Air Base Group
MSGT JOHN W. BARRIER	HQ 802d Air Base Group

3. Colonel Wilson reiterated his policy reference NCO Councils as follows:

a. Items submitted to Councils will be of a general nature, not single complaints.

b. Only those items which cannot be resolved at squadron level will be referred to Wing and Air Base Group Councils; those which cannot be resolved at Wing or Air Base Group level will be referred to the Division Council.

4. The following items were acted upon:

a. MOBILE SNACK BARS:

Problem: Mobile snack bars are still unsatisfactory; the number and variety of foods and beverages have not been increased.

Solution: Immediate action will be taken by the Base Commander to remedy the situation, even hiring additional personnel if necessary.

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b. COMMISSARY SALES STORE:

Problem: An express lane has not been established in the commissary to speed service during the noon hour.

Solution: The express lane was established on 23 April and operated as such except on pay days. However, when there were no customers for the express lane, other customers with more than five items were permitted to use it to expedite service. This has been stopped.

c. CLOTHING SALES STORE:

Problem: Complaints have been received that certain sizes of clothing are unavailable in the Clothing Sales Store.

Solution: The store is carrying the authorized stock level of old style khakis. In addition, quite a number of unauthorized sizes are available. Certain sizes can be requisitioned from the depot. New Khakis and two-piece fatigues will arrive in June, according to depot schedule.

d. BEER IN THE SERVICE CLUB:

Problem: The sale of beer in the Service Club does not warrant continuance, in view of the fact that it is contrary to regulation and the sale has been negligible.

Solution: A patio, near the swimming pool, will be constructed by 15 June. CNW funds will be utilized to buy outdoor furniture. A mobile snack bar will be available for use in the evenings to provide beer, soft drinks, etc.

e. WEARING OF FATIGUES:

Problem: Should personnel using the public buses be permitted to wear fatigues to and from work.

Solution: Fatigues will not be worn on public buses enroute to and from Smoky Hill Air Force Base. This item will be published in the Daily Bulletin.

f. GARBAGE DISPOSAL CANS AND LEAN-TO'S AT CAMP PHILLIPS:

Problem: Garbage cans and lean-to's not properly maintained.

Solution: IEO will provide lids for garbage cans. The lean-to's will e repaired by them and equipped with swinging screen doors as a sanitation measure. Completion date - 7 June.

g. "D" AVENUE TRAFFIC:

Problem: Traffic congestion on "D" Avenue at noon and at the close of the work day, and also at Warehouse Road (first street north of railroad tracks) at entrance to Warehouse 11.

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Solution: Traffic will not stop on "D" Avenue during the hours 0630 to 0750, and 1600 to 1650. An air policeman will be on duty at the Warehouse road and 6th Avenue from 1100 to 1300; in the evening there is not enough traffic congestion to warrant it.

h. CROSSWALKS AND ROAD STRIPING:

Problem: Crosswalks not indicated for personnel boarding buses.

Solution: Work on painting of roads will start Wednesday, 23 May. Completion date - 15 June.

i. HAZARD TO FIRE FIGHTERS:

Problem: Personnel are parking automobiles too close to buildings, particularly Warehouse 27.

Solution: An item, warning personnel against this practice, will be run in the Daily Bulletin for approximately two weeks; after that time air policemen will start ticketing violators.

j. REFURNISHING OF DINING HALLS:

Problem: All dining halls need refurnishing and redecorating.

Solution: As a temporary measure, unit funds will be used to begin the work. Additional funds will be obtained through parties, dances, etc. Colonel Wilson urged all NCOs to get behind this project. Following programs have been set up by the three major units:

802d Air Base Group:

1. Canopy over serving line and dividers (June).
2. Partition for NCO dining room and mess check stands (July).
3. False ceiling and flower holders for posts (August).

40th Bomb Wing:

1. Projected improvement plans include such items as tablecloths, condiment dispensers and trays, additional lattice work over the serving line, fencing outside, flower plants and repainting, in a Western-type decor.

310th Bomb Wing:

1. Projected improvement plans include knotty pine wall paneling, curtains, tablecloths, murals and an outside office.

k. UNIT CHARITY DRIVE:

Problem: Results of drive, now in progress, unsatisfactory.

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Solution: Squadron commanders and NCOs will stand in the pay lines to collect for the drive. Since the third pay call is coming up very soon, positive action will be taken to make collections.

l. COURTESY TICKETS:

Problem: To establish policy for issue of courtesy tickets to uniform violators.

Solution: Tickets will be distributed to all squadrons for use by the first sergeant and the noncommissioned officers he may designate. All pertinent information is indicated on the ticket. One copy will be forwarded to the 802d Air Police Squadron, and one copy will be handed to the violator, which he takes to his first sergeant. The Air Police will provide the squadrons with a weekly list of those personnel who have received courtesy tickets, for action as appropriate.

Colonel Wilson asked that this system be used on a trial basis for one month and a report be given to him at the next Division NCO Council meeting.

m. DINING HALLS:

Problem: Improper preparation of food and uncleanliness of facilities and personnel, particularly at midnight mess; also, loss of headgear.

Solution: MSGT Savoie, 802d Food Service Squadron, has been acting as a roving supervisor, checking the dining halls. While much improvement has been noted since the last NCO Council meeting, active NCO participation is required. NCOs were asked to check first-hand on the condition of their respective dining halls.

n. SPEED ZONE SIGNS:

Problem: That 30-mile per hour speed zones be posted.

Solution: Signs were ordered out of Denver 10 April. Message sent this date to determine when delivery may be expected.

o. OUT-PATIENT CLINIC:

Problem: Improvement of waiting room facilities.

Solution: Additional comfortable chairs will be provided, and more magazines will be added.

p. INSPECTION:

Problem: To have the Division Commander inspect the wings and air base group first place barracks and make award to the best barracks on the base.

Solution: Colonel Wilson agreed to make the inspection and award.

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q. UNIFORM PROBLEMS:

Problem: To establish policy of certain uniform deviations.

Solution: (1) T-shirts may be worn on the flight line, in maintenance shops, warehouses, and at other times at the discretion of the supervising officer. They will not be worn on the street. (2) Ties and coats will be worn after 1800 hours in the NCO and Officers Clubs. (3) Uniform can be varied for special occasions.

This item will be brought up again at the next meeting.

r. WATER ON FLIGHT LINE:

Problem: Water lines be extended to flight line for each tactical squadron. There are presently no washing or drinking facilities on the flight line.

Solution: Individual line squadrons will submit work orders to IEO to have galvanized cans modified for drinking purposes. They will be placed in boxes packed with sawdust, and ice will be furnished from the commissary.

s. MAINTENANCE ON COLEMANS:

Problem: Motor pool is not performing adequate repairs on Coleman tractors and is not properly maintaining the vehicles authorized under SAC Manual 66-12.

Solution: Emphasis will be placed on maintenance activities in the Motor .hicle Squadron; personnel operating equipment must be impressed with the necessity of properly caring for the equipment.

t. NORTH GATE:

Problem: The north access road is in such poor shape that it is damaging many vehicles and it is becoming a safety hazard. Also in bad weather, the north road is closed, thereby causing a congestion of traffic through the main access road to the extent that it takes considerable time to get to or from work.

Solution: The County is repairing the road to the bridge, and the contractor is responsible for keeping chuck holes filled in from the gate to the bridge. On weekdays, the North Gate will be closed at 2000 hours and opened at 0600 in the morning, except during periods when alerts or USCMs are in progress. Gate will be closed normally on Saturdays and Sundays.

u. PARKING AREAS:

Problem: There is a need for more parking space in the barracks area. Men have to park their cars 3 or 4 blocks from the barracks. The commissary parking lot seems to have room but in the past airmen have been given tickets for parking there at night. Suggest that a parking lot be built in the north edge of the vacant lot south of the barracks area.

Solution: The commissary parking lot may be used after 1800 in the evening until 0900 in the morning.

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v. VISITORS' CARDS:

Problem: The visitors' cards on vehicles are so large as to obstruct driver's view.

Solution: The strings will be removed from the card, and the card placed on the front seat of vehicle.

w. TRANSPORTATION OF NEWLY ASSIGNED PERSONNEL:

Problem: Newly assigned personnel, without automcbiles, are still having trouble getting to the base from town.

Solution: Signs have been posted in bus, airline and train depots, giving the base number to call for transportation. When a group arrives, individuals are advised to take a taxi or bus, for which they are reimbursed.

x. FLOODLIGHTS ON HIGHWAY 81:

Problem: Floodlights should be installed at the intersection of Highway 81 and the highway leading to the business district to Salina.

Solution: This matter will be taken up with the County.

y. SPEED LIMIT ON THE FLIGHT LINE:

Problem: Suggest that a realistic speed be established on the flight line.

Solution: Speed limit will be 15 MPH for north and south bound traffic on the flight line, utilizing the taxi line the same as a center line on the road. All other areas on the flight line will have a 10 MPH speed limit.

z. REENLISTMENT PROCESSING:

Problem: Request a complete survey of the separation and reenlistment procedures be made with a view toward improving the procedure and shortening the time required for processing.

Solution: To aid in processing of personnel for separations, the following procedures have been established for airmen:

(1) Twelve days prior to separations - reports to processing for requesting of orders, securing records and character and efficiency ratings on clearance form. Requires approximately one hour's time.

(2) Ninth day prior to separation - reports on designated time for MPO and other paperwork, clears transportation. Approximately one and one-half hours.

(3) One day prior to discharge - completes clearance.

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A time schedule is furnished the individual. Supervisors may check this schedule at any time to see where the individual reports and is released.

aa. SAC MISSION BRIEFING:

Problem: SAC Mission briefing which is given by the Eighth Air Force NCO Academy should be incorporated in the Block Ground Training Program and also in the orientation program given to newly arrived airmen.

Solution: A briefing, similar to the one mentioned above, will be developed for presentation in our orientation program.

bb. CREDIT UNION:

Problem: Recommend that a credit union be established on the Base.

Solution: A committee from the 40th Bomb Wing, headed by MSGT Cox, will look into the possibility of a credit union and get details necessary for establishment of same.

cc. GED TESTING TIME:

Problem: In order to reduce the number of lost man hours of duty time, recommend GED testing of airmen for high school level qualification be held from 1800 to 2200.

Solution: The present GED testing is almost completed. Prior to next testing, coordination of a testing schedule will be obtained between base and wing personnel.

dd. PAY WINDOWS AT FINANCE:

Problem: With only one pay window at the Finance Office, personnel are delayed. Recommend that more pay windows be incorporated to expedite travel pay, TDY pay, partial pay, etc., such as banks have for deposits and withdrawals.

Solution: Due to limited facilities and personnel, only one pay window can be supported at the present time.

ee. TRAFFIC HAZARD ON MAIN ACCESS ROAD:

Problem: Recommend a hard surface area be provided near the trailer court located on the main access road in order that cars may pull off the main highway to discharge and pick up passengers, and eliminate a traffic hazard created by the practice of stopping on the access road.

Solution: Air Force funds cannot be spent on a county road.

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ff. GATE 13:

Problem: Recommend that a light be installed near Gate 13 which would be visible from the flight line, indicating the driving lane between aircraft approaching this gate, so as to eliminate the hazard of driving into aircraft or ground powered equipment parked on the ramp.

Solution: An identifying light will be installed at Gate 13 - 1 June.

gg. NCO CLUB MEMBERSHIP:

Following is a list of improvements effected as a result of suggestions submitted by the Wing and Air Base Group NCO Councils:

(1) Air conditioning turned on.

(2) Free coffee - 0700-0900, Monday through Friday.

(3) Two additional one-half price drink hours.

(4) Bulk beer price reduced to $1.25.

(5) Added entertainment.

(6) Publicity.

(7) Organizational parties.

APPROVED:

James W. Wilson

JAMES W. WILSON
Colonel, USAF
Commander

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HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

1330 Hours 9 April 1956

MINUTES OF
WING ADVISORY COUNCIL MEETING

Colonel Berton H. Burns, Presiding

MEMBERS PRESENT

Master Sergeant Leslie L. Bear - 40th Headquarters Squadron
Master Jennings B. Pitts - 40th Headquarters Squadron
Master Sergeant Richard R. Danger - 40th A&E Maintenance Squadron
Master Sergeant Thomas F. Harrington - 40th Air Refueling Squadron
Master Sergeant Robert P. Grumbling - 40th Periodic Maintenance Squadron
Master Sergeant Alvin E. Anderson - 45th Bombardment Squadron
Master Sergeant Thomas H. Cox - 44th Bombardment Squadron
Technical Sergeant Robert E. Taylor - 25th Bombardment Squadron
Technical Sergeant Edward C. Owens - 40th Field Maintenance Squadron

OTHERS PRESENT

Colonel James W. Wilson - 802d Air Division Commander
Major D. M. Brown - 40th Wing Adjutant
Chaplain Lytle - 40th Wing Chaplain
Master Sergeant Lilesjestrand - 44th Bombardment Squadron

I. Items presented at the Wing Advisory Council meeting, 12 March 1956, were reviewed and report on action taken was given by Major D. M. Brown, 40th Wing Adjutant. Items being held over for further action are:

a. Fluorescent paint on aircraft wing tips.

b. Completion of work to beautify and decorate Wing Dining Hall.

c. Family style mess for NCO's in Dining Hall.

d. Buffers for each barracks.

II. New items presented are as follows:

1. Consolidated Fund Drive: A majority vote indicated favor of one consolidated fund drive per year. Pay by cash at time of the drive would accomplish this. Use of pledge cards for personnel to pay over a longer period of time would be an added inducement. Details would have to be worked out by Division.

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ACTION: Recommendation that Division NCO Board consider the proposal.

2. Parades and Reviews: A vote was taken and recommended that parades be held twice yearly on a Saturday morning during the period a change is made from winter to summer uniforms and from summer to winter uriforms. Incorporated with these parades could be open house at the Base and other ceremonies.

ACTION: To be presented at Division NCO Board.

3. NCO Club Membership: Suggested that improvements be made in the program of the NCO Club which would make the people want to join the Club, such as:

Reduce dues to $1.00
Control personnel entering the Club
Free coffee from 0800 to 1000 hours
Install a package store
Hours of half price rates be from 1700 to closing
Squadrons provide entertainment on a rotation basis at the Club
Each squadron should have a representative on the Board of Governors, or that both wings and Air Base Group have an equal amount of representation

ACTION: Subject to be discussed at Division NCO Board with recommendation that NCO Club Steward be present.

4. Reception Center: Suggested that a central location be established for personnel initially reporting to the Base, and that one person be assigned to each individual to orientate him. A guest house for incoming and outgoing personnel is recommended.

ACTION: To be referred to Division NCO Board for action deemed necessary.

5. North Gate and Camp Phillips Roads: Both the North Gate and Camp Phillips roads are badly in need of repair.

ACTION: For NCO Division Board action.

6. Rent Control at Camp Phillips: Action should be taken to reduce the rent on the Camp Phillips quarters.

ACTION: A matter for Division NCO Board consideration.

7. Mobile Snack Bars: Suggested that both mobile snack bar trucks be utilized on the flight line, and their saleable items include a larger variety. Modification to canteen should be made to serve ice tea and iced lemonade on the line during the forthcoming summer months.

ACTION: Referred to Division NCO Board.

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8. Picnic Grounds: Recommended suitable picnic grounds be provided to either the Base or the bomb wing, possibly on the "Q" range.

ACTION: Referred to Division NCO Board.

9. Pay Deficiencies: Suggested that personnel be given one month's notice if they are due for a "No Pay Due." When personnel are overpaid, the Finance Office should notify the squadron advising them how they will expect the money to be refunded.

ACTION: A matter for Division NCO Board with further reference to Base Finance Office.

10. Time of Squadron NCO Advisory Council Meetings: Recommended that the time for holding the Squadron NCO Advisory Council Meetings be changed from 1330 hours on the first Monday of each month to possibly 0800 or 0900 hours on that day.

ACTION: All Squadron NCO Councils will meet at 0900 the first Monday of each month.

11. Separate Rations for Bachelor NCO's. Recommended that bachelor NCO's be paid separate rations.

ACTION: For recommendation by Division NCO Board.

12. Swimming Pool: Suggested that the swimming pool be opened this year during the month of May.

ACTION: Referred to Division NCO Board.

13. Closing of North Gate Road: On rainy days when the North gate is closed due to an impassable road, recommended that the number of AP's directing traffic on base be increased.

ACTION: Referred to Division NCO Board.

14. Bus Stop Signs: No bus signs were installed at the 40th A&E Squadron. Request all bus stop signs include the bus schedule.

ACTION: Referred to Division NCO Board.

15. Parking at Ground Training Building: Recommended that a 15 minute parking zone be installed at the Ground Training Building.

ACTION: Colonel Wilson announced that within the next month a large new parking area will be available behind the Ground Training Building, which will eliminate parking problems at that building.

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16. Trash Dumping: Recommended that trash dumping be supervised more closely.

ACTION: Colonel Wilson announced a staff sergeant (or of higher grade) is now required to supervise when trash is being dumped and burned.

17. Individual barber Chairs: Recommended that individual barber chairs be situated in areas around the Base, especially on the flight line, to preclude the necessity for personnel traveling long distances to Base for a hair cut.

ACTION: Referred to Division NCO Board.

18. Athletic Facilities: Additional athletic facilities and equipment is needed, and those facilities should be located closer to the barracks areas.

ACTION: Referred to Division NCO Board.

19. Commissary Hours: Recommended there be one fast moving line kept in operation at the Commissary during the noon hours or that it be closed to dependents during this period of time.

ACTION: Referred to Division NCO Board for discussion and action.

BERTON H. BURNS
Colonel, USAF
Commander

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HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Strategic Air Command
Salina, Kansas

MINUTES OF
WING ADVISORY COUNCIL MEETING
1600 Hours, 14 May 1956

Colonel Richard D. Stapp, Presiding

MEMBERS PRESENT

MSGT Thomas F. Harrington - 40th Air Refueling Squadron
MSGT Thomas H. Cox - 44th Bomb Squadron
MSGT Robert F. Grambling - 40th Periodic Maintenance Squadron
MSGT Ralph B. DeLore - 40th Headquarters Squadron
MSGT Richard R. Sanger - 40th AGE Maintenance Squadron
TSGT Robert E. Taylor - 25th Bomb Squadron
TSGT Edward G. Owen - 40th Field Maintenance Squadron
TSGT Harold G. Havens - 45th Bomb Squadron

OTHERS PRESENT

Major D. L. Brown - 40th Bomb Wing Adjutant
Chaplain Lytle - 40th Wing Chaplain

I. Items presented to the council for recommendation by the Presiding Officer.

1. Beer sales in Service Club did not justify having it there. Council felt lack of sales were due to the following:

Fatigues should be allowed until 1800 hours
Weather had not been conducive to beer drinking
Insufficient publicity

Recommended that Bavarian style beer garden be put by the Airmen's swimming pool.

ACTION: To be referred to the Division NCO Council.

2. Wearing of Fatigues on City Bus: Should authorization be given for wearing of fatigues on the city bus going to and from the Base? Council indicated they did not favor the idea.

ACTION: A survey is to be made to determine number of personnel affected. Count by squadron will be submitted to Major Brown, Wing Adjutant, not later than 1630, Wednesday, 16 May 1956.

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3. Increase NCO Membership: [illegible] lowering of dues, better advertising of events, better orchestra, and that Leadership School graduates be admitted as associate members having no vote and lower dues.

4. Colonel Wilson desires that any items which are presented to the Division Board be thoroughly investigated to determine their validity before presenting them to the board. Insure that items which are referred to the Division Council be of a general nature, not just one man's complaint.

II. New items presented by council are as follows:

1. Standardized Check List: It was suggested by the council that a standardized First Sergeant's and Commander's check list be devised by Base Reception Center to insure a more uniform briefing of new airmen.

ACTION: To be referred to the Division NCO Council.

2. Rest and Recreation Center: A rest and recreation center should be made available for use on a two to three day basis at Lake Ken polis with cabins and boats provided.

ACTION: Item to be referred to Division NCO Council.

3. Air Police Assistance: Recommended that Air Police be on traffic duty on the Main Access road during periods 40th Bomb Wing is traveling to and from work, from 0615 to 0730 hours and from 1400 to 1700 hours.

ACTION: Wing will contact Provost Marshal and ask for such assistance.

4. Snackmobile: Suggested that snackmobile be scheduled into 40th Wing area approximately 0900 to 1030 hours and after 1400 hours in the afternoon. That during periods of wing inspections that the snackmobile be located at a central point on the map during times when maintenance personnel would be working. Suggested that snackmobile prices be lowered, that it carry a greater variety of saleable items and that a refrigeration unit be installed rather than using crushed ice for cooling. Also suggested that GI bus be converted into a snackmobile.

ACTION: Items to be referred to Division NCO Council.

5. SAC Mission Briefing: SAC Mission briefing which is given by the 8th Air Force NCO Academy should be incorporated in the Block Ground Training Program and also in the orientation program given to newly arrived airmen.

ACTION: Referred to Division NCO Council.

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6. Credit Union: Recommended that a credit union be established on the Base.

ACTION: Item to be referred to Division NCO Council.

7. Flight Line Traffic: Recommended in order to expedite travel in flight line area the following be considered: private vehicle movement between airplanes remain at 10 MPH; in the taxi lane the speed limit be increased to 20 MPH. Recommended that taxi lines be used as the center line of a road is used (keep to right of center lines).

ACTION: Referred to Division NCO Advisory Council.

8. Center Line for Base Roads: Suggested that a center line be painted on all major base roads with luminous paint.

ACTION: To be referred to Division NCO Advisory Council.

9. Water on Flight Line: Recommended that water trailers containing drinking water be spotted in squadron areas so that drinking water will be available on the flight line.

ACTION: 40th Eng Bn will investigate item.

10. GED Testing Time: In order to reduce the number of lost man hours of duty time, recommended GED testing of airmen for high school level qualification be held from 1800 to 2200.

ACTION: Referred to Division NCO Council.

11. Clearing for Reenlistment: Men clearing for short discharge and reenlistment on this base is consuming too many days. Contributing to this is the fact that certain offices will accept clearance processing only at specific times and days and restrict the number of people allowed in the office at one time.

ACTION: To be referred to Division NCO Board.

12. Pay Windows at Finance: With only one pay window at the Finance Office, men are delayed. Recommend that more pay windows be incorporated to expedite travel pay, TDY pay, partial pay etc. such as banks have for deposits, withdrawals etc.

ACTION: To be referred to Division board.

13. Maintenance of Motor Vehicles: Inspection and maintenance of motor vehicles by Motor Vehicle Squadron is inadequate.

ACTION: 40th Eng Material Officer will bring this deficiency to attention of Motor Vehicle Squadron Commander.

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14. Clothing Stock Stock: [illegible] adequate stock of clothing be maintained in Clothing Sales Store.

ACTION: 40th Wing Material Officer will investigate items and make known findings to the squadrons.

15. Time of Squadron MCO Advisory Council Meetings: Suggested that time of MCO Advisory Councils be changed from 0800 to 1130 hours during the day on the first Monday of each month as it creates a hardship for the 40th Field Maintenance Squadron.

ACTION: Squadron MCO Council meetings will be held at 1100 hours as decided in the minutes to the Wing MCO Advisory Council meeting dated 9 April 1956.

16. Family Style Meal Facilities in Wing Dining Hall: It was again recommended that family style meal facilities be made available to MCO's in the Wing Dining Hall.

ACTION: The Wing will re-submit a request for this service to the Food Service Squadron after the next council meeting at which time manning in the dining hall should permit this method of serving.

17. Traffic Hazard on D Avenue: Recommended that private vehicles be prohibited from stopping on D Avenue to pick up and discharge passengers as it creates a traffic hazard, particularly in the barracks area.

ACTION: 40th Wing Material Officer will advise the Provost Marshal of the situation and recommend that signs be placed along D Avenue prohibiting such a practice.

18. Traffic Hazard on Main Access Road: Recommend a hard surface area be provided near the trailer court located on the main access road in order that cars may pull off the main highway to discharge and pick up passengers and eliminate a traffic hazard created by the practice of stopping on the access road.

ACTION: Item to be referred to Division MCO Council.

19. Expediter Phones: Expediter phones have been installed but have not been connected.

ACTION: 40th Wing Material Officer will contact Base Communications Officer to expedite completion of installation.

20. Delay in Receipt of MSC Station Results: Complaint was made that there was an excessive delay in returning the results of MSC upgrading tests to the Base.

ACTION: 40th Wing Personnel Officer will disseminate information to the squadrons as to procedures used for reporting, including reasons for delay.

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21. Repair of Main Gate Road: Suggested that road between main gate and railroad track be repaired.

ACTION: Referred to Division NCO Council.

22. Wrecked Car Exhibit: In order to eliminate hazard created by wrecked car exhibit, recommend this display be moved to the area adjacent to the graveyard exhibit.

ACTION: Item for referral to Division NCO Council.

23. Center Line on Main Access Road: Suggested that center line of main access road be repainted with best type luminous highway paint as soon as possible so this line can be seen at night.

ACTION: 40th Wing DM has requested this work be done by ESD.

24. Shot Program: Suggested that each month certain squadrons be programmed for their shots rather than having a one time crash program.

ACTION: Referred to 40th Wing Personnel for implementation.

25. Gate 13: Recommend that a light be installed near gate 13 which would be visible from the flight line, delineating the driving lane between aircraft approaching this gate, so as to eliminate the hazard of driving into aircraft or ground powered equipment parked on the ramp.

ACTION: Referred to Division NCO Council.

26. Open Locker Inspection: Recommend that barracks open locker inspections be conducted only once or twice a month rather than weekly. Also recommend these inspections be standby inspections if they are to be open locker inspections.

ACTION: There will be no change from the present policy of an open locker inspection once a week. Past experience indicates that barracks conditions deteriorate to a completely unsatisfactory level without an open locker inspection at least once each week.

/FOR AND IN THE ABSENCE OF/
Richard D. Stapp
EMERTON B. BURNS
Colonel, USAF
Commander

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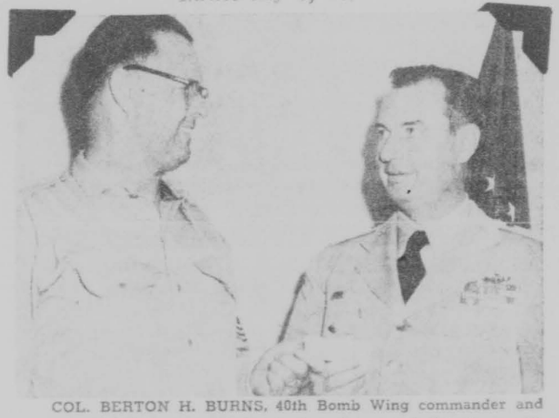
IMPACT May 4, 1956



COL. BERTON H. BURNS, 40th Bomb Wing commander and temporary division commander in the absence of Col. James W. Wilson, buys the first pair of tickets for the Crusade for Freedom Benefit Dance from M/Sgt. Jennings B. Pitts, chairman of the dance, sponsored by the SHAFB NCO Academy Graduates Association. All proceeds will go to this worthy cause. (USAF P[illegible]

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HEADQUARTERS 93RD AIR DIVISION
Smoky Hill Air Force Base, Salina, Kansas

MINUTES OF STAFF MEETING
1230 hours, 3 May 1956

Presiding: Colonel Burns

BASE COMMANDER

Vehicle Safety Inspections: About 1000 people have not had safety inspections on their vehicle. After 21 May 1956, no cars will be allowed on the base without the safety sticker.

Traffic Tickets: Whenever a person gets a traffic ticket, the Traffic Court in each case recommends that the individual attend the Base Traffic Violator's School. No one has been showing up at the school. Unit Commanders will advise the Ground Safety Officer as to the name of individuals and time they are to report, if they determine any of their people are to go to the school.

DIRECTOR OF OPERATIONS

60-9 Deviations: For the 40th Wing, 38 per cent; for the 310th Wing, 37.7 per cent.

PACESETTER III: The 40th Wing won PACESETTER III; the 310th Wing was second.

Armed Forces Day Flyovers: Twenty-four aircraft from this Base are scheduled on the 19th of May to fly over Washington, D. C. Colonel Wells is now at Eighth Air Force being briefed on these flyovers. On Monday, 7 May, an Eighth Air Force Team will be on the base to brief the lead and deputy leads. The briefing will be held in the 381st briefing room at 0800 hours. There will be a practice mission on the flyover on 10 May. On 14 May, the lead and deputy lead crews will meet at Lockbourne for a critique of the mission. If further practice is needed, an additional practice mission will be flown on 16 May. Four B-47's and four KC-97's are departing on 18 May for static displays in various areas.

DIRECTOR OF PERSONNEL

Articles in Reader's Digest: Colonel Lilley called attention to an Article in the current issue of Reader's Digest, entitled "Officer Retention." At the next staff meeting, he would like to have a decision made as to whether or not there would be a series of talks given to officers who are getting out of the Service.

Colonel Lilley also called attention to Page 11 of the Digest, which was a table covering information about government insurance.

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DIRECTOR OF MATERIEL

Laundry Facility Survey: An AMC Team will be on the Base to conduct a laundry facility and service survey. As yet, there is no definite date as to when they will arrive.

Electric Power for A&E Buildings: One half of the shipment of electric power for the new A&E buildings arrived yesterday. Installation will begin immediately.

Eighth Air Force Inspection: Major McKay has interviewed the noncommissioned officers who have recently been assisting in Eighth Air Force inspections at other bases; and, as a result, has put out a poop sheet covering areas that were checked by Eighth Air Force teams. This sheet should prove useful in preparing for the forthcoming Eighth Air Force Inspection at this Base.

USAF IG Survey Team: A TWX has been received from Eighth Air Force stating that a USAF IG Survey Team will be on the Base from 17 through 19 May, headed by LTCOL Suffud. They stated a mutual briefing is desired immediately after arrival. They are interested in procedures established by AFR 66-12.

Consolidated Fund Drive: Total contributions as of 3 May 1956:

Air Base Group		310th Bomb Wing		40th Bomb Wing	
8BHS	$ 540	310HS	$ 416	40HS	$ 208
8APS	475	379BS	470	25BS	38
8AIS	261	380BS	236	44BS	119
8FSS	151	381BS	93	45BS	148
8MVS	348	310ARS	75	40ARS	465
8SUP	365	310A&E	40	40A&E	320
8OPS	328	310FM	127	40FM	126
BAFH	347	310PM	80	40PM	186
Base TOTAL	$2816	TOTAL	$1537	TOTAL	$1611

If an individual does not contribute a full day's pay, his contribution will not be considered in the percentage-wise ultimate total.

COMPTROLLER

Improvement in Morning Reports: Improvement has been noted in the Morning Reports and in the overall reporting system. It is very commendable.

Submission of Morning Reports: With the new schedules in effect, consideration is being given to advancing the Morning Report due date to Stat Services by one hour. The 310th Wing and Air Base Group desire that the due date on their Morning Reports be extended one half hour. They will be advised as to whether or not this can be done by the afternoon of 4 May 1956.

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SAFETY FILM

RCS Manual: This manual was distributed about 27 April, and requires a great deal of staff review. It is suggested that all agencies review portions of the manual pertaining to them, and indicate where errors have been made so they can be corrected.

Budget Review Panel Meeting: The next Budget Review Panel meeting will be quite important due to the fact that the end of the year is approaching and money is being obligated at an accelerated rate, particularly for TDY and local purchase items. It is conceivable that we might be out of money by the end of May.

ACTING DIVISION COMMANDER

RBS Scheduling: Both wings are still having trouble with the RBS Schedule. The Director of Operations is urged to correct this item. It is suggested the wings be given more complete information after the schedule is made out, such as when bomber streams will be going over certain sites, etc.

Second Radio Net for A&E: A change in the PC document was submitted personally by Major Andrews, the Communications Officer. It is believed that approval will be given for a second radio net, primarily for A&E.

Drag Races: Colonel Hein suggested that, rather than the base getting involved in operating drag races, those who desire to participate in such events be directed to a local club in town, which is well organized and operates on a strip in the old warehouse area of Camp Phillips. Colonel Burns stated the entire project would be turned over to Colonel Hein, who would give a complete report on the subject at he next staff meeting.

Painting of the Ramp: Painting of the ramp will continue this week. KC-97's will not be moved. The 310th Wing area for parking of B-47's will be painted this weekend. Painting will be completed as close to Taxiway 4 as possible.

Grass Cutting: Squadrons are responsible for cutting grass around their own buildings. The leasor of base land is responsible for cutting grass in the ditches and open fields. Colonel Hein reported that all available mowers are in use at the present time.

Briefing: The briefing on maintenance and operational statistics was presented by Colonel Burns.

DIVISION ADJUTANT

Advertisement for Crusade for Freedom Dance: Lieutenant Johnson requested, and was granted permission to let the Air Base Band play over the Base between 1130 and 1300 hours, 4 May, for the purpose of advertising the dance to be held in the NCO Club to raise funds for the Crusade for Freedom Drive.

Carl W. Hauth

CARL W. HAUTH
Major, USAF
Adjutant

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HEADQUARTERS
40TH BOMBARDMENT WING MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

31 MAY 1956

RCS: SAF-71

ROSTER OF OFFICERS

1. Number of Items within Grade
2. Marital Status
3. Name (Last, First, MI)
4. AFSC/MOS
5. Date of Rank in Grade
6. Aircrew data-Aeronautical Rating

P-1-Fighter Pilot-Jet
P-2-Fighter Pilot-Single Engine
P-3-Pilot-Single Engine (Other)
P-4-Pilot-AOB
P-5-Pilot-B-29 and RB-29
P-6-Pilot-B-36 and RB-36
P-7-Pilot-B-50
P-8-Pilot, FourEngine (Other)
P-9-Pilot-Twin Engine (Other)
E-Aircraft Performance Engineer
R-A/O Radar Operator
N-A/O Navigator
B-A/O Bombardier
RBN-A/O Navigator-Bombardier
RCM-A/O-RCM Officer
W-Weapons Officer
F-Flight Surgeon
AGM-A/O Medical
S-Summary Officer

7. Duty Assignment
8. Organization to which assigned
9. Primary AFSC
10. FCSD
11. Date Assigned Station
12. Office Phone
13. Home Address
14. Home Phone
15. Date of Separation

NOTE: ALL HOME ADDRESSES AND PHONE NUMBERS ARE SALINA, KANSAS UNLESS OTHERWISE INDICATED

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
COLONELS														
1	M-BOWDEN, William M.		5790A	15Apr53	CP-8	DIR OF OPNS	40HS	0036C	0452	0255	8017	Base Quarters	1250	R-
2	M-BURNS, Berton H.		4844A	20Jun50	CP-8	Wing Commander	40HS	0066C	0854	0754	268	Base Quarters	8300	R-AF
3	M-LOW, Andrew S. Jr		8890A	1Aug51	SP-8	Deputy Wing Commander	40HS	0066C	1055	0455	267	1003 E Beliot	71850	R-AF
4	M-STEPP, Richard D.		3007A	17Mar55	CP-8	Wing Materiel Officer	40HS	0046C	0833	0653	0113	1213 Pershing	74648	R-AF
5	M-WALL, Wallace		4793A	14Mar55	CP-8	Deputy Dir of Materiel	40HS	0026A	0856	0556	1205	Base Quarters		INDEF
LIEUTENANT COLONELS														
1	M-ROMAN, Thomas S.		6685A	23Feb56	AC-8	SQ COMDR	40AR5	0061A	0151	0054	113	309 W. Jewell	73973	R-AF
2	M-BURGESS, Richard D.		17383A	11Mar52	SP-4	DIR OPS & TNG	40HS	1145	0851	0554	272	532 W Claflin	8074	R-AF
3	M-[illegible], Edward P		A0396379	Char51	CP-8	SQ COMDR	25HS	0066A	0553	0253	8303	880 S 9th	70987	INDEF
4	M-MILLER, Harold G.		9461A	1Aug51	SP-8	Chief of Maint	40HS	4316	1053	0753	0140	512 S Santa Fe	6069	R-
5	M-IVEY, William G.		7643A	20Feb51	SP-8	SQ COMDR	45BS	0066A	1245	1145	089	1946 Larson	8810	R-AF
6	M-MILLS, Charles F.		A0739734	11Jun50	SP-8	Director of Personnel	40HS	0016C	0853	0154	713	1112 Apche	73484	INDEF
7	M-MINAHAN, John C.		5032A	20Feb51	SP-8	S, COMDR	40AAE	3811	0555	0355	312	113 N 3rd Lindsburg, Kansas	2114	R-AF
8	M-PITTS, William F.		9796A	1Aug51	SP-8	SQ COMDR	44B3	0066A	1252	0753	271	1308 Court	2472	R-AF
9	M-SHULER, Leroy T.		A0796037	21Apr55	SP-8	OPS Staff Officer	40HS	1416	0150	0952	214	1424 Kiowa	74638	INDEF
10	M-WETZEL, Albert J.		7380A	1Jun52	SP-8	Student	25BS	8416	1047	0256	TDY MC CONNELL AFB, KANSAS			R-AF
MAJORS														
1	M-ADAMS, John H.		14487A	1Jun52	SP-8	Pilot B-47	44BS	6746	0551	0556	Unknown		Unknown	INDEF
2	M-ASH, Robert P. Sr		6987A	14Dec50	SP-8	Pilot B-47	44BS	1234B	0954	0954	559	1818 Larson	8958	R-
3	M-BANK, Raymond M		A0810457	5Jan56	SP-8	ACFT COMDR B-47	45BS	1234B	1054	0654	747	1931 Gebhart	70912	INDEF

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
MAJORS (CONTD)														
[redacted]	M	BENTLEY, Henry D.	A0816975	1Jun52	SP-4	WG Plans Officer	40H3	1245	0450	0854	8347	407 S 1st Lindsburg, Kansas	67320	INDEF
5	M	BROWN, Donald M.	A0359994	7Dec45	None	Wing Adjutant	40H3	7024	1252	0155	711	516 S 8th	72854	INDEF
6	M	BURNSTAD, Basil B.	A0727850	13Feb53	P-4	ACFT COMDR B-47	44B3	1245	0547	0554	559	1321 Arapahoe	73826	INDEF
7	M	CAMPBELL, James M.	A0683964	28Dec55	SP-4	ACFT COMDR B-47	45B3	1245	1153	0754	747	1303 Kiowa	72015	INDEF
8	M	CARPENTER, Robert F.	A0804298	27Feb53	SP-4	INTELL OFF	40H3	2016	1252	1252	525	852 Choctaw	2402	INDEF
9	M	CURTIS, John L.	A0725953	1Jul52	NBR	Wing Observer	40H3	1525B	0044	0753	0853	1941 S 9th	73706	INDEF
10	M	ELLIS, Harold	A0441629	8May51	None	Asstg Asgmt	45B3	4344	0556	0856	747	1503 W Crawford	3381	INDEF
11	M	FITSCHEN, Iver C	12712A	1Dec51	SP-5	ACFT COMDR B-47	45B3	12348	0355	0455	8258	1302 Lewis	74988	R-AF
12	M	HAWKINS, Frederick R.	13945A	1Jun52	P-3	SQ COMDR	40H3	4311	0543	0754	341	752 S 5th	73556	R-AF
13	M	HOOVER, Paul M.	A0726898	20Jun50	NBR	CHF Target [illegible] Team	40H3	1525B	1151	0855	509	326 N 2nd Lindsborg, Kansas	759	INDEF
14	M	HUGHES, Robert B.	14617A	1Apr53	SP-4	Wing TMC Officer	40H3	1245	0949	0754	522	AFT 3006E Camp Phillips	74633	R-AF
15	M	JACOBSON, Hilding L. Jr	A0405333	10Mar51	SP-4	SQ OPS Off	25B3	1245	0245	0654	8311	543 S Santa Fe	72829	INDEF
16	M	JOHNSON, Carl H.	13940A	23Jan56	SNBR	SQ OBSR	44B3	1525B	0745	0654	8102	408 Russell	75093	R-AF
17	S	JOHNSON, James R.	6968A	1Dec50	SP-8	HOSPITAL	40H3	4316	0653	0753	596	540 S 5th	74529	R-AF
18	M	KELLY, Edward J.	A0433003	4Feb55	NBR	SQ OBSR	25B3	1525B	0342	0953	8258	1317 Franklin	70905	INDEF
19	M	KENDALL, Robert B.	A01059515	1Apr53	NBR	ASST Wing Plans OFF	40H3	1525B	1147	0754	659	1000 Apache	72703	INDEF
20	M	KRONSHAGE, Milford C.	A0774687	1Jun52	SP-8	Wing Inspector	40H3	1435	0850	1053	707	1315 Roach	73950	INDEF
21	M	LIEBSCH, Joseph G.	A0742435	1Jun52	SP-4	SQ OPS OFF	45B3	1245	1145	0354	747	857 Osage	73908	INDEF
22	M	MARVILL, James H.	A01692737	1Jun52	SP-4	ACFT COMDR B-47	25B3	1245	0947	0654	8311	916 Choctaw	72990	INDEF

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1	2 3	4	5	6	7	8	9	10	11	12	13	14	15
MAJORS (CONTD)													
23	M-MC CAMPACK, Paul W.	AO699763	15Mar54	1-8	Supply Logisin Officer	4003	6411	0836	0855	578	816 University	73200	OKLF
24	M-MC GILL, Allen R.	15175A	13Oct50	SP-3	LNO OFF	4003	4351	0447	0654	8140	1946 Gethart	70092	INDLF
25	M-MORRIS, Charles R.	21252A	1? Feb52	NONE	Dental Surgeon	4003	9026	1253	0154	383	817 W ash	73797	R-AF
26	M-MOORE, Elbert L. Jr	AO408328	15Feb51	SP-8	Pilot AC-97	4003	1416	1245	0836	377	410 W Walnut	NONE	INDLF
27	M-MUNDAY, James S	AO665707	15Feb51	SP-3	Jr OPS OFF	4003	1435	1049	0830	377	1505 Cheyenne	8242	INDLF
28	M-NAHON, Gordon R.	13039A	1Jan52	SP-4	MC Flying TNG OFF	4003	1245	1153	0654	522	301 Frost	74957	R-AF
29	M-NELSON, Warren L.	AO888077	14Nov50	SP-8	IND & TNG SUP OFFICER	4003	7516	1146	0836	377	No Locator Card	NONE	INDLF
30	M-NOONAN, Joseph F.	AO840059	1Apr53	SP-8	ACFT COMDR B-47	4003	1231E	1430	0750	559	1003 Osage	73893	INDLF
31	M-OLDT, Robert C.	12962A	15Feb51	SP-8	Pilot AC-97	4003	7535	0750	0836	377	BOX 686	433	R-AF
32	M-PAGE, Leroy D.	12830A	13May54	SP-8	OPS COMDR	4003	4224	0145	0854	396	408 W Claflin	74000	R-AF
33	M-PUTNEY, Donald W.	AO701522	15Nov55	SP-4	OPS OFF	4003	1245	1145	0954	559	143 E Minneapolis	74095	INDLF
34	M-PATTEN, Wayne B.	AO757338	15Mar54	SP-8	Pilot AC-97	4003	7024	0552	0836	377	856 Pontiac	70082	INDLF
35	M-WANDERVORT, Jack C.	AO800166	1Jun56	SP-8	Atomic Weapons OFF	4003	3874	1145	1154	0079	132 N Columbia	73544	INDLF
36	M-WARNER, Willie C.	AO714577	30Jan56	SP-8	ACFT COMDR KC-97	4003	1234C	0849	0952	223	761 Chesterfield	73996	INDLF
37	S-WILSON, Raymond E.	AO1036803	15Feb51	None	MAINT SUPV	4003	3216	0454	1153	312	410 APT #5, Kraft Manor	4106	INDLF
38	M-WILLINGHAM, Arthur F.	AO564645	6Apr54	SP-9	Student	4003	3234	0855	0855	630	TDY CHANUTE AFB, ILL		INDLF
CAPTAINS													
1	M-ABBOTT, William H.	AO929760	1Jun52	SP-4	ACFT COMDR B-47	4003	1245	1046	0654	559	914 W Sooth	74246	INDLF
2	M-ADAMS, Paul D.	AO3002056	29Jan53	NONE	OPS COMDR	4003	9356D	1241	0455	446	838 E Beloit	74149	0157

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CAPTAINS (CONTD)														
3	M	ADAMS, William V.	A0504234	19Dec50	SP-8	ACFT COMDR AC-97	40AR3	1234C	0743	0453	377	120 S Wisconsin	4479	INDEF
4	M	ALDERSON, Jerry D. Jr	19945.	15Dec51	P-5	P.S OFF	40AR3	3616	0752	0555	659	832 Commanche	74859	R-AF
5	M	AMERIO, Umberto M,	A01910686	2Feb56	P-3	Pilot B-47	44B3	1234B	1145	1253	559	700 S Santa Fe	3293	INDEF
6	M	ARNOLD, Charles J.	A0735016	26Dec51	SP-8	Student	40A3	6121	0845	0753	None	TDY F. E. WARREN AFB, WY		INDEF
7	M	BRADSHAW, Curtis H. Jr.	21984.	11Jun55	P-4	ACFT COMDR B-47	45B3	1245	1152	0754	747	876 Seminole	5867	R-AF
8	M	AVIS, Don	A0669156	7Jul52	NBR	ACFT OBSR B-47	25B3	1525B	0146	0555	8311	851 Shawnee	73833	INDEF
9	M	BUCK, Jack	A0209580	Jul53	P-4	Pilot KC-97	40AR3	8224	0404	0154	377	No Locator Card	None	INDEF
10	M	BURNS, Lowell V.	A0703368	25Oct50	SNBR	ACFT OBSR B-47	45B3	1525B	0551	0754	747	8253Commanche	74061	INDEF
11	M	CARLSON, Adin S.	A0687924	1Jun52	NBR	ACFT OBSR	25B3	1525B	0653	0754	8311	1109 Osborne	4743	INDEF
12	M	CHANEY, William R.	A0716904	28Mar50	NBR	ACFT OBSR B-47	25B3	1525B	0945	0945	8311	TDY,McCHORD AFB,	CALIF	INDEF
13	M	BENSON, JohnDon J.	20078543	21Jun53	P-4	Pilot B-47	25B3	1245	0153	0654	8311	1009 Osage	2516 2004	R-AF
14	M	BLANCHARD, Frank J.	A02065223	15Mar54	NBR	ACFT OBSR B-47	44B3	1525B	0746	0854	559	905 Gypsum	71701	INDEF
15	M	BOYD, William M.	A0937124	1Jun52	P	ACFT PILOT KC	40AR3	4323	0350	1154	377	521 E Cloud	75214	INDEF
16	M	BOWERS, Thomas B.	A0662239	12Mar51	SNBR	ACFT OBSR B-47	45B3	1525B	0653	0854	747	1927 Larson	74480	INDEF
17	M	BOWLES, Vernell N.	A02092076	Apr53	P-4	ACFT COMDR B-47	25B3	1245	1152	0654	8311	1111 S 9th	5775	INDEF
18	M	BRADLEY, William F III	21585.	16Apr53	P-4	Pilot B -47	45B3	1245	0642	0654	747	AFT 304CD	75044	R-AF
19	M	BROWN, William K.	A02064823	13Sep52	SP-8	ACFT COMDR KC-97	40AR3	1234C	0247	0155	377	Camp Phillips 142 S 10th	6762	INDEF
20	M	BURDEN, George H.	A0814645	2 Jul50	SP-8	ACFT COMDR KC-97	40AR3	1234C	0345	1254	377	934 Osage	4942	INDEF
21	M	CADY, Roger E.	A0814022	25Jul50	SNBR	ACFT OBSR B-47	45B3	1525B	0146	0754	737	812 Highland	70920	INDEF

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CAPTAINS (CONTD)													
22	M-CALLOWAY, EDGAR R.	A01205818	3Jun54	SP-8	ACFT COMDR KC-97	40AA3	1234C	0545	0952	377	721 W Cloud	74753	INDEF
23	M-CAMBELL, Lewis D. Jr	A01960388	15Mar54	SP-4	ACFT COMDR B-47	45B3	1245	0852	0654	747	811Sherman	3495	INDEF
24	M-CARROLL, Donald F.	A0233792	3Feb53	P-4	Pilot B-47	44B3	1245	0946	0654	559	1100 Apache	74946	INDEF
25	M-CATES, James	A0689935	25Nov52	NBR	ACFT OBSR B-47	45B3	1521B	0445	0854	747	BOQ 686	None	INDEF
26	M-CLARK, David W.	A0435881	30Mar51	SP-4	ACFT COMDR B-47	44B3	1245	1147	0053	559	938 Pearl	74602	INDEF
27	M-CLEVELAND, Lewis A Jr.	14753A	3Nov50	SP-8	ACFT COMDR B-47	44B3	1434B	0952	0340	8250	1430 Arapahoe	73587	INDEF
28	M-CLOET, Charles D. Jr	A0679998	4Mar51	SP-8	STUDENT	40AA3	1234F	0245	0456	NONE	No Locator Card	NONE	INDEF
29	M-COLE, Richard J	A0060343	14Feb55	NBR	ACFT OBSR B-47	44B3	1525B	0646	0754	345 S Oakdale		71883	INDEF
30	M-COLLINS, Marx Jr	A0723998	15Mar54	NBR	ACFT OBSR B-47	44B3	1525B	0845	0754	559	1504 Kiowa	71200	INDEF
31	M-COLLINS, Rodney F.	A02075039	10Feb55	SNBR	ACFT OBSR B-47	44B3	1525B	0649	0854	559	836 Hemlock	68952	INDEF
32	M-CONLEY, Kenneth H.	A0946298	12May54	NBR	ACFT OBSR B-47	45B3	1525B	0242	0854	747	AFT 4029 Camp Phillips	None	INDEF
33	M-COOMING, Leon J. Jr	A0717626	15Mar54	None	PROJ CONT OFF	40A3	4355	0155	0256	None	1511 W Republic	74907	INDEF
34	M-COX, James R.	A0737944	1Apr53	SP-4	Pilot B-47	45B3	4351	0545	0654	747	AFT 3039D Camp Phillips	None	INDEF
35	M-CRILL, John F. Jr	A0831544	12Mar52	SP-4	ACFT COMDR B-47	44B3	1245	0742	0654	559	1412 Arapahoe	5306	INDEF
36	M-CROSSMAN, Robert D.	A03000801	13Jun54	None	Dental Officer	40TH	9826	1241	0754	383	1432 Kiowa	74769	0756
37	M-CROWLEY, Donald J.	A0703439	15Apr54	NBR	ACFT OBSR B-47	44B3	1525B	0642	0854	559	521 W Beloit	75265	INDEF
38	M-DAVIS, Henry,E. Jr	A0779908	1Apr53	P-4	ACFT COMDR B-47	25B3	1241	0253	0454	8311	924 W Walnut	2746	INDEF
39	M-DAVIS, Richard L.	A0748062	25Jul50	NBR	ACFT OBSR B-47	45B3	1531A	0754	0556				INDEF
40	M-DEAN, Oscar C.	A0754414	15Feb51	P-9	SQ Supply Officer	40A6	6424	0453	0553	519	418 E. Euclid McPhearson, Kansas	1972W	INDEF

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CAPTAINS (CONTD)													
[illegible]	M-DISBLE,Robert M.	A0C069340	21Jun55	NER	ACFT OBSR B-47	25B3	1525B	0153	0854	8311	216 S Columbia	2669	INDEF
42	M-DICKERSON, Aaron B.	A0627997	15Feb51	NER	ACFT OBSR B-47	45B3	1525B	0145	0754	747	912 Seneca	2637	INDEF
43	M-DOUGHTY, Harry E.	A0657236	9Mar55	P-3	Pilot B-47	44B3	1231B	1241	0952	559	1402 Arapahoe	73476	INDEF
44	M-DROR, Hugh P	A0430739	13Jan55	P-4	Pilot B-47	45B3	1245	0446	0654	747	ATT 3038A Camp Phillips	73626	INDEF
45	M-GOLDSBY, Paul L.	A0711528	1Jun52	P-4	ACFT C ,DR B-47	25B3	1245	0246	0354	8250	1416 Arapahoe	74524	INDEF
46	M-HAYES, Ken M.	A0752187	31Oct50	P-3	ACFT COMDR B-47	25B3	1234B	0355	1[illegible]	8311	425 E Beloit	4735	INDEF
47	M-HINCKLEY, Paul R.	A0731040	30Jun54	NER	ACFT OBSR B-47	25B3	1525B	0952	1047	8311	ATT 4028D Camp Phillips	73977	INDEF
48	M-HOLLINGER, Robert J.	A0302290	22Nov55	None	Dental Officer	40TH	9826	1241	0953	383	BOQ 686	482	0357
49	M-[illegible], John A.	A0800528	11Jun52	SP-3	ACFT COMDR KC-97	40AR3	1234C	0343	0952	377	823 E Jewell	2149	INDEF
50	M-FISCHER, John S.	A0805430	2Sep51	SP-3	ACFT COMDR KC-97	40AR3	1234C	0145	0952	377	1917 Gebhart	8975	INDEF
51	M-GALLIEN, John F.	A0803848	6Dec51	FP-3	ACFT COMDR B-47	25B3	1234B	1252	0753	8311	BOQ 686	408	INDEF
52	M-CALLIGAN, Walter T.	16923A	13Sep51	SP-3	ACFT COMDR B-47	44B3	1234B	0549	1053	559	835 Commanche	73603	R-AF
53	M-GALVAN, Robert A.	A0672598	31Oct50	SP-4	ACFT COMDR B-47	25B3	1245	0047	0354	8311	419 N Washington	2342	INDEF
54	M-GARRISON, Morris C.Jr.	A0699365	15Feb55	P-4	Pilot B-47	25B3	1245	1145	0654	8250	McPherson, Kansas 1538 Pueblo	75010	INDEF
55	M-GENTLER, Mervin H.	A0794319	31Oct50	SP-3	FLT Line MAINT OFF	40A&E	3234	1153	0955	313	Johnson Motel	None	INDEF
56	M-GILLETTE, Charles F.	A0836665	26Oct51	P-3	ACFT COMDR KC-97	40AR3	1234C	0647	1052	377	814 Seminole -	73966	INDEF
57	M-GIOMLT, Adalbert L.	A0836702	1Apr53	SP-4	ACFT COMDR B-47	45B3	1245	0250	0354	747	926Chawnee	2938	INDEF
58	M-GODWIN, Albert L.	A0793101	9Jul53	SP-3	ACFT COMDR KC-97	40AR3	1234C	0342	0254	377	1012 Apache	71865	INDEF
59	M-GRANTHAM, Cumbrell T.	A0708480	1Jun52	SP-3	ACFT COMDR KC-97	40AR3	1234C	0350	0355	377	844 Navajo	6715	INDEF

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CAPTAINS (CONTD)													
60	M-GRUFFER, Robert D.	A0304,2408	11Aug55	None	ASST CH SUPT SVC	40TH	9416D	1241	0156	446	408 Charles	74579	0857
61	M-CRIDM, Alfred R.	1563A	15Apr51	SP-4	ACFT COMDR B-47	45B3	1245	0849	0 50854	747	925 Hemlock	None	R-AF
62	M-HALL, J[illegible] E.	A0754306	2Apr53	P-3	ACFT MAINT OFF	44B3	4344	0353	0653	8009	811 Osage	74255	INDAF
63	M-Haley Lester W.	A0[illegible]7450	3[illegible]55	P-[illegible]	[illegible] Supply OFF	40AB3	6424	0745	1052	431	1516 Araphoe	5194	INDAF
64	M-[illegible], Roy	A0[illegible]1,31	1[illegible]55	None	CBP PAO AVC	40TH	9326	1241	0253	446	243 S 12th	75185	0257
65	M-HAMILTON, Richard H. Jr	A0709940	1[illegible]53	SP-4	ACFT COMDR B-47	4583	1525B	1152	0754	559	APT 3039b Camp Phillips	5332	INDAF
66	M-[illegible], James L.	A0711666	5Apr52	SP-4	ACFT COMDR B-47	25B3	1245	1245	[illegible]	8311	524 S 12th	3637	INDAF
68	M-HARRIS, Bruce G.	A0760323	4Nov51	NBR	ACFT OPSR B-47	25B3	1525B	1045	0654	8311	1112 N Ash McPhearson, Kansas	1138J	INDAF
69	M-[illegible]INGTON, Alvin E.	A0751130	15Dec51	SP-4	ACFT COMDR B-47	45B3	1245	0246	0554	747	1433 Cheyenne	73904	INDAF
70	M-HASSING, Douglas H.	A0733699	1Jun52	NBR	ASST SQ OPSR	45B3	1525B	1152	0754	747	824 E Kirwin	4002	[illegible]DEF
71	M-HOLSTMAN, Melvin C.	A0[illegible]4299	15Mar54	P-4	Student	44B3	1241	0653	1255	559	TDY MacDill AFB, Fla.		INDAF
72	M-HOUCK, Paul R.	25037A	15Mar54	SP-4	ACFT COMDR B-47	45B3	1245	0642	0854	747	956 S 9th	71977	R-AF
73	M-HUDDLESON, Raymond L.	A021[illegible]041	15[illegible]51	E	ACFT MAINT ENG	40B3	4324	0650	0353	8003	Patio Tr Ct	3154	INDAF
74	McHUNT Oscar A.	A01709[illegible]35	19Jan55	P-8	Pilot B-47	25B3	1435	1253	0556				INDAF
75	M-IRVING, John C.	AC0550309	25Mar51	SP-4	ACFT COMDR B-47	4583	1245	0845	0954	747	1940 Simmons	2495	INDAF
76	M-JOHNSON, Grant W, Jr.	21772A	29Mar56	NBR	ACFT OPSR B-47	4583	1525B	1253	0953	747	657 S 5th	74367	R-AF
77	M-JOHNSON, John D.	A0781325	31Dec52	P-4	Pilot B-47	44B3	1245	0347	0654	559	916 E Ash	74398	INDAF
78	M-JONES, Clifford W.	A0821031	1Jun52	P-4	ACFT COMDR B-47	25B3	1245	0745	0654	8311	724 Custer	74378	[illegible]DAF
79	M-JONES, John L.	A0700681	15Nov52	SP-4	ACFT COMDR B-47	4583	1245	0852	0654	747	APT 3040B Camp Phillips	5929	INDAF

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CAPTAINS (CONTD)														
[illegible]	M-[illegible]AR, James R.	A0822739	1Jun52	SP-8	ACFT COMDR KC-97	40AR3	1240	0945	0753	377	1312 Kiowa	74300	INDLF
81	M-KANTER, David	A0661634	15Jun51	SOR	OIC MAIF DATA & ANALY	40AR3	1331	0353	0954	8173	705 Seneca	73831	INDLF
82	M-KR[illegible]R, Vernon R.	A0759026	1Mar53	P-4	MAINT CONTROL	44BS	1245	0653	0654	705	AVT 3008A	74041	INDLF
83	M-LA[illegible]CK, John [illegible].	A0186[illegible]74	6Mar53	T-8	ACFT COMDR KC-97	40AR3	1234C	0542	0952	377	Camp Phil ips 720 Seneca	74751	INDLF
84	M-LIEBENBERGER, Reuben C.	A01587417	1Nov50	None	ACFT MAINT OFF	25BS	4344	1053	0552	543	516 S 5th	73739	INDLF
85	M-[illegible]EN13, Joe A.	A0307101	30Oct50	T-9	AIR EXACT OFF	40AR3	3054	0654	0754	651	726 Birch	73[illegible]5	INDLF
86	M-[illegible], Fred H.	A0[illegible]18469	3[illegible]Jun53	T-8	ACFT COMDR KC-97	40AR3	1234C	0[illegible]	0[illegible]	377	517 S Sante Fe	73[illegible]5	INDLF
87	S-[illegible]MARK, Morgan J.	A0681922	20Nov50	NSR	SQ INTELL OFF	25BS	2054	0774	0955	8237	BOQ 686	433	INDLF
88	[illegible], Francis J. Jr	A0717469	1Apr53	MBR	ACFT COMDR B-47	25BS	1525B	0652	0854	8311	635 E Iron	74306	INDLF
89	M-[illegible], Patrick J.	A0746735	15[illegible]54	MBR	ACFT OBSVR B-47	44BS	1525B	0553	0654	559	503 E Ellsworth	6140	INDLF
90	S-MARLIOLIS, Vera	AF3044692	24Feb56	None	MC[illegible], Anesthetist	40TH	5744	1341	0256	745	501 E Crawford	9272	62[illegible]8F
91	M-MARKOWSKI, Ignatius R.	A0[illegible]598[illegible]6	19Dec50	SP-8	ACFT COMDR B-47	44BS	1434B	0750	0754	559	1913 S 4th	74336	INDLF
92	M-[illegible]IL, Louis C.	A01995863	NO RECORDS AVAILABLE.				25BS							
93	M-MARTIN, Andrew G. Jr.	A0935878	7Jan55	P-4	ACFT COMDR B-47	44BS	1245	0150	0654	559	609 N 10th	74217	INDLF
94	M-MARTIN, Nesbit L.	A0389136	1Jun52	None	ACFT MAINT OFF	40AR3	4344	0755	0455	346	1515 Arapahoe	4450	INDLF
95	M-M[illegible]BY, Philip H.	A01911586	1Nov53	P-4	Pilot B-47	44BS	1245	0852	0654	559	838 Navajo	74195	INDLF
96	M-MC LAIN, Herbert W.	A0780669	1Jun52	SP-8	ACFT COMDR KC-97	40AR3	1234C	0843	0952	377	1401 S Sante Fe	74210	INDLF
97	M-MC [illegible]SHBY, Robert N.	A01914498	28Apr52	MBR	ACFT OBSVR B-47	25BS	1525B	0553	0654	8311	861 Hemlock	71838	INDLF
98	M-M[illegible]TEL, Charles [illegible].	A0535496	15Apr54	SP-4	ACFT COMDR B-47	40H3	1245	0854	1053	8019	846 Birch	73468	INDLF

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CAPTAINS CONTD													
99	M-MINNER, Wallace E.	A0757829	15May52	F-4	Pilot B-47	45B3	1245	1145	0654	747	871 Cherokee	76340	INDEF
100	M-MILLARICA, James F	A0733695	1Aug50	SF-4	ACFT CMDR B-47	44B3	1245	0353	0554	559	1300 Tammee	74132	INDEF
101	M-MOODY, Hall A. Jr	A0765513	15Feb51	F-4	WG REPORTING OFF	40H3	1245	0849	0753	722	1520 Kiowa	75940	INDEF
102	S-Moore, George D. Jr	20293A	18Oct55	F-4	Pilot B-47	44B3	1245	0342	0554	559	416 W Prescott	74763	INDEF
103	M-MOSLEY, Perley L.	A02099109	6Sep51	F-4	DIR of Safety	45H3	1245	0851	1165	8019	110 Roach	76300	INDEF
104	M-MUSE, John M.	18028A	15Apr54	SF-4	ACFT COMDR B-47	45B3	1245	1151	0654	747	1322 Ponca	9014	INDEF
105	M-OWEN, Lewis G.	A0512442	22Jun50	SF-8	Pilot KC-97	40H3	1234C	0854	0654	515	Tarrytown Tr Ct	4665	INDEF
106	M-[illegible], Vincent C.	A0685511	12Nov50	[illegible]	ASST WG OPSN	40H3	1525B	1245	0654	8253	904 Osage	75050	INDEF
107	M-[illegible], John J.	A0677357	31Oct50	SF-8	ACFT COMDR KC-97	40H3	1234C	0651	0952	223	1525 Arapahoe	73703	INDEF
108	M-[illegible], Clarence A.	A0678398	1Nov52	F-4	ACFT COMDR B-47	25B3	1245	0353	0654	8311	952 Lewis	73009	INDEF
109	M-OMAN, Melvin	A0300925	6Aug54	None	CHF Out-Patient SVC	40TH	9926	0542	0854	446	513 E Claflin	2908	0256
110	M-OSBORN, John W.	A0777224	17Feb55	SNBR	ACFT CMDR B-47	25B3	1525B	1045	0354	8311	1329 Franklin	73317	INDEF
111	M-OWEN, Orin K.	A0787189	15Apr54	NBR	ACFT OBSR B-47	25B3	1525B	0846	0654	8311	745 Hancock	5563	INDEF
112	M-PAGLIARO, Gerald J.	A0673877	10Dec50	SNBR	ORIENTATION BOOTSTRAP	45B3S	1525B	1055	0754	747	TDY UNIV OF ILL (RLT: 11Aug56)		INDEF
113	M-PARSONS, Cloyd E.	A02056291	9May51	NBR	ACFT OBSR B-47	45B3	1225B	0945	0754	747	841 Navajo	3620	INDEF
114	M-PEDERSON,Leslie M.	A0204435	27Aug50	None	WG Supply OFF	40H3	6424	0553	0253	441	1434 Franklin	3475	INDEF
115	M-PERRAULT, Noblee A.	A0718741	15Apr54	SF-8	ACFT COMDR KC-97	40H3	1234C	0945	0653	377	771 Choctaw	74046	INDEF
116	M-PERRY, Jesse J.	A01858357	10Jan56	None	WG COMM DIRCT OFF	40H3	3011	0854	0654	726	1404 Ponca	4364	INDEF
117	M-POST, Foster A.	25397A	9Jan56	F-4	Pilot B-47	44B3	1245	1252	0754	559	1013 Osage	73662	INDEF

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S-FT-INS (CONTD)													
118	M-[illegible]OBOT, Robert C.	A01850409	5Dec55	NBR	ACFT OBSR B-47	25B3	1525B	0352	0854	8311	825 E Kirwin	5063	INDLF
119	S-[illegible]QUIROZ, Gustave	A01855718	13May54	SP-8	ACFT COMDR KC-97	40AR3	1234C	0246	0353	377	BOQ 686	488	INDLF
120	M-R[illegible]LD, Walter J.	A0691915	24Feb54	R	CHF Target Intelligence	40H3	2044	1253	1053	8307	1510 Kiowa	72996	INDLF
121	M-R[illegible]NALD, Everett B.	A0764407	17Jun52	F-4	Pilot B-47	25B3	1245	1150	0654	8311	508 S 1st Lindsborg, Kansas	2402	INDLF
122	M-ROBERTS, Walter M.	A01692768	30Oct50	SNGR	[illegible] OPSN	45B3	1525B	0551	0954	747	707 Seneca	8416	INDLF
123	M-RUDDY, Richard R.	A01912117	15Nov53	F-4	Pilot B-47	44B3	1245	1052	0654	559	1434 W Republic	74745	INDLF
124	M-[illegible]N, James J.	A01684125	29Nov53	NBR	ACFT OBSR B-47	25B3	1525B	0346	0854	8311	1844 S 4th	74883	INDLF
125	M-[illegible]ARDS, Richard E.	A03001356	28Jan55	None	CHF MED SVC	40TH	9326	1241	0453	446	812 S 10th	75143	0157
127	M-[illegible]MENT, John B. Jr	A0801730	27Oct51	P-4	ACFT COMDR B-47	45B3	1245	0949	0654	747	1403 Arapahoe	6678	INDLF
128	M-[illegible]TT, William T.	A01168455	19Dec50	F-4	ACFT COMDR B-47	45B3	1245	0947	0654	747	1611 E Jewell	72267	INDLF
129	M-SCRUGGS, Laurence E. Jr	A0737067	6Dec50	SF-4	ACFT COMDR B-47	45B3	1245	0146	0354	747	1417 Arapahow	72135	INDLF
130	M-Sears, Howard Jr.	A02064092	9Feb54	SP-4	ACFT COMDR B-47	44B3	1245	0542	0654	559	1424 W Republic	73342	INDLF
131	M-SHADON, Raymond N.	24779A	25Nov55	NBR	ACFT OBSR B-47	47B3	1525B	1253	0953	747	741 Birch	74691	R-4F
132	M-SHARP, Ernest W. Jr.	25838.	10Nov54	F-4	ACFT COMDR B-47	45B3	1245	1053	0754	747	1521 Cheyenne	4895	J R-4F
133	S-SHELTS, Jack M.	A01848605	17Jan55	None	Wing Comptroller	40HS	0051C	0453	0253	273	1833½ S 9th APT#1	74569	INDLF
134	S-SKAGGS, Warner H.	A0740964	1Apr53	SP-8	ACFT COMDR KC-97	40AR3	1234C	0844	0952	377	1912 Simmons	70531	INDLF
135	M-SLOAN, Alonzo N. Jr.	A0673695	16Mar51	NBR	CHF OPR INTELL	40HS'	2054	0953	1053	8237	820 Choctaw	71961	INDLF
136	M-SNIFFINGTON, Francis C.	A0698928	1Apr53	SNGR	ACFT OBSR B-47	44B3	1525B	1052	0854	559	757 Seneca	74240	INDLF
137	M-SMITH, Henry R.	A0813797	2Nov52	S-4	ACFT COMDR B-47	25B3	1245	0647	0654	8311	745 Willow	8664	INDLF

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C..T.INS (CONTD)													
138	M-SMITH Louis W.	.07314,27	1.pr53	SN.R	.CFT OBSR B-47	44.S	1525C	0744	0854	559	.FT 4028C	70758	
139	M-SMITH Robert W.	.0.2092950	26Jan55	N.R	.CFT OBSR B-47	25S3	1525B	0642	0654	8311	Camp Phillips 1922 S 4th	3037	INDLF
140	M-STARR, Benjamin F. Jr	2581/.	13ep51	Jr-4	ACFT COMDR B-47	25S3	1245	0851	1053	8311	1906 S 4th	4435	R-AF
141	M-TAMEY, Charles C.	.0C261693	1Mar55	None	DIR AERO R&D DIV	40th	9356P	1241	1054	446	614 E Iron	75249	0656
142	M-TAYLOR, George J.	.0752302	15apr54	NER	.CFT OBSR B-47	45S3	1525B	0146	0754	747	927 Seminole	4020	INDLF
143	M-TOMAS, Walter A.	A02046668	7Mar53	P-4	Pilot B-47	44B3	1245	0145	0754	559	1951 S 4th	74394	INDLF
144	M-TOWNLY, James E.	A0 3041848	12Aug54	None	ASST DIR AERO R&D DIV	40th	9356	1241	0853	446	612 S 5th	9616	0857
145	M-STOMBSTAD, Arthur F.	203348	13Oct53	F-4	Pilot B-47	45S3	1245	0642	0654	747	1402 Cheyenne	74578	R-AF
146	M-TL, James C.	A0776150	5Jun53	JP-4	ACFT CMDR B-47	44S3	1245	0846	1053	559	208 W Cloud	74644	INDLF
147	M-URRAY, Longen F.	A0926204	13ep51	SNBR	ASST SQ OPS.	44B3	1525B	0146	0654	559	1920 Gebhart	74649	INDLF
148	M-WATSON, Robert F.	A0775609	1Jun52	SP-8	ACFT COMDR RC-97	40CB3	1234C	0946	0653	377	831 Osage	74173	INDLF
149	M-WELLS, Charles A. Jr	A0920850	1Apr53	SP-8	ACFT COMDR RC-97	40CB3	1234C	0451	0952	377	1405 Franklin	8858	INDLF
150	M-WAYNE, David M.	A020466 5	9Nov52	p-4	ACFT COMDR B-47	25S3	1245	0654	8311	1938	1913 Gebhart	8532	INDLF
151	M-WHITFIELD, Bob L.	A02060507	1Apr53	SNBR	SQ OPSR	40AB3	1534F	0445	1255	377	612 S Ninth	70638	INDIF
152	WINT, Richard A.	A03042993	13Apr56	NONE	ASST OR R&D SVC	40TH	9386D	1291	0456	446			6458
153	M-WOOLFORD, Harold B.	169344	13ep51	P-8	ACFT COMDR B-47	44B3	1234B	0943	1053	559	1116 Apache	8443	R-AF
154	M-WOLF, Theodore C.	A0762134	8Mar51	NER	ACFT OBSR B-47	25B3	1525B	0245	0854	8003	838 Commanche	72889	INDLF
155	M-WOLFL, Auther L. F.	A.756376	12Feb51	F-4	ACFT COMDR B-47	25B3	1245	0342	0654	8311	830 Choctaw	6852	R-AF
156	M-Woodall, John R. Jr	A0813632	14Mar53	F-4	Pilot B-47	44B3	1245	0447	0554	8250	1527 W Republic	5324	INDLF

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CAPT.INS (CONTD)													
157	M-ZANAKIS, Nickolas	A02060746	1Apr53	SNLR	AGFT OBSR B-47	45BS	1525b	0646	0754	747	1318 Kiowa	74144	INDEF
158	M-ZYSK, Edward W.	A0819718	15Feb51	SF-9	AGFT OBSR B-47	45BS	1231L	0454	0654	747	727 Commanche	73914	INDEF
FIRST LIEUTENANTS													
1	S-AGAOS, Angelo N.	A02206473	8Mar56	P-8	Student	40ARS	1231C	1241	1035	377	TDY [illegible]		0957
2	M-ALEXANDER, Albert D.	A02208574	8Sep54	P-1	CIC Control Room	45BS	1431	1241	1057	555	218 College	713904	0957
3	M-ALEXANDER, Thomas L.	A03010307	10Jan56	N	AGFT OBSR KC-97	40ARS	1525T	0342	0255	377	1514 Cheyenne	71715	0756
4	S-ALLEN, William	A03025001	26Jul50	N	AGFT OBSR KC-97	40ARS	1531A	1241	[illegible]	377	1912 Simmons	70531	0157
5	M-BANNERMAN, David V.	27863A	2Feb55	P-8	Pilot KC-97	40ARS	1224P	1255	0236		709 N 1st	369	R-AF
7	S-BERGSTROM, Lathrop G.Jr	A02209029	6Mar56	P-1	SQ ADJ	40HS	7321	1241	1055	423	Lindsberg Kansad 104	None	0957
8	[illegible]-BERNEK, Orville J.	A03232276	16Feb53	P-8	Pilot B-47	25BS	1234B	0342	1053	8311	509 W Crawford	5981	INDEF
9	S-BOWDEN, Calvin J.	A02251029	29May54	NBR	Student	25BS	1521b	0146	1154	8311	No Locator Card	74069	1157
10	M-BRUNA, Carter M.	A01912351	25Sep52	NBR	AGFT OBSR B-47	44BS	1525B	0653	0654	579	411 S 3rd	2102	INDEF
11	S-BUCHANAN, Vivian J.	AN 2243466	27Jan56	None	NURSE, CEN	40TH	9754	1241	0156	745	Lindsborg, Kansas 757 Osage	74838	0158
12	M-BURKE, Robert F.	A02208283	27Feb56	P-1	C/F, R/T & PROC,40OPS	40HS	7321	1241	1155	8333	755 Birch	71711	0857
13	S-BUTLER, Richard	AO 3036364	15Sep54	N	AGFT OBSR KC-97	40ARS	1534A	0342	0255	377	719 N 7th	72253	0957
14	M-CALL, Verdell A.	A02229191	24Mar54	P-8	Pilot B-47	45BS	1234B	0342	1253	747	900 Osage	74371	INDEF
15	S-CAMPBELL, Buddy E.	A03019140	12Dec55	None	SQ SUPPLY OFF	40PMS	6424	1241	0654	420	1111 E Iron	NONE	0656
16	M-CARDON, Thomas B.	A03015085	28Mar55	P-8	Pilot KC-97	40ARS	1234C	0342	0155	377	770 Commanche	75479	0956
[illegible]	M-CARNES, Walter ...	27734	14Jan53	NBR	AGFT OBSR B-47	45BS	1525B	1153	0953	747	BOX 636	None	R-AF

