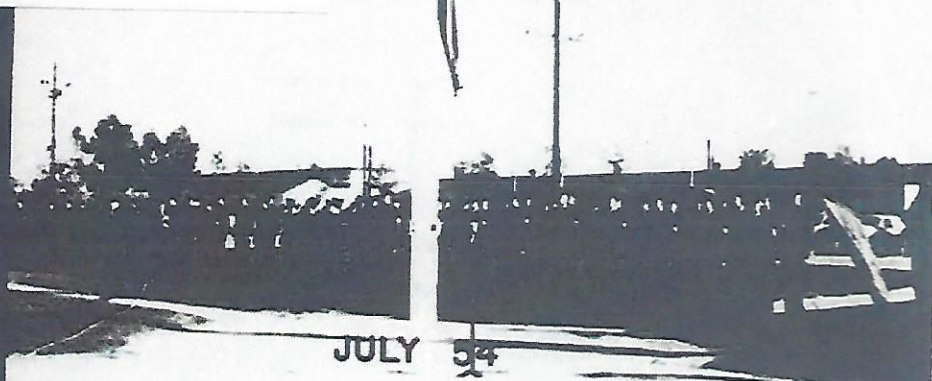


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HISTORY

Department of Energy Declassification Review	
1 st Review Date: 7/11/19	Determination: (Circle Number(s))
AJ-60 Review (b) (6)	1. Classification Retained
Authority: <input type="checkbox"/> DC <input checked="" type="checkbox"/> DD	2. Classification Changed To: <u>NSI</u>
Derived From:	3. Contains No DOE Classified Info
Declassify On:	4. Coordinate With:
2 nd Review Date: 7/11/2019	5. Declassified
AJ-60 Review (b) (6)	6. Classified Info Bracketed
Authority:	7. Other (Specify): <u>with Attachments</u>



43RD BOMBARDMENT WING
(MEDIUM)

36TH AIR DIVISION

RSI Count No
578404

DAVIS-MONTHAN AFB TUCSON, ARIZONA

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BY AUTHORITY OF Comdr
43rd Bn Wg Col
4 Sep 54

HISTORY
of the
43D BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona
JULY 1954
36th Air Division
Fifteenth Air Force
Strategic Air Command

Prepared in the Information Services Office in accordance with
Air Force Regulation 210-3, Strategic Air Command Regulation 210-1
and Fifteenth Air Force Regulation 210-1. (NCS 1-4F-D2)

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3-2183-6

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RSI Cont No
SC2004

~~RESTRICTED DATA~~
~~ATOMIC ENERGY ACT, 1946~~

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WHAT'S ON THE COVER?

The picture on this month's history cover is of a retreat formation held in front of 36th Air Division Headquarters, Building T-1. The personnel standing the retreat formation are from Headquarters 43d Bombardment Wing.

6

ADDITIONAL

CHRONOLOGY

7

CHRONOLOGY

- 1 July 1954 The 43d Aviation Squadron was deactivated.
- 2 July 1954 Major Jerry C. Spray assumed command of the 43d Air Refueling Squadron.
- 2 July 1954 The final mission of Operations "Wolf Pack" was flown.
- 5 July 1954 Major Jack O'Deagan was assigned to the wing as Wing Inspector.
- 9 through 11 July 1954 Operations "Check Point" was flown by B-47 and KC-97 aircraft of the wing.
- 13 July 1954 Wing Operations Order 204-54 was published directing one B-47 and crew to Ellsworth AFB for special weapons loading practice.
- 18 through 25 July 1954 Operation "Red Wagon" was flown by B-47 and KC-97 aircraft of the wing.
- 20 through 24 July 1954 Colonel David A. Burchinal, Wing Commander, was on TDY with mission "Red Wagon."
- 26 July 1954 Colonel Kenneth E. Marts was assigned to the wing as Deputy Commander.
- 26 July 1954 Colonel Robert C. Love was assigned to the 43d Tactical Hospital as commander.
- 27 July 1954 Wing Operations Order 205-54 was published directing a deployment survey team to England to obtain operational data on forward bases.
- 29 July 1954 A critique was held on Operation "Red Wagon."

30 July 1954

Colonel David A. Burchinal and flying squadron
commanders were briefed on the newly assigned
Emergency War Plan.

9

CHAPTER I

CHAPTER I
ORGANIZATION AND ADMINISTRATION

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ORGANIZATION AND ADMINISTRATION

10

MISSION. The mission of the 43d Bombardment Wing, Medium, is as follows:

- (1) Man, train and equip assigned units for the primary purpose of conducting long-range bombardment operations, utilizing either atomic or conventional weapons.
- (2) Develop and maintain the capability to engage in effective air refueling operations.
- (3) Develop a mobility capability and train subordinate units to the degree required to permit overseas deployment and establishment of operations on short notice in any part of the world as directed by higher headquarters.
- (4) Support the Air Reserve and National Guard programs in accordance with instructions from higher headquarters.
- (5) Be prepared to participate in disaster relief and other domestic emergencies.
- (6) Perform such special missions as directed by higher headquarters.

The commander of the 43d 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. In execution of these responsibilities, the wing commander performs the functions contained in SAC Regulation 20-15.

1/ Information for this Chapter was furnished by Major Harry A. Frevarthen, Wing Adjutant, unless otherwise documented.

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~~ATOMIC ENERGY ACT, 1946~~

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//

ORGANIZATION. The 43d Aviation Squadron was deactivated 1 July 1954.^{2/}
There were no other changes in the wing structure during this period.

CHANGES IN KEY PERSONNEL. Two senior officers reported for duty on 26 July 1954. They were Colonel Kenneth E. Marts^{3/} and Colonel Robert C. Love.^{4/}

Colonel Marts reported for duty as Wing Deputy Commander following temporary duty at McConnell Air Force Base, Kansas.^{5/} He was assigned to this station from Headquarters Strategic Air Command where he was Deputy to the Director of Personnel. Colonel Love was Chief of Medical Services, Plans, Surgeon General's Office, Headquarters USAF, prior to his assignment to this station.

Major Jack O'Reagan reported for duty on 5 July 1954 and was assigned to Headquarters for duty as Wing Inspector. Major O'Reagan reported here following a tour of duty with FCAF Bomber Command in Japan. He is scheduled to go to McConnell Air Force Base, Kansas for B-47 training in the immediate future.

Major Jerry O. Spray assumed command of the 43d Air Refueling Squadron on 2 July 1954.^{6/} He replaced Lt Col Ralph D. Sensenbrenner who has been reassigned to Air Command and Staff School, Maxwell Air Force Base, Alabama.

As a result of the reassignment of Major Dwight D. Patch, Commander of the Field Maintenance Squadron, overseas, the announcement of the transfer of Major Joseph L. Dickson to that organization has been made. Major Harry E. Smith, Jr., of the Headquarters Squadron Section, will replace

^{2/} Hist, 43d Bomb Wg, Jun 54, p 9.

^{3/} Picture and Biography of Col Marts. Exhibit B.

^{4/} Article, The Desert Aviator, DMAPB, Tucson, Arizona, 13 Aug 54, Exhibit C.

^{5/} GO Number 10, Hq 43d Bomb Wg, 26 Jul 54, Exhibit D.

^{6/} Picture and Biography of Maj Spray. Exhibit E.

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Major Dickson as Commander, 43d Periodic Maintenance Squadron. The effective date of the changes are 2 August 1954.

COMAND. Colonel David A. Burchinal, Wing Commander, went on TDY with mission "Red Wagon," a wing assigned mission, from 20 to 24 July 1954. Immediately upon his return to the station he went to Headquarters Fifteenth Air Force for a conference on the Harmon Task Force, a project assigned to Brigadier General Wils O. Chman, Commander, 36th Air Division.

A physical check of all top secret documents in the wing was made this month. All documents are properly accounted for.

Aircraft security is always a major subject in the wing. During a pre-mission assimilated sabotage penetration the commander offered a reward of \$5.00 and a 3-day pass for each saboteur apprehended. On 18 July Airman First Class Marshall Leader caught one of the would-be saboteurs on the Air Refuelin Flight line. Airman Leader works in the Air Refueling Engineering section.

The official emblem and flag for the wing was received from Headquarters USAF during this period. Copies of the insigna were reproduced for the wing by the Base Photo Lab.

7/ Pictures of 43d Bomb Wg Emblem and Flag. Exhibit F.

CHAPTER II
PERSONNEL

14

S/
PERSONNEL

During the month of July 1954 the personnel section reviewed the annual Officers Effectiveness reports for all First Lieutenants within the wing. There were 100 reports prepared and submitted.

On the first of July 1954, the 43d Aviation Squadron was deactivated by General Order Number 48, Headquarters SAC, dated 19 June 1954. The personnel were assigned to the following organizations: Seven officers and eight airmen to Headquarters Squadron Section, 43d Bomb Wing; two officers and eight airmen to 43d Armament Electronics Maintenance Squadron; one officer and ten airmen to 303d Armament Electronics Maintenance Squadron; one officer to Fairchild Air Force Base, Washington; two airmen to 803d Air Installation Squadron; one airman to 803d Supply Squadron; one airman to Camp Kilmer, New Jersey for overseas assignment; and one airman to Limestone Air Force Base, Maine.

On 13 July 1954, the Fifteenth Air Force Audit Team visited all squadrons within the wing. All officer and airman records were inspected. The reporting and maintenance discrepancies were noted and all squadrons are making the necessary corrections. This inspection has been a great help to all organizations, as members of the inspection team helped all the administrative personnel within the wing in the correct procedure of maintaining personnel records.

The Personnel section has been busy on the problems relative to planning for the impending TXX to England. The shortages of personnel by AFSC have been reported to the 36th Air Division for their action. This shortage was also again reported to Headquarters Fifteenth Air Force on the monthly T-12 report of 31 July 1954.

S/ Information for this Chapter was furnished by Major S. B. Serpento, Wing Personnel Officer, unless otherwise documented.

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15

STRENGTH. The strength of the wing as of 1 July 1954 was 395 officers and 1849 airman. The strength as of 31 July 1954 was 399 officers and 1847 airman. The number of airman separated and eligible for reenlisting were 40, of which 29 airman reenlisted for their own vacancies.

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CHAPTER III
OPERATIONS AND TRAINING

CHAPTER III

17

OPERATIONS AND TRAINING^{9/}

AIR TRAINING SECTION. The primary objective of the air training program for the month of July was to fulfill training requirements necessary to complete up-grading of non-ready crews to combat ready status. In addition, the air training program concentrated on maintaining the efficiency of those crews already combat ready.

The Air Training Section projected 22 B-47 crews and two KC-97 crews for up-grading to combat ready status. To accomplish this training, 1462 hours of flying time was projected for B-47 aircraft and 925 hours flying time for KC-97 aircraft.

Nineteen B-47 crews and one KC-97 crew were successfully up-graded to combat ready status during the month of July.

A total of 1795:00 hours flying time was accomplished by B-47 crews and 1134:00 hours flying time was accomplished by KC-97 crews. This total amount of flying time/^{that} was accomplished verifies the great effort this wing projected and accomplished on the unit simulated combat mission performed in the third week of July. The mission was considered successful. Briefings and critiques were held with a minimum of difficulty.

In addition to the unit simulated combat mission and training flights, the wing took part in "Exercise Checkpoint," a joint SAC-ADC exercise for the purpose of checking air defenses of the United States.^{11/}

Through the 26th of July, a total of 70 EBS radar runs were made with a CEA of 2379 feet and a CEP of 1750 feet; and a total of 74 EBS visual runs

^{9/} Information for Air Training Section was furnished by Major Brian A. Thompson, unless otherwise documented.
^{10/} See Tactical Plans Section, this edition.
^{11/} See Tactical Plans Section, this edition.

were made with a CEA of 1227 feet and a CEP of 1000 feet.

The Air Training Section staff completed the following projects during July: (a). Chief of Air Training took part in the unit simulated combat mission as a member of a control team; (b). Assistant Chief of Air Training performed special duties in control room during Exercise "Checkpoint"; (c). Staff Observers, in conjunction with Tactical Plans staff, coordinated target study and EBS scheduling for the unit simulated combat mission. Also, one staff observer performed duties as a member of a control team for the mission; and (d) The Assistant Chief of Air Training, in conjunction with the Staff Observers, completely planned and wrote the Operations Order for Operation "Checkpoint".^{12/}

GROUND TRAINING SECTION^{13/}. During the month of July 25 aircrew members attended Phase II Ground Training. While attending the course they received Aquatic Survival, Small Arms Familiarization, Radiological, Biological and Chemical Warfare (RBC), Intelligence, Personal Affairs Familiarization, Ground Safety, Medical Training and Psychological Warfare.

