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42D BOMBARDMENT WING, HEAVY
1 - 30 November 1958
(Unclassified Title)

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ATOMIC ENERGY ACT 1954
~~SECRET~~

4-40244

HISTORY OF
THE 42D BOMBARDMENT WING, HEAVY
1-30 November 1958
(Unclassified Title)
Loring Air Force Base, Maine

Prepared for the Historical Section of the Information Services Office, 42d Air Base Group, By S/Sgt William R. Fisher, Historian, under the supervision of First Lieutenant John A. Canna, Information Services Officer

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FOREWORD

This report contains the History of the 42d Heavy Bombardment Wing for the period 1 November through 30 November 1958. The origin and organization of the bomb wing is recounted along with important activities -- mission and mission implementation, operations and training, maintenance and materiel, and personnel -- being emphasized for the reporting period.

The information contained herein, relative to the History of the 42d Heavy Bombardment Wing At Loring Air Force Base, Maine, covers activities of the wing and assigned organizations. It is related to previous monthly histories of the wing since its activation.

Like other month's reports, this history is subject t change, and additional information or suggested corrections will be welcomed.

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ORGANIZATION AND ADMINISTRATION

On 25 February 1953, Loring Air Force Base (then called Limestone AFB) began to operate on its predestined plan as a unit of Eighth Air Force. On that day the 42d Bombardment Wing (Heavy), was activated.[1] The parent unit to the 42d Bomb Wing was the 42d Bombardment Group, Medium, Army Air Forces, which served in the South Pacific during World War II.[2]

The three primary squadrons of the World War II bomb group--the 69th, 70th and 75th[3]--were again re-activated with the 42d Wing.[4] During the war these bomb squadrons flew the B-25 "Billy Mitchell" bombers and were designated "Medium".[5] When activated again in 1953, the squadrons were redesignated "Heavy"[6] and the B-36 "Peacemaker" bomber became the primary aircraft.

During the fighting in the Pacific, the 42d Medium Bomb Group distinguished itself by winning many battle credits and a Distinguished Unit Citation.[7]

In 1946, while stationed in Japan, the 42d Bomb Group was de-activated.[8] In this same year, 1946, a seemingly unrelated event was

1. SAC GO 10, 25 Feb 53 (per DAF Ltr 322 (AFOMO 410h), 24 Mar 53).
2. USAF Hist Div Study, Sep 55: "Hist Data per 42d Bomb Group (H) 1941-1946".
3. Ibid., also "Hist Data per 69th, 70th and 75th Bomb Sqdns (H)".
4. SAC GO 10.
5. WD Ltr, AG 320.2 (10-17-40), M (Ret) M-C, 20 Nov 1940.
6. DAF Ltr, 322 (AFOMO 410h), 24 Mar 1953.
7. Battle credits awarded group for China Defensive and Offensive (Cir 1, Hq 13th AF, 10 Jun 46), and for action in the Bismarck Archipelago, Luzon, New Guinea, Northern Solomons (WD GO 12, 12 Feb 46 and Southern Philippines (WD GO 29, 21 Apr 48). For a mission near Balikpapen on the Isle of Borneo, Netherlands East Indies from 23-30 Jun 45, the group received a Distinguished Unit Citation (WD GO 44, 13 May 1946).
8. GO #60, Hq 5th AF, 20 Apr 1946, pursuant to instructions in WD Ltr AG 322 (26 Mar 1946), OS-I-B-M, 26 Mar 1946.

taking place back in the United States; the construction of a small airstrip in the northern part of Maine. Seven years later, at "Limestone Air Force Base"[9], the 42d was re-activated.

Original construction of the base itself was begun in the Winter of 1946-47. During the initial construction period, up to the winter of 1952-53, Limestone AFB was garrisoned by a small group of AF personnel.[10] The base did not come under the jurisdiction of Strategic Air Command until February 1953.[11]

When the 42d Bomb Wing was activated, the construction program went into high gear. Over one-thousand feet of concrete extensions were accomplished on both ends of the runway--plus taxiway shoulder stabilization. A huge double cantilever maintenance hangar was finished and eleven new Luria docks were begun. Other projects included fuel pipe lines, runway and taxiway lighting systems, and communications facilities.[12]

The first B-36 aircraft arrived during the latter part of March, 1953, just a few weeks after the wing had been activated. In April, 1953, the wing launched its first training missions. By October 1953, not quite nine months after the wing was activated, the B-36 crews were flying more than 1,000 hours a month.[13]

The 45th Air Division became the highest base echelon on activation in Oct 1954. Another important change occured in Oct 1954 when the

9. Named after Limestone Village, 7 miles from the base.
10. When first assigned, Jun 1950, this group was designated a base detachment. Later re-designated 4215th Base Svc Sqdn, then 4215th Air Base Sqdn (the latter discontinued per SAC GO 10 when the 42d wing was activated).
11. SAC GO 18, 21 Apr 1953.
12. AIC Program Status Report, MDP FY 56-57 (31 Dec 55).
13. Inscribed on plaque awarded WCC by Convair, 5 Dec 1955.

base was officially dedicated and re-named "Loring" on the first day of that month in honor of Major Charles J. Loring, Jr., a Maine jet hero, who was awarded the Congressional Medal of Honor, posthumously, for action in Korea.[14]

At the time of activation, Brigadier General (then Colonel) Bertram C. Harrison, United States Air Force, was named Commander. When the 45th Air Division was activated on 8 October 1954, General Harrison became the new Division Commander and Colonel Jerome Parter, USAF, took over as the Wing Commander.[15]

Before the Air Division came into being, the 42d Bomb Wing Headquarters had been the highest base echelon. The supporting units to the wing, the 42d Air Base Group, had been activated with the wing in 1953.[16] Under the division setup, the wing and air base group received equal status, i.e., lateral communication with each other.[17]

The primary squadrons previously mentioned, were augmented in Feb of 1955, with the activation of the 42d Heavy Air Refueling Squadron.[18] The KC-97 tanker aircraft took its place on the flight line along with the bomb squadrons' B-36's.