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FIRST LIEUTENANTS (CONTD)													
18	S-CARNEY, Jeanne A.	AN2242707	30Oct55	None	NURSE, GEN	40TH	9754	0256	0356	745	501 E Crawford	9272	0457
19	S-CATL, Joe N. Jr	AO2228318	16Sep54	F-8	Pilot B-47	45BS	1231B	1241	1053	747	507 Kilron	71077	INDEF
20	M-CHRISTMAN, Richard A.	AO2206437	8Mar56	F-1	Combat Crew Officer	40H3	7321	1241	1055	643	920 W Walnut	2842	0957
21	M-CLARK, Russell E. Jr.	AO1887630	11Feb53	LCM	LCM OFF	40H3	3024	1241	1255				INDEF
22	M-CLIFTON, Charles B.	AO 764230	24Oct52	F-4	Pilot B-47	45BS	1245	0754	0954	747	APT 3044A Camp Phillips	2559	INDEF
23	S-COLEY, Elizabeth T.	AN2243425	7Jan56	None	NURSE, GEN	40TH	9754	1241	0156	745	709 S Santa Fe	6297	C158
24	M-CONKLIN John J	AO941231	5Nov53	F-4	Pilot B-47	25BS	1245	0946	0954	8311	APT 3008D Camp Phillips	7929	INDEF
25	M-CRAMER, Robert K.	AO3036023	14Apr56	NBR	ACFT OBSR B-47	45BS	1521B	1241	0755	742	BOQ	None	0957
27	S-DAMRON, Ronald J.	AO3014825	15Apr55	F-9	Sq ADJ	40A&E	7321	0342	0155	312	614 W Elm	8980	1056
28	S-DANIELA, Eugene	AO2210112	2Apr56	None	INTELL OFF	40AR3	3054	0342	0355	8327	BOQ	408	0957
29	M-DANN, Robert J.	AO3004990	1Nov54	F-8	Pilot B-47	25BS	12343	0355	0553	8311	740 Birch	70443	INDEF
30	M-DAVEY, Francis A.	AO2207271	26Aug54	F-1	SQ SUPPLY OFF	25BS	6421	1241	1045	781	114 N Ohio	None	0857
31	S-DAVIS, Charles D.	AO3024154	12May55	B	Pilot B-47	25BS	1321A	1241	1055	8311	APT 3040D Camp Phillips	None	INDEF
32	M-DAVIS, Joseph H. Jr	AO2224328	21Dec53	F-8	Pilot B-47	25BS	1234B	1241	0952	8311	1700 Quincy	5076	INDEF
33	S-DAVIS, Grady E. Jr	AO3007326	11Mar55	None	ACFT MAINT OFF	40PMS	4344	0955	8037		1208 Gypsum	None	INDEF
34	M-DAVIS, William G.	AO2209781	27Mar54	W	ACFT OBSR KC-97	40AR3	1531A	1241	1255	377	410 E Kirwin	5820	0957
35	S-DENISON, John R.	AO3021819	1Feb55	F-8	Pilot B-47	25BS	1234B	0342	0953	8311	1516 Arapahoe	5194	INDEF
36	M-Deoric, Vincent	AO2204878	25Mar56	None	INTELL OFF	44BS	2054	0342	0355	8327	764 Osage	74305	0957
37	S-DOUGLASS, Lester D.	AO3023359	2May55	F-8	Pilot B-47	25BS	1234B	0342	1253	8311	420 W Prescot	73746	1256

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FIRST LIEUTENANTS (CONTD)													
38	M-DOWNING, Jean S.	A02225764	25Apr54	P-8	Pilot B-47	25B3	1234B	0342	0653	8311	611 NW 5th Abilene, Kansas	1223W	INDEF
39	M-DULL, Frank J.	AC9295.0	14Oct53	P-4	Pilot B-47	45B3	1245	1045	0654	747	831 Seneca	76753	INDEF
40	S-[illegible], Alfred L.	A0300[illegible]6	18Apr55	P-8	Pilot KC-97	40AR3	1234C	0342	0155	377	930 Sheridan	75202	1056
41	M-FARMER, Donald E.	A0300[illegible]70	31Jan55	None	CHG FLD MAINT SQ	40AR3	5434	1241	0455	759	759 Hemlock	73939	0656
42	S-FASSLER, Marion C.	A02225765	25Apr54	P-8	Pilot B-47	44B3	1234B	0342	0353	559	751 Highland	74718	0856
43	M-FINCH, William R.	A03035959	17Feb55	P-8	Pilot KC-97	40AR3	1234C	0342	1054	377	861 Cherokee	75575	0857
44	M-FORD, Clarence W.	A02233315	9Feb53	None	FLT3 OFF	40H3	7324	0456	[illegible]	713	908 Hemlock	None	INDEF
45	S-[illegible]OV, Frank J.	A03006156	1Dec54	N	ACFT OBSR KC-97	40AR3	1521B	1255	0[illegible]	377		None	INDEF
46	M-[illegible]ICKEL, Arnold H.	A03031220	1Feb55	P-9	SQ COMMANDER	40H3	7024	1241	1053	423	736 Commanche	74530	0756
47	S-[illegible]KOWSKI, Richard M.	A[illegible]5620	23Nov54	N	ACFT OBSR KC-97	40AR3	1534[illegible]	0342	0753	223	101 S Clark	70971	INDEF
48	S-GOOD, Donna M.	AN2431[illegible]2	30Jul55	None	NURSE, GLN	40TH	9754	1241	0755	745	857 Mohawk	4330	0757
49	M-GORMAN, Robert L.	A022280[illegible]6	16Dec54	P-8	Pilot B-47	44B3	1234B	0342	0953	559	846 Pontiac	75204	INDEF
50	S-GOVAN, Robert A.	A03036636	1Apr55	NBR	ACFT OBSR B-47	44BS	1521B	1241	0755	559	BOQ	8148	0957
51	S-GRADY, Donald R.	A03010680	24Dec54	P-8	Pilot KC-97	40AR3	1234C	0342	1154	377	146 S 9th	5762	0656
52	M-GRAHAM, Charles L.	A03025245	2May55	P-8	Pilot KC-97	40AR3	1234C	1046	1253	377	641 S Phillips	74820	1156
53	M-GRLEN, Justin B.	A03003729	27Mar55	None	SQ ADJ	40FR3	7024	1241	0954	596	604 Park	74788	0956
54	M-GRIFF, Arthur H.	A01857708	28Mar55	None	CHF OPS BR ACWS	40H3	7324	0442	0954	684	1427 W Republic	5830	0956
55	M-GREENSTEIN, Myron H.	A01907764	13Jul53	None	SQ SUPPLY OFF	40FR3	6424	1154	1254	592	138 N 10th	None	INDEF
56	S-GUSTAINIS, John P.	A02205791	15Aug54	P-8	Pilot KC-97	40AR3	1431	1241	0955	377	825 S 5th	None	0857

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FIRST LIEUTENANTS (C'TD)													
57	M-[illegible]LL, James G.	A03026241	21Oct55	NBR	Student	4553	1521B	0342	1054	747	TDY M[illegible]THER AFB, CALIF		0457
58	S-HARRISON, Theodore C.Jr	A01362646	22Aug55	None	INT'L LL OFF	40H3	2041	1241	1155	8307	704 Gypsum	8200	0557
59	S-HAUSER, Arthur B.	A03024183	20May55	R	[illegible]	40H3	2041	0342	0159	509	TDY Us.F [illegible]	[illegible] AFB	1156
60	M-[illegible]USS, Edward A.	A02220583	12Jun54	P-8	Pilot KC-97	40AR3	1234C	0342	1154	377	608 Johson	70993	[illegible]
61	M-[illegible], Vernon L.	A03007922	11Jun55	N	ACFT CDER KC-97	40AR3	1534[illegible]	1046	127[illegible]	377	102 S Wisconsin	70993	1257
62	S-[illegible]TENSTALL, Robert C.	A02205024	15Aug54	P-8	Pilot KC-97	40AR3	1124[illegible]	1241	[illegible]	377	825 S 5th	None	0857
63	S-[illegible]TTERSINGTON, Robert P.	A02246649	24May55	None	OIC GCM MAT FLT [illegible]	40AR3	3234	0959	1156	651	BOQ 706	8143	0157
64	[illegible]-[illegible]LAND, Carl B.	23367A	23Dec53	P-8	Pilot KC-97	40AR3	1234C	0342	0[illegible]	377	1417 Franklin	8267	[illegible]-LF
65	[illegible]-[illegible]LI, Theodore E.	A03035135	30Dec55	N	ACFT CDER B-47	44B3	1521B	0342	1254	430	101 S Clark	70971	0657
66	S-[illegible]LOOMER, William F.	A01910035	23Sep52	P-4	Pilot B-47	25B3	1245	1153	0554	0311	Kraft Manor, AFB 7	72457	[illegible]-LF
67	M-[illegible]RD, William C.	A01911848	21Aug52	P-8	Pilot KC-97	40AR3	1234C	0746	4957	377	877 Pontiac	74913	INDLF
68	S-[illegible]RZWIK, Lawrence J.	A03035099	7Jan56	N	ACFT CDER B-47	44B3	1521B	0342	1254	251	BOQ	8143	0657
69	M-J[illegible]LL, Gerald V.	A02222297	16Sep54	P-8	Pilot B-47	44B3	1234B	0342	1053	569	807 Hemlock	73717	INDLF
70	S-JOHNSON, Kenneth E.	A03034821	24Dec55	P-8	Pilot KC-97	40AR3	1234P	0356	0456	377	334½ S 8th	None	0657
71	S-JONES,Richard A.	A02226686	19Jun54	P-8	Pilot B-47	25B3	1234B	0342	0653	8303	416 W Prescott	74763	INDLF
72	M-KELLER,James H.	A02225243	13Mar54	P-8	Pilot KC-97	40AR3	1234C	0254	0354	377	480 E Lincoln	2373	0756
73	S-KOEPKE, Charles R.	A03023366	2May55	P-8	Pilot B-47	45B3	1234B	0342	1253	737	1720 Pershing	None	1156
74	M-KO[illegible]NEL, George [illegible]Jr	A02251236	20Apr54	[illegible]	SQ [illegible] OFF	25B3	3021	0342	0354	0257	654 S 9th	5767	0656
75	M [illegible]-[illegible]MER, Ge[illegible]on J.	A02227627	2Aug54	P-8	ACFT CDER KC-97	40AR3	1234C	0342	1053	377	669 Highland Ave	72751	INDLF

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(1ST LIEUTENANT) (CONTD)													
	S-LONG, Harold W.	A0680664	21Jun53	I-S	30 WMS OPI	A5B3	1435	0246	0555	8078	104 786	None	INDEF
77	M-McKOWEN, Robert F.	A03006282	1Dec54	R	30 ADJ	40M3	7324	0342	1053	515	114 E Prescott	73169	0556
78	M-[illegible], [illegible] J.	A03026[illegible]	21Oct55	N	Student	44B3	1521B	0342	0954	747	1325 Cheyenne	2597	
79	M-MC [illegible], Frank [illegible]	A02219521		I-S	Pilot KC-97	40M3	1334C	0047	1445	377	856 Osage	75417	0557
80	S-MC [illegible], Margaret M.	A0224311[illegible]	[illegible]Jun55	None	Widow, GSA	40M	9754	1141	0633	745	603 W Prescott	74820	0657
81	M-MC [illegible], Edward D.	A03009101	10ct54	[illegible]	S [illegible] OPI	40B3	3021	0342	[illegible]35	579	DOQ	0140	0957
82	S-MC [illegible], Francis L.	A02815574	7Oct[illegible]	N	Student	44B3	1521B	0753	[illegible]342	8323	TDY MITHER AFB, CALIF (RNLT: 15Jul56)		INDEF
83	M-MC [illegible], Albert B. Jr	A03006235	26Dec[illegible]	I-S	[illegible]SST MS FLTS OPI	A0M3	7324	0342	1[illegible]43	713	751 Willow	71152	0656
84	M-[illegible], Frank P. III	271[illegible]4	16Sep[illegible]	I-S	Pilot B-47	A5B3	1521B	1143	1352	823	853 Choctaw	2326	R-nF
85	S-[illegible] William D.	A03009106	15Dec54	DCM	ACFT OPI	45B3	3021	0342	0[illegible]43	747	871 Cherokee	70340	0957
86	M-[illegible], Harold R.	A0[illegible]	5[illegible]54	INST	MS ACM OPI	40M3	3024	0342	0254	8392	404 S Phillips	74105	0656
87	M-[illegible], David L.	A03[illegible]	10ct54	NFH	ACFT C[illegible]R B-47	45B3	15210	1241	0755	8511	TDY MC CONNELL AFB, KANSAS (RNLT: 3May56)		08
88	S-MONTGOMERY, Richard D.	A02213594	19Nov55	N	ACFT C[illegible]R B-47	2503	1521B	0342	1054	8311	517 S Santa Fe	71205	0557
89	S-MOORE, Walter L.	A02208363	17Feb56	P-S	Pilot KC-97	40M3	1234C	1241	0955	277	808 W Iron	74005	0257
90	M-MURPHY, Edward H.	A03022095	3Feb55	NFR	A33F TO KCFTS OPI	40B3	1551	0842	0835	722	912 Martin	8960	0856
91	M-NICHOLS, Ronald M.	A02204264	31Aug54	P-I	SURV TNG & EQUIP OPI	44B3	1431	1241	1055	8253	841 Cherokee	73534	0857
92	S-NOTTINGHAM, Ronald R.	A05022224	10Feb55	R	SQ ADJ	40 M3	7324	1241	0342	341	1111 E Iron	None	0856
93	M-NOTTS, Roy J.	A03004999	1Nov54	P-S	Pilot B-47	44B3	1234B	0642	1053	539	1443 Arapahoe	74272	INDEF
94	S-NOV[illegible], Lawrence E.	A02222396	16Jul53	P-S	A33 DIR OF [illegible]FTGT	2563	1411	0652	0453	8019	1001 S 9th	72636	INDEF

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FIRST LIEUTENANTS (CONT)													
95	M-OSBURN, Harold ...	A03034969	16Jun54	R	ACFT Obsr B-47	25B3	1525B	1241	0155	8311	901 Pontiac	73344	7
96	M-PADEN, John E.	A03008058	11Jun53	None	ACFT MAINT OFF	40M3	4344	0951	1254	No locator Card			1256
97	M-PHILLIPS, Charles P.	A03096104	23Sep52	P-3	SQ WPNS OFF	40M3	1435V	0342	0453	8078	763 Seneca	75765	INDEF
98	M-SULLIVAN, Duane W.	A03023077	31Dec54	P-1	Student	25B3	1251B	1241	1083	8311	TDY STAND AFB NEW (RLT: 9May56)		0856
99	M-THOMPSON, Gene B.	A02226672	29Dec53	P-3	Pilot B-47	45B3	1234B	0854	0754	747	G&I Tr Ct	None	INDEF
100	M-[illegible], William H.	A03022107	3Feb55	N	ACFT OBSR KC-97	40M3	1534A	0342	0853	8321	520 Clofelin	5101	0856
101	M-[illegible], Walter M.	A03036031	19Nov55	N	ACFT OBSR KC-97	40M3	1534A	0342	0854	377	1504 Cheyenne	73945	0557
102	M-WILFN, Jerry P.	A03035106	30Dec55	N	ACFT OBSR B-47	45B3	1521B	1241	1254	3102	847 Willow	73304	0657
103	M-[illegible]TH, Kenneth D.	A03026251	21Oct55	N	ACFT OBSR B-47	25B3	1521B	1241	0854	8311	816 W Walnut	4873	0557
104	S-[illegible]TH, Richard C.	A03035139	30Dec55	NBR	ACFT OBSR B-47	45B3	1525B	1241	1154	747	861 Choctaw	75422	0657
105	M-SHALEK, John W. Jr	A02206430	1 Mar56	P-1	Management ANAL OFF	40M3	6741	1241	1055	273	HOQ	NONE	0857
106	S[illegible]S, John N.	A02064116				44M3							
107	M-STABBINS, Marion E	A02223274	16Sep54	P-8	Pilot B-47	45B3	1234B	0342	0653	747	846 Willow	74253	INDEF
108	S-STAHL, Richard	A03036021	10Oct55	P-8	Student	40M3	1231C	0156	0156	377	TDY WEST PALM BEACH		0457
109	M-SUNDA, Kenji	A03009787	21Mar55	P-8	Pilot KC-97	40M3	1234C	0342	0155	223	302 Gysum	74873	0956
110	M-SMITHERMAN, David W.	A02228339	16Sep54	P-8	SQ WPNS OFF	25B3	1435	0242	1053	8311	210 W Republic	71192	INDEF
111	S-SWIFT, Robert L.	A03022105	3Feb55	NBR	ACFT OBSR B-47	25B3	1525B	1241	0853	8311	420 W Prescott	73746	INDEF
112	S-THIBAUD, Arnold M. Jr	A02204266	31Jan56	None	MAINT OFF	40FM3	4341	1241	0855	659	1208 Gypsum	None	57
113	M-THOMPSON James W.	A03036754	13Oct54	P-8	Pilot KC-97	40M3	1234C	0342	0155	377	720 W Walnut	71763	INDEF

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FIRST LIEUTENANTS (CONTD)														
[illegible]	+	M-THOMPSON, Kenneth L.	A03024278	18Nov53	NER	ACFT CMDR B-47	45B3	1525B	0547	0754	747	827 Commanche	9326	INDEF
115		S-TREFTLER, Walter J.	A02226514	19Jul54	P-3	SURV TNG & EQP OFF	25B3	1435	0854	0754	761	1409 Cheyanne	74914	INDEF
116		S-TURNER, Jimmy O.	A02226516	19Jun54	P-3	SUPPLY OFF	45B3	6421	0554	0754	742	1409 Cheyanne	74914	INDEF
117		M-TYNDALL, Robert H.	A02215904	5Feb53	P-3	ACFT CMDR KC-97	40AR3	1234C	0342	0952	377	229 S 10th	4004	INDEF
118		M-VAN WILREN, George Jr.	A03034973	16Dec55	N	ACFT CMDR B-47	45B3	1521B	1241	0155	8344	360 Sillow	71600	0657
119-		M-[illegible], Gerald F.	A03012553	23May55	None	CHF ANN DR, 45UR3	40R3	7324	0342	0754	8334	1111 E Iron	8448	0756
120		S-[illegible], Harold E.	A02226738	19Jun54	P-3	Pilot B-47	45B3	1234B	0854	0754	747	1409 Cheyenne	74914	INDEF
121		[illegible], Charles W.	A03023256	2May55	P-3	Pilot B-47	25B3	1234B	0342	1250	8311	1304 Quincy	4496	INDEF
122		[illegible], Gerald A	A0941031	20May53	P-4	Pilot B-47	25B3	1245	0246	0654	8311	1325 Osage	71476	INDEF
123		M-WALSH, Robert P.	A01356572	4Sep52	NER	ACFT CMDR B-47	45B3	1525B	0640	0754	747	1519 Gebhart	4982	INDEF
124		M-WILLIAMS, George V.	A02089155	11Sep52	NER	ACFT CMDR B-47	44B3	1525B	0342	0953	559	733 Seneca	74667	INDEF
125		M-WILSON, Conrad L.	A02209054	1Feb56	P-3	Pilot KC-97	40AR3	1234C	1241	0955	377	321 E Jewell	71256	0757
126		S-WILSON, Moffett D.	A02210453	14Oct54	N	ACFT CMDR KC-97	40AR3	1531A	1241	1255	377	212 E Jewell	None	1057
127		M-WORKING, Lawrence W. Jr	A02227257	2Aug54	P-3	Pilot B-47	45B3	1234B	0342	1053	747	1819 Gebhart	4982	INDEF
128-		M-WOOLEY, Charles D.	A03016451	24Feb55	P-3	Pilot KC-97	40AR3	1234C	0242	1154	377	750 Birch	70326	INDEF
SECOND LIEUTENANTS														
1		M-ASTORINO, Donald J.	A02204684	8Jan55	P-1	Pilot B-47	44B3	1231B	1241	0456	559	No Locator Card		0158
2		S-ATKINS, David G.	A03057951	30Sep55	P-3	Pilot KC-97	40AR3	1231C	1241	1055YY	377	RQ 786	8148	0958
3		S-ELL, Otto N.	A03057952	30Sep55	P-3	Pilot B-47	44B3	1231B	1241	1055	559	No Locator Card		0953
4		S-BJORKMAN, James P.	A03040070	29Apr55	P-3	Pilot B-47	44B3	1231B	1241	0755	559	813 Birch	None	0459

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[illegible]	[illegible] LIEUTENANTS (20 Cs)												
5	S-[illegible], Leonard	A03057544	31Aug55	P-1	Pilot F-47	45 3	1231[illegible]	1241	0955	742	[illegible]	2143	53
6	M-[illegible], Benjamin L.	A02204981	13Nov54	I-3	Pilot KC-97	40AR3	1224[illegible]	1241	0456	377	121 S Wisconsin	73424	1157
7	M-[illegible], Roy C.	A03040338	16May55	P-4	Pilot B-47	25S3	1241	1241	1255	0311	812 Hemlock	None	[illegible]
8	M-[illegible], Paul R.	A02204722	22Jan55	I-3	Pilot KC-97	40AR3	1224[illegible]	1241	0456	377	1326 Arapahoe	None	0158
9	S-[illegible], Will A. Jr	A03033807	22Mar55	N	ACFT OBSR KC-97	40AR3	1534A	0342	0455	377	[illegible] 736	0148	0353
10	S-[illegible], James C.	A03057955	30Sep55	I-3	Pilot KC-97	40AR3	1231[illegible]	1241	1057	377	[illegible]	None	0952
11	S-[illegible], John F.	A03040259	23Aug55	N	ACFT OBSR KC-97	40AR3	1531[illegible]	1241	0156	377	[illegible]Q 736	None	0353
12	S-[illegible], Ronald E.	A03033805	22Mar55	N	ACFT OBSR KC-97	40AR3	1534A	0342	0455	377	[illegible]Q 686	488	0353
13	S-[illegible], Dale E.	A03033153	4Mar55	N	ACFT OBSR KC-97	40AR3	1534A	0342	0355	377	LOQ 686	4330[illegible]	0353
14	M-[illegible], Paul D.	A02207309	6Jun55	P-8	Pilot KC-97	40AR3	1224[illegible]	1241	0456	377	1322 Ponca	None	0153
15	C-E. Ronald J.	A02209684	NO RECORDS AVAILABLE			40AR3							
16	S-[illegible], Thomas C.	A03033154	4Mar55	N	ACFT OBSR KC-97	40AR3	1534A	0342	0355	377	[illegible]Q 686	488	0353
17	S-[illegible] Glen R.	A03033013	22Mar55	N	ACFT OBSR KC-97	40AR3	1534A	0342	0455	377	LOQ 736	488	0353
18	M-[illegible], Thomas A	A03033159	4Mar55	N	ACFT OBSR KC-97	40AR3	1534A	0342	917	377	1515 Cheyenne	71966	0353
19	S-[illegible], Gerald R.	A03040457	16May55	P-8	Student	45DS	1241	1241	1255	TDY TO MC CONNELL AFB KANS			0553
20	S-[illegible], Harry R.	A02206979	31Oct54	P-3	Pilot KC-97	40AR3	1224[illegible]	1241	0456	377	No Locator Card		0159
21	M-[illegible], Martin W.	A02209679	29Mar55	None	SQ SUPPLY OFF	40AGE	6421	1241	0156	519	770 Hemlock	70407	0353
22	S-[illegible], Daniel J. Jr	A03040082	29Apr55	P-9	Pilot F-47	25S3	1234D	1241	0755	781	TDY STAND AFB NEV		159
23	FRANCIS, James R.	A03064313	NO RECORDS AVAILABLE			45S3							

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	SECOND LIEUTENANTS (CONT'D)												
	GRAY, James H.	A03064323				44 3							
25	S-HAMILTON, Raymond F.	A03057569	31Aug55	P-1	Pilot B-47	45X3	1231C	1241	0955	757	LOQ	None	0953
26	M-HASTINGS, Samuel C	A03057212	2Nov55	P-1	ACFT OBSR B-47	25X3	1581A	1241	0556				1153
27	M-HARMAN, George W.	A03003695	13Mar55	None	TROOP COMDR	40TH	9021	0349	0355	343	937 Willow	75406	0353
28	M-HAVILAND George Y. Jr	A02210722	18Nov54	N	ACFT OBSR KC-97	40AR3	1531F	1241	1255	377	LOQ	None	1157
29	M-HEYDAHLN, Robert L.	A03057734	13Sep55	P-1	Pilot B-47	44X3	1431C	1241	0955	473	107 E Wilson	3096	0953
30	S-HOCKMAN, Michael A.	A03057736	15Sep55	T-3	NAV TNG & EC OFF	40AR3	1231C	1241	0955	377	LOQ 736	8148	0953
31	S-HUGHES, William G.	A03027531	14Jul55	None	ST JUDLY OFF	44X3	6421	1241	0156	3512	LOQ 736	8148	0758
32	M-HUNSON, Newton R, Jr.	A03038174	4Mar55	N	ACFT OBSR KC-97	40AR3	1534A	0342	0555	377	617 W Iron	74231	0353
33	S-LOVELLO, George C.	A03037995	22Mar55	N	ACFT OBSR KC-97	40AR3	1534A	0342	0555	377	LOQ 6	423	0350
34	S-HOWLEY, Daniel C.	A02204742	23Jan55	P-3	Pilot KC-97	40AR3	1234F	1241	0456	TDY WEST PALM BEACH			0158
35	S-HUFFMAN, Dorothy R.	AN2243206	12Aug55	None	NURSE, GEN	40TH	9754	1241	0356	N.T. 11Jun56 857 Mohawk		0965	0357
36	S-HUDSON, John E.	A03058400	1Nov55	P-1	Pilot KC-97	40AR3	1231C	1241	1356	TDY WEST PALM BEACH Fla.			INDEF
37	S-JACKSON, Donald F.	A03057739	15Sep55	P-1	Pilot B-47	44X3	1231C	1241	0955	559	No Locator Card		0950
38	S-JARVIT James F.	26113A	4Jun54		ACFT OBSR B-47	25X3	11244	1241	0555				R-AF
39	JOHNSON, Leary J.	A03064345	No Records Available			25X3					No Locator Card		
40	KINCAID, Roy R.	A03059609	No Records Available			40H3							
41	S-LOKEN, Robert F.	A03064494	27Apr56	P-2	Pilot B-47	25X3	11244	0352	0556				0559
42	S-KEMPTON, Eugene J.	A03057959	30Sep55	P-3	Pilot B-47	45X3	1231C	1241	1055	377	LOQ	None	0953

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1	2 3	4	5	6	7	8	9	10	11	12	13	14	15
SECOND LIEUTENANTS (CONT)													
43	S-KENNEDY, Patrick J.	A03057790	15Sep55	P-1	Pilot F-47	44?3	1331?	1241	0955	559	70?	42?	?/53
44	M-KING, Ranile R.	A03030178	4Mar55	N	ACFT OBSR KC-97	40AR3	1531A	0342	0355	377	222 S 10th	9463	0350
45	M-LEGG..I, Harold G. Jr.	A0 2206824	26Jan55	P-3	Pilot KC-97	40AR3	1324	1241	1456	377	1322 Arapahoe	74605	015?
46	S-MILER, Lothar T.	A03039905	9Apr55	P-4	Pilot F-47	44?3	1241	1241	1455	273	245Hancock	None	0459
47	M-MARKOWITZ, Daniel	A03026733	2?May55	None	ACFT MAINT OFF	40PM3	7531	1241	0556	?143	619 S Santa Fe	None	0552
48	S-MC EWAN Ronald J	A03057963	22Sep55	NBR	ACFT OBSR B-47	44?3	1521?	1241	0?56	559	BOQ		0953
49	S-MC EWEN, Henry T.	A03057963	30Sep55	P-3	Pilot F-47	25?3	1231?	1241	0?55	0311	BOQ 706	None	0953
50	S-MASSON, Carroll L.	A0 3031114	31Jan55	None	INTELL OFF	40?3	2054	1241	0?55	509	532 E Cloud	4243	0157
51	S-O'BRIEN, Edward R.	A03057576	31Aug55	P-3	Pilot F-47	25?3	1231?	1241	0955	0303	BOQ 706	8143	0?50
52	M-OLEINICK, Lousi F.	A03?05969	17Aug54	P-3	Pilot F-47	45?3	1231?	0342	1054	747	223 S 4th	73930	0357
53	M-PEEK, Kenneth L.Jr	A03033236	7Feb55	P-1	Target INTELL OFF	40H3	2051	1241	0355	509	501 W Crawford	71327	0253
54	S-PERETTI, James W.	A02204991	12Feb55	P-3	Pilot KC-97	40?M3	1224?	1241	0456	377	No Locator Card	4?3	0253
55	S-PLOTNITZKY, Leon J.	A03036095	9Dec54	N	ACFT OBSR KC-97	40MR3	1534A	0342	0255	0321	719 N 7th	72253	1257
56	S-RITTBERGER, Anthony J.	A03038049	22Mar55	N	ACFT OBSR KC-97	40AR3	1534A	0342	0455	377	BOQ 706	8143	0350
56	M-ROLAN, Donald J.	A03038745	10Mar55	None	ARMT SYS OFF	40A?L	3431	0752	1155	630	057 Hemlock	73261	0352
67	M-SCHUSTER, Ronald Fl	A02205890	14Feb55	P-3	Pilot KC-97	40H3	7321	1241	0456	377	Trailer City	None	0253
68	S-SCH..., Patricia A.	AN3044753	23Mar56	None	NURSE, GEN	40?H	9754	1241	0356	745	619 S Santa FE	70603	0358
69	M-STOCKWELL, Theodore W.	A03037444	9Dec54	N	ACFT OBSR KC-97	40AR3	1534A	0342	0255	377	511 W Crawford	70505	1257
70	S-VOGLER, Frederick J.	A03057825	15Sep55	P-1	Pilot F-47	45?3	1231?	1241	0955	633	104	8143	0953

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
		SECOND LIEUTENANTS (CONT.)												
		WARD Donald H.	A0305337	2 Nov55	ANMA	ACFT OBSR B-47	44A3	1521A	1241	0556				1153
72		MARTIN, Winston M.	A0224415	25Jan55	P-1	Pilot RC-97	40A3	1124Q	1241	0356	377	147 S College	6399	0153
73		WILLIAMS, Robert J.	A0207737	14Feb55	P-1	Pilot RC-97	40A3	1224I	1241	0556				0153
		WARRANT OFFICERS W-1												
1		MCKIBBIN, Ivan L.	AW202249	15Apr52	None	PAO OFF	40F3	53000	0353	0953	0143	1045 Simmons	73041	IN-F
2		ROBERTS, Pasquale A.	954344	NO RECORD AVAILABLE			40A3							
3		SCHNEIDER, Robert F.	AR2200732	15Apr52	None	NCOIC FOOD SVC OFF	40H	90000	1353	0953	240	1004 7/6	3143	IN-F
		WARRANT OFFICERS W-2												
1		MORRISON, George L.	AA2107739	3May54	None	ACFT MAINT INSP	40F3	53000	0351	0353	576	1212 Johnstown	70143	IN-F
		WARRANT OFFICERS W-3												
1		SKINNER, Eldon W.	954934	1May54	None	ACFT SYS OFF	40F4	32000	0351	0154	630	Shangri La Tr Ct	70413	R-AF

ROSTER BETWEEN 1 MAY 1956 TO 31 MAY 1956

	FIRST LIEUTENANTS				
1	GILBERT, Gideon M.	A0305039	1534A	RELD FR LAD	PARA 2, SO 53, HQ 9CAD ADIV, EFF 22May56
2	KISTNER, Robert H.	A0150947	1534	RELD FR LAD	PARA 10, SO 75, HQ 9CAD ADIV, EFF 1May56
3	MERTOUTT, Lawrence P.	A0306150	1534	RELD FR LAD	PARA 1, SO 92, HQ 9CAD ADIV, EFF 22May56

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HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

40DO 27 March 1956

SUBJECT: 40th Bombardment Wing Operations Order 263-56

TO: See Distribution

1. Inclosed herewith is 40th Bombardment Wing Operations Order 263-56, 27 March 1956, for April 1956.

2. This letter and inclosure thereto are "UNCLASSIFIED"

FOR THE COMMANDER:

D.M.BROWN
Major, USAF
Adjutant

1 INCL:
40BOMWG OPORD 263-56

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40AAE	2 Cys
40FM	2 Cys
40PM	2 Cy
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COMADIV 802	1 Cy
COMABGRU 802	6 Cys
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COMBOMWG 310	1 Cy

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 March 1956

OPERATIONS ORDER

263 56

TRAINING FOR MARCH 1956

HQ 40BOM/WM
OPORD 263-56
27 Mar 56

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OPERATIONS ORDER 263-56

ANNEX A - Intelligence (Omitted)

ANNEX B - Flying and Ground Training

Appendix "1" - Training Projections March

Attachment "A" - 25BOMRON Training Projections

Attachment "B" - 44BOMRON Training Projections

Attachment "C" - 45BOMRON Training Projections

Attachment "D" - 68AREFS Training Projections

ANNEX C - Communications (Omitted)

ANNEX D - Administration and Logistics: Normal

ANNEX E - Maintenance Order #56 for April

Hq 40BOMWGM
OPORD 263 56
27 Mar 56

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HEADQUARTERS 40TH BOMBARDMENT WING MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 March 1956

Operations Order 263-56, April 1956.

Chart and Map References: As Required.

TASK ORGANIZATIONS:

25BOMRON	LTCOL EDWARD P CLARK
44BOMRON	LTCOL WILLIAM F PITTS
45BOMRON	LTCOL WILLIAM G IVEY
40AREFS	MAJOR THOMAS S BOHMAN
40AMERON	LTCOL JOHN C MINAHAN
40FMRON	MAJOR JAMES R JOHNSON
40PMRON	MAJOR FREDERICK H GERVAIS

1. GENERAL: The month of April is designated a Special Training month and the minimum requirements of SAC Regulation 50-8 do not apply. The Flying and Ground training program will have the following general objectives:

a. April flying program for B-47 tactical squadrons:

(1) Accomplishment of the flying time requirements for AFR 60-2.

(2) Completion of Strategic Evaluation School.

(3) Emphasis on upgrading non combat ready crews.

(4) Eithth Air Force Directed Mission "Pace Setter III".

(5) Combat Crew standardization flights.

(6) Crew Training in known areas of weakness

(7) Emphasis on Co-Pilot upgrading to aircraft commander status, SAC Regulation 51-19.

b. April ground training priorities for B-47 tactical squadrons:

(1) Support EWP: Briefings, Target Study, and Trainer Runs.

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(2) Support Wing Target Study Program.

(3) Support Special Weapons and Intelligence Ground Training.

(4) Support Advanced Survival School, Stead AFB.

(5) Support TN Delivery Course, McConnell AFB.

(6) Support SAC Reg 50-24, "Block Ground Training".

(7) Support Oxygen Chamber Quotas.

(8) Support Camp Phillips OQ Gunnery Range.

(9) Support other training such as Trainers, IFM, Physical Conditioning etc.

c. April Flying training priorities for 40AREFS:

(1) Accomplishment of the flying time requirements of AFR 60-2.

(2) Emphasis on Noncombat Ready Crew Training, SAC Reg 51-19.

(3) Combat Crew standardization flights.

(4) Crew training in known areas of weakness.

(5) Provide the 40th Bombardment Wing tactical squadrons with the required in-flight refueling sorties to complete 51-19 and proficiency training.

(6) Provide required flights to Davis-Monthan AFB, Tucson Arizona, to transport SES support personnel and equipment.

d. April Ground Training priorities for 40AREFS.

(1) Support SAC Reg 50-24, "Block Ground Training".

2. MISSION:

a. The mission for the 40th Bombardment Wing during the month of April is the flying and ground training as listed in paragraph 1, above.

b. Continuation of the Combat Readiness of the 40th Bombardment Wing.

c. Prepare and execute higher headquarters directed missions.

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[redacted]

[redacted] Attachment "A" to Appendix 1,

[redacted]

[redacted] Reference Annex "B" and Attachment "B" to Appendix 1,

Annex "B".

[redacted] Reference Annex "B" and Attachment "C" to Appendix 1,

Annex "B".

[redacted] Reference Annex "B" and Attachment "D" to appendix 1,

Annex "B".

[redacted] Reference Annex "B".

W. GENERAL INSTRUCTIONS.

(1) This Operations Order becomes effective 0601Z, 1 April 1956.

(2) Orders of Execution for planning purposes will be upon receipt by units concerned.

(3) Training Programs are contained in Annex "B", Appendix 1 and attachments thereto.

(4) Air training requirements are contained in Annex "B", Appendix 1, and attachments thereto.

(5) Ground Training requirements are contained in Annex "B", Appendix 1 and attachments thereto.

(6) Unit training will be scheduled and conducted (or arranged for) by each unit according to the needs of the unit.

(7) The Director of Maintenance and Squadron Commanders will take necessary action to provide reliable "A" systems and aircraft for combat crew training.

[redacted]
OPORD 26[redacted]-56
27 Mar 56

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(10) Pilot proficiency flights will be scheduled on a turn around basis allowing three hours between first landing and second take off.

(11) Take offs will not be scheduled prior to 1200 on Monday of any week. Maximum lead for earliest take off. Missions on Fridays should generally fall in the closed requirements with take offs during A.M..

(12) The following schedule will be adhered to for the work day prior to and after a flying training mission.

(a) The work day prior to the mission will be free of ground school requirements. The morning of the work day prior to the mission will be devoted to mission planning and target study for Bomber Streams as applicable, will be accomplished. The afternoon of the work day prior to the mission will be devoted to Briefing by the crew. The AC and CP will pre-flight the aircraft. The Observer will devote the balance of his afternoon to Routine Target Study.

(b) On the day the mission is flown, no ground training is to be scheduled.

(c) On the work day morning after the mission, Ground School may be scheduled if the flight terminates 12 hours before the Ground School is scheduled.

(d) On the work day afternoon after the mission, Ground School will not be scheduled. This period of time will be devoted to critiques.

(e) Observers will be scheduled for Target Study when they are not scheduled for anything else.

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aircraft scheduled on

have made good its

between 1145 and 1200 hours. A

squadron will be charged

commander will give special recognition

who fly four OCF flights good for four (4)

consecutive days.

(12) The [redacted] will have available aircraft and crew N-19, A/C Wolfe

to [redacted] AFB, Florida. Aircraft to be in place by 0700 CST 2 April

1956. Aircraft will depart [redacted] for [redacted] by 1100 CST on 6 April

1956. Purpose of TDY is Special Weapons Exercise.

(13) In accordance with Eighth Air Force Regulation 66-1, the following

crews are assigned to the Flight Quality Control Unit, and are desig-

nated as primary and secondary Test Flight Crews for the periods

indicated below. Each crew will report to Chief, Quality Control

at 0730 hours on the first day the assigned period is effective.

DATE	PRIMARY CREW	SECONDARY CREW
1-8 Apr	R-82 Clifford	R-82 Jones
9-15 Apr	L-11 Smith	R-46 Burnstad
16-22 Apr	R-29 Sheppard	L-11 Jones C
23-29 Apr	R-93 Creel	L-66 Glonet
30 Apr-6 May	L-45 Wolfe	L-45 Millerick

(14) Squadrons are cautioned that upon completion of the 31 19 ground

training phase, a priority flying training check-out program will

be established for new personnel assignees.

HQ 4080MWG
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It is desired that these personnel be made fully qualified for combat crew utilization at the earliest practicable date. In this correction your attention is directed to Letter ODTI, Hq 8th AF, Subj: SAC Reg 51-19 Ground and Flying Training Programs, dated 23 December 1955.

(17) Non Combat ready crews must complete 70% of the requirements of SAC Reg 50-13 prior to upgrading to Combat Ready Status.

(18) The following meetings are scheduled for the month of April. Dates, time, locations and attendance are as shown below:

(a) 60-9 Aircraft Scheduling:

DATE	TIME	LOCATION	ATTENDANCE
5 Apr	0900	Wg Conf Rm	Wing Commander Wing Operations Officer Wing Material Officer Tactical Squadron Commander Sq Operations Officers Flying Training Officer Mtn Control Officers A&E Supervising Officers
12 Apr	0900	Wg Conf Rm	Same
19 Apr	0900	Wg Conf Rm	Same
26 Apr	0900	Wg Conf Rm	Same

(b) 60-9A Ground Training Scheduling:

5 Apr	1300	Wg Conf Rm	40DOT 40DOB 40DOI OIC, Radar Prediction 25,44,45, and 40AREFS Operations Officers Tac Sq Gnd Tng Officers Wing Plans Officer
12 Apr	1300	Wg Conf Rm	Same
19 Apr	1300	Wg Conf Rm	Same
26 Apr	1300	Wg Conf Rm	Same

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(c) Wing Commanders' Staff Conference to be held each normal

1100 All Wing Section Chiefs, and all Squadron

(d) Wing Staff Meeting:

1300 Each Tuesday, Wg Conf Rm All Staff Section Heads
All Squadron Commanders

(e) Close Error Boards:

DATE	TIME	LOCATION	ATTENDANCE
6 Apr	1300	40ARSPCN Conf Rm	Maj Curtis
		Nav Section	Maj Kelley
13 Apr			Capt Culley
			Capt Jonnson
20 Apr			Capt Lewis
			Capt Olenwald
27 Apr			Capt Roberts

(f) Monthly 60-69 and 9A projects mx scheduling meeting:

8 Apr 0900 Wg Conf Rm Wing Commander
Wing Operations Officer
Wing Director of Maintenance
Wing Chief of Maintenance
Wing DOOT
Wing DORT
Wing DOT
Wing Observer
Wing Intelligence Officer
Special Weapons Officer
25,44,45,40AREFS Sq Commanders
" " " " Sq Ops Officers
" " " " Sq Cmd Tng Officers

(g) Squadron Operations Officers Meeting:

1500 Each Friday 40OG Office Wing Operations Officer
25,44,45, and 40AREFS Ops Officer

(h) Meetings for 10 April 1956:

1 0800 Wg Cmdrs Call Cmd Tng Aud All 40BOMWG Personnel
2 0900 Fly Safety Cmd Tng Aud All 40BOMWG Rated Personnel
3 1000 Awards Meeting Cmd Tng Aud All 40BOMWG Personnel
4 1030 Character Guidance Cmd Tng Aud All 40BOMWG Personnel

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(1) Maintenance and Other Meetings

DATE	TIME	MEETING	ATTENDANCE
4 Apr	1300	Wg Chief Mtg	Wing Operations Officer
11 Apr			Chief of Maintenance
18 Apr			NAVAIRDEV Representative
25 Apr			Wing Quality Control Officer

(2) A consolidated listing of squadron meetings for April is as follows:

DATE	TIME	TYPE MEETING	LOCATION
2 Apr	1100	Stand-up Briefing	Wg Chart Rm
3 Apr	1100	Stand-up Briefing	Wg Chart Rm
	1300	Wing Staff Meeting	Wg Conf Rm
4 Apr	1000	First Sgts Call	Wg Conf Rm
	1100	Stand-up Briefing	Wg Chart Rm
	1530	Half & Above Board	Wg Conf Rm
5 Apr	0900	[illegible]	Wg Conf Rm
	1100	Stand-up Briefing	Wg Chart Rm
	1300	[illegible]	Wg Conf Rm
6 Apr	1100	Stand-up Briefing	Wg Chart Rm
	1300	Safety Board	25BOMRON Nav Section
	1500	All Sqn Officers Meeting	AODO Office
9 Apr	1100	Stand-up Briefing	Wg Chart Rm
10 Apr	1100	Stand-up Briefing	Wg Chart Rm
	1300	Wg Staff Meeting	Wg Conf Rm
11 Apr	1000	First Sgts Call	Wg Conf Rm
	1100	Stand-up Briefing	Wg Chart Rm
	1530	Half & Above Board	Wg Conf Rm

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12 Apr	0800	[illegible]	Wg Conf Rm
	1100	Stand-up Briefing	Wg Chart Rm
	1500	[illegible]	Wg Conf Rm
13 Apr	1100	Stand-up Briefing	Wg Chart Rm
	1300	Gross Error Board	25BOMRON Nav Section
	1500	Sq Ops Officers Meeting	40DO Office
16 Apr	0800	Wing Commanders Call	Base Gnd Tng Aud
	0900	Fly Safety	Base Gnd Tng Aud
	1000	Awards Meeting	Base Gnd Tng Aud
	1030	Character Guidance	Base Gnd Tng Aud
	1100	Stand-up Briefing	Wg Chart Rm
17 Apr	1100	Stand-up Briefing	Wg Chart Rm
	1300	Wing Staff Meeting	Wg Conf Rm
18 Apr	1000	First Ops Call	Wg Conf Rm
	1100	Stand-up Briefing	Wg Chart Rm
	1550	Half & Abort Board	Wg Conf Rm
19 Apr	0900	60-J	Wg Conf Rm
	1100	Stand-up Briefing	Wg Chart Rm
	1300	60-JA	Wg Conf Rm
20 Apr	1100	Stand-up Briefing	Wg Chart Rm
	1300	Gross Error Board	25BOMRON Nav Section
	1500	Sq Ops Officers Meeting	40DO Office
23 Apr	1100	Stand-up Briefing	Wg Chart Rm
24 Apr	1100	Stand-up Briefing	Wg Chart Rm

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25 Apr	1000	First Sqtn Call	Wg Conf Rm
	1100	Stand-up Briefing	Wg Chart Rm
	1530	Self A Abort Board	Wg Conf Rm
26 Apr	0930	60-9	Wg Conf Rm
	1100	Stand-up Briefing	Wg Chart Rm
	1300	60-9A	Wg Conf Rm
27 Apr	1100	Stand-up Briefing	Wg Chart Rm
	1300	Gross Error Board	25BOMRON Nav Section
	1300	Wing Staff Meeting	Wg Conf Rm
	1500	Sq Ops Officers Meeting	40LO Office
30 Apr	1100	Stand-up Briefing	Wg Chart Rm

(19) In accordance with 802d Air Division Operations Order 200-56, on 8 April 1956, three (3) B-47 aircraft and crews will be required to complete Special Weapons exercise which will be monitored by 8th AF Inspection Team. Requirement specifies 2 lead and one combat ready crew, TN Trained, participate. Desired crews are as follows:

SQDN	CREW	ACFT CCNDR
25BOMRON	R-11	Jones
44BOMRON	R-38	Creel
45BOMRON	L-72	Musterman

(20) Airdrome Officers

(a) In accordance with SAC Reg 55-44 and 802d ABGRU Reg 31-2, the following Airdrome Officer Schedule will apply. Tour of duty is from 0900, local time.

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DATE				
2 Apr	[illegible]	[illegible]	[illegible]	[illegible]
4 Apr	[illegible]	[illegible]	[illegible]	[illegible]
6 Apr	[illegible]	[illegible]	[illegible]	[illegible]
8 Apr	[illegible]	[illegible]	[illegible]	[illegible]
10 Apr	[illegible]	[illegible]	[illegible]	[illegible]
12 Apr	[illegible]	[illegible]	[illegible]	[illegible]
14 Apr	[illegible]	[illegible]	[illegible]	[illegible]
16 Apr	[illegible]	[illegible]	[illegible]	[illegible]
18 Apr	[illegible]	[illegible]	[illegible]	[illegible]
20 Apr	[illegible]	[illegible]	[illegible]	[illegible]
22 Apr	[illegible]	[illegible]	[illegible]	[illegible]
24 Apr	[illegible]	[illegible]	[illegible]	[illegible]
26 Apr	[illegible]	[illegible]	[illegible]	[illegible]
28 Apr	[illegible]	[illegible]	[illegible]	[illegible]
30 Apr	[illegible]	[illegible]	[illegible]	[illegible]

(21) Division Staff Duty Officers. The 40BOMWG will be required to furnish a Division Staff Duty Officer for the month of April. This duty will begin at times indicated below:

DATE	TIME	ORGN	RANK	NAME
16 Apr	1630	40BMXON	LtCol	Snuler
17 Apr	1630	40PLRON	Maj	Bentley
18 Apr	1630	40PLRON	Maj	Brown
19 Apr	1630	40MLRON	Maj	Burgess
20 Apr	1630	40MLRON	Maj	Carpenter

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DATE	TIME	ORGN	RANK	NAME
21 Apr	0800	[illegible]	Maj	Curtis
21 Apr	1630	[illegible]	Maj	Ellis
22 Apr	0800	[illegible]	Maj	Gervais
22 Apr	1630	[illegible]	Maj	Gregory
23 Apr	1630	[illegible]	Maj	Hughes
24 Apr	1630	[illegible]	Maj	Johnson
25 Apr	1630	40HQRON	Maj	Kendall
26 Apr	1630	[illegible]	Maj	Kronsage
27 Apr	1630	[illegible]	Maj	McCormack
28 Apr	0800	[illegible]	Maj	Fenton
28 Apr	1630	[illegible]	Maj	Tate
29 Apr	0800	[illegible]	Maj	Vandervort
29 Apr	1630	[illegible]	Maj	Wilson
30 Apr	1630	40HQRON	LtCol	Mills

(22) Tower Officers: In accordance with 802d ADV Regulation 62-7, 16 Sep 53, the following Tower Officer Schedule will be in effect for the Month of April. Tour of duty will be from 1200-1200 hours on dates indicated. At any time existing weather is 1000 ft and 3 miles or less, a qualified pilot, possessing a valid instrument card, will be present in the tower. Coming weeks schedule will be firmed up at the weekly 60-9A meeting:

DATE	ORGN
2 Apr	856thRON
4 Apr	44BOMRON

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(23) Maintenance Debriefing Officer and Wing Duty Officer: These duties are now combined during the time 40BOMWG aircraft are performing scheduled flying. All tactical squadrons will furnish an officer crew member for duty assignment as maintenance debriefing officer on flying dates as indicated below. Place of duty will be as required by the maintenance debriefing duties, but the Wing Control Room will know the Officers whereabouts. The tour of duty will be from 1600 until 0730 the following day. Officers assigned this duty will report to the Wing Adjutant for duty officer instructions at 1530. At 1600 he will report to Maintenance Control (Hangar #5) for maintenance debriefing Officer instructions. When his presence is no longer required in Hangar #5, he will spend the remainder of the time in Hq 40BOMWG Control Room, Building # 5/6. Individual names will be submitted and firmed up at the weekly 60-DA meeting for the forthcomming week:

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(24) A consolidated recap of projected flying activities for April is as follows:

DATE	TACTICAL SQUADRONS	40ARRFS	OTHER
2 Apr	Normal Flying	Normal Flying	1 Acft & Crew-Loring
3 Apr	"Old Grandad"	"Old Grandad"	
4 Apr	"Old Grandad"	"Old Grandad"	
5 Apr	"Old Grandad"	"Old Grandad"	

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DATE			OTHER
9 Apr	Normal Flying	Normal Flying	1 Acft & Div Comdr to McDill AFB. Acft Rtn from Loring
10 Apr	"Old Taylor"	"Old Taylor"	
11 Apr	"Old Taylor"	"Old Taylor"	
12 Apr	"Old Taylor"	"Old Taylor"	
13 Apr	Normal Flying	Normal Flying	
16 Apr	Normal Flying	Normal Flying	
17 Apr	Normal Flying	Normal Flying	
18 Apr	"Old Crow"	"Old Crow"	
19 Apr	"Old Crow"	"Old Crow"	
20 Apr	Normal Flying	Normal Flying	
23 Apr	Normal Flying	Normal Flying	
24 Apr	Standdown Pace Setter	Normal Flying	
25 Apr	Pace Setter III	Normal Flying	
26 Apr	Pace Setter III	Normal Flying	
27 Apr	Standdown After Pace Setter III	Normal Flying	
30 Apr	Normal Flying	Normal Flying	

(25) Known May Flying Projections are as follows:

1 May 1 Aircraft and Crew to Westover

5 May 1 Aircraft and Crew Return from Westover

22 May	"Old Stagg I"	"Old Stagg I"	Comdrs Competition "Bench Warmer"
23 May	"Old Stagg I"	"Old Stagg I"	
24 May	"Old Stagg I"	"Old Stagg I"	

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29 Mar "Old Stage II"

30 Mar "Old Stage II"

31 Mar "Old Stage II"

4. ADMINISTRATION AND LOGISTICS: Normal

5. COMMAND AND COMMUNICATIONS: Normal

ERNTON H BURNS
Colonel, USAF
Commander

ANNEXES:

A INTELLIGENCE (Omitted)

B OPERATIONS REQUIREMENTS

C COMMUNICATIONS

D ADMINISTRATION AND LOGISTICS

E MAINTENANCE ORDER

OFFICIAL:

William M Bowden

WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

Hq 40BOMWG
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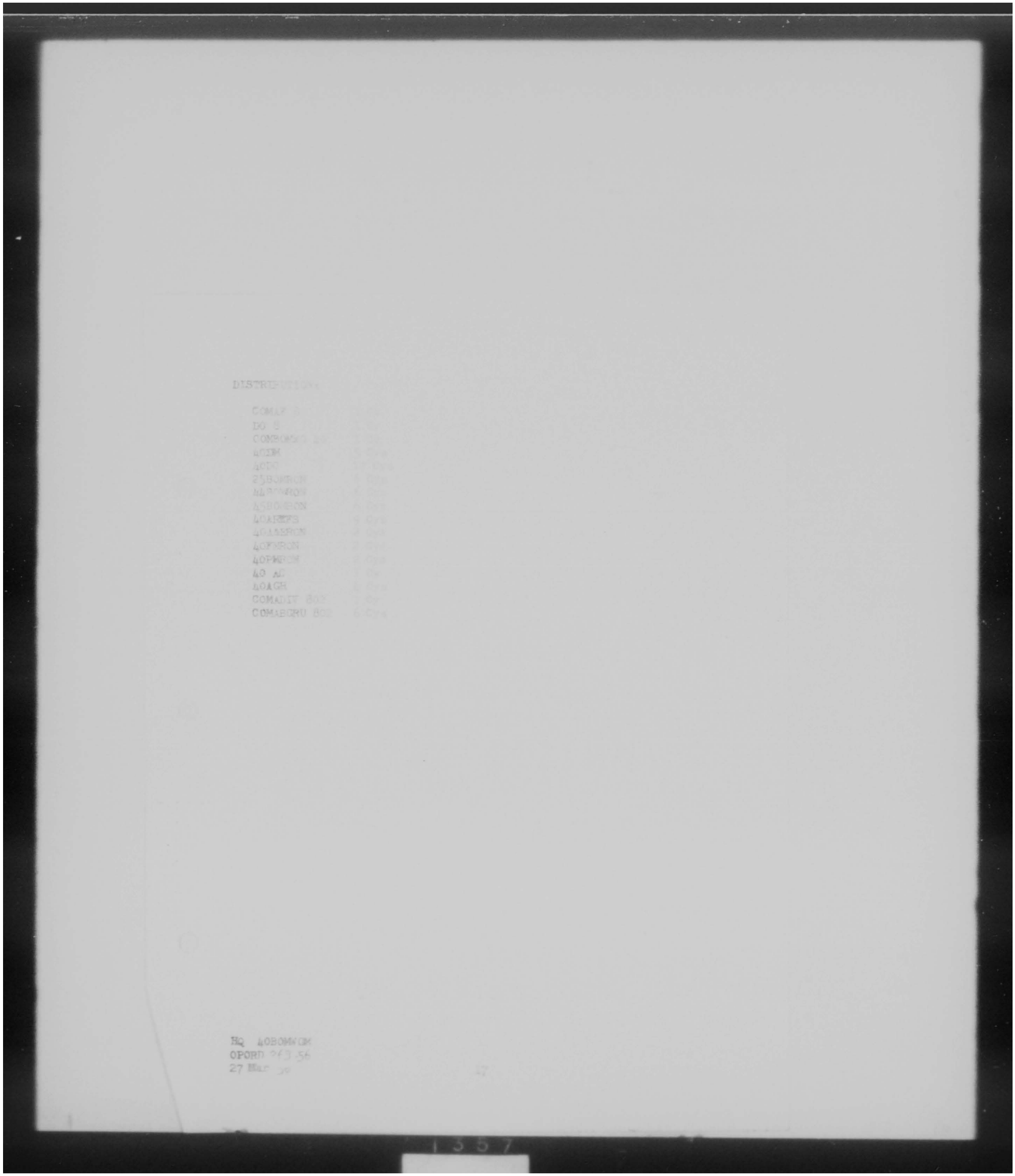

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MONTHLY ACTIVITIES MONTH OF APRIL 56

SUNDA Y	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2 0900-Briefing Gnd Tng Audit 578 Wolfe-to Loring-In place 1300	3 (********** OLD GRANDAD **********) 12 Sorties	4 12 Sorties	5 12 Sorties	6 552 Gionet-Col MacDill-Dry Tanker 578 Rtn from Loring	7
8 552-Gionet Rtn from MacDill	9 0900 Briefing Gnd Tng Audit	10 (********** OLD TAYLOR **********) 12 Sorties Col Wilson-Maj Burnstad 164	11 12 Sorties	12 12 Sorties Col McPherson-Dunaway 159	13 0900 Critique Old Grandad Gnd Tng Audit	14
15 New TWT 15-30 April Check Lists to be Reviewed	16 0800-1200 Gnd Tng Audit Cadre Call Monthly Awards Fly Safety Challenger Gold	17 0900 Briefing Old Crow-Gnd Tng Audit	18 (**********OLD CROW**********) 6 Sorties 10:00 Duration	19 7 Sorties	20 0900 Critique Gnd Tng Audit	21
22	23 0900 Critique FS III-Gnd Tng Audit	24	25	26	27	28
29	30					

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 MARCH 1956

ANNEX "A"

TO

OPERATIONS ORDER

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MARCH 1956

INTELLIGENCE

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ANNEX "A"

TO

OPERATIONS ORDER

263-56

INTELLIGENCE - MARCH

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 March 1956

Omitted.

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

William M. Bowden

WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

APPENDICES: Omitted.

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TO

OPERATIONS ORDER

263-56

FLYING AND GROUND TRAINING

HEADQUARTERS 40TH BOMBARDMENT WING (M)
Smoky Hill Air Force Base, Kansas
27 March 1956

1. GENERAL: April is designated a Special Training Month. Areas of training to be emphasized are generally as follows:

a. Compliance with AFR 60-2

b. Noncombat ready crew training

c. Co-pilot to Aircraft Commander up-grading

d. Completion of Special Observer Requirements as prescribed by Higher Headquarters.

e. SX Crew proficiency training.

f. One-Hundred percent (100%) completion of SAC Reg 50-24, "Ground Training Requirements".

g. Wing Practice Missions against Little Rock, Dallas, and Amarillo in preparation for Pace Setter III. Observers Section will furnish IP's and DGZ's.

2. STRIKE BASE: Smoky Hill AFB, Kansas will be the pre-strike and post-strike base for all operations unless otherwise directed, extluding in-flight emergencies.

3. FLYING HOURS AND SORTIES: The maintenance capability to support flying activities for the month of April is as follows:

SQUADRON	HOURS	SORTIES
25BOMRON		
44BOMRON		

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 March 1956

ANNEX "B"

TO

OPERATIONS ORDER

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OPERATION REQUIREMENTS

FLYING AND GROUND TRAINING

HQ 40THBOM/G
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SQUADRON	HOURS	SORTIES
45BOMRON		
40AREFS		

The scheduling committee projected a total of 1500 B-47, and 560 KC-97 flying hours for April 1956.

4. APRIL TANKER/RECEIVER SCHEDULE: The following is the requested tanker/receiver schedule for April:

DATE	25BOMRON DAY	25BOMRON NIGHT	44BOMRON DAY	44BOMRON NIGHT	45BOMRON DAY	45BOMRON NIGHT
2	*1					1
3	2		1			
4	1		2		1	
5	1		1		2	
6	*1		1		1	
9		1	*1			1
10	1		2		1	
11	1		1		2	
12	2		1		1	
13	1		*1		1	
16				1		
17	1		1			
18	3		2		3	
19	2		3		2	
20	*1				*1	
23		1		1		1
24	STANDDOWN PACE SETTER III					

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DATE	25BOMRON DAY	25BOMRON NIGHT	44BOMRON DAY	44BOMRON NIGHT	45BOMRON DAY	45BOMRON NIGHT
25	PACE SETTER III					
26	PACE SETTER III					
27	STANDDOWN PACE SETTER III					
30	1		1		1	
TOTALS	21		20		20	

* NOTE: Indicates Scheduled Pilot Standboard Check Flights

5. FLYING TRAINING REQUIREMENTS:

a. Higher Headquarters Directed Missions: Pace Setter III, 25, and 26 April. Approximate ETE 6 Hours. Requirements: 70% possessed aircraft. All combat ready and lead crews will participate. Leaves, TDY's etc will be scheduled so as to have all eligible crews present to mission plan and execute mission. Either the Wing, Deputy Wing, or Wing Operations Officer will fly in the Lead aircraft on each flight increment and will be the Airborne Commander. Crew commitments are as follows:

25BOMRON	44BOMRON	45BOMRON
11	12	12

Briefing: 0900 23 April, Base Gnd Tng Aud

Critique: 0900 30 April, Base Gnd Tng Aud

Pre take-off briefing time and place will be announced at general briefing.

b. Wing Directed Missions:

(1) Old Grandad: 3, 4, and 5 April. Approximate ETE 7 & 9 Hours. Type Mission: A wing mission primarily designed to afford practice runs against Pace Setter III targets. Approximately four aircraft per day will receive in flight refueling for an ETE of 9 Hours. The Wing Commander has directed that all available combat ready and lead crews fly this mission. Non-combat ready crews will receive second priority for participation. Non-refueling aircraft ETE 7 Hours. Squadron Requirements are as follows:

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DATE	25BOMRON	44BOMRON	45BOMRON
3 Apr		4	4
4 Apr		4	4
5 Apr		4	4

Briefing: 0900 2 April, Base Gnd Trng Aud

Critique: 0900 13 April, Base Gnd Trng Aud

Pre take off briefing time and place to be announced at general briefing.

(2) Old Taylor: 10, 11, and 12 April. Approximate ETE 7 & 9 Hours. Type Mission: Same as for Old Grandad. Squadron requirements: Same as for Old Grandad.

Briefing: 0900 , 9 April, Base Gnd Trng Aud

Critique: 0900 , 20 April, Base Gnd Trng Aud

Pre take off briefing time and place to be announced at general briefing .

(3) Old Crow: 18 and 19 April. Approximate ETE 10 Hours. Type Mission: A Wing Directed practice type USGM designed primarily for non-combat ready crews to receive experience in stream & formation tactics and mass refueling. Mission will include a T-59 drop. Squadron requirements are as follows:

DATE	25BOMRON	44BOMRON	45BOMRON
18 Apr	3	2	3
19 Apr	2	3	2

Briefing: 0900 17 April, Base Gnd Trng Aud

Critique: 0900 27 April, Base Gnd Trng Aud

Pre take off briefing time and place to be announced at general briefing.

c. 40APEFS Flying Requirements:

(1) Old Grandad: 3, 4, and 5 April. Provide four (4) maximum external IFR sorties per day. Briefing: 0900 2 April, Critique: 0900 13 April Base Gnd Trng Aud

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(2) Old Factory 10, 11, and 13 April. Provide four (4) maximum external IFR Sorties per day. Briefing: 0900 5 April, Critique: 0900 20 April, Base Gnd Tng Aud

(3) Old Dawg 15, and 17 April. Provide eight (8) maximum IFR sorties on 18 April and 7 on 19 April. Briefing: 0900 17 April, Critique: 0900 27 Apr Base Gnd Tng Aud

(4) Provide a total of 50 IFR sorties during the month of April in accordance with Monthly Tasking/Directive provide.

b. IN and S Crew Qualifying and minimum flying time.

c. The following B-47 and KC-97 combat crews will be assigned to the Wing Standardization Board for standardization flight and ground checks. Respective squadrons will furnish the most reliable aircraft available on the days flight checks are scheduled.

CREW NO.	DATES	FLIGHT CHECK PILOT	OBSERVER
SX Fate-Horne	29 Mar - 3 Apr	2 Apr	0
R-19 Gabran	30 Mar - 6 Apr	6 Apr	9 Apr
SX Garvais-Shady	5 Thru 9 Apr	9 Apr	0
R-21 Curtis	6 Thru 13 Apr	13 Apr	10 Apr
R-12 Stallford	6 Thru 13 Apr	13 Apr	9 Apr
R-11 Ondes	13 Thru 20 Apr	17 Apr	20 Apr
R-03 Jones	13 Thru 20 Apr	20 Apr	16 Apr
I-11 Bowles	16 April ONLY (Re-Check)		16 Apr
SX-1 Burns-Jacobsen	15 Thru 20 Apr	17 Apr	
SX-10 Mills-Curtis	19 Thru 23 Apr	0	0
R-73 McGee	27 Apr - 4 May	29 Apr	0

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	FLIGHT CHECK PILOT	OBSERVER
T-	4 and 6 Apr	
T-	11 and 13 Apr	
T-20	25 and 27 Apr	

f. Up-grading training from non-combat ready status is scheduled for the following crews:

	ORGN	PROJECTED DATE COMBAT READY
IN-17	25BOMRON	30 April
IN-29	25BOMRON	1 August
IN-21	25BOMRON	30 April
IN-23	25BOMRON	30 April
N-24	25BOMRON	30 April
IN-46	44BOMRON	1 August
IN-64	45BOMRON	1 April
N-77	45BOMRON	30 April
IN-79	45BOMRON	1 June
IN-80	45BOMRON	1 September
IN-81	45BOMRON	30 April

g. The following is the projected SES Schedule:

REPT DATE	25BOMRON	44BOMRON	45BOMRON
2 April	L-33 Margolo	L-37 Cleveland	L-70 J. Campbell
		L-45 Markowski	
7 May	L-43 Dowlas	L-41 Millerick	L-66 Gionet

h. In accordance with Eighth Air Force Regulation 51-2, each pilot (A/C and Pilot) is required to accomplish each calendar quarter a proportionate share of AFR 60-2 requirements; 3 standard or jet range let downs and low approaches, actual or practice and four GCA's and/or ILAS approaches, actual or practice.

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[redacted]: Each combat ready

[redacted] in accordance with

[redacted] to be made good at termination of the

night celestial [redacted] observer will accomplish two visual

[redacted] radar reflector target as an

offset point, [redacted] visual means.

(1) [redacted] Observer Training Requirements: Each combat ready

[redacted] will accomplish one night celestial and one grid navigation leg

[redacted] SAC Reg 51-11. Results will be critiqued. A Control

[redacted] to be made good at termination of the night

celestial navigation leg. Five student observers will complete flying

[redacted] in accordance with SAC Regulation 51-19.

b. During [redacted] Squadron will continue its efforts to up-grade co-pilots

to aircraft commander status. The goal for each squadron will be one (1) for the month

of April.

6. [redacted] TRAINING ASSIGNMENTS.

a. 501st Bomb Wing [redacted] April:

(1) B-47's: [redacted] will begin each Monday and will last for a period of

five [redacted]. The following crews will be scheduled:

DATE	[redacted]	ASSIGNED	436BOMRON
2 Apr	[redacted]	R-35	R-62, R-75, L-76
9 Apr	[redacted]	L-39	L-60, R-71
16 Apr	[redacted]	R-38, R-48	L-72, R-73
23 Apr	[redacted]	L-45	
25 Apr	[redacted]		

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(2) [illegible] each Wednesday. The classes will last for a [illegible]. The CREWS will follow this schedule:

b. The following crews are scheduled for the [illegible] SAF Survival Training Course(140000) on the dates indicated below:

CREW NO OR INDIVIDUAL	[illegible]	REPORTING DATE
R-71	45BOMRON	3 April 1956
Runaway	25BOMRON	17 April 1956
Fuller	25BOMRON	17 April 1956
Foley	25BOMRON	17 April 1956
R-47	45BOMRON	24 April 1956

c. Physical Conditioning:

(1) A minimum of two hours of physical conditioning will be accomplished by each crew member during the month of April. Crew members will be scheduled at 03-3A meetings. The 25BOMRON will be scheduled from 1300-1400; the 44BOMRON will be scheduled from 1400-1500, and the 45BOMRON from 1530-1630.

d. Altitude Chamber Indoctrination:

(1) Basic. This course will have a three day duration. It is for personnel on flying status who have not previously undergone the basic course as outlined in AFM 50-25, as amended. Personnel listed below will have accomplished flight physical examinations within the previous 12 months. AF Form 702 "Physiological Training Record" will be in possession of individuals scheduled to attend this course.

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chamber before 0800 on dates

	40A&ERON	40AREFS
	Duane	Doolittle
	Smith, A	

given to rated crew

course, as authorized

possession of the

attending the course on dates indicated:

	40A&ERON	40AREFS
	Barnes	Duncan J. Hanson
	Carnes	Duncan, K.K. Duke

c. Gunnery Range:

(1) In accordance with AAF Reg 50-20, Supplement II, all co-pilots will complete [illegible] each year. For the month of April the 40th Bombardment Wing has received a quota of five (5) spaces for the dates indicated below. Each squadron will insure that the persons scheduled for this training will report in flying clothes to the range not later than 0800 hours. Names may be submitted at the weekly 60-9A meetings.

DATE	40BOMBRON	40A&ERON	40AREFS
9 Apr	1 Space	Smith	1 Space
23 Apr	1 Space	Gunner	

f. P-3 Link Trainer: Training quotas for the month of April will be as follows: 0800-1000 hours have been allotted to the 40th Bomb Wing. Since the 40AREFS will be primarily utilizing this training time, this squadron will be held responsible for filling the schedule.

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Name

1 Apr
2 Apr
3 Apr
4 Apr
5 Apr
6 Apr
7 Apr
10 Apr
11 Apr
12 Apr
13 Apr
16 Apr
17 Apr
18 Apr
19 Apr
20 Apr
23 Apr
24 Apr
25 Apr
26 Apr
27 Apr
30 Apr

6e. C-11 Trainers: The following periods of C-11 are available to the 40B:MWG on the dates indicated.

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Personnel of this squadron will participate in ensuring their meeting the requirements of Supplement [illegible], which requires 2 hours per aircraft commander and co-pilot per month, or [illegible] hours in 3 months. Periods available that are not scheduled will be designated as "make-up" periods. These makeup periods will be utilized for pre-scheduled missed periods, staff personnel, and practice for instrument cards. The names of [illegible] and [illegible] at the 50-3 A Meetings.

DATE	[illegible] PILOTS	[illegible] PILOTS	45BOMRON PILOTS
2 Apr	0800-1000	1000-1200	
3 Apr		0800-1000	1000-1200
4 Apr	0800-1000		1000-1200
5 Apr		0800-1000	1000-1200
6 Apr	0800-1000	1000-1200	
9 Apr	1000-1200		0800-1000
10 Apr	0800-1000	1000-1200	
11 Apr	0800-1000		1000-1200
12 Apr	0800-1000	1000-1200	
13 Apr	1000-1200		0800-1000
16 Apr	[illegible]		
17 Apr	0800-1000	1000-1200	
18 Apr	1000-1200		0800-1000
19 Apr	0800-1000	1000-1200	
20 Apr		1000-1200	0800-1000
23 Apr		0800-1000	1000-1200
24 Apr	0800-1000		1000-1200
25 Apr	0800-1000	1000-1200	
26 Apr		1000-1200	0800-1000

[illegible]
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1000-1200

Supplement II, Par 8-g (2)-(3), requires 4 hours per 4 months. Aircraft commanders and co-pilots will be scheduled into these periods to meet their minimum requirements. Periods available and not scheduled will be utilized as make-up periods, and will be utilized for AC's and CP's that failed to make periods, Staff personnel, and weak crew members that need additional training. Names will be confirmed at the weekly 60-9A meetings. Periods will be from 1300 to 1700 on dates indicated:

DATE	CREW NUMBER	A/C NAME
2 Apr	[illegible]	
3 Apr	[illegible]	
4 Apr	[illegible]	
5 Apr	[illegible]	
6 Apr	STANDBOARD	
9 Apr	STANDBOARD	
10 Apr	[illegible]	
11 Apr	[illegible]	
12 Apr	[illegible]	
13 Apr	STANDBOARD	
16 Apr	STANDBOARD	
17 Apr	[illegible]	
18 Apr	[illegible]	
19 Apr	[illegible]	
20 Apr	STANDBOARD	
23 Apr	STANDBOARD	

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A/C NAME

1. This Schedule: The following T-1A Trainer periods will be available to the 4080AWG on the dates indicated. Personnel will be scheduled into periods to insure their meeting the requirements of Supplement II, SAC Reg 50-24, 8 April 1955, which required 2 hours per co-pilot per two months. Periods available that do not have to be scheduled to meet requirements of 50-24, will be designated as Make-up periods. These will be utilized to re-schedule co-pilots that failed to make their regular schedules. Names may be submitted at the weekly CO-OP meeting.