Fifty-three persons attended Altitude Indoctrination during the month of July in which they received an analysis of upper air and proper use of oxygen to include an altitude chamber ride.

Non-aircrew Training, Phase II, handled 180 persons during the month who received six hours of training as follows: RBC, Ground Safety, Military Customs, Courtesies and Ceremonies, Military Leadership, Personal Affairs Familiarization, Psychological Warfare and UCMJ.

^{12/} See Tactical Plans Section, this edition.

^{13/} Information for this section was furnished by Major Vance L. Beebout, Division Ground Training, unless otherwise documented.

The KC-97 MD departed this station for Mountain Home AFB, Idaho on 15 July 1954. There is no KC-97 MD now assigned at this station and none is needed since the wings assigned have completed conversion.

The 43d aircraft commanders completed a two hour pre-mission program in the link trainers during the month. This program included letdowns on stations that were primary or alternate in a SAC directed mission.

TACTICAL PLANS SECTION^{14/}. During the first two weeks of July the Plans Section was primarily concerned with planning and publishing the 43d Bomb Wing Operations Order Number 130-54, Operation "Red Wagon."^{15/} This order directed the deployment of the 43d Bomb Wing to an advanced base from which a profile mission was executed. This exercise was directed by Headquarters Fifteenth Air Force to test the operational readiness of the 43d Wing. Planning was completed and the Operation Order was published on 9 July. Flight plans and filmsies were completed for crew members of the KC-97 and B-47 aircraft for all phases of the mission.

Briefing aids were constructed and the briefings were held on 16 July. General briefing for the tanker and bomber crews was held at 0900 in the Foxhole. The specialized briefing for tanker crews was held in the Refueling Squadron briefing room immediately following the general briefing. The specialized briefings for the bomber crews was held at 1300 in the Foxhole.

The tanker aircraft were the first to deploy from Davis-Monthan AFB. Eight KC-97 aircraft departed on 18 July carrying the Control and Maintenance personnel and cargo to Ellsworth AFB, South Dakota, and Harmon AFB, Newfound-

^{14/} Information for this section was furnished by Major Garland S. McDaniel, Tactical Plans Section, unless otherwise documented.
^{15/} Wing Operations Order 130-14, 9 Jul 54, in Wg Tactical Plans File.
(Copies were not available for inclusion in the Appendix).

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land. On 19 July nine KC-97 aircraft departed Davis-Monthan AFB for Limestone AFB and Harmon AFB carrying personnel and cargo. On 20 July the remaining four KC-97 aircraft departed Davis-Monthan AFB for Harmon AFB.

The B-47 aircraft departed Davis-Monthan AFB on 20, 21 and 22 July in increments of 17, 17 and 11 aircraft respectively. These aircraft staged through Ellsworth AFB where the first 25 aircraft each loaded and ferried an Mk 6 Modification 4 training weapon to Limestone AFB. Aircraft remained at Ellsworth AFB only long enough to load the weapon. The B-47 aircraft departed Limestone AFB in flights of five aircraft each, three flights a day on 21, 22 and 23 July. The B-47's were refueled in the Harmon area by KC-97 aircraft of the 43d and 93d Air Refueling Squadrons.

The bombers flew over Canada and thence to targets in the Pocatello, Idaho area. Aircraft were to make an HBS run on Phoenix if sufficient fuel remained before returning to Davis-Monthan AFB.

The tanker aircraft of this wing, in conjunction with the 93d Air Refueling Squadron, THY at Harmon AFB, accomplished the refueling of the bomber forces. The KC-97 aircraft deployed back to Davis-Monthan AFB through Limestone AFB and Ellsworth AFB picking up the 43d Wing personnel at those bases on 22, 24 and 25 July.

This Unit Simulated Combat Mission was considered very successful. A critique of the mission was held on 29 July in the Foxhole.

Wing Operations Order 204-54 was published on 13 July. This order directed one B-47 aircraft and crew to report to Ellsworth AFB for special weapons loadings.
^{16/}

^{16/} Wing Operations Order 204-54, 13 Jul 54. Exhibit G.

21

On 27 July Wing Operations Order 205-54 was published. This order concerned the dispatching of a 43d Wing pre-deployment survey team to the United Kingdom in order to obtain operational data on assigned forward ^{17/}bases.

The final operations order published in July, Operations Order 22-54, directed flyovers and static displays at Ellsworth AFB, South Dakota and Fairchild AFB, Washington. ^{18/}One B-47 and one KC-97 aircraft were required to proceed to Ellsworth AFB and one B-47 aircraft was required to proceed to Fairchild AFB. These missions were scheduled for 3 August 1954.

The 43d Bombardment Wing Emergency Deployment Plan was completed and published this month and distribution has been made.

Revision of Eighth Air Force Operations Plan 50-54, to include amendment No. 2 was completed and planning has been started on the newly assigned Emergency War Plan.

Colonel David A. Burchinal, the Bomb Squadron Commander and the 43d Air Refueling Squadron Commander, were briefed on the newly assigned Emergency War Plan on 30 July. DQZ's (designated ground zero) were assigned crews upon completion of the briefing.

Major Clyde Roy was assigned temporarily to this section prior to his PCS to Ellington AFB, Texas. Major Roy was relieved from duty with this section on 31 July.

Major Harry Reynolds returned from TDY at Mather AFB, California where he completed the High Speed Navigation Course.

^{17/} Wing Operations Order 205-54, 27 Jul 54. Exhibit H.
^{18/} Wing Operations Order 22-54, 27 Jul 54. Exhibit I.

19/
ARMAMENT OPERATIONS SECTION.

SPECIAL WEAPONS. Captain Albert L. Thompson was relieved from duty with this section on 8 July 1954. He was reassigned to Socky Hill Air Force Base, Salina, Kansas and will assume the duties of Wing Special Weapons Officer for the 310th Bombardment Wing at that base. Captain Thompson had been with the section approximately 18 months.

T Sgt Thomas A. Marks was also relieved from duty with the section. He was assigned to the administrative section of Wing Operations Division. The loss of Sgt Marks leaves the section without an administrative supervisor.

The breakup of the 43d Aviation Squadron and the subsequent reassignment of a 12 man team to the 43d Armament Electronics Maintenance Squadron has had adverse effect on this section. Many of the officers that were assigned to the 43d Aviation Squadron were utilized as instructors in scheduled refreshers. Since the breakup and the reallocation of buildings within the restricted area, additional classroom and mock-up space has been obtained for both wings at this base. Fixtures for the additional classroom will be provided by the 303d Bombardment Wing. This additional space was urgently needed by both wings.

The 43d Bombardment Wing deployed 45 B-47 aircraft through Ellsworth Air Force Base during the period ^{20/}20 to 22 July 1954. In preparation for the deployment and the ferrying of 25 Mk 6 Modification 4 training weapons to Limestone AFB, the following accomplishments were completed: Nine practice loadings; 115 inflight insertions (IFI); 136 combat crew members

19/ Information for this section was furnished by Major Francis A. Ferko, Armament Section, unless otherwise documented.
20/ 15th AF Operations Order 130-54, 23 Jun 54, in Wg Classified Files. Also see Tactical Plans Section, this edition.

23

received a special two hour briefing prior to the mission; and six combat crew members received a 20 hour refresher.

Twenty-five IFI's were accomplished by crew members during the ferrying of the 25 weapons to Limestone AFB. An inspection was conducted at Ellsworth and Limestone to check the completeness of the aircraft and bombs. The discrepancy noted most during the inspections was the lack of battery checks on the weapon summary sheet. There were two instances of arming wires being extracted beyond 5/8 inches. Over all the entire mission was considered very successful. Combat crews, as well as staff personnel, received a wealth of experience.

Major Jose Diaz and Major Lyla Scours, Headquarters Fifteenth Air Force, visited the wing on 30 July 1954. The purpose of the visit was to answer questions concerning the Fifteenth Air Force inspection of special weapons capability of the 43d Bombardment Wing during the period 9 through 14 August 1954.

GUNNERY. During the month of July gunnery fireout percentage was 84 percent. Twelve of the 14 missions attempted were 100% complete. Of the two incomplete missions flown, one aircraft fired 150 rounds for 13.7% and the second aircraft did not fire due to blown gun charger fuses. This latter discrepancy was evidently caused by improper heating techniques.

Fourteen co-pilots fired a total of 2800 rounds of 20mm ammunition on the OQ range. Most of this ammunition was fired during squadron standardization board checks. It is felt that the OQ range training has definitely helped to increase this wing's fireout percentage.

Seventy-one hours of T-1A Gunnery Training were utilized by this wing

which has also aided firecut percentage.

14
Lt Frohman, 40th Bomb Wing Munitions Officer, visited the gunnery section in order to obtain regulations, procedures, and recommendations to aid in conversion to B-47 type aircraft at Smoky Hill AFB, Kansas.

Fighter interception missions have progressed exceptionally well. Very few crews lack the required number of practice interceptions.

MUNITIONS: Practice bombing has been light during this period. Ten missions were flown utilizing Sahuarite as a target, and one mission was accomplished on Camp Phillips, Kansas.

The base exhausted its supply of 500 lb. practice bombs. Replacements were requisitioned, but 250 lb. practice bombs were substituted. The 250 lb. practice bombs will be shipped from New Jersey instead of our normal supply depot. Normal depot stocks were depleted of both the 250 lb. and 500 lb. practice bombs.

21/
COMMUNICATIONS AND ELECTRONICS SECTION. To insure that air crews and staff sections have adequate quantities of appropriate foreign area radio facility charts and supplementary flight information documents to support the forthcoming TDY, a request was submitted to the Base Operations Officer to increase 43d Bomb Wing distribution as follows: Radio Facility Chart, Europe, 177; Radio Facility Chart, North Atlantic and East Canada, 177; and Supplementary Flight Information Document, Europe, Africa, and Middle East, 110.

It was recommended that higher headquarters assume responsibility of advising the Aeronautical Chart Service of distribution requirements for units projected for TDY to foreign areas. This procedure would eliminate

21/ Information for this section was furnished by Major Gordon R. Czarnecki, Com & Elec, unless otherwise documented.

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short notice distribution requirements which unduly burdens the aeronautical Chart Service procurement system.

A requirement was levied on each squadron ECM Officer to present a minimum 3-hour lecture to air crews on use of the 1884 Collins High Frequency radio set and general radio operating procedures. This requirement was predicated on the fact that high frequency radio equipment is being installed in B-47 aircraft and the operating requirements are different from what the pilot is accustomed to in the use of UHF/VHF equipment. Instructional material, publication references and salient factors to be emphasized were provided each squadron.

Informal information was received from Major Bruce Evans, Headquarters Fifteenth Air Force, that Davis-Monthan AFB is scheduled to receive a C-47 in approximately three months, modified for use of electronic countermeasures equipment. The purpose of this aircraft is to provide a means for assigned ECM observers to maintain proficiency and demonstrate the use of ECM equipment to B-47 air crews.

After execution of the unit simulated combat mission, air crews indicated that the communications flimsy was too bulky. As a result, flip cards will be used for future missions which will contain only information which is not a standard requirement.

On 20 July 1954 an operations memo was published and distributed for the purpose of prescribing equipment check procedures on AFM/76/12 equipment installed in wing aircraft.

^{22/} Operations Memo 100A-11, "AFM/76/12 Equipment Check Procedures," 20 Jul 54. Exhibit J.

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23/
FLYING SAFETY SECTION. Two flying safety meetings for flying personnel were conducted in each tactical squadron and in the air refueling squadron in the month of July, and one flying safety meeting for maintenance personnel was conducted in each of the flying squadrons and in the three maintenance squadrons for the month of July.

Squadron flying safety activity reports submitted to wing headquarters by each squadron indicated the conduct of a good flying safety program in each instance. Personnel participation lectures and specialized lectures by assigned technical representatives were presented at each flying safety meeting conducted in squadrons of the 43d Bomb Wing.

Major Henry J. Deutschendorf and his crew of the 63d Bombardment Squadron, was selected "Flying Safety Crew of the Month" and 11 Sgt Herman T. Moldenhauer of the 43d Air Refueling Squadron was selected "Maintenance Man of the Month" for the 43d Bomb Wing. Major Deutschendorf's crew was nominated for SAC "Flying Safety Crew of the Month" by the Commander, 36th 24/ Air Division.

Flying safety activity sponsored by the 43d Bomb Wing included a special flying safety briefing as part of the 43d Bomb Wing simulated mission briefing which was conducted in the early part of the month.

Two SAC Form 5 incident reports were processed and forwarded in the month of July, and one incident was investigated and forwarded through channels in accordance with AFR 62-14.