Activated with the wing to render maintenance support were the 42d Armament & Electronics Maintenance Squadron, 42d Periodic Maintenance Squadron and 42d Field Maintenance Squadron.[19] A medical group

14. DAF GO 34, 15 Sep 1954 (Par 6).
15. SAC GO 69, 8 Oct 1954 (Sec I), and Officers Roster, 45th AD, 1-31 Oct 54 (RCS: 8 AF-P1). Brig. Gen. W. A. Martin, USAF, became Div Comdr 18 Jun 55 and Brig. Gen. Harrison was reasgd Ramey AFB, P. R.
16. SAC GO 10, actually "re-activated", ws II parent was 42d Svc Gp., AAF, disbanded in Belgium 1945/Ltr, Hq IX AF Svc Cmd, 22 May 45 pursuant to WD Ltr, AF 322 GB-1-AFRPC-M, 4 Apr 45./
17. SAC GO 10, also see Exhibit #1.
18. SAC GO 79, 8 Dec 54.
19. SAC GO 10.

was also activated (see below).[20] Necessary base support was made possible by the activation of the Air Base Group Squadrons,[21] and special attached units to Group Headquarters.[22]

Organizationally, the 42d Wing Headquarters was set up in two sections--the coordinating staff and the personal-specialist staff--which are directly responsible to the Wing Commander.[23] The Wing Coordinating Staff--the Directorates of Personnel, Materiel and Operations--work on equal status with Personnel, Materiel and Operations Directorates of 42d Air Base Group Headquarters, and both staffs are responsible to the higher Division Directorates.[24] The Wing Personal-Specialist Staff includes[25] the Comptroller, Adjutant, Air Inspector, Office of Safety[26] and Headquarters Squadron.

The 42d Medical Group, activated as a wing unit in February 1953[27] had been operating the base hospital function since activation. In Feb 1954, after being activated one year, the 42d Medical Group was redesignated the 42d Tactical Hospital.[28]

A month later, in March 1954, the base hospital, which had been functioning since February 1953, was designated the 4034th USAF Hospital.[29] Lieutenant Colonel James G. Langford, USAF, who had been named Commander of the Base Hospital, Commanded the 42d Tactical Hospital[30] -- the "flying" medical facility of the Wing.

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20. Ibid.
21. See Exhibit #1.
22. Ibid.
23. See Exhibit #1. Hq Agencies function IAW SAC Man 20-1, Dec 1954.
24. Ibid.
25. See Exhibit #1.
26. Est. 1 Apr 1955 per SAC Directive (8th AF Msg. OS 186, 8 Mar 1955).
27. SAC GO 10.
28. SAC GO 3, 27 Jan 1954.
29. SAC GO 17, 18 Mar 1954.
30. Officers Roster, 42AD, 1-31 Mar 1954.

The 42d changed tools on a warm Saturday afternoon in June 1956 when the first B-52 assigned to the wing arrived at Loring and was christened the "State of Maine",[31] and in March 1957, fresh with its full complement of 45 B-52's, the 42d Bombardment Wing graduated into combat ready status.

Again in October 1957, the Wing's 42d Air Refueling Squadron received its first all jet tanker, the KC-135 which was the final step toward the goal of an all jet wing. The arrival of the KC-135 at Loring greatly enhanced the mission of the 42d Bomb Wing. The B-52's can now be refueled in their own elements -- the upper altitudes and speeds close to the speed of sound -- making it possible to reach their targets much sooner.

Key personnel changes were made in mid-1956. Col. Donald S. Hillman, USAF, became the new Wing Commander 1 June.[32] The 42d Tactical Hospital changed command 24 August when Col. Vance M. Marchbanks, Jr., USAF, took over.[33] Then on 1 Jan 1956 Brig. Gen. Martin became the Wing Commander as the 45th Air Division was inactivated and reverted to the control of the Department of the Air Force.[34]

Now Loring's 45th Air Division is "back in business" after being inactive since 18 January of this year.[35] A total of 25 military personnel and four civilian employees will comprise the Air Division Headquarters, according to current plans, and will be organized into a command section, a directorate of comptroller, a directorate of operations and a directorate of materiel.

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31. SAF Programming Plan 27-55, 26 Oct 1955.
32. Officers Roster, 42BD, 1-30 Jun 1956. Col. Tarter, previous commander reasgd Hq USAF.
33. Officers Roster, 42BD, 1-31 Aug 1956. Previous Comdr Lt. Col. Langford reasgd Lockbourne AFB, Ohio.
34. SO A-13, DAF, 6 Jan 56.
35. 45BD SO #1, 20 Nov 56. Exhibit 1

OPERATIONS AND TRAINING

During November 1958, the primary operational concern of the 42d Bombardment Wing, Heavy, continued to be Operation "Headstart".[1] "Headstart" is considered to be successful as of this date and appears to prove the feasibility of the airborne alert concept, even though winter weather has made this operation more difficult.[2]

Alternator failures have been the major individual problem in the B-52's since "Headstart" began. Since 15 September (the starting date of "Headstart"), this wing had experienced 168 separate in-flight alternator malfunctions, requiring maintenance on this component prior to further flight. Notwithstanding the increased number of flying hours produced by the airborne alert concept, this wing considered the above figure to reflect a critical reliability factor for this equipment. Although the above number of malfunctions have occurred on all three types of alternators installed on 42d Bomb Wing aircraft, the predominant number of these malfunctions which required alternator drive changes have occurred on Thompson Grease Cup type drives.[3]

Despite technical assistance from Thompson Products, Inc., and Boeing Airplane Company on a continuing basis, the "Headstart" sorties continued to be plagued with this high number of malfunctions.[4]