DATE	25BOMRON CO-PILOT	43BOMRON CO-PILOT	45BOMRON CO-PILOT
2 Apr	1000-1200	0800-1000	
3 Apr		1000-1200	0800-1000
4 Apr	1000-1200		0800-1000
5 Apr		1000-1200	0800-1000
6 Apr	1000-1200	0800-1000	
9 Apr	0800-1000		1000-1200
10 Apr	1000-1200	0800-1000	
11 Apr	0800-1000		1000-1200
12 Apr	1000-1200	0800-1000	
13 Apr	0800-1000		1000-1200
16 Apr	COMMANDERS CALL		

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			1000-1200
			1000-1200
			0800-1000
			0800-1000
			1000-1200
			0800-1000

b. T-33: The following periods are available to the 40BOMWG. Observers will be scheduled into these periods for INT and Wing Mission Requirements. Each Observer concerned with INT will be scheduled once each month. Special requirements will be levied upon the accumulations as the need arises. Names of observers scheduled into this training will not be required until the 60-DA meetings. Periods not scheduled will be designated as Make-up and will be utilized for Observers that failed to make their assigned periods or for special mission requirements.

DATE	PILOT AND CREW NO	OBSERVER AND CREW NO	OBSERVER 45BOMRON AND CREW NO
2 Apr	0730-0900 1600-1730	0900-1030 1230-1400	1030-1200 1400-1530
3 Apr	"	"	"
4 Apr	"	"	"
5 Apr	"	"	"
6 Apr	"	"	"
9 Apr	"	"	"

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DATE	OBSERVER 4580TH SQDRON AND CREW NO
10 Apr	1030-1200 1200-1530
11 Apr	"
12 Apr	"
13 Apr	"
16 Apr	"
17 Apr	"
18 Apr	"
19 Apr	"
20 Apr	"
23 Apr	"
24 Apr	"
25 Apr	"
26 Apr	"
27 Apr	"
30 Apr	"

k. Base Instrument School: Instrument school will be held in the Training Building # 479 on 12, 13, 19, and 20 April. Personnel attending these classes will be given to the W'ng Ground Training Officer at the weekly 60-9A meetings.

l. Inflight Maintenance (IFM): Squadron observers in conjunction with their ground training officers will schedule observers to the following IFM schedule. Each observer is required to get 24 hours annually, 8 hours each quarter, and not more than 4 hours in any one month will be credited toward this requirement. These classes will be held in a flight commander's office, Building 943, 45th Bomb Squadron each afternoon from 1230-1630. Each squadron will meet minimum requirements. Vacant periods will be designated make-up. Names may be submitted at weekly 60-9A meeting for ensuing week.

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45BOMRON
OBSERVERS NAME

m. EAPs Crews will be scheduled for one four hour session after the 60-9 meeting has confirmed the flying schedule. The EAP schedule will be presented for confirmation at the 60-9A meeting.

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n. Squadrons will schedule two qualified crews for alert to cover their respective "QUICK STRIKE" assignments. Quick strike targets will be covered by at least one qualified crew at all times. Crews scheduled for this alert will not fly while on alert unless prior approval is received from 40DO and/or 40CO. Crews may stand by at home or in the local area during off duty hours. Crews so assigned will keep the 40th Control Room advised of their whereabouts at all times. It is requested that a roster be submitted to this headquarters on issued forms covering this requirement, in accordance with a disposition form, Subject: Policy to Insure Quick Strike Capability, this headquarters, dated 5 December 1955.

o. Phase I, SACREG 50-34, Supplement I Training will be accomplished for all non-aircrew members. This training will be accomplished every Wednesday, Thursday, and Friday of each week. It is a one day school. All personnel, Officer and Airman alike, assigned to a squadron but not on a numbered combat crew are required to complete this training by 30 April 1956. Rosters of completion will be forwarded by this headquarters to the unit concerned. These rosters will be used as a basis to accomplish the charts on non-aircrew members and on individual IAC Forms 293.

p. Target Study:

(1) Routine Target Study: will be conducted on the work day prior to the mission. This target study will be conducted in the target study section of the 25BOMRON.

(2) Target Study for Pace Setter III. This target study is divided into three Phases as follows:

(a) Phase I . Individual study by observers will include study on Existing Materials and materials to be prepared by Capt Ralph on Dallas. Completion date was 15 Mar 56.

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(2) Phase II. Supervised study of Observers. Briefing by Wing Standardization Observer of Bomb Run SOP's and Emergency Procedures. Bomb Run Plans and Final Selection of Off-set aiming points. One day study with four hours devoted to prediction and background on Dallas and two hours each on prediction and background on Amarillo and Little Rock.

(c) Phase III. Twelve hours film strip study. T-2A Runs to cover Target Familiarization and Bomb Run procedures. Second period will include entire crew being present and covering checklists and procedures.

(3) During April, crews will devote as much bombing activity as practical on Little Rock, Dallas, and Amarillo complexes as possible, and will duplicate runs as scheduled in Pace Setter III.

(4) A Disposition Form, 6000, dated 30 Jun 56 included all details for target study program for Pace Setter III.

4. Critiques: Critiques will be conducted at the following times for each Squadron:

25BOMRON	1430-1530
44BOMRON	1530-1630
45BOMRON	1230-1330

5. TN Training: The following crews are scheduled into the Special Weapons Delivery Course, Wichita, on the dates listed below:

CREW	ENTRY DATE
R-43 & L-65	16 April 1956
L-36	30 April 1956

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:
WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

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[redacted] 40TH BOMBARDMENT WING, MEDIUM
[redacted] Air Force Base, Salina, Kansas

APPENDIX "1"
TO
ANNEX "B"
TO
OPERATIONS ORDER
[redacted]-56
TRAINING PROJECTIONS APRIL

HQ 40BOM/G
APP 1, ANNEX "B"
OPORD 2/3-56
27 Mar 56

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APPENDIX "A"

TO

ANNEX "B"

OPERATIONS ORDER

263-56

TRAINING PROJECTIONS MARCH

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 March 1956

1. The following code is used in the Attachment of this Appendix:

AO	AIRDROME OFFICER	P	PASS
DS	DETACHED DUTY	PT	PHYSICAL TRAINING
AS	ADVANCED SURVIVAL	U	ULTRASONIC TRAINER
F	FLYING	TT	TARGET STUDY
G	GROUND SCHOOL	WS	WATER SURVIVAL
ALT	ALTITUDE CHAMBER	SW	SPECIAL WEAPONS
FS	FLIGHT SIMULATOR	CP	CO PILOT
MP	MISSION PLANNING	A	AIRCRAFT COMMANDER
OD	OFFICER OF THE DAY	O	OBSERVER
		DD	DEBRIEFING OFFICER
		OR	OR RANGE

HQ 40BOM&GM
APP "1" ANNEX "B"
OPORD 263 56
27 Mar 56

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[redacted] BOMBARDMENT WING, MEDIUM
[redacted] Air Force Base, Salina, Kansas

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[redacted] APRIL

HQ 40BOMWGM
ATT "A", OPF "A", ANNEX "B"
OPORD 2[redacted]56
27Mar 56

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25BOMRON

APRIL
FLYING AND GROUND TRAINING PROJECTION

ATT "A", APP "1", ANNEX "B"
40BW OPORD 263-56, 27 Mar 56

ACFT COMDR	CREW NO	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30
STARR	L-03	F 558	F 595		F 558		Brf	F 558		PS	Crt EWP	F 558			F 558	Crt	Brf		F 558	F		Crt
DUNAWAY	L-04	Brf		F 559		EWP	Brf			F 326	Crt			Blk Tng			Brf		F 559	F		Crt
WEAVING	L-06	Brf	DR		F 550			F 550			Crt F 550	EWP		Blk Tng			Brf		F 550	F		Crt
GILLIS	L-13	Brf	F 567			F 567	Brf	AO		567	Crt		F 567			Crt F 567	Brf			F		
DAVIS	L-02	Brf		F			Brf	F			Crt F-84		Brf	F		Crt	Brf F					
[illegible]							Brf F															
[illegible]																						
[illegible]					F	F			F	F												
ONDES			F 565		F			F 565		TN SW			F 565									
WOLFE		F 578		TO		F 578	BRF OR		F 578	A/C AS			F 578	BRF		F 578						F 578
ELLIS			F 326			F 326	TO			F 159		BRF	F 326									
MAKABLE	L-12	F 575	TO WAS TO ER							SES						575	DRF F 595		F 557	DRF F		DRT
JONES	L-14	DRF PS	LP F	F 575		LWP	F 575			F 575	DRT					DRT	DRF F 575			F 575		

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25BOMRON

APRIL
FLYING AND GROUND TRAINING PROJECTION

ATT "A", APP "1", ANNEX "B"
40BW OPORD 263-56, 27 Mar 56

ACFT COMDR	CREW NO	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30
			F	CP		P-3/B	P-1			F							SPP			F		
GALVAN	P-15		554	F		466	554			595	ORT					ORT	F			554		
																	554					
SMITH	P-16	BLR		TNG			SPP		F		ORT	F	PNP		F	ORT	SPP		F	PNC		NT
									554			554			554				554	F		F
					F			F			ORT				F		F					
HINTON	P-14				545		SPP	545			F		SPP		554		545					
											545											

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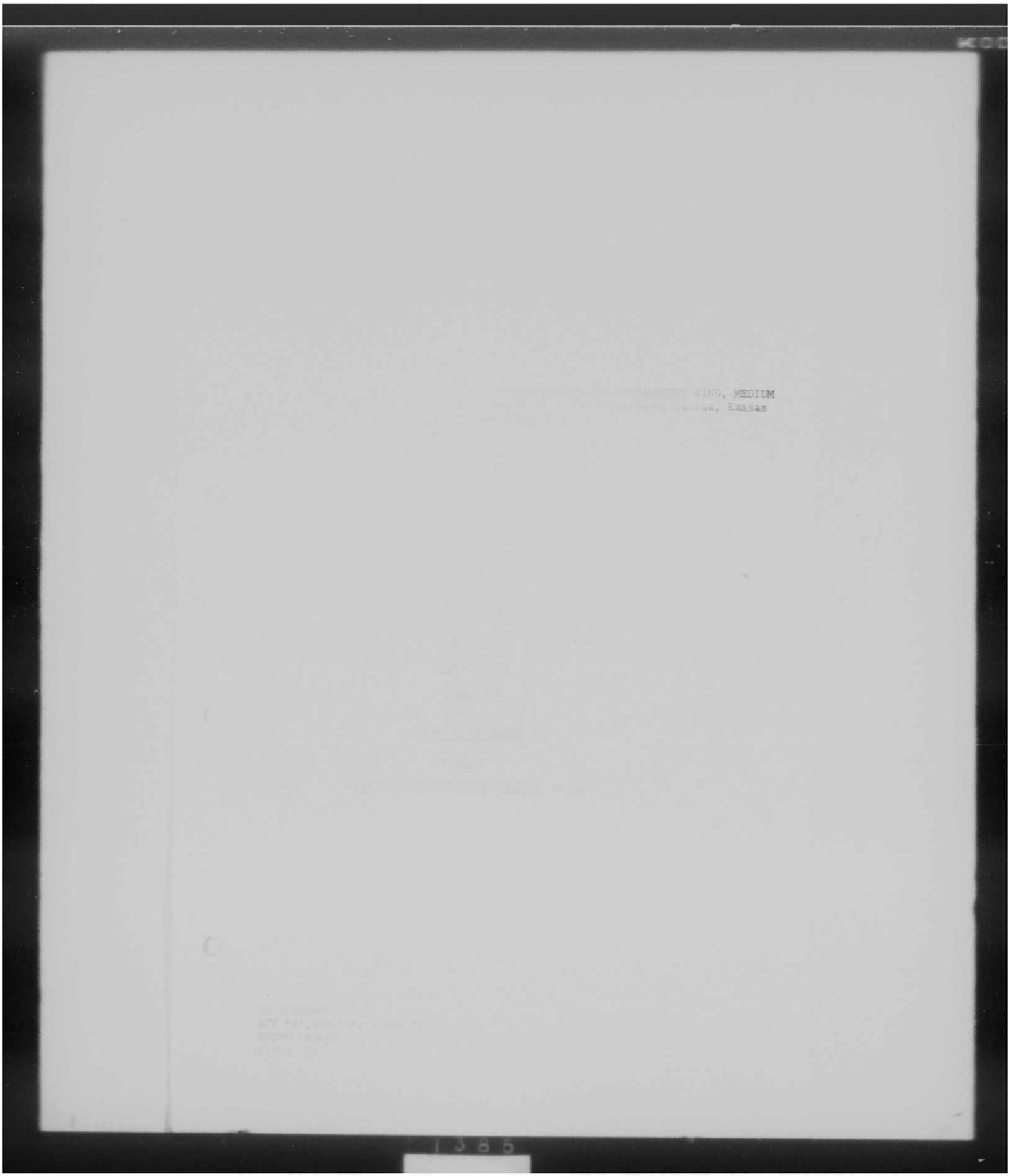

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44BOMRON — APRIL — ATT "B" APP "--ANNEX "B"

FLYING AND GROUND TRAINING PROJECTION — 40 BW OPORD 203-56, 20 Mar 56

ACFT COMMANDER	CREW NO	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30
ABBOTT	R-35	(*****BLOCK GND TNG*)					AC F-322 CPOQ	MP Brief TS	F 561	AC AC	MP Brief TS	F 561	Crit	MP Brief TS	MP BR TS	F 561	Crit	MP Brief TS	F 561		MP Brief TS	F 561
CLARK	L-36	(*****LEAVE*****)																				(TN Wichita)
CLEVELAND	L-37	F 546 (*****SES*****)															F 569 CP	MP Brief TS	F 584			
CREEL	R-38	F 579	Crit	MP Brief TS	F 579			MP Brief TS	F 579	SW EX		(Block Ground Training)					(Flt Test Crew*****)		F 323			
GALLIGAN	L-39	F 582	MP Brief TS	F 322		AC F 561	(Block Ground Tng**)					AC F 579	AC CP FS	MP Brief FS	F 541	MP Brief TS	F 322	Crit	MP Brief TS	F 569		
MILLERICK	L-41	MP Brief TS	F 561		AC-Inst School			AC CP FS	MP Brief TS	F 570		MP Brief TS	F 564	Crit	MP TS Brief	F 564	CPOQ Crit		MP Brief TS	F 569		
WOHLFORD	L-42		F 555 (Test Flight Crew**)				F 555	Crit	MP Brief TS	F 555	Crit			MP Brief TS	F 584	MP Crit TS	F 584	Crit	MP Brief TC	F 555	Crit	
SEARS	R-43			MP Brief TS	F 584		MP Brief TS	F 584	Crit	MP Brief TS	F 584	(TN TNG WICHITA*****)						MP Brief TS	F 582	Crit	MP Brief TS	F 582
VIA	R-44	MP Brief TS	F 320	AC/AC Crit	MP Brief TS	F 320	F (AC) 322	MP Brief TS	F 320	MP Crit TS	F (AC) 541	AC&O	ALT	MP Brief TS	F 320		AC-F 569	MP Brief TS	F 320	Crit		
MARKOWSKI	L-45	F 583 (*****SES*****)															AP Weap ------		MP Brief TS	F 583		AC-F 164
RICHTER	IN 46		MP TS Brief	F 581	MP Brief TS	F (AC) 561	MP TS Brief	F 581	Crit	MP Brief TS	F 581	AC-F Crit 579	MP Brief TS	F 581	Crit	MP Brief TS	F 570	Crit	MP Brief TS	F 581	Crit	AC-AC
MARTIN	R-47		MP Brief TS	F 569	Crit	MP Brief TS	F 569	Crit	MP Brief TS	F 569		P-F 164	MP Brief TS	F 569				(USAF ADVANCED SURVIVAL SCHOOL)				
BURNSTAD	R-48	F 164	Crit	MP Brief TS	F 164	Crit	FLT	F INST 164	CREW*****			Spec Weap pers***	MP Brief TS	F 164	Crit		F-F 169	MP Brief TS	F 164	Crit		F-F 164

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Forbes Air Force Base, Salina, Kansas

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45BOMRON — APRIL FLYING AND GROUND TRAINING PROJECTION — ATT "C", APP "1" ANNEX B 40BW OPORD 263-56 27 Mar 56

ACFT COMDR	CREW No	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30
SCRUGGS	62	← BLK TNG →					A/C ALT		F 158			F 158				F 158			F 158			
HARRINGTON	71	← STEAD										STEAD				→	← BLK TNG →					
HOUSER	81	← A/C LEAVE →		F 609				F 609			F 609	T.O. A/C		F 609		A.O. A/C		DB				
SCHUPPERT	67		F 576			T.O.	F 559			F 548		← TEST FLT CREW →							F 590			
MORRIS	78																					
ZEIVS	65			F 563			F 563		F 576			← T/V →						AO		F 563		
JONES	63		F 556			F 556		F 571								F 564			F 564			
MITCHELL	70	F 547											S E S						F 547			
BISHOP	66		F 552		F 552				F 552					F 552		F 552			F 552			
GRIMM	60			F 572			← BLK TNG →												F 572			
ZYSK	79			F 572	AO		F 563												F 576			
BANK	75	← BLK TNG →			F 556				F 556				F 556			F 556				F 556		
MUSTERMAN	72	F 543		F 543				F 543				← BLK TNG →							F 543		DB	KLV →

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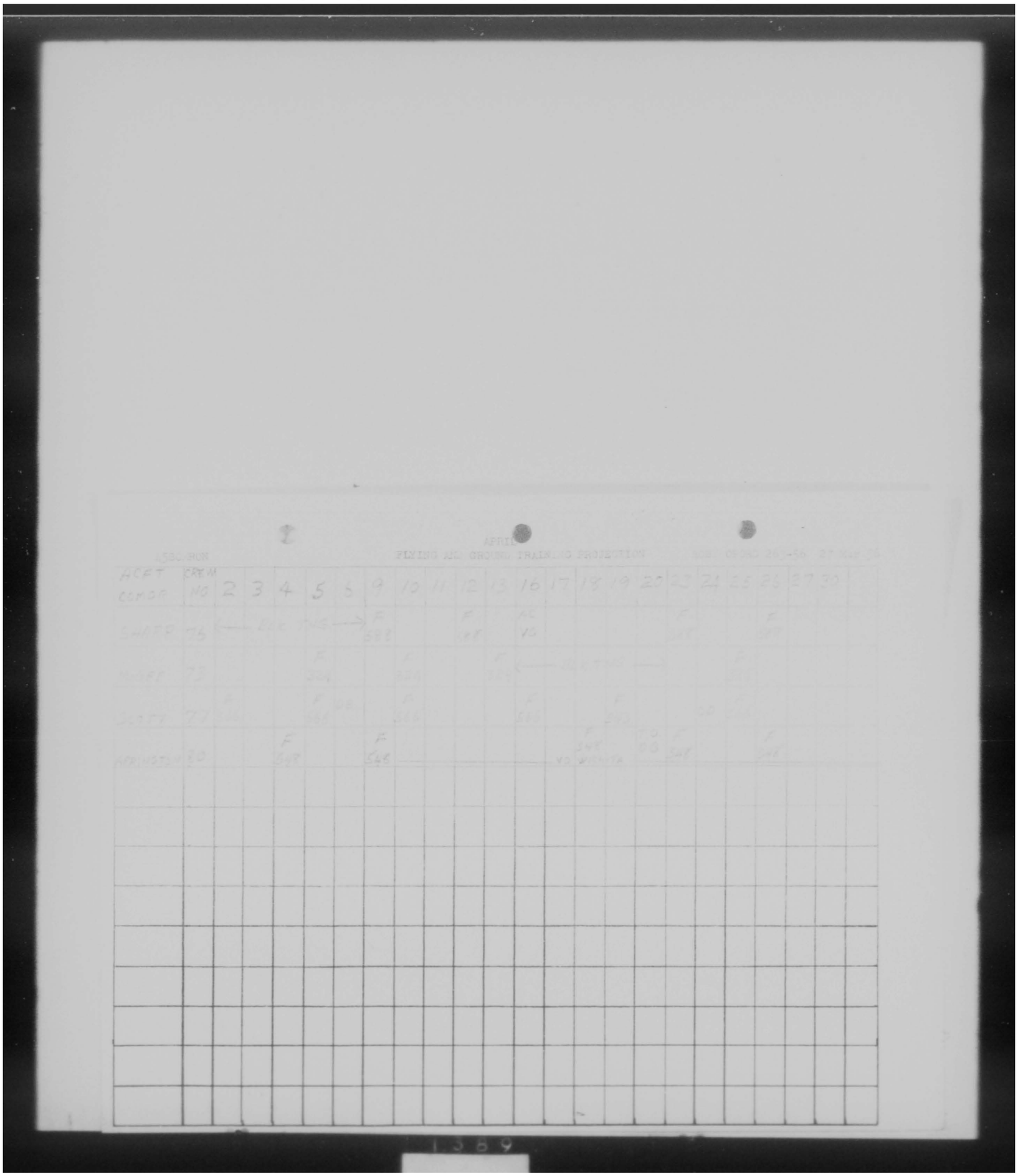

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
[illegible] Hill Air Force Base, Salina, Kansas
[illegible] 1956

ATTACHMENT "B"
TO
APPENDIX "A"
ANNEX "B"
TO
OPERATIONS ORDER
[illegible]-56
[illegible] TRAINING PROJECTION APRIL

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

ANNEX "C"

TO

OPERATIONS ORDER

COMMUNICATIONS

HQ 40BOMBGM
ANNEX "C"
OPORD 2[illegible]
27 Mar 56

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas

BERTON H BURNS
Colonel, USAF
Commander

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 March 1956

ANNEX "D"

TO

OPERATIONS ORDER

263-56

ADMINISTRATION AND LOGISTICS

HQ 40BOMW(M)
ANNEX "D"
OPORD 263-56
27Mar 56

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ANNEX "D"

TO

OPERATIONS ORDER

[illegible] 56

ADMINISTRATION AND LOGISTICS

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 March 1956

1. ADMINISTRATION AND LOGISTICS: Normal

KENNETH H BOWEN
Colonel, USAF
Commander

OFFICIAL:

William M Bowden

WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

APPENDICES: Omitted.

DISTRIBUTION:
(SAME AS OPORD)

Hq 40BOMBCM
ANNEX "D"
OPORD 263-56
27 Mar 56

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ANNEX "E"
TO
OPERATIONS ORDER
MAINTENANCE ORDER

MAINTENANCE ORDER
NUMBER. . . .4-56

HEADQUARTERS, 40TH BOMBARDMENT WING (M)
Smoky Hill Air Force Base, Kansas
30 March 1956

1. GENERAL:

a. This Maintenance Order presents the maintenance and flying schedule for the month of April 1956 and reflects all requirements known to the Wing at this time.

b. The maintenance and flying schedules (Tail number schedules) contained in the succeeding annexes implement the flying requirements for the 40th Bombardment Wing (M) as directed by SAC Regulation 60-9 and SAC Manual 66-3. These schedules include all known maintenance and operational task for April 1956.

c. This order is based upon both B-47 and KC-97 operations.

2. ORDERED COMMITMENTS:

a. A thirty-four (34) B-47 aircraft stream mission (Pace Setter III) will be accomplished on the 25th and 26th April. Seven (7) aircraft on the 25th and seven (7) aircraft on the 26th have been designated as spare aircraft and will fly only if required.

b. Three (3) bomber wing missions are scheduled for the month of April. Two of these missions will each be a thirty-six (36) B-47 aircraft stream mission, (Old Grand Dad) to be accomplished on 3rd, 4th and 5th of April, and (Old Taylor) to be accomplished on the 10th, 11th, and 12th of April. The third is a fifteen (15) B-47 aircraft stream mission (Old Taylor) to be accomplished on the 18th and 19th of April. No spare aircraft have been provided for these missions.

c. Twenty-seven (27) KC-97 tanker aircraft will provide the necessary refueling support for the three wing directed missions.

d. KC-97 aircraft 51-328 will go to OCAMA for IRAN on 5 April. KC-97, 51-249 will be available for pickup on the 19th of April.

HQ 40BOMWG
MAINT ORDER APR 56
30 MAR 56

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e. Three (3) B-47 aircraft are scheduled into drag angle modification during the month of April. B-47 52-595 will fly to Tucson on the 9th of April, 52-578 on the 16th April and 52-559 on the 23d of April for modification. B-47 52-161 will be available for pickup on or about the 20th of April.

f. Two B-47 aircraft are scheduled for 802d Air Division missions. B-47, 52-552 will fly to McDill AFB on the 6th of April and return the 8th of April. B-47, 52-576 will fly to Travis AFB the 27th of April and return the 29th of April.

g. Four (4) B-47 aircraft are scheduled to fly to SES at Tucson on the 2d of April and return the 20th of April.

h. One (1) B-47 aircraft 52-578 will go to Loring AFB Maine on 2 April and return on the 6th of April.

i. Weather permitting, one (1) aircraft per day will be scheduled for water bbing to comply with T.O. 1B-47-575. Squadrons will be notified by Maintenance Control at least one (1) day in advance and will order the water alcohol. The squadron will uncowl and tow the aircraft to the run-up area on taxi-way 14 at the scheduled time.

j. Special Weapons loading will be conducted on the 4th, 5th, 9th, 11th, 16th, 18th, 19th, and 23rd of April. Three (3) aircraft will participate in a special weapons evaluation loading on the 12th of April in the loading area. These latter aircraft will be towed into loading positions 3, 4 and 5 by 0730 hours on the scheduled date. The crew chief will be responsible to have AC power, fire bottles, four (4) chocks, and ground wires available for each aircraft. Ring outs and functional checks by A&E rsonnel will begin promptly at 0800 hours. Aircraft scheduled for special weapons loading will participate from each tactical squadron as designated in the tail number schedule.

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3. ROUTINE REQUIREMENTS AND PROCEDURES:

a. No sortie will be scheduled for take-off prior to 1200 on each Monday except those aircraft departing on special flights.

b. Where possible, sorties scheduled for take-off on the second day after a last flight will take-off after 1700 hours to insure two full duty days between flights.

c. Normal work schedule for maintenance personnel is 0730 hours to 1630 hours Monday through Friday.

d. No flying has been scheduled for the 24th of April and the 27th of April.

e. A breakdown of the B-47 aircraft sorties is as follows:

(1) Eleven 3 - hour sorties

(2) Forty-two 5 - hour sorties

(3) Sixty-eight 6 - hour sorties

(4) Seven 6½ - hour sorties

(5) Sixty-three 7 - hour sorties

(6) Twenty-four 9 - hour sorties

(7) Fifteen 10 - hour sorties

(8) A total of 246 sorties 1598 flying hours are represented on the B-47 April schedule. These schedules incorporate a confirmed 1502 flying hours plus a 6% pad. This pad is distributed throughout the schedule and will be flown in complying with the schedule. Upon reaching the programmed amount of confirmed flying hours, general flying activities will cease and only selective sorties will be flown for the remainder of the month.

f. A total of 104 sorties and 625 flying hours are represented on the KC-97 April tail number schedule. This schedule incorporates a confirmed 560 flying hours plus a 10% pad.

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g. Post Flight inspections will be accomplished in accordance with the 10 day cycle flying maintenance schedule as established by Maintenance Control. It is each Engineering Officer's responsibility to see that the 10 day cycle is followed.

h. In the event that specialists are required to work on an aircraft after duty hours a crew chief or representative will be present. Crew and specialists required for early take-offs and late returns (Or any maintenance performed after normal duty hours) will be on staggered shifts as much as possible to advoid overtime work.

i. Further emphasis will be placed on the effectiveness of the current Technical Order compliance program. Each squadron Engineering officer will insure that his TOC coordinator exercises close follow-up action to insure maximum effectiveness of personnel utilization. The Job Control Officer will monitor and insure the over-all program is properly scheduling TOC's to further reduce the TOC rate. Hangar # 2 will be fully utilized for KC-97 aircraft undergoing compliance with outstanding technical orders.

4. The aircraft flying schedules as listed in annexes A, B, C and D are firm. No deviations or changes to this schedule will be made unless authorized by the Wing Commander. Strict consideration of the maintenance capability and program will be accomplished prior to the authorizing such a change, to insure minimum effects on scheduled workload. After the 60-9 weekly meeting schedule is published, aircraft will fly as scheduled. No changes will be permitted in take-off times, aircraft substitutions or make-up sorties unless authorized by the Wing Commander.

5. Aircraft requiring Tango missions to clear up radar discrepancies will fly only on normal scheduled dates. The Armament and Electronics Maintenance Supervisor will determine if a specialist is required to fly with the aircraft. Tango status aircraft will be fully coordinated between Armament and Electronics, Maintenance Control and Squadron Operations.

6. Any changes in bomb or ammunition requirements will be coordinated with the Wing Chief of Maintenance.

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7. All test flights will be included in the 60-9 schedule and flown on the scheduled date. Test flights following periodic inspection will be scheduled for take-offs at 1230 hours for B-47 and 1400 hours for KC-97 aircraft on the day indicated by a "TH" in the tail number schedule. Unscheduled test flights, e.g., those required for engine or control surface change, will normally be flown on the date indicated by the next "F" on the schedule unless otherwise directed by the Chief of Maintenance. Aircraft aborting scheduled flight tests will be scheduled for take-off at the standard times on the next day indicated for flight on the tail number schedule.

Annexes
A thru G

BERTON H BURNS
Colonel, USAF
Commander

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ANNEX "A"
To Monthly Maintenance Order
April 1956

MAINTENANCE PLAN & SCHEDULE

25th Bombardment Squadron

1. The 25th Bombardment Squadron will schedule 74 sorties for a total of 501:30 flying hours and will be accomplished as follows:

Sorties		
4	Old Grandad at 9:00 hours	36:00
8	Old Grandad at 7:00 hours	56:00
4	Old Tayler at 9:00 hours	36:00
8	Old Tayler at 7:00 hours	56:00
5	Old Crow at 10:00 hours	50:00
1	Pace Setter III at 6:00 hours	66:00
15	SAC Regulation 51-19 at 7:00	105:00
7	CCTM at 6:30 hours	45:30
8	5X Staff at 5:00 hours	40:00
4	Test Flights at 2:45	11:00
74 Sorties		501:30 Hours

2. The following aircraft will undergo Periodic Inspections on the dates indicated below:

ACFT	DOCK	POST DOCK	RETURN TO SQDN
565	16 Apr - 20 Apr	23 Apr - 27 Apr	30 Apr
554	11 Apr - 17 Apr	18 Apr - 24 Apr	25 Apr
575	30 Apr - 4 May	7 May - 11 May	14 May

3. The following aircraft will tentatively be made available for special weapons loading on dates listed below. Aircraft will have wiring and functional check performed within 72 hours prior to loading. Loading will begin normally at 0830 on date scheduled

1400

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ANNEX "A" (cont'd)

crew chief will insure fire guard, fire bottle and ground wire is attached during all loading. Loading will be performed by base munitions with assistance by A&E monitor.

ACFT NO.	DATE	STANDBOARD
545	11 April 1956	
545	23 April 1956	

Aircraft number 558 will participate in a special weapons evaluation loading on 12th of April. Procedures as outlined in section 2 item "j" of the general maintenance order will be followed.

4. Weather permitting the following tentative aircraft will have compass swings performed on dates indicated. Aircraft will be reafirmed 1 day prior to scheduled date between Squadron Engineering Maintenance Control and Armament and El ronics Flight Line Supervisor, Coleman and Driver will be furnished by Squadron concerned.

ACFT NO.	DATE
545	6 April 1956
549	11 April 1956
550	20 April 1956

5. The following aircraft will tentatively be scheduled on following dates for weight and balance. Squadrons will be notified 24 hours in advance by Maintenance Control to affirm the aircraft. Squadrons will insure that aircraft is defueled and chart "A" completed prior to entry into hangar #6.

ACFT NO.	DATE
549	2 April 1956
466	3 April 1956

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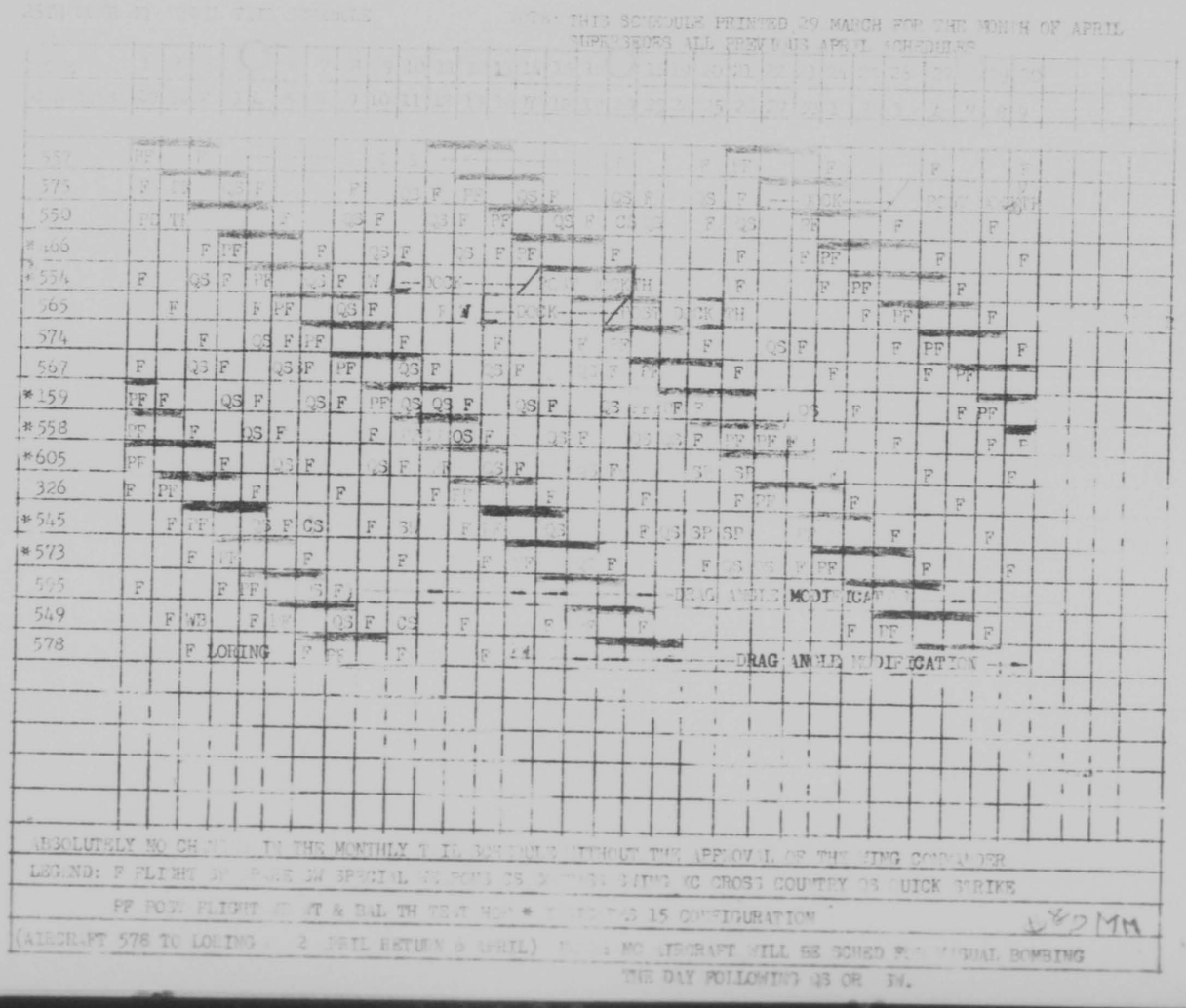

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ANNEX "B"
To Monthly Maintenace Order
April 1956

MAINTENANCE PLAN AND SCHEDULE

44th Bombardment Squadron

1. The 44th Bombardment Squadron will schedule 73 sorties for a total of 480:15 flying hours and will be accomplished as follows:

Sorties		
4	Old Grandad at 9:00 hours	36:00
8	Old Grandad at 7:00 hours	56:00
4	Old Tayler at 9:00 hours	36:00
8	Old Tayler at 7:00 hours	56:00
5	Old Crow at 10:00 hours	50:00
11	Pace Setter III at 6:00 hours	66:00
10	SAC Regulation 51-19 at 6:00	60:00
12	CCTM at 6:00 hours	72:00
8	5X Staff at 5:00	40:00
3	PFF and Ferry flight at 2:45 hours	8:15
73 Sorties		480:15 Hours

2. The following aircraft will tentatively be made available for special weapons loading on the dates listed below. Aircraft will have wiring and functional check performed within 72 hours prior to loading. Loading will begin normally 0830 on date scheduled crew chief will insure fire guard fire bottle and ground wire is attached during all loadings. Loading will be performed by base munitions with assistance of A&E monitor.

ACFT NO.	DATE
164	4 April 1956
323	16 April 1956
564	19 April 1956

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ANNEX "B" (cont'd)

Aircraft number 164 will participate in special weapons evaluation loading on 12th April. Procedures as outlin d in section 2 item "j" of the general maintenance order will be followed.

3. The following aircraft will undergo Periodic Inspections on indicated dates:

ACFT NO.	DOCK	POST DOCK	RETURN TO SQDN
564	2 Apr - 6 Apr	9 Apr - 13 Apr	16 Apr
582	4 Apr - 10 Apr	11 Apr - 17 Apr	18 Apr
541	23 Apr - 27 Apr	30 Apr - 4 May	7 May
579	18 Apr - 24 Apr	25 Apr - 1 May	2 May
581	30 Apr - 4 May	7 May - 11 May	14 May

4. Weather permitting the following tentative aircraft will have compass swings performed on dates indicated. Aircraft will be reaffirmed 1 day prior to scheduled date between squadron engineering and Maintenance Control and Armament & Electronics and Flight Line Supervisor Coleman and Driver will be furnished by Tactical Squadron concerned.

ACFT NO.	DATE
541	6 April 1956
579	12 April 1956

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44TH BOMB SQ APRIL TAIL SCHEDULE

NOTE: THIS SCHEDULE PRINTED 29 MARCH FOR THE MONTH OF APRIL SUPERCEDES ALL PREVIOUS APRIL SCHEDULE

CYCLE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
CAL DAYS	29	30	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30	1	2	3	4	7	8	9
320	PF		S	F	CS	QS	F			F	PF		QS	F		QS	F				F	PF		F			F			F
*669	F	PF			(P- TO DRAG ANGLE MODIFICATION-TUCSON-																										
*584		F	PF	QS	QS	F		QS	F		QS	F	PF	CS	QS	F		QS	QS	F	QS		PF			F			F	
*561				F	PF	QS	F		QS	F		QS	F	PF		QS	F			F		QS	F	PF			F			F
*555	F		QS	F	PF	QS	QS	F		QS	F		CS	F	PF		QS	F		QS	F			F	FF			F		
581		F		QS	F	PF			F		QS	F			F	PF		F			F		QS		F	PF			F	
582			F	W	(--DOCK-----/POSTDOCK-)								TH			F	PF			F			F			F	PF			F
*564	F	W	(--DOCK-----/POSTDOCK)								TH			QS	F		SW	F	PF		QS	F		QS	F	PF	PF	PF	(F--SES		POST FLIGHT 2 MAY PRIOR TO SES DEPT
322		F			F		QS	F	PF		F				QS	F		QS	F	PF		F			F			F	PF	
*164			F		SW	F		QS	F	PF	SW	QS	F			QS	F		QS	QS	F	PF	QS	F			F			F	PF
*546	PF		(F-												SES-									F)		F	QS	PF		F			F	
*583	PF		(F-												SES-									F)		QS	F	PF			F			F	
541		F	PF		QS	F	WB		F			F	PF				F	W	(--DOCK-----/POSTDOCK)						TH				F		
579			F	PF		F				F	WB		F	W	(--DOCK-----/POSTDOCK)										TH			F			F
570	F		QS	F	PF			F		QS	F			F	PF				F		SP	SP			F	PF			F		
323		F		QS	F	PF		QS	QS	F			SW	QS	F	PF			QS	QS	SP	SP	QS			F	PF			F	

ABSOLUTELY NO CHANGES IN THE MONTH TAIL SCHEDULE WITHOUT THE APPROVAL OF THE 40TH BOMWG COMDR.

LEGEND: F FLIGHT SP SPARE SW SPECIAL WEAPONS CS COMPASS SWING XC CROSS COUNTRY QS QUICK STRIKE
PF POSTFLIGHT WB WEIGHT AND BALANCE TH TEST HOP * INDICATES 15 CONFIGURATION

NOTE: NO AIRCRAFT WILL BE SCHEDULED FOR VISUAL BOMBING THE DAY FOLLOWING QS OR SW

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ANNEX "C"
To Maintenance Order
April 1956

MAINTENANCE PLAN AND SCHEDULE

45th Bombardment Squadron

1. The 45th Bombardment Squadron will schedule 83 sorties for a total of 520:00 flying hours which will be accomplished as follows:

Sorties		
4	Old Grandad at 9:00 hours	36:00
8	Old Grandad at 7:00 hours	56:00
4	Old Tayler at 9:00 hours	36:00
8	Old Tayler at 7:00 hours	56:00
5	Old Crow at 10:00 hours	50:00
11	Pace Setter III at 6:00 hours	66:00
18	SAC Regulation 51-19 at 5:00 hours	90:00
13	CCTM at 6:00 hours	78:00
8	5X Staff at 5:00 hours	40:00
4	Test Flight at 3:00 hours	12:00
83 Sorties		520:00 Hours

2. The following aircraft will undergo Periodic Inspections on indicated dates:

ACFT NO.	DOCK	POST DOCK	RETURN TO SQDN
571	22 Mar - 28 Mar	29 Mar - 7 Apr	5 Apr
588	21 Mar - 27 Mar	28 Mar - 3 Apr	4 Apr
590	28 Mar - 3 Apr	4 Apr - 10 Apr	11 Apr
572	9 Apr - 13 Apr	16 Apr - 20 Apr	23 Apr

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ANNEX "C" (cont'd)

3. The following aircraft will tentatively be made available for special weapons loadings on dates listed below. Aircraft will have wiring and functional check performed within 72 hours prior to loading. Loading will begin normally 0830 on date scheduled. Crew Chiefs will insure fire guard fire bottle and ground wire is attached during all loadings loading will be performed by base munitions with assistance by A&E monitor.

ACFT NO.	DATE	STANDBOARD
552	5 April 1956	
571	9 April 1956	
576	18 April 1956	

Aircraft number 566 will participate in a special weapons evaluation loading on 12 April. Procedures as outlined in section 2 item "j" of the general maintenance order will be followed.

4. The following aircraft will tentatively be scheduled on following dates for weight and balance. Squadrons will be notified 24 hours in advance by Maintenance Control to affirm the aircraft. Squadrons will insure that aircraft is defueled and Chart "A" is completed prior to entry to hangar #6.

ACFT NO.	DATE
158	17 April 1956
543	23 April 1956

5. Weather permitting the following tentative aircraft will have compass swings performed on dates indicated. Aircraft will be reaffirmed 1 day prior to scheduled date between squadron engineering and Maintenance Control and Armament and Electronics and Flight Line Supervisor Coleman and Driver will be furnished by Tactical Squadron concerned.

ACFT NO.	DATE
552	30 March 1956
566	9 April 1956

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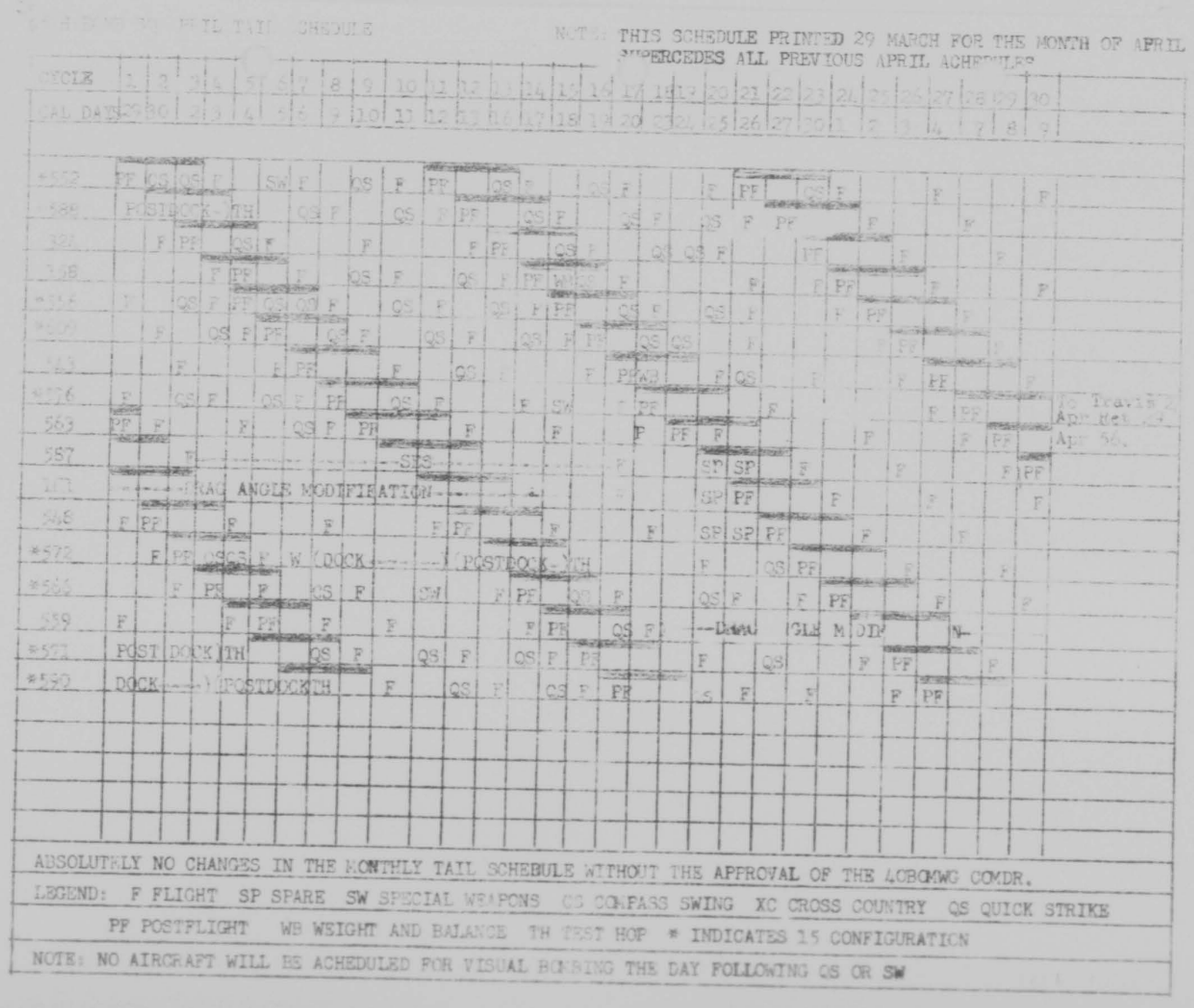

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ANNEX "D"
TO MAINTENANCE ORDER
APRIL 1956

MAINTENANCE PLAN AND SCHEDULE

Air Refueling Squadron

1. The 40th Air Refueling Squadron will fly 91 sorties for a total of 560:00 flying hours and will be accomplished as follows:

8 Sorties	Pilot Proficiency and Ferry at 3:00	24:00
61 Sorties	IRF at 6:00 hours	366:00
10 Sorties	Nav at 10:00 hours	100:00
2 Sorties	Trans at 5:00 hours	10:00
10 Sorties	SAC Reg 51-19 at 6:00 hours	60:00

2. The following aircraft will undergo Periodic Inspections on the dates indicated below:

ACFT NO.	DOCK	POST DOCK	RETURN TO SQDN
327	26 Mar - 30 Mar	2 Apr - 6 Apr	9 Apr
320	2 Apr - 6 Apr	9 Apr - 13 Apr	16 Apr
154	6 Apr - 12 Apr	13 Apr - 19 Apr	20 Apr
257	13 Apr - 19 Apr	20 Apr - 26 Apr	27 Apr
153	19 Apr - 25 Apr	26 Apr - 2 May	3 May
158	26 Apr - 2 May	3 May - 9 May	10 May

3. The following aircraft will be scheduled tentatively for propeller modification to comply with T/O 3HA1-1-502 and AHA1-11-503. Aircraft will be confirmed prior to the weekly 6 [illegible] scheduling meeting between squadron engineering and job control. Aircraft will utilize hangar number 2 for the modification. In case of inclimate weather.

ACFT NO.	DATE
319	30 March
153	2 April
158	4 April

4. Aircraft listed above will be scheduled according to shop capabilities and coordinated through the 40th Air Refueling Squadron.

5. The following aircraft will tentatively be scheduled on following dates for weight and balance. Squadrons will be notified 24 hours in advance by Maintenance Control to affir the aircraft. Squadrons will insure that aircraft is defueled and a chart "A" completed prior to entry into hangar #6.

DATE	ACFT NO.
9 April	319
10 April	321

6. Weather permitting the following tentative aircraft will have compass swings performed on dates indicated. Aircraft will be confirmed one day prior to schedule date between Squadron Engineering and Maintenance Control and Armament and Electronics and Flight Lin

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Supervisor Coleman and Drivers will be furnished by Tactical Squadron concerned:

ACFT NO.	DATE	ACFT NO.	DATE
157	2 April	153	12 April
326	4 April	321	13 April
155	5 April	322	19 April
257	6 April	156	23 April
329	9 April	154	30 April
160	10 April		

7. Aircraft number 51-328 will depart for IRAN on 5 April.

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40AREFS APRIL TAIL SCHEDULE

NOTE: THIS FINAL SCHEDULE FOR THE MONTH OF APRIL SUPERSEDES ALL PREVIOUS APRIL SCHEDULES

CYCLE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
CAL DAYS	29	30	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30	1	2	3	4	7	8	9
326	PF			QS	F		QS	F		QS	F	PF		QS	QS		F	QS			QS	F	PF	QS	QS	F			F			F
155	F	PF	QS	QS	F	CS	QS	F		QS	F	PF		QS	QS	F	QS	QS	F		QS	F	PF	QS	QS	F			F			
257		F	PF	QS	QS	F	CS	QS	F		W	DOCK	------	/	(-PD- | ---)	TH		F	PF			F				F			F	
319			F	PF PM	PM	PM	F	WB	QS	F	QS	QS	F	PF	QS	F		QS	QS	F		QS	F	PF			F			F	
158	F		QS	F	PF	QS	QS	F	QS	QS	F		QS		F	PF	QS	F		W	(-DOCK-	------		POSTDOCK		TH				
157		F	CS	QS	F	PF	QS	QS	F	QS	QS	F		QS	F	PF			QS	F	QS	QS	F		QS	F	PF			F	
249	----------					IRAN	----------										F	PF		QS	F		QS	F			F	PF			F
320		W	(---	DOCK	------		POSTDOCK-	)	TH		QS		SP	QS	F	PF	QS	QS	F		QS	F			F	PF				
327	D		POSTDOCK		TH	QS	F	PF	QS	QS	F		QS	F	QS	QS	F		PF	QS	QS	F		QS	F			F	PF		
159	PF		F		QS	F		QS	F	PF	QS	QS	F		QS	F		QS	F	PF	QS	QS	F			F			F		
329	PF		QS	F	QS	QS	F	CS	QS	F	PF	QS	QS		QS	SP			QS	F	PF		QS	F			F			F	
160	F	PF		QS	F	QS	QS	F	CS	QS	F	PF		QS	F	QS	QS	F		QS	F	PF	QS	QS	F			F			
162		F	PF	QS	QS	F		QS	F		QS	F	PF	QS	QS	F		QS	F		QS	F	PF	QS		F			F		
153			F	PF PM	PM	PM	F			QS	F	CS	QS	F		W	(-DOCK	-------	)	(POSTDOCK	---	)	TH		F						
321	F		QS	F	PF	QS	QS	F	WB	QS	F	CS	QS		F	PF	QS	F			QS	F		QS	F	PF			F		
154		F		QS	F	W	(DOCK	--------	)	(POSTDOCK	---	)	TH	QS	QS	F		QS	F	CS	QS	F	PF			F					
323			F		QS	F	PF	QS	QS	F		QS	F	QS	QS	F	PF	QS	QS	F		QS	F			F	PF			F	
328	F		QS		QS	F	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	TRAN	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------
322	PF	F		QS	F	QS	QS	F	PF	QS	QS	F		QS	F	CS	QS	F	PF	QS	QS	F		QS	F			F	PF		
161	PF		F		QS	F		QS	F	PF	QS	QS	F		QS	F		QS	F	PF	QS	QS	F	W	(DOCK	------	)	PD			
156	PF		QS	F		QS	F	QS	QS	F	PF		QS	F	QS	QS	F	CS	QS	F	PF	QS	QS	F			F			F	

ABSOLUTELY NO CHANGES IN THE MONTHLY TAIL SCHEDULE WITHOUT THE APPROVAL OF THE 40TH BOMWG COMDR. HGF Dmm

LEGEND: F FLIGHT SP SPARE SW SPECIAL WEAPONS CS COMPASS SWING XC CROSS COUNTRY QS QUICK STRIKE
PF POST FLIGHT WB WEIGHT AND BALANCE D DOCK- PD POSTDOCK PM PROP MODIFICATION TH TEST HOP

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ANNEX "B"
TO MAINTENANCE ORDER
APRIL 1956

MAINTENANCE PLAN AND SCHEDULE

40th Periodic Maintenance Squadron

1. The 40th Periodic Maintenance Squadron will provide, manning, tools, and equipment to [illegible] the following aircraft through Periodic Inspections on dates indicated below:

ACFT NO.	SQDN.	DOCK NO.	IN	OUT	POST DOCK	RETURNED SQDN
571	44	C	22 Mar	28 Mar	28 Mar - 4 Apr	5 April
580	44	B	21 Mar	27 Mar	28 Mar - 3 Apr	4 April
564	44	C	2 Apr	6 Apr	9 Apr - 13 Apr	16 April
590	44	B	28 Mar	3 Apr	4 Apr - 10 Apr	11 April
572	44	C	9 Apr	13 Apr	16 Apr - 20 Apr	23 April
589	44	B	4 Apr	10 Apr	11 Apr - 17 Apr	18 April
565	44	C	16 Apr	20 Apr	23 Apr - 27 Apr	30 April
554	44	B	11 Apr	17 Apr	18 Apr - 24 Apr	25 April
541	44	C	23 Apr	27 Apr	30 Apr - 4 May	7 May
579	44	B	18 Apr	24 Apr	25 Apr - 1 May	2 May
581	44	C	30 Apr	4 May	7 May - 11 May	14 May
575	44	B	27 Apr	3 May	4 May - 10 May	11 May
322	40	A	26 Mar	30 Mar	2 Apr - 6 Apr	9 April
320	40	A	2 Apr	6 Apr	9 Apr - 13 Apr	16 April
154	40	A	6 Apr	12 Apr	13 Apr - 19 Apr	20 April
257	40	A	13 Apr	19 Apr	20 Apr - 26 Apr	27 April
153	40	A	19 Apr	25 Apr	26 Apr - 2 May	3 May
158	40	A	26 Apr	2 May	3 May - 9 May	10 May

HQ 40BOMWG
MAINT ORDER APR 56
21 March 1956

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ANNEX "B"
TO MAINTENANCE ORDER
APRIL 1956

MAINTENANCE PLAN AND SCHEDULE

1. 420th Field Maintenance Squadron:

a. Will provide necessary personnel, tools, and equipment to support the normal B-[illegible] and KC-97 ten (10) day cycle flying schedule in addition to 76 B-47 Post Flight inspections as outlined in Annex's A, B, C, and D.

b. Will support periodic maintenance squadron in accomplishing their required periodic inspections outlined in Annex "E".

c. Maintain pre-issue and bench stocks as authorized and required.

d. Furnish 24 hour support during an alert. Stand-by and nite shift personnel will be scheduled as required by Job Control to maintain quick stirke aircraft and 1 priority work order not accomplished during normal duty hours. Special emphasis will be placed on eliminating any over-time work unless absolutely necessary.

e. Provide specialists to comply with all scheduled TOC's, special emphasis will be placed on compliance with T/O 1B-47-757 (Water Tabbing) and T/O 3HA1-1-502, AHA1-1-502, AHA1-11-503 prop modification on KC-97 aircraft.

f. Maintain capability and workload requirements for each shop as listed for the month of April:

SHOP	PROJECTED M/HRS ASGD	PROJECTED M/HRS AVAIL	PROJECTED M/HRS COST PER FLYING HR	PROJECTED M/HRS REQUIRED-SUPPORT PGM
RECIP ENG SHOP	3680	1072	1.92	1065.2
JET ENG SHOP	9016	6016	.52	790.5
P[illegible]ELLER SHOP	1288	457	.29	161.4
RECIP ENG COND	920	331	.28	156.8
RECIP UNIT CHANGE	1104	457	.34	190.4
INSTRUMENT SHOP	4600	2810	.58	1195.4
FUEL SYSTEM	1104	297	.19	319.6
WHELL & TIRE	552	227	.14	288.5
GROUND POWER EQUIPMENT	4784	3363	1.47	3029.7

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SHOP	PROJECTED M/HRS ASGD	PROJECTED M/HRS AVAIL	PROJECTED M/Hrs COST PER FLYING HR	PROJECTED M/HRS REQUIRED TO SUPPORT PROGRAM
INFLIGHT REFUEL	1656	532	.52	291.2
REPAIR/RECLEMATION	2208	778	.32	659.5
ELECTRIC SHOP	6624	3107	1.00	2061.0
SURVIVAL EQUIP	4416	2344	.79	1628.1
STRUCTURAL REPAIR	7544	3065	.61	1257.2

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2. Armament & Electronics Squadron:

a. Will provide necessary personnel, tools and equipment to accomplish 230 B-47 Pre-Flight and 76 Post flight Inspections in addition to supporting the normal B-47 and KC 97 ten (10) day cycle flying schedule as outlined in Annex's A, B, C, and D.

b. Support periodic maintenance squadron in accomplishing their required periodic inspections as outlined in Annex "E".

c. Maintain pre-issue and bench stocks as authorized and required.

d. Maintain quick stirke aircraft and insuring proper configurations are installed and all necessary electrical and functional check are completed and entered in Form 781-2 prior to aircraft going on Quick stirke status. Also, mointer all special weapons, bomb and ammo loadings.

e. Accomplish all TOC's Calendar Inspections and compass swings as scheduled by Job Control.

f. Maintain capabilities and accomplish workload requirements as listed below:

A & E PRODUCTIVE MANHOUR EVALUATION

April 56

SHOP	PROJECTED M/HRS ASGD	PROJECTED M/HRS AVAILABLE	PROJECTED M/HRS PER FLYING HR	PROJECTED M/HRS REQUIRED TO SUPPORT PROGRAM
Flight Line				
Bomb-Nav	13616	3109	1.63	2447
COMM- NAV	13064	3277	1.34	3792
FLT'S CONTROL	6256	1964	1.09	1636
ECM	1472	294	.11	165
CAMERA	1840	521	.21	315
AUTO PILOT	2392	363	.17	350
Field				
BOMB-NAV	4232	1237	.81	1216
COMM-NAV	2024	476	.39	804
ECM	552	67	.04	60

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SHOP	PROJECTED M/HRS ASGD	PROJECTED M/HRS AVAILABLE	PROJECTED M/HRS COST PER FLYING HOUR	PROJECTED M/HRS REQ TO SUPPORT PROGRAM
RELEASE	1656	1154	.20	300
CAMERA	184	41	.02	30
AUTO PILOT	368	119	.03	62
TEST EQUIP	552	293	.14	289

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ANNEX "G"
TO MAINTENANCE ORDER 4-56
APRIL 56

MAINTENANCE PLAN AND SCHEDULE

1. 802ND AIR BASE GROUP:

a. 802nd Motor Vehicle Squadron:

(1) Provide daily dispatch of vehicle as required to support the flying maintenance schedules as outlined, heretofore, is this maintenance order in accordance with SAC Regulation 66-24.

(2) Provide and coordinate any additional vehicle support as required necessary by the 40th Director of Material and Base Material Officer.

(3) Coordinate vehicle maintenance status with 40th Job Control with priority on radio control vehicle.

b. 802nd Refueling Section:

(1) Provide necessary personnel and equipment to full fill 40th Aircraft and Ground Power refueling requirements. Requirements for month of April consists of 3 JP Top Off Defueling Trucks, 3115-145 pits, 1 115-145 Top Off and defueling truck and 1 deisel truck.

(2) In event of an alert or after special mission of April 25th and 26th additional pits as determined feasible by 40th Director of Material and 802nd Refueling Officer will be required.

c. 802nd Supply Squadron:

(1) Base Supply:

a Provide supply support for flying and maintenance schedules as listed heretofore.

b Aircraft service unit will provide immediate delivery of all items requested via supply expeditor. Network and maintain C.Q. for after duty hours.

c Provide additional support as required for special mission of 25th and 26th of April in the event of an alert.

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ANNEX "G" CON'T

d. 802nd Munitions Squadron:

(1) Provide personnel, materiel and equipment to support the necessary special weapon, bombing and gunnery requirements as needed to accomplish 50-8 requirements and necessary training of the 40th Bombardment Wing.

(2) All special weapons, bombs and ammunition requirements will be listed on weekly 60-9 schedule. Loading schedule will be coordinated between Job Control A&E Supervisor and Munitions Section 24 hours in advance. There will be no changes in bomb or ammunition requirements after the weekly 60-9 schedule has been published except for weather cancellations.

(3) The special weapons loading schedule is listed in Annexes A, B and C in case aircraft can not be made available on schedule date. Squadron concerned will furnish another aircraft and notify Job Control who coordinates with Munitions Section and A&E at least 12 hours in advance.

e. 802nd Food Service Squadron:

(1) Provide normal messing facilities except in event of a alert and special mission of 25th and 26th April which will require additional service as necessary.

f. 802nd Air Police Squadron:

(1) Provide security guards as deemed necessary by the 40th Bomb Wing Security Officer and 802nd Provost Marshal. Normal requirements exist for the month of April.

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PART III

RCS: 4-SAC-C12

SQUADRON COMMANDER'S REMARKS 1-30 April 1956
40th Air Refueling Squadron

1. In compliance with paragraph b, Annex IV, SAC Regulation 50-23, 20 September 1955, as amended, the following information and remarks are submitted:

a. Hours flown performing missions ordered by:

(1) Higher Headquarters: Not applicable.

(2) Eighth Air Force Training Priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	0	0
2	New Ready Crew Training	0	14
3	Combat Ready Crew Training	560	574
	TOTAL	560	588
	TEST	10	13
	GRAND TOTAL	570	601

b. Weather or local conditions: Not applicable.

c. Restrictive Directives: Not applicable.

d. Combat crew member gains and losses:

(1) Crew members gained: Not applicable.

(2) Crew members lost:

(a) Two co-pilots discharged.

(b) Two radio operators discharged.

(c) Three radio operators transferred 310th Bombardment Wing.

e. Crew member changes:

(1) Eight co-pilots - four ready crews.

(2) Eight navigators - four ready crews.

(3) Two flight engineers - one ready crew.

(4) Fourteen radio operators - seven ready crews.

f. New Crews: Not applicable.

g. Crew Status Changes: Not applicable.

h. Standardization crews:

(1) Wing standardization crew - 703.

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(2) Squadron standardization crew - T-08.

i. Materiel and Personnel Problems:

(1) Materiel: Not applicable.

(2) Personnel:

(a) The most difficult personnel problem lies in the Flight Engineer section. Replacements for Engineers to be lost through discharge are of good caliber but there are not sufficient numbers to fill the anticipated vacancies. Also, one of the men recently assigned is due for discharge prior to our deployment in late June.

j. SAC Minimum Training Requirements: Not applicable.

k. Non-Combat Ready Crew Capable of Deploying:

(1) Crews IM-41 and IM-42 are capable of deploying.

l. Non-Combat Ready Crew Training:

(1) See paragraph m, Special Training Month remarks.

m. Special Training Month Remarks:

(1) Special training during April 1956 was directed at upgrading of non ready crew personnel. Boom operators, navigators, and co-pilots received the most attention, for in these three crew positions our combat ready vacancies will first appear. Training of engineers progressed favorably.

(2) Support of 40th Bombardment Wing missions resulted in most of the boom operators training. Following is a list of non ready boom operator accomplishments.

Practice wet contacts - 67. Dry contacts - 635.

(3) Checkout of co-pilots and "Blue Flame" personnel Aircraft Commanders was accomplished to the maximum. Following is a list of accomplishments for pilot checkouts.

Takeoffs - 91. Landings - 91. GCA's - 18.

(4) Navigation training for non ready personnel was limited to standardization checks generally, and three navigators were satisfactorily upgraded. Only two non ready navigators remain to be checked out and their standardization checks should be complete in May 1956.

(5) Average flying time in April for all non-combat ready personnel was 52 hours. This figure included people TDY and in MTD at this station.

n. Comments or Recommendations of the Squadron Commander:

(1) The special training month was very successful. Goals set

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for training of non ready personnel were realized and as stated in paragraph 3d(2) and 3e, no critical shortages of personnel other than flight engineers exist. Without these engineers we can not form new crews.

(2) Integration of the new minimum training requirements of SAC Regulation 50-8 has been accomplished and all categories are understood.

(3) The quarterly SAC Operational Summary shows the 40th Air Refueling Squadron as completing only 99% of its requirements. This is an error, and re-check of the T-12 report comeback copies for the quarterly period indicate surplus of training in all minimum requirements.

Thomas S Bohman

THOMAS S. BOHMAN
Lt Colonel, USAF
Commander

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PART IV
RCS: 4-SAC-T12

WING COMMANDER'S REMARKS
40TH BOMBARDMENT WING, MEDIUM

1-30 April 1956

1. Concur.

2. This document is classified CONFIDENTIAL in accordance with paragraph 3, Annex IV, SAC Regulation 50-23, 20 September 1955, as amended.

Brton H Burns

HERTON H. BURNS
Colonel, USAF
Commander

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PART V
RCS: 4-SAC-T12

DIVISION COMMANDER'S REMARKS
40th Air Refueling Squadron

1-30 April 1956

1. Every attempt will be made to alleviate these personnel deficiencies through cross-training, upgrading and assuring that personnel are properly utilized. However, based on known losses through discharge and the normal reassignment of personnel to other commands that have existed in the past, it is believed that additional, qualified input of personnel to this station will be required if these deficiencies are to be eliminated.

2. The 40th Air Refueling Squadron is scheduled to lose two flight engineers in June through separation (one to overseas shipment - SAC Project 8543 - and four scheduled for separation during December 1956). There is no known input of Flight Engineer Technicians (43371) to this station, in that the only personnel authorized to be cross-trained into flight engineers are Maintenance-type personnel. In this regard, AFM 35-1 requires all personnel entering this field complete the flight engineer course (43371) which is 120 academic days' duration and would necessitate PCS movement of personnel.

James W. Wilson

JAMES W. WILSON
Colonel, USAF
Commander

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JET CREW AIR TRAINING REPORT - PART I

UNIT: 40th Bombardment Wing, Medium | MONTH: April 1956 | PAGE NO.: 1 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-S.C-T12

A. GENERAL				B. BOMBING															C. NAVIGATION									
1	2	3	4	5										6		7	8	9	10						11				
				VISUAL RELEASES										PHOTO-SCORED ATTACKS					NIGHT CELESTIAL						OTHER LEGS			
														RADAR					CIRCULAR ERRORS							GRID		
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	VISUAL	RBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (MPI)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	CEL.	RADAR	PRESSURE PATTERN
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
L-60	B0047	03	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	-	-	-	-	01	-	-	-	-
L-04	B0047	03	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-
L-37	B0047	06	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07	16	-	-	-	02	-	01	01	-
L-76	B0047	04	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	05	-	-	-	-	01	-	-	-	-
L-03	B0047	04	20	-	-	-	-	-	-	-	-	-	-	-	04	-	-	-	-	-	18	-	-	-	-	01	-	-	-	-
L-39	B0047	03	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	03	-	-	-	-	01	-	-	01	-
STANDBOARD TOTAL		20	133	-	-	-	-	-	-	-	-	-	-	-	04	-	-	-	-	-	-	-	-	-	-	05	-	01	04	-
L-06	B0047	03	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	-	-	-	-	01	-	-	02	-
L-10	B0047	03	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	-	-	-	-	01	-	-	-	-
L-12	B0047	06	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	-	-	-	-	01	-	01	-	-
L-14	B0047	03	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	-	-	-	-	01	-	-	-	-
L-16	B0047	02	07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	05	-	-	-	-	01	-	-	-	-
[illegible]0	B0047	NEGATIVE, CREW TRANSFERRED PCS TO 100TH BOMBARDMENT WING, 10 APRIL.													-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L-36	B0047	NEGATIVE, CREW ON LEAVE.													-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L-41	B0047	04	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08	-	-	-	-	01	-	-	01	-

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JET CREW AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	40th [illegible] Squadron [illegible]	April 1956	2	5	[illegible]

A. GENERAL				B. BOMBING														C. NAVIGATION									
1	2	3	4	5										6			7	8	9	10						11			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	VISUAL RELEASES										PHOTO-SCORED ATTACKS			IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (NAV)	NIGHT CELESTIAL						OTHER LEGS			
														RADAR		VISUAL				CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN
				1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI				1	2	3	4	5			CEL.	RADAR	
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
L-45	B0047	06	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	00	-	-	-	-	01	-	02	-	-
L-65	B0047	04	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	05	-	-	-	-	01	-	-	02	-
L-66	B0047	08	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	05	-	-	-	-	01	-	-	01	-
L-70	B0047	06	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	00	01	-	-	-	02	-	01	-	-
L-72	B0047	05	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	-	-	-	-	01	-	-	02	-
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L-13	B0047	02	12	-	-	-	-	-	-	-	-	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-
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R-11	B0047	04	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	-	-	-	-	01	-	-	01	-
R-15	B0047	06	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08	-	-	-	-	01	01	02	01	-
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R-43	B0047	04	22	-	-	-	-	-	-	-	-	-	-	-	01	-	01	-	-	-	00	05	-	-	-	02	-	-	-	-

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JET CREW AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	April 1956	3	5	3-AMC-T12

A. GENERAL				B. BOMBING														C. NAVIGATION										
1	2	3	4	5 VISUAL RELEASES											6 PHOTO-SCORED ATTACKS			7	8	9	10 NIGHT CELESTIAL					11 OTHER LEGS			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	RADAR TOTAL	RADAR GPI	VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (MIS)	CIRCULAR ERRORS 1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID CEL.	GRID RADAR	PRESSURE PATTERN
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
R-44	B0047	05	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	-	-	-	-	01	-	01	02	-
R-47	B0047	06	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	05	22	-	-	-	02	01	-	03	-
R-48	B0047	06	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	08	20	-	-	-	02	01	-	02	-
R-62	B0047	04	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	-	-	-	-	01	01	02	-	-
R-67	B0047	01	06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	B0047	NEGATIVE. CREW ON LEAVE.					-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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R-64	B0047	05	19	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-
R-19	B0047	NEGATIVE. CREW UPGRADED TO R-19, 27 APRIL.						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R-21	B0047	NEGATIVE. CREW UPGRADED TO R-21, 27 APRIL.						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R-23	B0047	NEGATIVE. CREW UPGRADED TO R-23, 27 APRIL.						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R-24	B0047	01	07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	-	-	-	-	01	-	-	-	-
R-77	B0047	NEGATIVE. CREW UPGRADED TO R-77, 27 APRIL.						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R-81	B0047	01	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BAT READY TOTAL		61	395	-	-	-	-	-	-	-	-	-	-	-	04	-	01	-	-	03	-	-	-	-	-	16	06	07	13	-
N-19	B0047	07	47	-	-	-	-	-	-	-	-	-	-	-	08	-	-	-	-	01	07	10	18	29	-	04	01	02	-	-

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JET CREW AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	April 1956	4	5	3-AAO-212

A. GENERAL				B. BOMBING															C. NAVIGATION										
1	2	3	4	5											6			7	8	9	10						11			
				VISUAL RELEASES											PHOTO-SCORED ATTACKS						NIGHT CELESTIAL						OTHER LEGS			
															RADAR						CIRCULAR ERRORS									
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (M-1S)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID CEL.	GRID RADAR	PRESSURE PATTERN
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
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N-24	B0047	07	44	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	01	09	09	22	-	-	02	03	01	-	-
N-77	B0047	07	46	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	01	06	-	-	-	-	01	02	02	01	-
N-81	B0047	04	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	14	-	-	-	-	01	-	-	-	-
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N-46	B0047	09	62	00000	00020	00070	00120	00150	00250	00490	00670	-	-	08	-	-	-	-	-	01	04	13	-	-	-	02	02	-	01	-
N-79	B0047	05	39	00180	00550	01000	01350	-	-	-	-	-	-	04	-	-	-	-	-	01	10	-	-	-	-	01	01	01	-	-
N-80	B0047	09	57	00170	00220	00220	00650	00750	00940	00950	-	-	-	07	14	-	-	-	-	01	15	29	-	-	-	02	05	01	01	-
N-83	B0047	01	08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NON COMBAT READY TOTAL		72	497	-	-	-	-	-	-	-	-	-	-	23	31	-	-	-	-	10	-	-	-	-	-	20	17	11	04	-
WING TOTAL		215	1413	-	-	-	-	-	-	-	-	-	-	23	45	-	02	-	-	13	-	-	-	-	-	55	24	23	29	-
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5X	B0047	-	-	00380	00380	00400	00430	00430	00480	00620	00710	00720	00770	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5X	B0047	-	-	00800	00880	00900	01010	01520	01600	02000	-	-	-	07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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JET CREW AIR TRAINING REPORT - PART I

UNIT: 40th Bombardment Wing, Medium | MONTH: April 1956 | PAGE NO.: 5 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-3AC-T12

A. GENERAL				B. BOMBING																C. NAVIGATION											
1	2	3	4	5 VISUAL RELEASES											6 PHOTO-SCORED ATTACKS			7	8	9	10 NIGHT CELESTIAL						11 OTHER LEGS					
															RADAR						CIRCULAR ERRORS							GRID			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (M-15)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	CEL.	RADAR	PRESSURE PATTERN
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
IN-64	B0047	CREW UPGRADED TO N-64, 2 APRIL.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN-81	B0047	CREW UPGRADED TO N-81, 12 APRIL.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN-20	B0047	CREW UPGRADED TO N-20, 24 APRIL.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN-46	B0047	CREW UPGRADED TO N-46, 24 APRIL.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN-79	B0047	CREW UPGRADED TO N-79, 24 APRIL.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN-80	B0047	CREW UPGRADED TO N-80, 24 APRIL.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN-25	B0047	AC 97% 39 HRS; P 60% 7 HRS; O 60% 47 HRS.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN-49	B0047	AC 99% 39 HRS; P X 80 HRS; O 60% ER.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN-78	B0047	AC X ER; P 60% 14 HRS; O 60% 60 HRS.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN-82	B0047	AC X 30 HRS; P 50% 7 HRS; O X ER.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
COMBAT READY PRACTICE		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NON COMBAT READY PRACTICE		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Air Force - SAC, Offset 0-44M(33) (When Filled In) **CONFIDENTIAL**

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CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	April 1956	1	5	3-SAC-T12

D. GENERAL	E. REFUELING																F. GUNNERY								G. CRUISE CONTROL								H. SIM CRSE
12	13				14												15			16				17	18	19				20				21
CREW NUMBER	RENDEZVOUS				REFUELINGS												MAXIMUM LOAD			MAXIMUM LOAD TOTALS				NO. OF FIGHTER ATTACKS	GO GUNNERY	PERFORMANCE INDEX				MISSIONS				
	TOTAL		IN DARKNESS		TOTAL		Restr Rflg		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS	TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT			1	2	3	4	TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED												
6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
L-60	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L-04	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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SAC FORM 15 NOV 54 184a PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offutt 0-488(33) (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART II

UNIT: 40th Bombardment Wing, Medium | MONTH: [illegible] 1956 | PAGE NO.: 2 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 2-SAC-212

CREW NUMBER	D. GENERAL	E. REFUELING															F. GUNNERY								G. CRUISE CONTROL								H. SIM CRSE
	12	13 RENDEZVOUS				14 REFUELINGS											15 MAXIMUM LOAD PER CENT FIRE-OUT			16 MAXIMUM LOAD TOTALS TOTAL NO. OF MISSIONS		TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT	17 NO. OF FIGHTER ATTACKS	18 GO GUNNERY	19 PERFORMANCE INDEX				20 MISSIONS				21 SIMULATOR COURSE
		TOTAL		IN DARKNESS		TOTAL		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT																				
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.																			
	6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	1	2	3	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
L-45		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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L-66		-	-	-	-	01	01	-	-	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L-70		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	100	100	-	03	03	-	-
L-72		01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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Air Force - SAC, Offset 0-448591 (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	April 1956	3	5	3-SAC-T12

D. GENERAL	E. REFUELING																F. GUNNERY										G. CRUISE CONTROL								H. SIM CRSE
12	13				14												15			16				17	18		19				20				21
	RENDEZVOUS				REFUELINGS												MAXIMUM LOAD			MAXIMUM LOAD TOTALS							PERFORMANCE INDEX				MISSIONS				
CREW NUMBER	TOTAL		IN DARKNESS		TOTAL		Restr Rflg		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS	TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT	NO. OF FIGHTER ATTACKS	GG GUNNERY					TOTAL NUMBER	SUPER. LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	SIMULATOR COURSE
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED				1	2	3	4					
6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-53	53-55	56-58	60-61	63-64	66-67	68-69	71
R-44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R-47	03	03	02	02	01	01	-	-	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	100	-	-	-	01	01	-	-	-
R-48	01	01	-	-	01	01	-	-	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	100	100	-	-	02	02	-	-	-
R-62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	-	01	01	-	-	-
R-67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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R-64	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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R-21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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CONFIDENTIAL *(When Filled In)*

JET CREW AIR TRAINING REPORT - PART II	UNIT: 40th Bombardment Wing, Medium	MONTH: April 1956	PAGE NO.: 4	NO. OF PAGES: 5	REPORTS CONTROL SYMBOL: 3-SAC-T12

D. GENERAL	E. REFUELING																F. GUNNERY								G. CRUISE CONTROL								H. SIM CRSE
12	13				14												15			16				17	18	19				20				21
CREW NUMBER	RENDEZVOUS				REFUELINGS												MAXIMUM LOAD			MAXIMUM LOAD TOTALS				NO. OF FIGHTER ATTACKS	GUNNERY	PERFORMANCE INDEX				MISSIONS				SIMULATOR COURSE
	TOTAL		IN DARKNESS		TOTAL		Restr Rfg		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL ROUNDS MISSION	TOTAL ROUNDS		OVER-ALL PER CENT FIRE-OUT									
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED				1	2	3	4	TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	
6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
N-21	02	02	-	-	01	01	-	-	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-23	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	099	099	-	-	02	02	-	-	-
N-24	01	01	-	-	01	01	-	-	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-77	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	098	-	-	-	01	01	-	-	-
N-81	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	099	-	-	-	01	01	-	-	-
N-20	-	-	-	-	01	01	-	-	01	01	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-46	01	01	-	-	01	01	-	-	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	100	-	-	-	01	01	-	-	-
N-79	02	02	01	01	01	01	-	-	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-80	02	02	-	-	01	01	-	-	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NCR TOTAL	12	12	02	02	07	07	-	-	01	01	-	-	07	07	06	06	-	-	-	-	-	-	-	-	-	-	-	-	-	05	05	-	-	-
WING TOTAL	20	20	04	04	10	10	-	-	01	01	-	-	10	10	09	09	-	-	-	-	-	-	-	-	-	-	-	-	-	16	16	-	-	-
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CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	April 1956	5	5	3-BMG-T23

D. GENERAL	E. REFUELING																F. GUNNERY								G. CRUISE CONTROL						H. SIM CRSE
12	13				14												15			16				17	18	19				20			21
CREW NUMBER	RENDEZVOUS				REFUELINGS												MAXIMUM LOAD			MAXIMUM LOAD TOTALS				NO. OF FIGHTER ATTACKS	GO GUNNERY	PERFORMANCE INDEX				MISSIONS			SIMULATOR COURSE
	TOTAL		IN DARKNESS		TOTAL		Restr Rfg		% RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS	TOTAL ROUNDS		OVER-ALL PER CENT FIRE-OUT			1	2	3	4	TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NON-LONG RANGE SUPER.	
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3		LOADED	FIRED										
6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
NOR PRACTICE	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"

SAC FORM 15 NOV 54 184e PREVIOUS EDITION IS OBSOLETE.

