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# HISTORY

M0689 IRIS Number 00450249



SEPTEMBER '54

## 43d BOMBARDMENT WING

RSJ 809936 **MEDIUM**

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F54-171-5

MICROFILM  
RESTRICTED DATA  
ATOMIC ENERGY  
OF 1946

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HISTORY

of the

43d BOMBARDMENT WING, MEDIUM

Davis-Monthan Air Force Base

Tucson, Arizona

(Presently TDY at Fairford RAF Station, England)

SEPTEMBER 1954

36th Air Division

Fifteenth Air Force

Strategic Air Command

~~SECRET~~  
By authority of the Commander  
43d Bomb Wing (M)  
Date 3 Sep 54 Name T. Weather

Prepared in the Information Services Office in accordance with  
Air Force Regulation 21C-3, Strategic Air Command Regulation 21C-1  
and Fifteenth Air Force Regulation 21C-1. (RCS 1-AF-D2)

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~~RESTRICTED DATA~~  
~~ATOMIC ENERGY ACT OF 1946~~

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WHAT'S ON THE COVER?

This old abandoned English farmhouse bordering the field at Fairford RAF Station gave 43d Bombardment Wing personnel their first glimpse of the British way of life.

CHRONOLOGY

CHRONOLOGY

CHRONOLOGY

- 31 August through 1 September Major General Walter C. Sweeney, Commander 15th Air Force, visited Davis-Monthan AFB to brief leaders of the wing on duties and responsibilities while on the 90-day tour of duty in the United Kingdom.
- 3 September Colonel David A. Burchinal, 43d Bombardment Wing Commander, took off in his B-47 to start the mass movement of personnel, equipment and supplies to the UK.
- 15 September Seventh Air Division Operations Order 136-54 was published. This order known as "Operation Blue Plate", was to be the wing's first major training operation while in the United Kingdom.
- 20 September Colonel Sam J. Eyerley, Wing Director of Materiel, was transferred to Castle AFB while Lt Col Eugene N. Walder assumed his duties.
- 20 through 21 September Brigadier General William P. Fisher, Inspector General, Strategic Air Command, made an informal visit to the Command.
- 28 September Seventh Air Division Operations Order 139-54 was received. This order pertained to a unit simulated combat mission exercise to be performed in October.



CHAPTER I

CHAPTER I  
ORGANIZATION AND ADMINISTRATION

1/  
ORGANIZATION AND ADMINISTRATION

MISSION. The mission of the 43d Bombardment Wing, Medium, did not change during the month of September 1954.

ORGANIZATION. The organizational structure of the 43d Bombardment Wing, Medium, has not changed since the deactivation of the 43d Aviation Squadron in July 1954.<sup>2/</sup>

CHANGES IN KEY PERSONNEL. Colonel Sam J. Byerley, Wing Materiel Officer, was transferred to Castle Air Force Base and assigned to the 93d Bombardment wing effective 20 September 1954.<sup>3/</sup> Lt Col Eugene N. Waldher assumed Colonel Byerley's duties as of that date.

COMMAND. Major General Walter C. Sweeney made a short visit to Davis-Monthan AFB the last of August and the first of September to confer with brigadier General Mils O. Ohman, Commander of the 36th Air Division and Colonel David A. Burchinal, Wing Commander, on finalized plans for the wing's temporary duty tour in the United Kingdom.<sup>4/</sup> The commander of the 15th Air Force found the wing in excellent condition and the plans as prepared, assured an orderly movement to Rairford RAF Station, England.

On 3 September, Colonel Burchinal started the mass movement of aircraft and personnel by taking off in the first B-47 Stratojet. He landed at Rairford on Sunday, 5 September.<sup>5/</sup>

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<sup>1/</sup>Information for this chapter was furnished by Major Harry A. Trevarthen, wing Adjutant, unless otherwise documented.  
<sup>2/</sup>Hist, 43d Bomb Wg, Jun 54, p 9 and Jul 54, p 11.  
<sup>3/</sup>Biography and picture of Col Byerley. Exhibit B  
<sup>4/</sup>For newspaper coverage of the wing's departure see exhibit C.  
<sup>5/</sup>For newspaper and pictorial coverage of wing's arrival see exhibit D.

Following his arrival, other personnel continued an orderly arrival until the last group landed at Rairford on 20 September.

Seventh Air Division Operations Order 136-54 was the basis for the wing's first major training operation. Nicknamed "Operations Blue Plate", it was an "on call" retardation strike missions exercise. The exercise was held from 22 to 24 September and was proclaimed a success by higher headquarters.<sup>6/</sup>

Brigadier General William P. Fisher, Inspector General, Headquarters Strategic Air Command, made an informal visit to the Command on 20 and 21 September. General Fisher was making a visit of all SAC stations under 7th Air Division.

Operations Order 139-54 from Headquarters 7th Air Division was received on 28 September. This order covers unit simulated combat mission exercise to be scheduled in October.<sup>7/</sup>

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<sup>6/</sup> See Tactical Plans Section, this edition.  
<sup>7/</sup> See tactical Plans Section, this edition.

CHAPTER II

CHAPTER II  
PERSONNEL

B/  
PERSONNEL

September first found Advon I and Advon II in place at Fairford RAF Station and two KC-97 crews in place at Lakenheath RAF Station. <sup>9/</sup>The wing started departing Davis-Monthan AFB on 4 September with Colonel David A. Burchinal leading the E-47s on their flight to the United Kingdom. <sup>10/</sup>The deployment was carried out in a most orderly manner and no difficulties were encountered that could not be resolved by the wing. The morning report clerks came over on the last MATS aircraft and the first morning reports from the UK were submitted on 20 September. The 3919th Air Base Group was well set up to handle the incoming personnel. This checking and processing of incoming personnel was handled in a most efficient and effective manner. Representatives of the wing personnel section met all incoming aircraft to brief and supervise the processing of their personnel. The 43d Bombardment Wing, Medium, deployed under SAC Manual 400-1A. The operations order that actually authorized the move gave 2252 as the number of personnel that would be deployed. Upon arrival of the last aircraft we actually had 2165 personnel in place at Fairford and Lakenheath RAF Stations. This figure is 87 short of the number authorized with the largest shortages existing in the Air Police Squadron and the Food Service Squadron. The cause for the large shortage was the excessive number of discharges during the deployment period.

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- 8/ information for this chapter was furnished by FOIA (b)(6) Personnel Officer, unless otherwise documented.
- 9/ For a more detailed explanation of advance party arrivals, see History 43d Bomb Wg, Aug 54, pp 13-14.
- 10/ Article, The Stars and Stripes, Darmstadt, Hesse, Germany, 20 Sep 54. Exhibit D.

All squadrons began an intensive records check upon their arrival in the UK with special emphasis being placed on classification, officer's 66's and airmen records. The 43d Bombardment Wing is holding its own classification board and is also scheduling testing while in the UK with the help of the 3919th Air Base Group. The upgrading of many airmen in the wing is pending the arrival of the July test scores from the ZI.

Officer and airmen nominations have been few to this date. Lt Col Vincent F. Hannley, commander of the 43d A&EM Squadron, was nominated to attend the Armed Forces Staff College at Norfolk, Va. All eligible officers in the grade of lieutenant and captain have been submitted to the 36th Air Division for the sixth officer promotion cycle. Comprehensive evaluation on these officers have been submitted by TWX when needed.

The finance section has been extremely busy since the arrival of the wingtaking care of per-diem request and a firm schedule has now been set up. The regular pay days as directed by higher headquarters will be on the fifth and the twentieth of each month. Per-diem will be paid by the squadrons on the sixteenth of each month for 30 day periods. All airmen will receive their pay bi-monthly while the officers may choose between one pay day per month or bi-monthly on the dates indicated above.

WELFARE AND MORALE. The morale of the wing has been very high to date and it is due largely to the R&R (rest and recuperation) schedules that have been set up and to the recreation facilities that are available. R & Rs are scheduled every Monday and Thursday for round robin trips to Copenhagen, Weisbaden and Munich with 16 spaces available on each flight.

Twelve spaces are allotted each time to the TDY units with four spaces being allotted to the 3919th Air Base units. The service club is proving to be a popular place with dances scheduled Tuesday, Thursday and Sunday evenings. There is also a fine snack bar that is kept open until 2215 each evening. The bowling alleys at Brize Norton have been made available on Thursday evenings. An eight team league has been formed and they have been transported by bus to the base each week, Golf also has been getting a big play with a bus leaving each Sunday for Buford where they have a fine course. Sunday sight-seeing trips have been very popular. They have been scheduled to places of interest such as Stratford-on-Avon, London and Windsor Castle to mention only a few. It is felt that these recreational facilities and activities have been very important in keeping morale high and keeping personnel occupied in their spare time.

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11/ Picture and outline, UK Eagle, Third Air Force APO 125, US Air Force, 24 Sep 54. Exhibit 8.

CHAPTER III  
OPERATIONS AND TRAINING

CHAPTER III



12/  
OPERATIONS AND TRAINING

AIR TRAINING SECTION. The 43d Bombardment Wing, Medium, completed its deployment to the United Kingdom as a combat ready group. This was accomplished with two B-47 aircraft remaining at Davis-Monthan AFB for tech order compliance and inspection. After arrival, the first project undertaken was a combined UK orientation and evaluation mission for all crews. The remainder of the month was spent participating in operation "Blue Plate" and training to fulfill requirements under SAC Regulation 13/ 50-8.

During the month of September, one B-47 crew was up-graded to combat ready status. Three B-47 crews are projected for up-grading to combat ready status during the month of October. All KC-97 crews assigned are combat ready.

The Air Training Section staff completed the following projects during the month: (a) The Chief of Air Training, Major Brian C. Thompson, took part in exercise "Blue Plate" as senior controller of the control team at Brize Norton AFB. (b) Major Thompson also participated in the deployment to the UK as control team member at Limestone AFB.

A total of 1,722:15 hours flying time was accomplished by B-47 crews and 977:05 hours fby KC-97 crews as of 30 September. The B-47 flying time fell short of the projected 1724 hours because of the following facts: (a) Stand-downs for T.O. compliance and inspections,

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12/ Information for this section was furnished by FOIA (b)(6) Assistant Air Training Officer, unless otherwise documented.  
13/ For operation "Blue Plate" see Tactical Plans Section this edition.  
14/ For comparison of flying hours and reasons for falling short see History, 43d Bomb Wg. Aug 54, p 19.

(b) Bad weather in the United Kingdom and (c) Stand-down for deployment to the UK.

Through 28 September, a total of 88 RBS radar runs were made with a CEA of 2,736 feet, and a CEP of 1,920 feet. A total of four RBS visual runs were made with a CEA of 742 feet, and a CEP of 670 feet. A total of 41 night celestial legs were flown with a CEA of 16,5 N.M.

Operation Memo 100A-212, "Position Reporting, Civil and Military Requirements, UK and European Area," was published 20 September. <sup>15/</sup>

16/  
GROUND TRAINING SECTION. During September, ground training for the wing was negligible. This was due to the deployment of the wing to the United Kingdom and the flying of several high priority missions immediately after arrival at the TDY Station. 17/

Training breakdown for wing personnel in the Link trainer was six hours and for special weapons, 195 and one half hours.

[FOIA (b)(6)] of the 43d Bombardment Wing, attended a ground training conference at 15th Air Force on 3 and 4 September. At this conference, several recommendations concerning types of and methods for accomplishment were suggested for consideration by the Strategic Air Command. The final recommendations are being prepared by operations at 15th Air Force.

[FOIA (b)(6)] arrived in England on the sixth of September and [FOIA (b)(6)] on the eighteenth.

The ground training brochure for the month of October was published on 21 September.

18/  
TACTICAL PLANS SECTION. With the coming of the 43d Bombardment Wing to RAF Fairford and Lakenheath RAF Stations, United Kingdom, the tactical plans section was operational 4 September.

A staff visit was made to 7th Air Division headquarters, South Walslip, England on 9 September. At this time a general briefing was conducted by the 7th Air Division commander and his staff.

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16/ Information for this section was furnished by [FOIA (b)(6)] [FOIA (b)(6)] Division Ground Training, unless otherwise documented.

17/ See Tactical Plans Section, this edition.

18/ Information for this section was furnished by [FOIA (b)(6)] [FOIA (b)(6)] Tactical Plans Section, unless otherwise documented.

They outlined the mission of the 43d Bombardment Wing while stationed in the United Kingdom. In turn the wing plans staff briefed the 7th Air Division commander and his staff on the assigned emergency war plan of the 43d Bombardment Wing.

Seventh Air Division Operations Order 136-54, code name "Blue Plate," was received on 11 September. This exercise was designed to test the capability of the wing to execute "On Call" retardation strike missions in accordance with SAC (Z) Operations Plan 65-54A.<sup>19/</sup> In addition, this mission required the implementation of the aircraft orbit and dispersal plans, 7th Air Division Operations Plan 48-54.<sup>19/</sup> Mission planning was accomplished, control teams were formed and 43d Bombardment Wing Operations Order 136-54 directing the accomplishment of the mission was published 15 September.<sup>20/</sup> Combat crews conducted mission planning 15, 16, 17 and 18 September. During this time the plans section developed 7th Air Division Operations Plan 48-54A which is emergency deployment and or evacuation of assigned United Kingdom bases.<sup>21/</sup> Orbit areas and altitudes were designated and planning was completed for this phase of the mission.

The alert and evacuation procedures to be employed at Fairford RAF Station for personnel of the 43d Bombardment Wing were established and coordinated with the 3919th Air Base Group.

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<sup>19/</sup> SAC (Z) Operations Plan 65-54 A, Copy in Tactical Plans section files. (Copies were not available for inclusion in the appendix.)  
<sup>20/</sup> 43d Bomb Wing Operations Order 136-54, 15 Sep 54, Exhibit B in Supplement one to History 43d Bomb Wing, Sep 54. (Ops Order submitted under separate cover in accordance with AFR 205-1)  
<sup>21/</sup> 7th Air Division Operations Plan 48-54A, 16 Sep 54, Copy in Tactical Plans section files.

The execution order for dispersal of the wing aircraft and personnel to assigned bases was received 22/0523 Z. The 64th Bombardment Squadron dispersed 14 B-47 aircraft. The first take off was 22/0622Z and the last aircraft departed Fairford 22/1443Z. The 65th Bombardment Squadron dispersed the first of the 14 B-47 aircraft with take off at 22/0558Z and the last to take off at 22/0748Z. The 63rd Bombardment Squadron remained at Fairford.

The wing received the first of 20 Frag Orders directing the execution of strike missions 22/0928Z. The last Frag Order received under mission "Blue Plate" was received by the wing 24/1112Z. Of the 20 orders received, 15 targets were assigned this wing. Eight strike missions were flown against these targets, one of which was recalled by the 7th Air Division. The remaining seven targets were flight planned as simulated missions. This exercise was terminated at 1425Z, 24 September.

Seventh Air Division Operations Order 139-54 which established the requirement of dispatching the 43d Bombardment Wing to Keflavik, Iceland and the execution of a unit simulated combat mission from that base was received 28 September. Planning has been initiated for this mission and wing Operations Order 139-54, directing the accomplishment of the mission, was published 29 September.

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<sup>22/</sup>43d Bombardment Wing Operations Order 139-54, 29 Sep 54, Exhibit G.  
See also Amendment No I to 43d Bomb Wg Ops Order 139-54, 29 Sep 54.  
Exhibit G.

23/  
ARMAMENT OPERATIONS SECTION  
24/  
SPECIAL WEAPONS.

