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**HISTORY**  
**72**

**BOMBARDMENT WING  
HEAVY**

**1-29 FEBRUARY 1956**

**SECRET**

**ATOMIC ENERGY ACT 1954**

**RANNEY AIR FORCE BASE  
PUERTO RICO**

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Department of Energy Declassification Review	
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Classification:  
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Last Name: Stu  
Date: 2 Apr

(Unclassified)

72D BOMBARDMENT WING, HEAVY

ASSIGNED TO: Second Air Force, Strategic Air Command

PERIOD COVERED

FROM: 1 February 1956

TO: 29 February 1956

PREPARED BY:

1ST LT (b)(6)  
Wing Historical Officer

TSGT (b)(6)  
Wing Historical Technician

RCS: AU-D5

*Bertram C. Harrison*  
BERTRAM C. HARRISON  
Brigadier General, USAF  
Commander

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~~Atomic Energy Act 1954~~

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TABLE OF CONTENTS

ORGANIZATION AND ADMINISTRATION	1
Command Developments	1
Performance Rating	2
Budgetary Authorizations	2
Management Control Rating System	3
PERSONNEL	6
Strength	6
Effective Manning	6
Combat Crew Rotation	8
Personnel Testing Schedule Change	9
Enlistments	10
Schools	11
INSTALLATIONS, PROJECTS, AND FACILITIES	13
Unit Manning Document	13
Projects under Construction	14
Dollar Value of Construction	15
BASE OPERATIONS	16
Hours Flown by Base Flight Aircraft	16
Base Motor Pool Activities	17
Synthetic Trainer Utilization	18
SUPPLY AND MAINTENANCE	21
AOCP and ANFE Rates	21
Supply Support	21
Fuel Cell Repair	23
Maintenance Capability	24
Abort Rate	25
TACTICAL OPERATIONS AND TRAINING	27
Operation SQUEEZE PLAY	27
USCM Bombing Results	31
Wing Flying Time	32
Number of Aircraft Possessed	33
Radar Bombing Results	34
Tactical Squadron of the Month	36

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CHAPTER I  
ORGANIZATION AND ADMINISTRATION

The 72d Bombardment Wing, Heavy was commanded by Brigadier General Bertram C Harrison during February 1956. Ramey Air Force Base and the 72d Air Base Group were commanded by Colonel (b) (6) until 23 February 1956 when Colonel (b) (6) assumed command<sup>1/</sup>. This change was accomplished when Colonel (b) (6) Deputy Wing Commander, was reassigned to Headquarters, Second Air Force<sup>2/</sup>. Then Colonel (b) (6) assumed the duties of Deputy Wing Commander<sup>3/</sup>.

Several other changes were made in the roster of key personnel also. Major (b) (6) became Commander of the 72d Periodic Maintenance Squadron, and Major (b) (6) was reassigned to the 72d Field Maintenance Squadron for duty as Squadron Commander<sup>5/</sup>. Chaplain (Major) (b) (6) arrived at this station from Davis-Monthan Air Force Base, Arizona to fill the vacant position of Base Chaplain<sup>6/</sup>.

1/ Hq 72d BW, PERAM #63, Par 2; 23 Feb 56; Exhibit #1  
2/ Hq 72d BW, SO #13, Par 12, 16 Jan 56; Exhibit #2  
3/ Hq 72d BW, PERAM #63, Par 1, 23 Feb 56; Exhibit #1  
4/ Hq 72d BW, PERAM #32, Par 1, 1 Feb 56; Exhibit #3  
5/ Hq 72d BW, PERAM #32, Par 2, 1 Feb 56; Exhibit #3  
6/ Hq 36th AD, SO #245, Par 3, 8 Dec 55; Exhibit #4

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2

#### ORGANIZATION AND ADMINISTRATION

The 72d Food Service Squadron won first place for the second time in a row under the Performance Rating System in Air Base Group during February<sup>7/</sup>. This squadron earned 598.3 of the 600 points available for the award. The 72d Motor Vehicle Squadron was rated second scoring 99.67 percent of the 600 points. The 1938th AACS Squadron took third place accumulating 99 percent of the maximum points.

The units were graded on AWOL's traffic violations, discipline delinquencies, ground safety, and supply effectiveness.

During February, gross disbursements again recorded a decrease. Gross disbursements were \$1,932,780.35 and cash disbursements were \$406,882.95<sup>8/</sup>. The decrease in gross disbursements was \$87,004.89 under last month's disbursements.

On the last of the month, the initial Fiscal Year 1957 Annual Financial Plan was forwarded to Second Air Force. Comparison of funds requested and amount to be obligated this fiscal year within the major area is as follows:<sup>9/</sup>

<sup>7/</sup> Hq 72d ABGp, Performance Rating of 72d Air Base Group Squadrons for February 1956; Exhibit #5

<sup>8/</sup> Data taken from AF Form 248, 29 Feb 56, filed HFIN

<sup>9/</sup> Fiscal Year 1957 Annual Financial Plan, RCS: AF-C28, filed BUDA

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3

ORGANIZATION AND ADMINISTRATION

<u>AREA</u>	<u>FY 1956</u>	<u>FY 1957</u>	<u>INCR OR DECR</u>
Non-Personnel - Base (P-458)	1,234,402	3,941,056	2,706,654 <del>4</del>
Non-Personnel - Hosp (P-478)	214,000	261,660	47,660 <del>4</del>
Base Newspaper (P-434)	0	6,656	6,656 <del>4</del>
Medical Binding (P-478)	400	400	0
Subsistence (P-551)	903,271	1,007,143	103,872 <del>4</del>
Base School (P-458)	308,534	357,425	48,891 <del>4</del>

Scores for the 72d Air Base Group for January 1956, computed in February, using the SAC Management Control System criteria, were as follows:<sup>10/</sup>

Four items scored 100 percent by attaining all the points for maximum scoring. These items were the AWOL rate, Officer's Open Mess, NCO Open Mess, and Flying Safety. Only three items scored 100 percent last month.

Officer manning gained 20 percent over December by scoring 80 percent of the maximum score. This item did not reach maximum scoring because there is still a shortage of effective personnel in the Medical Field.

Airman manning dropped to 30 percent of the maximum score with the greatest shortages in the 46 (mechanics), 57 (fire fighters), 60 (Motor vehicle), 62 (food service), 64 (supply,) and 77 (air police) career fields.

<sup>10/</sup> Hq, 72d ABGp, SAC Management Control Statement, Feb 56; filed Base Comptroller's Office

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4

#### ORGANIZATION AND ADMINISTRATION

Supply management lost points in several areas, the most outstanding being processing of backlogged line items. This item scored 81 percent of the maximum points. The backlog of 1,073 line items was caused by a change in reporting procedures in accordance with AFM 67-1.

Commissary management stayed at 25 percent of maximum score due to the long supply line which results in forced issues to the Food Service Squadron and to increased inventories.

Medical-dental supply gained points by higher sales and lower operating costs, but the lower rate of inventory turnover overshadowed these gains for the quarter ending 31 January 1956. This item scored 75 percent of its maximum points.

Base support operating costs showed little change. Support personnel costs were \$2.29 more per person supported; supply costs were \$6.21 more per person mostly due to the increase in Food Service Account 36300. December estimate was not submitted early enough for December Expense Report. This item scored 47 percent of the maximum points.

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5

ORGANIZATION AND ADMINISTRATION

Ground safety gained points for the quarter due to the loss of a month with an accident cost of \$64,395 and a gain of a month with cost of \$3,037. Ground safety scored 50 percent of its maximum score by earning 35 points out of 70 points available.

The overall score was raised from 62 percent to 66 percent due, mainly to changes in scoring supply management and deleting pipeline for base purchases.

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6

CHAPTER II  
PERSONNEL

The authorized strength of the 72d Bombardment Wing, Heavy for the period ending 29 February 1956, was 603 officers and 3,756 airmen. The number of personnel assigned to the Wing at the end of the month was 595 officers and 3,517<sup>1/</sup> airmen.

Effective manning for Wing officers was 95.1 percent and 76.1 for Air Base Group officers.<sup>2/</sup> This represents a 6.6 percent increase for Wing officers and a .3 percent decrease for Air Base Group officers compared with last month's effective manning percentage.

Effective manning for Wing airmen was 86.7 percent and 77.7 percent for Air Base Group airmen.<sup>3/</sup> Wing airmen showed a decrease of 1.8 percent in effective manning. Air Base Group airmen registered a slight increase of .1 percent over last month's percentage.

In February the effective manning in direct support specialities averaged 79.33 percent. The following was

- 
- 1/ Chart, Military and Civilian Strength Report, 29 Feb 56; Exhibit #6
  - 2/ D/P, DPA to MA, Subject: Effective Manning Report, 3 Mar 56; filed DP
  - 3/ Information taken from organizational morning reports for Feb 56.

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7

PERSONNEL

a breakdown in the effective manning in these career fields by utilization <sup>4/</sup>AFSC:

<u>CAREER FIELD</u>	<u>EFFECTIVE MANNING PERCENTAGE</u>	
	<u>JAN</u>	<u>FEB</u>
29	30.5	30.5
30	81.8	88.3
32	76.4	77.4
40	100.0	100.0
42	80.1	81.0
43	85.1	88.9

The effective manning figure in all other career specialities in Wing units only was 82.9 percent, <sup>5/</sup>2.3 percent more than last month's percentage.

Of all the officers assigned, 12.95 percent were regular officers and 87.05 percent were reserve officers. <sup>6/</sup>

Thirty officers were gained during the month as follows: <sup>7/</sup>a major assigned as Director of Safety to Headquarters 72d Bomb Wing; a major and captain assigned as chaplains, and a major assigned as Base Exchange Officer to Headquarters, 72d Air Base Group; a captain assigned as aircraft performance engineer to the 72d Bomb Wing; a major

<sup>4/</sup> D/F, DPA to MA, Subj: Effective manning Report, 3 Mar 56; filed DP

<sup>5/</sup> Ibid.

<sup>5/</sup> Data taken from the Manning Status Charts maintained in the Directorate of Personnel

<sup>7/</sup> Ibid.

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8

PERSONNEL

assigned as Squadron Operations Officer to the 60th Bombardment Squadron; a captain assigned as Wing Ammunition Officer to Headquarters, 72d Bombardment Wing; one captain and two lieutenants assigned as nurses to the 72d Tactical Hospital; one captain and one major assigned as pilots to the 301st Bombardment Squadron; two captains and one major assigned as observers to the 301st Bombardment Squadron; one major, three captains and one lieutenant assigned as pilots to the 73d Bombardment Squadron; one major, two captains, and two lieutenants assigned as observers to the 73d Bombardment Squadron; one lieutenant was assigned as aircraft performance engineer to the 73d Bombardment Squadron; and one captain was assigned to the 1938th AACS Squadron (MATS).

During the month three more crews reported to this station. <sup>B/</sup> These crews came from Fairchild Air Force Base, Washington; Biggs Air Force Base, and Carswell Air Force base, Texas. The three crews they replaced went to Ellsworth Air Force Base, South Dakota; Carswell Air Force Base, Texas; and Travis Air Force Base, California. Upon the arrival of

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<sup>B/</sup> Information provided by Combat Crew Reporting Section of DF

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9

PERSONNEL

14 more incoming crews, crew rotation will be complete. Eleven more of the Wing's crews are slated to rotate. Complete crew rotation was expected to be accomplished by the middle of July 1956.

Instructions were received from Headquarters, USAF outlining the new personnel testing schedule which will be effective 1<sup>2</sup> March 1956. Major changes in the new testing schedule eliminates the make-up testing periods, but allows each career field to be tested every four months in three testing cycles. The old schedule allowed only two testing periods for each cycle. Other major changes are the new qualifying scores on all APT's. For five level tests, the passing score will be changed from 80 to 85 and for seven level tests, the passing score will be changed from 90 to 95. APT scores will also have a suffix letter, "A", "B", or "C" in the future. These categories are defined as follows:

Category "A" - Qualified on APT and possesses mandatory knowledge required in paragraph 3a of Air Force Speciality (AFS) description. Must meet other requirements specified in paragraph 15, AFM 35-1 before award of AFS. This category also indicates a score of 90 or above for five level

<sup>2</sup>/ Ltr, Hq USAF, dated 27 Dec 55, Subj: Major Revision to APT Program; Exhibit #7

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10

PERSONNEL

AFS and 100 or above for seven level AFS.

Category "B" - Borderline qualification on APT. Possession of mandatory knowledge required for award of AFS is questionable. Classification board must confirm knowledge and evaluate record of performance before award of AFS. Five level score 85 - 89, seven level score 95 - 99.

Category "C" - Unqualified on APT. Does not possess mandatory knowledge required in paragraph 3a of AFS description. Cannot be considered for award of AFS at this time. Category "C" score is below 85 for five level and below 95 for seven level AFSC.

The Separation and Reenlistment Section of personnel processed 31 discharges. Four four-year reenlistments and 20 six-year reenlistments were also accomplished during the month.<sup>10/</sup>

During the month 38 non-prior service territorial residents of Puerto Rico and Virgin Islands arrived at this station for enlistment in to the Air Force for a period of four years and subsequent assignment to Lackland Air Force Base, Texas for basic training.<sup>11/</sup>

<sup>10/</sup> Information taken from DD Forms 4 for Feb 56; Filed DP  
<sup>11/</sup> Ibid.

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11

PERSONNEL

These youths bring the cumulative total of enlistees to 619 since the beginning of this program in August of 1954.

During the month 16 prior service territorial residents of Puerto Rico came to this station for enlistment in the Air Force for a period of four years<sup>12/</sup>. These enlistees were assigned to organizations at this station.

Eight airmen entered technical training schools during February. Fifteen airmen graduated from training, leaving 10 under instruction at the close of the month. This brings the cumulative number of graduates since 1 June 1956 (when ZI training at Air Training Command schools commenced) for the Wing to <sup>15/</sup>783.

At the end of the month, 90 master sergeants assigned to Ramey have graduated from the Second Air Force Non-Commissioned Officers' Academy<sup>14/</sup>. Eight master sergeants are presently attending Class 56-B graduating 24 March 1956. Eight more were scheduled to attend class 56-C, starting 29 March 1956.

Air Base Group organizations had an AWOL rate of .64 per 1,000 and Wing organizations had .55 per 1,000 during the month<sup>15/</sup>. Last month Air Base Group had .62 per 1,000, and Wing had now AWOL's.

<sup>12/</sup> Ibid.

<sup>13/</sup> Information obtained from Schools Section of DP

<sup>14/</sup> Ibid.

<sup>15/</sup> Stat Services Publication, Deadline, 29 Feb 56; Exhibit #8

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12

PERSONNEL

The number of Venereal Disease cases declined considerably during the month. Twenty-one cases were recorded this month compared with 26 cases last month.<sup>16/</sup>

During the month only 13 personnel were punished under article 15, United Code of Military Justice;<sup>17/</sup> compared with 12 last month.

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<sup>16/</sup> Ibid.  
<sup>17/</sup> Ibid.

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13

CHAPTER III  
INSTALLATIONS, PROJECTS, AND FACILITIES

The Base Installations Engineer handcarried a letter from the Wing Commander in which it was reiterated that assistance was needed on the implementation of the new unit manning document that was received last month. Representatives from the manpower office of Second Air Force arrived at this station during the month to conduct a special staff visit to secure additional information relative to the adequacy of the new Installations Squadron Manning Document and to investigate the special requirements need of this Installations Squadron due to its geographical location and problems peculiar to the squadron at this station. Prior to their departure, the staff team inspected all aspects of this squadron. Upon its return to Headquarters, Second Air Force, the team was to present their recommendations on the proposed reduction in force which would eliminate 60 civilian positions from the force of the Base Installations Engineers.<sup>1/</sup>

Also during the month the Assistant Installations Engineer resigned his position.<sup>2/</sup>

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<sup>1/</sup> Information obtained from the BIEO  
<sup>2/</sup> Ibid.