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JET CREW AIR TRAINING REPORT - PART III

UNIT: 40th Bombardment Wing, Medium | MONTH: April 1956 | PAGE NR: 1 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY							M. LOW ALTITUDE NIGHT PHOTOGRAPHY				N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28		29			30		31		32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON				ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RBS RUNS		ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS		NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRESSURIZED FLYING	ASSISTED TAKE-OFFS	GLOBE TROTTER MISSIONS	MONTH COMPLETED LAST STANDARDIZATION CHECK
	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.								
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
L-60																						-	002	-	-	-	-	OCT
L-04																												
L-37																						-	-	-	-	-	-	NOV
L-76																						-	001	-	-	-	-	APR
L-03																						-	-	-	-	-	-	JAN
L-39																						-	001	-	001	-	-	FEB
STDED TOTAL																						-	-	-	-	-	-	DEC
	NOT APPLICABLE																				NOT APPLICABLE	-	002	-	001	-	-	-
L-06																												
L-10																						-	-	-	-	-	-	FEB
L-12																						-	001	-	001	-	-	APR
L-14																						-	-	-	-	-	-	APR
L-16																						-	001	-	-	-	-	FEB
L-30																						-	-	-	-	-	-	NOV
L-36																						-	-	-	-	-	-	SEP
L-41																						-	-	-	-	-	-	FEB
																						-	-	-	-	-	-	JAN

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JET CREW AIR TRAINING REPORT - PART III	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	April 1956	2	5	3-SAC-112

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY							M. LOW ALTITUDE NIGHT PHOTOGRAPHY					N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28		29			30		31		32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RBS RUNS		ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS		NR OF RADAR ROUTE SUR-SIONS	AIR MISSIONS ACCOMP	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRES-SURIZED FLYING	ASSISTED TAKE-OFFS	GLOBE TROTTER MISSIONS	MONTH COMPLETED LAST STANDARDIZATION CHECK
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.								
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
L-45																						-	-	-	-	-	-	APR
L-65																						-	-	-	-	-	-	FEB
L-66																						-	004	-	002	-	-	JAN
L-70																						-	-	-	-	-	-	APR
L-72																						-	-	-	-	-	-	JAN
L-63																						-	-	-	-	-	-	OCT
L-13	NOT APPLICABLE																				NOT APPLICABLE	-	-	-	-	-	-	NOV
L & S TOTAL																						-	006	-	003	-	-	-
R-63																						-	-	-	-	-	-	OCT
R-13																						-	001	-	001	-	-	NOV
R-11																						-	002	-	001	-	-	APR
R-15																						-	-	-	-	-	-	APR
R-35																						-	001	-	001	-	-	APR
R-38																						-	-	-	-	-	-	JAN
R-42																						-	-	-	-	-	-	SEP
R-43																						-	001	-	001	-	-	DEC

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JET CREW AIR TRAINING REPORT - PART III	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	April 1956	3	5	3-SAC-T12

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY						M. LOW ALTITUDE NIGHT PHOTOGRAPHY					N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28	29			30		31	32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RBS RUNS	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS	NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRESSURIZED FLYING	ASSISTED TAKE-OFFS	GLOBE TROTTER MISSIONS	MONTH COMPLETED LAST STANDARDIZATION CHECK
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT. ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.							
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55 56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
R-44																					-	-	-	-	-	-	APR
R-47																					-	002	-	002	-	-	JAN
R-48																					-	-	-	-	-	-	NOV
R-52																					-	-	-	-	-	-	APR
R-57																					-	-	-	-	-	-	NOV
R-72																					-	-	-	-	-	-	FEB
R-75	NOT APPLICABLE																			NOT APPLICABLE	-	-	-	-	-	-	JAN
R-76																					-	003	-	002	-	-	APR
R-79																					-	001	-	-	-	-	APR
R-82																					-	003	-	-	-	-	APR
R-83																					-	-	-	-	-	-	APR
R-84																					-	001	-	001	-	-	APR
R-77																					-	003	-	003	-	-	APR
R-81																					-	-	-	-	-	-	MAR
GR TOTAL																					-	016	-	011	-	-	-
N-19																					-	-	-	-	-	-	APR

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JET CREW AIR TRAINING REPORT - PART III	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	April 1956	4	5	3-AAG-[illegible]

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY							M. LOW ALTITUDE NIGHT PHOTOGRAPHY				N. RADAR SCOPE PHOTOGRAPHY			O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28		29		30		31		32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON				ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RBS RUNS		ACTUAL PHOTO FLASH RUNS		SIM. PHOTO FLASH RUNS		IP-TARGET RUNS		NR OF RADAR ROUTE MIS-SIONS	AIR MISSIONS ACCOMP	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRES-SURIZED FLYING	ASSISTED TAKE-OFFS	GLOBE TROTTER MISSIONS	MONTH COM-PLETED LAST STANDARD-IZATION CHECK
	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.								
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
N-21																						-	-	-	-	-	-	APR
N-23																						-	-	-	-	-	-	APR
N-24																						-	-	-	-	-	-	APR
N-77																						-	004	-	004	-	-	APR
N-81																						-	001	-	-	-	-	MAR
L-20																						-	-	-	-	-	-	-
N-45	NOT APPLICABLE																				NOT APPLICABLE	-	-	-	-	-	-	-
N-79																						-	-	-	-	-	-	-
N-80																						-	003	-	002	-	-	-
N-83																						-	-	-	-	-	-	-
NGR TOTAL																						-	010	-	006	-	-	-
WING TOTAL																						-	036	-	021	-	-	-
EX																						-	008	-	002	-	-	-
GR PRACTICE																						-	-	-	-	-	-	-

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JET CREW AIR TRAINING REPORT - PART III	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	April 1956	5	5	3-SAC-T12

I. GENERAL	J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY							M. LOW ALTITUDE NIGHT PHOTOGRAPHY					N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS	P. CREW PROFICIENCY					
22	23		24		25		26			27		28		29		30			31	32	33	34	35	36	37	38	39
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.	ACC.	ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		PHOTO FLASH RBS RUNS		ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS		IP-TARGET RUNS	NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP	EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRESSURIZED FLYING	ASSISTED TAKE-OFFS	GLOBE TROTTER MISSIONS	MONTH COMPLETED LAST STANDARDIZATION CHECK
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.							
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61	
NOR PRACTICE																												

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JET CREW AIR TRAINING REPORT - PART IV	UNIT: 40th Bombardment Wing, Medium	MONTH: April 1956	PAGE NR: 1	NR OF PAGES: 5	REPORTS CONTROL SYMBOL: 3-SAC-T12

Q. GENERAL R. PILOT PROFICIENCY S. MISCELLANEOUS

40	41	42	43	44						45						46						47			48		49	50	51	52	53	54	55	56
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	TAKE-OFFS	LANDINGS						GCA						ILAS						APPROACHES			FORMATION		DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS	Special Weapons Simulator				
				ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT															
				FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE							
6-10	11-13	14-16	17-19	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61				
L-60	-	-	002	-	01	-	01	01	-	01	01	-	01	01	-	01	-	-	-	-	-	-	03	-	-	-	-	020	020	-	-				
L-04	-	-	001	-	01	-	01	01	08	09	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	035	035	-	-				
L-37	-	-	004	002	04	01	05	02	-	02	02	-	02	01	-	01	-	-	-	-	-	-	06	-	-	-	-	-	-	-	-				
L-76	-	-	002	002	02	02	04	-	-	-	02	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	009	009	-	-				
L-03	-	-	002	-	02	-	02	-	-	-	01	01	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
L-39	-	-	003	-	02	-	02	01	-	01	01	-	01	01	-	01	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-				
STDBD TOTAL	-	-	012	004	11	03	14	04	08	12	06	01	07	02	-	02	-	-	-	-	-	-	10	-	-	-	-	044	044	-	-				
L-06	-	-	003	-	03	-	03	-	-	-	02	01	03	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-				
L-10	-	-	002	002	02	-	02	01	02	03	01	-	01	01	-	01	-	-	-	-	-	-	03	-	-	-	-	-	-	-	-				
L-12	-	-	003	002	04	-	04	01	-	01	-	01	01	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-				
L-14	-	-	003	-	03	03	06	-	03	03	02	01	03	-	-	-	-	-	-	-	-	-	03	-	-	-	-	-	-	-	-				
L-16	-	-	001	-	01	-	01	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-				
L-30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
L-36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
L-41	-	-	002	001	02	-	02	01	-	01	01	-	01	-	01	01	-	-	-	-	-	-	01	-	-	-	-	001	001	-	-				

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JET CREW AIR TRAINING REPORT - PART IV	UNIT: 40th Bombardment Wing, Medium	MONTH: April 1956	PAGE NR: 2	NR OF PAGES: 5	REPORTS CONTROL SYMBOL: 3-SAC-T12

Q. GENERAL	R. PILOT PROFICIENCY																					S. MISCELLANEOUS								
40	41	42	43		44						45						46						47			48		49	50	51	52	53	54	55	56
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES			FORMATION		DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS					
			ACFT COMDR	CO-PILOT	ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE				Special Weapons Simulator			
					FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL												
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61						
L-45	-	-	005	001	05	-	05	01	-	01	05	-	05	01	-	01	-	-	-	-	-	-	06	-	-	-	-	-	-	-						
L-65	-	-	001	003	01	-	01	03	-	03	01	-	01	03	-	03	-	-	-	-	-	-	01	-	-	-	-	017	017	-	-					
L-66	-	-	008	-	07	-	07	01	-	01	03	01	04	01	-	01	-	-	-	-	-	-	06	01	-	-	-	-	-	-	-					
L-70	-	-	006	-	06	-	06	-	-	-	01	01	02	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-					
L-72	-	-	004	001	04	-	04	01	-	01	03	-	03	-	-	-	-	-	-	-	-	-	03	01	-	-	-	011	011	-	-					
L-63	-	-	005	002	07	02	09	-	-	-	04	-	04	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-					
L-13	-	-	002	-	02	-	02	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
L & S TOTAL	-	-	045	012	41	05	46	09	05	14	25	05	30	06	01	07	-	-	-	-	-	-	28	03	-	-	-	029	029	-	-					
R-63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
R-13	-	-	001	-	01	-	01	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	03	01	-	-	-	-	-	-	-					
R-11	-	-	004	001	04	03	07	01	02	03	03	01	04	-	01	01	-	-	-	-	-	-	02	-	-	-	-	015	015	-	-					
R-15	-	-	005	001	05	05	10	01	02	03	04	-	04	01	-	01	-	-	-	-	-	-	03	01	-	-	-	-	-	-	-					
R-35	-	-	001	002	01	06	07	02	01	03	01	-	01	01	01	02	-	01	01	-	-	-	03	-	-	-	-	012	012	-	-					
R-38	-	-	001	002	02	02	04	01	01	02	01	-	01	-	-	-	-	02	02	-	02	02	01	-	-	-	-	-	-	-	-					
R-42	-	-	006	-	06	-	06	-	-	-	02	01	03	01	-	01	-	-	-	-	-	-	02	-	-	03	02	003	003	-	-					
R-43	-	-	003	-	03	-	03	-	-	-	03	-	03	-	-	-	-	-	-	-	-	-	02	01	-	-	-	-	-	-	-					

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JET CREW AIR TRAINING REPORT - PART IV | UNIT: 40th Bombardment Wing, Medium | MONTH: April 1956 | PAGE NR: 3 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

Q. GENERAL	R. PILOT PROFICIENCY																				S. MISCELLANEOUS							
40	41	42	43		44						45						46						47			48	49	50	51	52	53	54	55	56
			TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES			FORMATION								
					ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT													
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS	Special Weapons Simulator				
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61					
R-44	0	0	004	001	04	-	04	01	0	01	05	01	06	0	0	0	0	0	0	0	0	0	04	0	0	0	0	006	006	0	0				
R-47	0	0	005	001	04	09	13	02	04	06	04	0	04	01	0	01	0	0	0	0	0	0	04	03	0	03	02	025	025	0	0				
R-48	0	0	006	0	06	0	06	0	0	0	05	0	05	0	0	0	0	0	0	0	0	0	0	0	0	02	02	0	0	0	0				
R-52	0	0	004	0	04	0	04	0	0	0	01	0	01	0	01	01	0	0	0	0	0	0	01	02	0	0	0	0	0	0	0				
R-57	0	0	001	0	02	0	01	0	0	0	01	0	01	0	0	0	0	0	0	0	0	0	01	0	0	0	0	0	0	0	0				
R-71	0	0	-	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
R-75	0	0	003	-	04	0	04	0	0	0	02	0	02	0	0	0	0	0	0	0	0	0	02	0	0	0	0	0	0	0	0				
R-84	0	0	004	-	04	01	05	0	02	02	01	01	02	0	03	03	0	0	0	0	0	0	01	0	0	0	0	0	0	0	0				
R-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
R-21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
R-23	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
R-24	0	0	001	0	01	0	01	0	0	0	01	0	01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
R-77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
R-81	0	0	001	0	01	0	01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
CR TOTAL	0	0	050	008	51	26	77	08	12	20	35	04	39	04	06	10	0	03	03	0	02	02	29	08	0	09	06	061	061	0	0				
N-19	0	0	006	0	06	0	06	0	0	0	02	0	02	0	0	0	0	0	0	0	0	0	04	0	03	03	02	0	0	0	0				

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JET CREW AIR TRAINING REPORT - PART IV	UNIT: 40th Bombardment Wing, Medium	MONTH: April 1956	PAGE NR: 4	NR OF PAGES: 5	REPORTS CONTROL SYMBOL: 3-SAC-T12

Q. GENERAL	R.	PILOT PROFICIENCY																				S. MISCELLANEOUS							
40	41	42	43	44						45						46						47			48	49	50	51	52	53	54	55	56
			TAKE-OFFS	LANDINGS						GCA						ILAS						APPROACHES			FORMATION								
				ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT														
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT INSTRUMENT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GYRO GUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS	Special Weapons Simulator				
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61					
N-27	-	-	006	001	07	02	09	-	02	02	07	-	07	-	-	-	-	-	-	-	-	-	02	-	-	03	02	002	002	-	-				
N-23	-	-	008	-	08	-	08	-	-	-	05	-	05	-	01	01	-	-	-	-	-	-	04	01	-	03	02	008	008	-	-				
N-24	-	-	006	-	06	01	07	-	02	02	04	01	05	-	02	02	-	01	01	-	-	-	06	01	-	03	02	002	003	-	-				
N-77	-	-	003	004	05	-	05	02	-	02	06	-	06	02	-	02	-	-	-	-	-	-	01	-	-	03	02	-	-	-	-				
N-81	-	-	002	-	02	-	02	-	-	-	01	01	02	-	-	-	-	-	-	-	-	-	01	-	-	03	02	-	-	-	-				
N-30	-	-	008	001	09	-	09	-	-	-	06	01	07	-	-	-	-	-	-	-	-	-	02	-	-	02	02	-	-	-	-				
N-25	-	-	006	003	05	02	07	03	-	03	03	01	04	02	-	02	-	-	-	-	-	-	04	-	-	03	02	-	-	-	-				
N-79	-	-	005	-	05	-	05	-	-	-	04	03	07	-	-	-	-	-	-	-	-	-	03	-	-	02	02	022	022	-	-				
N-80	-	-	009	-	09	03	12	01	01	02	07	01	08	-	01	01	-	02	02	-	01	01	06	-	-	03	02	011	022	-	-				
N-83	-	-	001	-	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
NCR TOTAL	-	-	060	009	60	08	70	07	05	12	45	07	52	04	04	08	-	03	03	-	01	01	33	02	03	30	20	030	026	-	-				
WING TOTAL	-	-	169	033	166	42	208	29	30	59	112	17	129	17	11	28	-	06	06	-	02	03	103	13	03	39	26	190	190	-	-				
5X	-	-	037	011	35	93	128	13	72	85	12	17	29	02	16	18	-	07	07	-	06	06	14	04	-	06	04	172	172	-	-				
CR PRACTICE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

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JET CREW AIR TRAINING REPORT - PART IV	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	April 1956	5	5	3-SAC-[illegible]12

Q. GENERAL	R. PILOT PROFICIENCY																				S. MISCELLANEOUS							
40	41	42	43	44						45						46						47		48		49	50	51	52	53	54	55	56
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	TAKE-OFFS	LANDINGS						GCA						ILAS						APPROACHES		FORMATION		DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS					
			ACFT COMDR	ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE				Special Weapons Simulator			
			CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL											
6-10	11-13	14-16	17-19	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61				
NCR PRACTICE	-	-	004	-	11	17	28	-	08	08	02	-	02	-	01	01	-	-	-	-	-	-	-	-	-	-	-	003	003	-	-			

(STANDBOARD (LEAD) CREWS, 14 LEAD CREWS, 19 READY CREWS, 5 NON-READY CREWS, & 4 IN-[illegible] CREWS ASG.

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PART VI
RCS: 3-SAC-T12

WING COMMANDER'S REMARKS
40TH BOMBARDMENT WING, MEDIUM

1-30 April 1956

1. In compliance with paragraph 6, Supplement III, SAC Regulation 50-23, 9 August 1955, as amended, the following information and remarks are submitted.

a. Hours flown performing missions ordered by:

(1) Higher Headquarters:

COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
Ferrying Aircraft	0	11

(2) Eighth Air Force Air Training Priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	0	0
2	SES Evaluation	150	111
3	"HI JINKS"	18	0
4	PACE SETTER III	195	289
5	Practice Bomb Competition	0	0
6	Non Ready Crew Training	381	539
7	Combat Ready Crew Training	346	247
8	Lead Crew Training	190	221
9	Staff Crew Proficiency	190	293
10	Ferrying Aircraft	0	11
	Total	1470	1711
	Test	30	21
	Grand Total	1500	1732

The following explanation is made of significant differences between programmed and accomplished flying time.

(a) Reference priority 1: No time programmed due to this training being accomplished in conjunction with other training.

(b) Reference priority 2: Less time flown than programmed due to crews completing in less time than anticipated.

(c) Reference priority 3: Time scheduled not flown due to emphasis being placed on non-ready crew upgrading and practice for Pace Setter III.

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(d) Reference priority 4: More time flown than programmed due to more crews flying than programmed.

(e) Reference priority 5: No time programmed due to this training being accomplished in conjunction with other training.

(f) Reference priority 6: More time flown than programmed due to more emphasis being placed on upgrading of non-ready crews.

(g) Reference priority 7: Less time flown than programmed due to more time spent on non-ready crews.

(h) Reference priority 8: More time flown than programmed due to more time available.

(i) Reference priority 9: More time flown than programmed due to more time available.

(j) Reference priority 10: Time flown ferrying aircraft to and from modification.

b. Weather or local conditions: Not applicable.

c. Restricted Directives: Not applicable.

d. Combat crew member gains and losses.

(1) One aircom lost to 100th Bombardment Wing.

(2) One aircom lost to 802nd Air Base Group.

(3) One co-pilot lost to 100th Bombardment Wing.

(4) One observer lost to 100th Bombardment Wing.

(5) One observer lost to wing staff duty.

e. Crew member changes:

(1) Co-pilot on Crew L-65, 30 April 1956.

(2) Observer on crew R-64, 2 April 1956.

(3) Aircom on crew N-78, 30 April 1956.

(4) Observer on crew N-80, 12 April 1956.

(5) Aircom on crew IN-49, 2 April 1956.

(6) Co-pilot on crew IN-25, 4 April 1956.

f. New crews:

(1) N-83 formed 26 April 1956.

g. Crew status changes:

(1) R-13 upgraded to lead status, 6 April 1956.

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(2) N-19 upgraded to ready status, 27 April 1956.

(3) IN-20 upgraded to "N" status, 24 April 1956.

(4) N-21 upgraded to ready status, 27 April 1956.

(5) N-23 upgraded to ready status, 27 April 1956.

(6) N-24 upgraded to ready status, 27 April 1956.

(7) IN-46 upgraded to "N" status, 24 April 1956.

(8) R-63 upgraded to lead status, 2 April 1956.

(9) IN-64 upgraded to ready status, 2 April 1956.

(10) R-67 disbanded 12 April 1956, observer transferred to wing staff, aircom and plt assigned other crews.

(11) N-77 upgraded to ready status, 27 April 1956.

(12) IN-79 upgraded to "N" status, 24 April 1956.

(13) IN-80 upgraded to "N" status, 24 April 1956.

(14) IN-81 upgraded to ready status, 27 April 1956.

(15) As of 30 April 1956, 39 combat ready crews, 7 non-combat ready crews and two "IN" crews were assigned this wing.

(16) The following is a list of the crew numbers in the category reflected:

(a) Combat Ready Crews: L-03, L-04, L-06, L-10, L-12, L-13, L-14, L-16, L-36, L-37, L-39, L-41, L-45, L-60, L-63, L-65, L-66, L-70, L-72, L-76, R-11, R-15, R-19, R-21, R-23, R-24, R-35, R-38, R-42, R-43, R-44, R-47, R-48, R-62, R-64, R-71, R-75, R-77, R-81.

(b) Non Ready Crews: N-20, N-46, N-79, N-80, N-83.

(c) "IN" Crews: IN-25, IN-49, IN-78, IN-82.

(17) The date each non ready crew is forecast to be upgraded to ready status:

(a) N-20, 31 May 1956.

(b) IN-25, 1 July 1956.

(c) N-46, 31 May 1956.

(d) IN-78, 29 June 1956.

(e) N-79, 29 June 1956.

(f) N-80, 31 May 1956.

(g) N-83, 29 June 1956.

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(h) IN-49, 27 July 1956.

(i) IN-82, 15 August 1956.

(18) An explanation of any of the following changes:

(a) Upgrading not accomplished on date forecast: Not applicable.

(b) Forecast date of upgrading advanced or retarded:

1. N-46 advanced due to being further advanced than anticipated.

h. Standardization crews:

(1) Wing standardization crew: L-60.

(2) Squadron standardization crews:

(a) 25th Bombardment Squadron - L-03, L-04.

(b) 44th Bombardment Squadron - L-37, L-39.

(c) 45th Bombardment Squadron - L-76.

i. Material and Personnel Problems:

Material:

(1) The maintenance effort of the 40th Bombardment Wing is still being affected by the shortage of "7" level people in the "43" career field. As of this date the Wing is still only 35 per cent manned in this skill level. The percentages given in the March T-12 by squadrons have not changed.

(2) The shortage of drivers, base-wide, is affecting the maintenance support by the Field Maintenance and A&E Squadrons in that these squadrons must furnish drivers for the vehicles authorized them under SAC Regulation 66-24 and SAC Manual 66-12. It is necessary for these squadrons to provide their own drivers and their only source is in the specialist career fields.

(3) Quality Control Section and the Maintenance Standardization Team are not able to completely perform their functions because of the shortage of qualified personnel in the proper AFSC's. During the past month there has been no input to either of these two sections.

(4) Input schedules to modification centers for the B-47 type aircraft are not firm, therefore it is not possible to provide operations with a firm monthly tail schedule for them to use in planning the fulfillment of their operational requirements. The input schedules to modification centers should be in the hands of the Wing by the 15th of the month prior to the month for which the tail schedule is being prepared.

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(5) The radio net known as the "B" net for A&E and Field Maintenance is still non-existent. It therefore is not possible to keep aircraft status as carried by the radio maintenance vehicles in the tactical squadrons and the status of the work order in the support squadron and aircraft status in Maintenance Control in agreement.

(6) Because there are more aircraft assigned this station and because of the design of the aircraft parking ramp, the total square footage of concrete authorized is inadequate to provide a back-line for the Periodic Maintenance Squadron. If a back-line is provided this squadron, Base Flight parking area for transient aircraft and aircraft assigned is so congested that a definite hazard exists in the ground handling and taxiing of aircraft. It is also necessary to park four aircraft at the north end of the ramp with the rear main gear approximately four feet from the edge of the concrete. This causes the tails of these aircraft to overhang the ramp. Immediately north of this area is a construction road which is in constant use. The dust generated by the construction vehicles provides both poor working conditions and a chance for engine damage due to foreign objects. A definite need exists for an extension of 300 feet to the present parking ramp.

Personnel:

(1) Shortages of qualified officers and non-commissioned officers continues to be a problem. Exclusive of crew members, 46% of the assigned officers are in the entry level, and the wing is only 51% manned in the seven level airmen. Body manning remains approximately the same however we lose supervisors and gain personnel in the three level. Following is a breakdown of gains and losses by grade for January, February, March and April.

	M/SGT	T/SGT	S/SGT	A/1C	A/2C	A/3C	A/B
Loss	35	28	63	94	58	42	5
Gain	12	12	15	23	52	138	3
Net +	-23	-16	-48	-71	-6	+126	-2

Total Loss 295 - Total Gain 255

(2) The most critical shortage of supervisors is in the A & E Squadron. Following is a breakdown of authorized and assigned non-commissioned officers.

		Authorized	Assigned
30XXX	S/Sgt	22	3
	T/Sgt	12	2
	M/Sgt	8	4
	TOTAL	42	9

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		Authorized	Assigned
32XXX	S/Sgt	44	3
	T/Sgt	26	4
	M/Sgt	16	3
	TOTAL	86	10

(3) As indicated in previous reports, manning in the B-47 Aircraft Maintenance Technician career field, 43171E, continues to be a soft spot. The wing is 36% manned in this AFSC. Authorized 97, assigned 35.

(4) Frozen Career Fields: The larger portion of airmen losses in this wing have been to discharge. Many of these airmen would have re-enlisted if their career fields had not been frozen. It is difficult to emphasize the advantages of the Air Force when airmen see their supervisors awaiting promotions, year after year, in closed career fields. Not only are the first enlisted airmen being lost but many top quality Technical Sergeants and Staff Sergeants are becoming disgruntled and considering discharge. A solution to this problem will greatly boost the morale and increase the number of re-enlistments for this wing.

(5) A replacement is needed to fill the 2016 Intelligence Staff Officer vacancy caused by the reassignment of this officer overseas. There are no available replacements or projected input.

j. SAC Minimum Training Requirements not Accomplished: Not applicable.

k. Non Ready Crews Capable of Deploying: N-20, N-46, N-79, N-80, N-83.

l. Non-Combat Ready Crew Training:

(1) Comparison of available ready and non-ready crew flying time:

AVAILABLE CREWS	AVERAGE TIME PROGRAMMED	AVERAGE TIME ACCOMPLISHED
33 Combat Ready	16	14
15 Non-Combat Ready	25	36

(2) The non ready crews listed below did not receive a proportionate share of the required integral crew flying time as directed by SAC Regulation 50-8: Not applicable.

(3) Individual crew member training:

Crew Position	N-19	N-20	N-21	N-23	N-25	IN-25
Aircom	45:00	76:00	53:00	70:00	53:00	39:00

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Crew Position	N-19	N-20	N-21	N-23	N-24	IN-25
Pilot	47:00	35:00	53:00	33:00	53:00	14:00
Observer	47:00	62:00	53:00	56:00	58:00	47:00

	N-46	IN-49	N-77	N-79	N-80	N-81
Aircom	67:00	39:00	48:00	58:00	68:00	7:00
Pilot	57:00	80:00	48:00	12:00	42:00	42:00
Observer	62:00	0:00	48:00	60:00	64:00	18:00

	IN-82	IN-78	N-83
Aircom	30:00	45:00	8:00
Pilot	7:00	14:00	8:00
Observer	0:00	60:00	8:00

m. Field Training Operations:

(1) Test of facilities: None.

(2) Maneuvers: None.

(3) Exercises: None.

n. Special Training Month Remarks:

(1) The April flying training program for the 40th Bombardment Wing had the following general objectives:

(a) Strategic Evaluation.

(b) Non-Combat Ready Crew Training.

(c) Maintain "HI JINKS" proficiency.

(d) Pace Setter III.

(e) Practice Bombing Competition.

(f) Wing directed missions to accomplish major portions of combat ready and lead crew training and maximum training for "N" and "IN" crews.

(g) Wing directed practice USCM to include M-19 drops for non ready and "IN" crews.

(h) Staff Crew Proficiency.

o. Comments or Recommendations of the Wing Commander:

(1) A total of 365 sorties were flown during the reporting period, of which 17 were delayed due to ARTC clearance difficulties. These delays varied from 3 minutes to 1 hour 21 minutes, averaging 31 minutes and generally occurred during the periods of inclement weather. Lack of ARTC approved climb out rates and uncontrolled commercial aircraft, flying pressure pattern altitudes off airways, present the greatest problems. A feasible

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solution exists in the control of commercial and other en-route aircraft by monitoring their progress through an established control zone, designated as such, for the purpose of IFR departures from Smoky Hill Air Force Base.

(2) Four crews completed their initial evaluation during the month. A vigorous wing standardization program contributed greatly toward the completion of these crews.

(3) The 40th Bombardment Wing has a program established to form and upgrade sufficient crews to bring the wing to a strength of fifty-four combat ready crews by the first of September. This is being done with the personnel presently assigned and other known inputs. During this period, this wing is slated to lose five combat ready crews and possibly two lead crew observers to the 100th Bombardment Wing. This will reduce the combat ready strength of this wing to forty-seven crews. Unless more personnel are assigned this wing, it will be impossible to have fifty combat ready crews by the first of September.

(4) The following is a breakdown of the combat ready and non ready crews for each month from April through August.

	Combat Ready	Non Ready
April	39	9
May	42	9
June	46	8
July	50	4
August	54	0

(5) The following is listed in accordance with Eighth Air Force Letter, subject: Training and check out in Special Release Tactics "Hi Jinks", 3 November 1955.

A	B	C	D	E	F	G	H
L-03	Yes	Yes	None	four	None	one	Oct 55
L-04	Yes	Yes	None	one	None	one	Mar 56
L-06	Yes	Yes	None	three	None	one	Feb 56
L-10	Yes	Yes	None	three	None	two	Jan 56
R-11	Yes	Yes	None	two	None	one	Feb 56
L-12	Yes	Yes	None	two	None	one	Feb 56
L-13	Yes	Yes	None	two	None	three	Mar 56
L-14	Yes	Yes	None	two	None	one	Mar 56
R-15	Yes	Yes	None	two	None	three	Feb 56

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Part VI, RCS: 3-SAC-T12, Wing Commander's Remarks, 40th Bombardment Wing, Medium
Period: 1-30 April 1956 (continued)

A	B	C	D	E	F	G	H
L-16	Yes	Yes	None	two	None	one	Feb 56
R-35	Yes	Yes	None	three	None	one	Feb 56
L-36	Yes	Yes	None	one	None	one	Mar 56
L-37	Yes	Yes	None	two	None	two	Jan 56
R-38	Yes	Yes	None	three	None	three	Dec 55
L-39	Yes	Yes	None	three	None	two	Dec 55
L-41	Yes	Yes	None	two	None	two	Mar 56
R-42	Yes	Yes	None	three	None	none	Mar 56
R-43	Yes	Yes	None	two	None	one	Mar 56
R-44	Yes	Yes	None	three	None	two	Dec 55
L-45	Yes	Yes	None	three	None	two	Nov 55
R-47	Yes	Yes	None	two	None	one	Mar 56
R-48	Yes	Yes	None	three	None	one	Mar 56
L-60	Yes	Yes	None	one	None	one	Mar 56
R-62	Yes	Yes	None	one	None	one	Mar 56
L-63	Yes	Yes	None	two	None	one	Mar 56
L-65	Yes	Yes	None	one	None	two	Dec 55
L-66	Yes	Yes	None	two	None	none	Mar 56
L-70	Yes	Yes	None	two	None	one	Jan 56
R-71	Yes	Yes	None	three	None	one	Mar 56
L-72	Yes	Yes	None	three	None	three	Dec 55
R-75	Yes	Yes	None	three	None	six	Dec 55
L-76	Yes	Yes	None	four	None	two	Oct 55
R-64	No	No	None	None	None	None	May 56
R-19	No	No	None	None	None	None	May 56
R-21	No	No	None	None	None	None	May 56
R-23	No	No	None	None	None	None	May 56
R-24	No	No	None	None	None	None	May 56
R-77	No	No	None	None	None	None	May 56
R-81	No	No	None	None	None	None	May 56

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Part VI, RCS: 3-SAC-T12, Wing Commander's Remarks, 40th Bombardment Wing, Medium
Period: 1-30 April 1956 (continued)

2. This document is classified CONFIDENTIAL in accordance with paragraph 3, Supplement III, SAC Regulation 50-23, 9 August 1955 as amended.

BERTON H. BURNS
Colonel, USAF
Commander

1453

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REFUELING AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	40th Air Refueling Sqdn	April 1956	1	2	4 SAC T-12

A. GENERAL				B. RENDEZVOUS				C. REFUELING														D. NAVIGATION								E. CREW PROF.	
1	2	3	4	5	6		7	8													9	10						11			12	13
								REFUELINGS													DRY HOOK-UPS	NIGHT CELESTIAL						OTHER LEGS				
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 28 OR 68		AN/APN 12 OR 76		AN/APN-11 OR AN/APX-6		TOTAL		WITH BOMBER		WITH FIGHTER		15,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER				CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN	EMERGENCY PROCEDURE DRILL	MONTH COMPLETED LAST STANDARDIZATION CHECK
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							CEL.	RADAR			
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
T-03	KC097	02	11	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	OCT
T-06	KC097	01	05	--	--	--	--	--	--	01	01	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MAR
T-01	KC097	06	46	--	--	03	02	--	--	01	01	01	01	--	--	--	--	--	--	--	--	--	--	06	06	08	--	--	--	--	01	01	01	--	--	02	JAN
T-09	KC097	09	67	--	--	03	03	04	04	01	01	01	01	--	--	--	--	--	--	--	--	--	--	07	07	--	--	--	--	--	--	03	01	06	--	02	JAN
T-12	KC097	05	40	--	--	02	02	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	02	--	--	APR
T-13	KC097	09	54	--	--	05	05	--	--	01	01	01	01	--	--	--	--	--	--	--	--	--	--	103	101	--	--	--	--	--	--	--	01	02	--	02	MAR
T-15	KC097	03	10	--	--	--	--	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02	02	--	--	--	--	--	--	01	01	02	--	--	APR
T-17	KC097	02	20	--	--	--	--	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	12	--	--	--	--	01	--	01	01	--	--	DEC
T-19	KC097	04	32	--	--	02	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	34	34	--	--	--	--	--	--	02	02	01	--	--	MAR
T-20	KC097	07	50	--	--	01	01	03	03	--	--	--	--	--	--	--	--	--	--	--	--	--	--	39	39	--	--	--	--	--	--	03	02	04	--	01	APR
T-21	KC097	04	26	--	--	01	01	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	58	07	--	--	--	--	01	--	--	01	--	--	DEC
T-23	KC097	05	45	--	--	03	03	02	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	03	03	--	--	--	--	--	--	--	01	06	--	--	JAN
T-25	KC097	02	12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	NOV
T-29	KC097	04	22	--	--	02	02	--	--	01	01	01	01	--	--	--	--	--	--	--	--	--	--	02	02	24	--	--	--	--	01	01	--	02	--	--	DEC
T-30	KC097	04	24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	05	05	--	--	--	--	--	--	--	01	--	--	--	JAN
T-31	KC097	01	05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	03	03	--	--	--	--	--	--	--	--	--	--	--	MAR

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REFUELING AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	40th Air Refueling Sqdn.	April 1956	2	2	4 SAC 0-12

A. GENERAL				B. RENDEZVOUS						C. REFUELING														D. NAVIGATION										E. CREW PROF.	
1	2	3	4	5		6		7		8														9		10						11				12	13
										REFUELINGS																NIGHT CELESTIAL						OTHER LEGS					
										TOTAL		WITH BOMBER		WITH FIGHTER		15,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER				CIRCULAR ERRORS											
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 23 OR 68		AN/APN 12 OR 78		AN/APN-11 OR AN/APX-6																DRY HOOK-UPS						NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN	EMERGENCY PROCEDURE DRILL	MONTH COMPLETED LAST STANDARDIZATION CHECK
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5			CEL.	RADAR		
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
T-32	K0097	07	51	--	--	03	03	--	--	07	07	02	02	--	--	--	--	--	--	--	--	--	--	--	--	09	--	--	--	--	01	01	02	02	--	MAY
T-34	K0097	03	00	--	--	01	01	--	--	01	01	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MAY
T-36	K0097	04	26	--	--	02	02	--	--	01	01	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02	04	--	DEC
combat ready totals		79	558	--	--	28	27	13	13	08	08	08	08	--	--	--	--	--	--	--	--	--	--	271	271	60	--	--	--	--	05	12	27	33	--	20	--
Wpns totals		82	574	--	--	28	27	13	13	09	09	09	09	--	--	--	--	--	--	--	--	--	--	271	271	60	--	--	--	--	05	12	27	33	--	20	--
T-X	K0097	03	12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	02	--	--	--
IN-41	K0097	AC	X 42 hrs.; N 90% 80 hrs.							DT X 37 hrs.; B 90% 82 hrs.																													
IN-42	K0097	AC	X 40 hrs.; N 90% 85 hrs.							DT X 50 hrs.; B 75% 77 hrs.																													
combat ready practice				--	--	--	--	--	--	31	31	31	31	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02	--	--	--	--	--	--
non ready practice				--	--	02	02	01	01	67	67	67	67	--	--	--	--	--	--	--	--	--	--	635	635	--	--	--	--	--	03	02	01	03	--	--	--

Nineteen Ready Crews in 30 days.

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	40th Air Rfueling Sqdn.	April 1956	1	2	A SAC T-12

F. GENERAL	G. CRUISE CONTROL									H. SIM CRSE.	I. PILOT PROFICIENCY														J. KC-97 CREWS			K. MISCELLANEOUS						
14	15 PERFORMANCE INDEX					16 MISSIONS				17	18	19 TAKE-OFFS		20 LANDINGS		21 GCA		22 ILAS		23 APPROACHES			24 FORMATION			25 LOADINGS		26	27	28	29	30	31	32	33	34	35
CREW NUMBER	1	2	3	4	5	UNSUPERVISED LONG RANGE	SUPERVISED LONG RANGE	NONLONG RANGE SUPERVISED	TOTAL	SIMULATOR COURSE	NO. OF PILOT PROFICIENCY MISSIONS	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	TIME AT 15,000 FT OR ABOVE	TIME AT NIGHT	CARGO	PASSENGER	NUMBER OF PRECISION APPROACHES	NO. OF MAX. PASSENGER EMERGENCY EVACUATIONS	RENDEZVOUS IN DARKNESS ATTEMPTED	RENDEZVOUS IN DARKNESS SUCCESSFUL						
6-10	18-18	19-21	22-24	25-27	28-30	31-32	33-34	35-36	37-38	40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44
T-02	--	--	--	--	--	--	--	--	--	--	02	04	02	04	02	1	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02
T-08	--	--	--	--	--	--	--	--	--	--	1	02	--	--	--	--	--	--	--	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
T-09	--	--	--	--	--	--	--	--	--	--	02	02	04	06	04	02	1	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
T-30	--	--	--	--	--	--	--	--	--	--	04	14	02	06	04	04	--	--	--	04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
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T-33	--	--	--	--	--	--	--	--	--	--	02	02	02	02	02	02	02	--	--	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
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T-20	--	--	--	--	--	--	--	--	--	--	1	08	04	08	04	04	01	--	1	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
T-21	--	--	--	--	--	--	--	--	--	--	--	05	02	04	03	1	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
T-23	--	--	--	--	--	--	--	--	--	--	--	04	01	05	1	01	03	--	--	1	--	--	--	--	--	--	01	--	02	--	--	--	--	--	--	--
T-25	--	--	--	--	--	1	--	--	--	--	1	01	--	01	--	--	1	01	1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
T-29	--	--	--	--	--	--	--	--	--	--	1	01	02	01	02	01	01	1	--	01	--	--	--	--	--	--	02	--	02	--	--	--	--	--	--	--
T-30	--	--	--	--	--	--	--	--	--	--	--	03	--	03	--	02	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
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REFUELING AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	40th Air Refueling SQDN.	April 1956	2	2	4 SAC T-12

F. GENERAL	G. CRUISE CONTROL									H. SIM. CRSE.	I. PILOT PROFICIENCY														J. KC-97 CREWS			K. MISCELLANEOUS					
14	15 PERFORMANCE INDEX					16 MISSIONS				17	18	19 TAKE-OFFS		20 LANDINGS		21 GCA		22 ILAS		23 APPROACHES			24 FORMATION		25 LOADINGS		26	27	28	29	30	31	32	33	34	35
CREW NUMBER	1	2	3	4	5	UNSUPERVISED LONG RANGE	SUPERVISED LONG RANGE	NONLONG RANGE SUPERVISED	TOTAL	SIMULATOR COURSE	NO. OF PILOT PROFICIENCY MISSIONS	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	TIME AT 15,000 FT OR ABOVE	TIME AT NIGHT	CARGO	PASSENGER	NUMBER OF INSTRUMENT SITUATIONS	NO. OF MAX. PASSENGER EMERGENCY EXITS	RENDEZVOUS IN DARKNESS ATTEMPTED	RENDEZVOUS IN DARKNESS SUCCESSFUL						
6-10	18-18	19-23	22-24	25-27	28-30	31-32	33-34	35-36	37-38	40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44
T-12	--	--	--	--	--	--	--	--	--	--	--	03	05	02	06	--	02	--	--	--	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
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C-47 Cadre	--	--	--	--	--	--	--	--	--	--	04	06	10	01	06	01	17	02	01	18	09	--	--	--	--	--	05	--	12	--	01	--	--	--	--	12
SNB Cadre	--	--	--	--	--	--	--	--	--	--	05	03	13	04	16	01	17	02	02	20	09	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
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C-47 proficiency	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
KC-97 proficiency	--	--	--	--	--	--	--	--	--	--	--	--	91	--	91	--	18	--	03	03	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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KODAK SAFETY FILM

CONFIDENTIAL

PART III
RCS: A-SAC-T12

SQUADRON COMMANDER'S REMARKS
40th Air Refueling Squadron

1-30 April 1956

1. In compliance with paragraph b, Annex IV, SAC Regulation 50-23, 20 September 1955, as amended, the following information and remarks are submitted:

a. Hours flown performing missions ordered by:

(1) Higher Headquarters: Not applicable.

(2) Eighth Air Force Training Priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	0	0
2	New Ready Crew Training	0	14
3	Combat Ready Crew Training	560	574
	TOTAL	560	588
	TEST	10	13
	GRAND TOTAL	570	601

b. Weather or local conditions: Not applicable.

c. Restrictive Directives: Not applicable.

d. Combat crew member gains and losses:

(1) Crew members gained: Not applicable.

(2) Crew members lost:

(a) Two co-pilots discharged.

(b) Two radio operators discharged.

(c) Three radio operators transferred 310th Bombardment Wing.

e. Crew member changes:

(1) Eight co-pilots - four ready crews.

(2) Eight navigators - four ready crews.

(3) Two flight engineers - one ready crew.

(4) Fourteen radio operators - seven ready crews.

f. New Crews: Not applicable.

g. Crew Status Changes: Not applicable.

h. Standardization crews:

(1) Wing standardization crew - T03.

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(2) Squadron standardization crew - T-08.

i. Materiel and Personnel Problems:

(1) Materiel: Not applicable.

(2) Personnel:

(a) The most difficult personnel problem lies in the Flight Engineer section. Replacements for Engineers to be lost through discharge are of good caliber but there are not sufficient numbers to fill the anticipated vacancies. Also, one of the men recently assigned is due for discharge prior to our deployment in late June.

j. SAC Minimum Training Requirements: Not applicable.

k. Non-Combat Ready Crew Capable of Deploying:

(1) Crews IM-41 and IM-42 are capable of deploying.

l. Non-Combat Ready Crew Training:

(1) See paragraph m, Special Training Month remarks.

m. Special Training Month Remarks:

(1) Special training during April 1956 was directed at upgrading of non ready crew personnel. Boom operators, navigators, and co-pilots received the most attention, for in these three crew positions our combat ready vacancies will first appear. Training of engineers progressed favorably.

(2) Support of 40th Bombardment Wing missions resulted in most of the boom operators training. Following is a list of non ready boom operator accomplishments.

Practice wet contacts - 67. Dry contacts - 635.

(3) Checkout of co-pilots and "Blue Flame" personnel Aircraft Commanders was accomplished to the maximum. Following is a list of accomplishments for pilot checkouts.

Takeoffs - 91. Landings - 91. GCA's - 18.

(4) Navigation training for non ready personnel was limited to standardization checks generally, and three navigators were satisfactorily upgraded. Only two non ready navigators remain to be checked out and their standardization checks should be complete in May 1956.

(5) Average flying time in April for all non-combat ready personnel was 52 hours. This figure included people TDY and in MTD at this station.

n. Comments or Recommendations of the Squadron Commander:

(1) The special training month was very successful. Goals set

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for training of new ready personnel were realized and as stated in paragraph 18(2) and 1a, no critical shortages of personnel except (two flight engineers exist. Without these engineers we can not form new crews.

(2) Integration of the new minimum training requirements of SAC Regulation 50-8 has been accomplished and all categories are underscored.

(3) The quarterly SAC Operational Summary shows the 40th Air Refueling Squadron as completing only 99% of its requirements. This is an error, and re-check of the T-12 report comeback copies for the quarterly period indicate surplus of training in all minimum requirements.

Thomas S Bohman

THOMAS S. BOHMAN
Lt Colonel, USAF
Commander

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PART IV
RCS: 4-SAC-T12

WING COMMANDER'S REMARKS
40TH BOMBARDMENT WING, MEDIUM

1-30 April 1956

1. Concur.

2. This document is classified CONFIDENTIAL in accordance with paragraph 3, Annex IV, SAC Regulation 50-23, 20 September 1955, as amended.

Brton H Burns
BERTON H. BURNS
Colonel, USAF
Commander

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HEADQUARTERS
40TH BOMB WING (H) (V), MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

1330 Hours

3 April 1956

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STAFF MEETING

Personnel Present

Wing Commander	Colonel Burns
Deputy Wing Commander	Colonel Low
Wing Operations Officer	Colonel Bowden
Wing Materiel Officer	Colonel Stepp
Wing Adjutant	Major Brown
Wing Comptroller	Captain Sheets
Wing Personnel Officer	1STLT McRae
25BS	LTCOL Clark
44BS	LTCOL Pitts
40A&E	LTCOL Monahan
45BS	Major Liebich
40ARS	Major Munday
40FM	Major Johnson
40PM	1STLT Notermann
40HS	1STLT Glickman

Personnel Absent

400S - 1STLT Novak

Visitors Present

Chaplain Lytle
MSGT Litjestrand - 44th Bomb Squadron
TSGT Hart - 25th Bomb Squadron

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MINUTES

40DCO Securing of Equipment: To prevent possible damage to aircraft, some measure must be taken to tie down all equipment, particularly during these high winds. Determine whether or not we can put cables on some of this equipment.

Wing Party: It has now been decided that the theme for the party will be spring cruise with the Club to be decorated as a ship. The 44th Bomb Squadron is heading the House Committee with the 40th Headquarters Squadron assisting. Air Refueling Squadron is responsible for the evening's entertainment, however, the other squadrons should give the ARS a hand on this. Food and drink are the responsibility of the 45th assisted by the 25th Bomb Squadron. What we would like for you to do is give your representative a hand, and let's stick with our ideas and not keep changing them.

Squadron Commander's Calls: There is available for you in your Squadron Commander's Call a 38-minute movie, "It All Counts." This movie can be obtained by calling the Base Personnel Reenlistment Section, Extension 547.

Officers' Club: We need volunteer help this coming Saturday. We are asking for four men per squadron from the tactical squadrons and ARS and two each from the A&E and Headquarters Squadron. Men are needed for picking up and hauling bricks. Those who will be on this detail will report at 0900 at 426 South Santa Fe. That detail will be headed by Colonel Stepp. We will also need help laying bricks. Those who will be on this detail will report to Captain Crowley at 0900 behind the Officer's Club in the patio.

Indoctrination Lectures: There will be an indoctrination lecture in the auditorium of the Ground Training Building for all second lieutenants. It starts at 0800, Saturday, April 7, and Saturday, April 14. It runs from 0800 to 1150 hours. Officers must attend both lectures. Based on past experience, they will probably have a roll call, therefore, insure that personnel arrive on time.

40DM Eighth Air Force Assistance Team Items:

(1) Please be sure your radio vehicles call in any time there is a status change on an aircraft. If Maintenance Control isn't posting the change on an aircraft when they get it, I can straighten that out immediately. I will check on the possible need for a second frequency.

(2) Time cards are still not too good in the four tactical squadrons and A&E.

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(3) Aircraft Records. We completed tests last Friday. MTD is being set up to give a course of instruction, and it will probably start 16 April. It will be a two hour course, three nights, 1600 to 1800 hours. We will have ten people per course. We are not sending anybody to the course who didn't flunk the test.

Records: We are extending the time for submitting the reports pertaining to aircraft records (781-2 Form), giving you an additional 24 hours. What I would like to have you do, if at all possible, is assign one person who is familiar with these records and have him do nothing but supervise those records.

Building Requirements: By the 10th of April I must have what you think you need in the way of additional buildings with a breakdown of square footage needed for office, storage and bench space. The presumption is all these old buildings are going to be torn down. If you are occupying any of these old buildings, that should show up in a requirement for new buildings. Examples are supply buildings, personal equipment buildings, 263 storage building for the A&E Squadron, etc.

Wing Headquarters Building: A drawing of the Wing Headquarters building will be left on my desk. It is requested that you drop by and put down in red pencil any deficiencies you find in your areas at Wing Headquarters such as lack of storage space, lack of broom or mop closets etc.

4CADJ Flight Line Decals: Decals for the flight line have been received. Ground rules will be established covering the use of these decals. Decals will be purchased at the EX. I will ask the squadrons to send me a letter giving the names of the personnel who are to receive decals. The cost of the decals will be 20¢. They can be purchased after individuals have passed a test conducted by the Ground Safety Office and approved by the Wing Commander. Until the ground rules have been established for the use of the decals, the white flight line permits will continue to be used.

Incident Reports: We are receiving many incident reports of individuals trading cars and flight line permits. They're being picked up. Caution your people they should not let these cards out of their possession.

Aircraft Display: The 25th Bomb Squadron will be host to 7 students and one instructor from St. John's Military School, Wednesday, 4 April, at 1400 hours. They would like to see a B-47.

4OAC RCS Reports: There is a noticeable tendency toward laxness in getting RCS reports coordinated through my office. Also they will be moving the suspense dates up two days on RCS reports, so that if corrections must be made there will be sufficient time to return the report for correction and still meet the suspense. All RCS reports will be hand carried through my office and Base Stat.

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(Management Control Statement Charts briefing given by CAPT Sheets)

40A&E Compass Swings: We are falling behind on compass swings. We have made an agreement with Maintenance Control that they will schedule three airplanes per day from now on for compass swings. We ask everyone to do everything possible to have airplanes in on time whenever they are scheduled.

4CDO Boeing Team: There is a Boeing Team coming in to brief air crews on use of water. Apparently, they will brief the 40th on the 10th of April.

50-8: The new 50-8 should be in about 12 April. It will be changed considerably. These will be distributed as soon as we get them.

Modification of Aircraft: Lt Clark, one of our ECM officers, went to Wichita as a representative of 8th Air Force on a modification program, on ECM pods. This modification will not cause us to lose our capability for carrying weapons, but we will pick up a couple of pods. If we do not get new airplanes, it is possible we will have an extensive modification program on the planes we have.

4000 Weather Briefings: You may discontinue your weather briefings at the squadrons.

Areas of Responsibility: The responsibility for policing the fence line west of the bomb squadron operations buildings is divided between the three bomb squadrons. It is difficult to keep those areas clean unless possibly you ask your mechanics to police it as they are coming and going to and from the airplanes. The 44th and 45th barracks areas are in bad shape. Those will be cleaned up and some kind of a system initiated to insure they are kept clean.

Old Buildings and Barracks: Colonel Stoop, prepare a list of all the old buildings and barracks that we have in the old area. We would like to paint the steps of those buildings white, and in some cases we might get them repaired.

Review of AFSC Status: We have quite a number of airmen working out of their AFSC. We must review this and see what action can be taken to eliminate this situation.

We must make an effort to reclassify MSGT Dillker to make him an Ops Specialist.

The 25th Bomb Squadron has an Airman Huff in Tech Supply. Colonel Clark, he must be taken out of that job as soon as you get a new man in and get him trained.

MSGT Hill in the Supply Liaison Section has a Jet mechanic AFSC. Division doesn't concur leaving him in a Supply AFSC. Division may give you some help on this one.

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Airman Calloway in the 44th Bomb Squadron is doing clerical duties. He is a mechanic, and he must be placed in his AFSC. DP, will you attempt to get this man reclassified immediately?

Airman Groff in the 44th Bomb Squadron. He is already being returned to the line.

Airman Knous, 44th Bomb Squadron, is being returned to the line.

A/2C Rogers, 40th A&E, is assigned as a runner. He is to be taken out of that job.

Airman Johnson, 40th A&E, has been assisting in the Specialist Dispatch Section. He is an aircraft radio repairman. Can he be returned to his AFSC?

40A&E The situation is that the TO sets us up for an 8-hour operation per day, but the operation of the dispatch section proves to be about a 24-hour a day operation and it is impossible to operate on the TO.

40DP Request that you give us that information so that it can be put in the T-12 report.

40CO Airman Morin, 40th Periodic Maintenance. He has been doing clerical duties, but he is a jet mechanic. Unless you get him reclassified, move him back to his AFSC.

TSGT Champlin, 40th Periodic Maintenance. He is performing supply duties.

40DP DP takes the blame for that. There is no 64175's in the wing, and DM needs one up there. We can change him back to the Headquarters Squadron.

40CO MSGT Ledford, 40th A&E. He is working in Base Supply doing research work. Division recommends people be rotated in that job.

TSGT Chronic. He is performing duty as NCOIC of Field Maintenance Supervision. Division says he should be considered for training to a career field in which there is a shortage. Let's get this man reclassified, so he will be working in his proper AFSC.

I will pass these items on to DP to take follow up action on. There are several things wrong with having people in the wrong AFSC. In the first place, they are not qualified for the job they are performing, and after a period of time they become disgruntled with their job.

BY ORDER OF THE COMMANDER:

D. M. BROWN
Major, USAF
Adjutant

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HEADQUARTERS 802D AIR DIVISION
Smoky Hill Air Force Base, Salina, Kansas

MINUTES OF STAFF MEETING
1230 hours, 13 April 1956

Presiding: Colonel Wilson

COMPTROLLER

anhour Accounting: Non-productive lag time is very high in the Wings, particularly in the 40th Wing. In the 40th, 67 per cent of lag time was due to personnel waiting for assignments and instructions; in the 310th, 60 per cent. Colonel Wilson stated corrective action would be taken immediately, and requested that spot checks be made of time lags.

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BASE COMMANDER

"OK" Decals for Vehicles: These will be brought out to the Base Monday, together with checklists. Tuesday, we will start running all cars through the tests; those passing will be issued the "OK" decal.

Tree Planting Project: MSGT Barrier reported a gift of approximately two to three thousand trees to the Base from Ralph Ricklefs, Jr. Cost to the Base will be around sixty-five dollars. Mr. Ricklefs will act as supervisor and instruct the NCOs on removal of trees, planting, etc. Project must be accomplished within the next two eks due to weather conditions. Colonel Wilson asked the support of Commanders, 1EO, and all concerned in supplying equipment and labor.

DIRECTOR OF PERSONNEL

2nd Lieutenants Indoctrination Program: Second phase of the program will be held the morning of 14 April. Speakers will be Colonel Wilson, Colonel Wood, Colonel Jones, Major Floerke and Major Booz.

Annual Effectiveness Reports for Captains: Continued cooperation was requested in connection with submission of subject reports.

DIRECTOR OF OPERATIONS

60-9 Deviations: 40th Bomb Wing running 36.7 per cent deviations; the 310th Bomb Wing, 34.3 per cent. Colonel Wilson commended the Wings for their efforts to follow the schedule.

DIRECTOR OF MATERIEL

Power Units for A&E Building: Confirmation has been received from 8th Air Force that the power units for the new A&E Building will be shipped prior to the end of the month. The contractor has promised to have these installed ten days after receipt. Both Wings should prepare final plans for movement into the building.

Binders: Binders are expected in today or tomorrow; distribution will be effected the first of the coming week.

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Butler Buildings: Phone call received from 8th Air Force requesting submission immediately of UAL changes to justify the buildings, to be followed by requisition for the buildings. It is possible action will be completed Monday, 16 April.

DIVISION COMMANDER

Base Cleanup: Colonel Wilson re-emphasized the following items:

1. Ample supply of trash cans
2. Barracks signs
3. Grass cutting
4. Painting
5. Fences in the barracks area

Visit by 8th Air Force Inspectors: Inspectors will arrive 8 May. Commanders were urged to review carefully all past inspection reports, particularly the SAC Inspection Report of November 1955. Also, review the follow up made by SAC under Colonel Tate, and all SAC and 8th Air Force staff visits since November 1955. Insure that there are no recurring discrepancies.

NCO Councils: Wing and Air Base Group NCO Council Meeting Minutes have been received and checked; it would appear the councils are doing a fine job. Colonel Wilson asked that minutes be posted on all bulletin boards, if this has not already been done.

Briefing: Colonel Wilson presented the briefing on maintenance and operational statistics. He asked for a close check on manhour utilization, and continued effort to improve statistics in all areas.

Carl W. Hauth

CARL W. HAUTH
Major, USAF
Adjutant

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DISPOSITION FORM

SUBJECT: Target Study Program for PACE-SETTER III

TO: COMDR, 25 BOMRON FROM: 4ODO DATE: 30 JAN 56 COMMENT NR 1
MAJ Gregory/elk/8250

1. Target Study Program for PACE-SETTER III will start immediately and continue according to the following program:

a. Phase I: SAC Manual 50-12. Preliminary study by crews by Squadron Observers. This phase will consist of individual work by observers utilizing target materials already available for Little Rock and Amarillo and materials to be issued by Captain Ralph when reconnaissance on Dallas is completed with satisfactory photos. This phase will be complete for all observers in the units by 15 FEB 56. A report will be submitted as of that date listing completion and reason for non-completion for each observer.

b. Immediately after completion of Phase I, the Wing Observer will shcedule a meeting of observers to brief the observers on planning of each bomb run and all factors to be considered in execution of the run. A Wing Standardization Observer will discuss bomb run SOPs and emergency procedures at this meeting. Tentative date is set for Saturday morning, 1030 hours, 18 FEB, utilizing the 25 BOMRON Briefing Room.

c. Bomb run plans and final selection of off-set aiming points will be confirmed by the Wing Bombing Board by 25 FEB 56, and the information published for issue to all observers.

d. Phase II Target Study will commence 16 FEB 56 with observers schedule for one (1) day starting at 0800 hours. This phase will consist of approximately four (4) hours devoted to prediction and background on Dallas and two (2) hours each on Amarillo and Little Rock. This phase will be conducted by Major Curtis and Captain Ralph at the 25BOMRON Target Study Room. Completion date will be no later than 1 MAR 56.

e. On completion of Phase II, each observer will be tested on knowledge of the complexes and aiming points prior to leaving the Phase II Target Study.

f. Phase III - Film Strip Study will be scheduled starting 1 MAR 56 and will continue to execution of the mission. Each observer will complete a minimum of twelve (12) hours Film Strip Study by 1 APR 56.

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DISPO to 25, 44, 45BOMRONS, from 40DO SUBJ: Tgt Study Program for PACE-SETTER III, 30 JAN 56

Periods will last for four (4) hours and no observer will get credit for more than four (4) hours in any one (1) day. It is recommended that one (1) period weekly for each observer be scheduled.

g. T-2 Trainer Program for PACE-SETTER III will start after completion of Phase II by observers and will consist of two (2) periods. The first period will cover target familiarization and bomb run procedures by the observer. The second period will include, in addition to the above, practice by the entire crew on reading of check lists, procedures and emergency procedures. Trainer periods will be monitored by an instructor from the Wing Observer Staff. First period for all crews will be completed no later than 1 APR 56. Second period will be completed for one-half of crews by 1 APR 56.

2. It is anticipated that PACE-SETTER III will be flown in the week of 16 APRIL. However, there is always the possibility the date may be advanced. In an event, each observer will be shceduled for an additional period of film strip study and bomb run procedures in the week immediately preceding the mission.

3. During the month of February and March, crews will devote as much bombing activity as practical on the Little Rock, Dallas, and Amarillo complexes. Runs of all targets will, as much as possible, duplicate those runs as scheduled in PACE-SETTER III. Bomber Stream missions in February will include the Dallas site. Time has been requested for a bomber stream on all 3 complexes in the week of 5 MARCH. In addition, RBS time has been requested for bomber streams during the 1st and 2nd week of APRIL. Target Study for Wing scheduled bomber streams against the competition targets may count toward the target study requirements as set forth herein, but target study for routine CCTM will be over and above these requirements.

4. Aircraft commanders and co-pilots will attend a minimum of one (1) period of film strip study with the crew observer, as well as the second T-2 Trainer period.

5. Weekly scheduling of this target study program will be effected at the Thursday Scheduling Conference and coordinated by the Ground Training Coordinator, Wing Observer, and Squadron representatives.

s/t/ BERTON H. BURNS, Colonel, USAF
Commander

cc: 40DM
40DMMC
40A&ERON
1 Copy - Each Staff Section
1 Copy - Each Observer

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DE RJEPSO 231

R 022050Z

FM COMAFRS WESTOVER AFB MASS

TO RJWFFB/COMAIRDIV 21 FORBES AFB KANS

RJEPLA/COMAIRDIV 45 LORING AFB ME

RJEDRO/COMAIRDIV 801 LOCKBOURNE AFB OHIO

RJWFYY/COMAIRDIV 802 SMOKY HILL AFB KANS

RJEPGM/COMAIRDIV 817 PORTSMOUTH AFB NH

RJEDGD/COMAIRDIV 818 LINCOLN AFB NEBR

RJEPHM/COMAIRDIV 820 PLATTSBURGH AFB NY

RJEDKG/COMAIRDIV 340 WHITEMAN AFB MO

RJZPDW/COMAIRFLWG 4060 DOW AFB ME

ZEN/COMAIRFLWG 4050 WESTOVER AFB MASS

BT

/UNCLAS/OI 140. FOR ISOS. BASE NEWSPAPER RELEASE. SMOKY HILL AFB 40TH BOMB WING HAS WON PACESETTER III, THE THIRD IN A SERIES OF EIGHTH AIR FORCE BOMBER STREAM MISSIONS, IT WAS ANNOUNCED THIS WEEK. THE 40TH BW THUS EARNS POSSESSION OF THE BRIG. GEN. JACK T. MERRITT MEMORIAL TROPHY. THIS IS THE THIRD STRAIGHT TIME THAT ONE TROPHY HAS BEEN WON BY A SMOKY HILL WING. SMOKY'S 310TH BOMB WING WAS THE VICTOR IN BOTH PACESETTER I AND II. THREE WINS ARE REQUIRED TO RETIRE THE TROPHY. THE 310TH BW NARROWLY MISSED RETIRING THE TROPHY THIS TIME IN LOSING TO COL. BENTON H. BURNS' 40TH BW. THE TWO WINGS WERE

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PAGE TWO

SEPARATED BY LESS THAN A HUNDRED POINTS AFTER THE INTRICATE SCORING SYSTEM EVALUATED SUCH FACTORS AS BOMB RELIABILITY, GROSS RATE, EQUIPMENT RELIABILITY, AIRCRAFT CONDITION PERCENTAGE AND NAVIGATION RELIABILITY. WHITEMAN AFB'S 340TH BOMB WING FINISHED THIRD IN THE COMPETITION. OTHER COMPETING WINGS WERE THE 98TH BW, LITTLE ROCK AFB; THE 26TH and 91ST SBW, LOCKBOURNE AFB; AND THE 90TH SBW, FORBES AFB. ALL ENTRIES WERE B/KB-47 UNITS. TARGETS FOR THE COMPETITION WERE LITTLE ROCK AFB; DALLAS, TEXAS; AND AMARILLO, TEXAS. THE MISSIONS WERE FLOWN BETWEEN 16 AND 28 APRIL. SIGNIFICANT RESULT OF THE COMPETITION WAS THAT 35 PER CENT OF PARTICIPATING COMBAT READY CREWS WERE RATED "OUTSTANDING." THIS RATING IS ACHIEVED WHEN THE AVERAGE OF ALL BOMB RUNS BY THE CREW INDICATES THAT THEIR BOMBING ACCURACY IS WITHIN A CERTAIN LIMIT FROM THE TARGET. THE TROPHY WAS CREATED IN MEMORY OF THE LATE GEN. ROBERTS, FORMER CHIEF OF STAFF FOR EIGHTH AIR FORCE. PURPOSE OF THE COMPETITION IS TO IMPROVE BOMBING CAPABILITY AND TO PROVIDE EVIDENCE OF THE RELATIVE READINESS OF THE COMMAND'S CREWS.

BT

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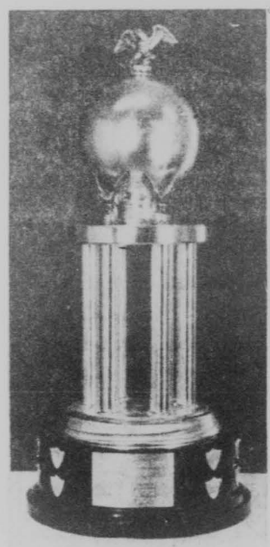
IMPACT May 4, 1956

40th Bomb Wing Wins Roberts Memorial Trophy



Brig. Gen. Jack Roberts Memorial Trophy

THE BRIG. GEN. JACK ROBERTS Memorial trophy remains at SHAFB but gets a new local owner—the 40th Bomb Wing. This is the third time the trophy has been placed in competition. The 310th Bomb Wing here won it the first two times. (USAF Photo)

B-47s of the 40th Bomb Wing last week blasted several cities into theoretical oblivion. Their precision dropping of simulated bombs captured the coveted Roberts Memorial Trophy.

Flying in competition with over 200 B-47s from Eighth Air Force, the 40th scored its first victory in three Pacesetter missions. The first two Pacesetter missions, flown last December and February, were both won by Smoky Hill's 310th Bomb Wing.

The 310th narrowly missed retiring the trophy this time in losing to the 40th Wing. The two wings were separated by less than 100 points after the intricate scoring system had evaluated such factors as bombing reliability, gross rate, equipment reliability, aircraft completion percentage and navigation reliability.

Whiteman AFB's 340th Bomb Wing finished third in the competition. Other competiting wings were the 98th Bomb Wing, Lincoln AFB, the 26th and 91st Strategic Reconnaissance Wings, Lockbourne AFB; and the 90th Strategic Reconnaissance Wing, Forbes AFB.

The 40-inch silver trophy awarded to the winner was named in honor of Brig. Gen. Jack Roberts, a former Eighth Air Force chief of staff, who died last year.

The trophy must be won by an organization three times in order to be kept permanently. Since it was first offered at the end of 1955, the trophy has never left Smoky Hill.

(Continued on Page 13)

(Continued from Page 1)

Targets for the competition were Little Rock, Ark., Dallas, Tex., and Amarillo, Tex. The missions were flown between April 16 and 28.

A significant result of the competition was that 35 per cent of the participating combat ready crews were rated "outstanding".

This rating is achieved when the average of all bomb runs by the crew indicates that their bombing acuracy is within a certain limit from the target.

Purpose of the competition is to improve bombing capability and to provide evidence of the relative readiness of Eighth Air Force crews.

Competition for the trophy, in the form of Eighth Air Force bomber stream missions, is held about nine times yearly.

A bomber stream mission consists of a stream of aircraft, flying at specified altitudes and time intervals, all bombing the same targets. Navigation, radar bomb scoring, and over-all performance of the competing wings are considered in awarding points.

The 40th, commanded by Col. Berton H. Burns, includes the 25th Bomb Sq., commanded by Lt. Col. E. P. Clark; the 44th Bomb Sq., commanded by Lt. Col. W. F. Pitts; and the 45th Bomb Sq., commanded by Lt. Col. W. C. Ivey.