GUNNERY. The first week in September was utilized in establishing procedures for gunnery and bombing missions and obtaining 7th Air Division regulations applicable to designated ranges. These regulations were reproduced and distributed to all combat crews.

There is one gunnery range in England located on the southeast coast. Due to weather and the complicated scheduling procedures this wing will attempt to accomplish all gunnery over water.

There is also one bombing range in England located at Luce Bay. The Royal Air Force has a special bombing project in effect and has first priority on the use of this range. With weather and scheduling again complicating the use of this range, utilization by this wing will be limited. Arrangements are now in progress to send crews to North Africa for visual bombing and visual RBS requirements.

The ammunition section at this base had the following ammunition on hand for this wing's use: 70,000 rounds of TP 20mm ammo, 500 each sand-filled practice bombs and components and 900 each 14AS 1000 Ato units.

A total of 28 gunnery missions were flown during September with an expenditure of 14,113 rounds of TP 99 training ammunition. Fourteen sorties accomplished 100 per cent fire-out. Eight sorties fired

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<sup>23/</sup> Information for this section was furnished by FOIA (b)(7) Armament section, unless otherwise documented.

<sup>24/</sup> In accordance with AFR 205-1, the Special Weapons Section narrative is included under separate cover. See exhibit A in Supplement No I to History 43d Bomb Wg, Sep 54.

50 per cent where one gun did not fire at all. Five of the eight sorties had equipment failures, and the other three were due to personnel errors in aligning and torquing ammunition. The remaining six sorties that failed to fire-out, at least 50 per cent were credited with equipment failure and personnel error.

COMMUNICATIONS AND ELECTRONICS SECTION<sup>25/</sup>. Much difficulty was encountered in installing radio equipment in the control room. Some of these difficulties were interconnection cables for the UHF transmitter receiver and control box installed by the previous wing were unsatisfactory. This was due to incorrect wire size and the removal of plugs from one end of the wiring. This made it impossible to trace out the wiring. A transformer had been previously installed which provided the correct power for operation of the rectifier. However, an American type plug was not available and it was necessary to wire the rectifier direct. It was necessary to knock a hole through the wall between boiler room and control room for routing of control cable.

Base activities could alleviate these difficulties by installing group "A" components, such as control cables, antenna and speaker from base stock. This would eliminate loss of time by incoming future wings in setting up their operations.

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<sup>25/</sup> Information for this section was furnished by FOIA (b)(6)  
FOIA (b)(7) Communications Officer, unless otherwise documented.

A considerable number of changes were made in telephone and inter-communication set installations in areas occupied by 43d Bomb Wing activities. Some difficulty and delay was experienced in this area due to lack of location diagrams for the inter-comm stations and telephones. To date, some of the telephone installations have not been made due to lack of cable in certain areas. Further, administrative procedures required in coordination with British General Post Office personnel in having requests fulfilled, have delayed installations. Most of the difficulty is attributed to change in TDY base assignment after the original survey had been accomplished.

Considerable time was lost in preparing detailed ATC and tactical position reporting requirements for crews. This was due to lack of written instructions and disagreement between Lancer Control personnel and 7th AD communications and electronics personnel on what British defense organizations required. Three trips were made to South Ruislip and High Wycombe before this problem was resolved. Seventh Air Division and communications and electronics personnel coordinated with the RAF liaison officer at Uxbridge flight service center on what reporting requirements prevailed. An operations memorandum was published outlining the reporting requirements based on the desires of all three organizations. It is recommended that a 7th AD regulation be written on this subject<sup>26/</sup> and supplied each wing prior to TDY to the UK area. Some consideration should be given to the type of communications equipment that is installed in B-47 aircraft; to whom reports may be submitted for relay to the ATCC concerned when direct contact cannot be established (in UK and European area); what information is desired in the reports and alerting of



UHF equipped facilities that do not maintain 24-hour guard on this equipment. Standardization of the reporting format is particularly important for simplicity since there are three types outlined in USAF Europe Radio Facility Chart and RAF Radio Facility Chart, United Kingdom.

A communications flimsy was prepared and briefing of crews for the execution of 7AD Operations Order 131-54, "Orientation Mission" was conducted.<sup>27/</sup> A questionnaire prepared for this mission revealed that several crews could not contact designated air traffic control centers. Reports continue to be received from crews on this problem. All available information was given to 7AD communications and electronics personnel during the execution of 7AD Operations Order 136-54 "Operation "Blue Plate" with a request that ATC personnel be contacted to determine if this problem could be resolved. To date no information has been received on action taken.

An unnecessary amount of trouble and loss of time was experienced in preparing the wing operations order and communications flimsy for execution of 7AD Operations Order 136-54. This office was advised on 11 September that the order had been received. This operation order contained a minimum of information for planning purposes and directed attention to 7AD Operations Plan 65-54A and 48-54 for additional instructions.<sup>28/</sup> By comparing the requirements of all three

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<sup>26/</sup> See Air Training Section, this edition.

<sup>27/</sup> 7AD Operations Order 131-54, copy in Tactical Plans Section files. (Copies were not available for inclusion in the appendix.

<sup>28/</sup> See Tactical Plans Section, this edition.

documents, it was noted that several inconsistencies existed. This information was called to the attention of the 7AU communications and electronics section who advised that a new 7AU Operations Plan 48-54A was being prepared. A visit was made to 7th Air Division headquarters on 15 September and a copy of the new operations plan brought back. As advised by 7th AU personnel, the entire communications procedures for Operations Plan 48-54A had been changed. To meet the mission planning schedule, beginning 16 September and continuing through out the week, the requirements of the three documents had to be correlated and combined into a single plan immediately. The preparation of communications filmsies was left to what ever time became available for actual execution of the mission. This method of operation creates a serious threat to effective mission execution due to inadequate time for planning and resolving general statements into specific crew requirements. This is particularly true with statements such as "ATC/FIR position reporting prevails."

<sup>29/</sup>  
FLYING SAFETY SECTION. Two flying safety meeting for flying safety personnel were conducted in each tactical squadron and in the air refueling squadron. One flying safety meeting for maintenance personnel was conducted in each tactical squadron, in the air refueling squadron and in each maintenance squadron.

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<sup>29/</sup> Information for this section was furnished by FOIA (b)(6)  
           Wing Flying Safety Officer, unless otherwise documented.

All squadron flying safety activity reports for September were submitted to wing flying safety on schedule and indicated conformance with the standards and procedures set forth at wing level.

Crew RL6B0 commanded by [FOIA (b)(6)] of the 63d Bombardment Squadron has been selected 43d Bombardment Wing Flying Safety Crew of the Month. [FOIA (b)(6)] of the 43d Air Refueling Squadron was selected 43d Bombardment Wing Maintenance Man of the Month. Both nominations have been forwarded to 36th Air Division headquarters for further consideration.

Flying safety activity sponsored by the wing consisted of one flying safety meeting which included briefings on operation at Fairford, the Fairford GCA and homing facilities, and the scope and capabilities of the Brize-Norton Approach Control Center.

An aircraft accident follow-up report concerning a minor aircraft accident involving B-47E 52-052 which occurred on 5 May 1954<sup>30</sup>, was forwarded to higher headquarters in accordance with AFR 62-14.

One SAC Form 5 incident report concerning loss of hydraulic fluid with subsequent loss of aileron power control involving a B-47 aircraft was forwarded to higher headquarters in accordance with SAC Regulation 62-9.

Flying safety required reading file items published in the month of September are as follows: Item 54-35B, 15 September, concerning aborted takeoffs in B-47 type aircraft and Item 54-36B dated 28 September, concerning B-47 operational difficulties.

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<sup>30</sup>/See Flying Safety Section, History 43d Bomb Wg, May 54, p 23.

Ten flying safety messages received by this headquarters pertinent to 43d Bombardment Wing operations were disseminated, with necessary action or action as indicated, accomplished.

The 43d Bombardment Wing flying safety activities report for September was forwarded to higher headquarters in compliance with "SAC for 54" flying safety brochure.

<sup>31/</sup>  
INTELLIGENCE DIVISION. Personnel of the intelligence section were arriving periodically until the seventeenth of the month. The last two personnel to arrive were members of the Limestone Control Team.

The briefing room in the 65th Bombardment Squadron area was designated as the wing briefing room. The necessary work orders were submitted to fix this room up for wing briefings. Black-out curtains were hung and light for the rostrum was installed. An H-1 projector and an amplifier system are stored in the 65th supply room for immediate use in briefings.<sup>32/</sup>

On 10 September, officers from 7th Air Division, inspected the section for compliance with their regulations. No adverse comments were made by the inspecting officers.

Base personnel have been designated by 7th Air Division to act as emergency interrogating and reporting teams. These personnel were interviewed and classes have been set up for two meetings each week

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<sup>31/</sup> Information for this section was furnished by EOLA (b)(6), Chief of Intelligence, unless otherwise documented.

<sup>32/</sup> See Intelligence Division, History 43d Bomb Wg, Aug 54.

to give instructions and familiarize these teams with correct interrogating and reporting procedures. In addition, these teams have been present during actual interrogations.

Target intelligence had conducted a considerable amount of target study during the month, 699 hours on Heston , 89 hours on Marrakech, and 417 hours on eKWP targets. In addition to the target study conducted during the day, between three and four additional hours were given to study during most of the evenings.

Upon receipt of the Operation Order 136-54, "Operation Blue Plate", teams were set up to augment the squadron intelligence personnel. [FOIA (b)(6)]

[redacted] deployed with the 64th Bombardment Squadron. [FOIA (b)(6)]

[redacted] deployed with the 65th Bombardment Squadron.

Wing and bomb squadron intelligence personnel made overlays of the order of battle for use on the jet navigation series maps. These overlays portrayed an up to date order of battle of the black forces. Upon receipt of a target, the overlays would be referred to for the best routes to avoid flak positions and possible gaps in the GCI coverage.

[FOIA (b)(6)] 65th Bombardment Squadron intelligence officer, departed on the first bus on 22 September. Upon his arrival at Brize Norton he coordinated the access lists with the target intelligence center and access lists for the aircraft with the security forces. [FOIA (b)(6)] 65th Bomb

Squadron intelligence specialist, A/2C January and A/3C Vargas departed on the second bus. The office was set up in the dispensary room of operations building in site one. Later that day the office was moved to the adjutant's office where there were phone extensions with the operations personnel and an extension of the "Dynamite" switchboard.

All messages were picked up at the control room, building 60. Transportation to the control room was always available when needed.

Upon arrival, a target already had been designated and a route was planned after reference to the order of battle map. However, prior to take-off a pre-planned route was received. FOIA (b)(6)

observer, reported a good bomb run. Due to faulty film, no pictures were scorable.

The next three missions were simulated and corresponding reports were submitted. The fourth target was bombed by FOIA (b)(6) whose error was 100 feet at 270 degrees. The final target was attacked by FOIA (b)(6) whose film was scored as a shack.

After the initial target and the first simulated target, an eight hour shift was set up among FOIA (b)(6) Airmen January and Vargas, photo interpreters, set up 12 hour shifts. These shifts were to insure that two personnel would be on duty at all times. Possibly one would be utilized to go after messages and the other would remain as an intelligence representative. Whenever needed, such as interrogating or reporting, the person on duty could call the required personnel. This arrangement worked very satisfactorily.

In addition to the mission function, the intelligence team met the 7th Air Division base interrogation team to instruct them on the methods and procedures of interrogating. It was felt that if they familiarized themselves with SAC Manual 55-8 and 55-8A they could do a very fine job.

[FOIA (b)(6)] 64th Bombardment Squadron intelligence officer and [FOIA (b)(6)] intelligence specialist, departed on the first bus. [FOIA (b)(6)] and [FOIA (b)(6)] went with the second bus. The intelligence section was set up in the control room.

[FOIA (b)(6)] coordinated the access list with the target intelligence center. In addition, the intelligence personnel acted as a liaison team for the telephotos and target intelligence center.

On the first mission flown the aircraft orbited without attacking the target. The next three missions were simulated. The fifth and final mission debriefing was observed by 7th Air Division personnel. [FOIA (b)(6)] observer, was scored at 2400 feet at 238 degrees.

Twelve hour shifts were set up with [FOIA (b)(6)] on one team and [FOIA (b)(6)] on the other. A photo interpreter was also assigned to each team.

In addition, the head of the base interrogation team was conducted and instructed in the reporting requirements. Because of 7th Air Division observers being present when the one actual strike mission crew was interrogated, there was not sufficient room for the base interrogation team. It was felt by the intelligence personnel

that in as much as there would not have been any flak and only a possibility that fighters would be encountered, the base personnel would not receive enough beneficial training to warrant over-crowding the interrogating room.

[FOIA (b)(6)] 3rd Bombardment Squadron intelligence officer, operated closely to the set up used by the sixty-fifth team. He was present for the debriefing and periodically checked with the wing intelligence personnel regarding intelligence messages. [FOIA (b)(6)] [FOIA (b)(6)] 63rd intelligence specialist, made all the changes to the order of battle overlay. [FOIA (b)(6)] [FOIA (b)(6)] intelligence specialist, each took 12-hour shifts during the mission.

On the first mission [FOIA (b)(6)] observer, was scored at 5700 feet at 217 degrees. The second and third missions were simulated. The fourth mission attacked a target. [FOIA (b)(6)] [FOIA (b)(6)] bomb run was scored as a shack. Film was scored by the wing photo interpreters.

The intelligence section left at Fairford was divided into two teams with [FOIA (b)(6)] handling all 55-8 reporting assisted by [FOIA (b)(6)] respectively. [FOIA (b)(6)] alternated on photo interpretation and target study materials. Originally the shifts were set up to run from 1200 to 2400 and 2400 to 1200. On the second day of the mission [FOIA (b)(6)] changed their hours to 0800 to 2000 and 2000 to 0800 which proved to work out more efficiently.



All reports on the mission were sent from Fairford. There were a total of 56 reports of which three were late due to delays in receiving information in the control room. No other reports were late in spite of very adverse reporting conditions. Reporting was handled from three small field tables set up in the control room about 20 feet from the nearest telephone. As a result, whenever questions came up from Lancer, Brize-Norton, Upper Heyford or the 63rd Bombardment Squadron, the poor set up caused much unnecessary delay. Most information came from Director of Operations, Colonel Jean B. Miller, Jr., whose office which was in the middle caused a lot of time lost by running back and forth.

On future missions the reporting offices should be set up at the desk facing Colonel Miller so that the information can be kept current. This should eliminate late reports.

A great deal of time was saved by the crypto room being located adjacent to the control room. No having to type each message also saved time in the preparation and early delivery to the Crypto Center.

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CHAPTER IV  
MATERIEL

CHAPTER IV

MAINTENANCE. During the month of September there were three periodic inspections accomplished on B-47 type aircraft. Also during the month three J-47-25 engines were removed, one engine shipped to depot for overhaul, two engines undergoing or have been given minor repairs, one new or minor repaired engine was given engine conditioning. Sixteen J-47 engines were conditioned on aircraft.

Five R-4360-59 type engines were removed this month. five were shipped to depot for overhaul, two were removed for valve tappet guide failures, two were replaced for internal failure and one was removed due to excessive oil consumption.

The supply unit summary showed a replenishment of dock, shop and flight line stocks being accomplished once every twenty days. re-issue items wererequisitioned as needed.