Enroute clearances have also been a continuing problem for B-52 crews in that clearances have been obtainable in segments only. As

1. Ops Ord 26-58, Hq 42BW, Operation "Headstart", on file in this office (to be included in the December History).
2. Ltr, ZIPPO message #12-902, B/T-27 Report, Operation "Headstart", 42Bw, dated 3 Dec 58. Exhibit R
3. Ibid. Page 7, Exhibit R
4. Ibid.

a solution, a complete enroute orblock altitude clearance would significantly simplify the crew communication activity during the course of the mission.[5]

From a maintenance standpoint, the KC-135 continued to be extremely reliable for turn-around sorties.[6]

Most of the crews appear to recognize the importance and need of Operation "Headstart". After flying several sorties they became bored because of routine activity and mission duration. Crew members have expressed the opinion that the present sortie is too long, thus causing excessive fatigue. It is felt a mission of approximately fifteen hours would be acceptable.

The crew members also feel that one modified "Headstart" mission every other week, with a Combat Crew Training mission during each of the other weeks, would be acceptable. If two "Headstart" type missions per month were flown, under existing flying training requirements, two training sorties per month would be adequate.[7]

After the completion of each mission, the majority of the flight crews have expressed a preference for obtaining crew rest in their own quarters rather than utilizing alert type barracks.

Operation "Headstart" has had an adverse effect on the accomplishment of many areas of flying training due to the restrictive nature of operation and the limited number of sorties available for training purposes. This is primarily due to non-availability of aircraft.

5. Ibid.
6. Ibid.
7. Ibid. Page 2, Part C, "Consensus of Crew Reaction. Exhibit 2

Such non-availability stems from an experienced slippage on aircraft return dates from IRA and the loss of sorties resulting from aircraft being grounded due to flap trouble.[8]

The items particularly affected by the above have been RBS runs and pilot proficiency missions, with several other areas being affected to a lesser degree. It is anticipated that with present planning, and with maximum emphasis being placed on problem areas, flying training requirements will be completed for the current training period.[9]

Non-Combat ready crew training has also been curtailed for the same reasons as enumerated before and may result in the delay of programmed upgradings.[10]

Another area of concern is the normal upgrading program for Co-Pilots to Aircraft Commander status. This training has not been possible because of the availability of only a limited number of sorties for training purposes. The loss of qualified co-pilots at this time would seriously impair the capability of this organization and likely cause crew regression.[11]

It is anticipated that all ground training requirements for the current training period will be completed with the exception of the B-52 Flight Simulator requirement. This loss of simulator training is due to the operational requirement of "Headstart", which has made necessary the dropping of quotas for pilots to attend the flight simulator at Westover Air Force Base, Massachusetts.[12]

8. Ibid. Page 3, Part D, Narrative Comments on Operation. Exhibit 2
9. Ibid.
10. Ibid.
11. Ibid.
12. Ibid.

The allocated B-52 flying time is currently being overflown. Adjustments are being made on the first half of Fiscal Year 1959 flying hours, considering an abort rate of 5 percent for the remainder of "Headstart". If this operation were of a continuing nature, it would be extremely difficult to estimate the required number of hours in order to end a period without either exceeding or underflying the allocation.[13]

Programmed KC-135 flying time for "Headstart" has continued to be very accurate. The Combat Crew Training Mission flying hours is being underflown because of the loss of two aircraft (one destroyed and one major maintenance). Adjustments to the allocated hours are being made.[14]

Several types of flight lunches are available to the "Headstart" crews. These include Foil Pack lunches, Box lunches, IF7's and quick serve dehydrated lunches. All types of lunches are supplemented with instant coffee, tea, candy, etc.

The quick serve dehydrated lunches, which were designed with the assistance of a Nutritionist from the Aero-Medical Laboratory, have not been popular because of the time required to prepare them -- up to 30 minutes.

Foil Pack lunches are the most popular, but could be better utilized if an electric oven were available for B-52 aircraft. At present rate, it takes more than an hour to serve the crew because only one lunch can be properly heated at a time. The majority of crews do; however, express satisfaction with the in-flight lunches.[15]

13. Ibid.
14. Ibid. KC-135 aircraft 56-3598 crashed at Loring 25 Nov 58. (Report elsewhere in this History.)
15. Ibid.

Additional items the Wing Commander felt to be pertinent in advising the Commander-in-Chief of Strategic Air Command and the Commander of Eighth Air Force on the feasibility of operation were as follows:

In planning future operations of this type, consideration should be given to reducing the number of launch periods per day. Advantages of a reduced number of launch periods are: (1) fewer launch crews required, and (2) longer, uninterrupted periods of snow removal, which was a problem recently. Sorties of greater duration, twenty-four hours, would provide increased target effectiveness time and allow greater flexibility in establishing launch periods.[16]

Recent restrictions imposed on ECM activity during this operation have necessarily curtailed accomplishment of ECM training. Had this restriction been in effect over the entire period of "Headstart", it would have seriously impaired the accomplishment of required ECM training for the current training period.

The advent of Winter, and the resulting ice formation in the northern areas, has made the radar method of navigation somewhat difficult. As a result, the only reliable method of navigation was celestial.[17]

Weather

The presence of severe clear air turbulence over isolated areas of the route had constituted a definite hazard in several instances. This is particularly hazardous in that this type weather phenomenon is extremely difficult to forecast as to exact location and severity.

16. Ibid. Page 4, Part E.
17. Ibid.

Some problems have been encountered in forecasting weather data for refueling areas and terminal base due to the long range nature required of the forecast. This situation has been further aggravated by communications delays in obtaining wind data from Weather Control at Offutt Air Force Base, Nebraska.[18]

Bomber-Missile Team

Another operational "first" came to Loring this month in the form of a brief announcement from Hq Eighth Air Force on Wednesday, 26 Nov, which stated that Loring's recently reactivated 45th Air Division will have operational control of the 702nd Strategic Missile Wing at Presque Isle AFB.[19]

Thus Loring's Air Division became the first combination bomber-missile unit in the Air Force.