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DISPOSITION FORM

SUBJECT: PACESETTER III

TO: All Personnel, 40th Bomb Wing

FROM: 40 BW

4 May 56 CUSIENT NR 1
DCS Log/gen/257

The following TWX from Eighth Air Force, 3 May 56, is quoted for your information, and will be posted on all bulletin boards in the 40th Bomb Wing:

"/SECRET/ C326. FOR COMMANDER WILSON FROM COMMANDER GRIFFIN. THIS MESSAGE IS IN TWO PARTS. PART 1. PLEASE PASS TO COLONEL BURNS AND THE 40TH BOMB WING MY HEARTY CONGRATULATIONS ON THE RECORD THEY ESTABLISHED IN WINNING THE BRIGADIER GENERAL JACK ROBERTS' TROPHY FOR PACE SETTER III. I WAS PARTICULARLY PLEASED TO NOTE THE HIGH EQUIPMENT RELIABILITY AND PERCENT OF AIRCRAFT COMPLETING THE MISSION AS BRIEFED. IT WAS APPARENT [illegible] THAT THE 40TH BOMB WING CAN PRODUCE WHEN THE CHIPS ARE DOWN. ### ###

BY ORDER OF THE COMMANDER:

Charles J. Smith
Lt Col, USAF
Deputy Commander

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COPY Post on ALL BULLETIN BOARDS ASAP

R 031940Z ZFF-1

FM COMAF 8 WESTOVER AFB MASS

TO COMAIRDIV 802 SMOKY HILL AFB KANS

/UNCLAS/ C526. FOR COMMANDER WILSON FROM COMMANDER SWEENEY. THIS MESSAGE IN TWO PARTS. PART 1. PLEASE PASS TO COLONEL BURNS AND THE 40TH BOMB WING MY HEARTY CONGRATULATIONS ON THE RECORD THEY ESTABLISHED IN WINNING THE BRIGADIER GENERAL JACK ROBERTS' TROPHY FOR PACE SETTER III. I WAS PARTICULARLY PLEASED TO NOTE THE HIGH EQUIPMENT RELIABILITY AND PERCENT OF AIRCRAFT COMPLETING THE MISSION AS BRIEFED. IT WAS APPARENT FROM THE RESULTS THAT THE 40TH BOMB WING CAN PRODUCE WHEN THE CHIPS ARE DOWN. PART II. PLEASE PASS TO COLONEL WELLS AND THE 310TH BOMB WING MY CONGRATULATIONS FOR THE EXCELLENT SHOWING MADE BY THE WING ON PACE SETTER III. IN PLACING SECOND FOR THE BRIGADIER GENERAL JACK ROBERTS' TROPHY, THE WING PRODUCED ON THIS MISSION A WELL ROUNDED PERFORMANCE, BOTH OPERATIONALLY AND MATERIAL-WISE. IT WAS PARTICULARLY NOTEWORTHY THAT THIS WING HAD NINETEEN CREWS (INCLUDING FIVE NONREADY) QUALIFY AS OUTSTANDING. THIS IS A DIRECT REFLECTION OF GOOD STAFF PLANNING AND EXCELLENT TARGET STUDY. 03/2243Z MAY RJEPEO

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GENERAL INFORMATION AND FLIMSY

FOR

OPERATION "OLD GRANDAD" 3, 4, 5 APRIL 1956

OPERATION "OLD TAYLOR" 10,11,12 APRIL 1956

1. GENERAL SITUATION: A requirement exist to prepare crews of the 40th Bombardment Wing for Pace Setter III, will be done by Squadrons participating in Old Grandad, X Day 3 April 1956, and Old Taylor, X Day 10 April 1956.

a. Omitted.

b. Friendly Forces:

(1) 802d Air Base Group will provide normal 66-12 transportation.

(2) 802d Air Base Group will provide 6 Refueling Pits from 1600 until 1900 each day of mission.

(3) 2028th AACS Squadron will provide ARTC clearances at specified take off times and GCA Landings for all crews.

2. MISSION: The 40th Bombardment Wing will support this mission with twelve (12) aircraft on each increment of this mission. The requirements are:

a. One OMNI Navigation Leg

b. Four (4) RBS Runs

c. One Grid Navigation Leg

d. One Long Range Cruise Control Mission

e. One Radar Monitored Let-Down

f. One GCA Full Stop Landing

g. One Rendezvous and 30,000# Refueling for First Four Aircraft on each Increment.

3. TASKS FOR SUBORDINATE UNITS:

a. Each bombardment squadron will support the mission with four crews daily.

b. Each crew scheduled on Pace Setter III will participate in mission on one of six days.

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c. The refueling portion will be flown by first four aircraft daily. Squadrons are encouraged to use the refueling for 51-19 check outs.

d. The first six slots daily will make second RBS run on Dallas; the last six aircraft a second run on Amarillo. Squadrons will schedule crews in order to insure that crews flying both missions (Old Grandad, and Old Taylor) are not flying identical missions.

x. (1) Normal RBS scoring procedures; ie, no crew discussion of score, coded or otherwise on interphone.

(2) STATION ALTIMETER SETTINGS will be used.

(3) TAS 425K will be maintained during mission except during refueling and climb out. 310K IAS will be maintained on initial climb until intercepting dash - 1 climb speeds. All refueling will be accomplished at an IAS of 180K at 15000 feet PA (29.92)

(4) Aborting aircraft maintain position in stream while obtaining individual ARTC clearance.

(5) Spacing will be ten (10) minute intervals and 3000' vertical separation. Odd aircraft fly high, even fly low.

(6) Schedules:

(a) Briefing: Old Grandad: 0900 2 April , Base Gnd Tng Auditorium
Old Taylor: 0900 9 April, Base Gnd Tng Auditorium

(b) Pre Take-off Briefing: 44th Briefing Room daily, 0630 Crews 1-6; 0730 Crews 7-12.

(c) Debriefing: 44th Briefing Room immediately after landing.

(d) Critique: 0900 13 April, Old Grandad, Base Gnd Tng Aud
0900 20 April, Old Taylor, Base Gnd Tng Aud

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4. ADMINISTRATION AND LOGISTICS:

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

5. COMMAND AND COMMUNICATIONS:

a. Communications: See Annex "C"

b. Command: Normal

BERTON H BURNS
Colonel, USAF
Commander

4 ANNEXES:

A. Intelligence
B. Air Operations
C. Communications
D. Air Refueling

OFFICIAL:

William M Bowden

WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

DISTRIBUTION:

COMADIV 802	1 Cy
COMBOMWG 310	1 Cy
COMABGRU 802	4 Cys -(1 -Base Ops, 1-DM, 1-Refuel Off, 1-Trans Officer)
40DO	1 cy
40DOPB	1 Cy
40DOI	1 Cy
40DOB	1 Cy
40DM	1 Cy
40FM	1 Cy
40MC	1 Cy
40A&E	1 Cy
40AGH	4 Cys
40CONRM	1 Cy
40DOC	1 Cy
25BOMRON	25 Cys
44BOMRON	25 Cys
45BOMRON	25 Cys
40AREFS	25 Cys

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ANNEX "B" - AIR OPERATIONS

SEQUENCE OF EVENTS

TIME	TIME FACTOR	INFORMATION
_____	T.O. - 3 Hours	Pre T.O. Meeting 44th Briefing Room
_____	T.O. - 2:30	Stations
_____	T.O. - :35	Check In AJAX - Fuel Reading
_____	T.O. - :30	Start Engines
_____	T.O. - :20	Taxi - Be prepared to advance 10 Minutes
_____	T.O. - :01	Fuel Reading
_____	T.O. - :00	Take Off on HACK
_____	T.O. + :02	20° Bank on Course Emporia (310K Max IAS)
_____	T.O. + :05	Check In AJAX - Climb Schedule: 310K - 24,000 Feet 277K - 29,000 Feet 262K - 32,000 Feet
_____	T.O. + :13	Emporia VOR (081 MC)
_____	T.O. + :23½	L.O. Butler VOR Turn 087MC Low 277K IAS (29000) High 262K IAS (32000)
		*Position Report to Kansas City Central (301.4)
		Fuel Reading
_____	T.O. + :39½	Vichy VOR Turn (107MC)
_____	T.O. + :48½	Farmington VOR Turn(1100MC
_____		*Position Report St Louis Center (301.4)
_____	T.O. + 1:00	Fuel Reading
_____	T.O. + 1:11½	Bowling Green VOR Turn (198 MC
		*Position Report Bowling Green Radio (255.4 - 116.1)
		Climb: Low 258IAS (33,000) High 243IAS(26000)

ANNEX "B"

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_____	T.O. + 1:20	Nashville VOR Turn (245 MC)
_____	T.O. + 1:38	Jackson VOR Turn (252 MC) Outbound
_____	T.O. + 1:50	Memphis - Control Point (IP) Call L Rock Bomb Plot (251.0)
_____	T.O. + 2:00	Fuel Reading
_____	T.O. + 2:09	Little Rock (Tgt Fox Trot)
		*Position Report L Rock Radio (255.4 - 255.4)
_____	T.O. + 2:38	Paris (IP) Call Dallas Bomb Plot (258.2)
		Control Point
_____	T.O. + 2:51½	Dallas (Tgt Delta)
		*Position Report Call Ft Worth Center(301.4)
_____	T.O. + 3:00	- Fuel Reading
_____	T.O. + 3:25	Childress (IP) Call Amarillo Bomb Plot (263.8)
		Control Point
_____	T.O. + 3:40	Amarillo (Tgt Delta)
		*Position Report Amarillo Radio (255.4 -255.4)
_____	T.O. + 3:49	Dalhart - Turn Point
		Climb: Low 243IAS (36000) High 226IAS (39000)
_____	T.O. + 4:00	Fuel Reading
_____	T.O. + 4:06	Gage OMNI -Turn Point
		Position Report Gage Radio (255.4-115.7)
	ACFT 1 - 6	
_____	T.O. + 4:38	Paris IP Call Dallas Bomb Plot (258.2)
		Control Point
		*Position Report - Call Ft Worth Central
_____	T.O. + 4:58	Clebourne (St Grid)
_____	T.O. + 5:00	Strike Report, Fuel Reading

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_____	T.O. + 5:25	Position Report 50NW San Antonio Call San Antonio Center (301.4)
_____	T.O. + 5:36	29N 100W Turn Point
_____	T.O. + 5:51	10W Junction OMNI
		*Position Report, Call Junction Radio (255.4 - 117.7)
_____	T.O. + 6:00	Fuel Reading
_____	T.O. + 6:27½	10E Hobart OMNI
		*Position Report, Call Hobart Radio (255.4-114.7)
_____	T.O. + 6:39½	Acft 1-4 Turn on Rendezvous Equipment Farview Okla, TP Terminate Grid
_____	T.O. + 6:44	Kegleman Lake - Check Offset Computers - Contact Tankers 321.0 Acft 1 - 4
_____	T.O. + 6:55	Hutchinson , TP, Start Descent.
		*Position Report, Call Hutchinson Radio (255.4-255.4) - Fuel Reading
	ACFT 1 - 4	
_____	T.O. + 7:06	Russell Kansas - Fuel Reading - Rendezvous point 180K IAS (Tanker Takes Position reporting 15000)
_____	T.O. + 7:39	McCook Nebraska - Fuel Reading
_____	T.O. + 8:02	Ogallala Nebraska
_____	T.O. + 8:36	Grand Island Nebraska
_____	T.O. + 9:09	Salina Contact Approach (363.8) GCA Full Stop Landing Monitored by Radar
	ACFT 5 & 6	
_____	T.O. + 6:55	Hutchinson, TP, St Descent Contact Smoky Hill Approach (363.8) Fuel Reading
_____	T.O. + 7:01½	Salina - Penetration GCA Full Stop Landing Monitored by Radar

ANNEX "B"

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ACFT 7 - 12

_____	T.O. + 4:06	Gage, Turn Point - Position Report, Call Gage Radio (255.4 - 115.7)
_____	T.O. + 4:25	Childress IP Call Amarillo Bomb Plot (363.8)
_____	T.O. + 4:40	Amarillo (Tgt Delta) Call Amarillo Radio (255.4 - 255.4)
_____	T.O.+ 4:48	Dalhart (Start Grid)
_____	T.O. + 5:00	HF Report, (Strike) Fuel Reading
_____	T.O. + 5:07	*Position Report 20W Lamar Call Lamar Radio (255.4 - 117.6)
_____	T.O. + 5:50	*Position Report 25E Douglas, Call Douglass Radio (255.4 -114.1)
_____	T.O. + 5:57	43-30N 105W Turn Point
_____	T.O. + 6:00	Fuel Reading
_____	T.O. + 6:40½	Grand Island
		*Position Report Call Grand Island Radio (255.4 - 255.4)
_____	T.O. + 6:58	Salina - Fuel Reading Contact Salina Approach Control (363.8) GCA Full Stop Landing monitored by Radar

ALL CREWS
a. Call Control Room After Landing
b. Fuel reading after shut down
c. Report to debriefing 44th Briefing Room after landing
d. Report to critique as scheduled by Squadron Operations Officer

SPECIAL INSTRUCTIONS:

1. Late take-off's will proceed to Memphis, Tenn on individual 1000 O/T clearance obtained by Tower Officer and join stream in Briefed slot. Latest possible take off is 50 minutes after scheduled take off.
2. Odd Slots fly High, Even slots low.
3. Position Reports will be given by First and Last aircraft on each route. Aircraft one, six, seven, twelve will report as listed by asterick.

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4. Danger Areas:

196 Brookville Kansas

197 Manhattan, Kansas

63 Camp Campbell, Kentucky

219 Fort Hood, Texas

208 Fort Sill, Oklahoma

446 Del Rio, Texas

190 Scenic, South Dakota

5. Highest Terrain: 10,272 30 Miles South Douglass, Wyoming

6. Alternate Airfields: (Use SAC Bases Primarily)

Forbes AFB, Kansas

Whitman AFB, Missouri

Carswell AFB, Texas

Lincoln AFB, Nebraska

Ellsworth AFB, South Dakota

Walker AFB, New Mexico

McConnell AFB, Kansas

Tulsa, Oklahoma

7. Take off times as briefed: Control Point Times as listed below:

SLOT	T.O.	MEMPHIS	PARIS	CHILDRESS	PARIS	CHILDRESS
1	0920	1110	1158	1245	1358	-
2	0930	1120	1208	1255	1408	-
3	0940	1130	1218	1305	1418	-
4	0950	1140	1228	1315	1428	-
5	1000	1150	1238	1325	1438	-
6	1010	1200	1248	1335	1448	-

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SLOT	T.O.	MEMPHIS	PARIS	CHILDRESS	PARIS	CHILDRESS
7	1020	1210	1258	1345	-	1445
8	1030	1220	1308	1355	-	1455
9	1040	1230	1318	1405	-	1505
10	1050	1240	1328	1415	-	1515
11	1100	1250	1338	1425	-	1525
12	1110	1300	1348	1435	-	1535

8. Flying safety takes precedence over all factors on this mission.

9. Aircraft Commanders will monitor position of aircraft at all times to avoid danger areas.

10. Grid Missions will be replotted and thoroughly critiqued

11. Crews will be scored by 8th Air Force Pace Setter system. Only first run over each site will be used on each individual mission.

ANNEX "B"

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ANNEX "C" - COMMUNICATIONS

1. IFF - Lead and # 7 on Mode II. All others standby

2. Normal RBS call in will be made to:

   Little Rock 251.0

   Dallas 258.2

   Amarillo 263.8

   a. Example: Little Rock Bomb Plot this is AJAX 70 at Three-six thousand, altimeter setting three zero point zero zero, one-hundred east, five echo, run class, coca crew lima six zero, run type five, one run target fox trot, IP Memphis, Bomb Altitude Three-six thousand, observer serial number, 12345, Auto Pilot, Auto Tone, no bombs aboard, safety check completed.

3. Assigned tactical call signs will be used for all communications.

4. Interplane and Control Room Frequency will be 321.0 MCS.

5. Recall Word is BIG CHIEF.

6. Reporting to ARTC as listed in Sequence of Events.

   a. Example: Kansas City Central this is AJAX 70, Old Grandad Alpha, Butler, Four-three, three-two thousand, Instrument Flight Plan, Farmington Zero-eight, Bowling Green.

7. HF Tactical Report.

   a. Example: Carswell this is AJAX 70; Relay to Franklin Alfa. (Contents same as ARTC report) Optimum frequencies are 6738 and 11228 KCs.

8. Strike Report will be made to Loring, Harmon or some station 1500 miles from last target for relay to Franklin Alpha. All four strikes will be reported in one message. Optimum frequencies are 6738, and 11228 KCs.

ANNEX "C"

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In event no contact , try 4724.5 or 15016 KCs.

a. Example: Loring this is AJAX 70, relay to Franklin Alpha Zippo.

Little Rock	031729 Zulu - Golf
Dallas	031811 Zulu - Golf
Amarillo	031900 Zulu - Golf
Dallas	032011 Zulu - Golf

CODE: G - Golf (Good)
P - Papa (Poor)
D - Delta (Dud or Unknown)

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ANNEX "D" - AIR REFUELING

1. Rendezvous equipment will be turned on by crews 1-4 after passing abeam of Hobart Oklahoma OMNI.

2. Tanker aircraft will turn on Radar Beacons 30 minutes prior to Receiver aircraft ETA to rendezvous point.

3. In event of no rendezvous equipment contact with tanker and radio contact has been established, receiver aircraft will proceed to rendezvous point (Russell Kansas) so as to reach the point at the ETA and at 15000 feet altitude. Aircraft at 39000 Feet will start descent 2500'/minute 9½ minutes prior to Russell, aircraft at 36000 Feet will start Descent 8½ minutes prior to Russell Kansas.

4. Refueling will be accomplished at 15000 Feet pressure altitude and 180K IAS (207 MPH). Receivers will on load the 28,000# fuel from Russell to McCook. Remainder of refueling will consist of dry hook-ups. Tanker will off load remaining 2000# intermittenly during the dry hook-ups in order to keep the sliding valve lubricated.

5. Dry hook-ups will be accomplished on legs from McCook to Ogallala to Grand Island to Salina, Kansas.

6.

ACFT SLOT	TANKER APN 12		RECEIVER APN 76		APN-11 or APN 69	VOICE REFUEL FREQ
	I	R	I	R		
1	8	6	6	8	1-2-1	256.0
2	7	5	5	7	1-3	266.2
3	6	4	4	6	1-2	279.8
4	4	8	8	4	3-1	303.2

Initial Contact: 321.0 Meg

HF Backup : 5710.5 KC

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OLD GRANDAD "ALPHA"

AIR COMMANDER: MAJ JACOBSON 3 April 1956

SQDN	ACFT NO	AJAX NO	CREW NO	ACFT COMDR	SLOT	T.O.	HHCP
25th	605	26	L-10	Jacobson	1	0920	1110
25th	595	25	5X	Hanaway	2	0930	1120
44th	555	41	R-42	Wohlford	3	0940	1130
45th	158	75	5X-6	Ivey	4	0950	1140
44th	320	42	R-44	Via	5	1000	1150
45th	576	81	R-67	Schuppert	6	1010	1200
25th	567	24	R-13	Gallien	7	1020	1210
25th	554	13	R-15	Galvan	8	1030	1220
44th	561	49	L-41	Millerick	9	1040	1230
44th	570	50	5X-10	Mills	10	1050	1240
45th	552	71	L-66	Gionet	11	1100	1250
45th	556	76	R-63	Jones, J L	12	1110	1300

Aircraft having trouble at take-off will:

a. If not more than 50 minutes late, take off and make HHCP (Memphis Tenn) good.

b. If more than 50 minutes late and less than 3 hours; take off so as to use Little Rock RBS time, then bootleg around route AFTER stream has passes EACH SITE.

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OLD GRANDAD "BRAVO"

AIR COMMANDER: COL PITTS 4 April 1956

SQDN	ACFT NO	AJAX NO	CREW NO	ACFT COMDR	SLOT	T.O.	HHCP
44th	323	43	5X-7	Pitts	1	0920	1110
44th	569	47	R-47	Martin	2	0930	1120
45th	559	74	5X-9	Fulmer	3	0940	1130
25th	159	16	L-04	Dunaway	4	0950	1140
45th	563	77	L-65	Irving	5	1000	1150
25th	565	18	R-11	Ondes	6	1010	1200
44th	322	45	L-39	Galligan	7	1020	1210
44th	581	55	IN-46	Richter	8	1030	1220
45th	548	70	N- 80	Arrington	9	1040	1230
45th	609	86	N-81	Houser	10	1050	1240
25th	575	19	L-14	Jones C W	11	1100	1250
25th	549	11	N-21	Davis	12	1110	1300

Aircraft having trouble at take-off will:

a. If not more than 50 minutes late, take off and make HHCP (Memphis Tenn) good.

b. If more than 50 minutes late and less than 3 hours; take off so as to use Little Rock RBS time, Then bootleg around route AFTER stream has passed EACH SITE.

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OLD GRANDAD "COCA"

AIR COMMANDER: CAPT GRIMM 5 April 1956

SQDN	ACFT NO	AJAX NO	CREW NO	ACFT COMDR	SLOT	T.O.	HHCP
45th	572	82	L-60	Grimm	1	0920	1110
45th	543	73	L-72	Musterman	2	0930	1120
25th	558	17	L-03	Starr	3	0940	1130
44th	541	40	5X-3	Bowden	4	0950	1140
25th	550	10	L-06	Wayne	5	1000	1150
44th	584	53	R-43	Sears	6	1010	1200
45th	324	72	R-73	McGee	7	1020	1210
45th	566	79	N-77	Scott	8	1030	1220
25th	574	20	N-23	Fitchen	9	1040	1230
25th	545	12	N-24	Harmon	10	1050	1240
44th	579	54	R-38	Creel	11	1100	1250
44th	164	48	R-48	Burnstad	12	1110	1300

Aircraft having trouble at take-off will:

a. If not more than 50 minutes late, take off and make HHCP (Memphis, Tenn) good.

b. If more than 50 minutes late and less than 3 hours; take off so as to use Little Rock RBS time, then bootleg around route AFTER stream has passes EACH SITE.

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OLD TAYLOR "ALPHA"

AIR COMMANDER: COL WILSON

10 April 1956

SQDN	ACFT NO	AJAX NO	CREW NO	ACFT COMDR	SLOT	T.O.	HHCP
44th	164	48	R-48	Burnstad	1	0920	1110
44th	584	53	R-43	Sears	2	0930	1120
45th	609	86	N-81	Houser	3	0940	1130
25th	558	17	L-03	Starr	4	0950	1140
45th	566	79	N-77	Scott	5	1000	1150
25th	565	18	R-11	Ondes	6	1010	1200
44th	541	40	5X-3	Bowden	7	1020	1210
44th	581	55	IN-46	Richter	8	1030	1220
45th	324	72	R-73	McGee	9	1040	1230
45th	571	80	R-63	Jones J L	10	1050	1240
25th	550	10	L-06	Wayne	11	1100	1250
25th	549	11	N-21	Davis	12	1110	1300

Aircraft having trouble at take off will:

a. If not more than 50 minutes late, take off and make HHCP (Memphis, Tenn) good.

b. If more than 50 minutes late and less than 3 hours, take off so as to use Little Rock RBS time, then bootleg around route AFTER stream has passed EACH SITE.

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OLD TAYLOR "BRAVO"

AIR COMMANDER: COL BURNS

11 April 1956

SQDN	ACFT NO	AJAX NO	CREW NO	ACFT COMDR	SLOT	T.O.	HHCP
25th	605	26	5X-1	Burns	1	0920	1110
45th	552	71	L-66	Gionet	2	0930	1120
25th	466	27	N-23	Fitchen	3	0940	1130
44th	561	49	R-35	Abbott	4	0950	1140
45th	158	75	R-62	Scruggs	5	1000	1150
44th	579	54	R-38	Creel	6	1010	1200
45th	543	73	L-72	Musterman	7	1020	1210
45th	559	74	5X-4	Stepp	8	1030	1220
25th	574	20	L-16	Smith	9	1040	1230
25th	573	22	L-10	Bowles	10	1050	1240
44th	320	42	R-44	Via	11	1100	1250
44th	323	43	5X-10	Mills	12	1110	1300

Aircraft having trouble at take-off will:

a. If not more than 50 minutes late, take off and make HHCP (Memphis, Tenn) good.

b. If more than 50 minutes late and less than 3 hours; take off so as to use Little Rock RBS time, then bootleg around route AFTER stream has passed EACH SITE.

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OLD TAYLOR "COCA"

AIR COMMANDER: CAPT SHARP

12 April 1956

SQDN	ACFT NO	AJAX NO	CREW NO	ACFT COMDR	SLOT	T.O.	HHCP
45th	588	85	L-76	Sharp	1	0920	1110
25th	326	15	L-04	Dunaway	2	0930	1120
44th	322	45	5X-7	Pitts	3	0940	1130
45th	548	70	R-67	Schuppert	4	0950	1140
44th	570	50	L-41	Millerick	5	1000	1150
25th	575	10	L-14	Jones C W	6	1010	1200
25th	567	24	R-13	Callien	7	1020	1210
25th	595	25	R-15	Galvan	8	1030	1220
44th	555	41	R-42	Wohlford	9	1040	1230
44th	569	47	R-47	Martin	10	1050	1240
45th	556	76	R-75	Bank	11	1100	1250
45th	576	81	L-65	Irving	12	1110	1300

Aircraft having trouble at take-off will:

a. If not more than 50 minutes late, take off and make HHCP (Memphis, Tenn) good.

b. If more than 50 minutes late and less than 3 hours; take off so as to use Little Rock RBS time, then bootleg around route AFTER stream has passed EACH SITE.

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MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT — SQUADRON — WING — AIRCRAFT TYPE AND SERIAL NO. — CREW NUMBER — ACFT COMDR (Name and Grade) — OBSERVER (Name and Grade) — CO-PILOT (Name and Grade)

III.

PRE-FLIGHT PLAN

	FROM / ROUTE	DOG LEG	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	GROSS WEIGHT
	Start Taxi							°								90997	176071
Dep	RO & ACC to 310	IAS											:20			4471	4471
		98%	S103	270/40	S105		S095	°					:03	15		86526	171600
	Emporia VOR	Cl	N126	-	N131	-10	N121			387	430	70½	:10	6½			
	Level Off	98%		270/40				°					:13	7½			
	Butler No VOR	Cl	090½	-	090½	-9	081½	32M		387	430	75	:10½	6½		7700	7700
								°				145½	:23½	14½		78826	163900
	Vichy VOR	Dr	094	270 / 70 ≠ 1	095	-7	088	32M °		425	496	133	:16	11½		3150	3150
												278½	:39½	26½		75676	160750
	Farmington VOR	Dr	113	≠ 4	117	-6	111	32M °		425	490	75	:09	6½		1770	1770
	Bowling Green VOR	CR	104	≠ 3	107	-4	103	32M °		425	492	253½	:48½	32½		73906	158980
												187	:23	16½		4310	4310
	Turn	CR						32M °		425	-	440½	1:11½	48½		69596	154670
												14	:02	1½		370	370
	Level Off	98%						°				454½	1:13½	50½		69226	154300
	Nashville VOR	CL	201	≠ 9	210	- 3	207	35M °		425	392	42	:06½	4½		1500	1500
												496	1:20	54½		67726	152800
	Jackson VOR	CR	249	≠ 3	252	- 4	248	36M °		425	358	110	:18	13½		3580	3580
												606	1:38	67½		64146	143220
HHCP 1P	BR Memphis	CR	257	≠ 2	259	- 5	254	36M °		425	355	66	:11½	8½		2100	2100
TGT	BA Little Rock "F"	CR	258									672	1:49½	76½		62046	147120
				≠ 2	260	- 6	254	36M °		425	355	116	:19½	13½		3570	3570
IP	BR Paris .	CR	248	≠ 4	252	- 8	244	36M °		425	360	788	2:09	89½		58476	143550
												375	:29	19½		4900	4900
TGT	BA Dallas "D"	CR	229	≠ 6	235	- 9	226	36M °		425	360	963	2:38	109½		53576	138650
												84	:13½	9½		2270	2270
	Turn	CR						36M °		425	370	1047	2:51½	119½		51306	136380
												14	:02	1½		320	320
1P	BR Childress	CR	302	- 5	297	-10	287	36M °		425	-	1061	2:53½	120½		50986	136060
												188	:31	22½		5020	5020
TGT	BA Amarillo "D"	CR	313	- 6	307	-11	296	36M °		425	363	1249	3:24½	142½		45966	131040
												92	:15	10½		2360	2360
	Dalhart	CR	336	- 9	327	-12	315	36M °		425	371	1341	3:39½	153½		43606	128680
												59	:09	6½		1400	1400
	Turn	CR						36M °		425	391	1400	3:48½	159½		42206	127280
												19	:02½	1½		390	390
	Gage	98% CG	A015	≠ 2	103½	-12	091½	39M °		425	-	1418	3:51	161½		41816	126890
												122	:15	10½		2660	2660
1P	BR Paris	CR	134	≠ 7	141	-10	131	39M °		425	495	1540	4:06	172½		39156	124230
												248	:31½	22½		4820	4820
TGT	BA Dallas "D"	CR	229	≠ 6	235	- 9	226	39M °		425	472	1788	4:37½	194½		34336	119410
												89	:14	9½	turn	2020	2020
Start grid	Cleburne	CR	230	≠ 6	236	- 9	227	39M °		425	370	1877	4:51½	204½	incl.	32316	117390
												40	:06½	4½		920	920
	29 N 100 W	CR	213	≠ 8	221	-10	211	39M °		425	382	1917	4:58	209½		31396	116470
												242	:38	26½		5350	5350
	Turn	CR						39M °		425	-	2159	5:36	235½		26046	111120
												25	103½	2½		470	470
Term	Fairview, Okla.	CC	C12	- 9	003	-10	353	42M °		425	433	2184	5:39½	238½		25576	110650
												433	1100	45		7900	7900
												2617	6:39½	280½		17676	102750

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

AIR-CRAFT BASIC WT	82000	
CREW WT	1056	
OIL WT	423	
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)	1595	
OPERATING WT		85074
FUEL WEIGHT FM	19201	
FUEL WEIGHT CM	18681	
FUEL WEIGHT AM	22392	
FUEL WEIGHT FWD AUX	6435	
FUEL WEIGHT A.B.	16098	
FUEL WEIGHT ATO	8190	
FUEL WEIGHT EXT.		
FUEL WEIGHT TOTAL		90997
BOMBS WT		-
AMMO WT		-
ADJ. FLUID WT		-
INITIAL GROSS WT		176071
START ENG AND TAXI FUEL ALW		2471
TAKE-OFF GROSS WT		173600

RUNWAY

PRESS. ALT	LENGTH	AIR IS 60 OF
1250	12300	

CRITICAL FIELD LENGTH 10100'

TAKE-OFF

DISTANCE	SPEED
8700'	151½

SPEED

REFUSAL	EMERG REST	LIFT
133K	168K	2530'-89K 6150'-132K

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

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MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: 25,44,45 | WING: High | AIRCRAFT TYPE AND SERIAL NO.: B-47 2548 | CREW NUMBER: 5 X | ACFT COMDR (Name and Grade): CDD AIRCRAFT High | OBSERVER (Name and Grade): | CO-PILOT (Name and Grade):

III.

FLIGHT PLAN

FROM / ROUTE	DIST	T.C.	WIND S. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
CR. OFFSET CHOCTAWS											32	:04+	31		17676	162750
Perryman Lake, OK.	CR	027	-8	019	-10	009	42 M		425	451	2619	6:44	2840		540	540
Hutchinson, Kansas	CR	010	-10	000	-10	350	42 M		425	430	79 / 2728	:11 / 6:55	78 / 2918		17136 / 1350	102210 / 1350
Rendv Point, K.	DZ	319	270/40 -4	315	-10	305	15 M		405	375	67 / 2735	:11 / 7:06	74 / 2992		15786 / 605	100860 / 605
McCook	RFL	314	-7	307	-11	296	15 M	1AS 180	227	200	110 / 2905	:33 / 7:39	114 / 3106		15181 / 7300	100255 / 7300
On Load															7881 / 30000	92955 / 30000
Ogallala	RFL	319	-8	311	-12	299	15 M	1AS 180	227	200	76 / 2981	:23 / 8:02	87 / 3193		37881 / 5100	122955 / 5100
Grand Island	RFL	095	∠1	096	-11	085	15 M	1AS 180	227	270	124 / 3135	:34 / 8:36	130 / 3323		32781 / 7500	117855 / 7500
Saline	RFL	165	∠10	175	-10	165	15 M	1AS 180	227	238	130 / 3265	:33 / 9:09	127 / 3450		25281 / 7300	110355 / 7300
Hutchinson, Kansas	CR	010	-10	000	-10	350	42 M		425	430	79 / 2728	:11 / 6:55	78 / 2918		17981 / 1350	103055 / 1350
566 Salina, Kansas	CR	013	-9	004	-10	354	42 M		425	435	47 / 2775	:06+ / 7:01+	46 / 2964		15786 / 790	100860 / 790
T[illegible],10,11,&12															14996	100070
Gaze	98% CC	10½	∠2	103½	-12	091+	39 M		425	495	122 / 3510	:15 / 4:06	106 / 1721		2660 / 39156	2660 / 122230
Turn	CR						39 M		425	-	14 / 3554	:02 / 4:08	14 / 1735		300 / 38856	300 / 123930
20 E.Childress	CR	189	∠10	199	-11	188	39 M		425	[illegible]	85 / 1649	:14 / 4:22	99 / 1834		2110 / 36746	2110 / 121820
IP SR Turn (Over Childress)	CR						39 M		425	-	18 / 1667	:02+ / 4:24+	18 / 1852		380 / 36366	380 / 121440
TOT 8A Amarillo "D"	CR	313	-6	307	-11	296	39 M		425	371	88 / 1755	:14+ / 4:39	103 / 1955		2150 / 34216	2150 / 119290
CTAR Grid Dalhart	CR	336	-9	327	-12	315	39 M		425	391	59 / 1814	:09 / 4:48	64 / 2019		1320 / 32896	1320 / 117970
43-10N 105W	CR	346	-9	337	-13	324	39 M		425	402	462 / 2276	1:09 / 5:57	490 / 2509		9890 / 23006	9890 / 108080
Turn	CR						39 M		425	-	21 / 2297	:03 / 6:00	21 / 2530		390 / 22616	390 / 107690
Term Grid Grand Island	CC	120	∠5	125	-12	113	42 M		425	485	323 / 2620	:47+ / 6:47+	283 / 2813		5300 / 17316	5300 / 102390
Salina	CR	165	∠9	174	-10	164	42 M		425	440	130 / 2750	:17+ / 6:58	124 / 2937		2160 / 15156	2160 / 100230

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

FUEL WEIGHT: AIR CRAFT BASIC WT | CREW WT | OIL WT | ATO BTL WEIGHT (Empty) | EXT TANKS WT (Empty) | OPERATING WT | FM | CM | AM | FWD AUX | A.D. | ATO | EXT | TOTAL

BOMBS WT | AMMO WT | ADJ. FLUID WT | INITIAL GROSS WT | START ENG AND TAXI FUEL ALW | TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP. | CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED | SPEED | REFUSAL | ENGRG BEST FLAPS | LIFT

NO. OF ATO BOTTLES | ATO PROPELLANT WEIGHT | ADJUSTED TAKE-OFF WEIGHT | ADJUSTED TAKE-OFF DISTANCE | ATO FIRING SPEED

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OPERATIONS ORDER

265-56

OLD CROW

18 AND 19 APRIL 1956

1. GENERAL SITUATION: A requirement exists to prepare non-combat ready crews for upgrading to combat ready status. This will be done by squadrons participating in a Wing directed mission "Old Crow". X Day is 18 April 1956.

a. Intelligence - Omitted.

b. Friendly Forces:

(1) 802d Air Base Group will provide norman 66-12 transportation.

(2) 802d Air Base Group will provide 4 refueling pits from 2230 until 0130 each day of mission.

(3) 2028th AACS Squadron will provide ARTC Clearances at specified take off times and GCA Landings for all aircraft.

(4) 802d Air Base Group Munitions Branch will provide necessary M19's and loading personnel to load aircraft in sufficient time to make take off times good and accomplish M-19 drops.

2. MISSION: The 40th Bombardment Wing will support this mission with eight (8) aircraft on the first and seven (7) aircraft on the second increment of the mission. The mission requirements are:

a. Cell formation.

b. One Cell refueling.

c. One rendezvous for lead aircraft and 45,000#'s fuel transfer each aircraft.

d. One M-19 Drop.

e. One OMNI Navigation leg.

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f. Two (2) RBS Runs.

g. One night celestial leg.

h. One Long Range Cruise Control Mission.

i. One Radar monitored let down.

j. One GCA Full Stop Landing.

3. TASKS FOR SUBORDINATE UNITS:

a. Each Bombardment Squadron will support the mission with five aircraft and crews.

b. The refueling portion will be flown by each cell daily. Squadrons are encouraged to use the refueling for 51-19 check outs, if applicable.

c. Harrisburg Penn, will be the fuel decision point - minimum fuel for continuing mission as briefed will be 47,000 pounds.

X. (1) Normal RBS scoring procedures: i.e. , no crew discussion of score, coded or otherwise on interphone.

(2) Mach .74 will be maintained during mission except during refueling and climb out. All refueling will be accomplished at an average 210 Knots IAS at 15,000 P.A. (29.92)

(3) Aborting aircraft maintain position in cell or stream while obtaining individual ARTC Clearance. Aborting from cell turn right or left 90° or descend straight ahead 3000 feet and turn 90°. In stream turn right 90° and descend 3000 feet to clear stream.

(4) Spacing will be ten (10) minute intervals and 3000 feet vertical separation in bomber stream. Odd aircraft fly high, even fly low.

(5) Schedules:

(a) Briefing: 0900 17 April, Base Gnd Tng Auditorium

(b) Pre take-off briefing: 45th Briefing Room daily, 1000 crews 1-4; 1100 for crews 5 thru 8.

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(c) Debriefing: [illegible] immediately after landing.

(d) Critique: 0900 20 April, Base Gnd Trng Auditorium.

4. ADMINISTRATION AND LOGISTICS: Normal logistical support and facilities will be provided by task organizations.

5. COMMAND AND COMMUNICATIONS:

a. Communications: See Annex "C"

b. Command: Normal

BERTON H BURNS
Colonel, USAF
Commander

4 Annexes:

A. Intelligence

B. Air Operations

C. Communications

D. Air Refueling

OFFICIAL:

WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

DISTRIBUTION:

COMAIRDIV 802	1 Cy	40AGH	4 Cys
COMBOMWG 310	1 Cy	40CONRM	1 Cy
COMABGRU 802	5 Cys(1 a-B Ops,DM,Ref Off,	40DOC	1 Cy
40DO	1 Cy Trans Off, Munitions Br)	25BOMRON	10 Cys
40DOPB	1 Cy	44BOMRON	10 Cys
40DOI	1 Cy	45BOMRON	10 Cys
40DOB	1 Cy	40AREFS	20 Cys
40DM	1 Cy		
40FM	1 Cy		
40MC	1 Cy		
40A&E	1 Cy		

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ANNEX "B"

TO

OPERATIONS ORDER

265-56

18 AND 19 APRIL

AIR OPERATIONS

SEQUENCE OF EVENTS:

TIME	TIME FACTOR	INFORMATION
------	T.O. - 3 Hours	Pre T.O. Meeting 45th Briefing Room
------	T.O. - 2:30	Crew Stations
------	T.O. - :35	Check in AJAX Control - Fuel Reading
------	T.O. - :30	Start Engines
------	T.O. - :20	Taxi - Be prepared to advance 4 minutes.
------	T.O. - :01	Fuel Reading
------	T.O. - :00	Take off on HACK
------	T.O. + :02	Turn on Course 20° bank
------	T.O. + :05	Check in AJAX - Form into route cell. Climb schedule for lead of four (4) aircraft 280 IAS until intercepting Mach .70 to join up formation then accelerate to 425 IAS. For lead of three (3) aircraft 290 IAS until intercepting Mach .70 to join up formation then accelerate to 425 IAS.
------	T.O. + :24	Grand Island Nebraska VOR (117.0) - Turn - Position Report to Grand Island Radio 255.4 # 2 Aircraft
------	T.O. + :26	Level Off 30,000 Feet - Fuel Reading
------	T.O. + :30	Leader contact lead tanker 321.0 Give ETA to Rendezvous point.
------	T.O. + :43	North Platte VOR (116.1) - Turn - Air Refueling Check list
------	T.O. + :58	Start descent - Descent range approximately 31 N miles. Fuel Reading

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_____	T.O. + 1:04	[illegible] Point Russel Kansas 15,000' 200 Knots [illegible] Fuel Reading (Tanker takes over position reporting)
_____	T.O. + 1:18	Hutchinson, Kansas
_____	T.O. + 1:36	Ponca City - End Refueling - Fuel Reading - Acc - Start climb. Post Refueling check list
_____	T.O. + 1:53	Level Off 28000' - Fuel Reading
_____	T.O. + 1:54	McAlister, Oklahoma VOR 112.3 - Turn - Position Report to McAlister Radio 255.4 (# 2 Aircraft)
_____	T.O. + 2:23	Monroe, La. VOR 113.7 - Turn - Position Report T-255.4 R-113.7 (# 2 Aircraft)
_____	T.O. + 2:37	McComb, Miss. VOR 116.7 - Turn - Climb Low 277 IAS 28000', High 262 IAS 31000' - Position Report to McComb Radio 255.4 (# 2 Aircraft) - Fan point to form into Bomber Stream. Leader announce ETA to HHCP (this point also PIP)
_____	T.O. + 3:00	Fuel Reading
_____	T.O. + 3:24	(All following times based on # 4 Aircraft in Stream) IP Mobile Point. Contact Eglin AFB Range Controller, Call sign SATAN Control, Primary 257.0, Secondary 327.0, Emergency 243.0 - HF Primary 5767.5 Kcs, Who will direct aircraft to Range 36 Controller-Call sign DEVIL Control, Primary 288.0, Secondary 379.7, Emergency 243.0 - HF Primary 3299, Secondary 6470
_____	T.O. + 3:33	Target PB # 36 - Turn after bomb away - Climb Low 263 IAS 31000', High 258 IAS 33000' Start OMNI Navigation Leg
_____	T.O. + 3:36	Position Report Abeam Crestview. To Crestview Radio 255.4 (1st and Last Aircraft)
_____	T.O. + 3:41	Andalusa, Ala 31-19 N 86-29W - Turn -Strike Report for Target Alpha
_____	T.O. + 4:00	Fuel Reading
_____	T.O. + 4:02	Macon, Ga VOR 117.9 Position Report to Macon Radio 255.4 - (1st and Last Aircraft)
_____	T.O. + 4:14	Augusta, Ga VOR 113.9
_____	T.O. + 4:30	Florence, S.C. VOR 115.5 - Position Report to Florence Radio 255.4T 115.5R (1st and Last Aircraft)

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_____	T.O. + 4:47	[illegible], N.C. VOR 116.8
_____	T.O. + 5:00	Fuel Reading
_____	T.O. + 5:03	Montebello Va VOR 116.1, Position Report to Montebello Radio 255.4 (1st and Last Aircraft)
_____	T.O. + 5:14	Front Royal, Va VOR 113.5
_____	T.O. + 5:25	Harrisburg, Pa. VOR 112.8 - Fuel decision Point- Turn - Climb Low 258 IAS33000' High 243 IAS 36000' - Position Report to Harrisburg Radio 255.4
_____	T.O. + 5:43	Asbury Park, N J. 40-12N 74-00W P.I.P.
_____	T.O. + 5:46	Position Report Abeam Idlewilde Airport to N.Y. Center 301.4
_____	T.O. + 5:54	Derby, Conn 41-20N 73-05W I.P. - Fuel Reading - Call Springfield RBS Plot 258.2
_____	T.O. + 6:00	Springfield, Mass Target "B"
_____	T.O. + 6:11	Concord, N.H. 43-13N 71-35W P.I.P.
_____	T.O. + 6:23	Montpelier, Vt. 45-31N 71-35W I.P. (Contact Montreal RBS Plot 384.6
_____	T.O. + 6:36	Montreal Quebec Target "C" - Climb Low 243 IAS to 35000', High 227 IAS to 38000' - Position Report to Plattsburg Radio 255.4
_____	T.O. + 6:40	Strike Report.
_____	T.O. + 7:00	Fuel Reading
_____	T.O. + 7:05	Syracuse N.Y. VOR 113.3 Start night celestial - Position Report to Syracuse Radio 255.4
_____	T.O. + 7:55	Position Report to Detroit Radio over Detroit 255.4
_____	T.O. + 8:00	Fuel Reading
_____	T.O. + 8:25	Turn point 41-35N 87-00W. Position Report to Chicago Heights 255.4
_____	T.O. + 8:55	Burlington VOR 117.9- Position Report to Burlington Radio 255.4
_____	T.O. + 9:00	Fuel Reading

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———	T.O. + 9:20	Position Report Abeam St Joseph, Mo to St Joseph [illegible] R114.6
———	T.O. + 9:29	Atchinson, Kansas. Terminate night celestial.
———	T.O. + 9:41	Contact Smoky Hill Approach (363.8) Abeam Manhattan , Kansas
———	T.O. + 9:50	Salina, Fuel Reading - GCA Full Stop Landing Monitored by Radar.

ALL CREWS:

a. Call Control Room after landing.

b. Fuel reading after engine shut down.

c. Report to debriefing in Hangar 5 after landing.

d. Report to Critique as scheduled by Squadron Operations Officers.

SPECIAL INSTRUCTIONS:

1. Late take off's will proceed to Russel, Kansas on individual 1000' On Top Clearances obtained by Tower Officer and fill in available slot for refueling. Latest possible take off is 50 minutes after scheduled take off.

2. Odd slots fly high, Even slots fly low.

3. Position reports will be given by # 2 aircraft while in formation and by first and last aircraft in Bomber Stream.

4. Tower Officer: On 18 April the 25BOMRON will insure that scheduled Tower Officer is in the Tower for Take-offs and Landings, regardless of Weather Conditions. On 19 April, the 45BOMRON will schedule a Tower Officer for the duties stated above.

5. Danger Areas:

196	Brookville, Kansas
138	Pearl River, La
129	Ft,Benning, Ga
378	Savannah River, Ga
114	Ft Jackson, S.C.
115	Ft Bragg, N.C.
149	Camp Perry, 10 NM East Toledo, Ohio
7o	Glenview, Ill

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6. Highest Terrian: 6,288 Feet, Mt. Washington, Vt.

7. Alternate Airfields:
Barksdale
Lake Charles
Hunter Field
Westover
Lockbourne
Whiteman
Forbes
Lincoln

8. Take off times as briefed: Control Point times as listed below:

SLOT	T.O.	KESSLER AFB	DERBY, CONN	MONTPELIER, VT
1	13:00	15:50	18:27	18:57
2	13:01	16:00	18:37	19:07
3	13:02	16:10	18:47	19:17
4	13:02	16:20	18:57	19:27
5	13:50	16:40	19:17	19:47
6	13:51	16:50	19:27	19:57
7	13:52	17:00	19:37	20:07
8	13:53	17:10	19:47	20:17

9. Flying safety takes precedence over all factors on this mission.

10. Aircraft Commanders will monitor position of aircraft at all times to avoid overflight of danger areas.

11. Celestial leg will be replotted and thoroughly critiqued.

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OLD CROW

ALPHA 18 [illegible]

AIR COMMANDER: BLUE WAVE - CAPT HOUSER

SQDN	ACFT NO	AJAX NO	CALL SIGN	CREW NO	A/C	T.O.	HHCP
[illegible]th	609	86	AJAX Blue Leader	IN-81	Houser	1300	1550
[illegible]th	548	70	AJAX Blue 2	IN-80	Arrington	1301	1600
[illegible]th	569	47	AJAX Blue 3	R-47	Martin	1302	1610
[illegible]th	581	55	AJAX Blue 4	IN-46	Richter	1303	1620

AIR COMMANDER: RED WAVE - MAJ FITSCHEN

SQDN	ACFT NO	AJAX NO	CALL SIGN	CREW NO	A/C	T.O.	HHCP
25th	575	19	AJAX Red Leader	N-23	Fitschen	1350	1640
25th	326	15	AJAX Red 2	IN-20	Ellis	1351	1650
25th	549	11	AJAX Red 3	N-21	Davis	1352	1700
45th	571	80	AJAX Red 4	IN-79	Zysk	1353	1710

Aircraft having trouble at take-off will:

a. If not more than 50 minutes late, take off and make Refueling Rendezvous point good. Fill in available refueling slot.

b. If refueling not accomplished for any reason, make HHCP good and accomplish M-19 drop. Remainder of flight will be used for required individual crew training.

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OLD CPC

BRAVO 12 APRIL

AIR COMMANDER: ORANGE WAVE - MAJ LIEBICH

SQDN	ACFT NO	AJAX NO	CALL SIGN	CREW NO	A/C	T.O.	RHCP
45th	590	84	AJAX ORANGE LEADER	5X	Liebich	1300	1550
45th	543	73	AJAX ORANGE	2 N-77	Scott	1301	1600
25th	574	10	AJAX ORANGE	3 N-24	Harmon	1302	1610
25th	578	20	AJAX ORNAGE	4 N-19	Wolfe	1303	1620

AIR COMMANDER: YELLOW WAVE - COL BOWDEN

SQDN	ACFT NO	AJAX NO	CALL SIGN	CREW NO	A/C	T.O.	HHCP
44th	541	40	AJAX YELLOW LEADER	5X	Bowden	1350	1640
44th	164	48	AJAX YELLOW	2 R-48	Burnstad	1351	1650
44th	584	53	AJAX YELLOW	3 R-42	Wohlford	1352	1700

Aircraft having trouble at take-off will:

a. If not more than 50 minutes late, take off and make Refueling Rendezvous point good. Fill in available refueling slot.

b. If refueling not accomplished for any reason, make HHCP good and accomplish M-19 drop. Remainder of flight will be used for required individual crew training.

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ANNEX "C" - COMMUNICATIONS

1. IFF - Leader on Mode II. All others on standby

2. Bomb Range Controller Eglin AFB.

SATAN Control - 257.0 mcs (P), 327.0 mcs (S), 243.0 mcs (Emergency)

FB [illegible] Range Controller.

DEVIL Control - 288.0 mcs (P), 379.7 mcs (S), 243.0 mcs (Emergency)

3. Normal RBS call-in will be made to:

[illegible]gfield - 256.2 mcs (P), 240.6 mcs (S), 5710.5 kcs HF Backup.

Montreal - 384.6 mcs, 5710.5 kcs HF Backup.

a. Example: Springfield Bomb Plot this is AJAX 70 at three-six thousand, altimeter setting three zero point zero zero, one hundred south, five echo, run class, coca crew lima six zero, run type five, one run target Bravo, IP Derby, Bomb altitude three-six thousand, observer serial number 12345, auto- pilot, auto tone, no bombs aboard, safety check completed.

4. Assigned tactical call signs will be used for all communications except for air-refueling.

5. Interplane and Control Room frequency will be 321.0 mcs. KC-97 interplane frequency will be 148.86 mcs.

6. Reporting to ARTC as listed in Sequence of Events.

a. Number 2 aircraft of each cell will make the ARTC reporting to point of fan-out.

b. From point of fan-out the Bomber Stream Leader will make the ARTC reports with last aircraft in the bomber steram closing out the reporting for the block.

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Example: McAlester Radio [illegible] AJAX 70, Old Crow Alfa, McAlester five-four, two-eight thousand, Instrument Flight Plan, Monroe two-three, McComb.

7. Strike reports will be made to March, Ramey or some station 1500 miles from the target for relay to Franklin Alfa. Two strike reports will be made. The first strike report will be made immediately after the drop at PB-36. The second report will be made after Montreal which will include the strikes for both RBS sites.

a. Target identifiers for strike report purposes will be:

1 PB-36 - Alfa

2 Springfield - Bravo

3 Montreal - Coca

b. Optimum frequencies for the strike reports will be 11228 kcs (p), 15016 kcs (S), and tertiary 6738 kcs.

c. Example 1: March this is AJAX 70, relay to Franklin Alfa, Target Alfa 182315 ZULU - G - Golf

Example 2: March this is AJAX 70, relay to Franklin Alfa, Target Bravo 190125 ZULU - G - Golf, Target Coca 190235 ZULU - G - Golf

CODE: G- Golf (Good)

P-Papa (Poor)

D -Delta(Dud or unobserved)

8. Check refueling ANNEX for refueling frequencies, settings, and call signs.

a. Receiver aircraft will monitor 133.2 mcs with Omni receiver during air refueling rendezvous. KC-97's, experiencing communications difficulties, will intermittenly transmit position and other information in the blind on 133.20 mcs (VHF) on a non-interference basis.

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c. Tanker aircraft Call L[illegible] Normandy T-11 Air Refu ling Report
to AJAX Control 321.0 mcs.

10. Recall word: LITTLE CHIEF.

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ANNEX "D" - AIR REFUELING

1. Rendezvous equipment will be operated only by Wave Leaders. All other wave aircraft will have equipment on stand-by. In the event receiver lead cannot make electronic contact, number two (2) aircraft will affect rendezvous for the wave.

2. Rendezvous equipment will be turned on by Wave Leader over Grand Island, Nebraska OMNI. Tanker Wave Leader will turn on Radar Beacons 30 minutes prior to Receiver aircraft ETA to rendezvous.

3. Receiver leader will start descent 2500'/min approximately 6 minutes prior to Russell, Kansas, rendezvous point.

4. Refueling will be accomplished at 15000 Feet pressure altitude and an average of 210 knots IAS. Receiver will on load 45000 pounds from Russell to Ponca City, Oklahoma.

5. Receiver aircraft will monitor 115.2 mcs, using OMNI Receiver (ARN-14), during refueling.

6. Call sign for receiver aircraft will be AJAX, Wave color and Wave position.

7. Call sign for Tanker aircraft will be PANCAKE, Wave color and Wave position.

8. First Wave each day: Blue and Orange

Acft Position	Tanker APN 12 T	Tanker APN 12 R	Receiver APN 76 T	Receiver APN 76 R	APN 11 or APN 69	Voice Refueling Frequency
LEADER	8	6	6	8	1-2-1	256.0
2						266.2
3						279.8
4						303.2

Initial Contact: 321.0 mcs

HF Backup : 5710.5 kcs

VHF Backup : 133.2 mcs Non-interference basis.

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9. Second wire each day: Red

Aer's Position	Tamar AN 12 T___E	AN 12 T___R	[illegible]	Voice Relaying Freq mcs
LEADER	7 5	0 7	2-1	298.9
2				308.8
3				318.0
4				324.2

Initial Contact: 321.0 mcs

HF Backup : 5710.5 kcs

VHF Backup : 133.2 mcs Non-interference basis.

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MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON

WING 4038 BW G

AIRCRAFT TYPE AND SERIAL NO. B-47E

CREW NUMBER

AC PILOT (Name and Grade)

OBSERVER (Name and Grade)

NAV (Name and Grade)

III. PRE-FLIGHT PLAN

FROM Smoky Hill AFB

	ROUTE	DIST NAU	T.C.	WIND DIR. / DRIFT	T.H.	VAR.	I.A.	TEMP. / ALT	MACH	T.A.S.	G.S.	ACCUM TIME	TIME ACC. / TIME	AIR DIS ACC. / AIR DIS	TAS	FUEL REQ'D / REMAIN	FUEL / FLT PLAN GROSS WEIGHT	DATE OF TAKE-OFF: AP, 19 April, 1960
																5,000	205,000	
Dep	Start Engines												:05			5000	5000	ENGINE START: 12:50
	Taxi TO - ACC												:02	10		80000	275000	TAKE-OFF TIME: 13:00
	40-59N 98-19W			270/40				-40 °					:21	139		7300	7300	LANDING TIME: 21:50
	Grand Island VOR	347		-6	341	-10	33	28M	~			1355	:24	139		74300	207100	DURATION OF FLT: 9:50
	41-07N 99-35W			270/40				-45 °				12	:02	21		700	700	ACFT:
	L.O.	268		0	263	-10	253	29M	~		400	1407	:26	153		73400	166400	CHART BASIC WT: 82,600
	41-03N 100-41W			270/60				-45 °				100	:17	121		3100	3100	CREW WT: 450
	North Platte VOR	268		0	268	-11	257	30M	.74	425	365	247	:03	274	272	79300	163300	OIL WT: 4
Read	38-54N 98-48W			270/60				-45 °				160	:21	189		3800	9800	AVG BT WEIGHT (Empty):
Pt	Russell Ens VOR	140		∠ 6	146	-11	135	30M	.72	435	460	413	1:04	423	272	66500	159500	TANKS AT (Empty): 1,545
	38-08N 97-56W			270/40				-15 °				69	:14	82		4300	4300	OPERATING WT: 88,000
	Hutchinson VOR	142		∠ 7	149	-10	139	15M	.42	265	290	482	1:18	485	210	62200	155200	
	38-43N 97-10W			270/40	161			-15 °				54	:10	74		5500	5500	FW: 11,560
	Ponca City VOR	153		∠ 8		-10	151	16M	.42	285	280	566	1:36	564	210	56700	149700	CW: 11,560
								°								45000	45000	AM: 14,500
	On Load	150				- 9										101700	194700	FWD AUX: 6,430
	34-57N 95-52W			270/60				-40 °				126	:17	120		5400	5400	W.B.: 13,000
	Accelerate Level Off	150		∠ 7	157	- 9	148	28M	~	422	445	692	1:53	684	~	96300	189300	FUEL TATO: 8,190
	34-31N 95-17W			270/60				-40 °				132	:01	6		300	300	EXT: 21,700
	McAlester VOR	150		∠ 7	157	- 9	148	28M	.74	440	✓	824	1:54	690	290	76000	189000	TOTALS: 87,890
	32-27N 92-06W			270/60				-40 °				234	:09	214		6200	6200	BOMBS WT: 5,000
FAI	Monroe La VOR	128		∠ 5	133	- 8	125	28M	.74	440	485	1058	4:23	904	290	89800	182800	AMMO WT:
	31-12N 90-10W			270/60				-40 °				115	:14	103		2900	2900	ADI FLUID WT:
HMDF	McComb Miss VOR	126		∠ 5	131	- 7	124	28M	.74	440	485	1173	3:17	1007	290	86900	179900	INITIAL GROSS WT: 184,0
	30-25N 88-57W			270/60				-46 °					:11	80		2600	2600	START END AND TAXI FUEL ALT: 3,4
	Keesler AFB Miss	129		∠ 5	134	- 6	128	31M	.74	435	480	1302	3:28	1087	273	84300	177300	TAKE-OFF GROSS WT: 177,0
	Dog Leg For							°					:30	218		6000	6000	
	# 4												3:28	1305	273	78300	171300	RUNWAY
IF	30-12N 88-02W			270/60				-46 °				49	:09	40		1200	1200	PRESS. ALT: 1500'
	Waxila Point Ala	104		∠ 2	106	- 5	101	31M	.74	435	480	1309	3:24	1348	273	77100	170100	LENGTH: 12,300
TOT	30-19N 86-39W			270/60				-49 °				76	:09	66		1700	1700	AIR TEMP: 80° F
"Jo"	FB"Jo"(S Eglin)	086		0	086	- 4	082	31M	.74	435	495	1385	3:33	1414	273	75400	160,000*	CRITICAL FIELD LENGTH: 12,000
	31-19N 86-29W			270/60				-51 °				60	:09	60		1800	1800	
	Anniston, Ala	004		- 8	356	- 3	353	33M	.74	430	480	1445	3:42	1474	261	73600	158600	TAKE-OFF
	32-41N 83-39W			270/60				-51 °				246	:21	151		6100	6100	DISTANCE: 10,400
	Macon, Ga VOR	063		- 4	059	- 2	057	33M	.74	430	485	1616	4:03	1625	261	67500	152500	SPEED: 153
	33-14N 82-06W			270/60				-51 °				92	:12	86		2100	2100	
	Augusta, Ga VOR	057		- 5	052	- 1	051	33M	.74	430	480	1708	4:14	1711	261	65400	150400	REFUSAL: 126
	34-14N 79-39W			270/60				-51 °				159	:16	115		2700	2700	ENERG BEST PLANE: 170
	Florence, SC VOR	072		- 2	070	∠ 1	071	33M	.74	430	490	1867	4:30	1826	261	62700	147700	LINE: 83½/124
	36-03N 79-59W			270/60				-51 °				115	:17	122		2800	2800	
	Greensboro VOR	345		- 8	337	∠ 2	339	33M	.74	430	410	1955	4:47	1948	261	59900	144900	NO. OF AVG BOTTLES REQUIRED:
	37-34N 79-06W			270/60				-51 °				116	:16	115		2600	2600	AVG PROPELLANT WEIGHT:
	Montebello Va VOR	021		- 8	013	∠ 3	016	33M	.74	430	450	2071	5:03	2063	261	57300	142300	ADJUSTED TAKE-OFF WEIGHT:
	39-06N 78-12W			270/60				-51 °				84	:11	79		1800	1800	ADJUSTED TAKE-OFF DISTANCE:
	Front Royal Va VOR	030		- 7	023	∠ 5	028	33M	.74	430	460	2155	5:14	2142	261	55500	140500	ATO FIRING SPEED:
Fuel	40-15N 77-02W			270/60				-51 °				87	:11	79		1800	1800	
Des	Harrisburg Pa VOR	038		- 6	032	∠ 7	039	33M	.74	430	465	2244	5:25	2221	261	53700	138700	
	40-42N 74-20W			270/60				-55 °				144	:18	127		3100	3100	
FD	Asbury Park NJ	094		0	094	∠ 10	084	36M	.74	425	485	2387	5:43	2348	243	50600	135600	
	41-20N 73-05W			270/60				-55 °				81	:11	78		1700	1700	
IP	Derby, Conn	028		- 7	021	∠ 13	033	36M	.74	425	450	2468	5:54	2426	243	48900	133900	

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...JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING 4200th | AIRCRAFT TYPE AND SERIAL NO. B-47E | CREW NUMBER OLD CROW FL. PLAN PAGE 2 | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | PILOT (Name and Grade)

PRE-FLIGHT PLAN

FROM / ROUTE	ALT & CONDITIONS	T.C.	WIND DIR. / DRIFT	T.H.	VAR.	M.H.	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	IAS STICK	FUEL FLIGHT PLAN PRES. F.R. REMAIN	GROSS WEIGHT
TOT 43-05N 72-36W			270/60											1590	133900
TO* Barrinfield TOT	*B 1024		- 7	317	A13	330	.74	425	445	54 2522	:07 6:01	50 2476	243	1100 47800	1100 133800
44-15N 71-35W			270/60							78	:10	71		1500	1500
PIP Concord N.H.		035	- 7	028	A15	043	.74	425	460	2600	6:11	3547	243	46300	131300
44-15N 72-33W			270/60							77	:12	85		1800	1800
IP Montpelier Vt		021	- 6	015	A16	031	.74	425	385	2677	6:23	2632	243	44500	129500
TOT 45-11N 73-33W			270/60							87	:13	92		1900	1900
C Montreal, Quebec		331	- 7	324	A16	340	.74	425	390	2764	6:36	2720	243	42500	127600
St 43-10N 76-12W			270/60							190	:29	205		4200	4200
Cel Syracuse NY VOR		214	F 7	221	A13	234	.74	425	390	2954	7:05	2930	232	38400	123400
			270/60							488	1:20	568		10700	10700
41-35N 87-00W		259	F 2	261	F 4	265	.74	425	365	3442	8:25	3498	232	27700	112700
Term 39-33N 95-07W			270/60							390	1:04	454		8200	8200
Cel Atchinson Kans		252	F 3	255	- 5	250	.74	425	365	3832	9:29	3952	232	19500	104500
38-53N 97-38W			270/60							124	:21	149		2600	2600
Salina Kans VOR		251	F 3	254	- 9	245	.74	425	365	3956	9:50	4101	232	16900	101900
Descent -Ldg															

DATE OF TAKE-OFF: 18 - 19 April 1956

ENGINE START	TAKE-OFF TIME
12:30	13:00
LANDING TIME	DURATION OF FLT
22:50	09:50

AIR CRAFT BASIC WT	82,000
CREW WT	902
OIL WT	400
AVG B.C. WEIGHT (Empty)	
EXT. TANKS WT (Empty)	1,595
OPERATING WT	85,000

FUEL LOAD	
F.W.	11,560
C.W.	11,560
A.W.	14,500
FWD	6,430
AUX.	
B.B.	13,000
ATO	8,190
EXT.	21,760
TOT	87,200

BOMBS WT	
AMMO WT	
ADI FLUID WT	
INITIAL GROSS WT	
START ENG AND TAXI FUEL ALW	
TAKE-OFF GROSS WT	

RUNWAY		
PRESS. ALT	LENGTH	AIR TEMP.
CRITICAL FIELD LENGTH		
TAKE-OFF		
DISTANCE	SPEED	
SPEED		
REFUSAL	EMERG REST FLARE	LINE

NO. OF LYS BOTTLES REQUIRED	
ATO PWR PELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SUBJECT: Letter Order 378 10 May 1956

TO: See Distribution

FNOA, ORG INDC, this STA, WP on or ABT 14 MAY 56, from Smoky Hill AFB, Salina, Kansas, to APO 23, on TDY APRX 10 days for purpose - SAC Air Operations. SCTY CLNC as INDC. PROV of AFR 205-75 W/B complied with and IMM IAW AFR 160-101 as AMND, AFR 160-102, SACREG 160-1 W/B ACCOMP IMMED. In accomplishing SAC Air Operations, Per Diem is payable in the same manner as for ORD TDY. TRANS of DEPN and TEMP Storage at point of origin and/or SHIPMT of HHG is not AUTH in connection with this TEMP DY. UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. SAC Funding NR OM-218. TDN 5763400 067-8911 P458-02-03 914-612. AUTH: AFR 35-52, SACREG 35-19, SACREG 55-41, & 8AF OPS ORD 71-56, 30 APR 56. (*) INDC Crew Members.

COL	ANDREW S. LOW	8890A	HQ 40 BOMWG	TOPSEC
LTCOL	THOMAS S. BOHMAN	6685A	40 AREFRON, 40 BOMWG	do
CAPT	PAUL D. ADAMS	AO3002056	40 TAC HOSP, 40 BOMWG	do
CAPT	LESLIE M. PEDERSEN	AO2046435	HQ 40 BOMWG	do
*CAPT	ROBERT F. WATSON	AO775669	40 AREFRON, 40 BOMWG	do
CAPT	BOB L. WHITFIELD	AO2068507	40 AREFRON, 40 BOMWG	do
*1STLT	THOMAS E. ALEXANDER	AO3010307	40 AREFRON, 40 BOMWG	do
1STLT	THOMAS A. FRANKS	AO3024797	802 APRON, 802 ABGRU	do
1STLT	ROBERT R. HETHERINGTON	AO2246649	40 ARMTELCTRON, 40 BOMWG	do
*1STLT	JAMES H. KELLER	AO2225243	40 AREFRON, 40 BOMWG	do
1STLT	JOHN W. STEEN	AO2251492	HQ 802 ABGRU	Secret
1STLT	GERALD F. WAJDA	AO3012553	HQ 40 BOMWG	do
*1STLT	MOFFETT D. WILSON JR	AO2210458	40 AREFRON, 40 BOMWG	do
2NDLT	RANDLE R. KING	AO3038178	40 AREFRON, 40 BOMWG	TOPSEC
2NDLT	WILLIS L. PRESTON	AO3008864	HQ 802 ABGRU	Secret
WO (W-1)	IVAN E. McDILL	AW2202249	40 FLDMAINTRON, 40 BOMWG	do
MSGT	KERMIT R. PEAKE	AF37277958	40 FLDMAINTRON, 40 BOMWG	do
MSGT	WILLIAM L. SKAINS	AF34151086	40 FLDMAINTRON, 40 BOMWG	do
MSGT	ADALBERT S. SZLOCH	AF6142854	40 AREFRON, 40 BOMWG	do
MSGT	WILLIAM J. TSUMPES	AF15411969	40 ARMTELCTRON, 40 BOMWG	do
TSGT	CURT C. ADRIAN	AF18043553	40 AREFRON, 40 BOMWG	do
TSGT	DONALD G. DOANE	AF37678691	40 AREFRON, 40 BOMWG	do
*TSGT	EDWARD J. HEPOKOSKI	AF1721950	40 AREFRON, 40 BOMWG	do
TSGT	NORMAN F. RUSH	AF16218815	802 SUPRON, 802 ABGRU	do
*TSGT	BILL WHITAKER	AF15420878	40 AREFRON, 40 BOMWG	do
A/1C	CHARLES C. BOWMAN	AF18439079	40 AREFRON, 40 BOMWG	do
A/1C	IRA L. MEEKINS	AF15500436	40 AREFRON, 40 BOMWG	do
*A/2C	LEON T. GODWIN	AF14550605	40 AREFRON, 40 BOMWG	do
A/2C	ROBERT L. LOOS	AF19502700	40 AREFRON, 40 BOMWG	do

BY ORDER OF THE COMMANDER:

OFFICIAL:
Carl W. Hauth
CARL W. HAUTH
MAJ, USAF
Adjutant

CARL W. HAUTH
MAJ, USAF
Adjutant

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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

AERONAUTICAL ORDERS)
NUMBER 21)

1 May 1956

1. COL BERTON H BURNS, 4844A, HQ 40BOMWG, SAC, this STA, is granted the AERO RT of COMD PLT UP PARA 3a, AFR 50-7. AUTH: PARA 7c, AFR 50-7, and Eighth AFR 36-1.

2. COL DELMORE P WOOD, 4835A, HQ 310BOMWG, SAC, this STA, is granted the AERO RT of COMD PLT UP PARA 3a, AFR 50-7. AUTH: PARA 7c, AFR 50-7, and Eighth AFR 36-1.

BY ORDER OF THE COMMANDER:

CARL W HAUTH
MAJ, USAF
Adjutant

OFFICIAL:

Carl W. Hauth

CARL W HAUTH
MAJ, USAF
Adjutant

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PLUS
4 - DIR MIL PERS, HEDUSAF,
ATTN: Flying Status Branch
4 - DEP IG, Norton AFB, CALIF
1 - Air ADJ GEN, HEDUSAF
ATTN: MIL RECS DIV
1 - Surgeon GEN, HEDUSAF,
ATTN: SP Action & MED
Consultants

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OPERATIONS ORDER

266-56

SPRING CLEANER

1.8.15.22.29 MAY 1956

1. GENERAL SITUATION: To afford crews of the 40th Bombardment Wing 50-8 Special Training Requirements. This operation order will be executed each Tuesday of the Training Quarter unless orders to contrary are issued from this Headquarters.

a. Intelligence: Omitted.

b. Friendly Forces:

(1) 802d Air Base Group will provide normal 66-12 transportation.

(2) No Special refueling pit assignment necessary; however, each aircraft will be loaded with 600 gallons of AD1 fluid on day of mission.

(3) 2028th AACS Squadron will provide ARTC clearances at specified take-off times and GCA landings for all aircraft.

(4) 802d Air Base Group Munitions Branch will provide necessary Training Weapons and loading personnel to load aircraft in sufficient time to make take off times good.

2. MISSION: The 40th Bombardment Wing will support this mission with 6 B-47 Aircraft and 6 KC-97 Aircraft on each day of execution. The mission requiremmts are:

a. 1 Hour formation at 10,000' 3 hours formation above 30,000'

b. 1 Hour nite cell formation.

c. 1 Mass refueling, Nite, (Radar Rendezvous for Leader)

d. Transfer of 33,000# Fuel.

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e. 1 Weapons Mission

f. 1 Max Gunnery Mission

g. 1 Nite celestial Nav Leg

h. 1 Grid celestial Nav Leg

i. 1 Long range cruise Leg

j. 1 Radar monitored let down

k. 1 GCA Full Stop Landing

3. TASKS FOR SUBORDINATE UNITS:

a. Each Bombardment Squadron will support this mission with 2 aircraft on each day of execution.

b. The Air Refueling Squadron will support this mission with six (6) KC-97 aircraft each day of execution.

c. Fuel Decision point at end of climb after refueling is 53,000# for Leader; 57,000# for # 6

X. (1) Airspeeds are: 250K IAS at 10,000 feet to 34-19N 94-33W.
: 425K TAS after level off by Shreveport La.
: 184K IAS to 204 IAS for Refueling.
: 425K TAS for Navigation Legs.

(2) Station altimeter settings will be used except for refueling when crews will use 29.92. Refueling Base Altitude is 15,000' P A (29.92)

(3) Aborting Aircraft willnotify leader of his actions if possible.

(4) Spacing on navigation legs will be 5 minute intervals and 2000 feet, Navigation legs will be flown at 1000' ON TOP all clouds. After peel at top of climb crews will proceed to Nav Leg altitudes. Odd aircraft fly high, even fly low.

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(5) Schedules:

(a) Briefing: 1230, 30 April and on each Monday mission is flown. 45th Briefing Room

(b) Pre Take Off Briefing: 1330 each day mission is flown.

(c) Take off is at 1630 with one minute intervals.

(d) Debriefing: Hangar #5 immediately after landing.

(e) Critique: 1600, 2 May, 45th Briefing Room and each day following execution of mission.