The maintenance standardization team summary revealed that this section had very little difficulty in executing its TDY movement other than the usual slight physical discomfort found on any TDY movement. This office furnished personnel to man the control unit at Davis-Monthan AFB, the first staging area. Two men from this section arrived early in the United Kingdom to assist in setting up the station. Due to the assistance rendered Job Control, we were unable to become operational until 15 September. A conference of engine conditioning personnel was held to set up an engine conditioning program. Mr. Stuart D. Russell, the General Electric technical representative was the speaker.

A report was presented to the chief of maintenance on an investigation of A & E procedures as outlined in 15th AF Letter <sup>34/</sup>DM6A. Recommendations were submitted to the chief of maintenance on tactical squadrons duty assignment for flight line K-system maintenance men. Maintenance information bulletins (MIB) were published on 27 September.

The quality control unit summary showed 69 normal unsatisfactory reports were processed during September. One emergency unsatisfactory report was also processed during the month.

Two periodic inspections were completed on B-47 aircraft in the deck. Six 100-hour quality inspections, two engine change inspections, and eight armament and electronics inspections were also completed. Eighteen aircraft records check. <sup>35/</sup>

Quality control and maintenance standardization team personnel were temporarily re-assigned. This enabled them to meet the control unit manning requirements for advance staging bases during deployment and the 18-hour work day established at Fairford.

Ground power is a continuous source of trouble to the flight line and special armament and electronics work. Each squadron has to park two airplanes on hardstands, designed for one, to gain maximum utilization from diesel units. An average of six to eight D C-26s of 16 available, cannot deliver regulated AC power. This limits and hampers armament and electronics effectiveness in keeping B-47 electronic components operative.

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<sup>34/</sup> 15AF Letter DM6D, Hq SAC, Subject: "Free flight and coast flight inspections of bombing-navigational systems," to Comdr 36th AD, DM6A, 27 Apr 54. Copy in Materiel Section file.

<sup>35/</sup> Data compiled and maintained by wing chief of maintenance. See Acft summary 1 through 30 Sep 54. Exhibit H.

The maintenance radio control net is unreliable and there is constant interference, especially at night. It is felt that the VRC 4 sets presently in use, should be replaced with VRC 19s and VRC 27s.

Personnel shortages in the administrative, reports and analysis units necessitated re-aligning personnel to prepare and record vital reports and information. Unless relief is gained, these units will suffer considerably on the wing's return to Davis-Monthan AFB.

As a result of waiting for higher headquarters to decide on the deployment of B-47s having cracked wing drag angle, the initial deployment of seven aircraft was delayed six days at Davis-Monthan AFB. Two aircraft were left in the ZI for depot repairs resulting in the wing operating with only 43 aircraft in the United Kingdom.<sup>36/</sup>

LOGISTICS. September will be long remembered by the personnel of the logistics section of the wing Materiel Office as it represented the culmination of three months of detailed preparation for overseas movement of the entire wing air echelon. Because of this preparation, we eagerly looked forward to the move so as to see the fruit of our preparatory work. The comments of the MATS control team personnel, who furnished the air support for our mission, were unanimously, "...one of the smoothest moves of a wing we have ever observed." The base commercial transportation officer and enlisted personnel assistants concurred whole heartedly with the MATS team.

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<sup>36/</sup> For aircraft assigned to the 43d Bomb Wg, Fairford RAF Station, England, 4 Oct 54, see exhibit I.

A new concept in logistical planning was exercised during this particular move. Personnel and cargo movements were entirely separated except for inclusion in required reporting data. The wing was organized for movement as follows:

<u>Wing Commander</u>		
<u>Wg Pers Off</u>	<u>Wg Opns Off</u>	<u>Wg Mobility Off</u>
<u>Sq Pers Offs</u>	<u>Sq Opns Offs</u>	<u>Sq Mobility Off</u>

Although complete, close coordination between the wing logistics, wing personnel and wing operations sections was maintained throughout the move, each section operated individually within its own functional activity. The following general functions were assigned each of the three sections. The wing personnel section held complete control of all personnel matters including preparation for, processing of, assembling, loading, and manifesting of all personnel and baggage. This section also handled the reception, processing, and billeting of all personnel at final destinations. Wing operations section carried out the detailed planning and scheduling of all unit aircraft as requirements for the mission developed. The wing mobility section planned the loading of all cargo on units and support aircraft after coordination with the wing operations (tactical planning) sections for aircraft performance data, the wing personnel section for priority of personnel movement, and the MATS control team for preference in support aircraft loading for most economical utilization.

As can readily be discerned by the chart shown above, the wing mobility organization was carried on down into the individual squadrons. Each squadron had appointed a squadron personnel mobility officer, usually the adjutant, and a squadron cargo mobility officer, usually the supply officer. In addition to these officers, each squadron was required to appoint an assistant NCO in each category. This later proved valuable when the wing movement got underway. A 24-hour liaison had to be maintained in each squadron during the move and this permitted mobility personnel to work on 12-hour shifts. Since cargo and personnel loading sometimes occurred simultaneously, an officer or experienced NCO was always available for each detail.

Notwithstanding many "last minute" changes (one of our forward operating bases was changed 15 days prior to our <sup>37</sup>move) and the fact that all of our tactical aircraft were grounded for over 24 hours after movement began, our plans were flexible enough to be changed upon short notice without seriously affecting the overall move. One of the main contributing factors was our priority system of scheduling personnel and cargo by support airlift after planning detailed loads for unit aircraft. No attempt was made to "tailor" either personnel or cargo loads for support aircraft. This enabled maximum utilization of these within the capability of each. To obtain this, alternate personnel were processed for each load. If the total weight of the scheduled number of personnel did not add up to the capability of the individual aircraft, additional personnel were added until the desired weight was achieved. The same system applied to cargo and/or split cargo-personnel aircraft.

Personnel were processed 24 hours in advance for split loads and filler cargo was then added to the manifests pre-assembled loads. This system of loading also resulted in the cancellation of some aircraft. Only one support aircraft ( the last one) was sent out with less than its full capability for the scheduled flight. This aircraft, a C-124, carried 42 passengers and approximately 10,000 pounds of cargo and emergency equipment.

The following is a summary of total personnel and cargo deployed in both unit and support aircraft: Unit aircraft to Fairford RAF Station , UK carried personnel totaling 482 and 197,780 pounds of cargo. Unit aircraft to Lakenheath RAF Station, UK carried personnel totaling 327 and cargo totaling 82, 100 pounds. Support aircraft to Fairford carried personnel totaling 1,143 and 201,444 pounds of cargo. Support aircraft to Lakenheath carried 190 personnel and 24,900 pounds of cargo.

The entire movement was carried out between 31 August, when the enroute support teams were dispatched and 20 September when the last support cargo-personnel aircraft landed in the United Kingdom. The movement of the wing could have easily been completed a week to 10 days sooner if additional support airlift had been available. Cargo loads were assembled four to five days prior to arrival of scheduled aircraft departures in order to take advantage of maximum cubage and weight distribution.

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37 / Amendment Number 1 to 43d Bomb Wg, Med. Ops Order 206-54.  
See exhibit B in History, 43d Bomb Wg, Aug 54.



Two KC-97 aircraft were dispatched 10 and five days respectively in advance of the movement to assist in preparation of forward bases for reception of the wing. The personnel carried on those aircraft materially assisted in the smooth reception of wing personnel and cargo at each base.

SUPPLY. Through re-distribution, all sections of headquarters are operating normally. Eighteen additional stoves were installed in the tactical sites. Mops, brooms and janitorial supplies are finally being supplied in adequate quantities. Property was transferred from the 320th Bombardment Wing, the wing that the 43d Bombardment Wing succeeded, and was re-distributed to the various organizations of the wing with practically no difficulty.

However, the 43d Air Refueling Squadron stationed at Lakenheath experienced some difficulty in procuring various housekeeping items through base supply. The condition was somewhat alleviated by purchasing some of these items from the Squadron Lounge Fund.

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BIBLIOGRAPHY

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- (2) Classification and Audit Lists, 43d Bomb Wing, Sep 54.
- (3) Hist, 43d Bomb Wing, May 54.
- (4) Hist, 43d Bomb Wing, Jul 54.
- (5) Hist, 43d Bomb Wing, Aug 54.
- (6) Monthly Acft Summary 1 thru 30 Sep 54.
- (7) Wing Operations Memo Number 100A-12, 20 Sep 54.
- (8) Article, The Stars and Stripes, 20 Sep 54.
- (9) Article, UK Eagle, 24 Sep 54.
- (10) Amendment No I to 43d Bomb Wing Operations Order 139-54, 29 Sep 54.
- (11) Appendix No I to Annex "C" to Operations Order No 139-54, 29 Sep 54.
- (12) 43d Bomb Wing Operations Order 139-54, 29 Sep 54.
- (13) Amendment No I to 43d Bomb Wing Operations Order No 136-54, 15 Sep 54.
- (14) 43d Bomb Wing Operations Order 136-54, 15 Sep 54.
- (15) SAC (2) Operations Plan 65-54.
- (16) 7th Air Division Operations Plan 48-54A, 16 Sep 54.
- (17) 7th Air Division Operations Order 131-54.
- (18) 15th AF ltr DM6D, Hq SAC, "Free Flight and coast flight inspection of bombing-navigational systems," 27 Apr 54.

APPENDIX

APPENDIX

- Exhibit A Roster of Key Personnel.
- Exhibit B Biography and Picture of Col Sam J. Byerley, Wing Director of Materiel.
- Exhibit C Newspaper releases covering the wing's departure.
- Exhibit D Newspaper releases covering the wing's arrival.
- EXHIBIT E Article, UK Eagle, 24 Sep 54.
- Exhibit F Wing Operations memo 100A-12, 20 Sep 54.
- Exhibit G Wing Operations Order 139-54, 29 Sep 54. Amendment no 1 to 43d bomb wing Ops Order 139-54, 29 Sep 54.
- Exhibit H Monthly Acft Summary 1 thru 30 Sep 54.
- Exhibit I Acft assigned to the 43d bomb wing, Fairford RAF Station, England, 4 Oct 54.

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
FOIA (b)(6)		
Col	Jean B. Miller, Jr.	Director of Operations
FOIA (b)(6)		
FOIA (b)(6)		
Col	Robert C. Love	Comdr, 43d Tactical Hospital

BIOGRAPHY

COLONEL SAM J. BYERLEY

Colonel Sam J. Byerley was born in [FOIA (b)(6)] on [FOIA (b)(6)]. He is the son of [FOIA (b)(6)] Oklahoma City. He completed Central High School in Oklahoma City in [FOI] and continued his education at Oklahoma A&M College, Stillwater, Okla., where he graduated in [FOI]. He was a member of Kappa Sigma Fraternity at Oklahoma A&M.

Colonel Byerley entered the Army Air Corps in October 1940 and received his commission in May 1941. After performing duties at various bases in the States as a squadron commander, B-24 instructor and B-29 instructor, he was assigned to Headquarters Far Eastern Air Forces, Japan, in October 1946. He remained in FEAF Headquarters, performing duties in Operations, until May 1949 when he was assigned to Maxwell Air Force Base, Alabama, as a student in the Air Command and Staff School. The colonel was assigned to Davis-Monthan in January 1950 from Maxwell AFB. In August 1950 he was placed on temporary duty with the 98th Bombardment Wing, Medium, in Japan where he performed duties as squadron commander flying B-29 aircraft in the Korean Operations. He is a senior pilot and holds the various World War II ribbons.

Colonel Byerley is married to the former [FOIA (b)(6)] daughter of [FOIA (b)(6)]. They have one daughter, [FOIA (b)(6)]. The colonel and his family reside at [FOI] [FOIA (b)(6)].

# # #

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# # #





COLONEL SAM J. BYRD, DIRECTOR OF MATHEMATICS, 43D BOMBARDMENT WING

THE ARIZONA DAILY STAR  
TUESDAY AUGUST 31, 1954

### Wing Given Flight Briefing

#### Gen. Sweeney Plots Duties In England

Gen. Walter C. Sweeney Jr., commander of the 10th Air Force, arrived in Northampton, England, last week to take over command of the 10th Air Force, which is being transferred to England as part of the 10th Air Force's reorganization program in England.

This will be the first deployment of the 10th Air Force to England since the 10th Air Force was activated in 1942. The 10th Air Force is being reorganized to meet the needs of the 10th Air Force's new mission in England.

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General Sweeney is expected to arrive in Northampton, England, on Monday, Sept. 1, to take over command of the 10th Air Force. He will be accompanied by his family.

The 10th Air Force is being reorganized to meet the needs of the 10th Air Force's new mission in England. The 10th Air Force is being reorganized to meet the needs of the 10th Air Force's new mission in England.

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TUCSON DAILY CITIZEN  
WEDNESDAY EVENING, SEPTEMBER 1, 1954



GENERAL SWEENEY, COMMANDER OF THE 10th Air Force, is expected to arrive in Northampton, England, on Monday, Sept. 1, to take over command of the 10th Air Force. He will be accompanied by his family.

The 10th Air Force is being reorganized to meet the needs of the 10th Air Force's new mission in England. The 10th Air Force is being reorganized to meet the needs of the 10th Air Force's new mission in England.

THE ARIZONA DAILY STAR  
SEPTEMBER 4, 1954



### Before Flight To England Started

Capt. George J. Charnick, left, in uniform, holds his son, Martin, 7, before bidding the youngster farewell prior to departing for England with Burchinal's 4th Bombardment Wing. He will be shown in the photo on the right. Also in the picture are Lt. Col. and Mrs. Van R. Parker. (Wing-Captain photo)

### D-M-Based Stratojets Wing Way To England

The first flight of 12 B-47D Superfortresses of the 4th Bombardment Wing took to the air from Northampton Air Base, England, last week. The wing is being transferred to England as part of the 10th Air Force's reorganization program.

The wing is being transferred to England as part of the 10th Air Force's reorganization program. The wing is being transferred to England as part of the 10th Air Force's reorganization program.

THE ARIZONA DAILY STAR  
MONDAY, SEPTEMBER 6, 1954

### Burchinal Leads B-47s In England

#### 4th Bomb Wing Commander Veteran Of Service Throughout Globe

Col. David Burchinal, commander of the 4th Bombardment Wing, is expected to arrive in Northampton, England, on Monday, Sept. 6, to take over command of the wing. He will be accompanied by his family.

The 4th Bombardment Wing is being transferred to England as part of the 10th Air Force's reorganization program. The 4th Bombardment Wing is being transferred to England as part of the 10th Air Force's reorganization program.



Col. David Burchinal



## 43rd Takes Off For England

Johnston's 43rd bombardment wing, which has been stationed temporarily in the coldest and harshest parts of the world in the past, but never before while flying B-47s, will set the day in England for its first mobility shake-down in a B-47 bomber unit.

The wing, which has been based at Fairford, England, since it was transferred from the United States in 1953, will be the first B-47 unit to be based in England.

AND THE 43RD, including its B-47s, will be the first B-47 unit to be based in England since it was transferred from the United States in 1953.

The wing will be based at Fairford, England, and will be the first B-47 unit to be based in England since it was transferred from the United States in 1953.

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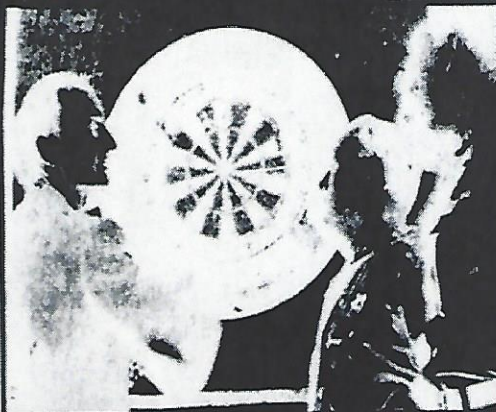
ALL 43RD BOMBARDMENT WING PERSONNEL... (Caption text is mostly illegible due to low resolution and noise.)