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14

INSTALLATIONS, PROJECTS, AND FACILITIES

This headquarters was advised by SAC that the Fiscal Year 1957 Major Repair and minor Construction Program is to be submitted by 19 March 1956. All efforts were being expended to prepare the program in time to meet the deadline date.

During the first week in February, work was begun to remodel wards in the hospital and to remove and replace floor covering. This project was 42.5 percent near completion at the close of the month.

Other projects that were nearing completion were the project to repair mess hall and dishwashing equipment. This project showed approximately 95 percent completion. The exhaust system in the Installations Engineers' carpentry shop was approximately 99 percent complete at the close of the month. The construction of the new Base Chapel, NCO Club, and the addition to the Base Laundry have reached 80 percent toward completion. The storage facility in the ordnance area was 93.6 percent complete at the close of the month. With all these projects nearing completion, no projects were completed during the month.

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<sup>3</sup>/<sub>4</sub> SAC Msg DM 78413184, 16 Feb 56; filed BIEO  
<sup>4</sup>/<sub>4</sub> Charts showing progress, cost, and contr of projects under construction as of 29 Feb 56 and photographs of projects under construction; Exhibits #10-20

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15

#### INSTALLATIONS, PROJECTS, AND FACILITIES

The construction of a new Base Library also started during the month across the street from the 73d Bomb Squadron barracks. The new building was estimated to cost \$154,500. Upon completion in mid October it is to contain a children's room, music room and a large lounge in addition to available space for 18,000 books<sup>5/</sup>. The book shelves will have space for 5,000 more books than the current library building. The building when completed will measure 121 feet by 41 feet.

All other construction of the major repair and minor construction program and military construction program<sup>6/</sup> progressed steadily toward completion during the month.

The dollar value of Maintenance and Organization Projects under construction was \$408,539 and the dollar value of Military Construction Program projects was \$3,923,984.68<sup>7/</sup> at the close of the month.

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- 5/ Artist Conception of the New Base Library; Exhibit #20
  - 6/ Charts showing progress, cost, and contractor of projects under construction as of 29 Feb 56 and photographs of projects under construction; Exhibits #10-20
  - 7/ Ibid.

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16

CHAPTER IV  
BASE OPERATIONS

Fifty pilots were attached or assigned to the Base Operations Section for flying during the month.<sup>1/</sup>

During the month Base Flight aircraft flew 16 air-lift missions to the Zone of the Interior (ZI) and surrounding islands.<sup>2/</sup>

During February five support aircraft were assigned and/or possessed; three C-47D's one VC-47D, and one C-54D.<sup>3/</sup>

Base Flight aircraft flew 472 hours, during the month.<sup>4/</sup> The three C-47D's flew 310 hours. The VC-47D flew 66 hours, and the C-54 flew 96 hours.

The C-54 orientation training project that was initiated in December was progressing satisfactorily at the close of the month.

None of the C-47 aircraft were out of commission for parts during February. The C-54 aircraft had an aircraft out of commission percentage of 2.3.<sup>5/</sup>

In February, 520 aircraft arrived at this station and 521 departed.<sup>6/</sup> Arriving passengers and crewmembers

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- 1/ Information obtained from Base Operations
  - 2/ Information taken from February's A/C Logs; filed Base Ops
  - 3/ Stat Services publication, Deadline, 29 Feb 56; Exhibit #8
  - 4/ Ibid.
  - 5/ Ibid.
  - 6/ Information provided by Base Operations

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BASE OPERATIONS

totalled 1,495 and departing passengers and crewmembers amounted to 1,836.

Vehicles assigned to the Base Motor Pool traveled 191,416 miles. Air Base Group's vehicle speedometers clocked 139,616 miles while Wing vehicles registered 51,800 miles<sup>7/</sup>.

At the close of the month the base possessed 276 general purpose vehicles, 115 special purpose vehicles, 35 construction vehicles, and 38 material handling vehicles totaling 464 vehicles<sup>8/</sup>.

Ramey personnel are still writing letters. During the month \$4,247.61 passed over the post office counter in exchange for stamps and envelopes<sup>9/</sup>. The estimated weight of all classes of mail received and dispatched during the month was over 23,000 pounds.

A total of 651 hours of standby time was logged by the Crash Boat flight in February<sup>10/</sup>. This low number of hours was attributed to the base possessing only one crash boat. The one boat assigned provided close support for off-shore training of crews in SA-16 type aircraft

7/ Data taken from AF Form 110, 29 Feb 56; filed Base Mtr Pool  
8/ Information obtained from SAC Form 334; filed Base Mtr Pool  
9/ Data compiled from AF Form 120, 29 Feb 56; filed BPO  
10/ Information taken from Crash Boat Logs for Feb 56; filed Crash Boat Flight

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18

#### BASE OPERATIONS

performing water landings and take-offs. The boat also operated in support of survival training exercises of aircraft crews extending to Mona and Desecheo Islands.

In February communications personnel received 5,733 incoming messages, and dispatched 4,130 outgoing messages.<sup>11/</sup>

During the month Ramey personnel picked up their phones in answer to over 1,750,000 telephone calls.<sup>12/</sup> This number of calls exceeds those made last month by 50,000.

Synthetic trainer utilization by the three tactical squadrons of the Wing amounted to 576:45 hours consisting of 166:30 hours of instrument training, 222 hours of ultrasonic training, 105 hours of E-26A training, and 83:15 hours of T-1A training.<sup>13/</sup>

The 72d Food Service Squadron prepared and served 188,064 meals during the month compared with 194,185 meals prepared and served last month.<sup>14/</sup> The value of the garrison ration was \$.2629 per man per day. The in-flight kitchen served 4,585 meals during the month, a decrease of 151, compared to 4,736 meals served during last month. Normally

<sup>11/</sup> Information obtained from Base Communication Center  
<sup>12/</sup> Figures furnished by Switch Room of Base Communications  
<sup>13/</sup> 72d BW, Synthetic Trainer Graph, 29 Feb 56; Exhibit #21  
<sup>14/</sup> Daily Attendance Record, AF Form 1251 for Feb 56; filed 72d FSS

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19

BASE OPERATIONS

the in-flight kitchen produces an average of 5,200 meals per month, many for transient crews. Meals for the Wing's combat crews are mostly pre-cooked and frozen in a scientifically designed package of nourishment for long flights at high altitudes. The heavy volume of these meals consumed at this station requires a C-47 pick-up each month from depots in the states.

During the month, 667 days were lost by Air Force patients placed in the hospital or quarters involving 66 patients with an average of ten days lost per patient.<sup>15/</sup> During the month the Base Veterinarian inspected 2,941,297 pounds of food stuffs of all types in accordance with Air Force Regulation 160-8.<sup>16/</sup>

A total of 1,290,282 pounds of food stuffs of animal origin were inspected during the month.<sup>17/</sup> There were 349 pounds rejected as unsanitary or unsound.

In February, the Base Veterinarian also inspected 1,651,015 pounds of food of non-animal origin, consisting of fresh and frozen fruits and vegetables cereals, and other miscellaneous foods.<sup>18/</sup> Of this type of food, 1,471 pounds were rejected.

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- <sup>15/</sup> Information taken from Morbidity Report, DD Form 442, 29 Feb 56; filed Base Hospital  
<sup>16/</sup> 72d BW, D/P from HV to HC and BC; Subject: Monthly Veterinary Report for Feb 56; Exhibit #23  
<sup>17/</sup> Ibid.  
<sup>18/</sup> Ibid.

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20

BASE OPERATIONS

The rejected food was submitted for salvage by the commissary officer. Damage of products during shipment, storage deterioration, rust and pin holes, and insect infestation were the primary cause for recommending condemnation of these foods.

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21

CHAPTER V  
SUPPLY AND MAINTENANCE

After the good record of having no Aircraft Out of Commission for Parts (AOCP), the AOCP rate for February increased slightly to 3.2 percent. This rise was partially attributed to a shortage of engines during the month. Pipeline time for the month for AOCP items was 8.9 <sup>1/</sup>days.

The Aircraft Not Fully Equipped (ANFE) percentage rate of 37.9 was considerably more than last month's figure of 27.6 <sup>2/</sup>. Pipeline time for ANFE items also increased with 8.5 days recorded for February as compared with six days last month. This high percentage for ANFE items was primarily caused by a shortage of armament parts during the month.

Aircraft spares were cannibalized on 57 different occasions during the month; <sup>3/</sup> 15 cannibalizations more than in January. Of the 57 cannibalizations, 41 were in the airplane general with 84 manhours expended; and 16 were in armament and electronics with 25 manhours expended.

Supply support for February of aircraft spare parts was sufficient to meet operational requirements except for engines. The percent of supply effectiveness computed

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<sup>1/</sup> Chart, Supply Statistics, 29 Feb 56; Exhibit #33  
<sup>2/</sup> Ibid.  
<sup>3/</sup> Ibid.

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22

SUPPLY AND MAINTENANCE

over all aircraft classes was 71.7, reflecting an increase of 4.7 percent over the January rate.<sup>4/</sup> Of the 6,732 items requested from the two major service units, a total of 4,828 items was received.

Seven 4360-41 power packs were received during February. However, it was determined that the Wing was below its required level of raw engines, with the result that all engines which must be removed, will be AOCF until the Wing's required level has been reached.<sup>5/</sup> Action has been taken by Headquarters, SAC and Headquarters, AMC to effect shipment of the necessary engines to bring the station to its minimum level plus an operating stock of engines.

Only one jet engine was received during February; although, the Wing had requested that eight be allocated. Consequently, the Wing is AOCF for six engines and will probably be AOCF for more before additional engines can be obtained and airlifted to this station.<sup>6/</sup>

Some of the material and personnel problems that adversely affected the mission of the Wing during the month of February were fuel cell leaks on assigned aircraft, and motor generators.<sup>7/</sup>

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<sup>5/</sup> Information provided by Office of D/M

<sup>6/</sup> Ibid.

<sup>7/</sup> Wing Comdr's Remarks, RCS: 1-SAC-T12, 29 Feb 56; Exhibit #24

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23

#### SUPPLY AND MAINTENANCE

Fuel cell repair involved 19 aircraft for a loss of 45 aircraft days as compared to 22 aircraft during January. This continuous fluctuation continues to hamper the combat effectiveness of the wing as previously reported. The B-36 aircraft was designed with a "wet wing" which means that the fuel cells are an integral part of the wing. The constant changes of temperature (i.e., 95 degrees on parking ramps and 30 degrees below zero at high altitudes) cause the plastic sealing compound in the fuel cells to become brittle. Temperature changes, deterioration with age and usage, combined with the flexibility of the 36's huge wing attributed to the large number of fuel cell leaks.

Sheet metal repairs continued to present an increasing work load due to lack of personnel and continued corrosion problems. This condition was particularly true in maintaining an "in docks" schedule in the 75 hours post-flight and periodic inspection. The agreement to man this wing to a 90 percent minimum in this field has not been accomplished as of this report.

A shortage of mercury relays have caused numerous cannibalizations in order to remain operational. These items have been back-ordered since 19 August 1955, and to

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24

SUPPLY AND MAINTENANCE

this date only 19 have been received leaving a due out balance of 146.

Headquarters, SAC has advised the 72d Bombardment Wing that the delivery schedule for MD-4 motor generators has been slipped from April 1956 to May 1956. This is the third slippage in the delivery schedule during the past year. None receipt of these generators has forced excessive use of B-10 generators with a resulting high failure and repair rate for this unit.

Operations requirements presented to the Flight Scheduling Committee for the month were 92 sorties requiring 1,337 flying hours. Maintenance capability in accordance with SAC Manual 66-3 was 89 sorties and 1,145 flying hours. One hundred nine sorties were maintenance deliveries accepted by operations. Operations utilized 84 sorties and 1,261 flying hours. During the month 1,261 flying hours were creditable under SAC Regulation 60-9. During the period 1 January through 29 February 1956, 2,477 flying hours were required. Of the required 2,477 hours the wing delivered 2,392 for the two months. These

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S/ Data compiled from SAC F-1 Report, 29 Feb 56, filed Wing Management Analysis Office

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25

SUPPLY AND MAINTENANCE

hours represent 96.6 percent of the total hours required over this same period.

During the period of 1 February through 29 February 1956, the abort rate for B-36 aircraft assigned to this wing was 9.7 percent based upon 103 sorties and 10 <sup>9/</sup> aborts. This month's abort rate was considerably less than last month's rate of 20.9 percent. Four of the 10 aborts were caused by power plant failures, two in the airplane general and four caused by failures in the bomb-navigation system. This low number of aborts was attributed to the excellent maintenance performed in conjunction with the mission during the month.

The monthly fuel consumption was 1,374,369 <sup>10/</sup> gallons. This number of gallons was the highest number of gallons consumed since November 1955 when the Wing consumed 1,626,513 gallons. The consumption of this large number of gallons of gasoline was attributed to the performance of the USCM operation "SQUEEZE PLAY".

The average sortie duration was 12:55 <sup>11/</sup> hours. The average sortie duration was lower than the scheduled 14.53 hours due to extra sorties scheduled as shakedown flights.

<sup>9/</sup> SAC U-15 Report, 1-29 Feb 56; filed Rpts & Ana of DM  
<sup>10/</sup> 72d BW Chart, Fuel Consumption, Exhibit #27  
<sup>11/</sup> 72d BW Chart, Wing Maintenance Data, Exhibit #32

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26

SUPPLY AND MAINTENANCE

Seventeen reciprocating engine changes were accomplished during the month none of which were caused by fire damage.<sup>12/</sup> Average removal time for these engines was 310:58 hours. Seven jet engine changes were called in during the month with an average removal time of 63:24 hours.

During February, 240 unsatisfactory reports (UR's) were submitted.<sup>13/</sup> This number of UR's was a decrease of 53 compared to the January total. The 72d Armament and Electronics Maintenance Squadron submitted the largest amount of UR's. The 72d Periodic Maintenance and the 72d Operations Squadron submitted no UR's during the month. The greatest number of UR's submitted were in the power plant and the radio-radar systems.

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<sup>12/</sup> 72d EW Chart, R-4360 Av Operating Time at Change; Exhibit #31  
<sup>13/</sup> Chart, UR's Submitted; Exhibit #34

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27

CHAPTER VI  
TACTICAL OPERATIONS AND TRAINING

In the event of war and offensive action against the United States, the 72d Bombardment Wing must be trained and ready to retaliate with a minimum of delay. To insure this readiness the Wing performs some type of training continuously. In maintaining this state of readiness the Wing performed a United Simulated Combat Mission (USCM) during the month. The nickname for this USCM was "Operation SQUEEZE PLAY". "Exercise SQUEEZE PLAY" was designed to provide the 72d Bombardment Wing with training in the execution of its emergency war Plan (EWP) assignment under simulated combat conditions. To give combat crews realistic training, targets in the United States were considered simulated aggressor targets. Simulated enemy territory was designated as all territory North of 29-<sup>1</sup>00N.