4. ADMINISTRATION AND LOGISTICS: Normal logistical support and facilities will be provided by task organizations.

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal

b. Communications: See Annex "C"

BERTON H BURNS
Colonel, USAF
Commander

4 Annexes:

A. Intelligence: Omitted.

B. Air Operations

C. Communications

D. Air Refueling

OFFICIAL:

for WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

40BOMWGM
OPORD 266-56

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DISTRIBUTION:

COMADIV 802	1 Cy
COMBOMWG 310	1 Cy
COMARGRU 802	5 Cys - (1-Base Ops, 1 DM, 1 Ref Off, 1 Trans Off, 1 Munitions)
40DO	1 Cy
40DOPB	1 Cy
40DOI	1 Cy
40DOOT	1 Cy
40DM	1 Cy
40FM	1 Cy
40MC	1 Cy
40A&E	1 Cy
40AGH	4 Cys
40ConRm	1 Cy
40DOC	1 Cy
25BOMRON	30 Cys
44BOMRON	30 Cys
45BOMRON	30 Cys
40AREFS	30 Cys

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ANNEX "B"

TO

OPERATIONS ORDER

266-56

1,8,15,22,29 MAY 1956

AIR OPERATIONS

SEQUENCE OF EVENTS:

TIME	TIME FACTOR	INFORMATION
_____	T.O. - 3 Hours	Pre take-off Meeting, 45th Briefing Room
_____	T.O. - 2:30	Crew Stations
_____	T.O. - 0:35	Check in AJAX and Leader 321.0 Fuel Reading
_____	T.O. - 0:30	Start Engines
_____	T.O. - 0:20	Taxi (Not too close to aircraft ahead of you)
_____	T.O. - 0:01	Fuel Reading - 70% Power
_____	T.O. - 0:00	Take-Off ON HACK
_____	T.O. + 0:02	Turn on Course 20° Bank
_____	T.O. + 0:05	Check in AJAX and with Ldr on 321.0. Form in Visual formation. Lead aircraft climbs at 260K IAS to 10,000 Feet using 96% Power.
_____	T.O. + 0:10	Leader Levels off 10,000 Feet, 260K IAS
_____	T.O. + 0:35	Tulsa, VOR (114.1) -Position Report IFI Procedure
_____	T.O. + 1:00	Leader Begins climb to 31,000'-Fuel Reading
_____	T.O. + 1:08	Texarkana (117.1) - Position Report.
_____	T.O. + 1:19	Level Off 31,000' 260K IAS
_____	T.O. + 1:30	Alexandria (116.1) - Position Report

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OPORD 266-56
ANNEX "B"

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_____	T.O. + 1:51	Racoon Pt - Coast Out - Climb to 33,000' 254K IAS
_____	T.O. + 2:00	Turn Point - Start Gunnery when cleared by Ldr
_____	T.O. + 2:39	Terminate Gunnery at 95-30W when 50 miles from shore
_____	T.O. + 2:43	Turn Point monitor Palacios (117.3) to clear danger areas
_____	T.O. + 2:51	Position Report abeem Palacios (117.3)
_____	T.O. + 3:29	Mineral Wells (114.5) Position Report to Ft Worth Center (301.4) Rendezvous Equipment on TR-8 -Rec 8
_____	T.O. + 3:50	Hobart VOR (114.7) - Position Report - Form in Route Cell
_____	T.O. + 4:06	Cherokee Okla; Leader has aircraft switch to 256.0 Meg - Ldr gives final ETA to Rend Point
_____	T.O. + 4:13	Start Descent abeam Wichita (113.8) If no contact with tankers
_____	T.O. + 4:22	Rendezvous Point 20 miles West Kanopolis Dam. Base Altitude 15,000' Formation Speeds 184K to 204K - All aircraft observation position prior refueling.
_____	T.O. + 4:52	After refueling Tankers clear left - Formation Climbs in route cell to Base Altitude 30,000 Ft 263 IAS at Level Off
_____	T.O. + 5:07	Level Off 30,000 Feet - 263 IAS - Fuel Reading Leader peels left at level off - Other aircraft peel at 5 minute intervals. Route cell altitudes maintained until after peel off.
		Aircraft proceed on individual 1000 feet on top clearance - Individual Position reports for remainder of mission
_____	T.O. + 7:11	Terminate Nite celestial - Leader passes Boise Idaho
_____	T.O. + 7:36	# 6 aircraft passes Boise Idaho - Climb to 37,000' Odd 238 IAS - 35,000' Even 248 IAS

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_____	T.O. + 7:26	Rome (112.5) Mag Course
_____	T.O. + 7:51	Rome (112.5) Mag Course
		Inbound 211° - Start Grid
_____	T.O. + 8:01	Turn Point 39-15N 114W
_____	T.O. + 8:26	Turn Point 39-15N 114W
_____	T.O. + 9:32	Great Bend, Kansas
_____	T.O. + 9:57	Great Bend, Kansas
		Terminate Celestial Grid
_____	T.O. + 9:40	Salina, Kansas
_____	T.O. + 10:05	Salina, Kansas
		Radar letdown- GCA Landing - Fuel Reading

ALL CREWS:

a. Call Control Room after landing.

b. Fuel reading after engine shut down.

c. Report to Hangar # 5 for debriefing.

d. Report to critique 1600 day following mission at 45th Briefing Room.

SPECIAL INSTRUCTIONS:

1. Tower Officer will be rotated between Squadrons and assigned prior weekly 60-9A meeting.

2. Danger Areas:

196	Brookville, Kansas
229	Camp Polk, La
230	Camp Polk, La
431	Camp Clairborne, La
377	Lake Charles, La
223	Matagorda Is, Texas
224	Matagorda Is, Texas
225	Matagorda Is, Texas
228	Chorpus Christi, Texas
219	Camp Hood, Texas

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208 Fort Sill, Oklahoma
259 Wendover, Utah
194 Camp Carson, Colorado

3. Highest Terrain: Mt Elbert Colorado, 14,431 Feet.

4. Alternate Airfields:

Barksdale AFB, La
Lake Charles, La
Altus, Oklahoma
Lincoln, Nebraska
Ellsworth, South Dakota
Mountain Home, Idaho
Davis-Monthan, Arizona

5. Take Off Times:

SLOT	T.O.
1	1630
2	1631
3	1632
4	1634*
5	1635
6	1636

* Note: Two minute interval between "A" and "B" Flight.

6. Flying Safety takes precedence over all factors on this mission.

7. Aircraft Commanders will monitor position of aircraft at all times to avoid overflight of danger areas.

8. Celestial Legs will be replotted and thoroughly critiqued.

9. Aircraft and Crew assignments will be published weekly following weekly 60-9 Meeting.

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ANNEX "C"

TO

OPERATIONS ORDER

266-56

1,8,15,22,29, MAY 56

COMMUNICATIONS

1. IFF - Leader on Mode II. All others on Standby. All aircraft on Mode II at formation Break-up.

2. Interplane frequency will be 321.0 Meg. KC-97 frequency will be 148.86 Meg.

3. Reporting to ARTC as listed in Sequence of events for leader and last aircraft. After formation break-up, position reports individually by all aircraft.

4. Strike Report - Not applicable this mission.

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OPORD 266-56
ANNEX "C"

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ANNEX "D"

TO

OPERATIONS ORDER

266-56

1,8,15,22,29 MAY 1956

AIR REFUELING

1. Rendezvous Equipment will be operated only by formation Leader.. All other aircraft will have equipment on stand-by. In event receiver leader is unable to establish electronic contact, # 2 aircraft will effect rendezvous for the formation.

2. Rendezvous Equipment will be turned on by leader at Mineral Wells, Texas. Tanker Leader will turn on Radar Beacon 30 minutes prior receiver ETA to rendezvous point.

3. Receiver Leader will start 2500'/ minute descent approximately abeam Wichita VOR.

4. Rendezvous point is set of coordinates 38-37N 98-22W (Approximately 20 miles West of Kanapolis Dam)

5. Refueling track is 360°, Base Altitude 15,000' Pressure Altitude. Speed Schedule is 184 - 204K

6. Receiver on load is 33,000#. Contact must be maintained for a total of 20 minutes.

7. Call sign for receiver aircraft will be AJAX. Call sign for tanker aircraft will be PANCAKE.

8. All aircraft will refuel in radio silence and be on common frequency 256.0 Mcs.

Initial Contact Frequency: 321.0 Meg

HF Back-up : 5710.5 KC
VHF Back-up : 133.2 Meg

APN 76 Setting T 8 R 8
APN 69 Beacon 3

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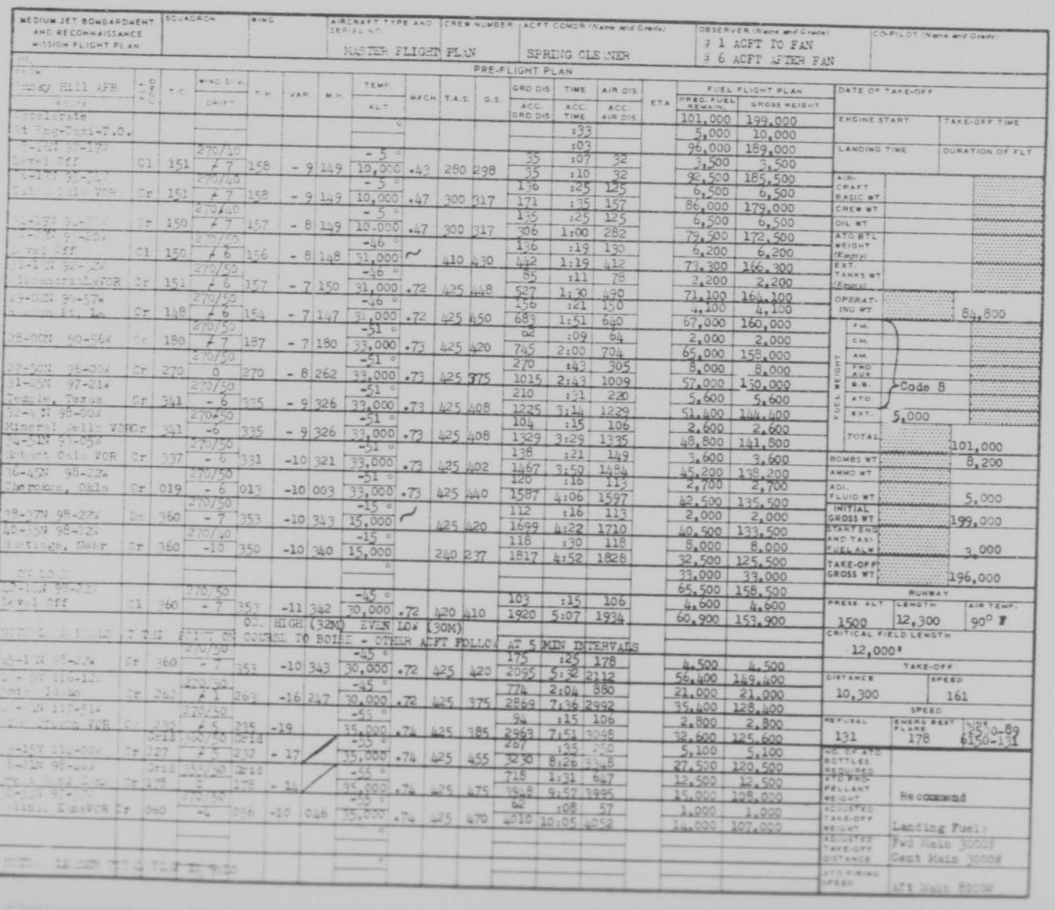

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade)

MASTER FLIGHT PLAN | SPRING CLEANER

OBSERVER (Name and Grade): # 1 ACFT TO FAN; # 6 ACFT AFTER FAN

CO-PILOT (Name and Grade)

PRE-FLIGHT PLAN

FROM / TO / Key Hill AFB	ALT	T.C.	WIND DIR. / DRIFT	T.H.	VAR.	M.H.	TEMP. ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA
Precipitate												:53		
1 Sec-Taxi-T.O.												:03		
Level Off	C1	151	270/40 / ↗ 7	158	- 9	149	- 5° 10,000	.43	280	298	35	:07	32	
Cruise, Texas	Cr	151	270/40 / ↗ 7	158	- 9	149	- 5° 10,000	.47	300	317	35 / 136	:10 / :25	32 / 125	
[illegible]	Cr	150	270/40 / ↗ 7	157	- 8	149	- 5° 10,000	.47	300	317	135 / 306	:25 / 1:00	125 / 282	
Level Off	C1	150	270/50 / ↗ 6	156	- 8	148	-46° 31,000	~	410	430	136 / 442	:19 / 1:19	130 / 412	
[illegible] VOR	Cr	151	270/50 / ↗ 6	157	- 7	150	-46° 31,000	.72	425	448	85 / 527	:11 / 1:30	78 / 490	
[illegible]	Cr	148	270/50 / ↗ 6	154	- 7	147	-46° 31,000	.72	425	450	156 / 683	:21 / 1:51	150 / 640	
[illegible]	Cr	180	270/50 / ↗ 7	187	- 7	180	-51° 33,000	.73	425	420	62 / 745	:09 / 2:00	64 / 704	
[illegible]	Cr	270	270/50 / 0	270	- 8	262	-51° 33,000	.73	425	375	270 / 1015	:43 / 2:43	305 / 1009	
[illegible], Texas	Cr	341	270/50 / - 6	335	- 9	326	-51° 33,000	.73	425	408	210 / 1225	:11 / 2:54	220 / 1229	
Mineral Wells VOR	Cr	341	270/50 / -6	335	- 9	326	-51° 33,000	.73	425	408	104 / 1329	:15 / 3:09	106 / 1335	
Abbott Okla VOR	Cr	337	270/50 / - 6	331	-10	321	-51° 33,000	.73	425	402	138 / 1467	:21 / 3:50	149 / 1484	
Cherokee, Okla	Cr	019	270/50 / - 6	013	-10	003	-51° 33,000	.73	425	440	120 / 1587	:16 / 4:06	113 / 1597	
[illegible]	Cr	360	270/50 / - 7	353	-10	343	-15° 15,000	~	425	420	112 / 1699	:16 / 4:22	113 / 1710	
Huntsville, Mo.	Cr	360	-10	350	-10	340	-15° 15,000		240	237	116 / 1817	:30 / 4:52	118 / 1828	
[illegible]							°							
Level Off	C1	360	270/50 / - 7	353	-11	342	-45° 30,000	.72	420	410	103 / 1920	:15 / 5:07	106 / 1934	

60,900 | 153,900

RUNWAY: PRESS. ALT. 1500 | LENGTH 12,300 | AIR TEMP. 90° F

CRITICAL FIELD LENGTH: 12,000'

TAKE-OFF: DISTANCE 10,300 | SPEED 161

SPEED: REFUSAL 131 | EMERG. REST. PLANE 178 | VEX 180-89 6150-131

NO. OF ATO BOTTLES REQUIRED: Recommend

ADJUSTED TAKE-OFF WEIGHT: Landing Fuel:

ADJUSTED TAKE-OFF DISTANCE: Fwd Main 3000#; Cent Main 3000#

ATO FIRING SPEED: Aft Main Below

FUEL FLIGHT PLAN

	PRED. FUEL REMAIN.	GROSS WEIGHT
	101,000	199,000
	5,000	10,000
	96,000	189,000
	3,500	3,500
	92,500	185,500
	6,500	6,500
	86,000	179,000
	6,500	6,500
	79,500	172,500
	6,200	6,200
	73,300	166,300
	2,200	2,200
	71,100	164,100
	4,100	4,100
	67,000	160,000
	2,000	2,000
	65,000	158,000
	8,000	8,000
	57,000	150,000
	5,600	5,600
	51,400	144,400
	2,600	2,600
	48,800	141,800
	3,600	3,600
	45,200	138,200
	2,700	2,700
	42,500	135,500
	2,000	2,000
	40,500	133,500
	8,000	8,000
	32,500	125,500
	33,000	33,000
	65,500	158,500
	4,600	4,600
	60,900	153,900

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

FUEL WEIGHT

AIRCRAFT BASIC WT.	
CREW WT.	
OIL WT.	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT.	84,800
F.M.	
C.M.	
A.M.	
FWD AUX.	
B.B.	Code 8
ATO	
EXT.	5,000
TOTAL	101,000
BOMBS WT.	8,200
AMMO WT.	
ADD. FLUID WT.	5,000
INITIAL GROSS WT.	199,000
START ENG. AND TAXI FUEL ALT.	3,000
TAKE-OFF GROSS WT.	196,000

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OPERATIONS ORDER

267-56

SPRING FEVER

9, 11 May 1956

1. GENERAL SITUATION: To afford crews of the 40th Bombardment Wing 50-8 requirements utilizing Bomber Stream tactics this operation will be executed at dates listed above.

a. Intelligence: Omitted.

b. Friendly Forces:

(1) 802d Air Base Group will provide normal 66-12 transportation.

(2) No Special refueling pit assignment necessary; however, each aircraft will be loaded with 600 gallons of AD1 fluid on day of mission.

(3) 2082th AACS Squadron will provide ARTC Clearances at specified take off times and GCA landsing for all aircraft if instrument conditions exist.

2. MISSION: The 40th Bombardment Wing will support this mission with 23 B-47 aircraft and 8 KC-97 aircraft as listed in Annex B. The requirements are:

WITH REFUELING	WITHOUT REFUELING
1 Night Rendezvous	1 Night Celestial Nav Leg
1 Max External Refueling (33000# on load)	1 Side Track RBS Little Rock
2 Night Celestial Nav Legs	1 Direct RBS Run Dallas
1 Side Track RBS Little Rock	1 .81 RBS Amarillo High Jink Right
1 Direct RBS Run Dallas	1 .81 Radar Camera GPI Ponca City High Jinks Left

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1 .81 Radar Camera GPI Ponca City High Jinks Left
1 .81 Radar Camera Fixed Angle Wichita
1 Range Letdown at Hutchinson if weather VFR
1 Radar Monitored approach

1 .81 Radar Camera Fixed Angle Wichita
1 Range Letdown Hutchinson if weather VFR
1 Radar monitored approach

3. TASKS FOR SUBORDINATE UNITS:

a. Each Bombardment Squadron will give maximum support to this mission.

b. The Air Refueling Squadron will give maximum support to this mission.

X: (1) Airspeeds will be maintained at 425K TAS except for portion from Dallas Tex to Wichita, Kans when Mach .81 will be flown. Crews will not exceed Mach .81 so as to enter Buffett region if a colder than normal day exists; ie, it may be impossible to reach 425K TAS without exceeding Mach .81. Crews will fly Mach .81 portion at Mach .81 or 465K TAS whichever is lower.

(2) Station Altimeter Settings will be used except for refueling when Crews will use 29.92. Refueling will be accomplished at 15000' P A.

(3) Aborting Aircraft will secure individual ARTC clearances for return to Smoky Hill AFB if possible.

(4) Spacing in stream will be 15 minutes and 2000'. Odd aircraft will fly High, even aircraft will fly low.

(5) SCHEDULES:

(a) Briefing: 0900 Tuesday, 8 May Ground Training Auditorium.

(b) Pre Take Off Briefing: Individually at Base Weather 3:15 prior to take off.

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(c) Debriefing: Hanger #5 immediately after landing.

(d) Critique: 0900 Friday, 18 May Ground Training Auditorium.

4 ADMINISTRATION AND LOGISTICS: Normal logistical support and facilities will be provided by task organizations.

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal

b. Communications: See Annex "C".

BERTON H BURNS
Colonel, USAF
Commander

4 Annexes:

A. Intelligence: Omitted.

B. Air Operations

C. Communications: Omitted.

D. Air Refueling.

OFFICIAL:

William M Bowden

WILLIAM M BOWDEN
Colonel, USAF
Wing Operations Officer

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DISTRIBUTION:

COMAJIV 802	1 Cy
COMBOMAG	1 Cy
COMAIRGRU 802	5 Cy-(1 Base Ops, 1 OM, 1 Ref Off, 1 Trans Off, 1 Munitions)
40DO	1 Cy
40DOPB	1 Cy
40DOI	1 Cy
40DOOT	1 Cy
40DM	1 Cy
40FM	1 Cy
40MC	1 Cy
40ASE	1 Cy
40AGH	4 Cys
40ConRa	1 Cy
40COC	1 Cy
25BOMRON	30 Cys
41BOMRON	30 Cys
45BOMRON	30 Cys
40ARCFS	5 Cys
40IVAGH	4 Cys

40BOMRON
OPORD 267-56

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ANNEX "B"

TO

OPERATIONS ORDER

267-56

9,11 May 1956

AIR OPERATIONS

SEQUENCE OF EVENTS:

TIME	TIME FACTOR	INFORMATION
____	T.O. - 3:15	Pre Take-Off Meeting Base Weather
____	T.O. - 2:30	Crew Stations
____	T.O. - 0:35	Check in AJAX- Fuel Reading
____	T.O. - 0:30	Start Engines
____	T.O. - 0:20	Taxi
____	T.O. - 0:01	Fuel Reading
____	T.O. - 0:00	Take Off on HACK
____	T.O. + 0:02	Turn on Course 20° Bank (MH 156)
____	T.O. + 0:05	Check in AJAX
____	T.O. + 0:23	Ponca City- Level Off (MH 314)
		30M 270 IAS 28M 282 IAS - Position Report -- Fuel Reading
		Rendezvous Equipment on. Contact Tanker with ETA Russell.
____	T.O. + 0:45	Russell - Rendezvous Point on load 33,000#
		Formating Speeds: 210K to 226K (MH 300)

40BOMWGM
OPORD 267-56
ANNEX "B"

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_____	T.O. + 1:29	McCook — Terminate Refueling Fuel Reading
		Start Climb (MH 280)
_____	T.O. + 1:43	Level Off 30M 270K IAS Fuel Reading (MH 280)
_____	T.O. + 1:50	Sidney Nebraska VOR
		Start Night Celestial
		Position Report (MH 316)
_____	T.O. + 2:17	Position Report Abeam
		Rapid City, S.D. VOR
_____	T.O. + 2:42	Position Report Abeam
		Miles City, Montana VOR
_____	T.O. + 2:46	47-00N 106-00W (MH 134)
_____	T.O. + 3:22	Position Report Abeam
		Philip S.D. aK VOR
		(Climb to 33000' 257 IAS 31M - 264 IAS)(MHD64)
_____	T.O. + 3:52	Grand Island- Position Report
		Terminate Night Celestial (MH 064)
_____	T.O. + 4:05	Omaha
	(0+ 27)	Start Night Celestial
		Position Report (MH 052)
_____	T.O. + 4:40	Position Report Abeam
		Lone Rock, Wisc VOR
_____	T.O. + 4:48	44-00N 89- 00W
		Turn Point (MH 171)
_____	T.O. + 5:07	Position Report Abeam
		Chicago Heights VOR

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———	T.O. + 5:40	Position Report Abeam Louisville, Ky VOR
———	T.O. + 6:06	Position Report Chatanooga Terminate Night Celestial Climb To 3500- 249 IAS (MH 295) 3300- 257 IAS
———	T.O. + 6:45	Control Time Jackson Measure Altitude Pre- IP Check list Co Pilot Check Ballistics
———	T.O. + 6:55	Memphis Tenn - IP Check List - Position Report to Memphis Radio 255.4 Mcs - Call L Rock RBS Site 251.0 Mcs
———	T.O. + 7:00	Fuel Reading
———	T.O. + 7:14	L Rock, Ark - Bombs Away - Post release check list - Position Report to L Rock Radio 255.4 Mcs
———	T.O. + 7:27	PIP Greeson Lake - Measure altitude - PIP check list Co-Pilot Check Ballistics - Call Dallas Bomb Plot 258.2 Megs
———	T.O. + 7:42	Paris, Texas - IP Check List
———	T.O. + 7:56	Dallas, Texas - Bomba Away - Post Release check list - Position Report to Dallas Radio 255.4 - Start Acc to Mach .81
———	T.O. +/8:00	Fuel Reading
———	T.O. + 8:13	PIP - Sheppard AFB, Texas - Measure Altitude - PIP check list - Co-pilot check ballistics - call Amarillo Bomb Plot 263.8 Mcs
———	T.O. + 8:27	IP - Childress, Texas - IP Check list
———	T.O. + 8:41	Amarillo - Bombs Away - Post release check list - Position report to Amarillo Radio 301.4 or 255.4 Mcs - Strike report to Loring (Primary), Albrook (Secondary) Any AACS Station 1500 miles distant (Tertiary) 11228.0Kcs (Primary), 15016.0Kcs ((Secondary) or 6738.0 Kcs (Tertiary) Results G-Golf (Good), P-Papa (Poor),D-Delta(Dud or Results Unknown).

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. EXAMPLE: Relay to Franklin ALFA Break Zippo Little Rock _____ ZULU _____,
(DATE) (TIME) (RESULTS)
Dallas _____ ZULU _____,
(DATE) (TIME) (RESULTS)
Amarillo _____ ZULU _____
(DATE) (TIME) (RESULTS)
Break Over

_____	T.O. + 9:00	Fuel Reading
_____	T.O. + 9:02	Alva, Okla, IP for MACH .81 Camera attack on Ponca City, Okla
_____	T.O. + 9:11	Ponca City, Okla IP for Mach .81 camera attack on Wichita, Kans - Position report to Ponca City Radio 255.4
_____	T.O. + 9:20	Wichita Kans, After camera attack decelerate MACH .74 contact Smoky Hill approach control for further clearance.
_____	T.O. + 9:32	Salina Kans VOR - Fuel Reading - Jet Penetration Radar monitored letdown - GCA - Landing - Cut Engines - Fuel Reading

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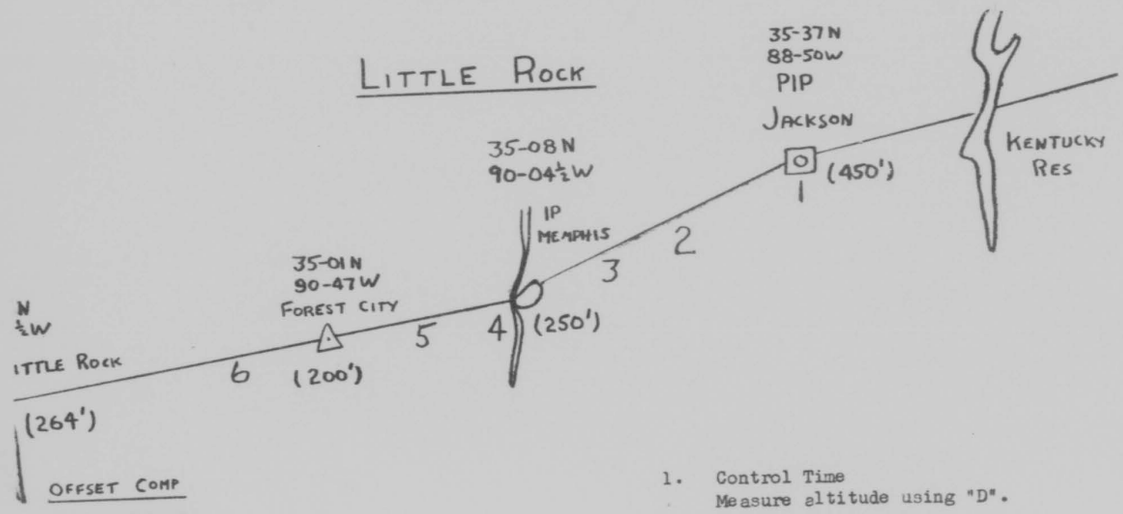

OFFSET COMP

N-1408
W-1310

1. Control Time
   Measure altitude using "D".

*2. Start PIP Check List.
   (After bomb Comp complete)

3. IP Procedures.

4. TO ≠ 6:66 Memphis (114.7 MEM)
   1. IP Check List
   2. MH 253

5. "Bomb Run Procedures" started.

*6. Bomb Run Check List.

*7. TO ≠ 7:14 Little Rock (113.9)
   1. Post release check list.
   2. MH 241.
   3. ARTC Position Rept to Little Rock radio on 255.4 M s.

*Called for by Observer.

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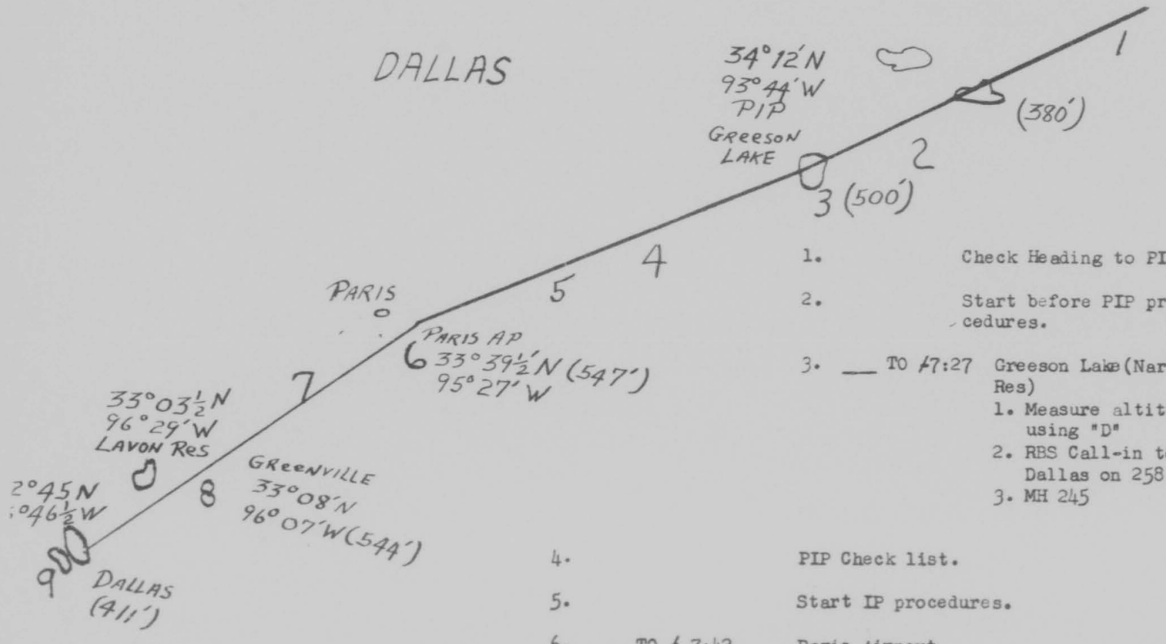

1.		Check Heading to PIP
2.		Start before PIP procedures.
3.	___ TO ≠7:27	Greeson Lake (Narrows Res) 1. Measure altitude using "D" 2. RBS Call-in to Dallas on 258.2 MCS 3. MH 245
4.		PIP Check list.
5.		Start IP procedures.
6.	___ TO ≠ 7:42	Paris Airport 1. IP check list 2. MH 223 3. Fuel reading
7.		Bomb run procedures started
* 8.		Bomb run check list
* 9.	___ TO ≠ 7:56	Dallas 1. Post release check list 2. ARTC Position Rept to Dallas radio on 255.4 Mcs 3. MH 286

* Called for by Observer.

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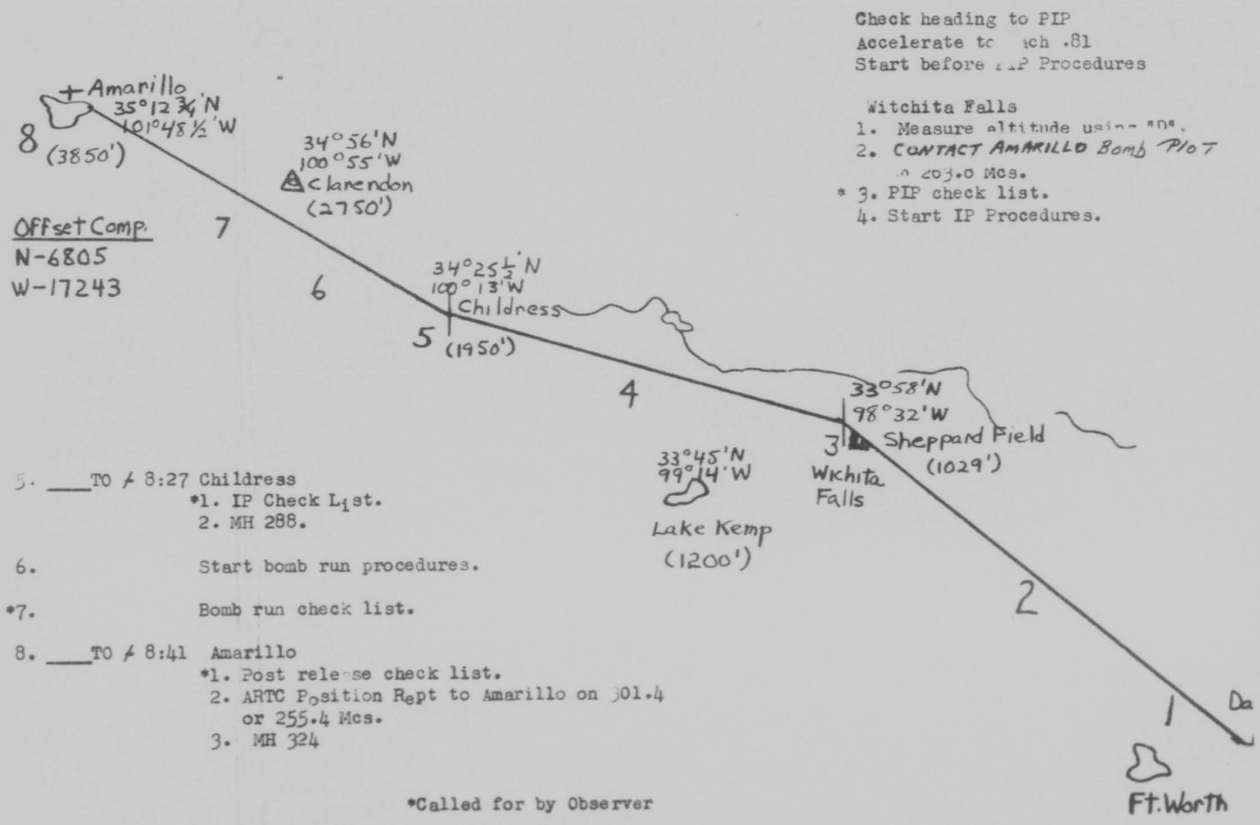

Check heading to PIP
Accelerate to [illegible] .81
Start before [illegible] Procedures

Witchita Falls
1. Measure altitude using "D".
2. CONTACT AMARILLO Bomb Plot on 203.0 Mcs.
* 3. PIP check list.
4. Start IP Procedures.

Offset Comp.
N-6805
W-17243

5. ___TO ≠ 8:27 Childress
*1. IP Check List.
2. MH 288.

6. Start bomb run procedures.

*7. Bomb run check list.

8. ___TO ≠ 8:41 Amarillo
*1. Post release check list.
2. ARTC Position Rept to Amarillo on 301.4 or 255.4 Mcs.
3. MH 324

*Called for by Observer

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SPRING FEVER

9 May 1956

SQ	ACFT NO	AJAX NO	CREW NO	A/C	T.O.
45th	161	78	L-63	Jones	1905
25th	557	14	L-16	Smith	1920
44th	546	44	R-44	Via	1935
25th	605	26	-24	Harmon	1950
45th	552	71	5X-6	Ivey	2045
45th	158	75	R-62	Scruggs	2100
44th	561	49	R-35	Abbott	2115
44th	582	51	R-43	Sears	2130
45th	590	84	IN-78	Miller	2145
25th	578	21	L-36	Clark	2200
25th	574	20	5X-11	Kronshage	2215
45th	566	79	IN-79	Zysk	2230

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SPRING FEVER

11 May 1956

SQ	ACFT NO	AJAX NO	CREW NO	A/C	T.O.
25th	545	12	N-23	Fitschen	1850
44th	322	45	R-47	Martin	1905
44th	323	43	R-35	Abbott	1920
45th	324	72	IN-79	Zysk	1935
44th	541	40	L-36	Clark	2045
25th	565	18	R-11	Ondes	2100
25th	549	11	R-24	Harmon	2115
45th	609	86	R-62	Scruggs	2130
45th	563	77	L-63	Jones	2145
44th	581	55	R-48	Burnstad	2200
25th	550	10	L-06	Whayne	2215

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ANNEX "C"

TO

OPERATIONS ORDER

267-56

9 And 11 May 1956

COMMUNICATIONS

Omitted.

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ANNEX "D"

TO

OPERATIONS ORDER

267-56

9 And 11 May 1956

AIR REFUELING

1. Rendezvous equipment will be operated by all receivers. Equipment will be turned on Abeam Wichita on course to Ponca City.

2. Tanker aircraft will turn on radar beacon 30 minutes prior to receiver aircraft ETA to rendezvous.

3. Receiver aircraft will monitor 133.2 Mcs with OMNI receivers during air refueling rendezvous. KC-97's experiencing communications difficulties, will intermittently transmit position and other information in the blind on 133.20 Mcs (VHF) on a non-interference basis.

4. Receiver aircraft will monitor 115.2 Mcs, using OMNI receiver (ARN-14), during refueling.

5. Call sign for receiver and Tanker aircraft will be the assigned tactical call signs.

6. Refueling will be accomplished at 15000 feet pressure altitude. Altimiter setting 29.92. Receiver will on load 33000 pounds fuel.

7. Refueling Rendezvous:

ACFT POSITION	TANKER APN-12 T	TANKER APN-12 R	RECEIVER APN-76 T	RECEIVER APN-76 R	APN 11 or APN 69	VOICE REFUELING FREQUENCY
1	8	6	6	8	1-2-1	256.0
2	7	5	5	7	1-3	266.2
3	6	4	4	6	1-2	279.8
4	5	7	7	5	2-2	291.9
Initial Contact	321.0 Mcs					
HF Backup	5710.5 Kcs					
VHF Backup	133.2 Mcs					

ANNEX "D"

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MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQ | WING | AIRCRAFT TYPE AND (SERIAL NO.) | CREW NUMBER | COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

MASTER FLT "SERVICE FAVOR" (NO REFUEL)

III. PRE-FLIGHT PLAN

FROM TO ROUTE	LEG NO	T.C.	WIND DIR. DRIFT	T.H.	VAR.	M.H.	TEMP. ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRES. FUEL REMAIN	GROSS WEIGHT
SP 148- Taxi-to & Accelerate	T/O						°					:22			96076	185876
												:32	15		5000	10000
16	01	020	270/50 -8	022	-9	011	33M °		400	420	146	:21	140		91076	175876
			270/50 -14				-50 °				146	:24	155		5000	8000
Cubic Meter	Cr	028		014	-9	005	33M °		425	450	22	:03	20		83976	167876
			270/70 -14				-50 °				168	:27	175		580	580
L. 00W 8900N	Cr	067		058	-6	052	33M °	.725	425	486	351	:43	305		82496	167296
			270/70 A9				-50 °				519	1:10	480		8550	8550
Chattanooga Ten	Cr	164		173	-3	171	33M °	.725	425	440	560	1:18	552		73946	158746
			270/70 -5				-55 °				1087	2:28	1032		14150	14150
Ferris Tenn	Cr	202		295	-3	295	33M °	.74	425	365	184	:32	213		59796	144596
			270/70 A9				-55 °				1271	2:58	1245		5200	5200
Dawson Tenn	Cr	194		203	-4	199	33M °	.74	425	460	50	:06	57		54596	139396
			270/70 A4				-55 °				1321	3:04	1302		1340	1340
Smyrna Tenn	Cr	245		249	-5	244	33M °	.74	425	360	68	:11	78		53256	138056
			270/70 A4				-55 °				1389	3:17	1380		1820	1820
Little Rock Ark	Cr	258		260	-6	254	33M °	.74	425	356	112	:19	135		51736	138236
			270/70 A4				-55 °				1501	3:36	1515		3080	3080
Ozmun Lit Ark	Cr	2..		249	-7	247	33M °	.74	425	360	79	:13	92		48356	133156
			270/70 A4				-55 °				1580	3:49	1607		2050	2050
Paris Tex	Cr	248		252	-8	244	33M °	.74	425	360	58	:15	106		48306	121106
			270/70 A6				-55 °				1672	4:04	1713		2340	2340
Dallas Tex	Cr	223		239	-9	230	33M °	.74	425	367	87	:14	99		43966	118766
			270/70 -6				-55 °				1759	4:19	1912		2150	2150
Tarrant AFB Tex	Cr	214		0	-9	299	33M °	.81	465	415	119	:17	132		41816	126616
			270/70 -6				-55 °				1878	4:35	1944		2820	2820
Shreveport Tex	Cr	287		284	-7	274	33M °	.81	465	400	84	:13	101		38996	123796
			270/70 -5				-55 °				1967	4:48	2045		2130	2130
Monroe Tex	Cr	300		295	-11	284	33M °	.81	465	405	97	:17	108		36596	121696
			270/70 -4				-55 °				2059	5:02	2153		2220	2220
Alv., Okla	Cr	307		058	-11	047	33M °	.81	465	525	187	:21	163		34676	119476
			270/70 A1				-55 °				2246	5:23	2316		3280	3280
Enid City Okla	Cr	284		095	-10	055	33M °	.81	465	525	77	:09	70		31396	116196
			270/70 -8				-55 °				2323	5:31	2386		1400	1400
Wichita, Kan	Cr	135		327	-10	317	33M °	.81	465	415	62	:09	69		29996	114796
			270/70 -9				-55 °				2385	5:40	2455		1360	1360
SHAPE	Cr	348		339	-10	329	33M °	.81	465	415	78	:10	77		28636	113436
											2463	5:50	2532		1510	1510
															27126	111926

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		84800
FUEL WEIGHT FWD	12201	
FUEL WEIGHT AFT	15601	
FUEL WEIGHT AUX	22092	
FUEL WEIGHT W.B.	6435	
FUEL WEIGHT ATO	16177	
FUEL WEIGHT EXT.	9190	
FUEL WEIGHT TOTAL	5000	86076
BOMBS WT		
AMMO WT		
ADJ. FLUID WT		5000
INITIAL GROSS WT		185,876
START ENG. AND TAXI FUEL ALW		3,000
TAKE-OFF GROSS WT		182,876

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
1500	12300	90 F

CRITICAL FIELD LENGTH 10,100

TAKE-OFF

DISTANCE	SPEED
8800	130

SPEED

ROTATE	EMERG. BEST FLARE	LIM.
122	172	120 - 195

NOT USED	
BOTTLES REQUIRED	
ATO WGT. PT. LIMIT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

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MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

WING: MASTER PLAN

AIRCRAFT TYPE AND SERIAL NO:

CREW NUMBER: SPRING FEVER (Refueling)

COMDR (Name and Grade):

OBSERVER (Name and Grade):

CO-PILOT (Name and Grade):

PRE-FLIGHT PLAN

FROM / TO / ROUTE	C/S		WIND DIR / VEL / DRIFT	TR	IAS	M.H.	TEMP / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC	GRD DIS	TIME ACC	TIME	AIR DIS ACC	AIR DIS	ETA
Tk Off - Taxi													:33				
To A 8000							°						:02		15		
Level Off			270/30				-45 °				156		:23		154		
Boise City, Okla	C1	159	A 7	166	-10	156	35M		400	415	156		:26		169		
			270/70				-45 °				24		:1-		92		
Hutchinson Kan	Cr	333	-5	324	-10	314	30	.722	435	390	240		:39		261		
			270/50				°				26		:06		26		
Deviend	Ds	316	-2	311	-10	301	De		435	390	266		:45		287		
			270/50				-15 °				143		:42		168		
Refuel	Rf	316	-5	311	-11	300	15		240	207	409		1:27		455		
Cp Lost							°										
Angel							°				10		:02		10		
Wichita AFB											419		1:29		465		
			270/70				-45 °				85		:14		98		
Level Off	C1	296	-4	292	-12	280	30M	.722	420	357	504		1:43		563		
			270/70				-45 °				38		:07		51		
Sidney Neb	Cr	296	-4	292	-13	279	30	.722	435	362	542		1:50		614		
47-02M 106-00N	Cr		270/70				-45 °				375		:56		396		
		340	-9	331	-15	316	30	.722	425	398	917		2:46		1010		
			270/70				-45 °				516		1:06		466		
Orman Island Neb	Cr	140	A 7	147	-13	134	30	.722	425	467	1433		3:52		1476		
	C1		270/70				-50 °				110		:13		92		
Omaha Neb	Cr	076	-2	074	-10	064	33M	.73	425	494	1543		4:05		1568		
			270/70				-50 °				351		:43		305		
Lat - 40.98-00N	Cr	062	-4	058	-6	052	33	.73	425	491	1004		4:48		1873		
			270/70				-50 °				568		1:18		552		
Chattanooga Tn	Cr	164	A 9	173	-2	171	33	.73	425	440	2462		6:06		2425		
	C1		270/70				-55 °				184		:30		213		
Paris Tenn	Cr	30	-5	298	-3	295	35M	.74	425	365	2646		6:36		2638		
			270/70				-55 °				50		:08		59		
Jackson Tenn	Cr	194	A 9	203	-4	199	35	.74	425	400	2696		6:44		2697		
			270/70				-55 °				68		:11		78		
Memphis Tenn	Cr	245	A 4	249	-5	244	35	.74	425	360	2764		6:55		2775		
			270/70				-55 °				112		:19		135		
Little Rock Ark	Cr	258	A 2	260	-6	254	35	.74	425	356	2876		7:14		2910		
			270/70				-55 °				79		:13		92		
Overton Lake	Cr	245	A 4	249	-7	242	35	.74	425	360	2955		7:27		3002		
			270/70				-55 °				92		:15		106		
Perle Apt Tex	Cr	248	A 4	252	-8	244	35	.74	425	364	3047		7:42		3.09		
			270/70				-55 °				87		:14		99		
Dallas Tex	Cr	233	A 6	239	-9	230	35	.74	425	367	3134		7:56		3207		
			270/70				-55 °				141		:17		132		
Sheppard Field	Cr	314	-6	308	-9	299	35	.74	425	367	3275		8:13		3339		
			270/70				-55 °				80		:14		109		
Childress Tex	Cr	287	-2	285	-10	275	35	.74	425	400	3355		8:27		3448		
			270/70				-55 °				84		:14		107		
Amarillo Tex	Cr	300	-4	296	-11	285	35	.74	425	400	3439		8:41		3555		
			270/70				-55 °				81		:14		101		
Alva Okla	Cr	062	-4	058	-11	047	35	.74	425	400	3520		8:55		3656		
			270/70				-55 °				76		:13		70		
Dumas City	Cr	094	A 1	095	-10	085	35	.74	425	400	3596		9:08		3726		

FUEL FLIGHT PLAN		
	PRED. FUEL REMAIN	GROSS WEIGHT
	105300	196300
	5000	10000
	101500	186300
	8300	8300
	93200	170100
	2800	2800
	90500	175300
	800	800
	89700	174500
	13000	13000
	76700	161500
	33000	33000
	109700	194500
	600	600
	109100	193900
	4500	4500
	104600	189400
	1600	1600
	105000	187800
	12000	12000
	91000	175800
	12600	12600
	78400	163200
	2400	2400
	76000	160800
	7600	7600
	68400	153200
	13400	13400
	55000	139800
	5100	5100
	49900	134700
	1300	1300
	48600	133400
	1800	1800
	46800	131600
	3000	3000
	43800	128600
	2900	2929
	41800	126600
	2300	2300
	39500	124300
	2100	2100
	37400	122200
	2900	2900
	34500	119300
	2400	2400
	32100	116900
	2300	2300
	29800	114600
	2300	2300
	27500	112300
	1500	1500
	26000	109800

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

A/C CHART BASIC WT

CREW WT

OIL WT

ATO BTL WEIGHT (Empty)

EXT. TANKS WT (Empty)

OPERATING WT

FUEL: F.M. | C.M. | A.M. | FWD AUX. | R.B. | ATO | EXT. | TOTAL

BOMBS WT

AMMO WT

ADD FLUID WT

INITIAL GROSS WT

START ENG. AND TAXI

FUEL ALW.

TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: NATURAL | LONG RNG PLANE | LINE

NO. OF ENG. THROTTLED REQUIRED FOR EASY TAKE-OFF

ADJUSTED TAKE-OFF WEIGHT

ADJUSTED TAKE-OFF DISTANCE

ATO FIRING SPEED

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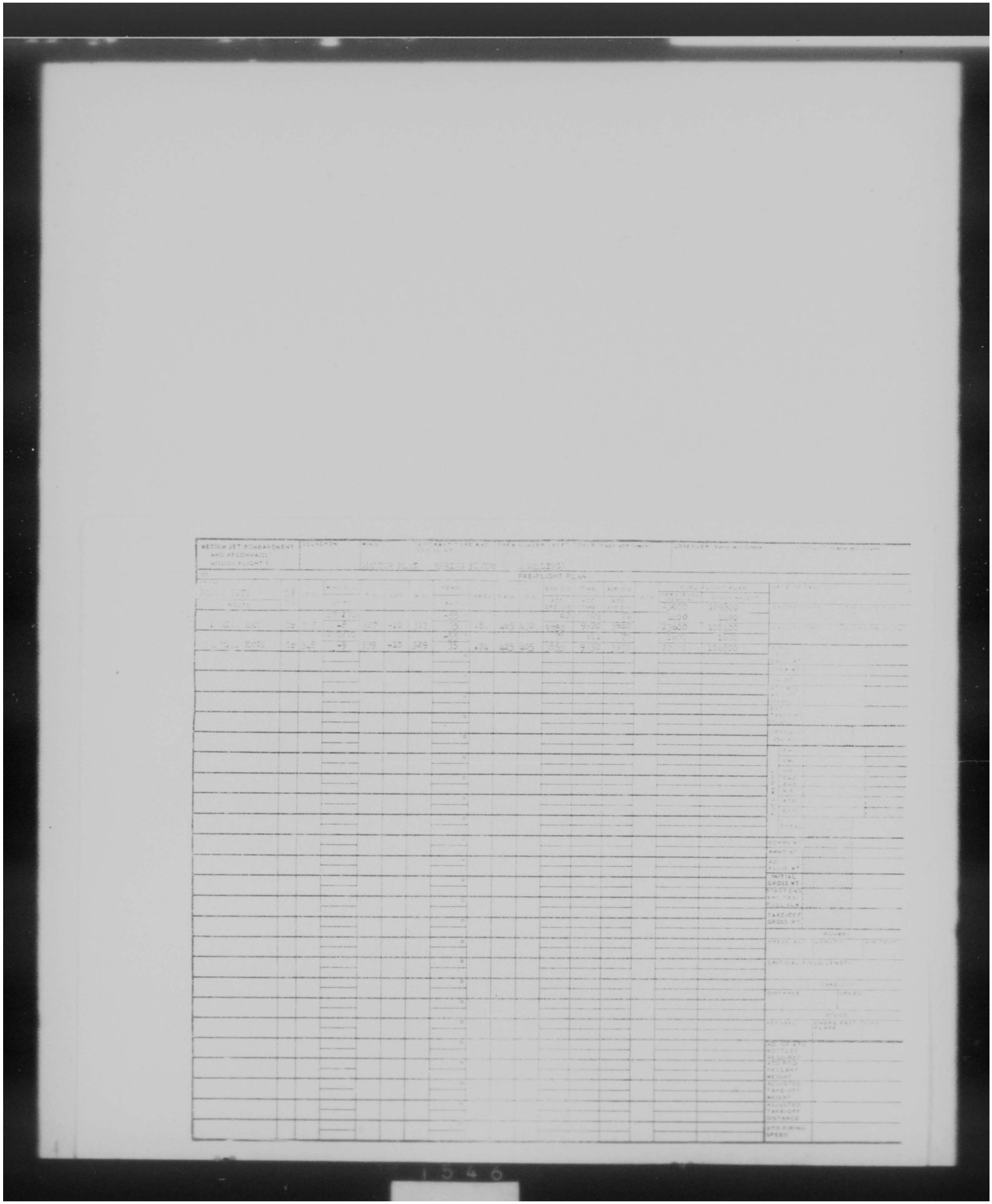

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HEADQUARTERS
40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

40DO 1 May 1956

SUBJECT: 40th Bombardment Wing Operations Order 265-56

TO: See Distribution

1. Inclosed herewith is 40th Bombardment Wing Operations Order 265-56, 1 May 1956, for the month of May 1956.

2. This letter and inclosure thereto are "UNCLASSIFIED".

FOR THE COMMANDER:

Jack M Sheets
JACK M SHEETS
Captain, USAF
Asst Adjutant

1 Incl:
40BOMWG OPORD 265-56

DISTRIBUTION:

COMAF 8	1 Cy
DO 8	1 Cy
COMBOMWG 40	1 Cy
COMAIRDIV 802	1 Cy
COMBOMWG 310	1 Cy
COMABGRU 802	6 Cys
25BOMRON	6 Cys
44BOMRON	6 Cys
45BOMRON	6 Cys
40AREFS	6 Cys
40DO	7 Cys
40DM	5 Cys
40AC	1 Cy
40A&E	2 Cys
40PM	2 Cys
40FM	2 Cys
40AGH	4 Cys
ADIV AGH	4 Cys

40

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

OPERATIONS ORDER

265-56

TRAINING FOR MAY 1956

HQ 40BOMWGM
OPORD 265-56
1 May 56

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

TABLE OF CONTENTS

OPERATIONS ORDER 265-56

ANNEX A - Intelligence (Omitted)

ANNEX B - Flying and Ground Training

Appendix "1" - Training Projections March

Attachment "A" - 25BOMRON Training Projections

Attachment "B" - 44BOMRON Training Projections

Attachment "C" - 45BOMRON Training Projections

Attachment "D" - 40AREFS Training Projections

ANNEX C - Communications (Omitted)

ANNEX D - Administration and Logistics: Normal

ANNEX E - Maintenance Order 5-56 for May

HQ 40BOMWGM
OPORD 265-56
1 May 1956

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

Operations Order 265-56, May 1956

Chart and Map References: As Required.

TASK ORGANIZATIONS:

25BOMRON	LTCOL EDWARD P CLARK
44BOMRON	LTCOL WILLIAM F PITTS
45BOMRON	LTCOL WILLIAM G IVEY
40AREFS	LTCOL THOMAS S BOHMAN
40A&ERON	LTCOL JOHN C MINAHAN
40FMRON	MAJOR JAMES R JOHNSON
40PMRON	MAJOR FREDERICK H GERVAIS

1. GENERAL: The month of May is the first month of the 50-8 Training Quarter. The flying and ground training program will have the following general objectives:

a. May flying program for B-47 tactical squadrons:

(1) Accomplishment of the flying time requirements for AFR 60-2.

(2) Completion of Strategic Evaluation School.

(3) Emphasis on upgrading non-combat ready crews.

(4) Practice for 8th AF Mission "Pace Setter IV".

(5) Combat Crew standardization flights.

(6) Crew training in known areas of weakness.

(7) Emphasis on Co-Pilot upgrading to Aircraft Commander status, SAC Regulation 51-19.

b. May Ground training priorities for B-47 tactical squadrons:

(1) Support EWP: Briefings, Target Study, and Trainer Runs.

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(2) Support Wing Target Study Program.

(3) Support Special Weapons and Intelligence Ground Training.

(4) Support Advanced Survival School, Stead AFB.

(5) Support TN Delivery Course, McConnell AFB.

(6) Support SAC Reg 50-24, "Block Ground Training".

(7) Support Oxygen Chamber Quotas.

(8) Support Camp Phillips OQ Gunnery Range.

(9) Support other training such as Trainers, IFM, Physical Conditioning, etc.

c. May flying training priorities for 40AREFS:

(1) Accomplishment of the flying time requirements of AFR 60-2.

(2) Emphasis on Noncombat Ready Crew Training, SAC Reg 51-19.

(3) Combat Crew standardization flights

(4) Crew training in known areas of weakness.

(5) Provide the 40th Bombardment Wing tactical squadrons with the required in-flight refueling sorties to complete 51-19 and proficiency training.

(6) Provide required flights to Davis-Monthan AFB, Tuscon Arizona, to transport SES support personnel and equipment.

d. May Ground Training priorities for 40AREFS:

(1) Support SAC Reg 50-24, "Block Ground Training".

2. MISSION:

a. The mission for the 40th Bombardment Wing during the month of May is the flying and ground training as listed in paragraph 1, above.

b. Continuation of the Combat Readiness of the 40th Bombardment Wing.

c. Prepare and execute higher headquarters directed missions.

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3. MISSION FOR SUBORDINATE UNITS:

a. 25BOMRON: Reference Annex "B" and Attachment "A" to Appendix 1, Annex "B".

b. 44BOMRON: Reference Annex "B" and Attachment "B" to Appendix 1, Annex "B".

c. 45BOMRON: Reference Annex "B" and Attachment "C" to Appendix 1, Annex "B".

d. 40AREFS: Reference Annex "B" and Attachment "D" to Appendix 1, Annex "B".

e. 40BOMWGM DM: Reference Annex "B".

3X GENERAL INSTRUCTIONS:

(1) This Operations Order becomes effective 0601Z, 1 May 1956.

(2) Orders of Execution for planning purposes will be upon receipt by units concerned.

(3) Training projections are contained in Annex "B", Appendix 1 and attachments thereto.

(4) Air training requirements are contained in Annex "B", Appendix 1, and attachments thereto.

(5) Ground Training requirements are contained in Annex "B", Appendix 1 and attachments thereto.

(6) Unit training will be scheduled and conducted (or arranged for) by each unit according to the needs of the unit.

(7) The Director of Maintenance and Squadron Commanders will take necessary action to provide reliable "K" systems and aircraft for combat crew training.

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(8) During the month of May, the Wing Commander has outlined certain areas of training to be stressed. These areas include, target study and T-2 Training with an improved bombing capability.

(9) Sortie duration will be scheduled for seven hours.

(10) Pilot Proficiency Flights will be scheduled on a turn around basis allowing three hours between first landing and second take off.

(11) Take offs will not be scheduled prior to 1200 on Monday of any week. Recommend 1400 for earliest take off. Missions on Fridays should generally include visual requirements with take offs during the A.M.

(12) The following schedule will be adhered to for the work day prior to and after a flying training mission:

(a) The work day prior to the mission will be free of ground school commitments, the morining of the work day prior to the mission will be devoted to mission planning and target study for Bomber Streams if applicable, will be accomplished. The afternoon of the work day prior to the mission will be devoted to Briefing by the Crew. The AC and CP will pre-flight the aircraft. The Observer will devote the balance of his afternoon to Routine Target Study.

(b) On the day the mission is flown, no ground training is to be scheduled.

(c) On the work day morning after the mission, Ground School may be scheduled if the flight terminates 12 hours before school is scheduled.

(d) On the work day afternoon after the mission, Ground School will not be scheduled. This period of time will be used for critiques.

(e) Observers will be scheduled for Target Study when they are not scheduled for anything else.

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(13) Clarification of "On-Time-Take-Off"; ie, An aircraft scheduled on the 60-9 Schedule for a 1200 take off will be considered to have made good its take off t me if take off is made between 1155 and 1200 hours. A 1201 take off will be a late take off and squadron will be charged with a deviation. The Wing Commander will give special recognition to the first squadron making all take off times good for four (4) consecutive days.

(14) The 44BOMRON will make available aircraft and Crew R-48, A/C Burnstad, to Westover AFB, Mass. Aircraft to be in place by 0700 CST 1 May 1956. Aircraft will depart Westover for SHAFB by 1800 CST on 4 May 1956. Purpose of TDY is Special Weapons Exercise.

(15) In accordance with Eighth Air Force Regulation 66-1, the following crews are assigned to the Wing Quality Control Unit, and are designated as primary and secondary Test Flight Crews for the periods indicated below. Both crews <u>will</u> report to Chief, Quality Control at 0730 hours on the date the scheduled period is effective.

TEST CREW SCHEDULE

DATE	PRIMARY CREW	SECONDARY CREW
7 Thru 13 May	L-63 Jones	R-11 Ondes
14 Thru 20 May	R-35 Abbott	L-65 Irving
21 Thru 27 May	L-06 Whayne	L-36 Clark
28 May - 3 Jun	L-72 Musterman	L-14 Jones

(16) Squadrons are reminded that upon completion of the 51-19 Ground Training phase, a priority flying train.ng check-out program will be established for new personnel assignees.

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It is desired that these personnel be made fully qualified for combat crew utilization at the earliest practicable date. In this correction, your attention is directed to Letter ODT1, Hq 8th AF, Subj: SAC Reg 51-19 Ground and Flying Training Programs, dated 23 December 1955.

(17) Non Combat ready crews must complete 70% of the requirements of SAC Reg 50-43 prior to upgrading to Combat Ready Status.

(18) The following meetings are scheduled for the month of May. Dates, times, locations and attendance are as shown below:

(a) 60-9 Aircraft Scheduling:

DATE	TIME	LOCATION	ATTENDANCE
3 May	0900	Wg Conf Rm	Wing Commander Wing Operations Officer Wing Material Officer Tactical Squadron Commanders Squadron Ops Officers Flying Training Officer Mtn Control Officers A&E Supervising Officers
10 May	0900	Wg Conf Rm	Same
17 May	0900	Wg Conf Rm	Same
24 May	0900	Wg Conf Rm	Same
31 May	0900	Wg Conf Rm	Same

(b) 60-9A Ground Training Scheduling:

3 May	1300	Wg Conf Rm	40DOT 40DOB 40DOI OIC, Radar Prediction 25,44,45, and 40AREFS Operations Officers Tac Sq Gnd Tng Officers Wing Plans Officer
10 May	1300	Wg Conf Rm	Same
17 May	1300	Wg Conf Rm	Same
24 May	1300	Wg Conf Rm	Same
31 May	1300	Wg Conf Rm	Same

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(c) Wing Commander's daily stand-up briefing to be held each normal work day in the Wing Briefing Room

TIME	ATTENDANCE
1100	All Wing Section Chiefs, and all Squadron Commanders

(d) Wing Staff Meeting.

1300 Each Tuesday, Wg Conf Rm	All Staff Section Heads All Squadron Commanders

(e) Gross Error Board.

DATE	TIME	LOCATION	ATTENDANCE
*	1300	25BOMRON BOMB NAV SECTION	Maj Curtis Maj Kelley Capt Conley Capt Johnson Capt Lewis Capt Olenwald Capt Roberts

* Held following day of gross error.

(f) Monthly 60-9 and 9A projections scheduling meeting:

10 May	0900	Wg Conf Rm	Wing Commander Wing Operations Officer Wing Director of Maintenance Wing Chief of Maintenance Wing DOOT Wing DOFT Wing DOT Wing DOB Wing DOI Special Weapons Officer 25,44,45,40AREFS Squadron Commanders " " " " Sq Ops Officers " " " " Sq Gnd Tng Officers

(g) Squadron Operations Officers Meeting:

1500 Each Friday	40DO Office	Wing Operations Officer 25,44,45, 40AREFS Ops Officers

(h) Meetings for 21 May 1956:

1	0800	Wg Comdrs Call	Gnd Tng Aud All 40BOMWG Personnel
2	0900	Fly Safety	Gnd Tng Aud All 40BOMWG Rated Personnel
3	1000	Awards Meeting	Gnd Tng Aud All 40BOMWG Personnel
4	1030	Character Guidance	Gnd Trg Aud All 40BOMWG Personnel

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(i) Malfunction and Abort Board:

DATE	TIME	LOCATION	ATTENDANCE
2 May 9 May 16 May 22 May	1590	Wg Cont Rm	Wing Operations Officer Chief of Maintenance 40A&ERON Representative Wing Observer

(19) In accordance with 802d Air Division Operations Order 200-56, on 1 May 1956, three (3) B-47 aircraft and crews will be required to complete Special Weapons exercise which will be monitored by 8th AF Inspeciton Team. Requirement specifies 2 lead and one combat ready crew, TN Trained, participate. Desired crews are as follows:

SQDN	CREW	ACFT COMDR
25BOMRON	L-16	Smith
44BOMRON	R-43	Sears
45BOMRON	R-64	L.D. Campbell

(20) Airdrome Officer:

(a) In accordance with SAC Reg 55-44 and 802d ABGRU Reg 31-2, the following Airdrome Officer Schedule will apply. Tour of duty is from 0900, local time.

DATE	SQDN	RANK	NAME
2 May	40AREFS	Capt	Frazeur
4 May	44BOMRON	Capt	Millerick
6 May	45BOMRON	Capt	Scott
8 May	40AREFS	Capt	Weisel
10 May	25BOMRON	Capt	Rankin
12 May	25BOMRON	Capt	Hanaway

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DATE	SQDN	RANK	NAME
14 May	44BOMRON	Capt	Markowski
16 May	40AREFS	Capt	Perrault
18 May	25BOMRON	Capt	Wolfe
20 May	45BOMRON	Major	Campbell, J.M.
22 May	25BOMRON	1stLt	Weimer
24 May	45BOMRON	Capt	Scruggs
26 May	40AREFS	Capt	Adams
28 May	44BOMRON	Capt	Clark
30 May	44BOMRON	Major	Richter

(21) Tower Officer: In accordance with 502d ADV Regulation 62-7, 16 Sep 53, the following Tower Officer Schedule will be in effect for the month of May 1956. Tour of duty will be from 1200-1200 hours on dates indicated. At any time there is a Wing Mission or existing weather is 1000 ft and 3 miles or less, a qualified pilot possessing a valid instrument card will be present in the tower. Coming weeks schedule will be firmed up at the weekly 60-9A meeting.

DATE	ORGN		
2 May	25BOMRON	Major	Marable
4 May	44BOMRON	Capt	Sears
6 May	45BOMRON	Capt	Campbell
8 May	25BOMRON		
10 May	45BOMRON		
12 May	44BOMRON		
14 May	25BOMRON		
16 May	44BOMRON		

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DATE	ORGN
18 May	[illegible]
20 May	[illegible]
22 May	[illegible]
24 May	[illegible]
26 May	[illegible]
28 May	[illegible]
30 May	[illegible]

(22) Maintenance Debriefing Officer[and Wing Duty Officer]: These duties are now combined during the time [illegible] aircraft are performing scheduled flying. All tactical squadrons will furnish an Officer crew member for duty assignment as maintenance debriefing Officer on flying dates as indicated below. Place of duty will be as required by the maintenance debriefing duties, but the Wing Control Room will know the Officers whereabouts. The tour of duty will be from 1600 until 0730 the following day. Officers assigned this duty will report to the Wing Adjutant for Duty Officer instructions at 1530. At 1600 he will report to Maintenance Control (Hangar #5) for maintenance debriefing Officer instructions. When his presence is no longer required in Hangar 5, he will spend the remainder of his time in Hq 40BOMWG Control Room, Building #948. Individual names will be submitted and firmed up at the 60-DA meeting for the forthcoming week.

DATE	ORGN
1 May	25BOMRON
2 May	40AREFS
3 May	45BOMRON

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DATE	ORGN
4 May	[illegible]
7 May	[illegible]
8 May	[illegible]
9 May	[illegible]
10 May	[illegible]
11 May	[illegible]
14 May	[illegible]
15 May	[illegible]
16 May	[illegible]
17 May	[illegible]
18 May	[illegible]
21 May	[illegible]
22 May	[illegible]
23 May	[illegible]
24 May	[illegible]
25 May	[illegible]
28 May	[illegible]
29 May	[illegible]
31 May	[illegible]

(23) A consolidated recap of projected flying activities for May is as follows:

DATE	TACTICAL SQUADRONS	HQ&SVCS	OTHER
1 May	"Spring Cleaner"	"Spring Cleaner"	
2 May	Normal Flying	Normal Flying	
3 May	Normal Flying	Normal Flying	

HQ 40BOMWG
OPORD 265-56
1 May 56

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DATE	TACTICAL SQUADRONS	40AREFS	OTHER
4 May	Normal Flying	Normal Flying	44th Acft 320, Pick up Col Wilson, Travis. Maj Burnstad, Return from Westover
7 May	Normal Flying	Normal Flying	Gionet, Bowles, and Millerick to SES
8 May	"Spring Cleaner"	"Spring Cleaner"	
9 May	"Spring Fever"	"Spring Fever"	
10 May	Washington D.C. "Fever"	"Spring Fever"	
11 May	"Spring Fever"	"Spring Fever"	
14 May	Normal Flying	Normal Flying	Possible formation practice, AF Day
15 May	"Spring Cleaner"	"Spring Cleaner"	
16 May	Normal Flying	Normal Flying	Capt Starr - Offutt Col Wilson - SES
17 May	Normal Flying	Normal Flying	Capt Starr Return Col Wilson Return
18 May	Standdown	Normal Flying	
19 May	Formation Washington D.C.	Standdown	(12 Acft & Spares)
21 May	Normal Flying	Normal Flying	
22 May	"Spring Cleaner"	"Spring Cleaner"	
23 May	Normal Flying	Normal Flying	
24 May	Normal Flying	Normal Flying	
25 May	Normal Flying	Normal Flying	Gionet, Bowles and Millerick Return SES
28 May	"Spring Practice"	"Spring Practice"	
29 May	"Spring Practice"	"Spring Practice"	
31 May	"Spring Practice"	"Spring Practiwe"	

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(24) Known June Flying Projection are as follows:

DATE	TACTICAL SQUADRONS	CREWS	OTHER
6,7 & 8 Jun	"Play Ball"	"Play Ball"	(Practice Pace Setter)
5,10 & 26 Jun	"Spring Cleaner"	"Spring Cleaner"	(Special Weapons)
13,14 Jun	Pace Setter IP	Pace Setter	
18 Jun	1 Acft and Crew to Westover for Loading Training.		

4. ADMINISTRATION AND LOGISTICS: Normal

5. COMMAND AND COMMUNICATIONS: Normal

ERNEST H BURNS
Colonel, USAF
Commander

ANNEXES:

A INTELLIGENCE (Omitted)

B OPERATIONS REQUIREMENTS

C COMMUNICATIONS

D ADMINISTRATION AND LOGISTICS

E MAINTENANCE ORDER

OFFICIAL:

WILLIAM M BOWDEN
Colonel, USAF
Wing Director Of Operations

HQ 40BOMWOM
OPORD 265-56
1 May 56

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

ANNEX "A"

TO

OPERATIONS ORDER

265-56

MAY 1956

INTELLIGENCE

HQ 40BOMWGM
OPORD 265-56
1 May 56

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ANNEX 'A'

TO

OPERATIONS ORDER

265-56

INTELLIGENCE - MAY

Omitted.

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

BRYON S BURRESS
Colonel, USAF
Commander

OFFICIAL:

WILLIAM M BOWDEN
Colonel, USAF
Wing Director of Operations

APPENDICES: Omitted.

DISTRIBUTION:
(Same as OPORD)

HQ 40BOMWGM
OPORD 265-56
1 May 56

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

ANNEX "B"

TO

OPERATIONS ORDER

265-56

OPERATION REQUIREMENTS

FLYING AND GROUND TRAINING

HQ 40BOMWGM
OPORD 265-56
ANNEX "B"
1 May 56

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ANNEX "B"

TO

OPERATIONS ORDER

265-56

FLYING AND GROUND TRAINING

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

1. GENERAL: May is the first 50-8 Training Month. Areas of training to be emphasized are generally as follows:

a. Compliance with AFR 60-2

b. Noncombat ready crew training

c. Co-pilot to Aircraft Commander up-grading

d. Completion of 51-26 and 50-8 requirements as prescribed by Higher Headquarters

e. 5X Crew proficiency training.

f. Thirty percent (30%) completion of SAC Reg 50-24, , "Ground Training Requirements".

g. Wing Practice Missions against Richmond, Springfield, and Montreal in preparation for Pace Setter IV. Observers Section will furnish IP's and DGZ's.

2. STRIKE BASE: Smoky Hill AFB, Kansas will be the pre-strike and post-strike base for all operations unless otherwise directed, excluding in-flight emergencies.

3. FLYING HOURS AND SORTIES: The maintenance capability to support flying activities for the month of May is as follows:

SQUADRON	HOURS	SORTIES
25BOMRON		
44BOMRON		

HQ 40BOMWGM
OPORD 265-56
ANNEX "B"

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SQUADRON	HOURS	SORTIES
45BOMRON		
40AREFS		

The scheduling committee projected a total of 1500 B-47, and 560 KC-97 flying hours for May 1956.

4. MAY TANKER/RECEIVER SCHEDULE: The following is the requested tanker/receiver schedule for May:

DATE	25BOMRON DAY	25BOMRON NIGHT	44BOMRON DAY	44BOMRON NIGHT	45BOMRON DAY	45BOMRON NIGHT
1 May		2		2		2
2 May	1			1		1
3 May	1*			1		1
4 May	1		1		1	
7 May		1		1		
8 May		2		2		2
9 May		2		1		1
10 May	1		2		1	
11 May		1		1		2
14 May	1*					1
15 May		2		2		2
16 May		1	1		1	
17 May						
18 May						
21 May		1*				1
22 May		2		2		2
23 May						
24 May						

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DATE	25BOMRON DAY	25BOMRON NIGHT	44BOMRON DAY	44BOMRON NIGHT	45BOMRON DAY	45BOMRON NIGHT
25 May	1*		1*		1	
28 May	1			1		
29 May		2		2		2
31 May			1*			1

NOTE: * Indicates Scheduled Pilot Standboard Check Flights.

5. FLYING TRAINGIN REQUIREMENTS:

a. Higher Headquarters Directed Missions: Washington Flyover, 19 May 1956. Approximate ETE 6 Hours. Requirements: Twelve (12) aircraft, and 3 Spares. Either the Wing, Deputy Wing, or Wing Operations Officer will fly in the Lead Aircraft on each flight increment and will be the Airborne Commander. Crew commitments are as follows:

25BOMRON	44BOMRON	45BOMRON
5	5	5

Briefing: 0900 18 May, Base Gnd Tng Aud

Critique: 0900 21 May, Base Gnd Tng Aud

Pre-takeoff briefing time and place will be announced at general briefing.

b. Wing Directed Missions:

(1) Spring Cleaner: 1,8,15,22 and 29 May, which will afford all Ready and Lead crews Weapons Mission, Cell and Formation Mission. Duration approx 10 hours, including mass refueling. Commitments: 2 crews per squadron per Tuesday.

Briefing: 1230 Monday Prior to Mission 45th Briefing Room

Critique: 1600 Tuesday following Mission, 45th Briefing Room

Pre take-off briefing time and place to be announced at general Brief.

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(2) Spring Fever: 9,10, and 11 May. Approximate ETE 7 & 9 Hours. Type Mission: Same as for Pace Setter III. Squadron requirements: All Available Aircraft.

Briefing: 0900 8 May, Base Gnd Tng Aud

Critique: 0900 14 May, Base Gnd Tng Aud

Pre take-off briefing time and place to be announced at general Brief.

(3) Spring Practice: 28,29,31 May. Approximate ETE 7 Hours. Type Mission: A Wing Directed practice Pace Setter mission which requires all available crews and aircraft maximum participation.

c. 40AREFS Flying Commitments:

(1) Support Spring Cleaner on 1, 8, 15, 22, and 29 May.

(2) Provide Nite Refuelings and rendezvous to Bomb Squadrons as required in monthly tanker/receiver schedule.

d. IN and N Crew up-grading will be given top priority in scheduling.

e. The following B-47 and KC-97 combat crews will be assigned to the Wing Standardization Board for standardization flight and ground checks. Respective Squadrons will furnish the most reliable aircraft available on the days flight checks are scheduled.