Named 20 Nov 58 as Commander of the 45th Air Division is Colonel Selmon W. Wells, currently Commanding the 42d Bomb Wing as well.[20] Colonel Wells will be succeeded in command of the wing by Colonel John W. Gaff, Jr., former Deputy Commander of the 99th Bomb Wing at Westover AFB.[21]

In an interview, Col. Wells stated that he will be dividing his time between Loring the Presque Isle, as "part of my job will be to make sure that the missiles are operationally ready."[22]

SAC's first operational Snark missile unit, the 556th Intercontinental Guided Missile Squadron, is now training at Patrick AFB,

18. Ibid. Page 6, Part H, Operations Section to B/P-27. Exhibit 2
19. TWX, DPLM 55115, Subj: Assignment of Units, Section G (Amendment to SAC GO #70, Section V, Para 1b), 29 Dec 58.
20. GO #1, 45th ADIV, 20 Nov 58. Exhibit 3
21. GO #5, 42d BW, 24 Nov 58. Exhibit 4
22. Interview by W. Fisher, Historian, with Col. S. W. Wells, 45th ADIV Commander, 27 Nov 58.

and is scheduled to arrive at Presque Isle sometime in late spring. Presque Isle AFB itself is slated to be transferred from ADC to SAC on 1 June 1959.

Plans for the construction of Snark missile facilities at Presque Idle AFB have been announced as locating the missile area off the northeast end of the base's runway, and to consist of a series of hangar-type buildings fronting a row of round concrete launching pads.

Northrop Aircraft, builders of the Snark, stated in a recent publication that the missiles "will blast off to the northwest and make a turn to the north and head toward where they are going".

General Power Visit

The importance of missiles in the retaliatory defense picture was clearly outlined by Gen. Thomas S. Power, CINCSAC, to a capacity audience in Loring's Base Theater on 26 Nov.[23]

Telling top officers and NCO's that manned bombers will be around for years to come, Gen. Power also cited the ever-increasing importance of missiles in the nation's defense arsenal.

He also explained that "time compression" has reduced the warning time of the enemy attack to mere minutes and that continued emphasis on SAC's alert force capabilities is the United States best defense against that possible attack.

Gen. Power added that with missiles added to the defense line-up, an enemy would find an attack upon this country disastrous to his

23. Visit to Loring by CINCSAC, General Thomas S. Power, on 25-26 Nov 58. Exhibit 5

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homeland — inasmuch as SAC's nuclear bombers, coupled with the new pilotless weapons, can muster more force than ever before realized.

Eighth Air Force Commander Major General Walter C. Sweeney, Jr., voiced a similar opinion recently when he said, "The Snark can put a war head on targets 5,000 miles away. It adds flexibility and versatility to our manned bomber forces."

Flying Training

Crew member changes within the Bomb Squadrons for November 1958, resulted in the loss of one Aircraft Commander and one Navigator (deceased), and eight tail gunners through reassignments.[24]

In the Air Refueling Squadron, two Pilots, a Co-Pilot, Navigator and Boom Operator were lost due to their fatalities in an aircraft accident on 25 November 1958.[25] During this same period, one pilot from a numbered crew was reassigned to the Flight Simulator and one boom operator was transferred to Westover Air Force Base, Massachusetts.[26]

As of the end of this reporting period, the Wing had 50 combat ready crews and three non-combat ready crews. The Air Refueling Squadron had 22 combat ready crews and two non-combat ready crews.

The wing flew a total of 3548:35 hours, of which 2913:10 hours were B-52 time and 635:25 hours were KC-135 time. Aircraft assigned to the Air Base Group flew a total of 401 hours.[27]

The Unit Flying Hour Priorities for the 42d Bomb Wing and 42d Air Refueling Squadron for November were as follows:

24. "Wing Commander's Remarks", Part III to Air Training Report (RCS: 2-SAC-R12), Nov 58, 42Bw. Exhibit 6
25. "Squadron Commander's Remarks", Part III to Air Training Report (RCS: 4-SAC-R12), Nov 58, 42Bw. Exhibit 7
26. Ibid.
27. Aircraft Status and Purpose of Flight (RCS: 1-AF-1), 1-30 Nov 58, 42Bw and 42BG. Exhibit 8

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42d Bomb Wing:[28]

PRIORITY	NOV HRS PROGRAMMED	NOV HRS FLOWN
1. AFR 60-2	(a)	(a)
1A. Staff Prof. Flying	(a)	(a)
2. Higher Headquarters Directed Missions		
2A. Head Start	2052:00	(b) 2293:20
2B. ECM Test & Tactics		
Main Frame	15:00	30:40
2C. Ferry Flights	56:00	(c) 28:20
2D. Big Blast	60:00	(d)
3. SAC 50-8	468:00	476:00
3A. NCR Crew Training	90:00	(c) 52:00
4. Probation	(a)	(a)
5. Test	36:00	38:20
TOTAL	2777:00	2918:40

Note a: Reference Priorities 1, 1A and 4: Accomplished or to be accomplished in conjunction with Priorities 2 and 3.

Note b: Reference Priority 2A: Actual time exceeded programmed time due to a definite drop in actual short rate from that used for planning purposes.

Note c: Reference Priority 2C: Actual time less than programmed time due to slippage in IRAN schedule which required fewer flights than were programmed.

28. "Wing Commander's Remarks", Part III to Air Training Report (RCS: 2-SAC-T12), Nov 58, 42BW. Exhibit 6

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Note d: Reference Priority 2b: Big Blast activity was erroneously programmed as higher headquarters directed. Clarification of Big Blast activity was received by this wing subsequent to submission of October's Air Training Report. Big Blast time in included in Priority 3.