The first B-29 of the 43d Bomb Wing from Davis Monthan AFB Tucson Ariz. touches down at Fairford England for TDY in the UK. The ship was piloted by Col D. A. Burchinal, wing CO.

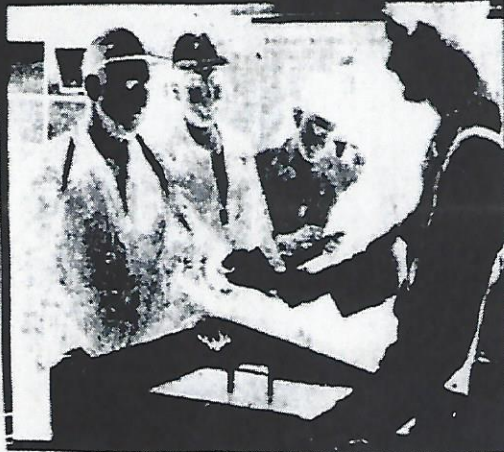
## 43d Bomb Wing Lands in UK for Temporary Duty

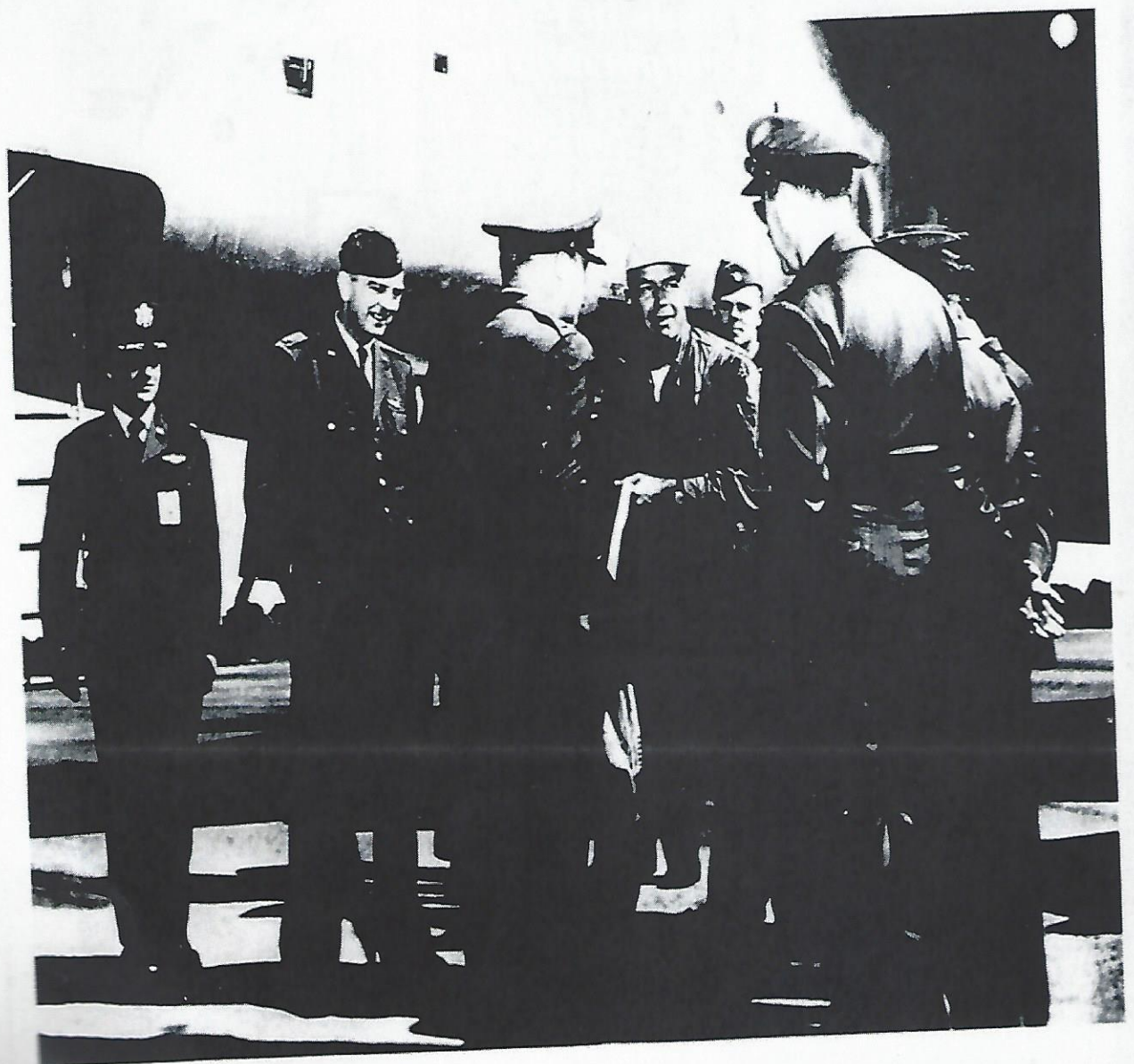
As Burchinal (left) steps out of his plane, he is greeted by Col Kenneth F. Marts, commander of the 43d Wing Advance Party. KC-98s followed landing with troops and supplies for the wing.

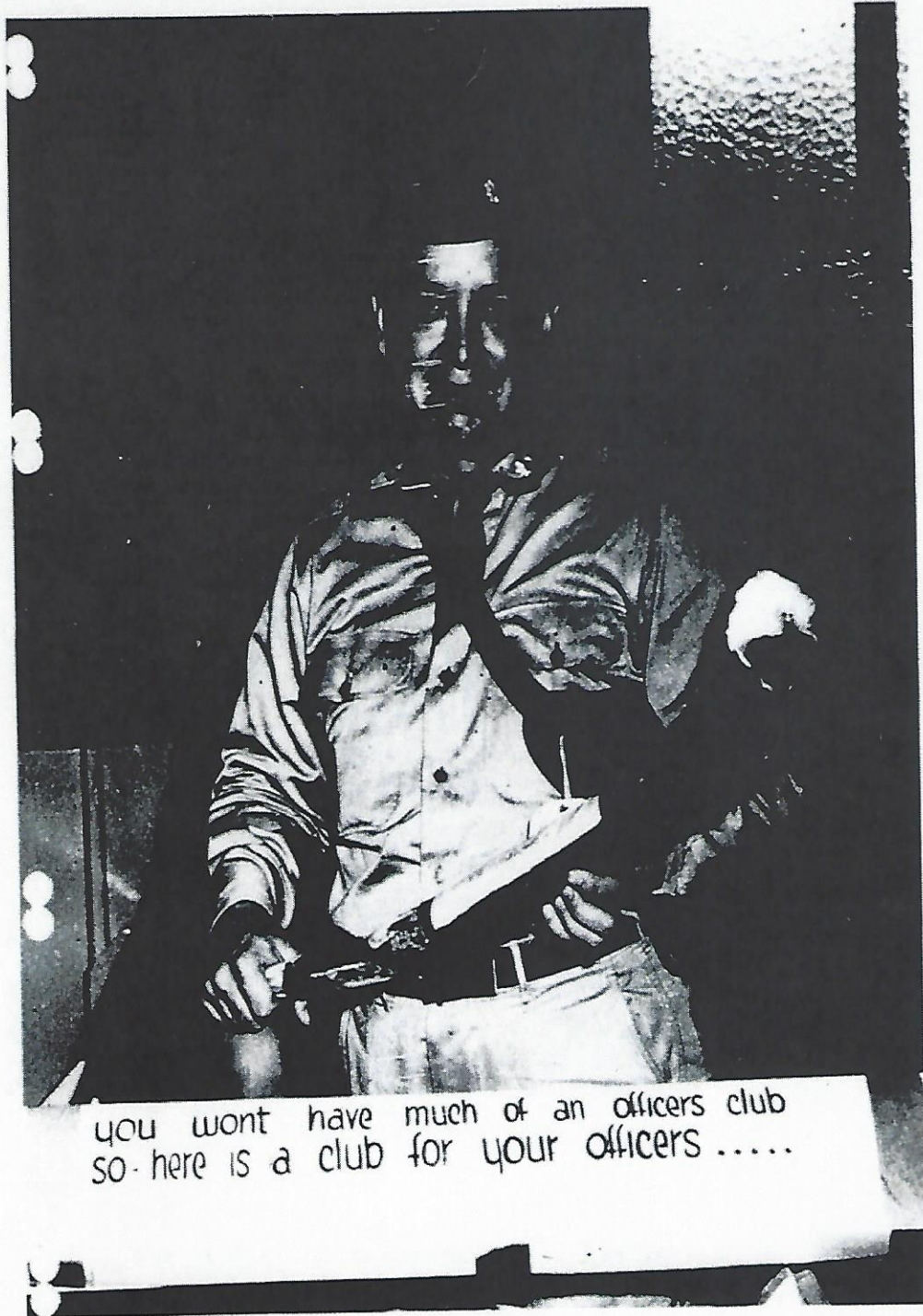


Ron Baldwin of Greenwester, explains Britain's favorite pastime to Capt Don Walters (left), Maj Clayton T. White and Capt Morton Spiegel. — AF Photos

Turning in the greenbacks for scrip is an immediate chore for (left to right) Walters, Spiegel and M. Sgt Herbert Johnson. The three are with the 63d Bomb Sq.







you wont have much of an officers club  
so here is a club for your officers .....

OFFICERS' CLUB?.....MAJOR HARRY A. TRIVARTICA, ADJUTANT OF THE 43D BOMBARDMENT WING, CARRIES THE GIFT PRESENTED BY THE 303D BOMBARDMENT WING TO THE COMMANDER OF THE 43D BOMBARDMENT WING.

# Eagle

A Weekly Newspaper for American Armed Forces Personnel in the United Kingdom

Vol. 6, No. 21

Third Air Force APO 125, US Air Force

Friday, September 24, 1954



Col George T. Chadwell, chief of staff, 7th AD, cuts the tape at the official opening of Fairford's new service club recently. Looking on are Col David A. Burchinal, commander of the 43rd Bomb Wg (left) and Col Kenneth D. Thompson, base commander.

Article, UK Eagle, Third Air Force APO 125, US Air Force, 24 Sep 54.  
Exhibit

HEADQUARTERS  
43RD BOMBARDMENT WING, MEDIUM (SAC)  
APO 129, US Air Force

100A-12  
Page 1 of  
3 Pages

OPERATIONS MEMO)  
NUMBER 100A-12)

20 September 1954

COMMUNICATIONS

Position Reporting, Civil and Military Requirements  
United Kingdom and European Area

(This memo supersedes Operations Memo of same subject)  
(Number 100A-11)

1. PURPOSE. To familiarize all pilots with general procedures and requirements of civil and military position reporting within foreign areas.
2. SCOPE. The provisions of this operations memorandum applies to all pilots flying 43rd Bombardment Wing aircraft.
3. GENERAL.
  - a. Areas of Air Traffic Control responsibilities in foreign areas are divided into "Flight Information Regions" which compare with CAA districts within the United States. Each Flight Information Region contains an Air Traffic Control Center, one or more subordinate stations, and other navigational aids.
  - b. Position reporting to meet civil requirements within Flight Information regions must be met in the same manner as CAA requirements within the United States.
  - c. AACS air/ground stations designated in Inclosure 6, SAC Regulation 55-11 have a limited capability for relaying position reports to FIR ATCC's to meet civil requirements. However, positive attempt should be made to contact appropriate ATCC's direct using any communications cross-band operation available in the aircraft (Transmit and receive HF, transmit UHF, receive LF or VOR). Facilities listed in the Radio Facility Chart for station concerned will determine if this expedient can be used.
  - d. If it is determined at mission planning that ATC requirements cannot be met in FIR's through which the aircraft is scheduled to fly, necessary clearance must be obtained through 7th Air Division Control Room.
  - e. The procedures outlined herein do not relieve the pilot from complying with reporting procedures directed by Air Traffic Control Centers concerned.
4. PROCEDURES.
  - a. Position reports are required by Air Traffic Control Centers in the UK in whose Flight Information Region a flight is taking place in the following circumstances.
    - (1) When a deviation from a flight plan is necessary.
    - (2) At 30 minute intervals when flying over the sea when more than 10 Nautical Miles from the coast.
    - (3) Upon entering a UK FIR from seaward.



- (4) When crossing the UK coast inbound on flights which have extended 10 Nautical Miles from the coast, but within boundary of a UK FIR; and when crossing the UK coast outbound on flights which do not extend beyond 10 Nautical Miles from the coast.
  - (5) When clearance is requested into a controlled airspace.
- b. When coast-out and coast-in points are in close proximity to each other in time and distance, these reports may be combined as a simultaneous report. However, the ATC Center concerned may request a call at the coast-in point.
- c. Under circumstances where non-HF equipped aircraft are not required to make position reports to meet civil requirements a position report will be sent each hour to any ATCC or USAP facility with a UHF capability for relay to London Control.
- d. Position reports are not required in the UK under the following circumstances.
- (1) When flying outside a controlled airspace over land or over the sea within 10 NM of the UK coast.
  - (2) When special arrangements have been made through London Control.
- e. Position reporting in European Flight Information Regions.
- (1) Position reports are required every 30 minutes while flying within any European Flight Information Region.
  - (2) When crossing a Flight Information Region boundary, a position report will be sent to the ATCC for the area being departed and to the ATCC for the area being entered. This report may be a simultaneous transmission if contact can be established with both centers concerned.
- f. ATC position reporting in Oceanic Control Areas will be accomplished as outlined in Inclusion 6, SAC Regulation 55-11.
- g. HF position reports are required each hour from aircraft equipped with HF. These reports will normally be sent to AICS air/ground stations for relay to YKUZ. However, as a secondary measure reports may be sent to any USAP facility with instructions to relay to London Control.

h. Primary ACS air/ground station is Craughton; secondary, Rhein Main; alternate, any other ACS air/ground station with which contact can be established.

5. RESPONSIBILITY. The squadron commander is responsible for insuring that the contents of this memorandum are complied with.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JEN B. MILLER, JR  
Colonel, USAF  
Operations Officer

FOIA (b)(6)

Adjutant

DISTRIBUTION:

X

~~SECRET~~

HEADQUARTERS  
43D BOMBARDMENT WING, MEDIUM (SAC)  
APO 129, US Air Force

43 BW 139-54  
CLASS: ~~SECRET~~  
AUTH: COMIN 43 BW  
DATE: 7 OCT 54  
NAME:       

40DOP

SUBJECT: (Unclass) Amendment No. 1 to 43d Bombardment Wing, Medium Operations  
Order 139-54, dated 29 September 1954

TO: See Distribution

1. Code name for this mission is "WOP SCOPCH".
2. Paragraph 3X (2) H-Hour Control times are as follows:
  - a. Alpha---1730Z
  - b. Bravo---1715Z
  - c. Cccc---1730Z
3. Amend Annex "C" as follows:
  - a. Change so much of paragraph 1. b. (1) (a) 1 a Aircraft # 1 that reads Brighton to read 50-55N 00-15E.
  - b. Delete so much of paragraph 1. b. (1) (a) 1 b Aircraft # 2 that reads 50-55N 00-15E.
  - c. Change so much of paragraph 1. b. (1) (a) 1 b Aircraft # 2 that reads 51-30N 00-15E to read 51-21N 01-25E.
  - d. Change so much of paragraph d Aircraft # 4 that reads TO: Reims (TGT) TO: Great Yarmouth to read TO: Reims TO: Dunkerque TO: Great Yarmouth.
  - e. Change so much of paragraph (c) 1 that reads 48-00N 06-00W to read 47-00N 09-00W.
  - f. Change so much of paragraph 3 (b) 2 that reads X / 1 to read X / 2.