The general purpose of the mission was to deploy 13 aircraft to Westover Air Force Base, Massachusetts, accomplish air weapons loading at Westover, and return to Ramey; to accomplish an air weapons loading at Ramey utilizing eight RB-36 aircraft; to launch a total of 21

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1/ 72d BW 00 19-56 30 Jan 56; Exhibit #45  
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28

TACTICAL OPERATIONS AND TRAINING

RB-36 aircraft on strike sortie in two waves, first wave composed of 10 aircraft on the 16th of February and a second wave of 11 aircraft on 17th of February 1956 against selected targets within the ZI; to accomplish a maximum amount of 50-8 training.<sup>2)</sup>

For the purpose of the deployment, all aircraft and aircrews participating in this exercise were divided into two forces. The ALFA force was composed of all modified Phase X aircraft that were required to deploy to Westover for the practice weapons loading. BRAVO force was composed of all remaining aircraft and aircrews scheduled to participate in this operation that executed a weapons loading at this station. Twenty-five crews participated in these exercises and the over-all performance of the crews was considered excellent. On 14 February 1956, 13 phase X aircraft were deployed to Westover. Twelve aircraft arrived at Westover with the 13th aircraft, 005, being diverted to Hunter Air Force Base, Georgia, since Westover was below GCA minimums at the time of arrival.<sup>3)</sup> The aircraft at Westover were loaded with the (b) (1) (A)

<sup>2/</sup> Ibid.  
<sup>3/</sup> 72d BW Command [redacted] SAC-T12; 1-29 Feb 56; [redacted]

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29

TACTICAL OPERATIONS AND TRAINING

weapons. Aircrew members performed a pre-take-off check on weapons prior to off loading.

The best USCM the 72d Bombardment Wing has ever flown was the assessment made on "Operation SQUEEZE PLAY". The success of the mission was considered excellent. The overall effectiveness of the operation was 97.4 percent. Of the 25 scheduled, 24 aircraft were airborne 23 were effective over the target, and 22 flew the mission as briefed. On the deployment phase ATC traffic control and GCA in the Westover area delayed arrivals. Consideration should be given to providing a timing pad for similar missions in the future if down times are considered important. The Wing totaled 224.5 points plus 7.6 bonus points that brought the wing average to 97.4 percent. (See Operations Order for scoring criteria.) The overall success of the mission was attributed to good basic planning, sound understanding of the objective by all participating parties, excellent maintenance, and the desire to excell.

The Third Strategic Support Squadron had one aircraft, a C-124, that developed trouble prior to arrival at Ramey causing last minute changes in the deployment of the enroute maintenance team. This squadron was to provide two C-124

- 4 72d BW Zippo, Mag Service Order, 24 Feb 56; Exhibit #43  
5 72d BW Comdr's Remarks, RCS: 1-SAC-F12; 1-29 Feb 56; Exhibit #24

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30

TACTICAL OPERATIONS AND TRAINING

aircraft to be in place at this station two days before the mission to airlift enroute support personnel to Westover. These aircraft were to be used to provide return airlift for these personnel and equipment to Ramey.

Internal security was considered adequate. Simulated sabotage by penetration team was completely ineffective against <sup>6/</sup>scheduled aircraft and fly-away-kits. However, one penetrator reached the flight line but was apprehended as he was leaving an aircraft. This was not counted against the Wing since the aircraft was not one of the scheduled aircraft for the mission and since the penetrator was captured.

All crews but one flying the mission profile flew the route as briefed with no excess deviations from the course. One crew made post target landing at MacDill Air Force Base, Florida, during strike phase in the interest of flying safety because of two feathered engines.<sup>7/</sup> All aircraft were adequately spaced in the bomber stream and timing involved was good. All crews accomplished celestial navigation legs. Twenty-two crews flew day celestial with an average CEA of 9.6 nautical miles. Flight engineering was considered excellent, all aircraft scoring was well above SAC average.

- ~~SECRET~~
- ~~CONFIDENTIAL DATA~~
- 6/ Information taken from files in Base Provost Marshal's Office
- 7/ 72d BW Zippe Mag 02-188 to 2AF; 24 Feb 56; Exhibit #43

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31

TACTICAL OPERATIONS AND TRAINING

Twenty-three crews made bomb runs on the primary target (See Operations Order for targets) with a CEA of 1,899 feet and a reliability percentage of 81 percent. One crew could not make a release due to malfunction of the radar set. Bombing of the secondary target (Tampa RBS) by 21 crews resulted in a CEA of 1,513 feet and a reliability of 85.7 percent. No gross errors were committed. All bomb runs were accomplished at night during marginal weather.

Three crews scored 99 percent reliability in their bombing results during the mission. Thirteen of the participating crews scored over 90 percent reliability in their overall bombing results on the operation.

The three tactical squadrons recorded their overall scores on the mission as follows: the 60th Bombardment Squadron scored the most number of points for a percentage of 93.3 percent; the 301st Bombardment Squadron accumulated the next largest number of points for a percentage of 86.8; and the least number of points were scored by the 73d Bombardment Squadron recording a percentage of 84.8. ~~XXXXXXXXXX~~

~~Alvin Langford 1954~~

8 Ibid.  
9 72d BW, SQUEEZE PLAY Bombing Results; Exhibit #42  
10 72d BW, Chart, USCM (SQUEEZE PLAY); Exhibit #40

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32

TACTICAL OPERATIONS AND TRAINING

Four crews of the Wing scored 100 percent under the criteria of the SAC Management Control System.<sup>11/</sup> Three of the crews were assigned to the 301st Bombardment Squadron, and the other crew came from the 60th Bombardment Squadron.

During the USCM SQUEEZE PLAY, the Wing's aircraft flew 711:35 hours, more than half of the Wing's total flying time during the month.<sup>12/</sup> The Wing's tactical aircraft programed 1,337 hours of flying time, but it only accomplished 1,287 hours and 113 sorties.<sup>13/</sup> Broken down these figures represented 102 combat crew training sorties (1254:20 hours), 10 test hops (25:50 hours), and one ferry flight (6:50 hours).

As of the last of the month the Wing had completed approximately 76 percent of its 50-8 training requirements.<sup>14/</sup> It appeared that the large amount of flying that will be required to complete SAC Regulation 51-26 requirements may materially reduce the Wing's ability to complete 100 percent of its 50-8 requirements.

In February the three tactical squadrons scheduled

~~RESTRICTED DATA~~

~~Atomic Energy Act 1954~~

- <sup>11/</sup> Ibid.  
<sup>12/</sup> 72d BW Comdr's Remarks, RCS: 1-SAC-T12, 1-29 Feb 56; Exhibit #24  
<sup>13/</sup> Chart, Wing Flying Time Progress and Sorties and Flying Time, Feb 56; Exhibits 46 & 47  
<sup>14/</sup> 2AF Training Report for Feb, Filed DOT

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33

TACTICAL OPERATIONS AND TRAINING

14 live gunnery missions, 12 of these missions were completed. <sup>15/</sup> On these missions, 78,400 rounds of 20 mm ammunition were loaded and 51,006 rounds were fired for a fireout of 65 percent. Four of these missions were flown in configuration III aircraft and eight were flown in configuration II aircraft. This completed approximately 85 percent of the Wing's quarterly requirement for this quarter.

During the month three camera gunnery missions were scheduled, only one was accomplished. On this mission 170 feet of camera gunnery film were exposed to obtain six scorable attacks. <sup>16/</sup> Next month when the fighter aircraft arrive from Turner Air Force Base, Georgia, this low number of missions should increase considerably.

The average number of aircraft possessed by all three tactical squadrons of the Wing was <sup>17/</sup> 34. The average number of hours flown per aircraft was 38:45 hours. Last month the Wing possessed the same number of aircraft averaging 33:12 hours flown per aircraft. The flying of the USCM caused the increase in the hours flown per aircraft.

~~RESTRICTED~~

~~Atlantic Force, Feb 1954~~

- <sup>15/</sup> Gunnery Training Records for Feb 56, filed DOT
- <sup>16/</sup> Ibid.
- <sup>17/</sup> 72d BW Chart, Wing Maintenance Data; Exhibit #32

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34

TACTICAL OPERATIONS AND TRAINING

The top ten crews of the wing scored an average of 87.5 percent reliability in their radar bombing results during the period 1 November 1955 through 29 February 1956.<sup>18/</sup> This percentage was based on 235 RBS runs with 235 of them within accuracy standards.

During this same period, the 60th Bombardment Squadron topped the 73d and 301st Bomb Squadrons by scoring an average of 88.3 percent reliability in its radar bombing results.<sup>19/</sup>

The 73d Bombardment Squadron came next scoring an average of 87.9 percent reliability.<sup>20/</sup> The percentage was based upon 89 RBS runs within accuracy standards out of 102 runs made.

The 301st Bombardment Squadron scored the least of the other two squadrons scoring 86.4 percent reliability.<sup>21/</sup> This squadron accomplished 87 RBS runs, 87 of them within accuracy standards.

The monthly radar bombing picture was very much the same with the Wing's top ten crews attaining a reliability

<sup>18/</sup> Consolidated Radar Bombing Results for period 1 Nov 55 through 29 Feb 56; Exhibit #50  
<sup>19/</sup> Ibid.  
<sup>20/</sup> Ibid.  
<sup>21/</sup> Ibid.

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35

TACTICAL OPERATIONS AND TRAINING

percentage of <sup>22/</sup>85.7. This was based upon 157 RBS runs within accuracy standards out of 183 runs made.

During the month, the 73d Bombardment Squadron again topped the 60th and 301st Bomb Squadrons by scoring an average of 86.6 percent reliability in its radar bombing <sup>23/</sup>results.

The 301st came next scoring an average of 85.9 percent reliability, and the 60th scored the least of the other two tactical squadrons with a reliability percentage of <sup>24/</sup>84.5.

The Wing had a dropsonde proficiency percentage of 85.4 reliability, accruing 1,276 points of 1,494 points available. <sup>25/</sup>The 60th Bomb Squadron dropped from first place after having scored the highest number of points for five consecutive months. The 301st Squadron had the highest reliability percentage of 86.1, accruing this percentage by scoring 229 points of 266 points available. The 60th Bomb Squadron had a reliability percentage of 85.5, and the 73d Bomb Squadron scored 85 percent reliability in its dropsonde proficiency.

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<sup>22/</sup> Ibid.  
<sup>23/</sup> Ibid. ~~Atomic Energy Act 1954~~  
<sup>24/</sup> Ibid.  
<sup>25/</sup> Dropsonde Proficiency Training Report for Feb 56; Exhibit #48

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36

TACTICAL OPERATIONS AND TRAINING

Progress in dropsonde observations was low partly because only 13 aircraft or 38 percent of the assigned aircraft were dropsonde equipped and assignment of aircraft with equipment was not made on an equal basis. Another factor causing low dropsonde accomplishments was poor utilization of dropsonde equipped aircraft. Accomplishments could be increased by planning missions to fly at or above 15,000 feet between Ramey and the ZI on individual training missions.

Under the criteria of the 72d Bombardment "ing Management Control System, the 301st Bombardment Squadron, commanded by Lieutenant Colonel (b) (6) won the award of "Tactical Squadron of the Month" for the second straight month.

Crew R37, commanded by Captain (b) (6) of the 73d Bombardment Squadron won the award of "Crew of the Month" under this same system. This crew won this award by scoring 99.3 percent of all the available points. The crew was rated on training minimums, proficiency items, flying hour utilization, aborts, and on time take-offs.

26/ 72d Bw, Management Control System; filed Wg Comptroller's Office  
27/ Ibid.

~~RESTRICTED DATA~~  
~~Atomic Energy Act 1954~~

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37

TACTICAL OPERATIONS AND TRAINING

The 72d Periodic Maintenance Squadron, commanded by Major L C Callaway, won the award of "Maintenance Squadron of the Month"<sup>28/</sup>.

On 25 February 1956, this base conducted an important training exercise. The participants for the most part were dependents of the officers, airmen and civilians residing on the base. The purpose of the base abandonment exercise was to indoctrinate these non-combatants in a safe, systematic, organized method of saving their lives in event the base is some day attacked by an enemy force.

Not enough of the base residents seemed to be interested in saving their lives because only 452 families participated in the exercise.<sup>29/</sup> Of the officer families 50.4 percent, 31.4 percent of the airmen families and 35.6 percent of the civilian families on the base took part. The remainder gave reasons varying from "I was too busy" to "The exercise was voluntary and not mandatory."

The Wing Commander recommends in his commander's column in the base newspaper that the next time we practice the Hamey Base Abandonment plan that we have 100 percent participation.

~~SECRET~~  
~~Atomic Energy Act 1954~~

<sup>28/</sup> Ibid.  
<sup>29/</sup> Stat Services Publication, Deadline, 29 Feb 56; Exhibit #8

~~SECRET~~



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ROSTER OF KEY PERSONNEL AS OF 29 FEBRUARY 1956

BRIGADIER GENERAL BERTRAM C HARRISON	Commander, 72d Bombardment Wing, Heavy
COLONEL (b) (6)	Deputy Wing Commander
COLONEL (b) (6)	Commander, Ramey AFB and 72d Air Base Group
COLONEL (b) (6)	Commander, 72d Tactical Hospital and 4235th USAF Hospital
MAJOR (b) (6)	Wing Inspector
MAJOR (b) (6)	Wing and Base Adjutant
LIEUTENANT COLONEL (b) (6)	Director of Personnel
LIEUTENANT COLONEL (b) (6)	Base Personnel Officer
LIEUTENANT COLONEL (b) (6)	Base Operations Officer
COLONEL (b) (6)	Director of Operations
LIEUTENANT COLONEL (b) (6)	Deputy Director of Operations
MAJOR (b) (6)	Intelligence Officer
LIEUTENANT COLONEL (b) (6)	Chief of Maintenance
LIEUTENANT COLONEL (b) (6)	Director of Materiel
LIEUTENANT COLONEL (b) (6)	Base Materiel Officer
MAJOR (b) (6)	Chaplain
MAJOR (b) (6)	Staff Judge Advocate
MAJOR (b) (6)	Information Services Officer
CAPTAIN (b) (6)	Manpower Officer

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REGISTER OF KEY PERSONNEL, CONTINUED

LIEUTENANT COLONEL (b) (6)	Comdr, 60th BS
LIEUTENANT COLONEL (b) (6)	Comdr, 72d BS
LIEUTENANT (b) (6)	Comdr, 301st BS
MAJOR (b) (6)	Comdr, 72d PMS
MAJOR	Comdr, FMS
LIEUTENANT COLONEL (b) (6)	Comdr, 72d AMS
LIEUTENANT COLONEL	Comdr, 72d IES
MAJOR (b) (5)	Comdr, Hq Sq, 72d BW
MAJOR	Comdr, 72d Opns Sq
MAJOR	Comdr, 72d MVS
MAJOR	Comdr, 72d APS
MAJOR	Comdr, 72d Sup Sq
MAJOR	Comdr, Hq Sq, 72d ABGp
CAPTAIN (b) (6)	Comdr, 72d FSS

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~~SECRET~~



Exhibit #1

Hq, 72d EW, PERAM #63 Par 1 & 2;  
23 Feb 56



HEADQUARTERS  
72D BOMBARDMENT WING, H (SAC)  
APO 845, New York, N.Y.

23 February 1956

PERSONNEL ACTIONS MEMORANDUM

NUMBER 63)

1. COL (0025B) (b) (6) HQ 72D BOMWG, this STA, is ASG FRIM BY DEP WG COMDR, BY AFSC 00630, Functional ACCT Code 01000.

2. COL (7015) (b) (6) HQ 72D ABGRU, this STA, is REL FRIM BY DEP Base COMDR, BY AFSC 7016, and is ASG FRIM BY Base COMDR, BY AFSC 0025B. No change in Officer's FRIM AFSC or Functional ACCT Code.