Note e: Reference Priority 3a: Actual time less than programmed time due to several factors. The operational requirement imposed on this wing by the airborne alert program and the need to complete the requirements of SACR's 50-8 and 51-26 for all combat ready and higher category crews has necessarily left a severely limited number of sorties available to non-combat ready crew training. In addition, instructor personnel availability is also limited for the reasons enumerated above. Individual non-combat ready crew members are receiving valuable and realistic type training by flying as spare crew members on sorties with combat ready and higher category crews. One (1) NCR crew sortie, scheduled for ten (10) hours, was lost due to an inflight emergency shortly after take off, which necessitated an immediate landing. An additional scheduled NCR crew sortie was lost to higher priority requirements.

42d Air Refueling Squadron:[29]

PRIORITY	NOV HRS PROGRAMMED	NOV HRS FLOWN
1. AFR 60-2	(a)	(a)
1a. Staff	(a)	(a)
2. Higher Headquarters Directed Missions		

29. "Squadron Commander's Remarks", Part III to Air Training Report (RCS: 4-SAC-T12), Nov 58, 42Bw. Exhibit 7

(b) (3) (A)

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(4) Ice on unit after landing.

(5) Release bottles depleted to approximately 500 pounds during flight. Low pressure light on during flight.

(6) B-2 release completely frozen. Heater inoperative.

(7) Units scratched.

(8) Severe turoulence encountered during flight. Sway braces found to be loose after landing.

(b) (3) (A) [redacted] DOE b(3)

The total loadings performed by the Depot Squadron Loading Section for this period was 115 for both the B-52 and B-47 type aircraft.[30]

ECM Test and Tactics

Three (3) "Big Blast" missions were flown in the month of November. The results from an operations point of view were good. The equipment met all the requirements, and sufficient aircraft were flown on each mission to give us an accurate picture of our ECM capability. The results obtained from these missions will go a long way to improve our defensive capability. The Air Defense Command is improving its techniques through the use of these missions, to the point where jamming is not the hinderance to their operation that it was once.

30. HQS: Hist Sec, 23rd AD, Nov 58. Exhibit 9

Three "Mainframe" missions were also flown during the month of November. These missions, flown 4, 18 and 25 November, were in support of ECM tests and tactics against Canadian radars.[31]

Ground Training

As of this period, 45 personnel attended Altitude Indoctrination at Pease Air Force Base, New Hampshire. Three aircrew members attended the Advanced Survival Training School at Stead Air Force Base, Nevada, six pilots went to B-52 Flight Simulator School at Westover Air Force Base, Massachusetts and one officer was sent to Keesler Air Force Base, Mississippi for the Staff ECM Course.[32]

Alert Forces

Continuing to provide aircraft for the Alert Force at Loring during this report period was the 32lst Bomb Wing from McCoy Air Force Base, Florida. The force was supplemented by four B-47 type aircraft from the 32lst. Loring's 42d Air Refueling Squadron provided three KC-135's to augment the B-47 force. There were no B-52's employed by this force due to the requirements of Operation "Headstart".[33]

The total number of exercises for November 1958 were as follows:[34]

ALPHA	B-47	21	Average in Minutes:	5.69
	KC-135	21		5.16
BRAVO	B-47	12	Average in Minutes:	11.45
	KC-135	12		11.75

31. Activities Report of ECM Test Unit (RCS: SAC-U-68), 42BW, Nov 58. Exhibit 10
32. Director of Operations Historical Report, 30 Nov 58, 42BW.
33. Unit Capability Report (RCS: 2-SAC-W1), Nov 58, 42BW. Exhibit 11
34. Chart, Daily Exercises of Loring Alert Force, Nov 58, 42BW. Exhibit 12

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COCA	B-47	1	Average in Minutes:	16.0
	KC-135	1		11.0

(b) (1) (A)

35. SAC Programming Plan 16-58, June 1958, as amended/supplemented by this Headquarters, on file in this office.

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(b) (1) (A) [redacted]

Numerous questions have arisen over the previously rumored move of Boring's personnel and aircraft in connection with this latest SAC program. A close economic integration exists between the base and the surrounding community. Annually, base personnel spend 12 million dollars in the surrounding towns. (b) (1) (A) [redacted]

(b) (1) (A) [redacted]

36. Interview by W. Fisher, Historian, with Col. S. W. Wells, Commander 45th ADiv and 42d BW, 18 Nov 58

Personnel-wise the change seems of little consequence. The primary benefit is a strategic one. Although many of the presently assigned personnel will be lost at the completion of the program, the losses will be equalized. Taking the place of roughly two-thirds of Loring's bomb crews will be a fighter squadron which will be transferred from Presque Isle AFB to Loring sometime next spring. Plans are also being studied for a possible second air refueling squadron at Loring.

In the next year-and-a-half, Aroostock County will be a focal point of activity. Thousands of military men and families will be moving out, and other thousands will be coming in to take their place. This two-way movement will create a big need for consumer services, transportation, and other needs inherent with assignment and re-assignment of personnel. The base and the community can help each other a great deal during this program; we by supplying the consumer demands, and the communities by providing these needs.[37]

(b) (1) (A)

[redacted]

37. Ibid.

(b) (1) (A)

[redacted]

(b) (1) (A)

[redacted]

For the B-52 heavy bombers, SAC wants only one squadron of 15 bombers with a complement of ten tankers at any one base. The B-52 has a much greater range and load-carrying capability than the B-47. Maximum security for the B-52's is imperative.

On four or five previous occasions, Loring has gone through important transitional changes. In 1953, a big influx of personnel and equipment took place when the newly re-activated 42nd Bomb Wing received its own B-36 Peacemakers. In June 1956, the B-52's began arriving. With a combat ready wing of B-52's, Loring went through another period of conversion beginning October 1957. The KC-97 tankers were replaced by the faster KC-135, all-jet Stratotanker. The latest transition will provide Loring with the much talked about B-52H.[39]

38. SAC Plan 16-58, Jun 58.
39. Previous histories of the 42d Bomb Wing cover these conversions and transitions in their entirety (Organization and Administrative, and Operations Chapters).