~~SECRET~~

F54-56B-S

~~SECRET~~

g. Change so much of paragraph 3 (b) 3 that reads X / 1 to read X / 3.

h. Change paragraph 5 (a) (1) to read six KC-97 tankers over rendezvous on each X / 1 and X / 2. Five KC-97 tankers on X / 3.

i. Change paragraph 5. d. to read refueling course: 153 degrees true.

BY ORDER OF THE COMMANDER:

FOIA (b)(6)

DISTRIBUTION:

- 1 - Comdr 43EW
- 1 - Comdr 3919th AWGru
- 1 - Comdr 3910th AWGru
- 1 - Comdr 405th Comm Sq
- 1 - Air Trng
- 1 - Opns Off
- 2 - Comdr 63rd IS
- 2 - Comdr 64th IS
- 2 - Comdr 65th IS
- 1 - Comdr 43rd A-E Sq
- 1 - Comdr 43rd F-15 Sq
- 1 - Comdr Hq Sq Sec
- 2 - Comdr 43rd MIS
- 2 - Tac Plans
- 1 - Comm Off
- 1 - Intel Off
- 1 - Per Off
- 5 - Wg History

~~SECRET~~

~~SECRET~~

HEADQUARTERS 13RD BOMBARDMENT WING, MIDEM  
APO 129, c/o Postmaster  
New York, New York  
29 September 1954

APPENDIX 1

10

APPENDIX 2

20

APPENDIX 3

30

TRAINING REQUIREMENTS

Hq 13rd Bomb Wg, M  
App 1 To Annex "C" To Opns Ord No. 137-54  
29 Sep 54

~~SECRET~~

F54-567-S

~~SECRET~~

HEADQUARTERS 43RD BOMBARDMENT WING, MEDCOM  
APO 129, c/o Postmaster  
New York, New York  
29 September 1954

APPENDIX 1

TO

ANNEX "C"

TO

OPERATIONS ORDER

NO. 139-54

TRAINING REQUIREMENTS

1. Route: Fairford - Keflavik. SECTION "A" NO

FROM	TO	TC	DIST	ALT	TAS	WIND TIME	ELAPSED TIME	REMARKS
Fairford	Begin Climb						:02	:02
	Ft. A 52-30N							
	01-51W							
	Birmingham	356	50		370	:08	:10	Level off 20,000'
	Ft. B VOR							
	Lakenheath	093	90	20000	405	:13	:23	Assembly Point
	Assemble			20000		:08	:31	18 Min 360° Turn
	Ft. C							
	Level Off	316	58	OPT	435	:08	:39	
	Ft. D							
	Prestwick	316	207	OPT	425	:29	1:08	Initiate cell tactics of 30 Min dur
	Ft. E							
	58-35N							Simulate weather penetration pro-
	04-35W	000	130	OPT	425	:26	1:34	cedures enroute
	Ft. F							
	64-00N							Simulate climb and descent through
	04-35W	000	325	OPT	425	:46	2:20	overcast
	Ft. G							
	64-35N							Execute change of lead prior
	14-07N (IP)	278	245	OPT	425	:35	2:55	IF (COLST IN)
	Ft. H							
	65-30N							Alpha Task Forces go into trail form
	24-30W	262	271	OPT	425	:39	3:34	15 min prior to reaching Ft. J (COLST OUT)

Hq 43rd Bomb Wg, M  
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FROM	TO	TC	DIST	ALT	TAS	NO WIND TIME	ELAPSED TIME	REMARKS
	Ft. I 05-30N							
	29-40W	270	123		425	:18	3:52	
	Ft. J 04-40N							
	30-50W	210	56		425	:08	4:00	
	Ft. K 04-00N							
	29-11W	134	56		425	:08	4:08	
	KEFLAVIK	090	173		425	:25	4:33	
	Descend & Land					:15	4:48	

Maps and Charts: As required.

- Aircraft will take off at two minute intervals at Fairford. Each aircraft will climb on course to 20000', or 500' on top, leveling off in vicinity of Birmingham.
- Assembly will be accomplished over Lakenheath VOR with lead aircraft executing an 8 minute 360° turn. Lead aircraft will have drag gear extended.
- Change of lead will be accomplished IAW Section B, SAC Manual 55-5, Tactical Doctrine.
- Climb and descent through an overcast, and weather penetration will be accomplished IAW Section D, SAC Manual 55-5.
- Landing from formation will be accomplished as follows:

KEFLAVIK

FAIRFORD

Task Force "ALPHA" IFR procedures

VFR procedures if VFR conditions exist

Task Force "BROWN" if VFR conditions exist

IFR procedures

Task Force "COOL" if VFR conditions exist

IFR procedures

The landing procedures to be utilized are as outlined in Section K, SAC Manual 55-5 except as follows:

Hq 43rd Bomb Wg, M  
App 1 To Annex "C" To Opns Ord E O. 139-54  
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a. VFR Procedures.

- (1) Upon arrival at point "M" Bravo and Coak flight commanders will contact Keflavik approach control and determine if VFR conditions exist at Keflavik. If so, VFR procedures will be utilized.
- (2) The flight commanders of Bravo and Coak Task Forces will position the formation so as to arrive over the Keflavik VOR at initial approach altitude heading in the direction of intended landing. Fuel-off will be made with two minute intervals between aircraft.

b. IFR Procedures.

- (1) Flight commanders will contact Keflavik approach control upon arrival at point "M", and request clearance to descend his formation to initial penetration altitude, 20000 feet for No. 1, 21000 feet for No. 2, 22000 feet for No. 3, 23000 feet for No. 4, and 24000 feet for No. 5.
- (2) Upon arrival over Keflavik VOR at initial penetration altitude each aircraft will set up a minimum distance holding pattern as individual aircraft (1000 foot separation) and will be controlled individually by approach control.

7. Fuel reserve over Keflavik will be that required to permit return to Fairford with a minimum reserve of 10,000 lbs.

8. Upon command "Execute Formation X-By" aircraft will perform cell tactics EW Section C, S.S. Tactical Doctrine for a period of 30 minutes when leaving Prestwick.

SECTION "I"

Hq 43rd Bomb Wg, 4  
App 1 To Annex "C" To Opns Ord No. 119-34  
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RETURN TO U.S.A.

Those crews and aircraft deployed to Keflavik but not utilized on the USCM will accomplish routine training missions as outlined by the respective Squadron Commander enroute back to U.S. Departure will be on 1/4.

SECTION "C"

43rd AIR SQUADRON

The 43rd Air Refueling Squadron will accomplish navigation requirements as outlined by the Squadron Commander in addition to the refueling and support requirements of the USCM.

Hq 43rd Bomb W, II  
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29 Sep 54

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HEADQUARTERS

43D

BOMBARDMENT  
WING

(MEDIUM)



OPERATIONS ORDER NUMBER

139-54

DAVIS - MONTHAN AIR FORCE BASE  
Tucson, Arizona

FSU-56-5

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AF FORM 1-69 (REV. 6-67) 0397

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CLASSIFICATION SECRET  
AUTHORITY COMD 43RD BOMB WG, M  
DATE 29 SEP 54  
NAME                     

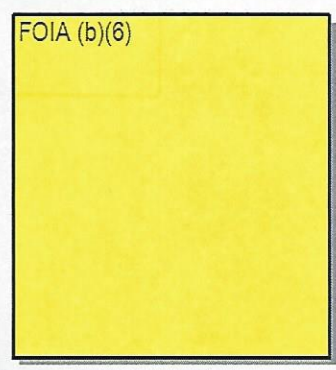
HEADQUARTERS 43RD BOMBARDMENT WING, MEDIUM  
APO 129, c/o Postmaster  
New York, New York  
1300Z, 29 September 1954

OPERATIONS ORDER NO. 139-54.

CHARTS AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

- 63rd Bombardment Squadron
- 64th Bombardment Squadron
- 65th Bombardment Squadron
- 43rd Air Refueling Squadron
- 43rd Field Maintenance Squadron
- 43rd Armament and Electronics Squadron
- Hq Sq Sec, 43rd Bombardment Wing



1. GENERAL SITUATION: A requirement exists for the deployment of a Medium Bombardment Wing to Keflavik, Iceland for the purpose of training and familiarization. A WSCM will be executed upon departure from Keflavik for Fairford R.F. Station, England.

a. Intelligence: See Annex "A".

b. Friendly Forces:

(1) ADF ICELAND (LIS).

(a) Provide necessary base support at Keflavik in support of this exercise.

Hq 43rd Bomb Wg, M  
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29 Sep 54

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(b) Provide parking and ICC at Keflavik for approximately 13 B-47 and 5 KC-97 aircraft per day during period of exercise.

(2) USFE.

(a) Provide necessary search and air rescue facilities.

(3) 3919th Air Base Group.

(a) Provide necessary base support and facilities during this exercise.

(4) 3910th Air Base Group.

(a) Provide necessary base support and facilities during this exercise.

(5) 405th Communications Squadron.

(a) Operate and maintain necessary communications facilities in support of this exercise.

2. MISSION: The 43rd Bombardment Wing will deploy 37 B-47 aircraft and 19 KC-97 aircraft to Keflavik, Iceland during period 10 October 1954 through 15 October 1954 for training purposes and base familiarization. This wing will conduct a USM on the 12, 13, and 14th October 1954, with aircraft departing from Keflavik and landing at Fairford R.F. Station, United Kingdom.

3. TASKS FOR SUBORDINATE UNITS:

a. 63rd Bombardment Squadron.

- (1) Deploy thirteen B-47 aircraft and crews from Fairford R.F. Station to Keflavik, Iceland in accordance with Annex "C".
- (2) Execute USM from Keflavik in accordance with Annex "C".

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- (3) Provide other personnel and equipment necessary to accomplish the deployment and USOM.
- b. 61th Bombardment Squadron.
- (1) Deploy twelve B-47 aircraft and crews from Fairford RAF Station, United Kingdom to Keflavik, Iceland in accordance with Annex "C".
  - (2) Execute USOM from Keflavik in accordance with Annex "C".
  - (3) Provide other personnel and equipment necessary to accomplish the deployment and USOM.
- c. 65th Bombardment Squadron.
- (1) Deploy twelve B-47 aircraft and crews from Fairford RAF Station to Keflavik, Iceland in accordance with Annex "C".
  - (2) Execute USOM from Keflavik in accordance with Annex "C".
  - (3) Provide other personnel and equipment necessary to accomplish the deployment and USOM.
- d. 43rd Air Refueling Squadron.
- (1) Provide 12 KC-97 aircraft and crews to be dispatched in accordance with Annex "C".
  - (2) Provide six KC-97 tankers on X/1, X/2, and X/3 in support of USOM plan Alpha.
  - (3) Provide strip alert aircraft during landings at Fairford of B-47 aircraft returning from USOM.
  - (4) Provide weather reconnaissance aircraft to be dispatched from available forces at Lakenheath or Keflavik at discretion of 43rd Air Refueling Squadron Commander.
- e. 43rd Field Maintenance Squadron.

Hq 43rd Bomb Wg, B  
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- (1) Deploy to Keflavik, Iceland necessary personnel and equipment to support operations of this exercise.
- f. 43rd Armament and Electronics Squadron.
  - (1) Deploy to Keflavik, Iceland necessary personnel and equipment to support operations of this exercise.
- g. Headquarters Squadron Section, 43rd Bombardment Wing.
  - (1) Deploy to Keflavik, Iceland necessary personnel and equipment to support operations of this exercise.
  - (2) Provide personnel for control team at Keflavik during this exercise.

x. GENERAL INSTRUCTIONS:

- (1) X-Day is 12 October 1951.
- (2) H-Hour: To be announced as a later date.
- (3) Tactics: In accordance with S.O. Manual 55-51 - S.O. TACTICAL DOCTRINE.
- (4) Armament: Default 1000. 350 rounds per gun.
- (5) IPI. A simulated IPI will be performed as outlined in S.O. Tactical Doctrine.
- (6) Bombing.
  - (a) Simulated altitude, radar alt to be used.
  - (b) Altitude and Speed.
    - 1. Single aircraft. Maximum altitude consistent with .81 Mach.
    - 2. Formation. Optimum altitude at .81 Mach.
  - (c) For some operations, simulate release of EMP weapon.

Hq 43rd Bomb Wg, K  
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(7) Navigation.

(a) Routes.

1. USCM Route. In accordance with Annex "C".
2. Deployment Route. In accordance with Appendix 1, Annex "C".

(b) Enroute Altitudes.

1. Flight Level - Optimum.
2. Flight Level - Optimum.
3. Flight Level - 1000' below optimum.

(8) Air Traffic: In accordance with Appendix 1, Annex "C".

(9) Emergency.

- (a) Rules of flight will be as prescribed in accordance with 3.0 Manual 30-30.

(10) All pilots will be thoroughly briefed on instrument landing procedures for enroute, enroute and at destination.

(11) Minimum Fuel Reserve.

- (a) Deployment - Aircraft must have sufficient fuel for return to Fairford VOR from Keflavik with 10000 pounds over Fairford.
- (b) USCM - Aircraft will have 15000 pounds reserve over Fairford VOR.

(12) B-47 Weather Minimums.

- (a) Take Off. 50"/1 or station minimum (whichever is higher).
- (b) Landing.
  1. U.K.
  2. 700/1 Day.
  3. 700/2 Night.

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2. Keflavik.

a. 1500/3 - Daylight landing only.

- (13) ISO: Releases will be made only with approval of Commander, 7th Air Division.
- (14) Survival.
  - (a) Ejector equipment and arctic survival kits will be carried by all aircraft involved in this mission.
- (15) Security.
  - (a) Aircraft security procedures including arctic sabotage and inspection of aircraft prior to flight, will be in accordance with SAC Doc 205-3 as amended.
  - (b) Aircraft commanders will insure that aircraft are guarded at all times during ground operations.
- (16) The IX control team will be dispatched from Fairford on X-3. Control team composition and duties will be in accordance with SAC Doc 55-1.
- (17) Squadron Commanders will monitor all phases of mission preparation and insure adequate crew rest prior to each deployment phase of the mission.
- (18) Air Refueling - See Annex "C".
- (19) Recall: If necessary to recall mission, the following nickname will be transmitted in the clear:
  - (a) Deployment Phase - "Last Chance".
  - (b) Strike Phase - "Full Play".
  - (c) Recall will be initiated through Linear Control.

Hq 43rd Bomb Wg, II  
Ops Ord No. 139-54  
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(20) Reports:

(a) Deployment: In accordance with S.E. Regulation 55-11, 3 Nov 53, inclosures 1 thru 6 (inclosure 7 only if applicable).

(b) Strike Phase: Under provisions of S.E. Manual 55-8, Nov 53, except when specifically exempted below:

1. Distribution A:

a. 1-2.

b. 1-10.

c. 1-11.

d. 1-12.

e. 1-14.

f. 1-15.

g. 1-21.

h. 1-22.

i. 1-23.

j. 1-24.

k. 1-34 - (Only one copy to each of distribution "A" addresses).

l. 1-36 (inclosure outlined in F-5 report, S.E. Manual 55-6, Oct 51, to be used in forwarding scope photos and sketches by RTS - only one copy per distribution "A" addresses).

m. 1-51.

n. 1-59.