23/ Information for this section was furnished by Major Victor G. Lasak, Wing Flying Safety Officer, unless otherwise documented.
24/ Article, The Desert Airman, DMFB, Tucson, Arizona, 13 Aug 54. Exhibit K.

27

One accident follow-up report concerning B-47E 52-052 was forwarded to higher headquarters on 22 July 1954, and a negative aircraft accident follow-up was forwarded to higher headquarters on 30 July 1954.

One operations memo was published and distributed by this section during July. The memo established gross weight limitations for take-off of KC-97G aircraft. ^{25/}

WING STANDBOARD SECTION. ^{26/} The Wing Standboard was occupied with revision of the filing system, monitoring squadron standboard checks and conducting emergency procedure and proficiency examinations during July. The planning and completion of scheduled flight missions was considered an important phase of the standboard crew in preparation for record accomplishment in accordance with SAC Regulation 50-8.

The SAC Instructor Pilot team completed 15 initial standboard checks. These checks were considered as a final effort on the part of the instructor pilots prior to their scheduled transfer during the early part of August.

The main problem confronting the Wing Standboard was the revision of emergency procedure and proficiency examinations. It was expected that these revisions would have been effected prior to 31 July, however, the work load that was presented during the month eliminated any possibility of completing this. Other minor discrepancies continued to exist but again, due to the work load and time available, it was necessary to place a priority on the various projects in order to accomplish the most important first.

^{25/} Operations Memo 62-19, "Take-Off Performance Restrictions, KC-97G," 2 Jul 54. Exhibit L.

^{26/} Information for this section was furnished by Major Pat E. Barhart, President, 43d Wing Standboard, unless otherwise documented.

27/
INTELLIGENCE DIVISION. The final mission of the nine missions of Operation "Wolf Pack" Air Proving Ground Test of Lead-Collision Fighter Interceptions, was flown on 2 July 1954. 28/ The mission was considered very successful. Reports were prepared and submitted as required in the operations order under SAC Manual 55-8. In addition to the normal reports sent out on the other eight missions of the operation, the B-27, Wing Commander's Report, was submitted for the entire test.

Operation "Checkpoint" was conducted on 9 through 11 July 1954. The briefing was prepared and conducted in the 43d Wing Briefing Room. Reports required under SAC Manual 55-8 were prepared and submitted. Operation "Checkpoint" was an exercise conducted with Air Defense Command to test the Air Defense of North America. 29/ The wing aircraft had 29 encounters by 69 aircraft from both the Air Force and the Navy when making their penetrations.

On 18 July three officers and one airman departed for forward bases to report on Operation "Red Wagon." 30/ a unit simulated combat mission. Lt James Fischer went to Harmon AFB; Major Francis Sherrill went to Ellsworth AFB; and Captain Philip Fetler and 1st Sgt Claud Calvert went to Limestone AFB. In addition to the normal reports required under SAC Manual 55-8, reports under SAC Regulation 55-11 were required, both Supplement I and Inclosures 1 through 6. SAC Regulation 55-18 reports were prepared and submitted from this base prior to departure of the KC-97 aircraft. At Harmon AFB, a SAC Control Team was already in operation to handle the 55-11

27/ Information for this section was furnished by Lt Col G. C. Cook, Chief of Intelligence, unless otherwise documented.
28/ Hist, 43d Bomb Wg, Jun 54, pp 18 & 24.
29/ See Tactical Plans Section, this edition.
30/ See Tactical Plans Section, this edition.

reports for all SAC aircraft that landed at that base. When the B-47 aircraft landed back at Davis-Monthan, intelligence personnel that remained here interrogated the crews, prepared the "B" series reports and sent them forward. The "T" series reports were prepared and submitted at Harmon AFB. The briefing and critique of this mission were conducted in the Foxholes. Operation "Red Wagon" was considered very successful.

The intelligence personnel of the wing and those of the squadrons met after Operation "Red Wagon" to make the methods of interrogation and reporting more standard. It was decided to change the interrogation form used to record fighter attack information. All pilots of the B-47 crews will be asked to indicate their preference of several types of forms and also make up one of their own design if they so desire. By this, it is hoped that complete information can be more easily recorded by the crews for the fighter reports.

A new Emergency War Plan was received during the month. Planning and preparations for briefing were started in the Air Room. Briefings are expected to begin by the middle of August.

The Intelligence Annex for Operations Plan 40-54 was prepared during the month. Intelligence Annexes for the various operations during the month were also written as a matter of normal operation.

During the month of July, the Photo Interpreters reviewed and scored 143 rolls of radar film. In addition, two rolls of vertical film were reviewed.

For training purposes, the Photo Interpreters are required to score two RBS runs per week. Their Circular Error will be kept and compared to

the official scores. In this way, it will maintain the efficiency of the Photo Interpreters and help correct any deficiencies that may be present or arise.

1st Lt William A. Gruber, AFSC 2054, and 1st Lt Gary R. Stearns, AFSC 2044, were released from active duty during the month. These officers had completed their two years of active duty.

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CHAPTER IV
MATERIAL

CHAPTER IV

31/
MATERIEL

MAINTENANCE. The principal maintenance effort during the month of July was in support of the Unit Simulated Combat Mission which involved 45 B-47E and 20 KC-97G aircraft. Installation of the fourth crew position in the B-47 aircraft was completed in sufficient time for utilization by crew chiefs on this mission.^{33/}

At the end of July the required forms were not yet available to initiate the procedures required by SAC Manual 66-15, Aircraft Periodic Inspection and Maintenance, December 1953.

The establishment of the Central Motorized Equipment pool was completed in July. Some difficulty was experienced in that sufficient tugs were not available to move equipment to organizations as required.^{34/}

The Wing Maintenance Standardization Team provided 110 hours of instruction to maintenance personnel on the procedures of SAC Manual 65-2, Supply Support of Specialized Aircraft Maintenance, December 1953. This instruction was supervised by the Division Ground Training Section. The team also monitored the procedures used in complying with T.O.'s as follows: 1B-47-385 and 385A, "Revision of Bomb Bay Spoiler Circuit"; 1B-47-514, "Modification of HGE Release Assembly"; and 1B-47-537, "Revision of Landing Gear Electrical Control Circuit."

Maintenance Technical Instruction Number 22 was drafted regarding the installation of "explosion proof" strike photo equipment on B-47 aircraft. This was in the approval stage at the end of the month. An additional

^{31/} Information for this Chapter was furnished by Col Sam J. Byerley, Director of Materiel, unless otherwise documented.
^{32/} 15AF Operations Order 130-54, 19 Jul 54, in Wg Hq Files. See also Tactical Plans Section, this edition.
^{33/} Hist, 43d Bomb Wg, Jun 54, p 26.
^{34/} 15AF Reg 66-6, "Operation of a Central Motorized Equipment Maintenance Section," 10 May 54, in Wg Hq Files.

training syllabus on Timely Subject #10, "Maintenance Practices and Ground Safety Precautions," was compiled and distributed to the maintenance and flying squadrons. The team coordinated with Boeing and General Electric contractor technicians in conducting a five-day course for the engine conditioning team of the 64th Bomb Squadron in July.

Maintenance Quality Control Unit processed 152 normal Unsatisfactory Reports and two emergency UR's during the month. Eight 100-hour quality inspections were completed on KC-97 aircraft and nine 100-hour inspections on B-47's. Thirteen engine change inspections were accomplished. Four Armament and Electronics inspectors were assigned to duty with the Wing Quality Control Unit in July to fill vacancies of long standing. This will provide for staff level inspections of A&E maintenance activities.

The Supply Unit, Maintenance Control, completed revisions of all dock, shop and flight-line stocks based on 45-day requirements. Pre-issue lists were revised based on current and anticipated needs in accordance with SAC Manual 65-2. Supply support of aircraft parts continued to be unsatisfactory during July. ^{25/} One hundred and fifteen line items were ordered AOGP for 23 B-47 aircraft and 20 line items were ordered AOGP for 12 KC-97 aircraft. Considerable cannibalisation continued during July in order to provide sufficient aircraft to meet flying schedules. During the month a total of 1795:00 hours were flown in B-47 aircraft and 1134:00 hours in KC-97 aircraft.

Eighteen J-47 engines were changed during the month. Eight of these were shipped to the depot for overhaul while the others went through minor

^{25/} Hist, 43d Bomb Wg, Jun 54, p 27.

^{26/} Chart on Aircraft Parts Support for Jul 54. Exhibit E.

^{27/} Data maintained and compiled by Wing Chief of Maintenance. See Monthly Aircraft Summary 1 through 31 July 1954. Exhibit W.

repair. Ten E-4360-59 engines were changed. Two required shipment to the depot for overhaul, seven required minor repair for valve tappet guides and one minor repair for low torque. Thirty-seven newly installed engines were engine conditioned, 66 were conditioned during periodic maintenance and 26 were conditioned in the bomb squadron during the month.

Eleven periodic inspections were accomplished during the month on B-47's but none performed on KC-97's, although three were in the docks on the 31st of July.

Thirty-eight new Technical Orders were received during July. The TOC rate at mid-month was 26.7 open per B-47 and 3.3 open per KC-97.

Little improvement had been shown by the end of July in the spare parts situation for such A&E equipment as the ABE-14, AIC-10 and AFS-42A. Considerable maintenance specialist man-hours continue to be expended in heavy cannibalisation necessary to provide sufficient aircraft for complete air crew training.

Technical Order compliance has been adversely affected because of shortage of instrument specialists. Shortage of personnel in the hydraulic shop continues to limit maintenance support to the flight line, periodic docks and the repair of reparable at this station.

Personnel shortages in the maintenance career field anticipated to exist at the time the wing expects to deploy on a TDY move will seriously hinder the full support required by operational commitments. One hundred-forty positions will be unfilled. Seven maintenance type officer positions will be unfilled.

28/ SAC-UIO Report, 15 Jul 54. For comparison, see hist, 43d Bomb Wg, Jun 54, p 27.
29/ Hist, 43d Bomb Wg, Jun 54, p 28.
40/ SAC T-12 Report, 31 Jul 54, copy in Wg Hq Files.

LOGISTICS. During July the logistics annex to the new Wing Emergency War Plan and a special USCM was prepared. The mission was accomplished within the limitations of the operations order.^{41/}

Copies of the new SAC Mobility Planner's Guide, SAC Manual 400-1A, June 1954, were received late in July.^{42/} Preparation of a revised Wing Mobility Plan was initiated immediately and is scheduled for completion by 31 August 1954.

A new type flyaway modular container was received for testing purposes during the next rotational deployment. Six flyaway kit containers and 30 administrative type containers were received for distribution among the wing organizations.

A quantity of flyaway trucks for airlifting J-47 engines in the bomb bay of B-47 type aircraft were received early in July. A practice loading was accomplished to instruct pertinent supervisors the proper procedures to be followed.

As of 31 July the Flyaway Kits of this wing were complete as follows: 63d Bomb Squadron, 91.2%; 64th Bomb Squadron, 91.1%; 65th Bomb Squadron, 91.3%; and 43d Air Refueling Squadron, 91.7%.

SUPPLY. At the end of July a slight increase was reflected in authorized equipment on hand over the beginning of the month. Authorized USE on hand was 86.1% and authorized USE was 73.6% complete. Critical item shortage for the wing was 81.5%. Fifteen special shortages of equipment required to meet flying training under SAC Regulation 50-8, "Training Requirements for SAC Units," were listed in Attachment 2, SAC T-12 Report

^{41/} Part III, SAC T-12 Report, 31 Jul 54, copy in Wg Hq Files.
^{42/} Hist, 43d Bomb Wg, Jun 54, p 29.

31 July 1954. All critical shortages of UME were submitted to Headquarters Fifteenth Air Force on 15AF Form 178 as of 31 July 1954.

Early in July a special list of UME shortages, by squadron, was submitted to the Base Supply Officer for upgrading to appropriate depots to project "Long Run." Requests were made for many of the shortages to be submitted to Headquarters Fifteenth Air Force for command action under provisions of SAC Regulation 67-3, "Supply Policy."

Organizations are continuing to experience excessive delays in turning in excess, reparable and condemned property. Shortage of qualified supply personnel in the wing was reflected in the recent staff visit by personnel of the Materiel Division, Headquarters Fifteenth Air Force. In the AEM Squadron a lieutenant holding AFSC 6421 was the supply officer, a S Sgt, 64151, was occupying the M Sgt, 64173, position and a S Sgt, 64151, was filling the T Sgt, 64173, position. On 29 July an experienced T Sgt, 64173, was assigned to this unit supply section. After assignment of airmen to the AFSC 64151 positions, the Wing Supply Officer was relieved of sufficient routine details to resume the required supply spot checks by the end of July.