The "G" model of the Stratofortress represents a great improvement over the earlier model. The aircraft, in addition to carrying the usual payload, will also carry the "Hound Dog" missile. Delivery of the aircraft is expected to start next year. The plane can fly at 650 miles an hour and maintain flight for 12,000 miles with only one refueling. The missile they carry can be launched several hundred miles from the target.

The missile can be launched while the bombers are out of range of enemy ground missiles or fighters, with resulting considerable damage and disruption of the enemy's defense. The B-52, then, can continue to finish the operation.

Boeing, which is producing the bombers, announced that the B-52 would be able to carry two "Hound Dog" missiles, one under each wing. The missiles are strictly a plus punch. The first of the new B-52's will arrive at Loring early next year.

Aircraft Accidents

During the month of November, the 42d Bomb Wing lost another aircraft (five fatalities), in addition to a B-47 belonging to the 321st Bomb Wing of McCoy Air Force Base, Florida.

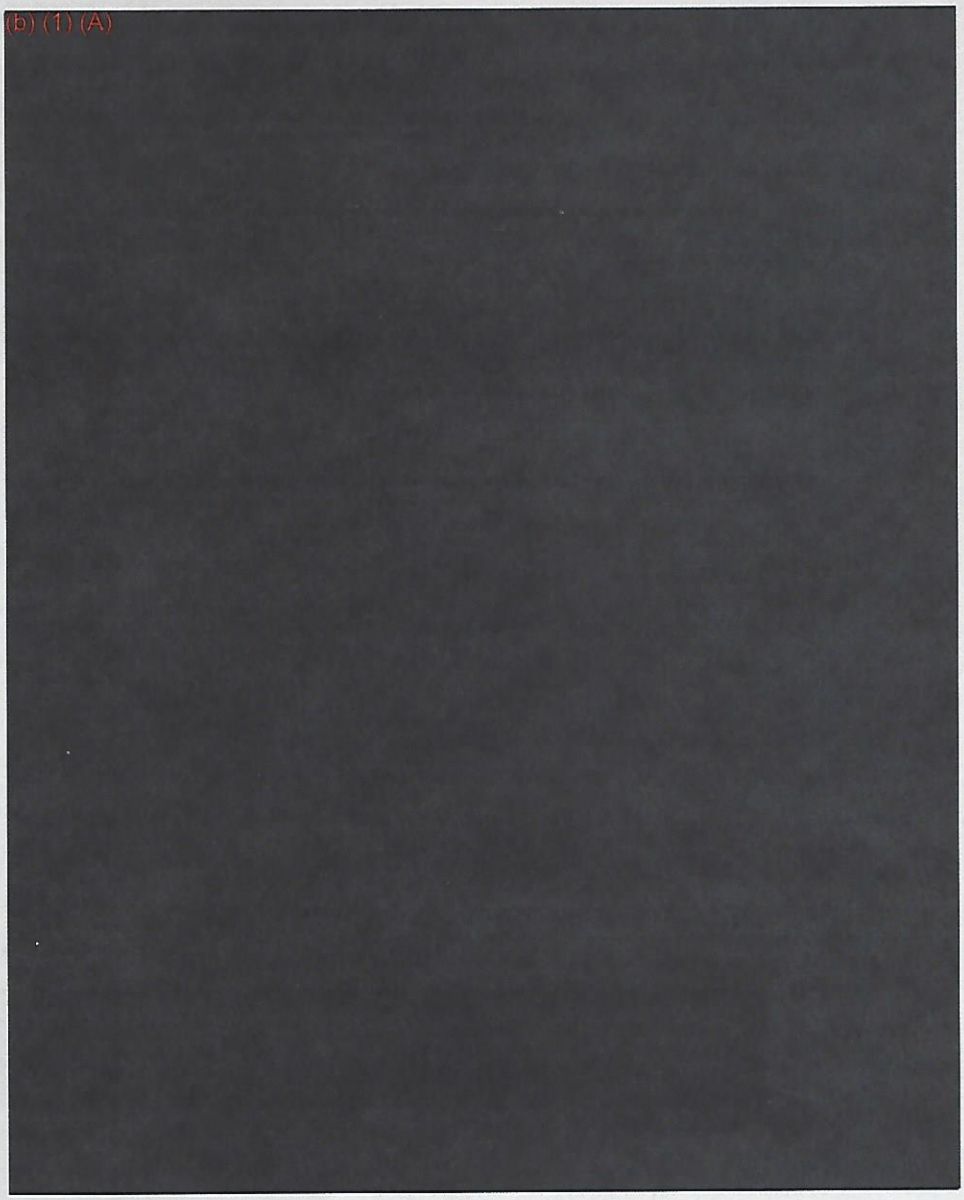
The B-47 was departing for its home station on 22 December 1956 when it crashed and burned upon take-off, killing all four men aboard.

(b)(1)(A)

[redacted]

KC-135 Accident

(b) (1) (A)



(b) (1) (A)

[redacted]

42. Ibid.
43. Ibid.

(b) (1) (A)

[redacted]

44. Ibid. Investigation and Analysis Section.

(b) (1) (A)

[redacted]

45. Interview by W. Fisher, Historian, with T/Sgt. F. Parrish, NCOIC, Base Photo Lab, 2 Dec 58.

MAINTENANCE AND MATERIEL

Communications-ECM

The difficulty that had been experienced in the AN/ARC 65, single side band HF radio showed a definite improvement in reliability and is maintaining an acceptable level of performance from an operational standpoint.[1] The modification program, which is being conducted locally with the assistance of a team from the Dayton Depot and the Manufacturer's Technical Representative, has resulted in the modification of 50 RT-400's and 26 antenna couplers, and there are 15 aircraft currently operating with completely modified AN/ARC 65 equipment.[2] Modified units placed in operation have proved satisfactory with only write-ups of a minor nature being reported. However, recently a work stoppage was experienced on the antenna coupler modification due to the failure of the soldering ring used to open the coupler. Dayton Air Force Depot has been advised of this situation and is shipping a replacement unit.[3]