B-47

CREW NO	DATES	FLIGHT CHECK PILOT	OBSERVER

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CREW NO	DATES	FLIGHT CHECK PILOT	OBSERVER

KC 97

f. Upgrading training from non-combat ready status is scheduled for the following crews:

CREW NO	A/C NAME	ORGN	PROJECTED DATE COMBAT READY
N-20	Ellis	25BOMRON	30 May 1956
N-25	Hanaway	25BOMRON	1 July 1956
N-46	Richter	44BOMRON	31 May 1956
IN-49	Ash	44BOMRON	27 July 1956
N-50	Johnson	44BOMRON	31 July 1956
N-51	Maxey	44BOMRON	30 June 1956
N-52	Thomas	44BOMRON	1 August 1956
N-78	Miller	45BOMRON	29 June 1956
N-79	Zysk	45BOMRON	29 June 1956
N-80	Arrington	45BOMRON	31 May 1956
IN-82	Mosier	45BOMRON	15 August 1956
N-83	Schuppert	45BOMRON	29 June 1956

g. The following is the projected SES Schedule:

DATE	25BOMRON	44BOMRON	45BOMRON
7 May	L-10 Bowles	L-41 Millerick	L-66 Gionet
2 July	L-15 Harris	One Crew	L-63 Jones

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h. Specialized Observer Training Requirements for May: Each Observer will accomplish a proportionate share of 50-8 requirements including Fixed Angle Bomb Runs as required.

i. During May, each squadron will complete A/C check outs of their IN Aircraft Commanders.

6. GROUND TRAINING REQUIREMENTS:

a. 50-24 Block Training for May:

(1) B-47's: Classes will begin each Monday and will last for a period of five work days. The following crews will be scheduled:

DATE	25BOMRON	44BOMRON	45BOMRON
7 May	R-19	R-42	R-75
14 May	R-24	R-44	R-62
21 May	L-16	R-47	L-65
28 May	R-11	R-43	R-64

(2) KC-97's: Classes will begin each Wednesday. The classes will last for a duration of 2 work days, starting at 0700 hours. The 40AREFS will follow this schedule:

DATE	CREW NO
2 May	2 Crews
9 May	2 Crews
16 May	2 Crews
28 May	2 Crews
30 May	2 Crews

b. The following crews are scheduled for the USAF Survival Training Course on the dates indicated below:

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CREW NO OR INDIVIDUAL	SQUADRON	REPORTING DATE
CATE	45BOMRON	8 May 1956
MEAD	45BOMRON	8 May 1956
KEMPTON	45BOMRON	8 May 1956
BORTHICK	25BOMRON	29 May 1956
MCEWEN	25BOMRON	29 May 1956
NYSTROM	25BOMRON	29 May 1956

c. Physical Conditioning:

(1) A minimum of two hours of physical conditioning will be accomplished by each crew member during the month of May. Crew members will be scheduled at 60-9A meetings. The 25BOMRON will be scheduled from 1300-1400; the 44BOMRON will be scheduled from 1400-1500, and the 45BOMRON from 1530-1630.

d. Altitude Chamber Indoctrination:

(1) Basic: This course will have a three day duration. It is for personnel on flying status who have not previously undergone the basic course as outlined in AFR 50-26, as amended. Personnel listed below will have accomplished flight physical examinations within the previous 12 months. AF Form 702 "Physiological Training Record" will be in possession of individuals scheduled to attend this course. The personnel will report to the altitude chamber before 0800 on dates indicated below:

DATE	25BOMRON	44BOMRON	45BOMRON	40PMRON	40AREFS	40FMRON
2 May	Hall	Brown	Wintre	1 Space	Cleland Stevens	Cowan Dir

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(2) Refresher: This is a two day course that will be given to rated crew members who have previously completed the basic course, as authorized in AFR 50-26, as amended. AF Form 702 will be in possession of the individuals attending the course on dates indicated.

DATE	25BOMRON	44BOMRON	45BOMRON	40AREFS
9 May	2 Spaces	2 Spaces	Miller Arrington	2 Spaces
23 May	Downing Rankin	2 Spaces	Taylor Wolking	2 Spaces

e. OQ Range:

(1) In accordance with SAC Reg 50-24, Supplement II, all co-pilots will complete an OQ exercise once each year. For the month of May the 40th Bomb Wing has received a quota of five (5) spaces for the dates indicated below. Each squadron will insure that the persons scheduled for this training will report in flying clothes to the range not later than 0800 hours. Names may be submitted at the weekly 60-9A Meetings:

DATE	25BOMRON	44BOMRON	45BOMRON
10 May	1 Space	1 Space	1 Space
31 May		1 Space	1 Space

f. P-3 Link Trainer: Scheduled quotas for the month of May will be as follows: 0800-1000 hours have been allotted to the 40th Bomb Wing. Since 40AREFS will primarily be utilizing this trainer time, this squadron will be held responsible for filling the schedule. Names may be submitted at the weekly 60-9A Meetings:

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DATE	RANK	NAME
1 May		
2 May		
3 May		
4 May		
7 May		
8 May		
9 May		
10 May		
11 May		
14 May		
15 May		
16 May		
17 May		
18 May		
21 May		
22 May		
23 May		
24 May		
25 May		
28 May		
29 May		
31 May		

g. C-11 Trainer: The following periods of C-11 are available to the 40BOMWG on the dates indicated.

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Personnel will be scheduled into periods to insure their meeting the requirements of Supplement II, SAC Reg 50-24, which requires 2 hours per aircraft commander and co-pilot per phase. A Training Phase is 4 months. Phase II begins 1 May 1956. Periods available that are not scheduled will be designated as "Make-Up" periods. These make-up periods will be utilized to re-schedule missed periods, Staff Personnel, and practice for instrument cards. The names of these personnel may be given at the 60-9A meetings:

DATE	25BOMRON PILOTS	44BOMRON PILOTS	45BOMRON PILOTS
1 May	0800-1000	1000-1200	
2 May		0800-1000	1000-1200
3 May	0800-1000		1000-1200
4 May		0800-1000	1000-1200
7 May	0800-1000	1000-1200	
8 May	1000-1200		0800-1000
9 May	0800-1000	1000-1200	
10 May	0800-1000		1000-1200
11 May	0800-1000	1000-1200	
14 May	1000-1200		0800-1000
15 May		1000-1200	0800-1000
16 May	0800-1000	1000-1200	
17 May	1000-1200		0800-1000
18 May	0800-1000	1000-1200	
21 May	COMMANDERS CALL		
22 May		0800-1000	1000-1200
23 May	0800-1000		1000-1200

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DATE	25BOMRON PILOTS	44BOMRON PILOTS	45BOMRON PILOTS
24 May	0800-1000	1000-1200	
25 May		1000-1200	0800-1000
28 May	0800-1000		1000-1200
29 May	0800-1000	1000-1200	
31 May		1000-1200	0800-1000

h. B-47 Flight Simulator: The following periods are available to the 40BOMWG. Supplement II, SAC Reg 50-24, requires 4 hours per 4 months. Aircraft commanders and co-pilots will be scheduled into these periods to meet their minimym requirements. Periods available and not scheduled will be utilized as make-up and will be utilized for AC's and CP's that failed to make periods, Staff personnel and weak crew members that need additional training. Names will be confirmed at the weekly 60-9A meetings. Periods will be from 1300 to 1700 on dates indicated.

DATE	ORGN	CREW NUMBER	A/C NAME
1 May	25BOMRON		
2 May	44BOMRON		
3 May	45BOMRON		
4 May	STANDBOARD		
7 May	STANDBOARD		
8 May	44BOMRON		
9 May	45BOMRON		
10 May	25BOMRON		
11 May	STANDBOARD		
14 May	44BOMRON		
15 May	45BOMRON		
16 May	25BOMRON		

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DATE	ORGN	CREW NUMBER	A/C NAME
17 May	44BOMRON		
18 May	STANDBOARD		
21 May	45BOMRON		
22 May	25BOMRON		
23 May	44BOMRON		
24 May	45BOMRON		
25 May	STANDBOARD		
28 May	25BOMRON		
29 May	44BOMRON		
31 May	45BOMRON		

i. T-1A Schedule: The following T-1A Trainer periods will be available to the 40BOMWG on the dates indicated. Personnel will be scheduled into periods to insure their meeting the requirements of Supplement II, SAC Reg 50-24, which requires 2 hours per- co-pilot per two months. Periods available that do not have to be scheduled to meet requirements of 50-24, will be designated and will be utilized to re-schedule co-pilots that failed to make their regular schedules. Names may be given at the weekly 60-9A meeting:

DATE	25BOMRON CO. PILOT	44BOMRON CO. PILOT	45BOMRON CO. PILOT
1 May	1000-1200	0800-1000	
2 May		1000-1200	0800-1000
3 May	1000-1200		0800-1000
4 May		1000-1200	0800-1000
7 May	1000-1200	0800-1000	
8 May	0800-1000		1000-1200

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DATE	25BOMRON CO PILOT	44BOMRON CO PILOT	45BOMRON CO-PILOT
9 May	1000-1200	0800-1000	
10 May	0800-1000		1000-1200
11 May	1000-1200	0800-1000	
14 May	0800-1000		1000-1200
15 May		0800-1000	1000-1200
16 May	1000-1200	0800-1000	
17 May	0800-1000		1000-1200
18 May	1000-1200	0800-1000	
21 May	COMMANDERS CALL		
22 May		1000-1200	0800-1000
23 May	1000-1200		0800-1000
24 May	1000-1200	0800-1000	
25 May		0800-1000	1000-1200
28 May	1000-1200		0800-1000
29 May	1000-1200	0800-1000	
31 May		0800-1000	1000-1200

j. T-2A Trainer: The following periods are available to the 40BOMWG. Observers will be scheduled into these periods for EWP and Wing Mission Requirements. Each Observer concerned with EWP will be scheduled once each month. Special requirememts will be levied upon the organizations as the need arises. Names of observers scheduled into this training will not be required until the 60-9A meeting. Periods not scheduled will be desiganted as make-up and will be utilized for Observers that failed to make their assigned periods or for special mission requirements.

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DATE	OBSERVER 25BOMRON AND CREW NO	OBSERVER 44BOMRON AND CREW NO	OBSERVER 45BOMRON AND CREW NO
1 May	0800-0900 1600-1730	0900-1030 1230-1400	1030-1200 1400-1530
2 May			
3 May			
4 May			
7 May			
8 May			
9 May			
10 May			
11 May			
14 May			
15 May			
16 May			
17 May			
18 May			
21 May	Commanders Call 1600-1730	Commanders Call 1230-1400	Commanders Call 1400-1530
22 May			
23 May			
24 May			
25 May			
28 May			
29 May			
31 May			

HQ 40BOMWG
OPORD 265-56
ANNEX "B"

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k. Base Instrument School: Instrument school will be held in the Training Building # 479 on 10, 11, 17, and 18 May. Personnel attending these classes will be given to the Wing Ground Training Officer at the weekly 60-9A meetings.

l. Inflight Maintenance (IFM): Squadron Observers in conjunction with their ground training officers will schedule observers to the following IFM schedule. Each observer is required to get 24 hours annually, 8 hours each quarter, and not more than 4 hours in any one month will be credited toward this requirement. These classes will be held in a flight commander's office, Building 943, 45th Bomb Squadron each afternoon from 1230 - 1630. Each squadron will meet minimum requirements. Vacant periods will be designated make-up. Names may be submitted at weekly 60-9A meeting for the ensuing week.

DATE	25BOMRON OBSERVERS NAME	44BOMRON OBSERVERS NAME	45BOMRON OBSERVERS NAME
1 May			
2 May			
3 May			
4 May			
7 May			
8 May			
9 May			
10 May			
11 May			
14 May			
15 May			
16 May			
17 May			
18 May			

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DATE	25BOMRON OBSERVERS NAME	44BOMRON OBSERVERS NAME	45BOMRON OBSERVERS NAME
21 May			
22 May			
23 May			
24 May			
25 May			
28 May			
29 May			
31 May			

m. EWP crews will be scheduled for one four hour session after the 60-9 meeting has confirmed the flying schedule. The EWP schedule will be presented for confirmation at the 60-9A meeting.

n. Squadrons will schedule EWP qualified crews for alert to cover their respective "QUICK STRIKE" assignments. Quick strike targets will be covered by at least one qualified crew at all times. Crews scheduled for this alert will not fly while on alert unless prior approval is received from 40DO and/or 40CO. Crews may stand by at home or in the local area during off duty hours. Crews so assigned will keep the 40th Control Room advised of their whereabouts at all times. It is requested that a roster be submitted to this headquarters on issued forms covering this requirement, in accordnace with a disposition form, Subject: Policy to Insure Quick Strike Capability, this headquarters, dated 5 December 1955.

o. A-5 Gunnery Systems: Each co-pilot will receive one four hour class on A-5 Gunnery Systems during the year. This training will be conducted each Wednesday afternoon at 310th A&E at 1300. Names will be firmed up at weekly 60-9A meetings.

p. Target Study: Routine Traget Study will be conducted on the work day prior to the mission. This target study will be conducted in the target study section of the 25BOMRON.

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q. Critiques: Critiques will be conducted at the following times for each squadron:

25BOMRON	1430-1530
44BOMRON	1530-1630
45BOMRON	1230-1330

r. TN Training: The following crews are scheduled into the Special Weapons Delivery Course, Wichita, on the dates listed below:

CREW	ENTRY DATE
L-04	14 May 1956

s. Chuck Wagon: The Wing is required to furnish 2 crews for operation "Chuck Wagon" from 9 through 16 May. The 25BOMRON is required to furnish one crew and the 45BOMRON is required to furnish one crew.

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

WILLIAM M BOWDEN
Colonel, USAF
Wing Director Of Operations

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

APPENDIX "1"

TO

ANNEX B

TO

OPERATIONS ORDER

265-56

TRAINING PROJECTIONS MAY

HQ 40BOM&G
APP1, ANNEX B
OPORD 265-56
1 May 56

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APPENDIX "1"

TO

ANNEX B

OPERATIONS ORDER

265-56

TRAINING PROJECTIONS MAY

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

1. The following code is used in the attachments of this appendix:

AO	AIRDROME OFFICER	P	PASS
DS	DETACHED DUTY	PT	PHYSICAL TRAINING
AS	ADVANCED SURVIVAL	Q	ULTRASONIC TRAINER
F	FLYING	TS	TARGET STUDY
G	GROUND SCHOOL	WS	WATER SURVIVAL
ALT	ALTITUDE CHAMBER	SW	SPECIAL WEAPONS
PS	FLIGHT SIMULATOR	CP	CO-PILOT
MP	MISSION PLANNIIG	A	AIRCRAFT COMMANDER
OD	OFFICER OF THE DAY	DB	DEBRIEFING OFFICER
O	OBSERVER	OQ	OQ RANGE

HQ 40BOMWG
APP'1' ANNEX B
OPORD 265-56
1 May 56

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

ATTACHMENT "A"

TO

APPENDIX "1"

TO

OPERATIONS ORDER

265-56

25BOMRON TRAINING PROJECTION MAY

HQ 40BOMWGM
ATT "A", APP "1", ANNEX "B"
OPORD 265-56
1 May 56

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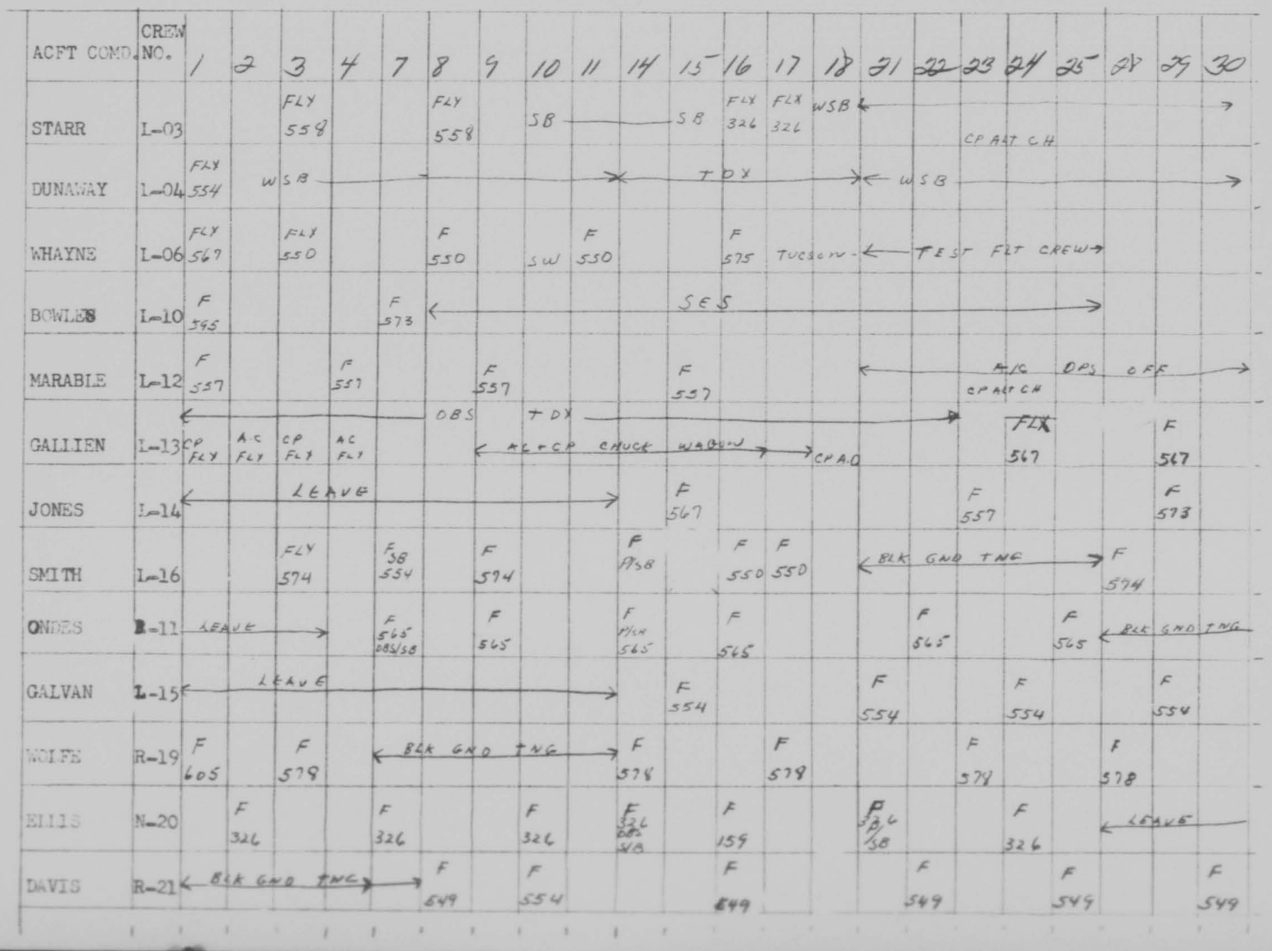

ACFT COMD.	CREW NO.	1	2	3	4	7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	30
STARR	L-03			FLY 558			FLY 558		SB			SB	FLY 326	FLX 326	WSB				CP ALT CH				
DUNAWAY	L-04	FLY 554		WSB								TDY				WSB							
WHAYNE	L-06	FLY 567		FLY 550			F 550		SW	F 550			F 575	TUCSON		TEST FLT CREW							
BOWLES	L-10	F 565				F 573						SES											
MARABLE	L-12	F 557			F 557			F 557				F 557							A/C CP ALT CH		OPS OFF		
GALLIEN	L-13	CP FLY	A/C FLY	CP FLY	A/C FLY		OBS		TDY											FLX 567		F 567	
JONES	L-14			LEAVE								F 567						F 557				F 573	
SMITH	L-16			FLY 574		F SB 554		F 574			F P/SB		F 550	F 550			BLK GND TNG				F 574		
ONDES	R-11	LEAVE				F 565 OBS/SB		F 565			F P/CH 565		F 565				F 565			F 565		BLK GND TNG	
GALVAN	L-15			LEAVE								F 554				F 554			F 554			F 554	
WOLFE	R-19	F 605		F 579			BLK GND TNG				F 578			F 578				F 578			F 578		
ELLIS	N-20		F 326			F 326			F 326		F 326 OBS/SB		F 159			F P/C SB			F 326			LEAVE	
DAVIS	R-21	BLK GND TNG					F 549		F 554				F 549				F 549			F 549		F 549	

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25BOMRON

ACFT	COMD.	CREW NO.	1	2	3	4	7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	30
FITSCHEN	R-23		F		F 466			F 545			F 545	F 558			F 574	← LEAVE →							
HARMON	R-24				F 545				F 605		F 549	← GND TNG →						F 545		F 595	F 545			
HANAWAY	N-25		← STEAD →							F 595			F 595				F 585		F 566		F 5/8 159		F 595	
CLARK	5X5			F 565					F 557									F 550						
BURNS	5X1					F 605			F 605															
KRONSHAGE	5X11			F 549					F 578															

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

ATTACHMENT "B"

TO

APPENDIX "1"

TO

OPERATIONS ORDER

265-56

44BOMRON TRAINING PROJECTION MAY

HQ 40BOMW/CM
ATT "B", APP "1", ANNEX "B"
OPORD 265-56
1 May 1956

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

ATTACHMENT "C"

TO

APPENDIX "1"

TO

OPERATIONS ORDER

265-56

45BOMRON TRAINING PROJECTION MAY

HQ 40BOMWG
ATT "C", APP "1", ANNEX "B"
OPORD 265-56
1 May 56

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ACFT COMMDR	CREW NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
CAMPBELL	70		FLY 571					FLIGHT TEST CREW								FLY 559			FLY 161		AL AO		
BANK	75	FLIGHT TEST CREW						BLK GND TRAN								FLY 556			FLY 158			FLY 563	
SCRUGGS	62				FLY 158					FLY 158		FLY 609			BLK GRD TRNG.								FLY 587
HOUSER	81		FLY 609		FLY 572				FLY 609 (SCHEDULED DATES		FLY 576	LEAVE											
JONES	63			FLY 324					FLY 552			FLY 563				FLY 161	LEAVE						
GRIMM	60		OSB 584						FLIGHT SBD 572			FLY 572						FLY 572				FLY 572	
IRVING	65	FLY 556						FLY 563			FLY 556					FLY 563	ALTERNATE TEST FLY CREW					BLOCK GRD TRAN	
CAMPBELL, L.	64			FLY 587				FLY 587			WPS LOAD				FLY 547			FLY 587				FLY 158	
ZYSK, E	79			FLY 548				FLY 556		FLY 543		FLY 324				FLY 576			FLY 576			FLY 324	
mastrano	72	LEAVE																					
SHARP	76	LEAVE																					
GRONET	66	FLY 556			SES																		
MILLER	78			FLY 590				FLY 588		FLY 588	AK DLY Q				FLY 590			FLY 590				FLY 584	

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ACFT COMMDR	crew NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
HARRINGTON	71	FIY 559						FIY 559		CHUCK WAGON →								FIY 324				FIY 559	
ARRINGTON	80		FIY 563		FIY 161			FIY 548		FIY 161	A/C alt Cham				FIY 158		FIY 548					FIY 548	
SCOTT							AC AO		FIY 324		FIY 508				FIY 566			FIY 545				FIY 566	

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

ANNEX "C"

TO

OPERATIONS ORDER

265-56

COMMUNICATIONS

HQ 40BOMW/G
ANNEX "C"
OPORD 265-56
1 May 56

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ANNEX "C"

TO

OPERATIONS ORDER

265-56

COMMUNICATIONS

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

Omitted.

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

WILLIAM M BOWDEN
Colonel, USAF
Wing Director of Operations

APPENDICES: Omitted.

DISTRIBUTION:

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HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

ANNEX "D"

TO

OPERATIONS ORDER

265-56

ADMINISTRATION AND LOGISTICS

HQ 40BOMWG
ANNEX "D"
OPORD 265-56
1 May 56

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ANNEX "D"

TO

OPERATIONS ORDER

265-56

ADMINISTRATION AND LOGISTICS

HEADQUARTERS 40TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

1. ADMINISTRATION AND LOGISTICS: Normal

BERTON H BURNS
Colonel, USAF
Commander

OFFICIAL:

William M Bowden

WILLIAM M BOWDEN
Colonel, USAF
Wing Director of Operations

APPENDICES: Omitted

DISTRIBUTION:
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ANNEX "E"
TO
OPERATIONS ORDER

MAINTENANCE ORDER

MAINTENANCE ORDER
NUMBER.....5-56

HEADQUARTERS, 40TH BOMBARDMENT WING (M)
Smoky Hill Air Force Base, Kansas
1 May 1956

1. GENERAL:

a. This Maintenance Order presents the maintenance and flying schedule for the month of May 1956 and reflects all requirements known to theWing at this time.

b. The maintenance and flying schedules (Tail Number Schedules) contained in the succeeding annexes implement the flying requirements for the 40th Bombardment Wing (M) as directed by SAC Regulation 60-9 and SAC Manual 66-3. These schedules include all known maintenance and operational task for May 1956.

c. This order is based upon both B-47 and KC-97 operations.

2. ORDERED COMMITMENTS:

a. Twelve (12) B-47 aircraft will participate in a formation flyover on the 19th of May, Armed Forces Day. The aircraft as scheduled on the 18th of May will be used. Two (2) B-47 aircraft will be provided as airborne spares for this mission, in addition to three ground spares. Spare aircraft will be provided by Maintenance and confirmed at the weekly 60-9 meeting. No B-47 aircraft will fly on the 18th of May due to this flyover commitment.

b. Twelve (12) B-47 aircraft will participate in a practice for the above formation flyover on the 10th of May. One airborne and two ground spares will be provided. The primary and airborne spare aircraft will be provided from the monthly tail schedule. Ground spares will be provided by maintenance and confirmed to operations from available aircraft.

c. A six (6) B-47 aircraft formation and mass refueling mission (Spring Cleaner) will be accomplished each Tuesday the 1st, 8th, 15th, 22d, and 29th during the month of May. Two aircraft from each squadron will participate in each mission.

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d. Two, special wing missions, Spring Fever to be accomplished the 9th and 11th, and Spring Practice to be accomplished the 28th and 29th and the 31st of May and 1st June. Aircraft will participate from each squadron as listed on the monthly tail edule.

e. Six (6) KC-97 aircraft will provide the necessary refueling support for each Spring Cleaner mission during the month of May. In addition one spare KC-97 will be provided on each Tuesday to back up the required six tankers. In the event that this spare is not required for Spring Cleaner support, it will be flown on a separate mission.

f. KC-97 aircraft will support the two special wing missions from aircraft scheduled on the monthly tail schedule. No spares have been provided.

g. KC-97 aircraft 51-249 will be available for pickup from OCAMA on or about 15th of May.

h. Five (5) B-47 aircraft are scheduled into drag angle modification during the month of May. B-47, 52-543 will fly to Tucson on the 30th of April, 52-575 on the 10th of May, 52-558 on the 14th of May, 52-569 on the 21st of May and 52-556 on the 29th of May for modification. In the event that any of the above aircraft are cancelled out of drag angle commitment, it will be rescheduled into the monthly tail schedule in accordance with the established ten (10) day cycle.

i. Two B-47 aircraft are scheduled for 802d Air Division missions. B-47, 52-320 will fly to Travis on the 4th of May and return via McDill on the 6th of May. B-47, 550 will fly to Tucson on the 16th of May and return the 17th of May.

j. B-47, 52-326 will fly special mission to Offutt AFB on the 16th of May and return on the 17th of May.

k. Three (3) B-47 aircraft will fly to SES at Tucson on the 7th of May and return the 25th of May.

l. One (1) B-47 aircraft 52-164 will go to Westover AFB on the 30th of April and return the 4th of May.

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m. KC-97, 53-160 will fly a special TDY mission on the 14th of May and return the 21st of May. KC-97, 53-158 will be provided as a spare for this mission. Both aircraft will require a postflight to be accomplished prior to departure.

n. Three (3) aircraft will participate in a special weapons evaluation loading on the 10th of May in the loading area. These latter aircraft will be towed into loading positions 21, 22 and 23 by 0630 hours on the scheduled date. The crew chief will be responsible to have AC power, fire bottles, four (4) chocks, and ground wires available for each aircraft. Ring outs and functional checks by A&E personnel will begin promptly at 0730 hours. Aircraft scheduled for special weapons loading will participate from tactical squadron as designated in the tail number schedule. Special weapons loading for munitions requirements will be scheduled on a weekly basis between Job Control and Base Munitions. Stanboard loadings will be performed as shown on the monthly tail schedule.

o. B-47, 52-583 is scheduled for static display at Selfridge Field Michigan and B-47, 52-548 for static display at Lambert Field, St. Louis, Mo on Armed Forces Day 19th of May. These aircraft will depart Smoky Hill AFB for this purpose on the 18th of May.

P. KC-97, 53-153 is scheduled for static display at Selfridge Field Michigan and KC-97, 53-156 for static display at Lambert Field, St. Louis, Mo. on Armed Forces Day 19th of May. These aircraft will depart Smoky Hill AFB for this purpose on the 18th of May.

3. ROUTINE REQUIREMENTS AND PROCEDURES:

a. No sortie will be scheduled for take-off prior to 1200 hours on each Monday except those aircraft departing special flights.

b. Where possible, sorties scheduled for take-off on the second day after the last flight will take-off after 1700 hours to insure two full duty days between flights.

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c. No take-off will be scheduled prior to 1415 hours on Monday the 21st of May due to the monthly Commander's Call.

d. Normal work schedule maintenance personnel is 0730 hours to 1630 hours day through Friday, except for Saturday 19th May which will be a normal duty day.

e. No flying has been scheduled for Memorial Day the 30th of May.

f. A breakdown of the B-47 Aircraft sorties is as follows:

(1) Eight 2 hour sorties

(2) Twenty Four 5 hour sorties

(3) Eighty Three 6 hour sorties

(4) Eighty Four 7 hour sorties

(5) Thirty 10 hour sorties

(6) A total of 283 sorties 1698 flying hours are represented on the B-47 May schedule. These schedules incorporate a confirmed 1600 flying hours plus a 5.8% pad. This pad is distributed throughout the schedule and will be flown in complying with the schedule.

g. A total of 119 sorties and 654 flying hours are represented on the KC-97 May tail number schedule. This schedule incorporates a confirmed 600 flying hours plus a 8.3% pad.

h. Post Flight inspections will be accomplished in accordance with the 10 day cycle flying maintenance schedule as established by Maintanance Control. It is each ineering Officer's responsibility to see that the 10 day cycle is followed.

i. In the event that specialists are required to work on an aircraft after duty hours, a crew chief or representative will be present. Crew and specialists required for early take-offs and late returns (Or any maintenance performed after normal duty hours) will be on staggered shifts as much as possible to avoid overtime work.

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j. Further emphasis will be placed on the effectivenessof the current Technical Order compliance program. Each squadron Engineering officer will insure that his TOC coordinator exercises close follow-up to insure maximum effectiveness of personnel utilization. The Job Control Officer will monitor and insure the over-all program is properly scheduling TOC's to further reduce the TOC rate. Hangar number 2 will be fully utilized for KC-97 aircraft undergoing compliance with outstanding Technical Orders. TOC compliance will be performed as scheduled in the attached annexes.

4. The aircraft flying schedules as listed in annexes A,B, C and D are firm. No deviations or changes to this schedule will be made unless authorized by the Wing Commander. Strict consideration of the maintenance capability and program will be accomplished prior to the authorizing such a change, to insure minimum effects on scheduled workload. After the 60-9 weekly meeting schedule is published, aircraft will fly as scheduled. No changes will be permitted in take-off times, aircraft substitutions or make up sorties unless authorized by the Wing Commander.

5. Aircraft requiring Tango missions to clear up radar discrepancies will fly only on normal scheduled dates. The Armament and Electronics Maintenance Supervisor will determine if a specialist is required to fly with the aircraft. Tango status aircraft will be fully coordinated between Armament and Electronics, Maintenance Control and Squadron Operations.

6. Any changes in bomb or ammunition requirements will be coordinated with the Wing Chief of Maintenance.

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7. All test flights will be included in the 60-9 schedule and flown on the scheduled date. Test flights following periodic inspection will be scheduled for take-s at 1229 hours for B-47 and 1359 hours for KC-97 aircraft on the day indicated by a "TH" in the tail schedule. Unscheduled test flights, e.g., those required for engine or control surface change, will normally be flown on the date indicated by the next "F" on the schedule unless otherwise directed by the Chief of Maintenance. Aircraft aborting scheduled flight tests will be scheduled for take-off at the standard times on the next day indicated for flight on the tail number schedule.

Andrew S. Low
Colonel, USAF
BERTON H BURNS
Colonel, USAF
Commander

Annexes

A nru G

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ANNEX "A"
TO MAINTENANCE ORDER 5-56
May 1956

MAINTENANCE PLAN & SCHEDULE

25th Bombardment Squadron

1. The 25th Bombardment Squadron will schedule 79 sorties for a total of 510:00 flying hours and will be accomplished as follows:

Sorties		
10	Spring Fever at 7:00 Hours	70:00 Hours
2	Bench Warmer at 6:00 Hours	12:00 Hours
8	Spring Practice at 7:00 Hours	56:00 Hours
8	Play Ball at 7:00 Hours	56:00 Hours
10	Spring Cleaner at 9:00 Hours	90:00 Hours
2	Bench Warmer at 7:00 Hours	14:00 Hours
22	SAC Reg 51-19 at 6:00 Hours	132:00 Hours
8	5X Staff at 5:00 Hours	40:00 Hours
4	Test Flights at 2:00 Hours	8:00 Hours
5	SES at 6:00 Hours	30:00 Hours
79 Sorties		510:00 Hours

2. The following aircraft will undergo Periodic Inspections on the dates indicated below:

ACFT	DOCK	POST DOCK	RETURN TO SQDN
575	30 Apr 4 May	4 May 8 May	9 May
159	4 May 10 May	11 May 15 May	15 May
466	4 May 10 May	11 May 15 May	15 May
545	31 May 6 Jun	7 Jun 11 Jun	11 Jun
573	31 May 6 Jun	7 Jun 11 Jun	11 Jun

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ANNEX "A" CONT'D

3. SPECIAL WEAPONS LOADING:

a. The following aircraft will be tentatively made available for special weapons for special weapons standboard loading on the dates listed below loading will begin normally at 0830 on the date scheduled. The crew chief will insure that a fireguard fire bottle is available and a ground wire is attached during all loading. Loading will be performed by base munitions with the assistance of an A&E monitor.

ACFT NO.	DATE
166	17 May 56
605	31 May 56

b. Special weapons loading for base munitions will be coordinated between Job Control and Base Munitions weekly. Squadrons will be notified at least twenty four hours in advance of the aircraft selected by tail number.

c. Aircraft 550 will participate in a special weapons evaluation loading on the [illegible] of May. Procedures as outlined in section 2, item "n" of the general maintenance order will be followed.

4. Weather permitting the following aircraft will have compass swings performed on dates indicated. Aircraft will be reaffirmed 1 day prior to scheduled date between Squadron Engineering Maintenance Control and Armament and Electronics Flight Line Supervisor, Coleman and Driver will be furnished by the Squadron concerned.

ACFT NO	DATE	ACFT NO	DATE
557	21 May 56	326	4 May 56
574	16 May 56	545	4 May 56
159	28 May 56	578	10 May 56

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ANNEX "A" (CONT'D)
MAINTENANCE ORDER 5-66
MAY 66

5. The following aircraft will undergo TOC on dates indicated below.
T.O. 11B3L-2-2-506.

ACFT NO	DATE	ACFT NO	DATE
578	7 May	573	3 May
326	8 May	568	10 May
545	9 May	595	17 May
556	11 May	565	18 May
549	14 May	557	18 May
550	15 May	574	22 May
149	16 May	567	23 May

T.O. 12R5-2ARN14-506

ACFT NO	DATE	ACFT NO	DATE
557	7 May	573	3 May
326	15 May	595	4 May
549	21 May	567	9 May
159	23 May	575	14 May

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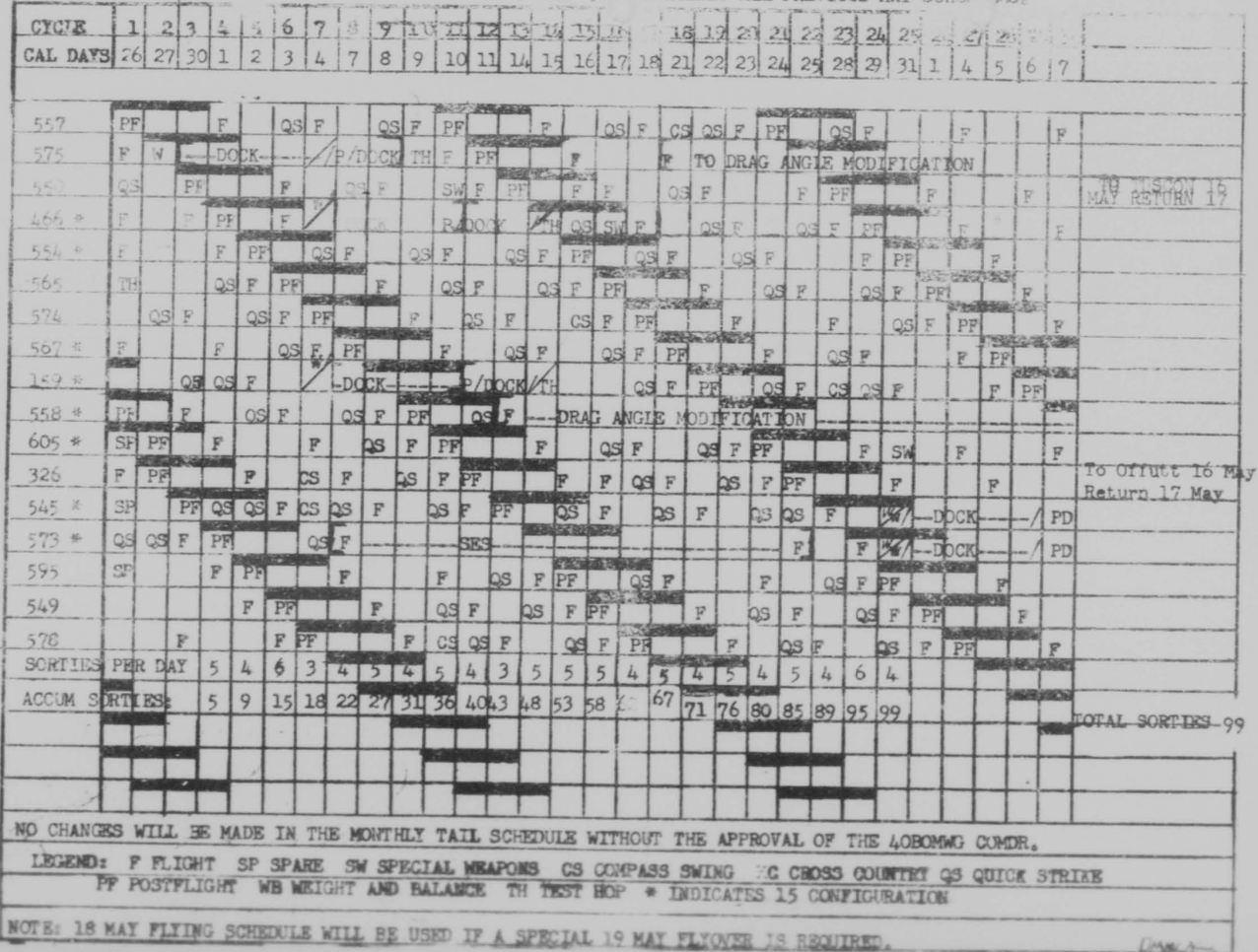
25TH BOMRON MAY TAIL SCHEDULE

THIS SCHEDULE PRINTED 27 APR 56 FOR THE MONTH OF MAY 56 SUPERCEDES ALL PREVIOUS MAY SCHEDULES.



NO CHANGES WILL BE MADE IN THE MONTHLY TAIL SCHEDULE WITHOUT THE APPROVAL OF THE 40BOMWG COMDR.

LEGEND: F FLIGHT SP SPARE SW SPECIAL WEAPONS CS COMPASS SWING XC CROSS COUNTRY QS QUICK STRIKE
PF POSTFLIGHT WB WEIGHT AND BALANCE TH TEST HOP * INDICATES 15 CONFIGURATION

NOTE: 18 MAY FLYING SCHEDULE WILL BE USED IF A SPECIAL 19 MAY FLYOVER IS REQUIRED.

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ANNEX "B"
MAINTENANCE ORDER 5-56
MAY 1956

MAINTENANCE PLAN AND SCHEDULE

44th Bombardment Squadron

1. The 44th Bombardment Squadron will schedule 75 sorties for a total of 480:00 flying hours and will be accomplished as follows:

Sorties		
11	Spring Fever at 7:00	70:00
1	Bench Warmer at 6:00	6:00
8	Spring Practice at 7:00	56:00
8	Play Ball at 7:00	56:00
10	Spring Cleaner at 9:00	90:00
1	Bench Warmer at 7:00	7:00
5	SES at 6:00	30:00
8	5X Staff at 5:00	40:00
4	Test Flights at 2:00	8:00
19	SAC Reg 51-19 at 6:00	110:00
75 Sorties		480:00

2. The following aircraft will undergo Periodic Inspections on indicated dates:

ACFT NO	DOCK	POST DOCK	RETURN TO SQDN
541	23 Apr - 27 Apr	30 Apr - 2 May	2 May
581	30Apr - 4 May	4 May - 8 May	9 May
584	11 May - 17 May	17 May - 21 May	22 May
961	17 May - 23 May	24 May - 28 May	28 May
164	24 May - 31 May	31 May - 4 June	5 June

3. Special Weapons Loading:

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a. The following aircraft will be tentatively made available for special weapons standboard loading on the dates listed below. Loading will begin normally at 0830 on the date scheduled. The crew chief will insure that a fire guard and fire bottle is available and a ground wire is attached during loading. Loading will be performed by Base munitions with the assistance of A&E monitor.

ACFT NO	DATE
541	9 May

b. Special weapons loading for base munitions will be coordinated between Job Control and Base Munitions weekly. Squadrons will be notified at least twenty-four (24) hours in advance of the aircraft selected by tail numbers.

c. Aircraft 582 will participate in a special weapons evaluation loading on the 10th of May. Procedures as outlined in section 2 item "n" of the general maintenance order will be followed.

4. Weather permitting the following aircraft will have compass swings performed on dates indicated. Aircraft will be reaffirmed 1 day prior to scheduled date between squadron engineering and Maintenance Control and Armament & Electronics and Flight Line Supervisor. Coleman and driver will be furnished by the Tactical Squadron concerned.

ACFT NO	DATE
322	14 May 56
164	18 May 56
55	23 May 56

5. The following aircraft will undergo TOC on the dates as indicated below:

T.O. 11W1-12-2-519

ACFT NO	DATE	ACFT NO	DATE
564	14 May 56	582	15 May 56

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T.O. 1B-47-836

ACFT NO	DATE
555	8 May 56

T.O. 1B-47-794

ACFT NO	DATE
329	7 May 56

T.O. 1B-47-832

ACFT NO	DATE	ACFT NO	DATE
562	3 May 56	584	9 May 56

T.O. 1B-1-518

ACFT NO	DATE	ACFT NO	DATE
559	1 May 56	323	18 May 56
561	2 May 56	579	21 May 56
164	10 May 56	582	22 May 56
555	11 May 56	584	23 May 56
562	16 May 56	583	29 May 56
320	17 May 56		

T.O. 11B34-2-2-506

ACFT NO	DATE	ACFT NO	DATE
569	3 May 56	581	18 May 56
570	4 May 56	570	23 May 56
164	7 May 56	323	23 May 56
322	10 May 56	546	24 May 56
583	14 May 56	584	24 May 56
561	16 May 56	320	25 May 56
555	17 May 56		

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ANNEX "B" CONT'D
MAINT ORDER 5-56
MAY 1956

T.O. 12R5-2ARN14-506

ACFT NO	DATE	ACFT NO	DATE
570	3 May 56	561	7 May 56
584	4 May 56		

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44TH BOMRON MAY 56 TAIL SCHEDULE
THIS SCHEDULE PRINTE 7 APR 56 FOR THE MONTH OF MAY 56 PERCEDES ALL PREVIOUS MAY SCHE ES

CYCLE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
CAL DAYS	26	27	30	1	2	3	4	7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	31	1	4	5	6	7	
320	F	PF		F			F			F	PF		QS	F			F		QS	F	PF			F			F			F	To Travis 4May McDill Rat4May
569	SP	PF			F	QS	QS	F	DRAG ANGLE MODIFICATION																						
584*	QS		PF		QS	F		QS	F		W	DOCK					POSTDOCK TH				F	PF			QS	F			F		
561*		QS	F	PF		QS	F		QS	F			QS	QS	F		W/DOCK				P/DOCK TH						F			F	
555*	F			F	PF			F		QS	F			QS	F	PF		QS	F		GS	F		QS	F	PF			F		
581		W	DOCK				P/DOCK		TH		F			QS	F	PF			F		QS	F				F	PF			F		
582			F		QS	F	PF		QS	F	SW		F		QS	F	PF			F		QS	F			QS	F	PF			F	
564*	F		QS	F			F	PF		QS	F			F		QS	F	PF		QS	F		QS	F			F	PF			
322	F	PF		QS	F		QS	F	PF			F	CS		F			F	PF			F			F			F	PF		
164*	PF	QS	F	TO WESTOVER		F		F	PF		QS	F			QS	F	CS		F	W	DOCK				P/DOCK		TH	F	PF		
546*	QS	PF		F			QS	F		QS	F	PF			F		QS	F		QS	F	PF		QS	F			F			
583	F	PF		QS	F		QS	F		QS	F	PF			F		QS	F		QS	F	PF			F			F			
541	DOCK		P/DOCK	TH				QS	F	SW	QS	F	PF			F		QS	F		QS	F	PF			F			F		
579	P/DOCK	TH					F		QS	F		QS	F	PF			F		QS	F		QS	F	PF			F			F	
570*	SP			F	PF		QS	F							SES							F			QS	PF			F		
323*	SP	QS		QS	F	PF			F		QS	F			QS	F	PF		QS	F		QS	F			F	PF			F		
SORTIES PER DAY:				5	4	2	6	5	4	5	3	4	3	5	4	3	4	3	4	4	3	6	2	4	4						
ACCUM SORTIES :				5	9	11	17	22	26	31	34	38	41	46	50	53	57	60	64	68	71	77	79	83	87						Total Sorties: 87

NO CHANGES WILL BE MADE IN THE MONTHLY TAIL SCHEDULE WITHOUT THE APPROVAL OF THE 40BOMWG COMDR.

LEGEND: F FLIGHT SP SPARE SW SPECIAL WEAPONS CS COMPASS SWING XC CROSS COUNTRY QS QUICK STRIKE
PF POSTFLIGHT WB WEIGHT AND BALANCE TH TEST HOP * INDICATES 15 CONFIGURATION

NOTE: 18 MAY FLYING SCHEDULE WILL BE USED IF A SPECIAL MAY 19TH FLYOVER IS REQUIRED

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ANNEX "C"
MAINT ORDER 5-56
MAY 1956

MAINTENANCE PLAN AND SCHEDULE
45th Bombardment Squadron

1. The 45th Bombardment Squadron will schedule 79 sorties for a total of [illegible]:00 flying hours which will be accomplished as follows:

Sorties		
10	Spring Fever at 7:00	70:00
2	Bench Warmer Practice at 6:00	12:00
8	Spring Practice at 7:00	56:00
8	Play Ball at 7:00	56:00
10	Spring Cleaner at 9:00	90:00
2	Bench Warmer at 7:00	14:00
5	SES at 6:00	30:00
8	5X Staff at 5:00	40:00
22	SAC Reg 51-19 at 6:00	134:00
79		510:00 hours

2. The following aircraft will undergo Periodic Inspections on indicated dates:

ACFT NO	DOCK	POST DOCK	RETURN TO SQDN
552	11 May - 17 May	17 May - 21 May	22 May 56
566	17 May - 23 May	24 May - 28 May	28 May 56
158	24 May - 31 May	31 May - 4 June	5 June 56

3. Special Weapons Loading:

a. The following aircraft will be tentatively made available for special weapons standboard loading on dates listed below. Loading will begin normally at 0830 on the date scheduled. The crew chief will insure that a fire guard and fire bottle is available and a ground wire is attached during all loading. Loading will be performed by Base Munitions with the assistance of an A&E monitor.

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ACFT NO	DATE	ACFT NO	DATE
576	1 May 56	559	25 May 56

b. Special weapons loading for base munitions will be coordinated between Job ontrol and Base Munitions weekly. Squadron will be notified at least twenty four (24) hours in advance of the aircraft selected by tail number.

c. Aircraft number 324 will participate in a special weapons evaluation loading on the 10th of May. Procedures as outlined in section 2 item "n" of the general maintenance order will be followed.

4. Weather permitting the following aircraft will have compass swings performed on dates indicated. Aircraft will be reaffirmed 1 day prior to schduled date between squadron engineering and Maintenance Control and Armament and Electronics and Flight ne Supervisor. Coleman and driver will be furnished by Tactical Squadron concerned.

ACFT NO	DATE	ACFT NO	DATE
588	8 May 56	587	18 May 56
158	11 May 56	161	22 May 56
556	14 May 56	548	9 May 56
559	23 May 56		

5. The following aircraft will undergo TOC on dates indicated below:

T.O. 11W1-12-2-519

ACFT NO	DATE	ACFT NO	DATE
2	2 May 56	572	15 May 56
556	3 May 56	324	16 May 56
548	4 May 56	588	18 May 56
158	7 May 56	590	21 May 56
161	8 May 56	587	24 May 56
559	9 May 56	571	28 May 56
563	10 May 56	543	31 May 56
576	11 May 56		

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T.O. 1B-47-836

ACFT NO	DATE	ACFT NO	DATE
587	4 May 56	576	9 May 56
)	7 May 56		

T.O. 1B-47-832

ACFT NO	DATE
609	9 May 56

T.O. 1B-1-518

ACFT NO	DATE	ACFT NO	DATE
161	2 May 56	556	8 May 56
609	3 May 56	324	9 May 56
[illegible]	7 May 56	587	10 May 56

T.O. 11 1334-2-2-506

ACFT NO	DATE	ACFT NO	DATE
587	1 May 56	161	11 May 56
559	2 May 56	563	14 May 56
566	2 May 56	588	14 May 56
552	2 May 56	324	15 May 56
158	3 May 56	556	16 May 56
548	8 May 56	576	16 May 56
609	9 May 56		

T.O. 12R5-2ARN14-506

ACFT NO	DATE	ACFT NO	DATE
590	21 May 56	552	25 May 56

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45TH BOMRON MAY TAIL SCHEDULE
THIS SCHEDULE PRINTE 7 APR 56 FOR THE MONTH OF MAY 56 UPERCEDES ALL PREVIOUS MAY SCHE ES

CYCLE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
CAL DAYS	26	27	30	1	2	3	4	7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	31	1	4	5	6	7
552*	PF		QS	F		QS	F			F	W/DOCK																			
588*	F	PF		QS	F		QS	F	CS	QS	F	PF		QS	F			F		QS	F	PF		QS	F			F		
324			PF			F		QS	F		SW	F	PF			F		QS	F			F	PF			F			F	
158	F		F	PF			F			F		CS	F	PF		QS	F		F	W/DOCK										
556*	F			F	PF		QS	F		QS	F		CS	F	PF		QS	F		QS	F				F	DRAG ANGLE MOD				
609*	F			QS	F	PF			F		QS	F		QS	F	PF			F			F			F	PF			F	
453	QS		F																											
576*		F		SW	QS	QS	F	PF			F		QS	F		QS	F	PF		QS	F				F			F	PF	
563					F			F	PF			F		QS	F			F	PF			F		QS	F			F	PF	
587*	SP		F				F		QS	F	PF			F		QS	F	CS	QS	F	PF		QS	F		QS	F			F	PF
161	PF			F		QS	F				F	PF			F		QS	F		CS	F	PF			F			F		F
548	SP	PF		QS	F			F		CS	F	PF			F			F			F	PF			F			F		
572*		QS	PF			F	QS	QS	F		QS	F	PF		QS		F	QS	F		QS	F	PF		QS	F			F	
566*			F	PF			F		QS	F	CS	QS		F		W/DOCK											F			F	
559	SP			F	PF			F				F		QS	F	PF			F		CS	F	SW	QS	F	PF			F		
571*		QS			F	CS		F								SES									F		QS	F	PF		
590*			F		QS	F	PF		QS	F		QS	F			F	PF		QS	F		QS	F		QS	F	PF			F	
SORTIES PER DAY:			4	5	4	5	6	4	5	5	4	3	5	4	3	4	5	5	3	5	5	2	6	5					TOTAL SORTIES: 97	
ACCUM SORTIES:			4	9	13	18	24	28	33	38	42	45	50	54	57	61	66	71	74	79	84	86	92	97						

NO CHANGES WILL BE MADE IN THE MONTHLY TAIL SCHEDULE WITHOUT THE APPROVAL OF THE 40BOMWG COMDR.

LEGEND: F FLIGHT SP SPARE SW SPECIAL WEAPONS CS COMPASS SWING XC CROSS COUNTRY QS QUICK STRIKE
PF POSTFLIGHT WB WEIGHT AND BALANCE TH TEST HOP * INDICATES 15 CONFIGURATION

NOTE: 18 MAY FLYING SCHEDULE WILL BE USED IF A SPECIAL 19 MAY FLYOVER IS REQUIRED.

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ANNEX "D"
MAINT ORDER 5-56
MAY 1956

MAINTENANCE PLAN AND SCHEDULE

Air Refueling Squadron

1. The 40th Air Refueling Squadron will fly 91 sorties for a total of 560:00 flying hours and will be accomplished as follows:

Sorties		
7	Pilot Proficiency and Ferry at 5:00 hours	35:00
86	IFR at 4:00 hours	344:00
10	Nav at 10:00 hours	100:00
10	SAC Reg 51-19 at 6:00 hours	60:00
10	Test Flight at 2:00 hours	21:00

2. The following aircraft will undergo Periodic Inspections on dates indicated below:

A/C NO	DOCK	POST DOCK	RETURN TO SQDN
158	27 Apr - 2 May	3 May - 4 May	7 May 56
161	3 May - 9 May	9 May -10 May	11 May 56
322	9 May -15 May	16 May -17 May	17 May 56
319	16 May -22 May	22 May -23 May	24 May 56
326	22 May -28 May	29 May -31 May	31 May 56
159	29 May - 5 Jun	5 Jun - 6 Jun	7 Jun 56

3. Weather permitting the following aircraft will have compass swings performed on dates indicated. Aircraft will be confirmed one (1) day prior to scheduled date between Squadron Engineering and Maintenance Control and Armament and Electronics and Flight Line Supervisor. Coleman and drivers will be furnished by Tactical Squadron concerned.

ACFT NO	DATE	ACFT NO	DATE
319	9 May 56	320	11 May 56
158	11 May 56	161	28 May 56

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4. The following aircraft will undergo TOC on dates indicated below:

T.O. 1C-97(K)F-24

ACFT NO	DATE
[illegible]	7 May 56

T.O. 3HA2-1-503

ACFT NO	DATE
158	9 May 56
155	17 May 56

T.O. 1C-97-328

ACFT NO	DATE
326	7 May 56
[illegible]	14 May 56
322	18 May 56

T.O. 1C-1-224

ACFT NO	DATE
322	4 May 56
326	21 May 56
321	23 May 56

T.O. 1C-97-525

ACFT NO	DATE
[illegible]	1 May 56
257	2 May 56
153	3 May 56
160	4 May 56
158	8 May 56
156	10 May 56

T.O. 12R5-2ARN14-506

ACFT NO	DATE
319	3 May 56
323	8 May 56
327	10 May 56
329	14 May 56
320	16 May 56
321	18 May 56

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4CAREFS MAY 56 TAIL SCHEDULE

THIS SCHEDULE PRINTED 27 APR 56 FOR THE MONTH OF MAY 56 SUPERCEDES ALL PREVIOUS SCHEDULES

CYCLE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
CAL DAYS	26	27	30	1	2	3	4	7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	31	1	4	5	6	7	
326	PF	QS	QS	F		QS	F		QS	F	PF	QS	QS	F		QS	F		W/DOCK-----						P/DOCK TH		F			F	
155	F	PF	QS	QS	F		QS	F		QS	F	PF	QS	QS	F		QS	F		QS	F	PF		QS	F		W/DOCK				
257		F	PF	QS	QS	F		QS	F		QS	F	PF	QS	QS	F	CS	QS	F		QS	F	PF	QS	QS	F				F	
319		QS	F	PF	QS	QS	F		F	CS	QS	QS	F	W-	-D	O	C	K-	-P/DOCK TH			F	PF	QS		F				F	
158	W	DOCK			P/DOCK TH			F	CS	QS	QS	F	PF	QS	QS	F		QS	F		QS	F	PF			F					
157	QS	F		QS	F	PF	QS	QS	F	QS	QS	F		QS	F	PF	QS	QS	F		QS	F		QS	F	PF			F		
249					I	R	A	N							F	QS	F	PF		QS	F		QS	F		QS	F	PF			F	
320	F		QS	F	QS	QS	F	PF	QS	QS	F	CS	QS	F		QS	F	PF	QS	QS	F		QS	F			F	PF				
327	QS	F		F	QS	QS	QS	F	PF	QS	QS	F		QS	F		QS	F	PF		QS	F		QS	F			F	PF		
159	QS	QS	F	QS	QS	F		QS	F	PF	QS	QS	QS	F	QS	F		QS	F	PF		QS	F		D	O	C	K-	-P/DOCK TH		Early Flight HBO on 28th
329	PF		QS	F		QS	F		QS	F	PF	QS		F	QS	QS	F		QS	F	PF	QS	QS	F			F			F	
160	F	PF			F			F		PF	PF	PF	F-	-	-	TDY	-	-	-	F		QS	F	PF	QS	QS	F			F		TDY Depart 14 May Return 21
162	QS	F	PF	QS	QS	F	CS	QS	F	QS	QS	F	PF	QS	QS	F		QS	F		QS	F	PF	QS	QS	F				F		
153	D	POST	DOCK TH		QS	F		QS	F		QS	F	PF	QS	QS	F		F	QS		QS	F	PF	QS		F				F	
321	F		QS	F	PF		QS	QS	F	QS	F	QS	QS	F	PF	QS	QS	F	QS	QS	F		QS	F	PF			F			
154	QS	F		QS	F	PF	QS	QS	F	QS	QS	F		QS	F	PF	QS	QS	F		QS	F		QS	F	PF			F		
323		QS	F		QS	F	PF	QS	QS	F		QS		F	QS	F	PF	QS	QS	F		QS	QS	F	QS	F	PF					
328																I	R	A	N												
322	QS	F		F			QS	F		W/D	O	C	K-	-	P/DOCK TH			F	PF	QS	QS	F		F				F	PF		
161	QS	QS	F		W-	-	-DOCK-	-	-P/DOCK TH		F				F			QS	F	PF	QS	QS	F	CS	QS	F			F		
156	PF	QS	QS	F		QS	QS	F	QS		F	PF		F				F		QS	F	PF	QS	QS	F			F			F	TDY SPARES
SORTIES PER DAY:	7	4	4	5	5	7	5	4	5	5	8	4	6	5	6	7	4	5	6	5	7	5									TOTAL SORTIES: 119

NO CHANGES WILL BE MADE IN THE MONTHLY TAIL SCHEDULE WITHOUT THE APPROVAL OF THE 4OBOMWG COMDR.

LEGEND: F FLIGHT SP SPARE SW SPECIAL WEAPONS CS COMPASS SWING XC CROSS COUNTRY QS QUICK STRIKE
PF POSTFLIGHT WB WEIGHT AND BALANCE TH TEST HOP

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ANNEX "E"
MAINTENANCE ORDER 5-56
MAY 1956

MAINTENANCE PLAN AND SCHEDULE

40th Periodic Maintenance Squadron

1. The 40th Periodic Maintenance Squadron will provide, manning, tools and equipment to process the following aircraft through periodic inspections on dates indicated below:

ACFT NO	SQDN	DOCK NO	IN	OUT	POST DOCK	RETURN TO SQDN
575	25th	B	27 Apr	4 May	4 May - 8 May	9 May 56
159	25th	C	4 May	10 May	11 May -15 May	15 May 56
466	25th	B	4 May	10 May	11 May -15 May	15 May 56
545	25th	B	31 May	6 Jun	7 Jun -11 Jun	11 Jun 56
573	25th	C	31 May	6 Jun	7 Jun -11 Jun	11 Jun 56
541	44th	C	23 Apr	27 Apr	30 Apr - 2 May	2 May 56
[illegible]	44th	C	30 Apr	4 May	4 Apr - 8 May	9 May 56
584	44th	C	11 May	17 May	17 May -21 May	22 May 56
561	44th	C	17 May	23 May	24 May -28 May	28 May 56
164	44th	B	24 May	31 May	31 May - 4 Jun	5 Jun 56
552	45th	B	11 May	17 May	17 May -21 May	22 May 56
566	45th	B	17 May	23 May	24 May -28 May	28 May 56
158	45th	C	24 May	31 May	31 May - 4 Jun	5 Jun 56
158	40th	A	27 Apr	2 May	3 May - 4 May	7 May 56
161	40th	A	3 May	9 May	9 May -10 May	11 May 56
[illegible]	40th	A	9 May	15 May	16 May -17 May	17 May 56
319	40th	A	16 May	22 May	22 May -23 May	24 May 56
326	40th	A	22 May	28 May	29 May -31 May	31 May 56
159	40th	A	29 May	5 Jun	5 Jun - 6 Jun	7 Jun 56

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ANNEX "F"
TO MAINTENANCE ORDER
5-56 MAY 1956

MAINTENANCE PLAN AND SCHEDULE

1. 40th Field Maintenance Squadron:

a. Will provide necessary personnel, tools, and equipment to support the normal B-47 and KC-97 ten (10) day cycle flying schedule in addition to 83 B-47 Post Flight inspections as outlined in Annex's A,B,C, and D.

b. Will support periodic maintenance squadron in accomplishing their required periodic inspections outlined in Annex "E".

c. Will maintain pre-issue and bench stocks as authorized and required.

d. Will furnish 24 hour support during an alert. Stand-by and nite shift personnel will be scheduled as required by Job Control to maintain quick strike aircraft and priority one work orders not accomplished during normal duty hours.

e. Provide specialists to comply with all scheduled TOC's.

f. Maintain capability and workload requirements for each shop as listed for the month of May:

SHOP	PROJECTED M/HRS ASGD	PROJECTED DIRECT M/HRS AVAILABLE	PROJECTED M/HR COST PER FLY/HR	COMPUTED M/HR REQUIRED TO SUPPORT FLY PROGRAM
Recip Engine	4000	1589.6	2.6	1456.0
Jet Engine	10000	2156.4	1.3	1950.0
Propeller	1200	639.7	1.6	896.0
Eng Condition	1000	360.6	.7	392.0
Unit Change	1200	504.1	1.0	560.0
Instrument	4600	1496.6	.7	1442.0
Fuel Systems	1000	336.7	.2	212.0
Wheel & Tire	800	388.9	.1	206.0
Ground Power	5000	3062.0	1.3	2676.0
IFR	1800	288.0	.5	280.0
Repair/Reclm	2400	665.0	.3	618.0
Electric	7200	1492.0	.5	1030.0

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Survival/Fabric	5000	2316.0	1.0	2060.0
Structural Repair	8000	2268.0	1.0	2060.0

2. Armament & Electronics Squadron:

a. Will provide necessary personnel, tools and equipment to accomplish 283 B-47 Pre-Flight and 83 Post Flight Inspections in addition to supporting the normal B-47 and KC-97 ten (10) day cycle flying schedule as outlined in Annex's A,B,C, and D.

b. Will support periodic maintenance squadron in accomplishing their required periodic inspections as outlined in Annex "E".

c. Will maintain pre-issue and bench stocks as authorized and required.

d. Will maintain quick strike aircraft insuring that proper configurations are installed and that all necessary electrical and functional check are completed and entered in Form 781-2 prior to aircraft going on Quick Strike status. In addition, will monitor all special weapons, bomb and ammunition loadings.

e. Will accomplish all TOC's calendar inspections and compass swings as scheduled by Job Control.

f. Will maintain capabilities and accomplish workload requirements as listed below:

A & E PRODUCTIVE MANHOUR EVALUATION

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ANNEX "F" (CONT'D)
TO MAINTENANCE ORDER [illegible]
MAY 1956

SHOP	PROJECTED M/HRS ASGD	PROJECTED DIRECT M/HRS AVAILABLE	PROJECTED M/HR COST PER FLY HR	COMPUTED M/HRS REQUIRED TO SUPPORT FLY PROGRAM
		(FIELD MAINTENANCE BRANCH)		
Bm Nav Sys	4600	1751.8	.97	1455.0
Comm Nav Sys	2600	1040.5	.44	906.0
Fire Control	1200	398.6	.13	195.0
Weapons Rel	1800	565.2	.26	390.0
Camera	200	42.7	.03	45.0
ECM	600	205.1	.12	180.0
Auto Pilot	400	94.9	.04	82.4
Test Equip	600	417.0	.21	432.0
		(FLIGHTLINE BRANCH)		
Bm Nav Sys	14400	4078.9	2.40	3600.0
Comm Nav	10000	1538.6	.69	1421.4
Fire Control	6800	1779.5	.97	1455.0
Release Sys	4200	1728.1	.91	1365.0
Camera Sys	2000	521.7	.26	390.0
Elect C/M	1600	219.7	.13	195.0
Auto Pilot	2600	607.6	.27	556.2
Com/Nav Maint	3800	1677.0	.71	1462.0

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ANNEX "G"
TO MAINTENANCE ORDER 5-56
MAY 56

MAINTENANCE PLAN AND SCHEDULE

1. 802d Air Base Group:

a. 802d Motor Vehicle Squadron:

(1) Provide daily dispatch of vehicles as required to support the flying maintenance schedules as outlined, in this maintenance order in accordance with SAC Regulation 66-24.

(2) Provide and coordinate any additional vehicle support as deemed necessary by the 40th Director of Materiel and Base Materiel Officer.

(3) Coordinate vehicle maintenance status with 40th Job Control, placing top priority on radio control vehicles.

b. 802d Refueling Section:

(1) Provide the necessary personnel and equipment to fulfill the 40th Bomb Wing's aircraft and ground power refueling requirements. Requirements for the month of May consists of 3 JP top off defueling trucks, three (3) 115-145 pits, one (1) 115-145 top off defueling truck and one diesel truck. Water alcohol will be required on all aircraft scheduled during the month of May consisting of 283 sorties.

(2) In the event of an alert or after special missions, additional pits as determined feasible by the 40th Director of Materiel and 802d Refueling Officer will be required.

c. 802nd Supply Squadron:

(1) Base Supply:

a Provide supply support for flying and maintenance schedules as heretofore.

b Aircraft service unit will provide immediate delivery of all items requested via supply expeditor network and will maintain C.Q. for after duty hours.

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c. Provide additional support as required in the event of an alert.

d. 802nd Munitions Squadron:

(1) Provide personnel, materiel and equipment to support the necessary special weapon, bombing and gunnery requirements as needed to accomplish 60-8 requirements and necessary training of the 40th Bombardment Wing.

(2) All special weapons, bombs and ammunition requirements will be listed on weekly 60-9 schedule. Loading schedule will be coordinated between Job Control A&E Supervisor and Munitions Section 24 hours in advance. There will be no changes in bomb or ammunition requirements after the weekly 60-9 schedule has been published except for weather cancellations.

(3) The special weapons loading schedule is listed in Annexes A, B, and C. In case an aircraft cannot be made available on the scheduled date, the responsible squadron will be required to furnish another. Job Control will coordinate any change with Munitions section and A&E at least 12 hours in advance.

e. 802nd Food Service Squadron:

Provide normal messing facilities except in event of an alert and any special mission requirements. Additional requirements will be coordinated as necessary.

f. 802nd Air Police Squadron:

(1) Provide security guards as deemed necessary by the 40th Bomb Wing Security Officer and 802nd Provost Marshal. Normal requirements exist for the month of May.