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29 Sep 54

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- o. B-71.
- p. B-31.
- q. B-17.
- r. Paragraph 6c.

2. Distribution b:

- a. B-27.

(c) Tanker reports:

1. Distribution a:

- a. T-4.
- b. T-10.
- c. T-11.
- d. T-14.
- e. T-15.
- f. T-17.
- g. T-21.
- h. T-22.
- i. T-23.
- j. T-24.
- k. T-30 (only one copy per distribution "a" addresses).
- l. T-71.
- m. T-72.
- n. Reports required in accordance with paragraph 6c, SAC Manual 55-3.

h. ADMINISTRATIVE AND LOGISTICAL MATTERS:

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29 Sep 51

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- a. Administrative: Omitted.
  - b. Logistical Matters: See Annex "D".
5. COMMAND AND COMMUNICATIONS MATTERS:
- a. Command: Normal.
  - b. Communications: See Annex "D".

4 ANNEXES

- ANNEX A - Intelligence
- ANNEX B - Ops & Electronics
- ANNEX C - Operations
- ANNEX D - Logistics

DAVID A. BURCHINAL  
Colonel, USAF  
Commander

DISTRIBUTION:

- 1 - Comdr 43rd
- 1 - Comdr 3919th AFGW
- 1 - Comdr 3916th AFGW
- 1 - Comdr 405th Conv Sq
- 1 - Air Force
- 1 - Ops Off
- 2 - Comdr 63rd IS
- 2 - Comdr 64th IS
- 2 - Comdr 65th IS
- 1 - Comdr 43rd AAI Sq
- 1 - Comdr 43rd FA Sq
- 1 - Comdr Hq Sq Ops
- 2 - Comdr 43rd AS
- 2 - Tac Plans
- 1 - Ops Off
- 1 - Intel Off
- 5 - Wg History

OFFICIAL:

FOIA (b)(6)

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

Hq 43rd Bomb Wg, M  
Ops Ord No. 137-54  
29 Sep 54

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W. D. MARTIN, 43RD BOMB WING, 1231ST  
APO 123 45 Postmaster  
New York, New York  
29 September 1964

ANNEX "A"

TO

OPERATIONS ORDER

NO. 133-64

1231ST

Hq 43rd Bomb Wing ( )  
Annex "A" to Ops Ord No. 1 - 1  
29 September 1964

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CLASSIFICATION SECRET  
ACTIVITY OF FOREIGN BUREAU, W  
DATE 19 SEP 54  
M. E.

HEADQUARTERS 48th BOMBING WING, BOMBING  
AF 139, c/o Postmaster  
New York, New York  
29 September 1954

ANNEX "A"  
OPNS ORDER

II

GENERAL SITUATION

1. INTRODUCTION

1. INTRODUCTION

1. INTRODUCTION

a. General Situation -

(1) Political. Iceland's postwar political importance stems directly from modern developments in communications and the consequences of warfare which have imparted to the island unprecedented strategic significance. Iceland lies just east of the major North Atlantic Sea and air lanes between the United States, the United Kingdom, and Europe and holds a commanding position as the entrance to the North Atlantic. It is not far distant from Greenland to the West, Norway to the East, and the United Kingdom to the Southeast.

(2) Iceland has a population of approximately 146,000 nationalistic people, strongly antagonistic to foreign political influence and is opposed to a military establishment. At the present time, U.S. troops are stationed in Iceland under NATO Treaty agreements. Iceland is a unitary state like Denmark and has a highly centralized form of administration in which the

Hq 48d Bomb Wing (B)  
Annex "A" to Opns Order No. 100-54  
29 Sep 54

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Power of government rests with the Althing (parliament) the members of which are freely elected by the people. Political stability is assured by a common agreement which exists on the form of government among all groups but the Communists; political differences are centered on the goals of a society rather than the means.

(3) A state church, Evangelical Lutheran, is supported and protected by the state, but nationals have the right for the religious worship of their choice. While leaders cannot be considered a law at people or measured by church standards, religious practices in the home, church influence has contributed to the prevailing high standards of public and private behavior.

b. Swing Order of Battle - /

c. Capabilities of Swing Order of Battle -

(1) The Icelandic Communist Party has proved to be an important factor in the country's political life since the end of World War II. Because of its size, membership and activities in the labor unions and Communist-front organizations, it has a serious potential for subversive activities. As a legally constituted party, its overt activities cannot be curtailed by lawful means, however, the party in Iceland outwardly carries out its policies much as it does in other countries. What few anti-Communist groups are being made are behind the scenes and are discussed neither by the press nor by the individual concerned.

(2) During 1954 an estimated 260 Soviet and Satellite fishing vessels were reported operating within approximately a 90 mile radius of 69-30N 09-00W. It is possible that all vessels in this fishing fleet

Hq 45d Bomb Wing (H)  
Annex "A" to Opns Ord No. 100-54  
29 Sep 54

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and HF Surface Search Radars, generally effective 100 to 110 nautical miles. Specific types are: SC-1, 2000-3000 cps, of which the Soviets received approximately 300 sets during World War II as lend lease; SC and SL, 2000-3100 Mc. The Soviets received 78 of these radars. It is possible that the SC 3010-3100 Mc HF surface search radars will be encountered. The Soviets received 25-50 of these sets. IFF equipment may be fitted to some of the vessels probably transmitting a frequency of about 150 Mc.

2. INTELLIGENCE REQUIREMENTS:

a. General Requirements

(1) General

- (a) All sightings of contact with the 43d Bomb Wing aircraft.
- (b) All sightings of surface activity.
- (c) Any Radio or Radar Interference.
- (d) Any unusual contacts or sightings in the area of operations.

(2) Specific

- (a) What is the altitude of the Soviet aircraft in the area of operations during their flights?
- (b) Are there any sightings of the Soviet Icebreaking Fleet?

b. Means of Obtaining Information

- (1) Interruption of Combat Drums immediately after landing.
- (2) Photo Interpretation of visual and radar photography.

c. Means of Reporting RMI

- (1) Information desired should be forwarded to Headquarters 7th Air Division, Director of Intelligence, by use of the appropriate

SAC, Form 59-8 Report. In those instances where collected MI are not transmitted in SAC Form 59-8, this information will be forwarded by TFM and followed by submission of AF Form 112 and IAW JEP 146B.

3. INTELLIGENCE ACTIVITIES:

- a. Maps and Target Materials as required.
- b. Russian and Chinese

- (1) In the event of bailout or ditching in the area in which the Soviet Ice-Breaking Fleet is active the possibility exists that crew members may be picked up by one of the vessels. Should this occur, the personnel picked up may be taken into a Russian Port. It should be immediately requested that the proper US Official be notified. No information of a classified nature will be divulged. Under no circumstances should crew members of any type of status or proper release.
- (2) General procedure for bailout over Iceland: If it should become necessary to bailout within the vicinity of Iceland and sufficient control of the aircraft and time permits, the following procedure will apply:
  - (a) Fly over the Keflavik range (N 64, 310.5 DEG) at 8000 feet minimum altitude.
  - (b) Track outbound a course of 119 degrees magnetic heading which is the same heading as the east leg of the Keflavik range.

Hq 45rd Bomb Wing ( )  
Annex "A" to Oper Ord No. 159-54  
29 Sep 54



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(c) Conventional aircraft

- 1. Fly 24-48 minutes at 134 MPH (115K) for 50 MI
- 2. Fly 18-22 minutes at 172 MPH (140K) for 50 MI

(d) Jet aircraft

- 1. Fly 15-18 minutes at 300K (230 MPH) for 50 MI
- 2. Fly 10-14 minutes at 250K (200 MPH) for 50 MI

(e) Abandon aircraft

(f) Approximate coordinates of the best bailout location of the runway:

- 64-08N 20-00W
- 64-50N 20-00W
- 64-08N 20-00W
- 64-50N 20-00W

(g) The run is approximately 1/2 mile long, interspersed with narrow strips of woods. You should land within 5 miles of the tower, most likely within 1 mile of a farmhouse. If no tower farmhouse in this area, walk south.

(5) Crash or Bailout in Friendly or Hostile Country. As stated in S.C. Regulation 200-6 (Confidential) dated 29 October 1953.

c. Resource for Handling Captured Documents, Equipment, Material and for Intercepting Prisoners. Omitted.

d. Reports and Distribution -

- (1) Deployment: In accordance with S.C. Regulation 55-11, 3 November 1953, inclosures 1 through 9 (inclosure 7 only if applicable).

Hq 43rd Bomb Wing (M)  
Annex "a" to Opns Ord No. 139-54  
29 Sep 54

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(2) Strike Phase: Under provisions of S.O. Manual 55-3, November 1953, except where specifically exempted below:

(a) Distribution A:

B2, B10, B11, B12, B14, B15, B21, B22, B23, B24, B34

(only 1 copy to each of Distribution A addressee),

B36 (procedures outlined in F5 report, S.O. Manual 55-3, October 1951, to be used in forwarding scope photos and sketches by RFS - Only 1 copy per Distribution A addressee), B61, B59, B71, B81, B17, and reports required in accordance with paragraph 2, S.O. Manual 55-3.

(b) Distribution B: B27

(3) Tanker reports: Distribution A: T2, T10, T11, T14, T15, T17, T21, T22, T23, T24, T25 (procedure outlined in F5 report, S.O. Manual 55-3, to be used in forwarding scope photos and sketches by RFS. Only 1 copy to be forwarded to Headquarters S.O), T71, T81, and reports required in accordance with paragraph 2, S.O. Manual 55-3.

1 APPENDIX  
APPENDIX 1 - Targets

DAVID L. BURKHILL  
Colonel, USAF  
Inspector

DISTRIBUTION:

1 - Cdr 43rd Bomb Wing  
1 - Cdr 491st Sq  
1 - Opns Off  
2 - Cdr 43rd Bomb Sq  
2 - Cdr 64th Bomb Sq  
2 - Cdr 45th Bomb Sq  
1 - Cdr 43rd Wg Sq  
1 - Cdr 43rd Wg Sq  
1 - Cdr Hq Sq

Hq 43rd Bomb Wing (1)  
Annex "A" to Opns Ord No. 103-54 6  
29 Sep 54

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- 2 - Cdr 43rd BWS
- 2 - Chief, Tac Plans
- 1 - Ops. Off
- 1 - Intel Off
- 5 - History
- 1 - 3010th BGrp
- 1 - 188th Com Sq
- 1 - Air Training

OFFICIAL:

FOIA (b)(6)

Lt Col, USAF  
Intelligence

Hq 43rd Bomb Wing (1)  
Annex "A" to Opac Ord No. 100-54  
29 Sep 54

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THE DIRECTOR, 43RD BOMB WING, (S)  
APO 129 c/o Post Office  
New York, New York  
29 September 1954

ANNEX 1

TO

ANNEX "A"

TO

OPERATION'S ORDER

NO. 100-51

PAGES

Hq 43rd Bomb Wing (S)  
App 1 to Annex "A" to Opns Ord No. 100-51  
29 Sep 54

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CLASSIFICATION ~~SECRET~~  
AUTHORITY ~~ORDER 43RD BOMB WING~~  
DATE 29 SEP 54  
NAME

HEADQUARTERS 43RD BOMBARDMENT WING, 12D  
AFC 129 c/o Postmaster  
New York, New York  
29 September 1954

APPENDIX I  
TO  
ANNEX "A"  
TO  
OPERATIONS ORDER  
NO. 183-54

1. Target: Le Mans
2. Reference No: 501
3. DQZ's:
  - A. Aero-Eng Factory of Societe des Moteurs Sures Et Rhones DQZ: The Northeast corner of the large war plant located in the Southern half of the target area and West along the N-S hi way which separates the plant from the Le Mans - Eragny Airfield.
4. Geographical Coordinates: 47-30-58N  
00-11-52E
5. Grid Coordinates: HQ1.78  
V09.28
6. Photo Print # 17 13V 191-1895 3 Mar 52 18-51
7. USAF Target Chart 0230-0987-100 1st Edition March 1952

Hq 43rd Bomb Wing (M).  
App I to Annex "A" to Opns Ord No. 183-54  
29 Sep 54

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1. Target: Rennes
2. Reference No: 502
3. DGZ's:

A. Rennes Airfield - Located approximately 3 miles SW of the city, -

DGZ: The Northwest corner of the most westerly hangar of a group of four adjoining hangars, located NW of the building area.

4. Geographical Coordinates - 48-04-19N  
01-44-26W

5. Grid Coordinates - 988  
486

6. Photo Print # LHM 6-8 R28-28 Oct 8 52, 106-52

7. Chart - 6968 4249 (AIS 1961) Sheet 5H 1/100,000 dated 1944.

B. Chemical Plant and Ammo Loading - Located in the Southwest section of the city.

DGZ: The Southwest corner of the long rectangular saw tooth roof type building situated in the Northern section of the plant area approximately 1200 feet west of Sport Field. A railroad spur runs along the west side of the building.

Geographical Coordinates - 48-02-25N  
01-42-15W

Grid Coordinates - 995  
525

Photo Print # 1271 R28--23 8 Oct 52 106-52

Chart - 6968 4249 (AIS 1961) Sheet 5H 1/100,000 dated 1944

- C. Marshalling Yards - Located in the Southern section of the city. -DGZ: At a point where the road viaduct passes over the 'choke point' at the Western end of the marshalling yard and 2300 feet East of passenger terminal.

Hq 43rd Bomb Wing (M)  
App I to Annex "A" to Opns Ord No. 100-54  
29 Sep 54

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Geographical Coordinates - 48-06-35N  
01-10-057

Grid Coordinates - 025  
528

Photo Print # 12C R28-23 8 Oct 52 156-52

Chart - 6903 4249 (MIS 1061) Sheet 5H 1/100,000 dated 1944.

Hq 43rd Bomb Wing (H)  
App I to Annex "A" to Opus Ord No. 139-54  
29 Sep 54

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1. Target: Reins
2. Reference No: 503
3. DDT's:
  1. Reins - Chagame Airfield - Located approximately 4 miles North of Reins. - DDT: The center of the second hangar of a group of 3 hangars on the South side of the airfield.
4. Geographical Coordinates: 49-18-12N  
04-02-12E
5. Grid Coordinates - 208,30  
V18,83
6. USF Target Complex Mosaic - 0280-1991-2E 1st Edition December 1961.

Hq 43rd Bomb Wing (C)  
App I to Annex "A" to Opus Cri No. 109-54  
28 Sep 54

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1. Target: Brest
2. Reference No: 504
3. DCS's:
  - A. Brest/Guipavas Airfield - ICS: The center of the Northeast-Southwest Runway at a point opposite the hangar.
    3. Geographical Coordinates - 48-26-55N  
01-25-15W
    4. Grid Coordinates - W11.25  
V12.57
    5. Photo Print #23 LC 155-43 17 May 1952 111-52
    6. USAF Target Complex Chart 0229-0249-100, 1st Edition August 1951.
  - B. Explosives Plant - (Societe Nationale du Moulin Blanc) - DCS:

The Northeast corner of the large building which is located in the extreme Northeast section of the Target Area (See Annotation No. 42 on mission review report no. 272).