3. CAPT WO COMDR 20 FEB 56, ESPNO, Under the PROV PARA 12g, AFM 35-1, as AMND, A/3C (b) (6), 72D TROHOSP, 72D BOMWG, this STA, having ENL in the AF on 20 FEB 56, is AND FRIM, BY and UTIL AFSCs 90010. AMND ASG BY SEC Wards and Functional ACCT Code 54100. EFF 20 FEB 56.

4. CAPT WO COMDR 20 FEB 56, ESPNO, Under the PROV PARA 12g, AFM 35-1, as AMND, A/3C (b) (6), 72D AFRON, 72D ABGRU, this STA, having ENL in the AF on 20 FEB 56, is AND FRIM and UTIL AFSCs 77130. Under the PROV AFR 52-2, AMND ASG BY AFSC 77150 OJT-C. AMND ASG BY SEC SCTY and Functional ACCT Code 50100. EFF 20 FEB 56.

5. Under the PROV AFM 35-1, as AMND, and AFR 52-2, SSGT (b) (6) AF (b) (6) SQ HQ 72D ABGRU, this STA, is AND AND AFSC 68230. AMND REL OJT-D. Under the PROV AFR 52-2, AMND BY AFSC 68250 OJT-C. Old BY AFSC 68230 is withdrawn. No change in FRIM AFSC 64150 or UTIL AFSC 68230. Date ENT TRG: 22 OCT 55.

6. Under the PROV AFM 35-1, as AMND, and AFR 52-2, A/2C (b) (6) (b) (6) 72D Periodic MAINTRON, 72D BOMWG, this STA, is AND new FRIM and UTIL AFSCs 43251. Old FRIM and UTIL AFSCs 43231 are withdrawn. AMND REL OJT-C. No change in BY AFSC 43251. Date ENT TRG: 18 JAN 56.

7. Under the PROV AFM 35-1, as AMND, and AFR 52-2, A/2C (b) (6) (b) (6) 72D MAINTRO, 72D BOMWG, this STA, is AND new FRIM and UTIL AFSCs 32350. Old FRIM and UTIL AFSCs 32330 are withdrawn. AMND REL OJT-C. No change in BY AFSC 32350. Date ENT TRG: 9 JAN 56.

8. Under the PROV AFR 52-2, FRM, 72D SIFRON, 72D ABGRU, this STA, are AND BY AFSCs 46170 OJT-C. Old BY AFSCs 46150 are withdrawn. No change in FRIM or UTIL AFSCs 46150. EST date TRG COMPL: 21 MAY 56.

SSGT (b) (6) SSGT (b) (6)  
SSGT (b) (6)

9. Under the PROV AFR 52-2, SSGT (b) (6) 72D OFRON, 72D ABGRU, this STA, is AND BY AFSC 32350A OJT-C and UTIL AFSC 32330A. Old BY AFSC 34430 and UTIL AFSC 34430B are withdrawn. AMND REL OJT-D. No change in FRIM AFSC 32330A.

10. Under the PROV AFR 52-2, FRM, 72D SIFRON, 72D ABGRU, this STA, are AND BY AFSCs 64172 OJT-C. Old BY AFSCs 64150 are withdrawn. No change in FRIM or UTIL AFSCs 64150. EST date TRG COMPL: 21 MAY 56.

SSGT (b) (6) SSGT (b) (6)  
SSGT (b) (6) SSGT (b) (6)



PERAM 63, HQ 72D BOMBER, APO 815, New York, N.Y.

23 February 1956

11. SMOP 12 PERAM 58, cc, this HQ, pertaining to A/B (b) (6) SQ HQ 72D ABGRU, this STA, as reads: "72D Periodic MAINTENANCE, 72D BOMBER" later "SQ HQ 72D ABGRU".
12. CPM VO COMDR 19 DEC 55, ESP/O, SSGT (b) (6) HQ 72D BOMBER, this STA, is AND new DY AFSC 73370V. Old DY AFSC 73330 is withdrawn. No change in PARM or UTIL AFSCs 73350. EST date INS COMPL: 19 MAR 56. EFF 19 DEC 55.
13. Under the PROV AFR 52-2, SSGT (b) (6) SQ HQ 72D ABGRU, this STA, is AND BY AFSC 75250 OJT-D and UTIL AFSC 75250. Old DY and UTIL AFSC 67250 are withdrawn. No change in PARM AFSC 67250.
14. Under the PROV PARA 20, AFM 36-1, as AND, TSGT (b) (6) SQ HQ 72D ABGRU, this STA, is AND BY AFSC 73251. Old DY AFSC 75270 is withdrawn. No change in PARM or UTIL AFSCs 75270.
14. Under the PROV AFR 52-2, A/2C (32150F) (b) (6) 72D MA TELECOM MAINTENANCE, 72D BOMBER, this STA, is AND BY AFSC 32150F OJT-C and UTIL AFSC 32130F. AND MSG BY SEC FLT LineBOMB-NAV SYS MAINT and Functional ACCT Code 82010. EFF 24 FEB 56.
15. SSGT (b) (6), 301ST BOMBER, 72D BOMBER, this STA, is MSG BY SEC Orderly Room and Functional ACCT Code 03000. No change in PARM, DY or UTIL AFSCs 70250. EFF 1 MAR 56.
16. MSGT (43271) (b) (6) 60TH BOMBER, 72D BOMBER, this STA, is AND BY and UTIL AFSCs 43271. AND MSG BY SEC ACFT MAINT and Functional ACCT Code 80010. EFF 24 FEB 56.

BY ORDER OF THE COMMANDER:

OFFICIAL:

(b) (6)

(b) (6)

LT COL USAF  
Director of Personnel

CMT USAF  
ASST DIR of PERS

DISTRIBUTION:

- 1- STA SV
- 2- DIR MIT
- 1- HQ 21F, ATTN: DMICU
- 2- 1033D AUD GEN S DIST, Resident
- 65- DIR PERS
- 3- HQ 72D BOMBER
- 6- SQ HQ 72D ABGRU
- 2- 72D AGRON
- 4- 72D TACOMSP
- 2- 72D Periodic MAINTENANCE
- 2- 72D MA TELECOM MAINTENANCE
- 8- 72D BOMBER
- 2- 72D OMBR
- 2- 301ST BOMBER
- 2- 60TH BOMBER



Exhibit #2

Hq, 724 HW, SO 13, Par 12; 16 Jan 66



HEADQUARTERS  
72D BOMBARDMENT WING, H (SAC)  
APO 845, NEW YORK, N Y

SPECIAL ORDERS)  
NUMBER 13)

16 January 1956

. . . . .  
12. COL (SHIPMT AFSC 0036E) (b) (6)  
is REL from ASG with HQ, 72D BOMWGH, this HQ (2AF)(SAC);  
ASG HQ 2AF, Barksdale AFB, LA, REPT MLT 1 MAR 56. TRANS  
W/B THRU Brookley AFB, ALA. DALVP. PROBOUT 19 FEB 56 via  
MATS ACFT from this STA. . . . .

. . . . .  
BY ORDER OF THE COMMANDER:

OFFICIAL:

(b) (6)

Adjutant

(b) (6)

CWO, W-2, USAP  
ASST Adjutant

A TRUE EXTRACT COPY:

(b) (6)

1ST LT., USAP



Exhibit #3

Hq, 72d BW, PERAM 32, Par 1 & 2; 1 Feb 56



HEADQUARTERS  
720 BARRACKMENT SQ. # (SAC)  
NY 645, New York, N.Y.

PERSONNEL MATTERS (S. 1000)

1 February 1956

NUMBER 32)

1. MAJ (5811) (b) (6) 720 periodic MAINTENANCE, 720 BARRACKMENT, is MSG TRNG. SQ Squadron Commander, NY AFSC 00211, Functional ACCT Code 01000.
2. MAJ (13211) (b) (6) 720 FLYING INSTRUCTOR, 720 BARRACKMENT, this STA, is MSG TRNG. SQ Squadron Commander, NY AFSC 00211, Functional ACCT Code 01000.
3. MAJ (3210) (b) (6) HQ 720 BARRACKMENT, this STA, is MSG TRNG. SQ Test Maintenance Officer, NY AFSC 4331, Functional ACCT Code 44000.
4. TSST (29375) (b) (6) 720 BARRACKMENT, 720 BARRACKMENT, this STA, is MSG TRNG. SQ and UTIL AFSCs 29373. MSG TRNG. SQ Operations, Functional ACCT Code 80020, EFF 2 FEB 56.
5. TSST (32371A) (b) (6) 720 BARRACKMENT, 720 BARRACKMENT, this STA, is MSG TRNG. SQ and UTIL AFSCs 32371. MSG TRNG. SQ Operations, Functional ACCT Code 80020, EFF 2 FEB 56.
6. Under the EXEC PARA 13(1), SEC F, CH 2, PT I, APR 35-11, and 3rd IND, HQ 2AF, to BLTR, 720 FLYING INSTRUCTOR, 720 BARRACKMENT, from MSGT JAMES A. RICHES, SUBJ: VUL EXT of Overseas Tour, dated 5 DEC 55, the DERO of SGT (b) (6) 720 FLYING INSTRUCTOR, 720 BARRACKMENT, this STA, is VUL EXT from 12 MAY 56 to 11 MAY 57.
7. Under the EXEC PARA 13(1), SEC F, CH 2, PT I, APR 35-11, and 3rd IND, HQ 2AF, to BLTR of MSGT JAMES A. RICHES, 720 BARRACKMENT, 720 BARRACKMENT, SUBJ: VUL EXT of Overseas Tour, dated 1 DEC 55, the DERO of SGT (b) (6) 720 BARRACKMENT, 720 BARRACKMENT, this STA, is VUL EXT from 12 JUN 56 to 11 JUN 57.

BY ORDER OF THE COMMANDER:

OFFICIAL:

(b) (6)

(b) (6)

DEPUTY CHIEF  
Director of Personnel

CAIT WLF  
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DISTRIBUTION:

- 1- STAFF 505
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- 3- 720 FLYING INSTRUCTOR
- 3- 720 BARRACKMENT
- 2- HQ 720 BARRACKMENT
- 2- 720 periodic MAINTENANCE



Exhibit #4

Hq, 36th AD, SO 245, Par 3; 8 Dec 55



HEADQUARTERS  
36TH AIR DIVISION (SAC)  
Davis-Monthan Air Force Base  
Tucson, Arizona

SPECIAL ORDERS)  
NUMBER 245)

8 December 1955

. . . . .

3. CH (MAJ) (b) (6) USAF,  
(Prim & Shipping AFSC 7916) is rel fr asgmt w/HQ 803 ABGRU,  
SAC, this Sta; asg Det #1, 2225PERPRON, Ft Hamilton, NY,  
FURAS to 72BOMWG, APO 845, Ramey AFB, Puerto Rico. EDCSA:  
2 Feb 56. . . . .

. . . . .

BY ORDER OF THE COMMANDER:

OFFICIAL:

(b) (6)  
Major, USAF  
Adjutant

(b) (6)  
Major, USAF  
Adjutant

A TRUE EXTRACT COPY:

(b) (6)  
1ST LT., USAF



Exhibit #5

Hq, 72d ABCp, Performance Rating of 72d  
Air Base Group Squadrons, Feb 56



HEADQUARTERS  
72D AIR BASE GROUP (SAC)  
Ramey Air Force Base, Puerto Rico

PERFORMANCE RATING OF 72D AIR BASE GROUP SQUADRONS

1. 72d Food Service Squadron won first place for the month of February 1956 with 72d Motor Vehicle Squadron second, and 1936th AACS Squadron in third place.

2. The table below shows the maximum points and points earned for each item, and the final figure is percentage of maximum points earned by each squadron.

SQUADRON PERFORMANCE

	<u>Max Score</u>	<u>HR</u>	<u>AP</u>	<u>FS</u>	<u>INST</u>	<u>MV</u>	<u>OPS</u>	<u>SUP</u>	<u>AACS</u>
M1 Discipline									
AWOL	100	100	100	100	100	100	100	75	100
Traffic Viol	50	40	50	50	43	50	50	50	50
Discipline Delinquencies	200	180	200	200	200	200	200	180	200
Ground Safety	150	150	122	150	150	150	135	135	150
Supply Effectiveness	100	72	95	98.3	95	98	97	94	94
Morning Reports	Deleted for February								
Finance Records	" " "								
Maximum Points	600	600	600	600	600	600	600	600	600
Points Earned		542	567	598.3	588	598	582	534	594
% Earned		90.3	94.5	99.71	98.0	99.67	97.0	89.0	99.0

(b) (6)

Major, USAF  
Base Comptroller



Exhibit #6

Military and Civilian Strength Report,  
as of 29 Feb 56



Exhibit #7

Hq USAF, Ltr with Inds Subj: Major  
Revisions to the APT Program 27 Dec 55



B/L fr Hq USAF, Washington 25, D. C., Subj: Major Revisions to the  
AFT Program

DEPTS (27 Dec 55)

1st Ind

7 January 1956

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Nebraska

TO: Commander, Second Air Force, Barksdale Air Force Base, Louisiana

Forwarded for your information and necessary action.

BY ORDER OF THE COMMANDER IN CHIEF:

2 Incls  
n/c

(b) (6)

Major, USAF  
Chief, Tech Tng Branch  
Directorate of Personnel

DEPCU (27 Dec 55)

2nd Ind

HEADQUARTERS SECOND AIR FORCE, Barksdale Air Force Base, Louisiana  
18 January 1956

TO: See Distribution

2 Incls  
n/c

1/CEM

DISTRIBUTION  
E



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS UNITED STATES AIR FORCE  
Washington 25, D. C.

AFPIP

DEC 27, 1955

SUBJECT: Major Revision to the APT Program

TO: Commander-in-Chief  
Strategic Air Command  
Offutt Air Force Base  
Nebraska

1. Beginning 1 March 1956, the APT Schedule found on page 42, AFM 35-8, 1 September 1954, will be changed to permit testing three times a year instead of the previous two times a year. This new schedule will assist in skill upgrading by permitting testing in each AFSC every four months instead of every six months as at present. It will also permit airmen to be retested four months after they fail to attain a qualifying score on the test. The revised schedule is shown in Inclosure 1.

2. With the implementation of the new schedule, testing dates are being changed to enable the return of test scores to the field within four weeks after receipt of answer sheets at the 2200th Test Squadron. Changes in testing dates are as follows: (a) ZI Installations will test during the second full week of the testing month, and (b) overseas Installations will test one week in advance of ZI Installations. All Installations must forward answer sheets no later than one working day after the end of a testing period to insure that the new system will work efficiently.

3. In order to accomplish this more frequent testing, it will be necessary to discontinue regularly-scheduled make-up testing. Off-schedule testing of airmen will be authorized by the 2200th Test Squadron under circumstances to be outlined in AFM 35-8, currently under revision. Under special circumstances outlined in paragraph 16f, AFM 35-1, waiver of test requirements will continue to be authorized.

4. To implement this new schedule it is necessary to eliminate the regularly-scheduled February 1956 make-up period. January 1956 testing will be conducted according to schedule. Elimination of the February make-up should not cause any undue hardship as the career fields concerned will be tested again approximately two months later.