Anticipated shortages at the forthcoming deployment time in the supply and personal equipment fields are one officer and ten airmen.

INSTALLATIONS AND FACILITIES. A concerted effort has been made by this wing for redecoration of contonement type barracks which house over one third of the single airmen assigned this wing.

^{13/} Msg, Hq SAC, DMED1-M4 25934, 21 Apr 54, copy in Wing Materiel Files.
^{14/} Required by 15AF Reg 67-3.
^{15/} Ibid. Part III, SAC T-12 Report, 31 Jul 54.
^{16/} Ltr, Hq 36ADiv, "Painting Interior of Airmens' Barracks," 2 Jul 54, Copy in Wg Hq Files.

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Adequate facilities are none-existent for proper storage of flight line equipment in the bomb squadrons areas. The project initiated to the Base AIO in February 1954 to provide suitable area is being drafted into a project by the Base AIO.

By the end of the month half of the new addition to the aircraft parking ramp was being utilized by the wing. Sealing is scheduled for completion by mid-August at which time full occupancy will be granted.

^{47/} Hist, 43d Bomb Wg, Jun 54, p 26.

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~~RESTRICTED DATA
ATOMIC ENERGY ACT, 1946~~

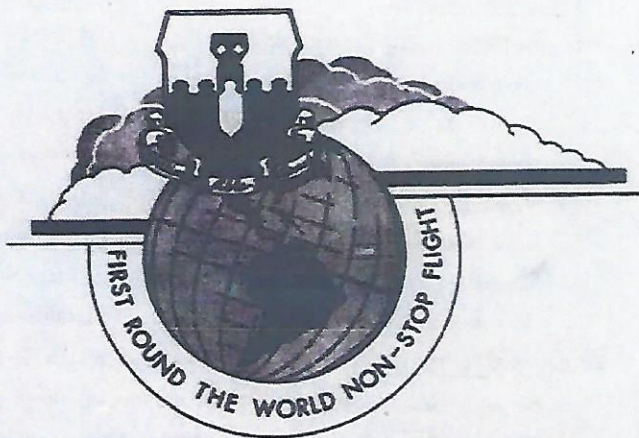
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HEADQUARTERS

43D

BOMBARDMENT
WING

(MEDIUM)



OPERATIONS ORDER NUMBER

205-54

DAVIS-MONTHAN AIR FORCE BASE
Tucson, Arizona

54-3361-8

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CLASSIFIED

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CLASSIFICATION ~~SECRET~~
AUTHORITY COMSEC L3RD BOMB WING, H
DATE 27 JULY 1954
NAME *P. Mac*

HEADQUARTERS 43RD BOMBARDMENT WING, HMMHW
Davis-Monthan Air Force Base
Tucson, Arizona
1300Z, 27 July 1954

OPERATIONS ORDER NO. 205-54

CHART AND MAP REFERENCES: WACS: 405 through 412, 419 through 424, 449,
450, 520, 344, 345, 346, 229, 230, 253, 254, 171. FC: 63, 183, 218, 219,
300, 301, 312, 313, 314, 319. NS: 103, 104. V30-21, V30-22, V30-23,
V30-24, V30-25, V30-13, V30-14.

TASK ORGANIZATIONS:

Hq Sq Sec, 43rd Bombardment Wing	Maj William B. Geise
43rd Periodic Maintenance Squadron	Maj Joseph L. Dickson
43rd Field Maintenance Squadron	Maj Dwight D. Patch
43rd Armament & Electronics Squadron	Lt Col Vincent F. Haurley
803rd Air Base Group	Col William H. Prier
43rd Tactical Hospital	Lt Col Thomas E. Gibson
43rd Air Refueling Squadron	Maj Jerry O. Spray
65th Bombardment Squadron	Maj Robert C. Brown

1. GENERAL SITUATION: A requirement exists for the 43rd Bombardment Wing to deploy a survey team to the United Kingdom to obtain operational information on assigned forward bases for TMY rotation.

a. Enemy Forces: Omitted.

b. Friendly Forces:

(1) WACS.

Hq 43rd Bomb Wg, H
Ops Ord No. 205-54
27 July 1954

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- (a) Provide necessary air and sea rescue facilities.
- (b) Provide necessary base facilities at Ernest Harmon AFB, Newfoundland, and Keflavik, Iceland.

(2) 7th Air Division.

- (a) Provide necessary base facilities at Upper Heyford, United Kingdom.
- (b) Provide necessary air and sea rescue facilities.

2. MISSION: An inspection party consisting of 13 personnel from this wing will be airlifted by one KC-97 from the 43rd Air Refueling Squadron to Upper Heyford, United Kingdom. The purpose of this mission is to inspect bases and facilities that are to be used by units of the 43rd Bombardment Wing on rotational exercises. The inspection party will depart Davis-Monthan AFB on or about 30 July 1954.

3. TASKS FOR SUBORDINATE UNITS:

a. Hq Sq Scc, 43rd Bombardment Wing.

- (1) Provide personnel with AFSC's listed below for inspection party.
 - (a) One 0066C.
 - (b) One 64171.
 - (c) One 1411.
 - (d) One 3011.
 - (e) One 2016.
 - (f) Two 70250.
 - (g) One 1525D.

b. 43rd Periodic Maintenance Squadron.

- (1) Provide personnel with AFSC's listed below.

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- (a) One 4344.
- c. 43rd Field Maintenance Squadron.
 - (1) Provide personnel with AFSC's listed below.
 - (a) One 4316.
 - (b) One 43171J.
- d. 43rd Armament and Electronics Squadron.
 - (1) Provide personnel with AFSC's listed below.
 - (a) One 3231.
 - (b) One 32170.
 - (c) One 42670.
- e. 803rd Air Base Group.
 - (1) Provide personnel with AFSC's listed below.
 - (a) One 6016.
 - (b) One 7321.
- f. 43rd Tactical Hospital.
 - (1) Provide personnel with AFSC's listed below.
 - (a) One 9356C.
- g. 65th Bombardment Squadron.
 - (1) Provide personnel with AFSC's listed below.
 - (a) One 1245C.
- h. 43rd Air Refueling Squadron.
 - (1) Provide one KC-97 aircraft and one seven man crew to airlift 18 man Survey Team to Upper Heyford, United Kingdom.
 - (2) Provide four maintenance personnel to accompany the aircraft.
 - (3) On or about 6 August 1954 provide airlift for the Survey Team

Hq 43rd Bomb Wg, M
Ops Ord No. 305-54
27 July 1954

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to Davis-Monthan Air Force Base, via Keflavik, Iceland and Limestone AFB, Maine.

3X. GENERAL INSTRUCTIONS:

- (1) Route to TDY bases and return to Davis-Monthan Air Force Base.
 - (a) Davis-Monthan AFB to Ernest Harmon AFB, RON; to Upper Heyford, United Kingdom, TDY Base, remain five days; to Keflavik Aerodrome, Iceland; to Limestone AFB, Maine, RON; to Davis-Monthan AFB.
- (2) Davis-Monthan AFB is designated foreign clearance station. It will be the responsibility of the Aircraft Commander to notify custom officials in event a landing is made at other than designated bases.
- (3) Aircraft Commander will be responsible for aircraft security at all times.
- (4) This TDY will be approximately nine days.
- (5) The survey party will visit 7th Air Division Headquarters prior to and subsequent to survey of United Kingdom bases.
- (6) Colonel David L. Burchinal will be the Task Force Commander.
- (7) Deployment of aircraft while on TDY will be at the discretion of the Task Force Commander.
- (8) For control of aircraft while in Upper Heyford area see Annex "B".
- (9) Reports:
 - (a) Will be submitted in accordance with SAC Reg 55-11, 3 November 1953. Captain Kenneth E. Hill, (b) (6) is

Hq 43rd Bomb Wg, 11
Ops Ord No. 205-54
27 July 1954

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designated Reports Control Officer during this TET.

(b) Required reports are listed in paragraph 6 of SAC Reg 55-11.

(c) Departure reports from Davis-Monthan AFB will be submitted by the 43rd Bomb Wing Operations Officer.

4. LOGISTICAL AND ADMINISTRATIVE MATTERS:

a. Logistics:

(1) Provisions of SAC Reg 400-3 will apply.

b. Administrative:

(1) Reference Annex "A".

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command:

- (1) Comdr SAC, Offutt AFB, Nebraska.
- (2) Comdr Fifteenth Air Force, March AFB, California.
- (3) Comdr 36th Air Division, Davis-Monthan AFB, Arizona.
- (4) Comdr 7th Air Division, South Ruislip, London, England.
- (5) Comdr 43rd Bomb Wing, Davis-Monthan AFB, Arizona.

b. Communications:

(1) See Annex "B".

3 ANNEXES

A - Administrative
B - Communications
C - Operations

DAVID A. BURCHINAL
Colonel, USAF
Commander

DISTRIBUTION:

2 - Comdr 43rd AFS
1 - Comdr 43rd Hq Sq Sec
1 - Comdr 43rd AAE Sq

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Ops Ord No. 205-51
22 July 1954

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- 1 - 43rd Maint Control
- 1 - 43rd Dir of Mat
- 1 - 43rd Pers Off
- 1 - Comdr 43rd Periodic Maint Sq
- 1 - Comdr 43rd Fld Maint Sq
- 1 - Comdr 803rd AB Gp
- 1 - Comdr 43rd Tac Hosp
- 1 - Comdr 65th Bomb Sq
- 1 - Comdr 43rd Bwg
- 1 - 43rd Opns Off
- 1 - Chief Tac Plans
- 1 - Chief Air Tag Div
- 1 - Chief Comm-Elect Sec
- 4 - 43rd Wg History
- 1 - Comdr 36th ADiv
- 1 - Comdr 7th ADiv
- 1 - Comdr 15AF

OFFICIAL:

(b) (6)

Colonel, USAF
Operations Officer

Hq 43rd Bomb Wg, II
Opns Ord No. 205-54
27 July 1954

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HEADQUARTERS 43RD BOMBARDMENT WING, STRIUM
Davis-Monthan Air Force Base
Tucson, Arizona
1300Z, 27 July 1954

ANNEX A

TO

OPERATIONS ORDER

SERIAL NUMBER 205-54

ADMINISTRATIVE AND LOGISTICS

Hq 43rd Bomb Wg, M
Annex A to Opns Ord No. 205-54
27 July 1954

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CLASSIFICATION Secret
AUTHORITY COMDR 43rd Bomb Wg, M
DATE 27 July 1954
NAME S. J. [unclear]

AIRNEX A

TO

OPERATIONS ORDER

SERIAL NO. 205-54

ADMINISTRATIVE AND LOGISTICS

HEADQUARTERS 43RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona
27 July 1954, 1300Z

1. Personnel:

- a. The provisions of paragraphs 29 through 35, Section VII, SAC Regulation 400-3, are not applicable.
- b. Personnel will conform to uniform regulations of the theater concerned.
- c. Personnel will be briefed concerning the following:
 - (1) Customs and courtesies of the country to which deployed.
 - (2) Prohibitions and penalties relative to illegal commercial and blackmarket activities.
 - (3) Currency restrictions will be in accordance with Air Force Manual 173-10.
 - (4) Personnel will be briefed on the customs regulations applicable to the country visited in accordance with AFR 55-161.
- d. Personal affairs and casualty reporting will be in accordance with AFR's 30-11, as amended, and 34-4, and SAC Regulation 30-3 and 34-8.