    - Geographical Coordinates - 48-23-52N  
01-25-11W
    - Grid Coordinates - W15.94  
V04.00
    - Photo Print # 22 RC 155-43 17 May 1952 111-52
    - USAF Target Complex Chart 0229-0249-297 1st Edition October 1951
  - C. Brest Naval Base and Ship Yards - DCS: The South corner of large building on North side and adjacent to two large graving docks located approximately 2000 feet West of the mouth of the La Penfeld River.
    - Geographical Coordinates - 48-22-45N  
01-30-01W
    - Grid Coordinates - W06.51  
V03.00
    - Photo Print # 14 RC 155-43 17 March 1952 111-52
    - USAF Target Complex Chart 0229-0249-251 1st Edition Oct 51.

Hq 43rd Bomb Wing (H)  
App I to Annex "A" to Opns Ord No. 130-54  
29 Sep 54

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1. Target: Paris
2. Reference No: 505
3. DGT's:
  - A. Paris Railroad Classification Yards and Station "La Chapelle" - DGT:  
Railroad Car Repair Plant - The center of the east westerly ware-  
house type building of a group of three (3) along the east side  
of the tracks.
4. Geographical Coordinates - 13-13-11N  
02-21-20E
5. Grid Coordinates - W10.40  
V12.00
6. US Target Complex Name - Series S2330-2963-2-25 A, 1st Edition  
November 1952 Sheet 2.

Hq 43rd Bomb Wing (C)  
App 1 to Annex "A" to Opns Ord No. 100-54  
29 Sep 54

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1. Target: Hanoi
2. Reference No: 506
3. DGZ's:

a. Steel plant, DGZ: The northeast corner of the large 3 ridge saw-tooth building in center of the area.

Geographic Coordinates: 17-18-30N  
01-32-38E

Grid Coordinates: H10.7  
V11.0

Photo Print # 78, 79, 80, 81 (Sheet 29)

USAF Target Name: 01-32-38E 1st Edition March 1961

Hq 43rd Bomb Wing (1)  
App 1 to Annex "A" to Opns Ord No. 130-34  
29 Sep 64

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1. Target: BREUX
2. Reference No: 507
3. DGT:

A. Light industry, south corner of largest building in the central part of the plant area.

Geographical Coordinates: 48-44-15N  
01-23-00E

Photo Print # 47, 48 RSV, IR # 3/55-17 Joint Air Photo Report  
(Aircraft # 3)

Chart Reference EGPS 4200 France 1:50,000 Sheet 96/1 Breux.

Hq 43rd Bomb Wing (M)  
App 1 to Annex "A" to Opns Ori. 14-11  
29 Sep 54

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HEADQUARTERS 43RD BOMBARDMENT WING, MEDIUM  
APO 129, c/o Postmaster  
New York, New York

ANNEX B

TO

OPERATIONS ORDER

NUMBER 139-54

COMMUNICATIONS AND ELECTRONICS

Hq 43rd Bomb Wg, M  
Annex B to Oprs Ord No. 139-54  
1300Z, 29 Sep 54

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~~SECRET~~

CLASSIFICATION ~~SECRET~~  
AUTHORITY COMDR 43RD BOMB WG, M  
DATE 29 September 1954  
NAME *G. [unclear]*

HEADQUARTERS 43RD BOMBARDMENT WING, MEDIUM  
APO 129, c/o Postmaster  
New York, New York  
1300Z, 29 September 1954

ANNEX B

TO

OPERATIONS ORDER

NUMBER 139-54

COMMUNICATION AND ELECTRONICS

1. GENERAL.

a. SACCEI, 7AD CEI, appropriate JAWAFs, ACPs and current area radio facility charts apply for all phases of this mission except as modified herein.

2. RECOGNITION AND IDENTIFICATION.

- a. IFF will be installed in all aircraft.
- b. IFF will be on Mode 1 when flying within 250 NM of Iceland and 100 NM of North African territory. IFF will be off at all other times.
- c. If an emergency should occur where aircraft must be abandoned, destruction of IFF will be accomplished in accordance with 43rd Bombardment Wing Operations Memorandum 100a-8.
- d. Identification and authentication, if required, will be accomplished through use of AFSL 5104.

3. AIDS TO NAVIGATION.

- a. All aids to navigation will be as listed in the current Europe Radio

Hq 43rd Bomb Wg, M  
Annex B to Opns Ord No. 139-54  
1300Z, 29 Sep 54

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Facility Chart and Europe, Africa and Middle East Supplementary Flight  
Information Document.

4. AIR/AIR AND AIR/GROUND COMMUNICATIONS.

a. Call Signs

- (1) SACDL will be used for all air/ground transmissions.
- (2) For inter-aircraft communications the base call sign FEDERAL expanded to include task force designation and formation position must be used.  
EXAMPLE: FEDERAL ALPHA LEADER, FEDERAL ALPHA TWO, ETC.
- (3) For initial contact between receiver task force leader and tanker task force leader, the call signs FEDERAL ALPHA LEADER and ST BERNARD LEADER must be used. When in refueling position, the tanker rudder/tail letter-number prefixed with "Receiver" or "Tanker" must be used.
- (4) For passing B-11 strike report, call signs must contain the target identification number suffixed by the appropriate DGE letter, target task force designator and date target hit.  
EXAMPLE: "502B ALPHA 13".
- (5) Call sign for passing the T-11 report will be "507 ALPHA" suffixed with the date of the refueling. EXAMPLE: "507 ALPHA 13".

b. Frequencies.

- (1) Inter-aircraft communications:
  - (a) Alpha task force; 272.1 mcs.
  - (b) Bravo task force; 311.0 mcs.

Hq 43rd Bomb Wg, M  
Annex B to Opns Ord No. 139-54 -2-  
1300Z, 29 Sep 54

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(c) Coca task force; 321.0 Hcs.

c. Tactical position reports. # \*\*

- (1) Procedure BR.VO will be used in accordance with inclosure 6, SAC Regulation 55-11. Reports will be addressed to "LOW LIFE".
- (2) Control stations.
  - (a) Croughton, Primary.
  - (b) Keflavik, Secondary.
  - (c) Lajes, Alternate.

d. APO position reports.

- (1) Normal APO/TIR position reporting prevails during the entire mission.

e. B-11 Strike Report and T-11 Rendezvous Report.

- (1) Alpha task force aircraft are individually responsible for submission of strike reports by HF to CROUGHTON or UHF to LANCER for relay to LOW LIFE. If contact cannot be established with LANCER by non-HF equipped aircraft, pass strike report to an HF equipped aircraft within the task force.
- (2) Bravo and Coca task force aircraft will transmit their strike reports by UHF to the designated HF equipped aircraft within the task force. The HF equipped aircraft will consolidate strike reports and relay to LOW LIFE through designated air/ground stations.
- (3) T-11 rendezvous report will be passed to the designated HF air/ground station for relay to LOW LIFE.

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f. Recall procedures.

(1) If necessary to recall mission, the following nickname will be transmitted in the clear:

(a) Deployment phase: "LAST CHANCE".

(b) Strike phase: "FOUL PLAY".

(c) Recall will be initiated through LANCER Control utilizing all facilities available. Aircraft will acknowledge receipt of recall code word and request authentication using the challenge and reply method.

g. Communications tactics for strike phase.

(1) Communications tactics for formation control will be in accordance with chapter 6, SAC Manual 55-54.

5. SEARCH AND RESCUE PROCEDURES.

a. Search and rescue procedures will be in accordance with procedures outlined in the Europe, Africa and Middle East supplementary Flight Information Document.

6. REFUELING COMMUNICATIONS PROCEDURES.

a. Strike aircraft flight leader will begin calling the tanker task force leader 30 minutes prior to arrival at the rendezvous area. As soon as contact has been established, give final adjusted estimated time of arrival.

b. The number one and two aircraft of the tanker and receiver flights will turn "ON" PN-12/76. The number three and four aircraft will have the PN-12/76 in "STANDEBY" for use if the tanker force cannot pick-up the receiver force signals. PN-12/76 will be used for initial rendezvous.

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c. The tanker leader will turn "ON" the AFN-11 for the last 10 minutes prior to estimated time of arrival of receivers at the rendezvous area.

d. Rendezvous equipment settings and refueling frequency:

- (1) Initial contact and primary refueling frequency: 339.6 Mcs.
- (2) Secondary refueling frequency: 305.2 Mcs.
- (3) AFN-11 code setting: 1-2
- (4) AFN-12 settings: Tx - 4; Rx - 8
- (5) AFN-76 settings: Tx - 8; Rx - 4

DISTRIBUTION:

1 - Comdr 43rd Bomb Wg  
1 - Comdr 3919th ABGp  
1 - Opns Off  
2 - Comdr 63rd Bomb Sq  
2 - Comdr 64th Bomb Sq  
2 - Comdr 65th Bomb Sq  
1 - Comdr 43rd A&E Sq  
1 - Comdr Fl. Sq  
1 - Comdr Hq sq Sec  
2 - Comdr 43rd A&E S  
2 - Chief, Tac Plans  
1 - Comm Off  
1 - Intell Off  
5 - Wg History  
1 - 3910th ABGp  
1 - 485th Comm Sq  
1 - Air Training

DAVID A. BURCHENAL  
Colonel, US F  
Commander

OFFICIAL:

FOIA (b)(6)

Communications Officer

Hq 43rd Bomb Wg, M  
Annex B to Opns Ord No. 139-54 -5-  
1300Z, 29 Sep 54

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HEADQUARTERS 43RD BOMBARDMENT WING, MEDICAL  
APO 129, c/o Postmaster  
New York, New York  
29 September 1954

ANNEX "C"

TO

OPERATIONS ORDER

NO. 139-54

OPERATIONS

Hq 43rd Bomb Wg, M  
Annex "C" to Opns Ord No. 139-54  
29 Sep 54

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CLASSIFICATION ~~SECRET~~  
AUTHORITY COMDR 43RD BOMB WG  
DATE 29 SEP 54  
NAME D. J. ...

HEADQUARTERS 43RD BOMBARDMENT WING, 43BHQ  
AFO 129, c/o Postmaster  
New York, New York  
29 September 1954

AIRTEL NO.

TO

OPERATION NUMBER

NO. 139-54

1. Routes:

a. Deployment.

- (1) B-47 - In accordance with Appendix 1, of Annex C.
- (2) B-47 will proceed to Reykjavik from the United Kingdom base via  
Frankfurt, Germany.

b. Strike.

- (1) B-47
  - (a) Task Force Alpha (5 left) all aircraft will have a common  
route to the RHPF. At which time aircraft will depart for  
assigned targets.

1 Common Route:

DEPART: REYKJAVIK

TO: 56-42N 06-30W

TO: 53-21N 03-30W

TO: GARDIFF (WALES)

Hq 43rd Bomb Wg, H  
Annex "C" to Opns Ord 139-54  
29 Sep 54

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- TO: MILMO (9E.IN)
- TO: VALENTI. (SPAIN)
- TO: ALGERS (FR MOROCCO)
- TO: DNE (ALGERIA)
- TO: CAPE BLANC (37-21N 09-45E)
- TO: 40-30N 09-50E (SARDINIA)
- TO: NICE (HROP - TASK FORCE BREAK-UP)

2 AIRCRAFT # 1

- TO: ALGERS (IF)
- TO: DNE (101)
- TO: 40-30N 09-45E
- TO: 40-30N 09-45E
- TO: 50-30N 09-00
- TO: 50-30N 09-00
- TO: 50-30N 09-00

1 AIRCRAFT # 2

- TO: ALGERS (IF)
- TO: PARIS (101)
- TO: 40-30N 09-45E
- TO: 40-30N 09-45E
- TO: 50-30N 09-00E
- TO: 50-30N 09-00E
- TO: 50-30N 09-00E

2 AIRCRAFT # 3

- TO: SATELONIX (IF)

Hq 13rd Bomb Wg, II  
 Annex "C" to Opns Ord No. 134-54 2  
 29 Sep 54

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TO: LE MANS (TGT)

TO: 50-55N 00-15E

TO: 51-30N 00-15E

TO: GREAT YARMOUTH

TO: 56-00N 00-00

TO: FALMOUTH VOR

1 AIRCRAFT # 4

TO: CHURCH (IP)

TO: LEIS (TGT)

TO: GREAT YARMOUTH

TO: 56-00N 00-00

TO: FALMOUTH VOR

AIRCRAFT # 5

TO: BRYTHEN (IP)

TO: HUNTS (TGT)

TO: 50-55N 00-15E

TO: 51-30N 00-15E

TO: GREAT YARMOUTH

TO: 56-00N 00-00

TO: FALMOUTH VOR

- 2 Alpha task force aircraft will increase to .81 Mach  
250 NM from target and end Mach .81 300 NM past target.  
1000' foot altitude separation between aircraft will  
be established after target. Navigation control air-  
craft will assign altitudes prior to HICP.

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(b) Task Force Bravo (3 Left)

1 DEPART: KEPLAVIK

TO: 56-00W 00-00E

TO: GREAT BAYBOUTH

TO: 51-00W 01-30E (HICP) start .81 Mach.

TO: 48-51N 03-05W (IF)

TO: WEST (TOT)

TO: 48-00W 06-00W

TO: 49-00N 08-00W End .81 Mach

TO: LANDS END

TO: AIRFIELD VOR

(c) Task Force Coca (3 Left)

1 DEPART: KEPLAVIK

TO: 56-00W 00-20E

TO: 02-30W 02-05E

TO: 01-00W 01-45E (HICP) start .81 Mach

TO: CADET (IF)

TO: MEMES (TOT)

TO: TULLY ISLE

TO: 48-00N 06-00W

TO: 49-00N 08-00W End .81 Mach

TO: LANDS END

TO: AIRFIELD VOR

Hq 43rd Bomb Wg, M  
Annex "C" to Opns Ord No. 13-54  
29 Sep 54

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2. Deployment Schedules:

(a) B-47.

	63rd	64th	65th
<u>1</u> X-3	1		
<u>2</u> X Day	4	4	6
<u>3</u> X / 1.	5	4	3
<u>4</u> X / 2	3	4	3
Totals	13	12	12

(b) KC-97.

<u>1</u> X-3			2
<u>2</u> X-1			5
<u>3</u> X Day			4
<u>4</u> X / 1			4
<u>5</u> X / 2			4

3. Strike Missions:

(a) B-47.

	63rd	64th	65th
<u>1</u> X / 1	3	3	5
<u>2</u> X / 2	5	3	3
<u>3</u> X / 3	3	4	3

(b) KC-97

<u>1</u> X / 1	6
<u>2</u> X / 1	6
<u>3</u> X / 1	5

(c) No B-47 airborne spare authorized.

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(d) Latest take-off time will be thirty minutes after last scheduled take-off for each group of aircraft on each day of strike.

4. Target assignment:

- (a) X / 1
  - ALPHE 65th
  - TRAVO 64th
  - COCA 63rd
- (b) X / 2
  - 63rd
  - 65th
  - 65th
- (c) X / 3
  - 64th
  - 63rd
  - 65th

5. Air Refueling:

- (a) Tanker Force.
  - (1) Six F-47 tankers over rendezvous on each X / 2. Five KC-97 tankers on X / 3.
- (b) Routes and altitudes.
  - (1) Direct to refuel areas.
  - (2) Direct from refueling to Lakenheath.
  - (3) Enroute altitudes at discretion of Tanker Task Force Commander.
- (c) Rendezvous Points: 40-32N 05-30W.
- (d) Refueling Course: 143 degrees true.
- (e) Refueling Altitude: 21000 feet.
- (f) Fuel Offload: Capable of loading 30500 pounds.
- (g) Tactics: In accordance with SAC Tactical Doctrine.