Aircraft Maintenance and Supplies

At the present time, one sextant is authorized per aircraft as DD Form 780 equipment. Operations requirement is for two sextants per aircraft to insure completion of mission and to eliminate a flight safety hazard. SAC MWX DM2D 39915, dated 5 Nov 58, indicated

1. History of 42Bw, Oct 58, Maintenance & Materiel Chapter, page 15. "Wing Commander's Remarks", Pt III to Air Training Report (RCS: 2-SAC-112), Nov 58. Exhibit 6
2. TWX, COMAIRV to CINCSAC, ZIPPO message #12-902, B/T-27 Report, Operation "Headstart", 42Bw, dated 3 Dec 58. Exhibit 2
3. Ibid.

the requirement for two sextants per aircraft has been levied on the Air Materiel Command. Requisitions for additional sextants have not been filled to date.[4]

Timely depot support cannot be over-emphasized; however, "head-start" has repeatedly pointed up the requirement for additional emphasis to be placed on rapid recovery from low procurement, sub-standard item problems and especially the requirement for a positive aggressive master repair schedule.

Cannibalizations have continued at approximately the same rate as for the past three months. The wing rate has been one per 5.2 B-52 sorties and one per 7.2 KC-135 sorties. This is a direct reflection on the lack of immediate availability of certain items. However, there is possibly a trend developing toward items not normally stocked which is an improvement in that previously cannibalizations in the pre-issue area have been extensive.[5]

Materiel and Personnel Problems

The accomplishment of calendar inspections on auto-pilot systems is very difficult because of the acute shortage of auto-pilot component spares. At the present time, the auto-pilot assets are at such a low level that only repair and return to aircraft type of maintenance can be accomplished. The majority of auto-pilot repairs are accomplished on priority one (1) work. This procedure is not compatible with Calendar Inspection procedures. It is

4. TWX, CINCSAC to SCMAF 8, Msg #39915, Subj: Procurement of Periscope Sextants, dated 5 Nov 58. Exhibit 14
5. "Wing Commander's Remarks", Pt III to Air Training Report (RCS: 2-SAC-P12), Nov 58, 42BW. Exhibit 6

imperative that additional auto-pilot system assets for B-52's and KC-135's be made available at the earliest date.[6]

Inclosures for AA-1A Unit. 0235-565-7492 inclosure. This item is required for the AA-1A power unit used in starting B-52 and KC-135 jet engines. The inclosure has been in critically short supply since receipt of the power units. As of this date, six (6) of forty-one (41) power units are deadlined for this item, and twelve (12) more will be required between now and 15 December to comply with the provisions of T.O. 35D-12-2-2-11. This urgent requirement has been brought to the attention of higher headquarters through supply delay and difficulty letter including message SMA 11814, dated 31 October 195-, to Commander, Eighth Air Force.[7]

Base Supply

This organization has been advised that a severe budget cut is eminent. According to the funding program, Base Supply has stayed within area allotments for the first six months period. "However, we may be required to operate with a reduction of $337,000 until the end of the fiscal year if the tentative proposals of Financial Services are scheduled. Base Supply has previously advised Financial Services that we were greatly underfunded in the approved AMA for fiscal year '59 in the area of other operating supplies." If proposed reductions are placed in effect, other operating supplies will be seriously under-funded which will result in a most radical curtailment of Base Supply support to all organizations.[8]

6. Ibid.
7. Ibid.
8. Interview by W. Fisher, Historian, with Lt Col L. W. Schroder, Base Director of Material, 5 Dec 58.

~~SECRET~~

During the cycle of 16 October through 15 November 1958, a total of 25,954 line items were processed by Base Supply. A total of 26,359 line items were assigned.

The supply effectiveness for all categories, which include all AF classes plus technical classes for the period of 16 October through 15 November is 71.0. This figure is based on a total of 10,166 line items requested compared to 7,219 line items issued.[9]

Aircraft Status

As of the end of November 1958, the wing had 44 B-52's and 19 KC-135's. The average availability of aircraft for the month was 45 B-52's and 19 KC-135's.[10]

9. Base Supply Report (RCS: DAC-835), 16 Oct-15 Nov 58, 42BG. Exhibit 13
10. Unit Capability Report (2-DAC-W1), 30 Nov 58, 42BW. Exhibit 11

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PERSONNEL

Officer Manning

During the period 1 - 30 November 1958, the 42d Bomb Wing, including the 42d Air Base Group, was authorized 701 officers. The number of officers assigned increased from 524 in October to 527 in November for the Wing and remained the same for the Group. The percentage of officers MIRS (Manned in Required Specialties) in November was 91.6 percent (Wing) and 86 percent (Group), an increase of 1.6 and 2 percent respectively over the October period.[1]

A breakdown of the above figures, between the Wing and Air Base Group, is indicated below:

	WING[2]	
AUTH	ASGD	MIRS
570	528	522
	GROUP[3]	
131	131	113

Airman Manning

From 1 through 30 November, the wing was authorized a total of 4338 enlisted personnel (including the Air Base Group). The total number of airmen assigned was 4258, of whom 3865 were MIRS.

In the direct support category for the Wing, the number of airmen authorized for this period was 1892 and the number assigned was 1905.