Hq 43rd Bomb Wg, M
Annex A to Ops Ord No. 205-54
27 July 1954

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e. Immunization will be in accordance with AFR 160-101, 160-102 and SAC Regulation 160-1. "Guide to World Wide Immunization Requirements" will be used as a reference for specific area requirements.

f. The following records and equipment will accompany personnel:

	<u>REFERENCE</u>
(1) A copy of Immunization Register (DA AGO 8-117)	AFR 160-77
(2) International Inoculation Certificate (FHS 731)	AFR 160-101 and 160-102
(3) Identification Card (DD 2AF)	AFR 30-10
(4) Identification Tags	AFR 25-35
(5) A copy of record of Emergency Data (DD Fm 93)	AFR 35-38
(6) SAC Restricted Area Pass	

g. Personnel loading list:

<u>NAME</u>	<u>RANK</u>	<u>SERIAL NO</u>	<u>CLMC</u>	<u>SDN</u>
Burchinal, David A	Col	(b) (6)	FTS	Hq 43d BW
Dickson, Joseph L	Maj		FTS	43d RI
Gipson, Burrils L	MSgt		FTS	Hq 43d BW
Dunlap, Asel D.	1st Lt		FS	43d MC
Howes, Frederick B	TSgt		FTS	43d RI
Thompson, Brian C	Maj		FTS	Hq 43d BW
Barrett, Donald L	Maj		FTS	Hq 43d BW
Czarnowski, Gordon R	Maj		FTS	Hq 43d BW
Cook, Charles C	LtCol		FTS	Hq 43d BW
Buzan, Ellis B	Capt		FTS	43d ABE
Eickholt, Kenneth J	MSgt		FTS	43d ABE
Russell, Carl H	MSgt		FTS	43d ABE
Gibson, Thomas E	LtCol		FTS	1161st USAF Hosp
Matthys, Omer J	SSgt		FTS	Hq 43d BW
Esmond, Thomas M	Maj		FTS	65th BS
McCloskey, Richard M	Maj		FTS	803d MVS
Gold, Shepperd B	2Lt		FTS	803d AP
Hill, Kenneth K	Capt		FTS	43d ARS
Errington, William C	1Lt		FTS	43d ARS
Hanbor, Andrew M	Capt		FS	43d ARS
Szarekjo, Joseph W	MSgt		FTS	43d ARS
Cooper, Lucian L	SSgt		FTS	43d ARS
Bodnarik, William P	SSgt		FTS	Hq 43rd BW

Hq 43rd Bomb WG, M
Annex A to Opns Ord No. 205-54
27 July 1954

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- (2) Classification and Audit Lists, 43d Bomb Wing, July 1954.
- (3) History, 43d Bomb Wing, June 1954.
- (4) Roster of Key Personnel, 43d Bomb Wing, July 1954.
- (5) The Desert Airman, Davis-Monthan AFB, 13 August 1954.
- (6) GO Number 10, Hq 43d Bomb Wing, 26 July 1954.
- (7) Wing Operations Order 204-54, 13 July 1954.
- (8) Wing Operations Order 205-54, 27 July 1954.
- (9) Wing Operations Order 130-54, 9 July 1954.
- (10) Wing Operations Order 22-54, 27 July 1954.
- (11) Wing Operations Memo 100A-11, 20 July 1954.
- (12) Wing Operations Memo 62-19, 2 July 1954.
- (13) 15AF Operations Order 130-54, 19 Jun 54.
- (14) 15AF Regulation 66-6, 10 May 1954.
- (15) Chart on Aircraft Parts Support for July 1954.
- (16) Monthly Aircraft Summary 1 through 31 July 1954.
- (17) SAC-UIC Report, 15 July 1954.
- (18) SAC T-12 Report for 43d Bomb Wing, 31 July 1954.
- (19) Message, Hq SAC, DM3D1-M4 25934, 21 April 1954.
- (20) Letter, Hq 36th Air Division, "Painting Interior of Airmens' Barracks," 2 July 1954.

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APPENDIX

APPENDIX

- Exhibit A Roster of Key Personnel
- Exhibit B Biography and picture of Colonel Kenneth E. Marts, Deputy Wing Commander.
- Exhibit C Article, "Colonel Love Appointed Hospital Commander," The Desert Airmen, DMAFB, Tucson, Arizona, 26 July 1954.
- Exhibit D General Order Number 10, Hq 43d Bomb Wing, 26 July 1954.
- Exhibit E Biography and Picture of Major Jerry C. Sgray, Commander, 43d Air Refueling Squadron.
- Exhibit F Picture of official emblem and flag of the 43d Bomb Wing.
- Exhibit G Wing Operations Order 204-54, 13 July 1954.
- Exhibit H Wing Operations Order 205-54, 27 July 1954.
- Exhibit I Wing Operations Order 22-54, 27 July 1954.
- Exhibit J Wing Operations Memo 100A-11, 20 July 1954.
- Exhibit K Article, "63rd Bomb Crew Named Best in July," The Desert Airmen, DMAFB, Tucson, Arizona, 13 August 1954.
- Exhibit L Wing Operations Memo 62-19, 2 July 1954.
- Exhibit M Aircraft Parts Support Chart for Month of July 1954.
- Exhibit N Monthly Aircraft Summary 1 through 31 July 1954.

ROSTER OF KEY PERSONNEL

<u>RANK</u>	<u>NAME</u>	<u>POSITION</u>
Col	David A. Burchinal	Wing Commander
Col	Kenneth E. Marts	Deputy Wing Commander
Maj	Harry A. Trevarthen	Wing Adjutant
Col	Jean B. Millar, Jr.	Director of Operations
Col	Sam J. Byerley	Director of Material
Maj	Silvio B. Serpento	Director of Personnel
Lt Col	Charles C. Cook	Chief, Intelligence
Maj	John R. Kelly, Jr.	Maintenance Control Officer
Lt Col	Van E. Parker	Comdr, 63d Bomb Squadron
Lt Col	Robert E. Blaw	Comdr, 64th Bomb Squadron
Maj	Robert C. Brown	Comdr, 65th Bomb Squadron
Maj	Jerry O. Spray	Comdr, 43d Air Refueling Squadron
Maj	Dwight D. Patch	Comdr, 43d Field Maint Squadron
Maj	Joseph L. Dickson	Comdr, 43d Periodic Maint Squadron
Lt Col	Vincent F. Hamley	Comdr, 43d Arm Elec Maint Squadron
Col	Robert C. Love	Comdr, 43d Tactical Hospital

Exhibit A

COLONEL KENNETH E. WERTS

Colonel Kenneth E. Werts was born in (b) (6).
He attended local public schools and graduated from the [redacted]
class of '39.

After his graduation, Colonel Werts joined the Army Air Corps, entered flight training, and received his wings in March 1940. He served with the 9th Bomb Group at Mitchell Field and in Panama after his graduation. In the spring of 1945, he became commander of the 30th Squadron, 301st Group, Flying B-17 Flying Fortresses. Later he was assigned to the Director of Operations, 7th Bombardment Wing in England, until all B-17's were phased out of Europe after V-J day.

His appointment as Deputy Wing Commander of the 43d Bombardment Wing (Medium) at Davis-Monthan Air Force Base, Tucson, Arizona, is his fourth assignment with the Strategic Air Command. He has served with 15th Air Force Headquarters, the 93d Bombardment Wing and SAC Headquarters. He was previously assigned as Deputy to the Director of Personnel, Headquarters SAC before entering B-47 transition school at Wichita, and assuming his new post at Davis-Monthan AFB.

He is married to the former (b) (6).
Colonel and Mrs Werts have three children, (b) (6)
18 months. They reside at (b) (6) of Davis-Monthan
AFB.

Exhibit B



COLONEL WILLIAM W. WATTS, DEPUTY COMMANDER, 43RD BOMBARDMENT WING.

(DRAFT USAF PHOTO BY T/Sgt. SANDOVAL)

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Colonel Love Appointed Hospital Commander



COL. LOVE

Colonel Robert C. Love has arrived at Davis-Monthan to take over as Division Surgeon and is assigned to the 43rd Tactical Hospital as well.

The 46-year-old colonel is a native of Fargo, North Dakota, where he was graduated from Central High School in 1926.

In 1931, Colonel Love received his bachelor of arts degree from Carleton College, Northfield, Minnesota. He graduated with a medical degree from the Univer-

sity of Minnesota in 1939.

Doctor Love practiced one year in Glenwood City, Wisconsin, after completing 27 months internship at St. Mary's and Minnesota General Hospitals.

Colonel Love first entered the service in May, 1942, and was immediately assigned to Hill Field, Ogden, Utah, with the 11th Air Depot Group.

In August, 1942, the colonel went overseas to England, and in November of that year he was transferred to North Africa.

The colonel returned to the states in May, 1943, to attend the School of Aviation Medicine at Randolph AFB, Texas.

In September, 1943, Colonel Love was assigned to the Office Air Surgeons, Headquarters, Army Air Forces, Washington.

He remained there until the summer of 1947, when he went to Maxwell AFB, Montgomery, Alabama and for nine months studied the regular courses of the Air Command and Staff School.

Completing the course in June, 1948, he went to Elmendorf AFB, Anchorage, Alaska, where he was base surgeon while assigned to

(Continued on page 2)

COL. LOVE—

(Continued from page 1)

the 57th Fighter Interceptor Wing.

In July, 1950, the colonel, who possesses an aircraft observer's rating, rotated to the Office of Surgeon General, Headquarters, USAF, where he was appointed assistant Chief of Plans Division. In March, 1952, he was appointed chief of the division.

Colonel Love lives on the base with his wife, the former Janet Courier of Buffalo, Minnesota, and their three children: Robert, 11; James, 8; and Andrew, 3.

Article, The Desert Airman, Davis-Monthan AFB, Tucson, Arizona,
13 August 1954.

Ed. H. R.

HEADQUARTERS
43D BOMBARDMENT WING, MEDIUM (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

GENERAL ORDERS)
NUMBER 10)

26 July 1954

ANNOUNCEMENT OF STAFF ASSIGNMENT

1. COLONEL KENNETH E. MARTS, (b) this headquarters, is assigned
as Wing Deputy Commander, this headquarters, effective this date.

BY ORDER OF THE COMMANDER:

OFFICIAL:
(b) (6)

HARRY A. TREVARTHEN
Major, USAF
Adjutant

HARRY A. TREVARTHEN
Major, USAF
Adjutant

DISTRIBUTION: A

Exhibit D

BIOGRAPHY

MAJOR JERRY O. SPRAY

Major Jerry O. Spray was born (b) (6) and attended various schools in Oklahoma and Texas, finally graduating from (b) (6) in Oklahoma City in 1938. He attended one semester at the (b) (6) withdrawing in February of 1939 to enlist in the First Infantry Division at Fort Francis E. Warren, Wyoming.

In October of 1940 he started training with the 501st Parachute Battalion at Fort Benning and upon completion of this training was transferred to the Canal Zone in September of 1941.

He was transferred to Kelly Field in March 1942 to begin the pre-flight phase of flight training. This training was completed in October of 1942 and he became an enlisted pilot. The duties involved ferrying almost every type of aircraft the 4th Air Corps then possessed. He gained appointment as a flight officer in January 1943, and a commission as second lieutenant on 2 June 1943.

In March 1944 he joined the Central African Division of ATC and spent the next 15 months in Africa and India.

On 22 June 1947 he was released from active duty in order to enlist as a master sergeant and was recalled as a first lieutenant on 18 December 1948, to the 43rd Bombardment Wing at Davis-Monthan Air Force Base.

While stationed here he has run his total flying time up to over 5,000 hours and has flown B-29s, B-50s and KC-97s.

Exhibit E

As a lead select crew commander in the 65th Bomb Squadron he gained a "spot" promotion to Lt. Colonel in November 1952.

On 1 October 1953, the 43rd began converting to B-47s and KC-97s and Major Spray was transferred to the 43rd Air Refueling Squadron as operations officer and was given command of that squadron on 2 July 1954.