5. AFM 35-8 is being revised to include these changes to the APT schedule. Further instructions concerning this change will also be disseminated in the next ALL-TCO/ from the 2200th Test Squadron, in December 1955. letter



Ltr to SAC, Subj: Major Revisions to the APT Program

6. Along with this change in testing, a change in APT scoring is being implemented. Inclosure 2 gives a description of the new scoring procedure to be implemented 1 March 1956. It should be noted that cut-off scores are being raised from 80 to 85 for 5-skill level tests, and from 90 to 95 for 7-skill level tests. In addition, the range of APT scores is divided into three categories: A, B, and C (Inclosure 2). This change is made to place APT scores in the proper perspective with respect to other criteria in the process of awarding AFS's.

7. APT's establish objective Air Force-wide measurement standards of mandatory knowledges required for award of an AFS. They are meant to be used in conjunction with the other criteria for awarding AFS's, such as demonstrated proficiency on the job, recommendation by the airman's supervisor, and final approval by the local commander. It is not intended that APT results be used to the exclusion of other criteria, not that the attainment of a qualifying score will result in automatic upgrading. Test scores are relative and should be thought of as representing points on a scale of the characteristic being measured. Too low a score on an APT (Category C, Inclosure 2) represents too great a risk in accomplishing quality upgrading. Notwithstanding the fact that this risk decreases as scores go higher (Categories B and A respectively, Inclosure 2) it is incumbent upon commanders, in the entire classification process, to consider and weigh the other criteria available only at the local level. By so doing, all the important criteria are placed in the proper perspective in the skill upgrading of airman making test scores in Categories A and B.

8. Inclosure 2 describes the new APT scoring system and the meaning of the A, B, and C score categories.

a. Airmen with APT Category A scores are qualified on the appropriate APT. Mandatory knowledge qualifications prescribed in paragraph 3a of the Air Force Specialty description have been fulfilled for award of the appropriate AFS. Airmen must meet all other requirements specified in paragraph 15, AFM 35-1, before award of AFS.

b. Airmen who obtain APT Category B scores are in the marginal zone, and the possession of the mandatory knowledges required in paragraph 3a of AFS description for award of AFS is questionable. Such airmen must either retake the APT and score in Category A, or meet and pass a personnel classification board. The course of action to be taken will be at the discretion of commanders. The scope of the personnel Classification board action will be in accordance with paragraph 8e, AFR 35-991, "Board action will be confined to the evaluation of a person's qualifications in terms of the specialty qualifications established in paragraph 3 of the Air Force Specialty descriptions concerned and in consideration of his record of performance. Appropriate recommendations will be made to the commander concerned".



Ltr to SAC, Subj: Major Revision to the APT Program

c. Airmen obtaining scores in Category C have not fulfilled the mandatory APT test requirement, prescribed in AFM 35-1, for award of the AFS. These airman do not have satisfactory knowledge of the appropriate AFS and cannot be considered for award of the AFS.

9. It is requested that the foregoing information be given the widest possible dissemination.

BY ORDER OF THE CHIEF OF STAFF:

2 Incls  
As stated above

(b) (6)

Colonel, USAF  
Chief, Career Development Div.  
Directorate of Personnel Planning



NEW APT SCHEDULE  
(EFFECTIVE 1 MAR 56)

Month	Phase Tested	Career Fields Tested in Each Phase			
		Phase I	Phase II	Phase III	
March	I	36	20	22	58
April	II	42	27	23	59
May	III	43	29	25	65
June	*	64	46	30	67
July	I	90	47	32	68
August	II	98	56	40	70
September	III		60	44	72
October	†		62	45	74
November	I		73	53	75
December	II			55	77
January	III			57	92
February	*				

\* Reserved for Item Analysis and possible implementation of new testing programs.

† Reserved for Warrant Officer testing.

INCL #1



**INTERPRETATION OF APT SCORES**

**5 Skill Level APT's**

<b>Standard Score</b>	Below 85	85 - 89	90 and Above
<b>Letter Designation</b>	C	B	A
<b>Meaning of Letter Designation</b>	Unqualified	Qualified on APT only if mandatory knowledges of AFS are confirmed by a classification board.	Qualified in mandatory knowledges of AFS.
<b>Percent Expected In Each Category</b>	About 23%	About 8%	About 69%

**7 Skill Level APT's**

<b>Standard Score</b>	Below 95	95 - 99	100 and Above
<b>Letter Designation</b>	C	B	A
<b>Meaning of Letter Designation</b>	Unqualified	Qualified on APT only if mandatory knowledges of AFS are confirmed by a classification board.	Qualified in mandatory knowledges of AFS.
<b>Percent Expected In Each Category</b>	About 40%	About 10%	About 50%

- CATEGORY: "A"** - Qualified on APT and possesses mandatory knowledges required in paragraph 3a of AFS description. Must meet other requirements specified in paragraph 15, AFM 35-1 before award of AFS.
- "B"** - Borderline qualification on APT. Possession of mandatory knowledges required in paragraph 3a of AFS description for award of AFS is questionable. Classification Board must confirm knowledges and evaluate record of performance before award of AFS.
- "C"** - Unqualified on APT, does not possess mandatory knowledges required in paragraph 3a of AFS description. Cannot be considered for award of AFS at this time.

INCL #2



Exhibit #8

Stat Services Publication, Deadline;  
29 Feb 56



29 FEB 1956

# DEADLINE





DEADLINE  
 (Prepared by Statistical Services Office  
 Ramey Air Force Base, Puerto Rico)

VOLUME VI  
 ISSUE NO 2

AS OF 29 FEBRUARY 1956

REPORTS CONTROL

<u>Preparing Agency</u>	<u>On time</u>	<u>Late</u>	<u>% On Time</u>
Comptroller	73	0	100
Director of Personnel	36	0	100
Base Flight	30	0	100
Director of Materiel	25	0	100
Ground Safety	19	0	100
Hospital	17	0	100
Base Communications	4	0	100
Adjutant	3	0	100
Provost Marshal	3	0	100
Air Base Training Flight	2	0	100
Manpower	2	0	100
Staff Munitions Office	1	0	100
Chaplain	1	0	100
Information Services	1	0	100
Base Materiel	80	1	100
Installations Engineers	14	1	98.7
Director of Operations	12	1	92.8
TOTAL.....	323	3	91.7
			99.1

Following is a list of reports received late from each section:

<u>Preparing Agency</u>	<u>ICS</u>	<u>Due in Stat</u>	<u>Received</u>
Installations Engineers	SAC-U4(OT)	16 Feb 56	24 Feb 56
Base Materiel	AF-S75	1 Feb 56	13 Feb 56
Director of Operations	2WD-T1	3 Feb 56	8 Feb 56

STATISTICAL HIGHLIGHTS

<u>Personnel Safety - Welfare</u>		<u>JAN</u>	<u>FEB</u>
<u>AWOL RATE (Per 1000)</u>	72d Bom Wg	.00	.55
	72d AB Gp	.62	.64
<u>Personnel Punished under Art 15, UCMJ</u>	72d Bom Wg	5	5
	72d AB Gp	7	8
<u>Number of USAF Motor Vehicle Accidents</u>		3	5
<u>VD Cases</u>	72d Bom Wg	16	13
	72d AB Gp	10	8



		JAN	FEB
Private Auto Injury	72d Bom Wg	2	1
	72d AB Gp	3	0
Total Number of Military and Civilian Disabling Injuries and Fatalities	72d Bom Wg	6	3
	72d AB Gp	4	1
	Civilian	0	1
	Total	10	5
Average Number of Persons Residing on Base	Military	3560	3793
	Civilian	3892	3367
	Total	7452	7160
Average Number of Persons Working on But Not Residing on Base	Military	719	797
	Civilian	3389	4208
	Total	4108	5005

OPERATIONS AND MAINTENANCE

	AVG NO. ACFT POSSD	HOURS FLOWN		% IN COM	% ACCP	ACCM OTHER	% COM HRS FLOWN
		TOTAL	PER ACFT				
60TH BOM SQ RB-36 E & D	12.00	473	39.42	71.43	5.27	23.30	12.61
73RD BOM SQ RB-36 E & D	11.00	441	40.09	81.19	1.65	17.16	14.10
301ST BOM SQ RB-36 E & D	11.00	403	36.64	65.97	1.76	32.26	12.53
TOTAL RB-36 E & D	34.00	1317	38.74	72.82	2.96	24.21	13.09
<u>BASE FLIGHT</u>							
VC-47D	1.00	66	66	89.66	0.00	10.34	9.94
C-47D (CF)	2.00	217	108.50	91.38	0.00	8.62	5.86
C-47D (CM)	1.00	93	93	86.21	0.00	13.79	6.45
C-54D	1.00	96	96	94.25	2.30	3.45	6.83
<u>TRANSIENT ACFT</u>							
L-5E, G, & C	1.46	000	0.00	0.00	0.00	0.00	0.00



PERSONNEL REPORTING

<u>ORGANIZATION</u>	<u>ON TIME</u>	<u>LATE</u>	<u>% ON TIME</u>
72d Tnc Hosp	33	0	100
4235th USAF Hosp	32	0	100
73d Bom Sq	5	0	100
301 Bom Sq	5	0	100
72d Fld Maint Sq	3	0	100
72d Air Police	3	0	100
Hq Sq 72d Bom Wg	2	0	100
Hq Sq 72d AB Gp	2	0	100
72d Supply Sq	2	0	100
72d Mtr Veh Sq	2	0	100
72d Food Svs Sq	2	0	100
72d Instl Sq	2	0	100
14th Air Postal Flt	2	0	100
522d AF Band	2	0	100
2d Crash Boat Flt	33	1	96.9
60th Bom Sq	5	1	80.0
72d A&E Maint Sq	4	1	75.0
72d Per Maint Sq	3	1	66.7
72d Opns Sq	2	1	50.0
TOTAL.....	144	5	96.5

Following is a list of reports received late from each squadron:

<u>ORGANIZATION</u>	<u>RCS</u>	<u>DUE IN SWAT</u>	<u>RECEIVED</u>
60th Bom Sq	1-AF-V2	20 Feb 56	21 Feb 56
72d A&E Maint Sq	1-AF-V2	20 Feb 56	21 Feb 56
72d Per Maint Sq	1-AF-V2	20 Feb 56	21 Feb 56
72d Opns Sq	AF-F10 (72-1)	2 Feb 56	6 Feb 56
2d Crash Boat Flt	AF-M7 (72-1)	24 Jan 56	3 Feb 56

D-DAY STATUS REPORTING

Base Statistical Services is in the process of publishing a guide for all reporting agencies which indicates the E&P status of all required reports and changes to be made in the event of hostilities.

The suspense cards sent out by this office are marked in the upper right corner with a color triangle using the following color code to indicate E&P reporting action:

<u>COLOR</u>	<u>ACTION</u>
Red	Continue or revise
Green	Discontinue

Each reporting activity is also being furnished a list of new reports which will be initiated in the event of hostilities.



DEPENDENTS EVACUATION EXERCISE

The following statistics are derived from block warden reports on the extent of dependent participation in the surface evacuation exercise, 25 February 1956.

	<u>FAMILIES</u>			<u>TOTAL</u>
	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>CIVILIAN</u>	
GOING	223	209	20	452
NOT GOING	219	456	36	711
<u>TOTAL</u>	<u>442</u>	<u>665</u>	<u>56</u>	<u>1163</u>
% GOING	50.4	31.4	35.7	38.9

<u>AREA</u>	<u>GOING</u>	<u>NOT GOING</u>	<u>TOTAL</u>	<u>% GOING</u>
A - OFFICERS WHERRY	130	138	268	48.5
B - OFFICERS GOVERNMENT QTRS	109	115	224	48.6
C - NCO GOVERNMENT QTRS	55	67	122	45.1
D - FHA	58	214	272	21.3
E - NCO WHERRY	100	177	277	36.1
<u>TOTAL</u>	<u>452</u>	<u>711</u>	<u>1163</u>	<u>38.9</u>

<u>REASON CODE</u>	<u>DEPENDENTS REASON FOR NOT GOING</u>			<u>TOTAL</u>
	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>CIVILIAN</u>	
0 No Reason	31	84	2	117
1 Working	3	12	0	15
2. Sickness	41	72	5	118
3 No Car	12	33	1	46
4 Off Base	41	37	20	98
5 Small Children	39	69	3	111
6 Transfer	15	17	1	33
7 No Drive	17	26	4	47
8 Pregnancy	20	21	0	41
9 No Desire	0	85	0	85
<u>TOTAL</u>	<u>219</u>	<u>456</u>	<u>36</u>	<u>711</u>



Exhibit #9

72d BW, OJT Rating Scale; 29 Feb 56



OJT RATING SCALE

Convert Percentages to Points as follows:  
75% equals 7.5 points

- |     |   |    |
|-----|---|----|
| 1.  | <u>No of Form 100's Correct</u><br>No of Form 100's Examined        | 10 |
| 2.  | <u>No of 623's Up to date</u><br>No of 623's Examined               | 10 |
| 3.  | <u>No of Men passed test</u><br>No of Men tested                    | 10 |
| 4.  | <u>No of Men on OJT</u><br>No of Men Eligible for OJT               | 10 |
| 5.  | <u>No of Package Courses Utilized</u><br>No of Courses Required     | 10 |
| 6.  | All Pertinent Regulations   | 5  |
| 7.  | Availability to Operation   | 5  |
| 8.  | <u>Trainees Familiar with Program</u><br>Trainees Interviewed       | 10 |
| 9.  | <u>Supervisors Familiar with Program</u><br>Supervisors Interviewed | 10 |
| 10. | <u>No of Men Upgraded</u><br>No eligible for Upgrading              | 10 |
| 11. | Miscellaneous Points  |    |
|     | OJT Officer Monitoring - 2  |    |
|     | OJT Officer Familiar - 2  |    |
|     | Periodic visits - 2   |    |
|     | Testing Program - 2   |    |
|     | Trainee Interviews - 2  |    |



Exhibit #10

Chart showing Dollar Value of M&O Projects  
under Construction, 29 Feb 56



PROJECT DESCRIPTION	COST	CONTRACTOR	PERCENTAGE COMPLETED
REPAIR MESS HALL AND DISHWASHING EQUIP	\$ 49,700.00	T. G. RIVERS	95.41%
PROVIDE POWER OUTLETS 30 STUB AREA	23,895.00	ELECTRICAL CONSTR CO	40.0%
EXHAUST SYSTEM, IE CARPENTRY SHOP	9,900.00	FRANCISCO LEVY	98.95%
REPAIR IGLOOS, BOMB AREA	9,325.00	WM E WILHELM	61.52%
IMPROVEMENTS TO AIR MATS TERMINAL	2,047.00	FELIPE & JULIO NAZARIO	57.6%
REPAIRS TO FHA QUARTERS	172,345.00	WM E WILHELM	2.04%
INSTL OF FREIGHT ELEVATOR AT BAKERY	9,985.00	OTIS ELEVATOR CO	15.0%
REMOVE INTERIOR WALLS, BASE HOSPITAL	15,758.00	DELTA CONSTR CO	42.5%
AIR COND TV STATION	11,358.00	DELTA CONSTR CO	27.20%
AIR COND EAM COMPTROLLER RM, BLDG 260	16,658.00	DELTA CONSTR CO	71.7%
14" WATER MAIN	18,844.00	WM E WILHELM	48.07%
INSTL OF DUCT AND CABLE FOR AN/GM2 11	4,984.00	FELIPE & JULIO NAZARIO	3.5%
IMPROVEMENTS OF ROAD TO NAVAL FACILITIES	9,237.00	GARCIA SAAVEDRA	41.2%
PASSENGER ELEVATOR FOR HOSPITAL	45,103.00	OTIS ELEVATOR CO	2.0%
ADMINISTRATION BLDG FOR SENTRY DOG FACILITIES	<u>9,400.00</u>	GARCIA SAAVEDRA	3.0%
DOLLAR VALUE OF M & O PROJECTS UNDER CONSTRUCTION, 29 FEB 56 .....	\$ <u>408,539.00</u>		