1. "Personnel", Part I to Management Control Statement (1-SAC-735), Oct 58, Hq 42BW. Exhibit 16
2. Ibid.
3. Management Control Data (2-SAC-735), Oct 58, Hq AAG. Exhibit 17

~~SECRET~~

In the indirect support category, the number authorized was 407 and the number assigned was 405.[4]

A breakdown of the above figures is indicated below:

	WING[5]	
AUTH	ASGD	MRS
2299	2310	2109
	GROUP[6]	
2039	1948	1756

Civilian Personnel

During this reporting period, the Wing was authorized and assigned a total of 449 civilians.[7]

Key Personnel Changes

Due to the reactivation of the 45th Air Division, the following changes in the key personnel structure of this base took place:

Colonel B. A. Wells relinquished his command as the 42d Bomb Wing Commander, to become the Commander of the 45th Air Division. Colonel John W. Gaff, Jr., became the new Wing Commander. Colonel Eugene J. Craner, the new Division Director of Operations, was replaced by Colonel Melvin R. Schultz as Wing Director of Operations.

New Wing Commander

Colonel John W. Gaff, Jr., became Commander of Loring's 42d Bomb Wing, to bring near a close the revisions in the operation command structure on the base.[8]

4. "Personnel", Pt I to MCD (1-AAO-135), Nov 58, 42BW. Exhibit 16
5. Ibid.
6. MCD (2-AAO-135), Nov 58, 42BW. Exhibit 17
7. Information received in telephone conversation with Mrs. Kelly, Loring AFB Office of Civilian Personnel, 14 Dec 58.
8. Roster of Officers, 42BW, Nov 58. Exhibit 18

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SECRET

Relinquishing Command of the Wing was Colonel D. W. Wells, Commander of the 45th Air Division, who had also continued in his original duties as Wing Commander after the Air Division was re-activated on 20 November, pending the arrival of Colonel Gaff.

No official announcement has yet been made of the new Deputy Wing Commander, the one remaining vacant position in the Command structure. Colonel Don M. Bailey, Wing's second in command for the past several years, departed this month for a new assignment at Norton Air Force Base, California, thus vacating the post.

Colonel Gaff will command the bomber portion of the Air Force's first bomber-missile tactical team - the 45th Air Division. Eighth Air Force Headquarters announced that both Loring's Bomb Wing and the 702d Strategic Missile Wing (Snark) being assigned to Presque Isle Air Force Base, Maine early next year, will be under the operational control of the Air Division. The Presque Isle base itself is slated to become a SAC installation on 1 July, 1959.

A native of Battle Creek, Mich., Colonel Gaff grew up in Jackson (50 miles east), where he attended Jackson Junior College.

He was commissioned in September 1941 in the Air Corps and assigned to active duty with a fighter squadron, following his training at Kelly Air Force Base, Texas.

After fighter patrol duty in Alaska, he joined a newly formed interceptor unit staging at Westover AFB and subsequently earned credit for three and one-half German aircraft in the European Theater of Operations.

SECRET

An assignment at what is now Dyess Air Force Base, Texas, was next, then Col. Gaff moved to Selfridge Air Force Base, Michigan, to become Commander of one of the first F-86 Fighter Squadrons formed.

Col. Gaff entered the "heavy bomber business" in September 1947 when he was assigned to Fifteenth Air Force as Chief of Training.

After five years at Hq "Fifteenth", he was re-assigned to Fairchild Air Force Base, Washington to become Director of Operations for the 99th Bomb Wing, stationed there at that time.

Col. Gaff remained with the 99th during the conversion from B-36 to B-52 aircraft, and its relocation to Westover Air Force Base. He was Deputy Commander of the wing at the time of his selection to command Loring's wing.

Rated as a Command Pilot, Col. Gaff has more than 4,000 flying hours, with approximately 550 of them in B-52's. He holds the Distinguished Flying Cross, the Air Medal with 13 clusters, and the Belgian Fourragerre.

Guest Speaker

Colonel Vance H. Marchbanks, Jr., Loring's Hospital Commander, has been invited to attend the 1959 Air Force ROTC week at Tennessee Agricultural and Industrial State University.

Dates for the school's AFROTC observance have been scheduled as 22-27 March 1959, including the University Convocation on 25 March, for which Col. Marchbanks has been named guest speaker.

Tennessee A&I State University, located in Nashville, is one of the largest schools of its type in the nation, and University

President W. S. Davis has stated that Col. Marchbanks "will be a guest of the University during his visit".

The University's squadron of the Arnold Air Society (an honorary organization for AFROTC cadets) is named in honor of Col. Marchbanks.

Noted as one of the Strategic Air Command's foremost field researchers in aviation medicine problems, Col. Marchbanks' most recently completed project is a study presented several months ago at the National Aero-Medical Association's annual meeting on the relationship of flying stress and "fatigue-indicating" adrenal hormone.

Specializing primarily in the "human factors" branch of aviation medicine, Col. Marchbanks has also compiled a 56-page study of B-52 aircraft in this aspect and was instrumental in the design and standardization of the M-1 oxygen test stand table (for which he received the Commendation Medal).

FACILITIES

Sudden Service

A "Service Call" system has been established by Air Installations for the purpose of giving Loring personnel quicker, better and more efficient service. The trucks are radio-controlled and will be primarily operated from the Air Installations Production Control Branch to answer routine service calls.[1]

Routine service calls will be answered with necessary planning to eliminate as much lost time as possible. This will eliminate much waiting on the part of the "public" and will give quicker and more efficient restoration of service.

AIC warned, like many other things, a system such as this could be misused and "run into the ground". The effectiveness of this system could only depend on the full and unqualified cooperation of all Loring personnel. Any call requiring additional personnel or too long a period to accomplish (normally one hour) will not be completed by the radio service call unit, but rather by the Installations Shop concerned. This will conserve transportation and will relieve the shops of many time consuming small jobs, so they can divert their attention to bigger projects, which stand to benefit all Loring personnel in one way or another.

A typical "Service Call" crew will include a plumber, an electrician, a heating specialist and a carpenter. One of the crew

1. Interview by W. Fisher, Historian, with Lt. Col. W. A. Carter, Installations Engineer, 20 Nov 58.