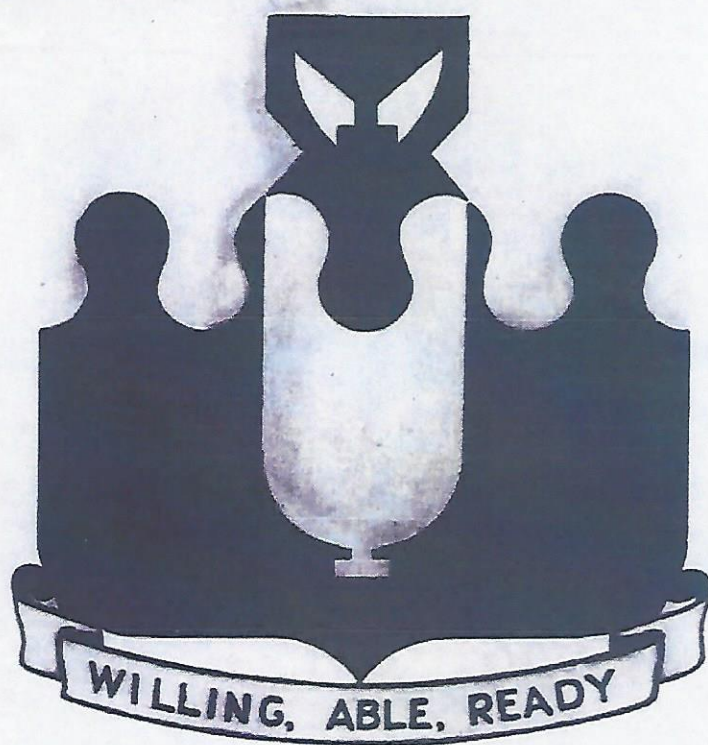
He is (b) (6)

#



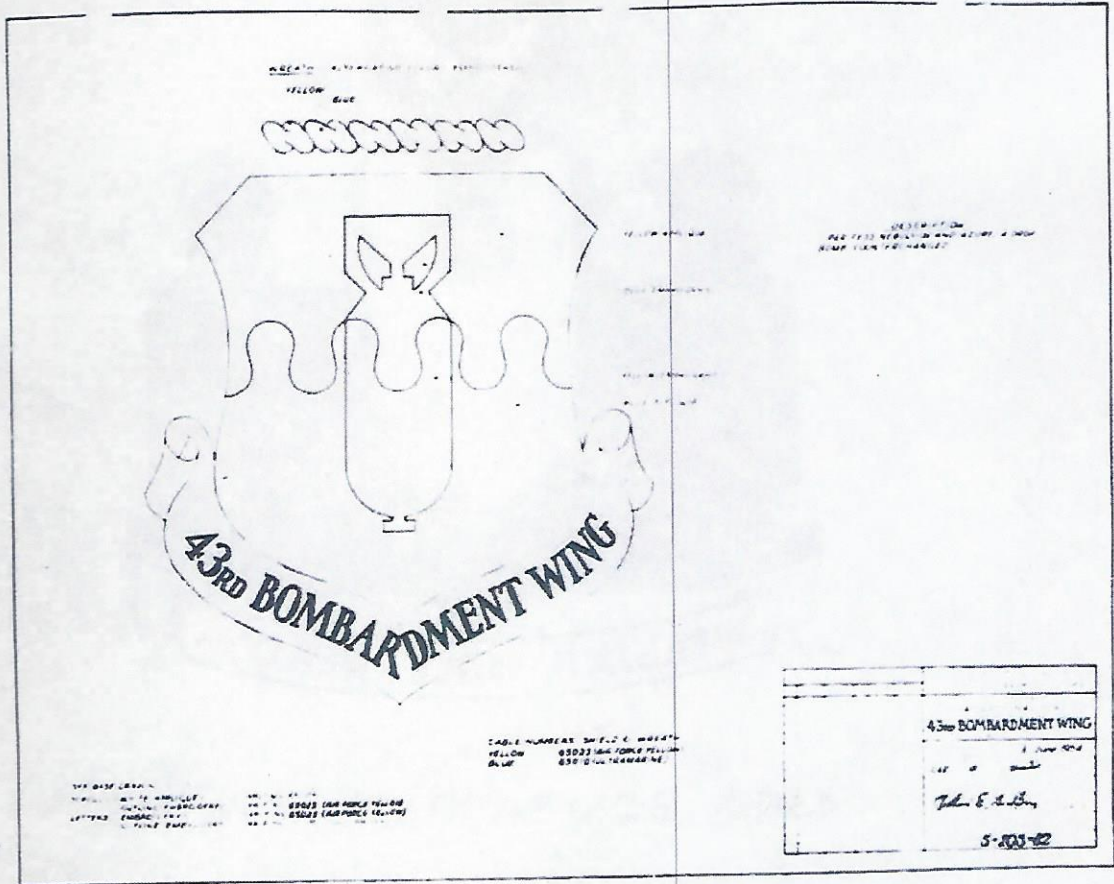
MAJOR JERRY O. SPAY, 43RD AIR REFUELING SQUADRON COMMANDER.

(DRAFT USAF PHOTO BY T/SGT. A.J. WALSH)



43RD BOMBARDMENT WING

USAF APPROVED EMBLEM OF THE 43RD BOMBARDMENT WING.



USAF APPROVED UNIT FLAG FOR THE 43RD BOMBARDMENT WING.

~~CONFIDENTIAL~~

HEADQUARTERS

43D

BOMBARDMENT
WING

(MEDIUM)



OPERATIONS ORDER NUMBER

204-54

DAVIS - MONTHAN AIR FORCE BASE

Tucson, Arizona

54-2992-C

~~CONFIDENTIAL~~

Exhibit D

~~CONFIDENTIAL~~

OPERATIONAL ORDER NO. 204-54
Davis-Eathan Air Force Base
Picton, Arizona
1300Z, 13 July 1954

OPERATIONAL ORDER NO. 204-54

OPERATIONAL ORDER NO. 204-54: As required.

ASSIGNMENTS:

43rd Bombardment Squadron

1st Col Robert T. Hunt

43rd Armanent & Electronics Squadron

1st Col Vincent J. Hawley

1. GENERAL SUMMARY: This wing is required to provide one B-47 aircraft at Ellsworth AFB, Rapid City, South Dakota, for special mission loadings. Unit performing loadings will be the 13th Aviation Field Depot Squadron.

a. Enemy Forces: None.

b. Friendly Forces: None.

2. MISSION: One B-47 aircraft and crew from the 43rd Bombardment Wing will proceed to Ellsworth AFB in accordance with paragraph three. Aircraft and crew will return to Davis-Eathan AFB when released by the Commander of the 13th Aviation Field Depot Squadron.

3. ASSIGNMENTS:

a. 43rd Bombardment Squadron:

- (1) Provide one B-47 aircraft and crew to be in place by 2100Z, 13 Jul-1954 at Ellsworth AFB, Rapid City, South Dakota.
- (2) Provide one crew chief (4317LJ) and assistant crew chief (4315LJ) for maintenance purposes. Above personnel must possess TOP SECRET security clearance.

b. 43rd Armanent and Electronics Squadron:

Hq 43rd Bomb Wing,
Ops Ord No. 204-54
13 July 1954

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

- (1) Provide one JIC Supervisor (M4270).
- (2) Provide one set of wide open bay support cables.

2X. GENERAL INSTRUCTIONS:

- (1) Captain James H. Frankfeld, (b) (6) is designated Senior Controller and will report to Commander of 13th ATSC upon arrival at Ellsworth AFB.
- (2) Aircraft are scheduled to remain at Ellsworth for a period of 48 hours.
- (3) Normal training missions to and from Ellsworth will be at the discretion of the Squadron Commander.
- (4) Maintenance personnel will be transported to and from Ellsworth AFB by Military Air Transport if available; otherwise, travel will be by railroad, bus, or commercial air transport.
- (5) One set of wide open bay support cables and one tow bar will be aboard the 447 aircraft.
- (6) Reports:
 - (a) Aircraft departure and arrival reports will be transmitted by S/C to 15th Air Force (Attn: DMFA) with follow-up by teletype message. Info copy will be sent to Commander SAC and 13th Aviation Field Support Squadron.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

- a. Administrative: SAC funding SF V-22 will apply for this mission.
- b. Logistical: mitted.

No 43rd Bomb WG, M
Ops 4rd No. 204-52
13 July 1954

~~CONFIDENTIAL~~

5. STANDARD OPERATING PROCEDURES:

a. Command:

(1) Colonel David A. Marchant, Commander, 43rd Bombardment Wing.

b. Communications:

(1) Normal O&I reporting will apply.

DAVID A. MARCHANT
Colonel, USAF
Commander

DISTRIBUTION:

- 1 - Comdr 36 ADiv
- 1 - Comdr 43 TWG
- 2 - Comdr 3d DS
- 2 - Comdr 43 AMW Sq
- 1 - 1st AF
- 1 - 2nd AF
- 2 - Tac Plans
- 2 - Intel AF
- 1 - Air Trng
- 1 - Comm Direct AF
- ✓ 1 - HQ Military
- 1 - Comdr 13th Avn Flt Depot Sq

(b) (6)

JERRY L. HARRIS, JR.
Colonel, USAF
Operations Officer

44 43rd Bomb Wg,
Ops Ord No. 201-21
13 July 1954

3

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Bastin, Donald A.	A/2C	(b) (6)	FS	43d AFS
Cofield, James O.	A/2C		ITS	43d AFS
Cliphant, James A.	SSgt		FTS	43d AFS
Rodrigues, Ramon C.	SSgt		IS	43d AFS
McNiece, Robert R.	A/2C		IS	43d AFS
Greene, Ronald L.	A/1C		FS	43d AFS
Zink, Harry J.	Lt Col		FTS	(15:1F Rep)

2. Adjutant:

a. Orders covering movement of individuals will indicate TDY and will be prepared in accordance with Air Force Manual 30-3. CIPAP will be included in the travel orders. SIC Funding Serial Number is EQ-41.

b. In accordance with AFR 182-4, mail will not be forwarded to TDY destination unless desired by individual concerned.

3. Comptrollers:

a. All personnel will be given a thorough briefing on pertinent foreign currency data, including restrictions on use of import and export and exchange procedures.

b. An itinerary will be maintained by each individual from date of departure to date of return to Davis-Monthan, listing areas visited, times of arrival, times of departures (using the area local time), and whether or not Government messing and quarters are available. (In case of officers, when applicable, a certificate of non-availability of quarters and messing facilities will be obtained from the billeting officer concerned).

Hq 43rd Bomb WG, H
Annex A to Oper Ord No. 205-54
27 July 1954

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DAVID A BURCHINAL
Colonel, USAF
Commander

DISTRIBUTION

- 2 - Comdr 43rd ARS
- 1 - Comdr 43rd Hq Sq
- 1 - Comdr 43rd AEWI Sq
- 1 - 43rd Maint Control
- 1 - 43rd Mat Off
- 1 - 43rd Pers Off
- 1 - Comdr 43rd Fld Maint Sq
- 1 - Comdr 43rd Bomb Wg
- 1 - 43rd Opns Off
- 1 - Chief, Tactical Plans Div
- 1 - Chief, Air Training Div
- 1 - Chief, Comm-Elect Sec
- 4 - 43rd Wing History
- 1 - 36th ADIV Opns Off
- 1 - Comdr 43rd RM Sq
- 1 - Comdr 803d AB Gru
- 1 - 43rd Tac Hosp
- 1 - Comdr 65th BS
- 1 - Comdr 7th Air Division
- 1 - Comdr Fifteenth Air Force

(b) (6)

Personnel Officer

Hq 43rd Bomb Wg, M
Annex A to Opns Ord No. 205-54
27 July 1954
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HEADQUARTERS 43RD BOMBARDMENT WING, MEDICAL
Davis-Monthan Air Force Base
Tucson, Arizona
1300Z, 27 July 1954

ANNEX "B"

TO

OPERATIONS ORDER

NO. 205-54

COMMUNICATIONS-ELECTRONICS

Hq 43rd Bomb Wg, M
Annex "B" to Ops Ord No. 205-54
27 July 1954

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~~SECRET~~

CLASSIFICATION ~~SECRET~~
AUTHORITY COMB L3RD BOMB WG, II
DATE 27 JULY 1954
NAME *G. J. ...*

ANNEX "B"

TO

OPERATIONS ORDER

NO. 205-54

Communications-Electronics

HEADQUARTERS 43RD BOMBARDMENT WING, MEDICAL
Davis-Monthan Air Force Base
Tucson, Arizona
1300Z, 27 July 1954

1. GENERAL:

a. SACCEI, ACPs, JANAFG, appropriate area radio facility charts, supplementary flight information handbooks, SAC Regulation 55-11 and 43rd Bombardment Wing Operations Memorandums apply except as modified herein.

b. Intelligence sightings (CIRVIS) will be reported in accordance with ACP 146(B).

2. IDENTIFICATION & RECOGNITION:

a. Identification in the Zone of Interior will be in accordance with 43rd Bombardment Wing Operations Memorandum 100A-4. In all other areas, identification will be effected by use of AFSWL 5104.

b. IFF will be operated on Mode 1 in the Zone of Interior and Northeast Air Command Area unless directed otherwise or if an emergency should arise. In the event of an emergency, 43rd Bombardment Wing Operations Memorandum 100A-8 will apply.

c. IFF will not be used within the United Kingdom - European Theater.

Hq 43rd Bomb Wg, II
Annex "B" to Opns Ord No. 205-54
27 July 1954

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d. Authentication if required for voice air/ground communication will be by use of AFSAL 5104.

3. CALL SIGNS:

a. Aircraft call sign will be in accordance with SAC Daily Additive List (SACDAL).

b. AACS air/ground station call signs will be the geographical name of the station or aerodrome location.

4. AACS AIR/GROUND STATIONS:

a. AACS air/ground stations to be used during the flight are as follows:

- (1) 111 West Longitude to 90 West Longitude: Offutt, primary; Ellsworth, secondary.
- (2) 90 West Longitude to 70 West Longitude: Andrews, primary; Offutt, secondary.
- (3) 70 West Longitude to the Northeast limits of Gander Oceanic Control Area: Harmon, primary; Goose, secondary.
- (4) Within the Prestwick/Shannon Oceanic Control Area: Croughton, primary; Keflavik, secondary.
- (5) Within the U.K. and European Area: Croughton, primary; Rhein Main, secondary.
- (6) Within the Iceland Oceanic Control Area: Keflavik, primary; Goose, secondary.