Exhibit #11

Chart showing dollar value of MCP Projects  
under Construction, 29 Feb 56



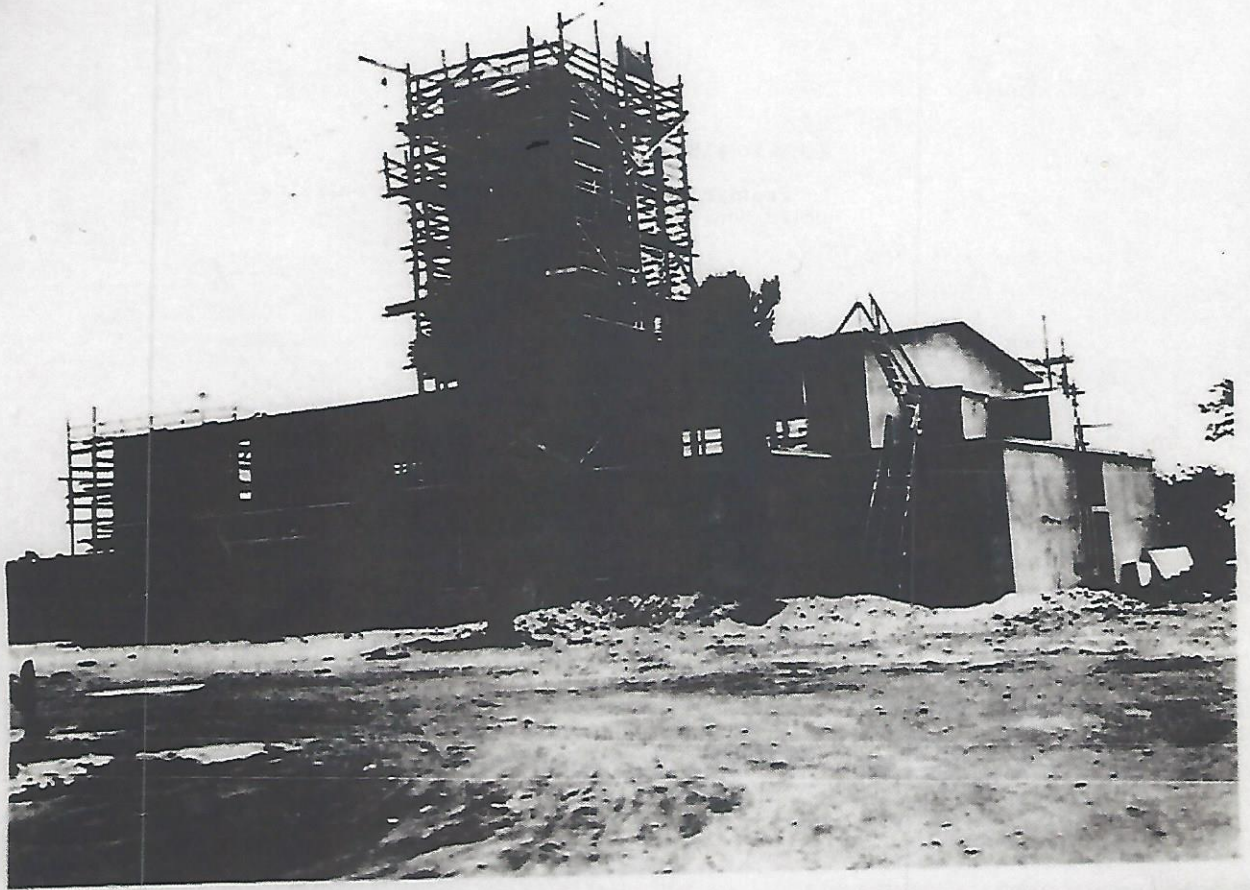
PROJECT DESCRIPTION	COST	CONTRACTOR	PERCENTAGE COMPLETED
HARDSTAND, CALIB, HV	\$ 319,464.00	FONT AND MONTILLA	91.0%
CONSTR OF TECH TNG BLDG	287,818.75	NOLLA AND GALIB	49.6%
THEATER, OPEN AIR	149,680.64	FONT AND MONTILLA	38.0%
STORAGE FAC, ORDNANCE AREA	1,260,412.70	HARRISON ELECTRIC Co	95.6%
CONSTR OF CHAPEL, NCO CLUB, ADD TO BASE LAUNDRY	516,094.00	MONTGOMERY CONSTR Co	80.0%
BULK DIESEL STORAGE TANK	241,073.94	FONT AND MONTILLA	90.2%
ORGANIZATION MAINT SHOP	238,193.40	H. I. HETTINGER	99.32%
CONSTR OF A & E SHOPS, CONSTR OF RECON TECH LAB, ADD TO WATER PLANT	437,758.00	NOLLA AND GALIB	56.0%
BULK STORAGE MOGAS, BULK SUPPLY WAREHOUSE	412,489.25	H. I. HETTINGER	15.6%
NEW HIGH TENSION FEEDER	<u>61,000.00</u>		5.22%
DOLLAR VALUE OF MCP PROJECTS UNDER CONSTRUCTION, 29 FEB 56 ..... \$ <u>3,923,984.68</u>			