6. Air traffic control: See Annex "B".

7. Alternate bases:

- (a) B-47.
  - (1) Lakenheath RFB Station.
  - (2) Manston RFB Station.

Hq 13rd Bomb Wg, II  
Annex "C" to Opns Ord No 139-54  
20 Sep 54

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(3) Sidi Slimane Air Base, French Morocco.

(b) KC-97.

(1) Fairford RAF Station United Kingdom.

(2) Manston RAF Station United Kingdom.

(3) Dartonwood RAF Station United Kingdom.

(4) Furstenfeldbruck Air Base, Germany.

8. Emergency bases.

(a) Primary.

(1) SAC Bases

(b) Secondary.

(1) USMFB.

(2) NATO.

9. General procedure for bailout over Iceland: If it should become necessary to bailout within the vicinity of Iceland, and sufficient control of the aircraft and time permits, the following procedure will apply:

(a) Fly over the Keflavik range (IFK, 310.5 KCS) at 8000 feet minimum altitude.

(b) Track outbound a course of 119 degrees magnetic heading which is the same heading as the east leg of the Keflavik range.

(c) Conventional aircraft

(1) Fly 24-48 minutes at 134 MPH (115K) for 50 NM

(2) Fly 18-22 minutes at 172 MPH (150K) for 50 NM

(d) Jet aircraft

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- (1) Fly 15-18 minutes at 200K (230 MPH) for 50 NM
  - (2) Fly 10-14 minutes at 250K (268 MPH) for 50 NM
- (e) Abandon aircraft
- (f) Approximate coordinates of the best bailout section of the area are:
- 64-05N 20-55W
  - 64-50N 20-55W
  - 64-05N 20-50W
  - 64-50N 20-27.
- (g) The area is predominantly farm land, interspersed with narrow streams and marshes. You should land within 5 miles of a town or, most likely within 1 mile of a farmhouse. If no town or farmhouse is within sight, walk south.

1 APPENDIX  
APP 1 - Training Requirements

DAVID A. BURCHINAL  
Colonel, USAF  
Commander

DISTRIBUTION:

- |                       |                      |
|-----------------------|----------------------|
| 1 - Comdr 43rd EW     | 2 - Chief, Tac Plans |
| 1 - Comdr 3919th AGRU | 1 - Comm Off         |
| 1 - Opns Off          | 1 - Intel Off        |
| 2 - Comdr 63rd IS     | 5 - Wg History       |
| 2 - Comdr 61th IS     | 1 - 3916th AGRU      |
| 2 - Comdr 65th IS     | 1 - 485th Comm Sq    |
| 1 - Comdr 43rd A&E Sq | 1 - Air Trng         |
| 1 - Comdr 43rd FM Sq  |                      |
| 1 - Comdr HqSq Sec    |                      |
| 2 - Comdr 43rd A&S    |                      |

ORIGINAL:

FOIA (b)(6)

Hq 43rd Bomb Wg, H  
 Annex "C" to Opns Ord No. 139-54  
 29 Sep 54

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HEADQUARTERS 43RD BOMBARDMENT WING, MEDIUM  
APO 129, c/o Postmaster  
New York, New York  
29 September 1954

APPENDIX 1

TO

ANNEX "C"

TO

OPERATION'S ORDER

NO. 139-54

TRAINING POINT EVENTS

(To be published at a later date.)

Hq 43rd Bomb Wg, M  
App 1, To Annex "C" To Opns Ord N. 139-54  
29 September 1954

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HEADQUARTERS 43RD BOMBARDMENT WING, MEDIUM  
APO 129, c/o Postmaster  
New York, New York  
29 September 1954

ANNEX "D"

TO

OPERATIONS ORDER

No. 139-54

Logistics

Hq 43rd Bomb Wg, M  
Annex D to Opns Ord 139-54  
29 September 1954

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CLASSIFICATION SECRET  
AUTHORITY COMR 43rd BOMB W  
DATE 29 SEP 54  
NAME Kelly

HEADQUARTERS 43RD BOMBARDMENT WING, MEDIUM  
APO 129, c/o Postmaster  
New York, New York  
29 September 1954

ANNEX "D"

TO

OPERATIONS ORDER

NO. 139-54

LOGISTICS

1. SUPPL.

a. Installation (omitted).

b. Class I

(1) Perishable in-flight lunches for flight from U.S. will be provided, as required, by Fairford R.F. Base for the bomber and Lackland R.F. Base for the tankers. Personnel in-flight departing from Keflavik, Iceland will be requested from appropriate agencies at that base.

c. Classes II and III

(1) Individual weapons with basic load, in accordance with SAC regulation 136-9, will be carried, but will not be displayed, unless so directed by the Task Force Commander. Personnel will assure that firearms contain no ammunition in the chambers prior to

Hq 43rd Bomb wing, W  
Annex D to Opns Ord 139-54  
29 September 1954

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entrance and during occupancy of aircraft, except when performing guard duty. The 43rd Air Refueling Squadron will provide lockers (foot lockers) or suitable boxes which can be locked in sufficient numbers on each KC-97 to transport arms and ammo and give each section a weapons locker.

- (2) Authorized individual tool kits will accompany all maintenance speci lists.
- (3) Personnel will carry winter clothing at discretion of Tactical Unit Commander.
- (4) Field equipment will be carried.
- (5) EQL, as determined to be required by the Task Force Commander, will be deployed with the Staging Team.
- (6) ESE will be furnished by Keflavik Air Base to the extent available. Additional equipment, as determined to be required by the Task Force Commander, will be furnished by Fairford and Lakenheath R.A.F. Base, and deployed with the Staging Team and returned to the respective bases on completion of maneuver.

d. Classes III and IIIA

- (1) will be provided by the stations at which the requirements develop.
- (2) Aircraft fuel requirements will be as dictated by the

Hq 43rd Bomb Wing, M  
Annex D to Opns Ord 135-54  
29 September 1954

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Task Force Commander. However, immediately upon landing at any overseas base, all unit aircraft will be refueled to basic load, in accordance with SAC Regulation 66-27.

- (3) Maximum use of hydrant refueling systems will be made at all bases where these systems are available with appropriate fuel.
- (4) Following completion of maneuver, 43rd Bomb wing will furnish 7th Air Division a detailed report of refueling operation and capability at maneuver base.

c. Classes IV and IVc

- (1) Tactic I unit will deploy DME; Fly way Kit and engines not to exceed the 30 aircraft pre-strike column of Section II, SAC Manual 400-1, for A-47 aircraft and the 10 aircraft pre-strike column for KC-97 aircraft. Upon completion of movement, immediate action will be taken to replace F K items consumed.
- (2) While away from U.S. required aircraft spare parts which are not available in the pre-strike kits will be requested from stocks of the base at which the aircraft are located and/or other bases or depots in the vicinity.
- (3) Additional requirements for aircraft engines and/or spare parts will be made known to Headquarter 7th Air Division by fastest available means.

Hq 43rd Bomb wing, W  
Annex L to Opns Ord 139-54  
29 September 1954

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f. Classes V and VI

- (1) Bombardments see general instructions.

2. TRANSPORTATION.

a. Ground

- (1) Fairford RAF Base and Leakenworth RAF Base will provide ground transportation to the maximum extent possible during the U.K. portion of this maneuver.
- (2) Ground transportation at non-7th Air Division bases will be requested through appropriate agencies at these bases.

b. Air

- (1) All cargo and personnel will be transported in unit aircraft with the exception of 1 each R-436-59 engine and 1 each copy assembly S/N 1, FE-4-1850-562.
- (2) Cargo will be prepared in accordance with S.C. Regulation 100-2.
- (3) Passengers carried in unit aircraft will be limited to the numbers authorized by S.C. Regulation 60-10.
- (4) E-47 aircraft will carry the crew chief as a crew member to the Staging Base, but the crew chief will return to Fairford by first available returning KC-97.
- (5) KC-97 aircraft will carry a 10 man crew.

3. SERVICES.

a. Medical

Hq 43rd Bomb Wing, W  
Annex D to Opns Ord 137-54  
29 September 1954

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- (1) Medical support for this deployment will be in accordance with SAC Manual 160-1.
- (2) Immunization of all personnel involved will be in accordance with SAC Regulation 160-1, AFR 160-101 and AFR 160-102.

b. Maintenance

- (1) The maintenance activity will be organized and operated in accordance with SAC Regulation 66-12.
- (2) Maintenance beyond the combined capacity of the Task Force and Local Maintenance activities will be brought to the attention of Headquarters 7th Air Division by the fastest means available in order that assistance may be provided from other sources.

c. Finance

- (1) Participating personnel may carry unlimited amounts of US (scrip) and/or US dollar Travellers' checks. Also, aircraft commanders are authorized to take with them up to \$28.00 in US currency for each member of the aircraft crew and each passenger of the aircraft participating in the mission. Each person mentioned above is authorized to carry an additional \$28.00 in US currency. This US currency can be drawn from the finance. Disbursing officer serving the organization to which the members

~~SECRET~~

are assigned. This currency may be used only in the case of an emergency, i.e. if the aircraft lands outside an IFC area. All currency not used will be immediately returned to the Disbursing Officer upon return to the U.K.

- (2) Personnel participating in the maneuver may be given partial pay at the discretion of the unit commanders concerned.
- (3) SAC Funding Serial number SA 40-41 applies and will be placed on all special orders issued relative to this movement.

4. Personnel.

a. Personnel will conform to uniform regulation of the theater to which deployed and to the SAC Uniform Policy. In event of conflict the SAC Uniform Policy will prevail.

b. Personnel will be fully briefed concerning the following:

- (1) Customs and courtesies of locality of maneuvers.
- (2) Customs regulations applicable to import and export of U.K. or American currency.
- (3) Prohibitions and penalties for black market activity and violation of customs regulations.

c. Casualty reporting will be in accordance with AFR 30-11 and SAC Regulation 30-3.

Hq 43rd Bomb Wing, A  
Annex B to Ops Ord 139-54  
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d. Staging Team will not exceed those listed in Section II, SAC Manual 400-11, 15 aircraft pre-strike column for B-47 aircraft and 5 aircraft pre-strike column for KC-97 aircraft.

5. MISCELLANEOUS.

a. Security.

(1) Security will be provided by Air Police deployed with the 43rd Bomb wing, and will be divided between maneuver bases as determined by the Task Force Commander. If assistance is required from local Air Police personnel it will be requested by the Task Force Commander. The Air Police operation during deployment will be controlled by the Air Police Officer deployed by the Staging Team, and may utilize such communications and transportation facilities as may be made available by the local commander. The operation of deployed Air Police and the security of SAC aircraft will be governed by SAC regulations 205-8, 205-11, 205-14 and 205-15.

b. Load Lists.

a. Load list will be published at a later date.

DAVID W. BURCHINAL  
Colonel, USAF  
Commander

Hq 43rd Bomb Wing, B.  
Annex E to Opns Ord 139-54  
29 September 1954

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are assigned. This currency may be used only in the case of an emergency, i.e. if the aircraft lands outside an MPO area. All currency not used will be immediately returned to the Disbursing Officer upon return to the U.K.

- (2) Personnel participating in the maneuver may be given partial pay at the discretion of the unit commanders concerned.
- (3) SAC Funding Serial number 5A 40-41 applies and will be placed on all special orders issued relative to this movement.

4. Personnel.

a. Personnel will conform to uniform regulation of the theater to which deployed and to the SAC Uniform Policy. In event of conflict the SAC Uniform Policy will prevail.

b. Personnel will be fully briefed concerning the following:

- (1) Customs and courtesies of locality of maneuvers.
- (2) Customs regulations applicable to import and export of U.K. or American currency.
- (3) Prohibitions and penalties for black market activity and violation of customs regulations.

c. Casualty reporting will be in accordance with MFR 30-11 and SAC Regulation 30-3.

Hq 43rd Bomb Wing, A  
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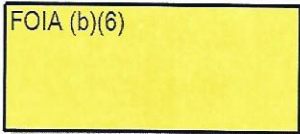
~~SECRET~~

DISTRIBUTION:

- 1 - Comdr 43rd Bomb wing
- 1 - Comdr 3919th AEGru
- 1 - Opns Off
- 2 - Comdr 63rd Bomb Sq
- 2 - Comdr 64th Bomb Sq
- 2 - Comdr 65th Bomb Sq
- 1 - Comdr 43rd Ann Sq
- 1 - Comdr 43rd Fm Sq
- 1 - Comdr Hq Sq Sec
- 2 - Comdr 43rd RS
- 2 - Chief, Pac Plans
- 1 - Comm Off
- 1 - intel off
- 5 - wg history
- 1 - 3910th AEGru
- 1 - 485th Comm Sq
- 1 - Air Training

OFFICIAL:

FOIA (b)(6)



hq 43rd Bomb wing, M  
Annex D to Opns Ord 139-54  
29 September 1954

~~SECRET~~

TO: Special Distribution

5 October 1954

FROM: 43rd Bombardment Wing Maintenance Control

SUBJECT: Monthly Aircraft Summary thru 30 September 1954

ASSIGNED:	63rd	64th	65th	43rd A/R	Wing
	B-47E 16	B-47E 15	B-47E 15	KC-97G 22	70
	B-47B 1	B-47B 1			

ON HAND:	15	14	14	22	65
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% IN COM:	88	80	80	95	87
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% OCP:	0	0	0	0	0
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% TOC:	0	0	0	0	0
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% INFP:	0	0	4	2	1
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% MAINT:	8	10	9	2	7
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% OTHER:	4	10	9	0	5
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63rd Bomb Sq:	B-47E	598:05
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64th Bomb Sq:	B-47E	557:00
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65th Bomb Sq:	B-47E	561:45
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B-47 TOTAL:		1716:50
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43rd Air Ref Sq:	KC-97G	998:00
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TOTAL TIME FLIGHT:		2715:50
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FOIA (b)(6)

No \_\_\_\_\_

AIRCRAFT ASSIGNED TO 43D BOMBARDMENT SQ, MEDICAL  
 Fairford RAF Station, England  
 as of 4 October 1954

61rd Bombardment Squadron (L)

B-47E 51-2384  
 51-2393  
 51-2395  
 51-2404  
 51-2409  
 52-50  
 52-57  
 52-60  
 52-63  
 52-65  
 52-67  
 52-85  
 52-91  
 52-227  
 52-294

61th Bombardment Squadron (L)

B-47E 51-2391  
 51-2394  
 51-2397  
 51-2405  
 52-52  
 52-55  
 52-59  
 52-68  
 52-74  
 52-78  
 52-84  
 52-85  
 52-223  
 52-239

All aircraft not at TDY loc

61rd B-47E 51-2355 (DL)  
 B-47E 52-87 (LAC)  
 64th B-47E 51-2354 (DL)  
 B-47E 52-16 (spot)  
 67th B-47E 52-51 (Depot)

Call ext 263 for changes  
 M/Sgt Fromeke

65th Bombardment Squadron (L)

B-47E 51-2399  
 51-2401  
 51-2403  
 51-2407  
 51-2411  
 52-62  
 52-67  
 52-70  
 52-72  
 52-82  
 52-83  
 52-226  
 52-230  
 52-240

43rd Air Refueling Squadron

B-77D 52-502  
 52-503  
 52-204  
 52-205  
 52-260  
 52-2607  
 52-2608  
 52-2609  
 52-2610  
 52-2611  
 52-2612  
 52-2613  
 52-2614  
 52-2615  
 52-2616  
 52-2617  
 52-2618  
 52-2650  
 52-2651  
 52-936  
 52-937  
 52-938

FOIA (b)(6)