5. FREQUENCIES:

a. Channelization of aircraft UHF/VHF and HF radio equipment will be in accordance with SACCEI, 43rd Bombardment Wing Operations Memo 1004-3 and current Radio Facility Charts.

Hq 43rd Bomb Wg, H
Annex "B" to Ops Ord No. 205-54
27 July 1954

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b. Crystals as authorized in SACCEI 2504.4 will be carried.

6. EMERGENCY COMMUNICATIONS PROCEDURES:

a. Emergency communications procedures will be in accordance with ACP 130, ACP 135, JAMP 300, current Radio Facility Charts and Supplementary Flight Information Handbooks.

b. Location of air/sea rescue facilities, D/F stations and alerting procedures therefor are contained in the Supplementary Flight Information Handbook and area Radio Facility Charts.

7. ATC AND TACTICAL REPORTING PROCEDURES:

a. Normal CMA reporting for ATC within the EI.

b. Over foreign FIRs, reports prescribed by applicable facility charts will be made to appropriate communications stations.

c. Over oceanic routes, position reports will be sent to designated JACS air/ground stations for relay to applicable OIC.

d. Tactical position reports will be sent only to JACS air/ground stations for relay to STKI and ODOI.

DAVID A. BURCHINEL
Colonel, USAF
Commander

DISTRIBUTION:

- 2 - Comdr 43rd APS
- 1 - Comdr 43rd Hq Sq Sec
- 1 - Comdr 43rd A&E Sq
- 1 - 43rd Maint Control
- 1 - 43rd Dir of Int
- 1 - 43rd Pers Off
- 1 - Comdr 43rd Periodic Maint Sq
- 1 - Comdr 43rd Fld Maint Sq
- 1 - Comdr 803rd AB Gp
- 1 - Comdr 43rd Tac Hosp

Hq 43rd Bomb Wg, II
Annex "B" to Opns Ord No. 205-54
27 July 1954

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- 1 - Comdr 65th Bomb Sq
- 1 - Comdr 43rd Bwg
- 1 - 43rd Opns Off
- 1 - Chief Tac Plans
- 1 - Chief Air Tng Div
- 1 - Chief Comm-Elect Sec
- 4 - 43rd Bwg History
- 1 - Comdr 36th ADiv
- 1 - Comdr 7th ADiv
- 1 - Comdr 15AF

OFFICIAL:

(b) (6)

GORDON R. CZERNIOWSKI
Major, USAF
Comm-Elect Officer

Hq 43rd Bomb Wg, H
Annex "B" to Opns Ord No. 205-54
27 July 1954

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HEADQUARTERS 43RD BOMBARDMENT WING, REACTIVATED
Davis-Monthan Air Force Base
Tucson, Arizona
1300Z, 27 July 1954

ANNEX "C"

TO

OPERATIONS ORDER

NO. 205-54

OPERATIONS

Hq 43rd Bomb Wg, II
Annex "C" to Opns Ord No. 205-54
27 July 1954

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CLASSIFICATION ~~SECRET~~
AUTHORITY COMB 13RD BOMB WG, II
DATE 27 JULY 1954
NAME W.H.

ANNEX "C"

TO

OPERATIONS ORDER

NO. 205-54

Operations

HEADQUARTERS 13RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona
1300Z, 27 July 1954

1. Flight Schedules and Routes.

a. Flight Schedule:

- (1) Flight schedules during this TOY will be at the discretion of the Task Force Commander.

b. Routes:

- (1) Davis-Monthan AFB - Socorro 34-05N 106-55W - Columbus 40-05N 82-47W - Youngstown 41-20N 80-40W - Elmira - 42-06N 77-02W - Montpelier 44-13N 72-31W - Presque Isle VOR 46-46N - 68-06W - Ernest Harmon AFB.
- (2) Ernest Harmon AFB - St Eval 50-29N - 05-00W - Upper Heyford, United Kingdom.
- (3) Upper Heyford, United Kingdom - Prestwick Range 55-31N - 04-36W - Keflavik Aerodrome, Iceland.
- (4) Keflavik Aerodrome, Iceland - Limestone AFB, Maine.

Hq 13rd Bomb Wg, II
Annex "C" to Oper Ord No. 205-54
27 July 1954

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(5) Limestone AFB - Presque Isle VOR 46-46N - 68-06E - Montpelier
44-13N - 72-31W - Elmira 42-06N - 77-02E - Youngstown 41-20N -
80-40W - Columbus 40-05N 82-47W - Socorro 34-05N 106-55W -
Davis-Monthan AFB.

2. Fuel Loads:

a. Davis-Monthan AFB to Ernest Harmon AFB:

Outboard Tanks	3540 Gals
Inboard Tanks	3040 Gals
Center Tanks	600 Gals
Drop Tanks	1398 Gals
Total	8578 Gals

b. Ernest Harmon AFB to Upper Heyford, United Kingdom:

Outboard Tanks	3540 Gals
Inboard Tanks	3040 Gals
Drop Tanks	1398 Gals
Total	7978 Gals

c. Upper Heyford, United Kingdom to Keflavik Aerodrome, Iceland:

Outboard Tanks	2700 Gals
Inboard Tanks	2700 Gals
Total	5400 Gals

d. Keflavik Aerodrome, Iceland to Limestone AFB, Maine:

Outboard Tanks	3540 Gals
Inboard Tanks	3040 Gals
Total	6580 Gals

e. Limestone AFB to Davis-Monthan AFB:

Hq 43rd Bomb Wing II
Annex "C" to Ops Ord No. 205-54
27 July 1954

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Outboard Tanks	3540 Gals
Inboard Tanks	3050 Gals
Center Tanks	600 Gals
Drop Tanks	1398 Gals
Total	8578 Gals

3. Air Traffic Control:

- a. Normal COM clearances and reporting procedures while in TI.
- b. For ICRD reports and procedures to be followed entering control zones see Annex "B".

4. Emergency Bases:

- a. SAC bases enroute will be used as primary emergency bases.
- b. ABC and NTS bases will be used as secondary emergency bases.

DAVID L. BURCHINAL
Colonel, USAF
Commander

DISTRIBUTION:

2 - Comdr 43rd AFS
1 - Comdr 43rd Hq Sq Sec
1 - Comdr 43rd A&E Sq
1 - 43rd Maint Control
1 - 43rd Dir of Lat
1 - 43rd Pers Off
1 - Comdr 43rd Periodic Maint Sq
1 - Comdr 43rd Fld Maint Sq
1 - Comdr 803rd AB Cp
1 - Comdr 43rd Tac Hosp
1 - Comdr 65th Bomb Sq
1 - Comdr 43rd EWG
1 - 43rd Ops Off
1 - Chief Tac Plans
1 - Chief Air Eng Div
1 - Chief Comm-Elect Sec
4 - 43rd Wg History
1 - Comdr 36th ADiv

Hq 43rd Bomb Wg, II
Annex "C" to Ops Ord No. 205-54
27 July 1954

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1 - Comdr 7th ADiv
1 - Comdr 15AF

OFFICIAL:

(b) (6)

Colonel, USMF
Operations Officer

Hq 13rd Bomb Wg, II
Annex "C" to Ops Ord No. 205-54
27 July 1954

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HEADQUARTERS
43D
BOMBARDMENT
WING
(MEDIUM)



OPERATIONS ORDER NUMBER
22-54

DAVIS-MONTHAN AIR FORCE BASE
Tucson, Arizona

6-11-75

HEADQUARTERS 43RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona
1300Z, 27 July 1954

OPERATIONS ORDER NO. 22-54

CHART OF MAP REFERENCES: As required.

TASK ORGANIZATIONS:

63rd Bombardment Squadron	Lt Col Van R. Parker
65th Bombardment Squadron	Maj Robert C. Brown
43rd Air Refueling Squadron	Maj Jerry O. Spray

1. GENERAL SITUATION: Headquarters Strategic Air Command is conducting a summer encampment training program for 3,600 AFROTC Cadets at eight bases during June - August 1954.

- a. Enemy Forces: Omitted.
- b. Friendly Forces: Omitted.

2. MISSION: This Wing is required to provide three aircraft, two B-47's and one KC-97 for flyovers and static display on 3 August 1954. One B-47 aircraft will proceed to Fairchild Air Force Base, Spokane, Washington. One B-47 aircraft and one KC-97 aircraft will proceed to Ellsworth Air Force Base, Rapid City, South Dakota.

3. TASKS FOR SUBORDINATE UNITS:

- a. 63rd Bombardment Squadron:

- (1) Provide one B-47 aircraft and crew for a flyover and static display at Fairchild Air Force Base on the third of August. Aircraft and crew will return to Davis-Monthan Air Force Base not later than 4 August 1954.

Hq 43rd Bomb Wg, M
Ops Ord No. 22-54
27 July 1954

b. 65th Bombardment Squadron:

- (1) Provide one B-47 aircraft and crew for a flyover and static display at Ellsworth Air Force Base on the third of August. Aircraft and crew will return to Davis-Monthan Air Force Base 3 August 1954.

c. 43rd Air Refueling Squadron:

- (1) Provide one KC-97 aircraft and crew for a flyover and static display at Ellsworth Air Force Base on the third of August. Aircraft and crew will return to Davis-Monthan Air Force Base 3 August 1954.

37. GENERAL INSTRUCTIONS:

- (1) Flyover time at Fairchild Air Force Base will be 1000 hours local. Flyover will be executed over and parallel to the landing runway at a minimum altitude of 500 feet. After completing flyover, aircraft will enter traffic pattern and land. It is desired that each aircraft complete the landing operation before the next aircraft starts a flyover. After parking, the crew will remain with the aircraft for inspection by Cadets.
- (2) Aircraft and crews of the 65th Bombardment Squadron and the 43rd Air Refueling Squadron will be in place at Ellsworth Air Force Base not later than 1600 hours local, 2 August 1954. Aircraft Commanders will report to the AFROIC Encampment Commander upon arrival at Ellsworth Air Force Base for briefing on flyover and static display schedules.

Hq 43rd Bomb Sq, M
Ops Ord No. 22-54
27 July 1954

- (3) VFR minimums in Air Force Regulations 60-16 will apply for flyover portion of this mission.
- (4) Aircraft arriving early will orbit appropriate radio fixes and will establish radio contact with the control tower.
- (5) A Tower Control Officer will be on duty and will exercise control of flyover aircraft.
- (6) Crews are to be uniformly dressed for display purposes and possess flying equipment listed in paragraph three of A.C. Regulation 60-8 less E-1 survival kit.
- (7) Normal training missions to and from display bases will be at the discretion of the Squadron Commanders.
- (8) Reports:
 - a. Fifteenth Air Force Controller will be notified via SOCS of departures and arrivals.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: (Not applicable)

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command:

- (1) Colonel David A. Burchinal, Commander, 43rd Bombardment Wing.

b. Communications:

- (1) Normal CMA reporting will apply.

DAVID A. BURCHINAL
Colonel, USAF
Commander

DISTRIBUTION:

- 1 - Comdr 362Div
- 1 - Comdr 43 BWG

Hq 43rd Bomb Wing, M
Ops Ord No. 22-54
27 July 1954

- 2 - Comdr 63 BS
- 2 - Comdr 65 BS
- 2 - Comdr 43 AJS
- 1 - Opns Off
- 1 - Mat Off
- 2 - Tac Plans
- 2 - Intel Off
- 1 - Air Trng
- 1 - Com-Elect Off
- 4 - Wg History

OFFICIAL:

(b) (6)

Colonel, USAF
Operations Officer

Hq 43rd Bomb Gp, 1.
Opas Ord No. 22-54
27 July 1954

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W. HISTORIAN

HEADQUARTERS 43RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

1004-11
Page 1
2 Pages

OPERATIONS MEMO)
NUMBER 1004-11)

20 July 1954

COMMUNICATIONS

APN-76/12 Equipment Check Procedures

1. PURPOSE. To prescribe a standing operating procedure for performing airborne and ground checks on the rendezvous equipment installed in the aircraft of the 43rd Bombardment Wing prior to a scheduled air refueling mission.

2. SCOPE. This memorandum applies to all aircraft commanders and observers of the 43rd Bombardment Wing.

3. GENERAL. a. The rendezvous equipment presently installed in the aircraft of the 43rd Bombardment Wing must be tuned to prescribed frequencies within close tolerances in order to operate successfully. The APN-76/12 sets have demonstrated a tendency to change frequency after a short period of time. In order to insure maximum reliability of this equipment, a ground station has been established to check the operation of these sets before and after each refueling mission.

b. When air refueling missions are scheduled, the rendezvous equipment will be checked by use of the 43rd A&E Maintenance ground station during preflight, after take-off and prior to landing.