Exhibit #12

Photograph of new Base Chapel under  
construction; 29 Feb 56





J 4 8 1

Exhibit #13

Photograph of Technical Training Building  
under Construction; 29 Feb 56

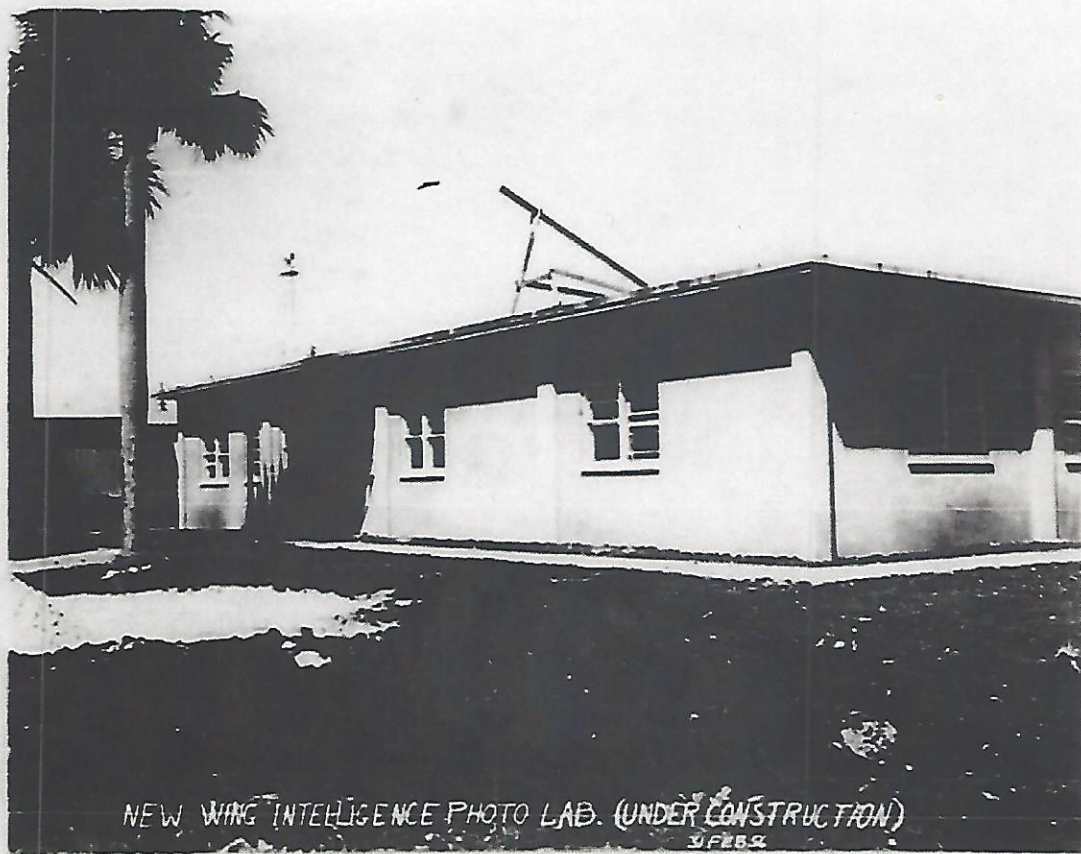




Exhibit #14

Photograph of Wing Intelligence Photo  
Lab under construction, 29 Feb 56





NEW WING INTELLIGENCE PHOTO LAB. (UNDER CONSTRUCTION)  
3 FEB 52

1405





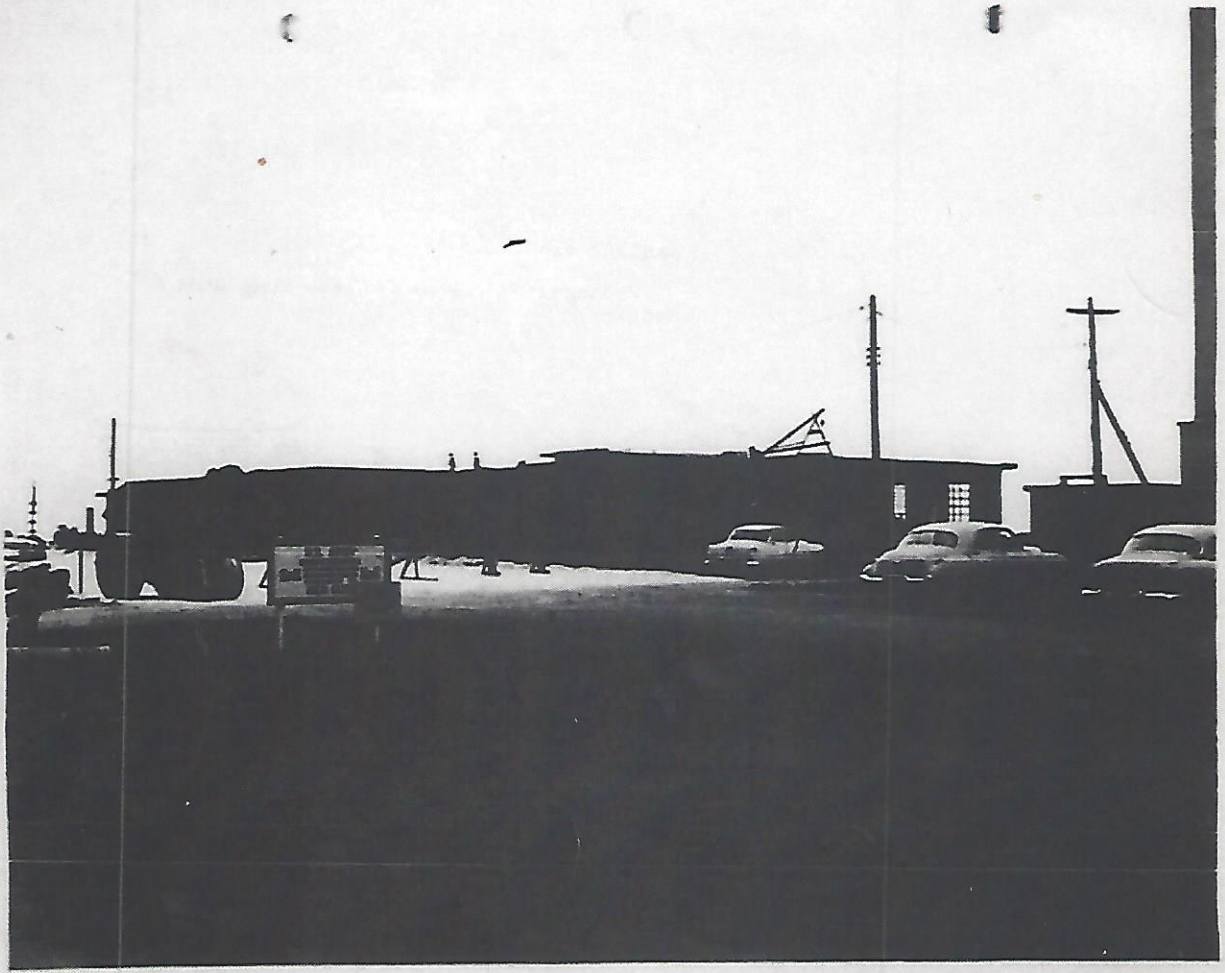


4 b

Exhibit #15

Photograph of NCO Club under construction,  
29 Feb 56





4 5 1

Exhibit #16

Photograph of Ammo Storage Dump under  
Repair



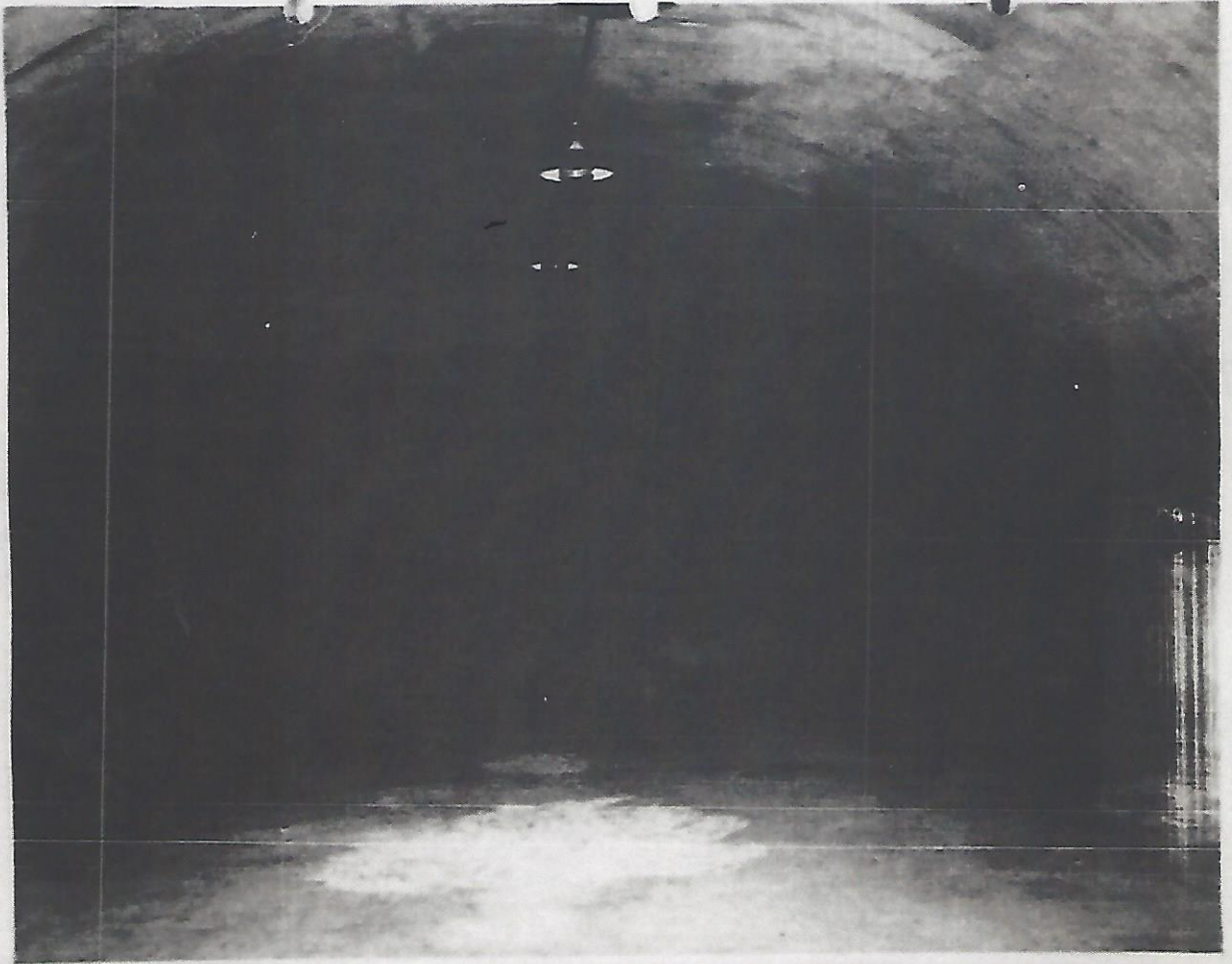


1491

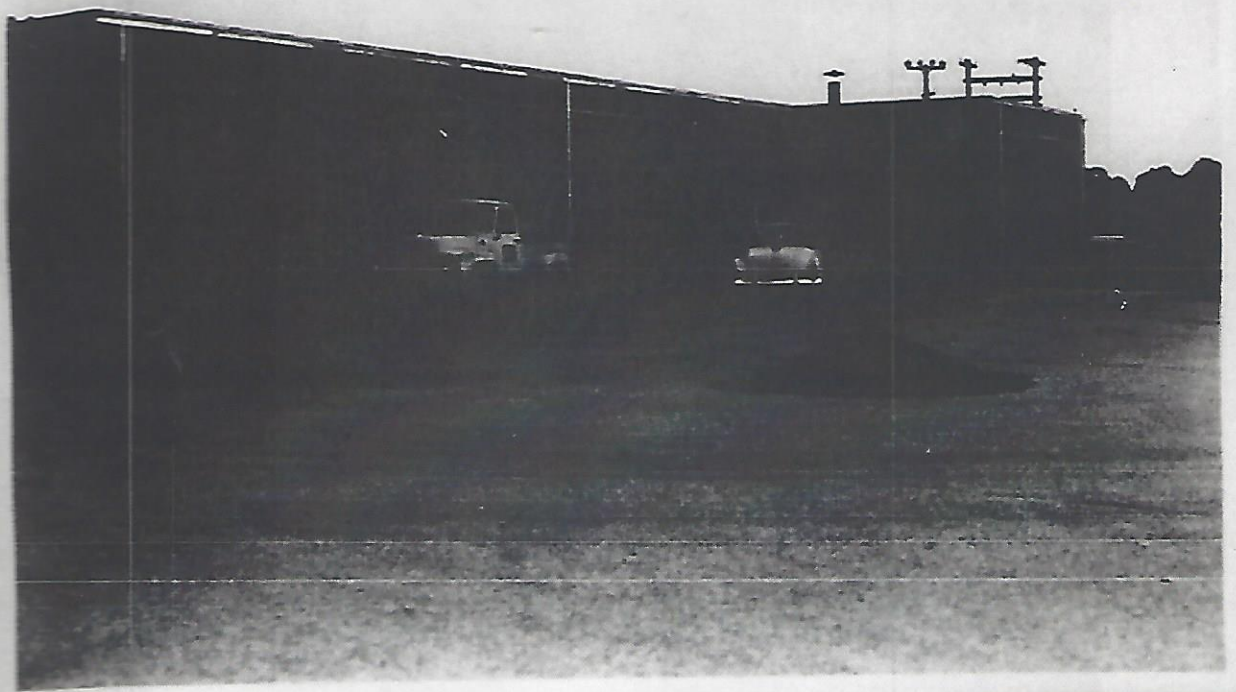


J 4 9 2





1493

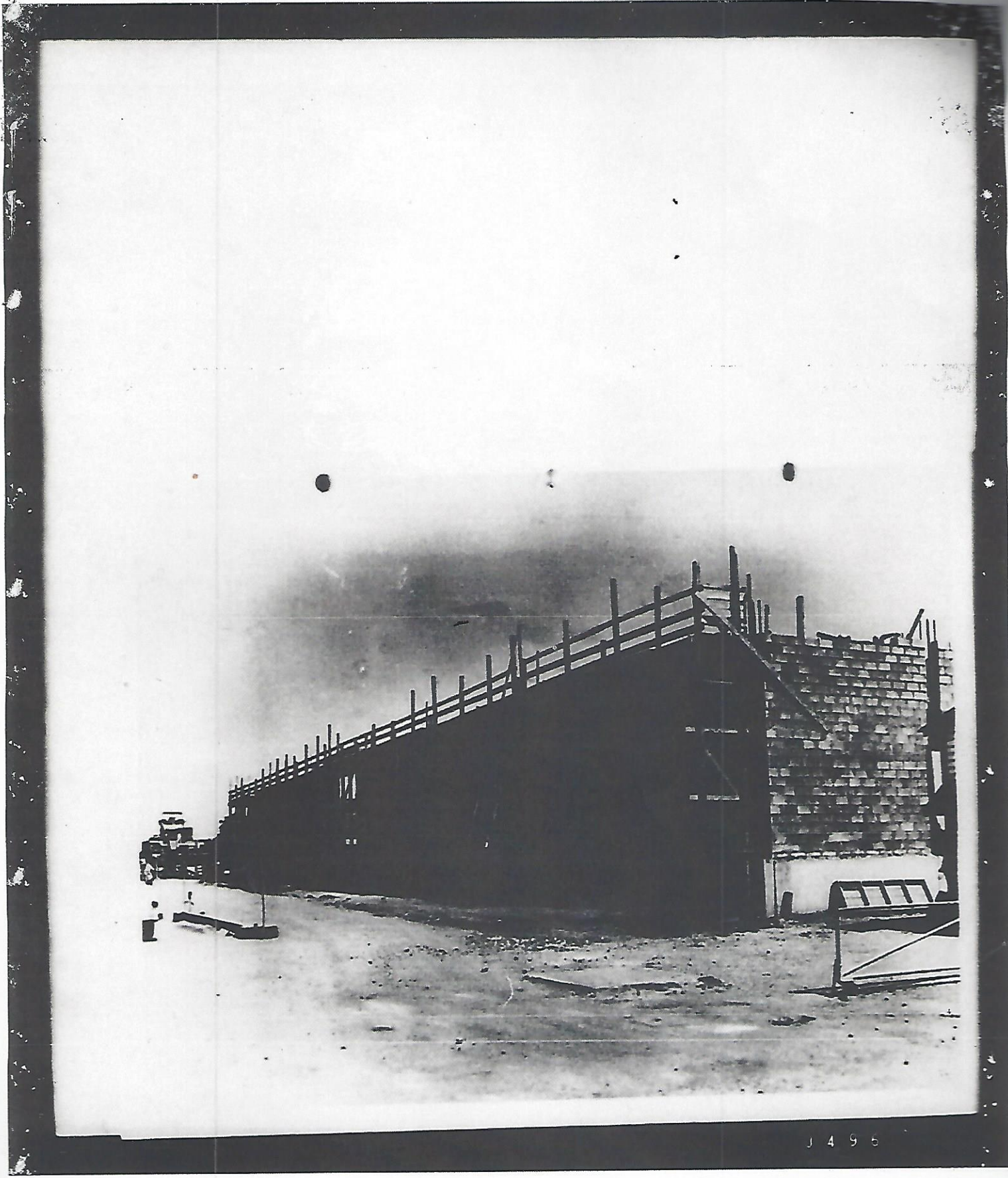


1494



Exhibit #17

Photographs of new Warehouses under construction  
29 Feb 56



J 4 9 5

92





1457

Exhibit #18

Photograph of Organizational Maintenance  
Shop #2 under construction; 29 Feb 56



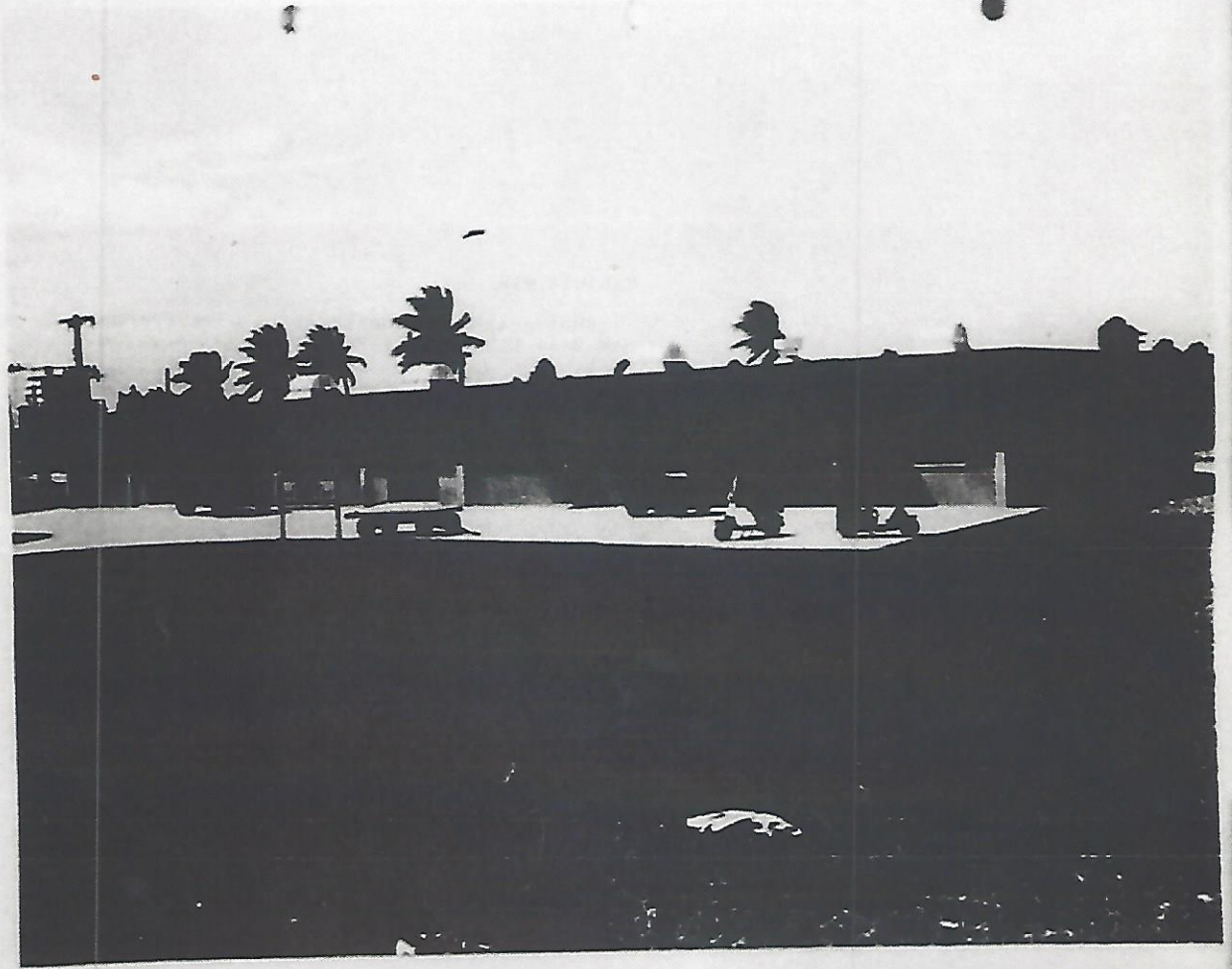


Exhibit #19

Photographs of Construction Site for the  
New Base Library, 29 Feb 56









0502





1503



J 5 0 4



Exhibit #20

Artist's Conception of New Base Library,  
29 Feb 56

10-21

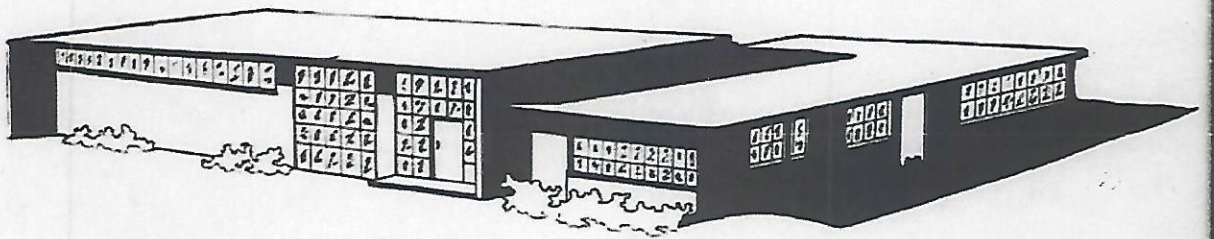
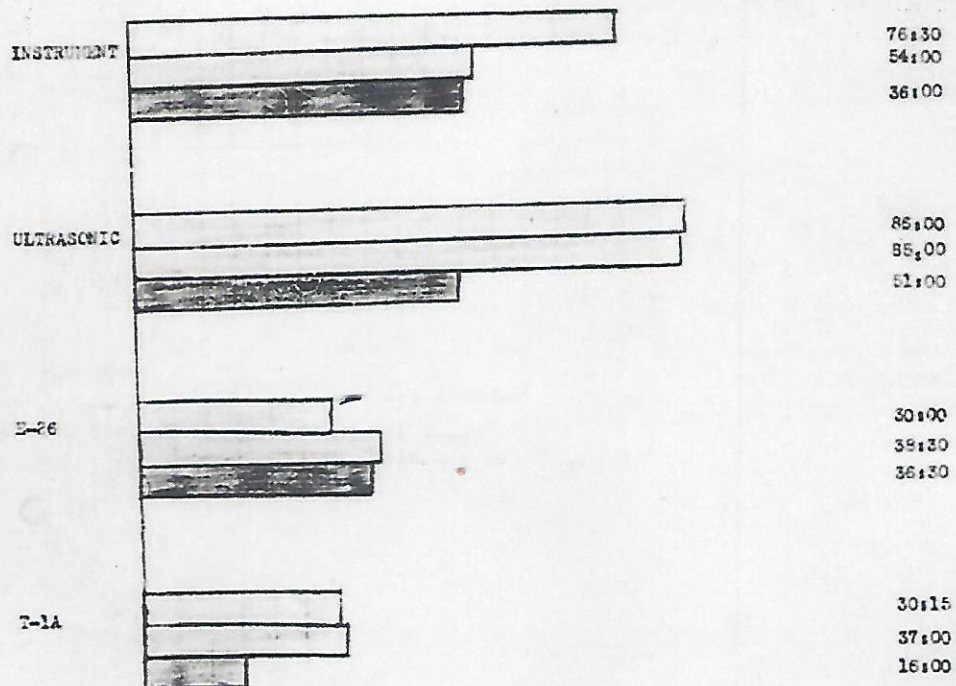




Exhibit #21

Chart showing Synthetic Trainer Utilization  
for the Wing, 29 Feb 56

FOR HISTORICAL REPORT



60th.  
73rd.  
301

Each Square Represents Five (5) Training Hours



Exhibit #22

72d Air Base Group Standardization  
Activities as of 29 Feb 56







Exhibit #23

D/F to HC & BC from HV, Subj: Monthly  
Veterinary Activities Report for the Month  
of February 1956



# DISPOSITION FORM

SECURITY CLASSIFICATION (if any)

FILE NO.