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 40th Bombardment Wing, Medium | MONTH: May 1956 | PAGE NUMBER: 1 | NUMBER OF PAGES: 2 | REPORTS CONTROL SYMBOL: 5-SAC-732

A. GENERAL						B. BOMBING							C. NAVIGATION										D. REFUELING					
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16		17		18
CREW CHIEF	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RDS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PAT. TERR.	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT	
							MACH .81 WITH IBDA	FIXED ANGLE		TOTAL	M-19		TOTAL LEGS	CIRCULAR ERROR					TOTAL LEGS	CIRCULAR ERROR									
											NR OF REL.	CIRCULAR ERROR		1	2	3	4	NR OF LEGS		1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35
L-20	B0047	006	023	-	-	-	-	-	-	-	-	-	006	011	023	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L-29	B0047	005	027	-	-	-	001	-	-	-	-	-	005	019	029	-	-	001	001	015	-	001	-	002	002	01	01	-	-
L-28	B0047	009	029	-	-	-	-	-	-	-	-	-	001	012	-	-	-	-	001	007	-	-	-	003	002	02	01	-	-
L-27	B0047	003	025	-	-	-	-	-	-	-	-	-	001	022	-	-	-	-	001	026	-	-	-	003	-	02	-	-	-
L-32	B0047	003	029	-	-	-	-	-	-	-	-	-	001	009	-	-	-	002	001	016	-	001	-	-	-	-	-	-	-
L-26	B0047	No training accomplished by regular co-pilot.																											
L-31	B0047	002	007	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	002	002	003	-	-	-	-	-	-	-	-
SQUADRON TOTAL		028	130	-	-	-	001	-	-	-	-	-	007	-	-	-	-	003	006	-	-	001	-	009	006	03	02	-	-
L-36	B0047	012	044	-	-	001	001	-	001	-	-	-	001	019	-	-	-	001	004	014	016	-	-	003	003	01	01	-	-
L-18	B0047	007	038	-	-	-	-	-	-	-	-	-	001	022	-	-	-	-	001	021	-	-	-	001	001	01	01	-	-
L-22	B0047	002	009	-	-	002	002	-	002	002	-	-	-	-	-	-	-	001	001	004	-	-	-	-	-	-	-	-	-
L-33	B0047	-	-	New change effective 21 May, no training accomplished by new aircraft Comdr.																									
L-23	B0047	005	023	-	-	-	-	-	-	-	-	-	002	023	-	-	-	-	001	012	-	-	001	001	001	02	03	-	-
L-24	B0047	003	021	-	-	-	-	-	-	-	-	-	001	012	-	-	-	003	001	012	-	002	-	001	001	02	01	-	-
L-[illegible]	B0047	005	030	-	-	001	001	001	-	002	-	-	-	-	-	-	-	001	001	013	-	-	-	001	002	-	-	01	01
L-34	B0047	004	024	-	-	-	001	001	-	-	-	-	001	010	-	-	-	-	-	-	-	-	-	001	001	-	-	01	01

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 40th Bombardment Wing, Medium | MONTH: Mar 1956 | PAGE NUMBER: 2 | NUMBER OF PAGES: 5 | REPORTS CONTROL SYMBOL: SAC-T32

A. GENERAL						B. BOMBING							C. NAVIGATION											D. REFUELING					
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16		17		18	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL (RAD)			RADAR GRID	PRESS. PAT TERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT	
							MACH .81 WITH IBDA	FIXED ANGLE		TOTAL	M-1 NR OF REL.	M-1 CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR 1	2	3	4	NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR 1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	13-15	17-19	22-23	26-27	30-31	34-35
L-41	B0047	006	035	-	-	-	-	-	-	-	-	-	009	012	013	007	-	-	003	004	003	-	-	001	002	02	02	-	-
L-43	B0047	006	040	-	-	003	001	001	001	-	-	-	002	004	005	-	-	001	002	002	002	001	001	002	003	03	03	-	-
L-63	B0047	004	029	-	-	002	002	002	002	-	-	-	006	004	006	-	-	-	001	010	-	-	-	002	002	-	-	01	02
L-65	B0047	006	045	-	-	001	003	003	001	-	-	-	003	006	-	-	-	001	002	004	-	-	-	002	002	01	01	01	02
L-66	B0047	003	015	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	003	-	001	-	-	-	-	-	-	-
L-73	B0047	004	032	-	-	002	-	-	-	004	-	-	002	001	002	-	-	-	002	003	-	001	-	001	002	01	02	-	-
L-72	B0047	NEGATIVE, CREW ON LEAVE				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L-15	B0047	002	018	-	-	-	-	-	-	-	-	-	001	013	-	-	-	001	001	011	-	-	-	001	001	01	01	-	-
LEAD & SELECT TOTAL		069	402	-	-	012	012	006	007	002	-	-	016	-	-	-	-	007	016	-	-	004	002	027	027	09	09	04	04
R-15	B0047	NEGATIVE, CREW UPGRADED TO L-15, 1 May 1956.				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R-11	B0047	003	021	-	-	001	-	002	-	-	-	-	-	-	-	-	-	001	001	010	-	001	-	-	-	-	-	-	-
R-19	B0047	004	028	-	-	003	002	003	-	-	-	-	001	018	-	-	-	001	002	005	007	-	-	001	001	-	-	-	-
R-19	B0047	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	009	-	-	-	-	-	-	-	-	-
R-21	B0047	005	028	-	-	-	-	-	-	-	-	-	002	014	019	-	-	001	001	023	-	001	001	001	001	-	-	01	01
R-[illegible]	B0047	-	-	No training accomplished by new co-pilot.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R-23	B0047	005	038	-	-	001	002	002	001	002	-	-	003	016	017	001	-	002	001	015	-	001	-	002	002	-	-	01	02

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MEDIUM JET BOMBARDMENT
AIR TRAINING REPORT - PART I

UNIT: 40th Bombardment Wing, Medium | MONTH: May 1956 | PAGE NUMBER: 2 | NUMBER OF PAGES: 5 | REPORTS CONTROL SYMBOL: SAC-312

A. GENERAL						B. BOMBING							C. NAVIGATION												D. REFUELING					
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16			17		18	
NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RDS AT MACH 81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH 81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS RAD TOSS	TOTAL REFUELINGS			MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT	
							MACH 81 WITH IBDA	FIXED ANGLE		TOTAL	M-19 NR OF REL.	M-19 CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR 1	2	3	4	NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR 1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
1-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-16	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-53	13-15	17-19	22-23	26-27	30-31	34-35
B-43	B0047	006	042	-	-	002	006	003	-	009	-	-	008	003	001	-	-	003	003	004	002	003	-	008	006	-	-	02	02
B-44	B0047	006	034	-	-	006	001	002	-	003	-	-	002	001	001	-	-	002	002	002	002	-	-	002	002	-	-	02	02
B-45	B0047	002	018	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	-	-	-	002	002	-	-	-	-
B-47	B0047	004	032	-	-	-	-	-	-	-	-	-	-	-	-	-	-	003	-	-	-	003	-	003	001	02	02	-	-
B-48	B0047	007	036	-	-	001	002	004	001	008	-	-	002	001	005	-	-	001	002	004	-	003	-	001	003	-	-	01	01
B-49	B0047	007	042	-	-	001	-	002	-	-	-	-	006	003	002	-	-	003	002	004	006	002	-	002	002	01	01	-	-
B-	B0047	004	032	-	-	002	-	006	-	-	-	-	004	003	005	018	023	003	006	010	026	001	-	002	006	03	01	01	01
B-67	B0047	-	-	Co-pilot change 1 [illegible] no accomplishments by new co-pilot.									-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B-68	B0047	-	-	Co-pilot change 2 May, no accomplishments by old co-pilot.									-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B-69	B0047	005	036	-	-	006	001	001	002	-	-	-	002	002	002	-	-	-	002	002	-	-	-	002	002	-	-	02	02
B-62	B 0047	004	030	-	-	001	002	002	003	-	-	-	002	002	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B-64	B0047	004	027	-	-	-	-	-	-	-	-	-	002	002	-	-	-	-	001	001	-	-	-	002	002	01	02	01	01
B-73	B0047	004	028	-	-	002	-	002	001	004	-	-	002	010	012	-	-	002	002	004	008	003	001	-	-	-	-	-	-
B-75	B0047	007	037	-	-	001	001	002	-	-	-	-	001	011	-	-	-	001	001	003	-	001	-	002	002	03	01	01	02
B-77	B0047	007	046	-	-	001	003	002	-	-	-	-	002	011	024	-	-	003	001	002	-	001	001	-	-	-	-	-	-
B-	B0047	008	046	-	-	-	-	-	-	-	-	-	002	006	011	-	-	-	-	-	-	-	-	006	005	01	01	-	-
B-80	B0047	-	-	Co-pilot change, 25 May, no accomplishments by new co-pilot.									-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 40th Bombardment Wing, Medium | MONTH: MAY 1956 | PAGE NUMBER: 4 | NUMBER OF PAGES: 5 | REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL						B. BOMBING							C. NAVIGATION											D. REFUELING					
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16		17		18
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RDS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS-PAT-TERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GRO WEIGHT
							MACH .81 WITH IRDA	FIXED ANGLE		TOTAL	16-19 NR OF REL.	16-19 CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR 1	2	3	4	NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR 1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-56	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	
R-20	B0047	-	-	Crew upgraded to R-20, 29 MAY 1956, no accomplishment as a ready crew									-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R-46	B0047	-	-	Crew upgraded to R-46, 31 MAY 1956, no accomplishment as a ready crew									-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R-80	B0047	-	-	Crew upgraded to R-80, 31 MAY 1956, no accomplishment as a ready crew									-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
COMBAT READY TOTAL		089	579	-	-	019	020	024	006	013	-	-	030	-	-	-	-	019	023	-	-	012	003	024	023	06	06	09	09
N-20	B0047	007	045	-	-	001	003	-	-	002	-	-	-	-	-	-	-	002	001	042	-	001	-	002	002	-	-	-	-
N-46	B0047	006	041	-	-	-	002	001	-	-	-	-	-	-	-	-	-	001	002	013	018	-	-	002	002	-	-	-	-
N-46	B0047	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	001	045	-	-	-	-	-	-	-	-	-
N-80	B0047	012	075	-	-	003	001	-	002	004	-	-	001	032	-	-	-	002	001	016	-	001	-	002	002	-	-	01	01
N-79	B0047	011	080	-	-	004	005	-	002	-	-	-	002	040	018	-	-	003	001	032	-	001	-	002	002	-	-	01	01
N-83	B0047	NEGATIVE CREW ON LEAVE				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-83	B0047	-	-	Co-pilot change, 25 May 56, no accomplishments for new co-pilot									-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-50	B0047	003	022	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	-	-	-	-
N-25	B0047	002	013	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-78	B0047	009	00'	-	-	003	001	001	-	004	-	-	001	019	-	-	-	002	002	023	024	001	001	002	-	-	-	-	-
N-51	B0047	009	065	-	-	-	005	001	005	004	-	-	001	031	-	-	-	003	001	009	-	001	-	003	003	-	-	-	-
Non-combat Ready Total		059	401	-	-	011	017	003	009	014	-	-	005	-	-	-	-	013	009	-	-	005	001	014	012	-	-	01	01

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NUMBER	NUMBER OF PAGES	REPORTS CONTROL SYMBOL
	40th Bombardment Wing, Medium	May 1956	5	5	5-SAC-T12

A. GENERAL						B. BOMBING							C. NAVIGATION										D. REFUELING					
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16		17		18	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT	
							MACH .81 WITH RBDA	FIXED ANGLE		TOTAL	NR OF REL.	CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR				NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR		NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
														1	2	3	4			1	2								
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35
Wing Total		238	1512	-	-	042	050	033	025	035	-	-	058	-	-	-	-	042	054	-	-	023	005	058	054	18	17	14	14
5 X	B0047	029	188	-	-	002	001	002	-	004	-	-	001	028	-	-	-	05	-	-	-	-	-	-	-	-	-	-	-
Practice																													
IN-25	Crew upgraded to M-25, 1 MAY 56-						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN-78	Crew upgraded to M-78, 1 MAY 56-						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN-49	CP at Wichita all month till 12 JUNE 56						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN-82	OBSR TDY on Operation Bootstrap until 15 AUG 56						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT: 40th Bombardment Wing, Medium | MONTH: May 1956 | PAGE NUMBER: 1 | NUMBER OF PAGES: 2 | REPORTS CONTROL SYMBOL: SAC-312

E. GENERAL	F. DRY CONT.	G. RADAR RENDEZVOUS						H. GUNNERY				I. ECM JAMMING								J. FORMATION		K. PILOT PROF	L. ATO		M. RADAR APP.	N. PRESS FLIGHT	O. STAN CHECK
19	20	21		22		23		24			25	26	27		28		29		30			31		32	33	34	35	36	37
CREW NR	NR OF DRY CONTACTS	TOTAL RENDEZVOUS ATT.	TOTAL RENDEZVOUS SUCC.	DURING DARKNESS ATT.	DURING DARKNESS SUCC.	AN/APN-12/76 RENDEZVOUS ATT.	AN/APN-12/76 RENDEZVOUS SUCC.	TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAX LOAD 1	PER CENT FIRE-OUT MAX LOAD 2	NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW RUNS	BIG SNOW POINTS	LITTLE SHOW RUNS	LITTLE SHOW POINTS	LITTLE RIVER RUNS	LITTLE RIVER POINTS	BIG PHOTO CHATTER RUNS	BIG PHOTO CHATTER SUCC.	TOTAL HOURS	HOURS ABOVE 30,000	HOURS BELOW 10,000	NUMBER OF SUCCESSFUL FLIGHTS	NR OF ATO TAKE-OFFS	NR OF ATO LANDINGS	WX OR DATA BORN HARM DIRECTED APPROACHES	NR HOURS PRESSURIZED FLIGHT/OXYGEN POSITION	MO TH LAST STAND/EVALUATION CHECK COMPLETED
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	60-62	63-65	66-68	69-71	
L-60	-	-	-	-	-	-	-	001	100	-	-	-	-								004	003	002	-	-	-	002	-	MAY
L-03	-	-	-	-	-	-	-	001	100	-	-	-	-								007	005	003	-	-	-	004	002	FEB
L-04	002	001	001	001	001	-	-	001	100	-	-	-	-								004	003	001	-	-	002	001	-	NOV
L-37	-	-	-	-	-	-	-	001	100	-	-	-	-								004	003	001	-	-	002	-	-	APR
L-39	-	-	-	-	-	-	-	002	057	100	-	-	-								004	003	002	-	-	001	-	-	DEC
L-75	-	-	-	-	-	-	-	-	-	-	-	-	-								-	-	-	-	-	-	-	-	MAY
L-76	-	-	-	-	-	-	-	001	050	-	-	-	-								-	-	-	-	-	001	-	-	MAY
Total	002	001	001	001	001	-	-	007	-	-	-	-	-								023	017	006	-	-	009	006	002	-
L-06	006	003	003	002	002	001	001	002	100	-	-	-	-								004	003	001	001	-	004	001	002	FEB
L-10	001	003	003	003	003	003	003	-	-	-	01	-	-								004	003	001	-	-	001	-	-	MAY
L-12	Crew change effective 31 May 56							-	-	-	-	-	-								-	-	-	-	-	-	-	-	APR
L-12	-	-	-	-	-	-	-	-	-	-	-	-	-								-	-	-	-	-	-	-	-	APR
L-13	003	-	-	-	-	-	-	002	100	100	-	-	-								003	002	001	001	-	002	001	002	NOV
L-14	-	-	-	-	-	-	-	001	100	-	-	-	-								003	002	001	001	-	002	001	002	FEB
L-[illegible]	007	003	003	002	002	001	001	-	-	-	-	-	-								-	-	-	-	-	005	004	001	MAY
L-36	006	001	001	001	001	-	-	-	-	-	-	-	-								-	-	-	001	-	002	002	001	FEB

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT: 40th Bombardment Wing, Medium | MONTH: May 1956 | PAGE NUMBER: 2 | NUMBER OF PAGES: 5 | REPORTS CONTROL SYMBOL: SAC-TAC

E. GENERAL	F. DRY CONT.	G. RADAR RENDEZVOUS						H. GUNNERY					I. ECM JAMMING								J. FORMATION			K. PILOT PROF	L. ATO		M. RADAR APP.	N. PRESS FLIGHT	O. STAN CHECK
19	20	21		22		23		24			25	26	27		28		29		30		31			32	33	34	35	36	37
CREW NUMBER	NR OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIPE-OUT MAX LOAD		NR OF S.E.Q. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		TOTAL HOURS	HOURS ABOVE 30,000	HOURS BELOW 10,000	NUMBER OF CUMULATIVE MISSIONS	NR OF ATO TAKE-OFFS	NR OF ATO TAKE-OFFS	NR OF AIR NAVIGATION DIRECTED APPROACHES	NR HOURS PRESSURIZED FLT COMBAT POSITION	MONTH LAST STANDARDIZATION CHECK COMPLETED
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.									
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	59-62	63-65	66-68	69-71	
L-41	=	001	001	001	002	=	=	=	=	=	01	=	=	=	=	=	=	=	=	=	004	003	001	=	=	003	002	002	MAY
L-43	003	002	001	001	001	=	=	002	100	=	=	002	=	=	=	=	=	=	=	=	006	004	002	001	=	003	002	001	APR
L-63	004	002	002	001	001	001	001	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	003	002	002	MAY
L-65	012	003	003	003	003	=	=	001	050	=	=	=	=	=	=	=	=	=	=	=	010	008	002	=	=	002	002	002	MAY
L-66	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	002	001	MAY
L-70	001	001	001	001	001	001	001	001	069	=	=	=	=	=	=	=	=	=	=	=	012	008	004	=	=	002	002	001	APR
L-72	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	JAN
L-15	001	003	003	001	001	002	002	001	100	=	=	=	=	=	=	=	=	=	=	=	004	003	001	=	=	002	002	001	APR
L65 TOTAL	043	021	021	016	016	009	009	008	=	=	01	002	=	=	=	=	=	=	=	=	048	036	014	005	=	022	025	02	=
R-15	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=
R-11	=	=	=	=	=	=	=	001	100	=	=	=	=	=	=	=	=	=	=	=	004	003	001	=	=	001	001	=	MAY
R-19	002	001	001	=	=	001	002	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	004	003	002	APR
R-21	003	003	003	002	002	001	001	001	050	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	APR
R-21	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	001	=	=	=	=	APR
R-23	008	002	002	001	001	001	001	001	075	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	002	001	=	APR
R-24	005	003	003	002	002	001	001	001	000	=	=	=	=	=	=	=	=	=	=	=	007	005	002	=	=	006	004	004	APR

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Air Force-SAC, Offset O-941(56) (When Filled In) **CONFIDENTIAL**

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT: 40th Bombardment Wing, Medium | MONTH: May 1956 | PAGE NUMBER: 2 | NUMBER OF PAGES: 3 | REPORTS CONTROL SYMBOL: SAC-102

E. GENERAL	F. DRY CONT.	G. RADAR RENDEZVOUS						H. GUNNERY					I. ECM JAMMING								J. FORMATION			K. P.C.T. BASIS	L. ATO		M. RADAR APP.	N. PRESS FLIGHT	O. STAN EVAL CK.
19	20	21		22		23		24			25	26	27		28		29		30		31			32	33	34	35	36	37
CREW NUMBER	NR OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAX LOAD		NR OF REF. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER HUNT		TOTAL HOURS	HOURS ABOVE 90,000'	HOURS BELOW 10,000'	NUMBER OF COMPLETE MISSIONS	NR OF TO TAKE-OFFS	NR OF TAKE OFFS	NR OF AIR-BORNE RADAR DIRECTED APPROACHES	NR HOURS PRESURIZED FLT. IN SEAT POSITION	MONTH LAST STANDARDIZATION CHECK COMPLETED
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.									
8-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-69	69-71	
R-31	006	002	002	002	001	001	003	-	-	-	-	002	-	-	-	-	-	-	-	-	-	-	-	-	-	002	003	003	APR
R-38	005	001	001	-	-	001	001	002	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	001	JAN
R-42	-	-	-	-	-	-	-	001	100	-	-	-	-	-	-	-	-	-	-	-	004	003	001	001	-	001	002	002	MAY
R-43	-	001	001	002	001	-	-	001	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	003	003	001	MAY
R-44	002	002	002	002	002	001	001	-	-	-	-	-	-	-	-	-	-	-	-	-	004	003	001	-	-	002	003	001	JAN
R-47	003	002	002	002	002	-	-	001	052	-	-	-	-	-	-	-	-	-	-	-	003	003	002	-	-	004	001	001	JAN
R-47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	JAN
R-48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NOV
R-48	006	002	002	001	001	001	001	002	100	100	-	-	-	-	-	-	-	-	-	-	006	004	001	-	-	001	001	001	NOV
R-62	-	-	-	-	-	-	-	001	100	-	-	-	-	-	-	-	-	-	-	-	[illegible]	003	001	-	-	003	003	001	MAY
R-64	002	001	001	001	001	001	001	001	100	-	-	-	-	-	-	-	-	-	-	-	011	009	002	-	-	002	001	-	APR
R-72	-	-	-	-	-	-	-	00	018	-	-	-	-	-	-	-	-	-	-	-	003	002	001	-	-	003	003	002	FEB
R-75	005	001	001	001	001	001	001	-	-	-	-	-	-	-	-	-	-	-	-	-	003	002	001	-	-	004	001	003	JAN
R-77	-	-	-	-	-	-	-	002	023	050	-	-	-	-	-	-	-	-	-	-	011	009	002	-	-	006	001	005	APR
R-81	005	003	003	002	002	003	003	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	004	002	001	MAR
R-[illegible]	004	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	004	002	001	-	-	001	-	-	MAR
R-20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MAY

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Air Force - SAC, Offset (44236) (When Filled In) **CONFIDENTIAL**

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT: 40th Bombardment Wing, Medium | MONTH: May 1956 | PAGE NUMBER: 4 | NUMBER OF PAGES: 5 | REPORTS CONTROL SYMBOL: SAC-T12

E. GENERAL	F. DRY CONT.	G. RADAR RENDEZVOUS						H. GUNNERY					I. ECM JAMMING								J. FORMATION			K. PILOT PROF.	L. ATO		M. RADAR APP.	N. PRESS FLIGHT	O. STAN CHECK
19	20	21		22		23		24			25	26	27		29		28		30		31			32	33	34	35	36	37
CREW MEMBER	NR OF DRY CONTACTS	TOTAL RENDEZVOUS ATT.	TOTAL RENDEZVOUS SUCC.	DURING DARKNESS ATT.	DURING DARKNESS SUCC.	AN/APN-12/76 RENDEZVOUS ATT.	AN/APN-12/76 RENDEZVOUS SUCC.	TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAX LOAD 1	PER CENT FIRE-OUT MAX LOAD 2	NR OF A.F.O. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW RUNS	BIG SNOW POINTS	LITTLE SNOW RUNS	LITTLE SNOW POINTS	LITTLE RIVER RUNS	LITTLE RIVER POINTS	BIG PHOTO CHATTER RUNS	BIG PHOTO CHATTER RUNS SUCC.	TOTAL HOURS	HOURS ABOVE 30,000	HOURS BELOW 10,000	NUMBER OF COMPLETE MISSIONS	NR OF ATO TAKE-OFFS	NR OF INADVERTENT TAKE-OFFS	NR OF RADAR BOMB/NAV TIMES/STEERED APPROACHES	HOURS PRESSURIZED FLIGHT POSITION	NR OF LAST MONTH DATA ON CHECK COMPLETED
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	59-62	63-65	66-68	69-71	
B-45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MAY
B-80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MAY
Combat Ready Total	056	024	024	016	016	013	013	015	-	-	-	003	-	-	-	-	-	-	-	-	062	047	015	002	-	047	038	0038	-
N-20	024	003	001	001	001	002	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	007	-	005	MAY
N-45	007	003	003	001	001	002	001	001	100	-	-	-	-	-	-	-	-	-	-	-	007	005	002	-	-	003	003	002	MAY
N-80	014	003	002	002	002	002	002	-	-	-	-	-	-	-	-	-	-	-	-	-	003	002	001	001	-	008	003	004	MAY
N-79	011	002	002	002	002	002	002	001	043	-	-	-	-	-	-	-	-	-	-	-	007	006	001	001	-	008	007	008	APR
N-83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MAY
N-89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MAY
N-50	003	001	001	-	-	001	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	002	002	-	MAY
N-25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-78	009	002	002	001	001	001	002	001	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	004	003	004	MAY
N-51	010	003	001	-	-	002	002	001	057	-	-	001	-	-	-	-	-	-	-	-	005	004	001	-	-	008	006	005	MAY
NOR Total	078	017	011	006	006	009	009	004	-	-	-	001	-	-	-	-	-	-	-	-	022	017	005	002	-	040	027	028	-
Wing Total	179	063	057	039	039	031	032	034	-	-	02	003	-	-	-	-	-	-	-	-	157	117	040	009	-	129	096	089	-

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E. GENERAL	F. DRY CONT.	G. RADAR RENDEZVOUS						H. GUNNERY					I. ECM JAMMING								J. FORMATION			K. PILOT LOG BOOK	L. ATO		M. RADAR APP.	N. PRESS FLIGHT	O. STAN CHECK
19	20	21		22		23		24			25	26	27		28		29		30		31			32	33	34	35	36	37
A/C NR	NR OF DRY CONTACTS	TOTAL RENDEZVOUS ATT.	TOTAL RENDEZVOUS SUCC.	DURING DARKNESS ATT.	DURING DARKNESS SUCC.	AN/APN-12/78 RENDEZVOUS ATT.	AN/APN-12/78 RENDEZVOUS SUCC.	TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAX LOAD 1	PER CENT FIRE-OUT MAX LOAD 2	NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW RUNS	BIG SNOW POINTS	LITTLE SNOW RUNS	LITTLE SNOW POINTS	LITTLE RIVER RUNS	LITTLE RIVER POINTS	BN PHOTO CHATTER RUNS	BN PHOTO CHATTER RUNS SUCC.	TOTAL HOURS	HOURS ABOVE 30,000	HOURS BELOW 10,000	NUMBER OF COMPLETE MISSIONS	NR OF ATO TAKE-OFF	NR OF ATO LAND-ING	NR OF AIR-BORNE RADAR DIRECTED APPROACHES	NR HOURS PRESSURIZED FLT COMBAT POSITION	MONTH LAST STANDARDIZATION CHECK COMPLETED
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	48	52-54	56-58	60-62	63-65	66-68	69-71	
5 X	047	006	004	002	002	003	003	"	"	"	"	"	"	"	"	"	"	"	"	"	839	822	008	813	"	029	006	004	"
Practice "	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"

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MEDIUM JET BOMBARDMENT
AIR TRAINING REPORT - PART III

UNIT: 40th Bombardment Wg Medium | MONTH: May 1956 | PAGE NUMBER: 1 | NUMBER OF PAGES: 5 | REPORTS CONTROL SYMBOL: 5-5A6-T12

| P. GENERAL | Q. EMERG DRILL | R. SIM. STR REPORTS | S. NIGHT CELL | T. AIR WEAPONS | | U. MISCELLANEOUS | | |

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT: 40th Bombardment Wing, Medium

MONTH: May 19[illegible] | PAGE NUMBER: 2 | NUMBER OF PAGES: 5 | REPORTS CONTROL SYMBOL: SAC-M32

NCR CREWS

| P. GENERAL | Q. EMERG DRILL | R. SIM. STR REPORTS | S. NIGHT CELL | T. AIR WEAPONS | | U. MISCELLANEOUS | | |

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AIR TRAINING REPORT - PART III

UNIT: 0th Bombardment Wing, Medium | MONTH: [illegible] 1956 | PAGE NUMBER: 3 | NUMBER OF PAGES: 5 | REPORTS CONTROL SYMBOL: 5-SAC-T-2

6. GENERAL		7. AIR WEAPONS				8. MISCELLANEOUS																					
38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61				
NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (AIRCRAFT)	NUMBER OF SIMULATOR MISSIONS	ZONE	REF from use TKR.		Max. Infl. Gross		Diversions Out Actual																	
10-12	13-15	17-19	21-23	25-27	29-31		SUC	ATT	SUC	ATT	SUC																
R-35	002	1	-	-	-	02	02	-	-	-	-	-	02	02	02	02	01	-	-	01	-	-	-	-	-	-	-
R-38	001		-	-	-	01	02	-	-	-	-	01	01	-	01	-	01	-	-	-	-	-	-	-	-	-	-
R-42	001		002	001	001	-	-	-	-	-	-	02	02	03	02	03	02	02	-	-	-	-	-	-	-	-	-
R-43	001	01	-	-	-	-	-	-	-	-	-	01	05	-	05	-	02	-	-	01	-	01	-	-	-	-	-
R-44	001	-	002	001	-	-	-	-	-	-	-	-	05	01	04	02	04	01	-	-	-	-	-	-	-	-	-
R-47	001	002	002	001	001	-	-	-	-	-	-	-	03	01	03	01	-	02	-	-	-	-	-	-	-	-	-
R-[illegible]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R-48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R-48	001	-	001	001	001	01	02	-	-	-	-	01*	04	01	05	-	03	-	-	-	-	01	-	-	-	-	-
R-62	001	002	001	001	-	-	-	-	-	-	-	-	03	-	03	-	01	-	-	-	-	-	-	-	-	-	-
R-64	-	006	001	001	001	-	-	-	-	-	-	01	04	-	04	-	03	-	-	-	-	-	-	-	-	-	-
R-73	002	-	002	001	001	-	-	-	-	-	-	-	02	01	02	01	02	01	-	-	02	-	-	-	-	-	-
R-75	003	-	002	001	-	-	-	-	-	-	-	01	04	-	04	-	01	-	-	-	-	-	-	-	-	-	-
R-77	005	005	002	001	-	-	-	-	-	-	-	01	03	04	04	03	01	01	-	-	-	-	-	-	-	-	-
R-81	004	-	002	-	-	03	02	-	-	-	-	-	02	02	04	-	06	02	-	-	02	02	01	01			
R-[illegible]	-	-	-	-	-	-	-	-	-	-	-	01*	02	-	02	-	-	-	-	-	-	-	-	-			
R-20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			

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UNIT: 40th Bombardment Wing, Medium | MONTH: May 1956 | PAGE NUMBER: 4 | NUMBER OF PAGES: 5 | REPORTS CONTROL SYMBOL: 5-SAC-T12

NCR Crews

P. GENERAL	Q. EMERG DRILL	R. SIM. STR. REPORTS	S. NIGHT CELL	T. AIR WEAPONS		U. MISCELLANEOUS																		
38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	
CREW NUMBER	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (Aircraft)	NUMBER OF SIMULATOR MISSIONS	Optional Gross Wt. 20 Min.		REF from one TKR.		Max. inflight Gross Wt.		Dispense out Accom.	AC TO CP	AC LDG CP	AC GCA CP	AC ILAS CP	P to I		Gyro out					
6-10	13-15	17-19	21-23	25-27	29-31	ATT	SUC	ATT	SUC	ATT	SUC						AC	CP	AC	CP				
R-45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
R-80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Combat Ready Total	024	017	018	009	008	09	08	-	-	-	-	09	58	21	62	07	35	11	-	04	08	03	05	02
N-20	-	-	-	-	-	-	-	02	03	-	-	-	06	01	06	02	08	02	01	02	01	-	01	-
N-46	002	-	-	-	-	-	-	02	02	-	-	-	04	02	03	03	02	02	-	-	-	-	-	-
N-80	004	-	-	-	-	-	-	02	02	-	-	-	11	01	12	01	05	03	-	-	02	02	01	-
N-79	003	-	-	-	-	-	-	01	01	01	01	-	07	03	08	02	04	-	-	-	-	-	01	-
N-83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-50	002	-	-	-	-	-	-	01	01	-	-	-	03	-	03	-	03	02	02	-	-	-	-	-
N-25	-	-	-	-	-	-	-	-	-	-	-	-	01	01	01	01	-	01	-	01	-	-	-	-
N-78	003	-	-	-	-	-	-	02	-	-	-	-	09	-	09	-	04	01	01	01	01	-	01	-
N-51	002	-	-	-	-	-	-	03	03	-	-	01	06	02	07	02	03	01	01	01	01	-	02	-
Non-Combat Ready Total	016	-	-	-	-	-	-	12	11	01	01	01	47	10	48	10	29	11	05	04	05	02	05	-
Wing Total	066	018	042	023	014	13	12	12	11	01	01	18	167	47	170	45	96	37	18	14	18	08	16	03

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P. GENERAL		Q. EMERG DRILL	R. SIM. STR REPORTS	S. NIGHT CELL	T. AIR WEAPONS		U. MISCELLANEOUS																			
38	39	40	41	42	43	44	45	46	47	48	49		51	52	53	54	55	56	57	58	59	60	61			
CREW NUMBER	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (Aircraft)	NUMBER OF SIMULATOR MISSIONS	Optional Gross Wt. 20 MIN.		REF from one T.O.		Max. Inflight Grosswt.		Disponse out Accom.	AC TO CP	AC LDG CP	AC GCA CP	AC ILAS CP	P P I		Cyro out							
	13-15	17-19	21-23	25-27	29-31	ATT	SUC	ATT	SUC	ATT	SUC						AC	CP	AC	CP						
5 X	005	-	-	-	-	-	-	02	-	-	-	-	35 05	33 07	02 03	01 04	03	-	01	01						

This completed 45% of SAC REG 50-8 for this quarter.

6 Standardization (Lead)Crews, 15 Lead Crews, 21 Combat Ready Crews, 6 Non-Ready Crews, 2 IN Crews ASG.

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PART IV
RCS: 5-SAC-T12

WING COMMANDER'S REMARKS
40TH BOMBARDMENT WING, MEDIUM

1-31 May 1956

1. In accordance with paragraph 6, Annex V, SAC Regulation 50-23, 1 May 1956, the following information and remarks are submitted:

a. Hours flown performing missions ordered by higher headquarters.

(1) Higher Headquarters:

COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
(a) Ferrying Aircraft	20	19
(b) Washington Flyover	144	152
(c) Static Display	23	24

(2) Eighth Air Force Air Training priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	0	0
2	Strategic Evaluation	78	54
3	Washington Flyover	144	152
4	Static Display	23	24
5	SAT Standboard Check	7	6
6	Commander's Competition, "Beach Warmer"	0	0
7	Non Combat Ready Crew Training, SAC Regulation 50-8	350	402
8	Combat Ready Crew Training, SAC Regulation 50-8	360	452
9	Lead and Select Crew Training, SAC Regulation 50-8	253	274
10	Compliance with SAC Regulation 51-26	90	107
11	Staff Crew Proficiency	175	176
12	Ferrying Aircraft	20	19
	TOTAL	1500	1666
	TEST FLIGHTS	20	34
	GRAND TOTAL	1520	1700

The following explanation is made of significant differences between programmed and accomplished flying time.

(a) Reference priority 1: No time programmed due

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to this training being accomplished in conjunction with other training.

(b) Reference priority 2: Less time flown than programmed due to one crew failing evaluation.

(c) Reference priority 6: No time programmed due to commitment cancelled by higher headquarters.

b. Weather or local conditions. Not applicable for this reporting period.

c. Air traffic control delay information.

ATC DELAYS

TYPE	TOTAL NUMBER	TOTAL TIME
Departure	8	5:00
Arrival	2	0:00
Total	8	5:00

DELAYS AFFECTING UNIT MISSIONS

Not applicable for this reporting period.

DELAYS OVER 30 MINUTES

Not applicable for this reporting period.

d. Restrictive directives. Not applicable for this reporting period.

e. Combat crew member gains and losses.

(1) Crew members gained:

One (1) co-pilot from wing staff.

Two (2) co-pilots from AOB school.

(2) Crew member losses:

One (1) aircom to squadron staff.

f. Crew member changes.

One (1) aircom, crew L-12.

Seven (7) co-pilots, crews R-21, R-47, R-48, IN-49, L-76, R-81 and N-83.

g. New crews.

N-50, 1 May 1956.

N-51, 21 May 1956.

h. Crew status changes.

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R-15 to L-15, 1 May 56, upgraded.

DN-25 to N-25, 1 May 56, upgraded.

DN-78 to N-78, 1 May 56, upgraded.

N-20 to R-20, 29 May 56, upgraded.

N-41 to R-41, 31 May 56, upgraded.

N-80 to R-80, 31 May 56, upgraded.

1. Standardization crews.

(1) Wing standardization crew. L-60, 1 Sep 54.

(2) Squadron standardization crews:

(a) 25BOMRON. L-03, 5 Apr 56.

L-04, 19 Sep 55.

(b) 44BOMRON. L-37, 19 Sep 55.

L-39, 5 Apr 56.

(c) 45BOMRON. L-76, 20 Feb 56.

3. Additional Material and personnel problems.

Material Problems.

(1) The shortage of senior-level supervisory personnel in the "43" career field still continued to adversely affect the maintenance and consequently the flying training program in the B-47 squadrons. Shown below is a break-down of the 4317AR's authorized and assigned by squadron:

	AUTH	ASGD
40HRMRON	17	15
25BOMRON	22	7
44BOMRON	22	5
45BOMRON	22	7
40PMRON	4	2
40BMRON	3	3

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Total					96	39

The 47th Armament and Electronics Maintenance Squadron is also working under a considerable handicap with their shortages of personnel shown below:

AFSC	S/SGT AUTH	S/SGT ASGD	T/SGT AUTH	T/SGT ASGD	M/SGT AUTH	M/SGT ASGD
30170			7	2	7	5
30172			5	1	1	0
30150R	18	3				
32170R			23	1	13	2
32150C	20	1				
32170C			5	3	5	0

(2) Shortages of 4360 enlages for the KC-97 aircraft is seriously affecting the training program in the 40th AAS Refueling Squadron.

(3) The shortage of drivers, base-wide, is affecting the maintenance support by the 40th Field Maintenance and the 47th Armament and Electronics Maintenance Squadrons. These squadrons must furnish drivers for the vehicles authorized them under SAC Regulation 66-24 and SAC Manual 66-12, and their only source is in the specialties in their field within the squadron.

(4) Because there are more aircraft assigned this station and because of the design of the aircraft parking ramp, the total square footage of concrete authorized is inadequate to provide a back-line for the Periodic Maintenance squadron. If a back-line is provided this squadron, Base Flight parking area for transient aircraft and aircraft assigned is so congested that a definite hazard exists in the ground handling and taxiing of aircraft. It is also necessary to park four aircraft at the north end of the ramp with the rear main gear approximately four feet from the edge of the concrete. This causes the tails of these aircraft to overhang the ramp. Immediately north of this area is a construction road which is in constant use. The dust generated by the construction vehicles provides both poor working conditions and a chance for engine damage due to foreign objects. A definite need exists for an extension of 300 feet to the present parking ramp.

Personnel Problems:

(1) Shortages of qualified officers and NCO's continues

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to be a problem:

(a) 304X0 Intelligence Operations Specialist.

3 Level	5 Level	7 Level	Total	% Manned	% Eff
0/6	5/2	0/2	11/10	90	36

Body wise 90% manned but very short in the 5 and 7 skill leve.. Both 5-level ava are A/2s and cannot be placed on OJT. No projected "ins" and one projected loss in the "7" level.

(b) 273X0 Operations Specialist.

3 Level	5 Level	7 Level	Total	% Manned	% EFF
0/1	0/5	9/3	9/9	100	33

Body manned 100%. Critical shortage in the 7 skill level. Four out of five in the 5 level are not eligible for OJT. Bomb Squadrons authorized 1, 7-level for scheduling and forms, no assistant.

(c) 30XXX Radio, Radar Systems.

The most critical shortage of supervisors is in the Armament and Electronics Squadron. The following is a breakdown of authorized and assigned non-commissioned officers in the Armament and Electronics Squadron.

	S/SGT Auth/Asgd	T/SGT Auth/Asgd	M/SGT Auth/Asgd
30453E	4/0		
30173		2/0	1/0
30151A	10/0		
30150C	3/0		
30150B	5/4		

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Part II, RCS: 5-SAC-K12, Wg Comdr's Remarks, 47th BOMW, M, Period: 1-31 May 1956 (continued)

	S/SGT Auth/ASGD	T/SGT Auth/Asgd	M/SGT Auth/Asgd
30470		7/2	7/5
30471		2/1	1/0
30472	----	----	0/1
Total	22/1	14/3	9/6

32XXX Armament Systems.

	S/SGT Auth/Asgd	T/SGT Auth/Asgd	M/SGT Auth/Asgd
32350B	2/0		
32350C	2/0		
32350D	2/0		
32350E	14/1		
32370A		23/3	10/2
32370B	20/1		
32370C		5/1	5/0
32371C	----	1/0	----
Total	44/4	29/4	15/2

(a) A21170 Aircraft Maintenance Technician (Jet over 2 engines). Manning in the B-47 aircraft Maintenance Technician Course Field, A31170 continues to be a skill spot. The wing is 14% manned in this AFSC. Authorized 97, assigned 39. Short body wise and very short in the 5 skill level.

(e) 67150 Ground Power Repairman.

3 Level	5 Level	7 Level	Total	% Manned	% Eff
3/9	17/15	5/4	25/47	77	48

(f) 60530 Vehicle Driver.

3 Level	5 Level	7 Level	Total	% Manned	% Eff
5/9	16/21	0/0	22/41	66	66

Short skill wise and body manned and a definite need for two in each squadron with Selman operations.

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(g) 322X1 Personal Equipment. Short body wise and no 7 level personnel. Six out of nine 5 level personnel are not eligible for OJT. No projected "in" and one Staff Sergeant projected loss 12 August 1956.

3 Level	5 level	7 level	Total	% Manned	% Eff
2/2	9/9	4/0	15/11	73	73

(2) The following officer personnel shortages exist within the 40th Bombardment Wing:

1	Director of Intelligence	AFSC	2016
2	Intelligence Officer		2054
1	ECM Officer		3024
1	Supply Officer		6424
1	Armament Officer		3244
2	Flight Test Maintenance Officer		4334
1	Armament Systems Officer		3234
1	Production Control Officer		4355

(a) Of the Supply Officers assigned, four have had no previous experience in supply.

(b) The 40th Armament and Electronics Squadron have six assigned to the 3234 Career field. Three of these are entry level officers with no previous experience in that field.

(c) A vacancy exists in AFSC 3244, Armament Operator Officer. This vacancy is one of the contributing factors in this Wing's gunnery proficiency being the lowest in 8th Air Force.

(d) A replacement is needed to fill the 2016, Intelligence Staff Officer position. No replacements are available and there is no known input.

k. Refueling data.

(1) Number of refueling sorties scheduled and confirmed. 102.

(2) Number of sorties:

(a) Airborne - 66.

(b) Effecting complete electronic rendezvous - 49.

(c) Transferring required fuel - 49.

(3) Number of aborts due to:

(a) Adverse weather - 5.

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(b) Aircraft Malfunction - 38.

(c) Electronic countermeasures equipment malfunction - 0.

(d) Refueling equipment malfunction - 0.

(e) Other causes: Aircraft not accepted - 10.

(4) Mass flight refuelings:

(a) Continued sorties - 30.

(b) Airborne sorties - 15.

(c) Sorties effecting complete readerrous - 9.

(d) Sorties transferring required fuel - 18.

1. Comments or recommendations of the wing commander.

(1) The 40th Bombardment Wing has an additional personnel difficulty to the effect that it does not have a qualified airman, 20650, Photo Interpreter Technician, for assignment to the Radar prediction Team. This shortage is regarded as serious as it hampers the "EWP program".

(2) The lack of co-pilots physically present for duty on proposed crews, N-52 and N-53, is resulting in loss of crew upgrading training for a period of 45 and 60 days respectively.

(3) The five (5) day orientation course on Special Weapons at Maxwell Air Force Base is not considered adequate. The seven (7) week course, however, is considered very good.

(4) Aircraft 52-564 went to OCAMA on 16 April for depot assist on auto-pilot and N-1 compass maintenance. Aircraft has not been repaired.

(5) Aircraft 52-573 and TO 1B-47-889 on or about 23 May 56. In accomplishing this TOC, the aileron drum assembly on co-pilots control column was broken. The 303rd Director of Material estimates part arrival on 15 June, aircraft in commission on 1 July.

(6) Operations "New Year" required scheduling of four (4) sorties on 10 May, four sorties on 16 May, four on 17 May and fourteen on 19 May. We expended eighteen sorties and 152 hours. Armed Forces static display required four B-47 sorties and four KC-97 sorties.

(7) Operations "New Year" was not given to this organization in sufficient time to be programmed in the monthly operations plan.

(8) Higher headquarters commitments are not being received in sufficient time to be programmed in monthly operations plans, and after receipt they are being changed, i.e.

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(e) Change of aircraft and crew to W[illegible]stover from 12 June to 19 June.

(f) Check out requirement for Colonel Reynolds causes loss of five sorties for month of June. This requirement also will require an individual instructor pilot for sixteen consecutive days.

(g) TN Training quota added for three spaces on 18 June 1956.

(9) Higher Headquarters assistance is required for refueling requirements for remainder of the training quarter. Further correspondence will be forthcoming on the exact needs. Interpretation of Mass Refueling Requirement on 50-8 has not been received by this headquarters.

(10) The following is listed in accordance with Eighth Air Force Letter, Subject: Training and check out in Special Release Tactics "Hi Jinks", 3 November 1955.

A	B	C	D	E	F	G	H
L-03	Yes	Yes	3	7	1	2	Oct 55
L-04	Yes	Yes	0	1	0	1	Mar 56
L-06	Yes	Yes	1	4	2	3	Feb 56
L-10	Yes	Yes	0	3	0	2	Jan 56
R-11	Yes	Yes	1	3	0	1	Feb 56
L-12	Yes	Yes	1	3	2	3	Feb 56
L-13	Yes	Yes	0	2	0	3	Mar 56
L-14	Yes	Yes	1	3	0	1	Mar 56
L-15	Yes	Yes	0	2	0	3	Feb 56
L-16	Yes	Yes	7	9	1	2	Feb 56
R-19	Yes	Yes	2	2	2	2	May 56
R-20	Yes	Yes	0	0	3	3	May 56
R-21	No	No	0	0	0	0	Jun 56
R-23	Yes	Yes	0	0	1	1	Jun 56
R-24	Yes	Yes	2	2	6	6	May 56
M-25	No	No	0	0	0	0	Jun 56
R-35	Yes	Yes	2	5	1	2	Feb 56
L-36	Yes	Yes	0	1	1	2	Mar 56

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Part IV, RCS: 5-SAC-T12, Wg Comdr's Remarks, 40th BOMWG, M, Period: 1-31 May 1956 (continued)

L-37	Yes	Yes	0	2	0	2	Jan 56
R-38	Yes	Yes	3	6	0	3	Dec 55
L-39	Yes	Yes	0	3	0	2	Dec 55
L-41	Yes	Yes	0	2	0	2	Mar 56
R-42	Yes	Yes	0	3	0	0	Mar 56
R-43	Yes	Yes	6	8	2	3	Mar 56
R-44	Yes	Yes	1	4	0	2	Dec 55
L-45	Yes	Yes	4	7	1	3	Nov 55
R-46	Yes	Yes	0	0	3	3	May 56
R-47	Yes	Yes	1	3	2	3	Mar 56
R-48	Yes	Yes	4	7	1	2	Mar 56
IN-49	No	No	0	0	0	0	Jul 56
N-50	No	No	0	0	0	0	Jul 56
N-51	Yes	Yes	0	0	5	5	May 56
L-60	Yes	Yes	0	1	0	1	Mar 56
R-62	Yes	Yes	1	2	1	2	Mar 56
L-63	Yes	Yes	2	4	2	3	Mar 56
R-64	Yes	Yes	4	1	0	0	May 56
L-65	Yes	Yes	8	9	4	6	Dec 55
L-66	Yes	Yes	0	2	0	0	Mar 56
L-70	Yes	Yes	2	4	0	1	Jan 56
R-71	Yes	Yes	2	5	0	1	Mar 56
L-72	Yes	Yes	0	3	0	3	Dec 55
R-75	Yes	Yes	10	13	1	7	Dec 55
L-76	Yes	Yes	0	4	0	2	Oct 55
R-77	Yes	Yes	2	2	3	3	May 56
N-78	Yes	Yes	0	0	1	1	Jun 56
N-79	Yes	Yes	0	0	5	5	May 56
R-80	Yes	Yes	1	1	1	1	May 56
R-81	No	No	0	0	0	0	Jun 56

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Part IV, RCS: 5-SAC-T12, Wg Comm'r's Remarks, 40th BOMWG, M, Period: 1-31 May 1956 (continued)

IN-82	No	No	0	0	0	0	Jul 56
N-8	No	No	0	0	0	0	Jun 56

2. This document is classified CONFIDENTIAL in accordance with paragraph 3a(2), SAC Regulation 50-23, 1 May 1956.

Berton H. Burns

BERTON H. BURNS
Colonel, USAF
Commander

3 Incls:
Non Ready Crew Tng Program
1. 25BOMRON
2. 44BOMRON
3. 45BOMRON

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1-31 May 1956

25TH BOMBARDMENT SQUADRON
UPGRADING PROGRAM

Projected
Net Aval
Actual

Crew Nr.	Crew Member	Date Enter Training Individual	Date Enter Training Crew	Prev. Tng	10 20 30 40 50 60 70 80	Sort-ies	Proj. Cmbt Ready
N-20	AC Ellis	MAR 55	31 Oct 55	316	49 / 46	7	30 May
Upgraded 29 May	CP Conley	OCT 54	26 Jul 55	406	49 / 46	7	30 May
	OBS Davis, C.	NOV 55	1 Dec 55	167	49 / 46	7	30 May
N-25	AC Hunaway	APR 56	20 Mar 56	397	70 / 42	10	1 July
	CP Berthick	MAY 56	2 May 56	51	70 / 52	10	1 July
	OBS Montgomery	APR 56	1 Apr 56	87	42 / 38	6	1 July
N-26	AC Beesen	JUL 56	1 Jul 56	49A	On crew L-10 until 1 July	75	31 Aug
	CP Wetzel	JUL 56	1 Jul 56	-	Wichita	75	31 Aug
	OBS Smith, K.D.	JUL 56	1 Jul 56	14	10 / 12 Stead	75	31 Aug
N-27	AC Garrisen	15 Jun 56	15 Jun 56	388	On crew L-04 until 1 June	75	
	CP McEwen	15 Jun 56	15 Jun 56	44	70	10	30 July
	OBS Bergren	15 Jun 56	15 Jun 56	82	63 / 66	9	30 July
L-10	AC						
	CP Pullium	1 July 56	1 July 56	85	70 / 56	10	1 July
	OBS						
L-12	AC						
	CP Nystrom	15 Jun 56	15 Jun 56	116	77 / 66	11	1 June
	OBS						

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44TH BOMBARDMENT SQUADRON
UPGRADING PROGRAM

Projected ////////
Not Aval \\\\\\\\
Actual ▬▬▬▬

Crew Nr.	Crew Member	Date enter Training Individual	Crew	Prev Tng	Sort-ie	Proj. Cmbt Ready
N-46 Upgraded 31 May	AC Richter	Sep 55	27 Sep 55	165	10	31 May
	CP Post	Jul 54	1 Mar 56	465	10	31 May
	OBS Govan	Sep 55	27 Sep 55	116	10	31 May
IN-49	AC Ash	Mar 55	1 Apr 56	500		27 July
	CP Herstman	May 56	1 May 56	-		27 July
	OBS Smith, J.	Due May	1 Mar 56	49		27 July
	[illegible] Jahnsen	1 May 56	1 May 56	461	9	31 July
	[illegible] Heffernan	1 May 56	1 May 56	35	9	31 July
	[illegible] Meagan	1 May 56	1 May 56	35	9	31 July
N-50	AC Harvey	21 May 56	21 May 56	610	9	30 June
	CP Bjorkman	21 May 56	21 May 56	73	9	30 June
	OBS Plumenik	21 May 56	21 May 56	40	9	30 June
N-52	AC Thoman	21 May 56	21 May 56	468	6	1 August
	CP Spears	21 May 56	21 May 56	-		1 August
	OBS Hitt	21 May 56	21 May 56	-	10	1 August
N-53	AC Woodall	1 Jun 56	1 Jun 56	623	6	1 August
	CP Kennedy	1 Jun 56	1 Jun 56	60	7	1 August
	OBS McMullen	1 Jun 56	1 Jun 56	-		1 August
L-45	CP Maier	15 May 56	15 May 56	55	9	15 May
R-43	CP Rie	1 Jun 56	1 Jun 56	46	5	1 June

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1-31 May 1956

45TH BOMBARDMENT SQUADRON
UPGRADING PROGRAM

Projected
Net Avail.
Actual

Crew Nr.	Crew Members	Date Enter Tng Individ-	Crew	Prev Tng	Sort-ies	Proj. Cmbt Ready
N-78	AC Miller	SEP 54	1 May56	559	10	29 June
	CP Vegler	APR 55	1 May56	68	10	29 June
	OBS Smith	MAR 56	1 May56	78	10	29 June
N-79	AC Zyek	DEC 55	23 Nov55	162	10	29 June
	CP Eisenhouse	APR 56	1 May56	48	10	29 June
	[illegible]	APR 56	23 Nov55	72	10	29 June
	AC Arrington	SEP 54	14 Dec55	578	10	31 May
	CP Begnell	MAR 56	1 Mar56	49	10	31 May
	OBS Ewell	MAR 56	5 Apr56	84	10	31 May
N-80	AC Mosier	SEP 54	29 Mar56	590	5	15 Aug
	CP Kempton	APR 56	29 Mar56	39	4	15 Aug
	OBS Pagliere	SEP 54	29 Mar56	-	-	15 Aug
N-83	AC Schuppert	OCT 54	26 Apr56	454	3	29 June
	CP Cate	OCT 55	26 Apr56	88	3	29 June
	OBS Cennet	FEB 56	26 Apr56	97	10	29 June
	AC					
	CP Hamilton			33		
	OBS Van Kleeman			31		

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AIR REFUELING AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	40th Air Refueling Sqdn.	May 1956	1	2	9 SAC T-12

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION							
1	2	3	4	5	6		7		8		9		10		11		12		13		14	15				16	17	18
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS. PATTERN LEGS (SCR-718)	NUMBER OF LORAN NAVIGATION LEGS
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR					
																							1	2	3			
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65
T-03	KC097	01	07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T-08	KC097	-	-	Spent month accomplishing Standardization checks.																								
Standboard Totals		01	07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T-01	KC097	07	50	-	03	03	01	01	02	02	03	03	-	-	02	02	-	-	02	02	02	02	08	17	-	04	-	-
T-09	KC097	05	31	-	05	05	02	02	03	03	03	03	-	-	03	03	-	-	02	02	-	02	10	15	-	02	-	-
T-12	KC097	08	44	-	06	06	02	02	04	04	04	04	-	-	06	06	-	-	04	04	02	03	04	09	20	01	-	-
T-13	KC097	03	14	-	02	02	-	-	02	02	02	02	-	-	02	02	-	-	02	02	-	01	12	-	-	-	-	-
T-15	KC097	04	35	-	04	04	02	02	02	02	03	03	-	-	04	04	-	-	03	03	-	02	11	16	-	-	-	-
T-17	KC097	04	33	-	02	02	01	01	01	01	01	01	-	-	01	01	-	-	01	01	-	03	01	06	06	01	-	-
T-17				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	34	-	-	-	-	-
T-19	KC097	03	18	-	04	04	-	-	04	04	04	04	-	-	01	01	-	-	01	01	-	01	08	-	-	02	-	-
T-20	KC097	04	20	-	03	03	01	01	02	02	03	03	-	-	02	02	-	-	01	01	-	-	-	-	-	-	-	-
T-21	KC097	04	26	-	04	04	02	02	02	02	02	02	-	-	03	03	-	-	03	03	-	03	07	14	20	01	-	-
T-23	KC097	04	28	-	04	04	01	01	03	03	03	03	-	-	01	01	-	-	01	01	-	03	04	07	10	-	-	-
T-25	KC097	05	38	-	04	04	03	03	03	03	01	01	-	-	03	03	-	-	03	03	02	01	20	-	-	01	-	-
T-29	KC097	05	34	-	02	02	02	02	-	-	01	01	-	-	01	01	-	-	01	01	02	-	-	-	-	02	01	-

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AIR REFUELING AIR TRAINING REPORT – PART I

UNIT: 40th Air Refueling Sqdn

MONTH: May 1956

PAGE NR: 2

NR OF PAGES: 2

REPORTS CONTROL SYMBOL: SAC T-12

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION									
1	2	3	4	5	6		7		8		9		10		11		12		13		14	15			16	17	18			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		F/N RADIO SILENCE		KC-97 FIGHTER REFUELINGS 25,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-76		NR OF DAL CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL			NUMBER OF RADAR NAVIGATION LEGS	NR OF PRES. WIND PATTERN	NUMBER OF LORAN NAVIGATION			
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR							
																							1	2	3					
9-10	11-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	11-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65		
T-30	KC097	03	17	-	02	02	-	-	02	02	02	02	-	-	02	02	-	-	02	02	-	01	11	-	-	-	-			
T-31	KC097	09	57	-	07	07	04	04	03	03	03	03	-	-	05	05	-	-	05	05	01	03	05	06	11	03	-			
T-31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	17	20	-	-	-			
T-32	KC097	09	52	-	06	06	03	03	03	03	03	03	-	-	06	06	-	-	06	06	01	03	07	09	10	03	-			
T-34	KC097	07	45	-	03	03	-	-	03	03	03	03	-	-	03	03	-	-	03	03	01	03	04	12	12	04	-			
T-36	KC097	06	33	-	03	03	02	02	01	01	02	02	-	-	03	03	-	-	03	03	01	02	08	32	-	01	-			
T-41	KC097	01	06	-	02	02	-	-	02	02	-	-	-	-	05	05	-	-	-	-	-	01	09	-	-	01	-			
T-42	KC097	01	08	-	01	01	01	01	-	-	-	-	-	-	01	01	-	-	01	01	-	-	-	-	-	-	-			
Combat Ready Totals		92	587	-	67	67	27	27	46	40	43	43	-	-	54	54	-	-	44	44	12	36	-	-	-	26	01	-		
M-41	KC097	05	30	-	05	05	04	04	01	01	02	02	-	-	02	02	-	-	-	-	01	-	-	-	-	-	-			
M-42	KC097	04	18	-	03	03	01	01	02	02	-	-	-	-	01	01	-	-	01	01	-	-	-	-	-	-	-			
Non Ready Totals		09	48	-	08	08	05	05	03	03	02	02	-	-	03	03	-	-	01	01	01	-	-	-	-	-	-			
Squadron Totals		102	644	-	75	75	32	32	43	43	45	45	-	-	57	57	-	-	45	45	13	36	-	-	-	26	01	-		
Combat Ready Practice		-	-	-	01	01	-	-	01	01	01	01	-	-	06	06	-	-	06	06	06	25	-	-	-	04	-	-		
Non Ready Practice		-	-	-	-	-	-	-	-	-	-	-	-	-	03	03	-	-	03	03	02	01	-	-	-	02	02	-		

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AIR REFUELING AIR TRAINING REPORT – PART II

UNIT: 40th Air Refueling Sqdn. | MONTH: May 1956 | PAGE NR: 1 | NR OF PAGES: 2 | REPORTS CONTROL SYMBOL: SAC T-12

E. GEN	F. CEL GRID NAV.		G. P.P.	H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. BD.	L. MISCELLANEOUS										
20			21	22	23	24	25	26	27	28	29			30	31	32	33	34	35	36	37	38	39	40	41
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	NUMBER OF COMPLETE PILOT PROF. MISSIONS	KC-97 LOAD & (UNLOAD, SHIP PASS, OR CARGO)	KC-97 PRECOMPUTATION OF MAX LOAD	NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED LEFT ENGINE (AIRCREW)	NR OF SIMULATED LEFT ENGINE (MAX PASS)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST STANDARDIZATION CHECK	LRDC Missions	Perform. Index	Perf. Eng. Index	D-7 Computer	Radar Approach	TO's Library	TO's Library	TO's Library	TLAS QCA	TLAS AC	TLAS CDA	PPC AC/CP	Cyto Det. AC/CP
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65													
T-03	01	10	-	--	--	--	--	--	--	--	--	--	--	--	OCT	-	-	-	-	-	-	-	-	-	01	01
T-08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MAR	-	-	-	-	-	-	-	-	-	-	-
Std Bd Total	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	01
T-01	02	03	10	-	-	02	05	05	05	-	02	01	-	01	JAN	-	-	-	02	-	05	02	02	-	-	-
09	01	22	-	-	-	02	02	02	02	-	-	01	-	01	JAN	-	-	-	03	04	05	02	-	01	-	-
T-12	01	18	-	-	-	02	03	03	03	-	01	02	-	02	APR	-	-	-	37	04	03	03	-	01	01	-
T-13	-	-	-	-	-	02	02	02	02	-	01	02	-	02	MAR	-	-	-	01	-	03	-	01	-	10	-
T-15	-	-	-	-	-	02	01	01	01	-	01	-	-	-	APR	-	-	-	01	-	02	02	01	-	-	-
T-17	01	07	-	-	-	02	02	02	02	-	-	-	-	-	DEC	-	-	-	-	01	03	-	-	-	-	-
T-19	-	-	-	-	-	02	-	-	-	-	-	01	-	01	MAR	-	-	-	-	02	02	01	-	-	-	-
T-20	-	-	-	-	-	02	01	01	01	-	-	02	-	02	APR	-	-	-	09	-	01	-	01	-	-	-
T-21	01	07	-	-	-	02	01	01	01	-	-	02	-	02	DEC	-	-	-	16	-	03	01	-	-	-	-
T-23	-	-	-	-	-	02	04	04	04	-	01	02	-	02	JAN	-	-	-	-	-	03	03	02	-	-	-
T-25	02	05	13	-	-	02	-	-	-	-	-	01	-	01	MAY	-	-	-	09	05	05	02	03	02	-	-
T-29	01	24	-	-	-	02	03	03	03	-	02	-	-	-	MAY	-	-	-	08	-	03	02	-	-	-	-
T-30	-	-	-	-	-	02	02	02	02	-	-	02	-	02	JAN	-	-	-	-	01	02	-	-	-	-	-

SAC FORM 1 APR 56 36 e PREVIOUS EDITIONS ARE OBSOLETE. PC: 2730 Air Force—SAC, Offutt O-30 IX(56) (When Filled In) **CONFIDENTIAL**

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AIR REFUELING AIR TRAINING REPORT – PART II	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	40 th Air Refueling Sqdn.	May 1956	2	2	9 SAC T-12

E. GEN	F. CEL GRID NAV.		G. P.P.	H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. BD	L. MISCELLANEOUS								
19	20		21	22	23	24	25	26	27	28	29			30	31	32	33	34	35	36	37	38	39	40	41
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR		NUMBER OF COMPLETE PILOT PROF. MISSIONS	KC-97		NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS (AIRCREW)	NR OF SIMULATED CRASH LANDINGS (MAX PASS.)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST STANDARDIZATION CHECK	LRCC Missions	Perform. Index	Perform. Index	Dry Contacts	Radar Approaches	TO's Lgs. AC	TO's Lgs. CP	ILAS GCA AC	ILAS GCA CP	PPI AC/CP	Gyro Out
		1	2		LOAD & UNLOAD, EMP PASS, OR CARGO	PRECOMPUTATION OF TAKE OFF LOAD																			
1-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65											
T-31	02	08	16	–	–	02	04	04	04	–	02	01	–	02	MAR	–	–	–	21	04	05	03	07	–	–	–
T-32	–	–	–	–	01	02	02	02	02	–	02	02	–	02	MAR	–	–	–	27	–	05	04	–	–	–	–
T-34	01	16	–	–	–	02	03	03	03	01	02	01	–	01	MAR	–	–	–	11	01	05	02	02	–	–	–
T-36	01	12	–	01	–	02	04	04	04	–	01	–	–	–	MAY	–	–	–	11	02	06	–	–	–	–	–
T-41	–	–	–	–	–	02	–	–	–	–	–	–	–	–	MAY	–	–	–	13	–	01	–	–	–	–	–
T-42	–	–	–	–	–	02	01	01	01	–	–	–	–	–	MAY	–	–	–	10	–	01	–	–	–	–	–
C.R. Totals	13	–	–	01	05	38	40	40	40	01	15	20	–	20	–	–	–	–	185	24	64	30	21	04	11	–
M-41	–	–	–	–	–	–	03	03	03	–	01	–	–	–	MAY	–	–	–	72	01	06	02	02	02	–	–
M-42	–	–	–	–	–	–	02	02	02	–	–	–	–	–	MAY	–	–	–	17	01	05	02	–	–	–	–
N.C.R. Totals	–	–	–	–	–	–	05	05	05	–	01	–	–	–	–	–	–	–	89	02	11	04	02	02	–	–
Sqdn. Totals	14	–	–	01	05	38	45	45	45	01	16	20	–	20	–	–	–	–	274	26	75	34	23	06	12	01
C.R. Trng.	11	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
N.C.R. Trng.	05	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	124	–	–	24	–	16	–	–

43.3% of Minimum 50-8 Training completed in May 1956.

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PART III

RCS: 3-SAC-312

SQUADRON COMMANDER'S REMARKS
[illegible] AIR REFUELING SQUADRON

1-31 May 1956

1. In accordance with paragraph b, Annex IX, SAC Regulation 50-23, 1 May 1956, the following information and remarks are submitted:

a. Hours flown performing missions ordered by higher headquarters.

(1) Higher Headquarters: Not applicable for this reporting period.

(2) Eighth Air Force Air Training priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	0	0
2	Non Ready Crew Training	60	54
3	Ready Crew Training	490	590
	Total	550	644
	Test	10	9
	Grand Total	560	653

The following explanation is made for significant differences between programmed and accomplished flying time.

(a) Reference priority 1: No time programmed due to this training being accomplished in conjunction with other training.

(b) Reference priority 2: Less time flown than programmed due to upgrading of one non ready crew which caused flying time for one sortie to be diverted to combat ready training.

(c) Reference priority 3: More time flown than programmed due to extension of flight time on scheduled sorties which resulted in more flying time and training in this category.

b. Weather or local conditions. Not applicable for this reporting period.

c. Air Traffic Control delay information.

ATC DELAYS

TYPE	TOTAL NUMBER	TOTAL TIME
Departure	3	1:10
Arrival	0	0:00
Total	3	1:10

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SAFETY FILM

DELAYS AFFECTING UNIT MISSIONS

Not applicable for this reporting period.

DELAYS OVER 30 MINUTES

Not applicable for this reporting period.

d. Restrictive directives.

(1) SAF-MDM-1B-37209, Inspection of propellers caused less of 12 sorties and subsequent flying time.

e. Combat crew member gains and losses:

(1) Crew member gains. Not applicable for this reporting period.

(2) Crew member losses.

One boom operator, PCS McDill AFB.

f. Crew member changes.

One flight engineer, one ready crew.

One boom operator, one ready crew.

g. New crews.

M-43, 2 May 1956.

M-44, 2 May 1956.

h. Crew status changes.

IM-41 to M-41, 2 May 1956.

IM-42 to M-42, 2 May 1956.

M-42 to T-42, 23 May 1956.

M-41 to I-41, 31 May 1956.

i. Standardization crews.

(1) Wing standardization crew, T-03, 23 September 1955.

(2) Squadron standardization crew, T-08, 23 September 1955.

j. Additional Material and Personnel Problems. Not applicable for this reporting period.

k. Refueling data.

(1) Number of refueling sorties scheduled and confirmed - 89.

(2) Number of sorties.

(a) Airborne - 73.

(b) Effecting complete electronic rendezvous - 59.

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(c) Transferring required fuel - 65.

(3) Number of aborts due to:

(a) Adverse weather - 3.

(b) Aircraft malfunction - 15.

(c) Electronic rendezvous equipment malfunction - 3.

(d) Refueling equipment malfunction - 0.

(e) Other causes: Receiver aircraft aborts - 3.

(4) Mass night unit refueling:

(a) Confirmed sorties - 21.

(b) Airborne sorties - 20.

(c) Sorties effecting complete rendezvous - 20.

(d) Sorties transferring required fuel - 18.

1. Comments or recommendations of the squadron commander.

(1) Twenty-one (21) combat crews are assigned. This is the maximum number of crews we can project as combat ready with our present resources and projected losses. Lack of flight engineers and navigators precludes forming new crews.

(2) Training emphasis has been placed in night work and 60% of night celestial navigation is complete, 65% night refueling is complete and 51% of nite cell formation.

(3) Preparations for forthcoming TDY are proceeding favorably.

(4) Anticipate completion of 50-8 minimums with possible difficulty in obtaining multiple pattern rendezvous.

(5) Training of non ready crew personnel, though not reflected in paragraph 1a of this report was pronounced during the month. Using the IM principle non ready personnel received training to bring three beam operators, one flight engineer and two navigators to combat readiness. See Incl 1, Non ready crew training program.

Thomas S. Bohman

1 Incl:
1. Non ready crew training program

THOMAS S BOHMAN
LT COLONEL, USAF
Commander

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PART IV
RCS: 5-SAC-712

WING COMMANDER'S REMARKS 1-31 May 1956
40th Bombardment Wing, Medium

1. Concur.

2. This document is classified CONFIDENTIAL in accordance with paragraph 3a(2), SAC Regulation 50-23, 1 May 1956.

Brton H Burns
BERTON H. BURNS
Colonel, USAF
Commander

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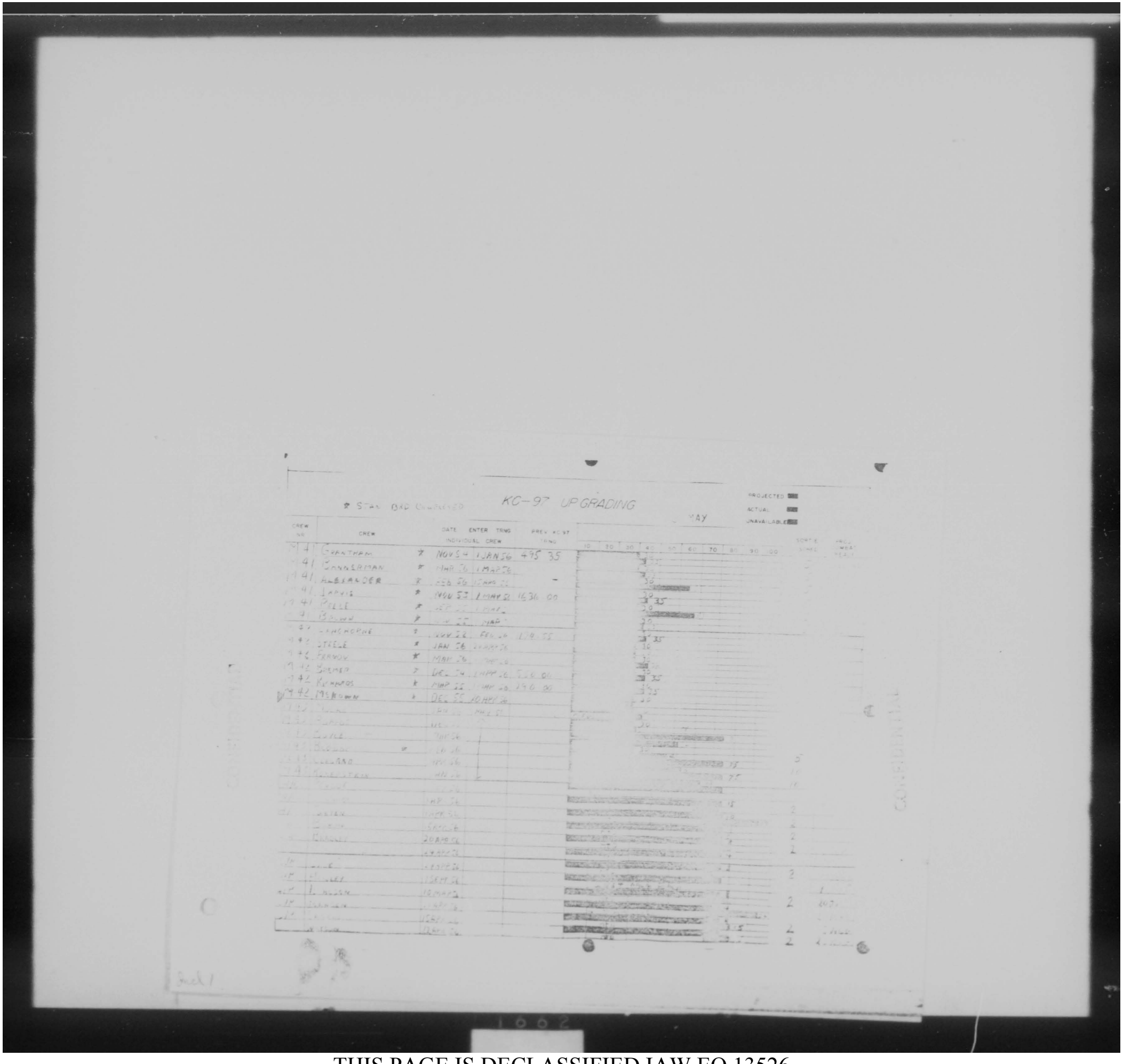

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KC-97 UPGRADING

31 MAY

PROJECTED
ACTUAL
UNAVAILABLE

CREW NR	CREW		DATE ENTER TRNG INDIVIDUAL CREW	PREV. KC-97 TRNG	SORTIE SCHED	FULL COMBAT READY
AP	WILLIAMS		1 APR 56		2	
MG	MURRAY		1 FEB 56			
EAG	FEHLHABER		17 FEB 56			
KAD	MCLENNA		15 SEPT 55		0	
KAD	GAUS					
KAD	LUGAN		15 SEPT 55		0	
B/O	PENNKE		14 APR 56		10	
B/O	BONNER	*	17 OCT 55		10	
B/O	BEAN		15 JAN 56		0	
B/O	BULHEY		17 OCT 55		0	
B/O	DEWITTE		15 JAN 56		10	A
B/O	EWING	*	15 NOV 55		0	
B/O	SNAPROW		27 OCT 55		0	
B/O	HARDIN		23 FEB 56		10	
B/O	CHARETTE		15 JAN 56		10	
B/O	WATTS		4 OCT 55		10	
B/O	MATTELLER		15 JAN 56		10	

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HEADQUARTERS 802D AIR DIVISION
Smoky Hill Air Force Base, Salina, Kansas

MINUTES OF STAFF MEETING
1230 hours, 20 April 1956

Presiding: Colonel Wilson

Briefing: The operational and maintenance statistics briefing was presented by Colonel Wilson. He stressed continued effort to maintain the favorable progress shown in cer- n areas, and to improve those falling below desired standards.

COMPTROLLER

RCS REPORTS: Major Ritchard recommended that every agency, regardless of its level, maintain a status board showing dates reports are due so that they may be supervised and checked.

A new manual on RCS reports will probably be published before the next staff meeting, containing all information on reporting. Members were asked to check the manual and if there are errors, inform the Comptroller.

Division Regulation 174-2, dated 19 April, has been published and distribution will be made this coming week. The following points are covered in the regulation:

1. All reports will be hand-carried to Statistical Services.

2. Final action, insofar as coordination and signatures are concerned, will be on reports before submission to Statistical Services.

3. Delinquent report procedures are covered in the regulation.

REPORTING: Squadron commanders are no longer required to sign morning reports.

FINANCE: The Finance Officer has a problem at the present time, in that a number of officers' dependents have been calling, requesting information regarding their husbands' pay.

OVERTIME: Approximately $1500 has been spent beyond the limitation. The Prop Program is now completed; this should alleviate the overtime situation to some degree.

DIRECTOR OF PERSONNEL

B-52 Program: A wire has been received from Eighth Air Force on the subject of train- maintenance personnel for the B-52 program. This is a requirement from SAC. Ten A, B and W maintenance personnel have been chosen to go into OJT for reciprocating engines and will probably be lost to this base eventually.

Colonel Wilson stated he had called General Burchinal on this subject, and as soon as definite information is received on the status of these personnel, General Burchinal will inform him. Continued emphasis on OJT and upgrading will help in this situation.

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APT TESTING: Colonel Lilley reviewed the results of the last testing cycle. Due to some confusion in personnel being scheduled to attend two meetings or training courses set up for the same times, the following priority is established:

1. Block Training
2. Commander's Call
3. APT Testing

Tests will be held at night to take care of those personnel not being able to attend during the day.

O. REPORT: The OJT report forwarded this date indicates very satisfactory progress in this program. Over-all percentage for the 802d Air Division was 99.7.

DIRECTOR OF OPERATIONS

60-9 DEVIATIONS: 28.12 per cent deviations were reported for the 40th Bomb Wing; 27.08 per cent for the 310th Bomb Wing.

DIRECTOR OF MATERIEL

UNIT SUPPLY IMPROVEMENT PROGRAM: Program has been completed at this base and detailed copies of the reports of the teams have been given to the Wing Commanders and Base Commander.

REPAIR OF CONSTANT SPEED MOTOR FOR THE TRACKING COMPUTER: The technical representative here is going directly to the AC Spark Plug Company to see if we cannot repair our own o its.

LOSS OF BOEING TECH REP: Information has been received from Eighth Air Force that in addition to the Tech Rep already withdrawn from this base, the remaining Tech Rep will leave 30 August. Colonel Wilson asked that a command wire be prepared for his signature, to General Burchinal on this problem.

BINDERS: Two hundred of the binders have been received. The others are in Kansas City, with delivery promised tonight.

DIVISION COMMANDER

RECEPTION PLAN FOR NEWLY ARRIVING PERSONNEL: Plan is basically as follows:

1. Upon arrival at the Main Gate, the Air Police will point out the reception building.

2. While awaiting processing procedures, comfortable chairs and a soft drink machine will be available.

3. Processing personnel will call the squadron commander or first sergeant, telling them they have a man reporting in the organization.

4. The organization will dispatch an NCO, as a part of the buddy system, to help the airman become orientated on the base.

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5. Posters, prominently displayed, will be placed in rail, airline and bus depots, giving the base number to call for information.

6. Twelve sets of guest quarters in the Camp Phillips area are available to take care of incoming personnel.

CHARITY DRIVE: One drive for the year will be held, with personnel donating one day's pay, starting the last pay day of this month and continuing through two additional pay days. This item will require considerable command emphasis, with squadrons keeping charts, and project officers being appointed.

EFFECTIVENESS REPORTS: ERs have generally improved, both in timeliness and content. Reports containing errors or misspelled words will be returned for correction. In addition, all correspondence will be reviewed for errors.

BARRACKS SIGNS: This program is moving slowly; IEO was urged to push completion of these signs.

TREE PLANTING: Colonel Wilson asked SGT Barrier to report on this project. Twenty-five trees have been planted, with two hundred more to be planted this date. Lack of proper equipment is hindering progress. Colonel Wilson directed IEO to get in touch with Ft. Riley to obtain a front loader.

8TH AIR FORCE INSPECTION: Inspection coming up 13 May. Commanders were asked to carefully review the discrepancies listed in the SAC IG report of November 1955 in order that no repeat violations will exist.

N. ACADEMY GRADUATES: Congratulatory wires will be sent to the NCO Academy class this coming week. Colonel Lilley is project officer on this item.

GROUND TRAINING FORMS: Ground Training Forms 293, will be an item of inspection during the coming 8th Air Force Inspection.

NCO COUNCILS: The organizations were again complimented on their NCO Councils. Continued emphasis will be placed on wing and base representatives bringing to the Division Council matters which are of a majority opinion, and that the best qualified NCOs act as members.

BASE ORIENTATION PROGRAM: Base Orientation Program, starting Monday, is for all new personnel who have not received the course. Scheduling by squadrons will require command follow-through.

CHANGE IN SUMMER DUTY HOURS: The major commanders were asked to get together with their squadron commanders, and a command expression of opinion will be given at the next staff meeting. SGT Barrier will contact the NCOs for an opinion.

Carl W. Hauth

CARL W. HAUTH
Major, USAF
Adjutant

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DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	K-WG-40-HI	Aug-Sep55			40th Bomb Wing	S	
225		Oct/55				S	
337		Nov/55				S	
571		Dec/55				S	
671		Jan/56				C	
784		Feb-Mar56				S	
1181		Apr-May56				S	
1667					Index		

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