4. PROCEDURES: a. Before every mission during which air refueling is scheduled, the aircraft commander will call the 43rd A&E Maintenance ground station and request a rendezvous check. To avoid any confusion on channelization, the aircraft commander will tell the ground station the channelization of the aircraft equipment.

b. In addition to the ground check, the aircraft commander will make an airborne check after take off and again prior to returning to base. The airborne check that will be made prior to returning to base will be a check of maximum obtainable range.

c. After completing the last check mentioned above, the following information will be given to the ground stations

- (1) Degree of success of the rendezvous.
- (2) Maximum and minimum ranges at which APN-76/12 contact was maintained.
- (3) Channels used for rendezvous.
- (4) Accuracy of rendezvous instruction given by tanker.

d. Maximum obtainable range and results of the rendezvous check will also be entered in the Form 1e.

Exhibit 8

1004-11
Page 2
2 Pages

e. In the event that the preflight time is scheduled after normal duty hours, A&E will check the set during the day. When this has been accomplished an entry will be made in the Form 1. Aircraft commanders scheduled for air refueling mission with a night-take-off will check the Form 1 for this entry and will not be required to make the pre-flight test.

f. If landing is made after normal duty hours, no check will be attempted and the crew observer will insure that an entry is made in the Form 1 to the effect that "Post-flight rendezvous check not complete".

g. Frequencies to be used in conducting rendezvous checks are UHF Channel 11 341.4 Mcs and VHF Channel Fox 138.42 Mcs.

h. Call signs to be used are as follows:

- (1) A&E Maintenance Ground Station - VERTICAL TANGO
- (2) Aircraft - SAC ADDITIVE

5. RESPONSIBILITY. It will be the responsibility of each squadron commander to insure compliance with the provisions of this memorandum.

BY ORDER OF THE COMMANDER:

(b) (6)

JEAN E. MILLER, JR.
Colonel, USAF
Operations Officer

HARRY M. TREVARTHEN
Major, USAF
Adjutant

DISTRIBUTION:

X

85

The Desert Airman

U. S. A. R. 34.64, Permit No. 27

The Impossible Takes
A Little Longer

TUCSON, ARIZONA, AUGUST 13, 1954

Number 57



CREW OF THE MONTH—A 43rd Bombardment Wing crew recognized as "Crew-of-the-Month" for July. The July crew is: (left to right), Major James A. Elder, Jr., Major Henry L. Deuschendorf, commander, and Capt. Ludovik S. Filgas, of the 63rd Bomb Squadron.

63rd Bomb Crew Named Best in July

Major Deuschendorf, Elder, Capt. Filgas Take Honors for 43rd Bomb Wing

Crew 82148, commanded by Major James A. Elder, Jr., has been named as Flying Safety Crew of the month of July from the 43rd Bombardment Squadron of the 63rd Bombardment Wing, participating in a victory flight which was led by Major Deuschendorf and his crew, Captain Ludovik S. Filgas, and Major James A. Elder, Jr., demonstrated their ability to complete a mission under extreme adverse conditions.

On July 21, while participating in a victory flight which was led by Major Deuschendorf and his crew, Captain Ludovik S. Filgas, and Major James A. Elder, Jr., demonstrated their ability to complete a mission under extreme adverse conditions. The crew, consisting of Major Deuschendorf, Captain Filgas, Major Elder, and six other crew members, was assigned a mission to drop incendiary bombs on a target area. The mission was completed successfully despite a severe engine problem which occurred shortly after takeoff. The engine trouble was caused by a failure in the fuel system, which resulted in a loss of power to the engine. The crew was forced to fly at a lower altitude and to make several adjustments to the aircraft to maintain control. The mission was completed successfully, and the crew was named as the Flying Safety Crew of the month of July.

The crew, consisting of Major Deuschendorf, Captain Filgas, Major Elder, and six other crew members, was assigned a mission to drop incendiary bombs on a target area. The mission was completed successfully despite a severe engine problem which occurred shortly after takeoff. The engine trouble was caused by a failure in the fuel system, which resulted in a loss of power to the engine. The crew was forced to fly at a lower altitude and to make several adjustments to the aircraft to maintain control. The mission was completed successfully, and the crew was named as the Flying Safety Crew of the month of July.

Article, The Desert Airman, Davis-Houston AFB, Tux
13 August 1954.

target. Upon arrival over the target, the crew was forced to make several adjustments to the aircraft to maintain control. The mission was completed successfully, and the crew was named as the Flying Safety Crew of the month of July.

Major Deuschendorf, Captain Filgas, and Major Elder, Jr., demonstrated their ability to complete a mission under extreme adverse conditions. The crew, consisting of Major Deuschendorf, Captain Filgas, Major Elder, and six other crew members, was assigned a mission to drop incendiary bombs on a target area. The mission was completed successfully despite a severe engine problem which occurred shortly after takeoff. The engine trouble was caused by a failure in the fuel system, which resulted in a loss of power to the engine. The crew was forced to fly at a lower altitude and to make several adjustments to the aircraft to maintain control. The mission was completed successfully, and the crew was named as the Flying Safety Crew of the month of July.

The crew, consisting of Major Deuschendorf, Captain Filgas, Major Elder, and six other crew members, was assigned a mission to drop incendiary bombs on a target area. The mission was completed successfully despite a severe engine problem which occurred shortly after takeoff. The engine trouble was caused by a failure in the fuel system, which resulted in a loss of power to the engine. The crew was forced to fly at a lower altitude and to make several adjustments to the aircraft to maintain control. The mission was completed successfully, and the crew was named as the Flying Safety Crew of the month of July.

Major Elder also entered the Air Force in 1942. He was commissioned as an aircraft observer in the Army Air Corps at Alton, Illinois, and served with the 332nd Bomb Group, Flying 35 combat missions in ETO and returned to the 21st in September 1945. Major Elder has 3566 hours flying time and 12 years service.

HEADQUARTERS 43RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

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OPERATIONS MEMO
NUMBER 62-19)

2 July 1954

FLYING SAFETY

Take-off Performance Restrictions KC-97G

1. PURPOSE. To establish maximum gross weight limitations for the KC-97G type aircraft during take-offs.
2. SCOPE. The provisions of this memorandum will apply to all personnel of the 43rd Bombardment Wing operating KC-97G type aircraft.
3. REFERENCES. a. SAC Msg DOTRPG 5751.
b. Tech Order 1C-97(K)G(T)-1.
4. PROCEDURE. a. The maximum equivalent gross weight for training purposes is 175,000 lbs.
b. Loads of any combination of aviation fuel and pay load fuel and/or cargo are permissible, providing cautionary loading and center of gravity limits, as outlined in T.O. 1C-KC-97(K)G(T)-1, are strictly adhered to.
c. A wing load limit factor of 2.0 will not be exceeded.
d. The actual gross weight of the KC-97G is not to exceed 175,000 lbs due to landing gear structural limitations.
e. The KC-97G may be loaded in excess of 175,000 lbs equivalent gross weight providing that dropping the external tanks in event of emergency on take-offs will reduce the equivalent gross weight to 175,000 lbs.
f. Torque oil pressure (TOP) must be closely monitored in accordance with technical orders on all take-off conditions.

Exhibit L

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5, RESPONSIBILITY. Squadron Commanders and Aircraft Commanders are responsible for compliance with the provisions of this memorandum.

BY ORDER OF THE COMMANDER:

OFFICIAL:

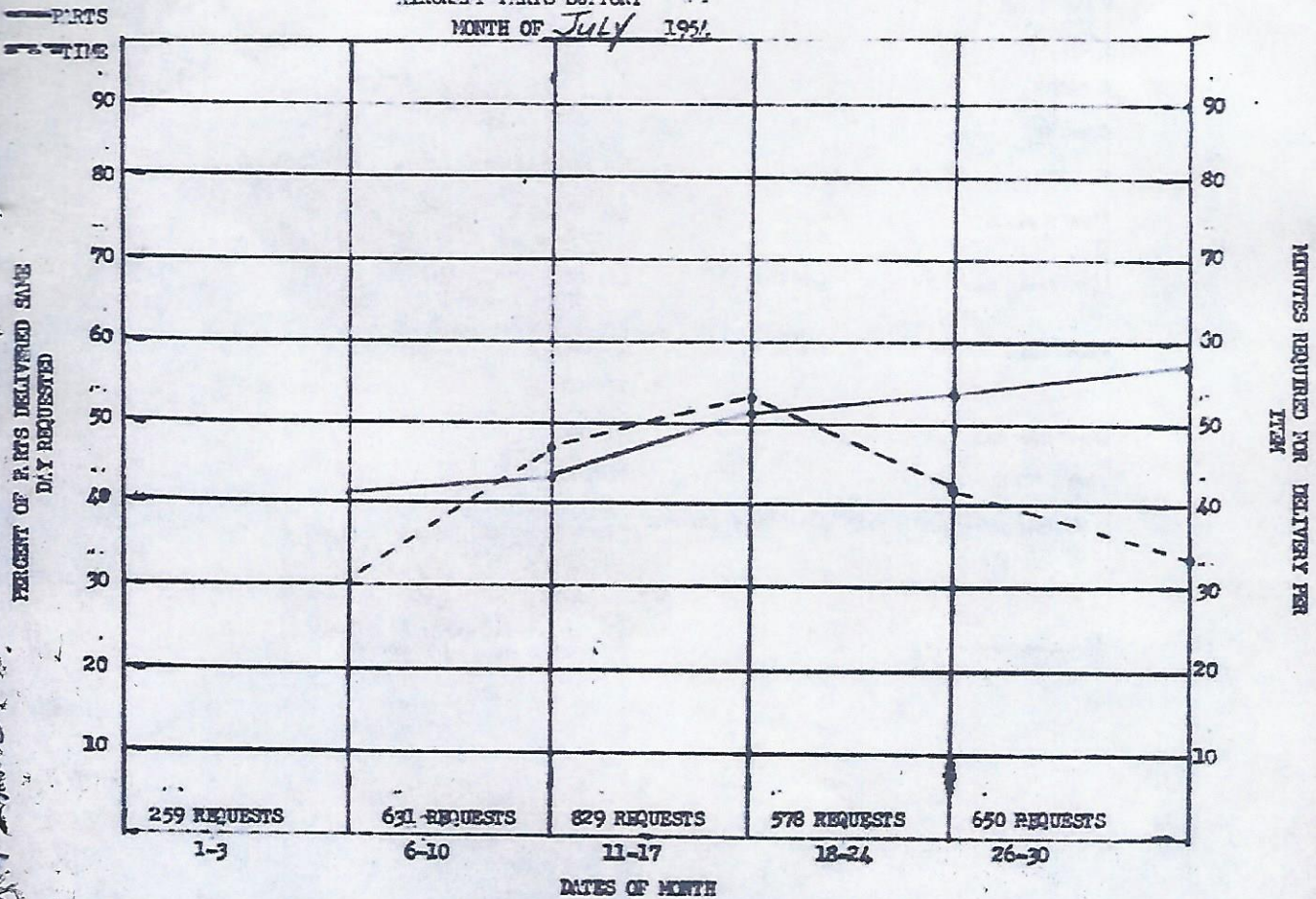
(b) (6)

JEAN B. MILLER, JR
Colonel, USAF
Operations Officer

EDWARD A. PROVANTZEN
Major, USAF
Adjutant

DISTRIBUTION:
2

AIRCRAFT PARTS SUPPORT
 MONTH OF *July* 1951



TO: Special Distribution

3 August 1954

FROM: 43rd Bomb Wing Maintenance Control

SUBJECT: Monthly Aircraft Summary 1 thru 31 July 1954

ASSIGNED:	63rd	64th	65th	43rd A/R	Wing
	B-47E 16	B-47E 15	B-47E 15	KC-97G 22	72*
	B-47B 1	B-47B 1			
ON HAND:	27	16	15	22	72*
% IN COM:	44	46	46	84	58
% ACCP:	9	14	13	3	9
% TOC:	3	1	3	0	2
% INSP:	4	10	3	1	4
% MAINT:	40	29	31	12	27
% OTHER:	0	0	2	0	0

63rd Bomb Sq: B-47E 654:30
B-47B 0

64th Bomb Sq: B-47E 563:00
B-47B 6:00

65th Bomb Sq: B-47E 571:30

F-47 TOTAL: 1795:00

43rd Air Ref Sq: 1134:00

TOTAL TIME FLOWN: 2929:00

* Figure includes 2 each C-47 type aircraft

Nr. 321

(b) (6)
Chief of Maintenance

Exhibit N 90