SUBJECT

Monthly Veterinary Activities Report for  
Month of February, 1956

TO

FROM

DATE: March 26 COMMENT NO. 1

BY  
(IN FULL)

Major Greer/2117

1. In compliance with paragraph 25b, Air Force Regulation 140-8, the Monthly Report of Veterinary Activities for the month of February, 1956 is hereby submitted.

a. Feed Inspection, Approximately 3,000,000 pounds of feeds were inspected by the Veterinary Service Section of this base during the period.

b. Feeds of Animal Origin

(1) Procurement Inspection

	Pounds Passed	Pounds Rejected Insanitary or Unsound	Pounds Rejected Not Type, Class or Grade
Class (4) On Delivery	64,641	0	0
Class (5) In Inst., Clubs	155,668	0	0

(2) Surveillance inspection of Government owned products

Class (6) Any Receipt, Except Purchase	262,744	0	0
Class (7) In use or Sale	297,000	240	0
Class (8) In Storage	511,000	0	0

c. Feed of non-animal origin, consisting of fresh and frozen fruits and vegetables, cereals, and other miscellaneous feeds; pounds passed: 1,649,544; pounds rejected: 1,671.

d. Grand total of all feeds inspected and passed: 2,900,000

2. Feed Conservation, Spoilage and Damage

a. During the month three hundred and forty nine (349) pounds of feeds of animal origin and one thousand four hundred seventy one (1,471) pounds of feeds of non-animal origin were submitted for salvage by the Commissary Officer. Damage of the products during shipment, storage deterioration, rust and pin holes, and insect infestation were the primary cause for recommending condemnation of

DD FORM 1 FEB 50 96

REPLACES THE FORM 96, 1 OCT 49, WHICH MAY BE USED

16-54501-3

U.S. GOVERNMENT PRINTING OFFICE: 1955 O-268891



# DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

FILE NO.

SUBJECT

Monthly Veterinary Activities Report for  
Month of February, 1956 (Continued)

TO: CMC, MC

FROM: MV

DATE: March 56 COMMENT NO. 1

these foods.

b. Surveillance type inspections were conducted daily on both foods of animal and non-animal origin at the Commissary Sales Store, dry storage and cold storage warehouses, proper subsistence warehousing practices has kept food spoilage and damage at a minimum.

## 3. Laboratory Examination of Foods

### a. Milk and dairy products

(1) Twenty-two (22) samples of milk and ice cream were submitted for a chemical and bacteriological analysis during the period. Reports of examination indicate that the milk and ice cream supply for the base was wholesome and of proper quality.

## 4. Inspection of Food Establishments

a. Establishments initially inspected and disapproved during the month - none.

b. Establishments initially inspected and approved during the month - none.

c. Approved establishments reinspected: None

## 5. Nutrition

a. The Base Veterinarian is a member of the Base Mess Planning Board; no meeting was held during the past month.

## 6. Animal Service

### a. Rabies inoculations

(1) Number of privately owned animals receiving anti-rabies inoculations during the period:

(a) Sixty two (62) dogs

(b) Ten (10) cats



# DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

FILE NO.

SUBJECT

Monthly Veterinary Activities Report for  
Month of February, 1966

TO: HQ, DC

FROM: HV

DATE: 6 March 66 COMMENT NO. 1

(2) Number of government owned animals given anti-rabies  
inoculations during the period: None.

#### b. Medical Care

(1) Number of privately owned animals given veterinary  
medical treatment during the period: Two hundred and sixty-five (265).

(2) Number of government owned animals given veterinary  
medical treatment during the period: Three

c. Control of stray animals. During the month, no stray  
animals were presented to the Veterinary Office by the Air Police for  
human disposal.

d. Number of cases of persons bitten by pet animals during  
the month: Four

(1) Animals were confined and kept under observation for  
fourteen days. All appeared to be normal following confinement and were  
returned to the owner.

#### e. Removal of Equine Quarantine

(1) Early in the month the quarantine of the horses at the  
Base Riding Stable was lifted. Only two cases of the upper respiratory infection  
occurred after the lifting of the quarantine. These responded satisfactorily  
to penicillin treatments and are now in good health.

#### 7. Food Service Hygiene and Sanitation

a. Sanitary inspections of 15 food service facilities (including  
eight (8) dining halls, one hospital dining hall, one in-flight kitchen,  
one crash boat squadron dining hall, one ice cream plant and one bakery shop).

b. Sanitary inspections of twelve (12) establishments in which  
food is being served on base including (8) mess facilities, one Officers Open  
Mess, one NCO Open Mess and one Airman's Club). Sanitary standards of the  
respective establishments were considered satisfactory. The installation of  
new dishwashing machines is progressing satisfactorily, completion is expected  
early in March.



# DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

FILE NO.

SUBJECT

Monthly Veterinary Activities Report for  
Month of February, 1956

TO: ED, EC

FROM: V

DATE: March 56 COMMENT NO. 1

c. Base preventive medicine measures and procedures were stressed by the Base Veterinarian in the operation of food service facilities.

### 8. Reports

a. The Veterinary Preventive Medicine Section submitted the following reports during the period.

- (1) Monthly Report of Veterinary Meat and Dairy Hygiene Inspection.
- (2) Bi Monthly Preventive Medicine Report.

(b) (6)

Major, USAF (VC)  
Base Veterinarian

.....

Exhibit #24

Wing Commander's Remarks, RCS: 1-SAC-T12;  
1e29 Feb 56



~~SECRET~~

Class: ~~SECRET~~  
Auth: Comdr 72d BW, H  
Name: Martin  
Date: 7 March 1956

72D BOMBARDMENT WING (H)

WING COMMANDER'S REMARKS

PART VIII

OF

AIR TRAINING REPORT FOR PERIOD 1 THRU 29 FEBRUARY 1956

RCS: 1-SAC-T12

6. Wing Commanders Remarks:

a. Hours Flown Performing Missions Ordered by Higher Headquarters:

(Unclassified)

(1) USGM Operations Order # 19-56 711:35

b. Weather or Local Conditions: (Unclassified) Below GCA minimum weather at Westover Air Force Base prevented one crew from completing the Special Weapons exercise phase of USGM "Squeeze Play".

c. Restrictive Directives: (Unclassified) None

d. Combat Crew Member Gains and Losses. (Unclassified)

(1) Crew Members Gained:

(a) During the month of February three crews were gained.

R33, R34, and L62. No additional crew members were gained.

(2) Crew Members Lost:

(a) Two LUF Gunners (2 Discharged)

(b) One IIA Gunner (1 Discharged)

(c) One Weather Gunner (1 Discharged)

~~RESTRICTED DATA~~

~~ATOMIC ENERGY ACTIVITY~~

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w-95



72d BW 1 thru 29 Feb 56

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e. Crew Member Changes: (Unclassified)

One Weather Navigator  
Three 1st ECM Operators  
Two ECM Operators  
One 1st Aircraft Performance Engineer  
Four 2d Aircraft Performance Engineers  
One 2d Radio Operator  
Three Weather Gunners  
Three Electrician Gunners  
Two LJA Gunners  
Eight LLA Gunners  
Two Tail Gunners  
Four LUF Gunners

f. New Crews: (Unclassified) Crews R33, R34 and L62 were formed effective 21 February 1956. These crews were replacement crews for L37F, S39, and R47F which were lost due to rotation to the Zone of Interior.

g. Crew Status Changes: (Unclassified)

- (1) Crew R74F was upgraded to Lead Status effective 29 February 1956.
- (2) Crew R37F was upgraded to Lead Status effective 1 February 1956.

h. Rescinded.

i. Standardization Crews:

L40 Senior Standardization Crew 4 March 1955  
S67 22 October 1954

2

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72d BW 1 thru 29 Feb 56

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L75

24 September 1955

L60

15 January 1956

1. Additional Materiel and Personnel Problems: (Unclassified)

- (1) Maintenance: Fuel Cell repair involved 19 aircraft during the month of February as compared to 22 aircraft during January. This continuous fluctuation continues to hamper the combat effectiveness of the wing as previously reported.
- (2) Sheet Metal Repair: Sheet metal repairs continues to present an increasing work load due to lack of personnel and continued corrosion problems. This condition is particularly true in maintaining an "in docks" schedule in the 75 hour post-flight and periodic inspection. The agreement to man this wing to a 90% minimum in this field has not been accomplished as of this report.
- (3) Supply: (a) Shortage of Mercury Relays W/N 3380-564380-3515 applicable to the 26/AFS22 have caused numerous cannibalizations in order to remain operational. These items have been back-ordered since 19 August 1955, and to this date only 19 have been received leaving a due out balance of 146.  
(b) Headquarters Strategic Air Command has advised the 72d Bombardment Wing that the delivery schedule for MD-4 Motor Generators has been slipped from April 1956 to May 1956. This is the third slippage in

3

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115



72d BW 1 thru 29 Feb 56

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Delivery schedule during the past year. Non receipt of these generators has forced excessive use of B-10 generators with a resulting high failure and repair rate for this unit.

k. SAC Minimum Training Requirements not Accomplished.

"Not Applicable this Reporting Period."

l. Non Combat Ready Crew Training: ~~(Confidential)~~

(1) Non Combat Ready Crew training was accomplished as follows:

<u>CREW</u>	<u>SORTIES</u>	<u>TIME</u>
IN 15	2	32:45
IN 45	2	22:40
IN 48	4	56:35
IN 84	3	60:25
IN 85	0	00:00

(2) Although crew IN 85 did not fly as a crew they did fly as individuals as reflected in the SAC T12 under "IN" crew reporting.

m. Field Training Operations: ~~(Secret Restricted Data)~~ (1) Two

Special Weapons exercises were scheduled and performed during the USCM "Squeeze Play". One at Westover Air Force Base and one at Ramey Air Force Base. Twenty five crews participated in these exercises and the over-all performance of the crews was considered excellent.

(2) On 14 February 1956 thirteen Phase I modified RB36 aircraft were deployed to Westover Air Force Base. Twelve

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116



72d BW 1 thru 29 Feb 56

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aircraft arrived at Westover with the thirteenth aircraft being diverted to Hunter Air Force Base as Westover was below GCA minimums at time of arrival. The aircraft at Westover were loaded with the Mk 17/24 war reserve training weapons. Aircrew members performed a pre-take-off check on weapons prior to off loading.

- (3) On the same day a Special Weapons exercise was conducted at Ramey Air Force Base. Twelve crews participated in this exercise. Aircraft were loaded with Mk 6 war reserve and training weapons. Pre-take-off checks were performed by the aircrews prior to off loading the weapons.

n. Special Training Month Remarks: (Unclassified)

"Not Applicable for this Reporting Period".

o. Comments or Recommendations of Wing Commander: ~~(Confidential)~~

- (1) In accordance with Second Air Force message DOTB 0415 dated 30 August 1955, the following crews accomplished Radar Tracking (lock ons) during fighter interception missions for the month of February.

<u>Crew Number</u>	<u>Number of Missions</u>	<u>Number of Attacks</u>
103	1	1
161	1	5

- (2) Reference Second Air Force message DOCEN 32381 dated 21 October 1955, the following information is submitted regarding the use of the AN/ALT 7 ECM Transmitters for the month of February.

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72d SW 1 thru 29 Feb 56

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<u>Run Category</u>	<u>Type Equipment</u>	<u>No Runs</u>	<u>Percent Effective</u>
Simulator	T-6	9	100%
Simulator	T-7	2	100%

(3) The C-47 ECM Trainer was utilized for a total of 68 hours during the month of February. 313 runs were made with an average effectiveness of 56 percent.

(4) No injuries were incurred by crews undergoing Judo

(5) Crews Checked out in KLOE:

L01F	V and I	L30F	V and I	L60	V and I
L02F	V and I	S39	V and I	L61F	V and I
L03F	V and I	L40	V and I	L72	V and I
R04	V and I	R70F	V and I	L77F	V and I
L05	V and I	R33	V and I	R79	V and I
R06	V and I	R47F	V and I	R80	V and I
R74	V and I	L37F	V and I	S67	V and I
L75	V and I	L31F	V and I	L62	V and I
S07	V and I	L32F	V and I	R34	V and I

(6) Crew Rotation:

(a) Crew S39 Aircraft Commander Bassett completed all SAC Regulation 51-26 requirements for quarter ending 31 March. Reliability factor for Radar and Visual RES is 100%. This crew was a Standardization crew and was not subject to SAC Regulation 50-8 requirements. Crew S39 departed Ramey Air Force Base on 21 February 1956 with an EDCSA of 1 April 1956 to the 11th

6

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Bombardment Wing Carswell Air Force Base.

- (b) Crew L37 Aircraft Commander Johnson completed all SAC Regulation 51-26 requirements for quarter ending 31 March 1956. Reliability factor for Radar and Visual RBS is 100%. This crew completed approximately 60% of SAC Regulation 50-8 requirements in the 52 days it was subject to 50-8 requirements. Crew L37 departed Ramsey Air Force Base on the 21 February with an EDCSA of 1 April 1956 to the 28th Bombardment Wing Ellsworth Air Force Base.
- (c) Crew R47 Aircraft Commander Bedette completed all of SAC Regulation 51-26 requirements. Reliability factor for Radar RBS was 83%, and 75% for Visual RBS. This crew completed approximately 43% of SAC Regulation 50-8 requirements in the 52 days it was subject to 50-8 requirements. Crew R47 departed Ramsey Air Force Base on 21 February 1956 with an EDCSA of 7 April 1956 to the 5th Bombardment Wing Travis Air Force Base.
- (?) In accordance with Second Air Force Training Directive the following crews accomplished "KLOE" runs in addition to SAC Regulation 50-8 requirements:

<u>Crew Number</u>	<u>Date Flown</u>	<u>Type Run</u>
L01F	28 Feb 56	Camera KLOE
L02F	5 Jan 56	Camera KLOE
L30F	18 Jan 56	Camera KLOE

7

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72d BW 1 thru 29 Feb 56

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<u>Crew Number</u>	<u>Date Flown</u>	<u>Type Run</u>
R37F	11 Jan 56	Camera KLOC
L43	10 Jan 56	Camera KLOC
M48	18 Jan 56	Camera KLOC
L60	10 Jan 56	Camera KLOC
L61F	17 Jan 56	Camera KLOC
L60	10 Jan 56	GPI KLOC
L77F	4 Feb 56	GPI KLOC

- (8) Heavy Standardization activities for February and the necessity to program heavily for the month of March, appreciably cut into the rate of accomplishment of SAC Regulation 50-8 and 51-26 requirements. Eleven standardization checks are programmed during the month of March for crews rotating to and from Ramsey Air Force Base. This abnormal standardization requirement will expend valuable flying hours that normally could be devoted to SAC Regulation 50-8 and 51-26 requirements.
- (9) It is requested that the 72d Bombardment Wing be relieved from SAC Regulation 50-8 requirement of two Airborne Intercepts per crew for the quarter ending 31 March 1956, or until such time that a working agreement with Air Defense Command can be reached where they can properly and adequately support this requirement. This wing has made repeated efforts to get Radar equipped fighter aircraft (F89, F94, and F86D) assigned to the Air Defense Command to

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~~ATOMIC ENERGY ACT 1946~~  
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72d BW 1 thru 29 Feb 56

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assist the 72d Bombardment Wing in accomplishing its requirements for Airborne intercepts to no avail. The provisions of Second Air Force Regulation 50-29, 51-9 and 51-11 have been complied with when aircraft of this wing are flown to the Zone of Interior on combat crew training missions.

- (10) A definite policy should be established as to the responsibility of the parent wings of crews involved in the rotation program of the 72d Bombardment Wing in regards to SAC Regulation 51-26 requirements. Rotating crews should have a proportionate share of SAC Regulation 51-26 requirements prior to rotation. If this proportionate share is not met, then parent wing should share responsibility for crew going on probation. For example two of the three crews that reported to Ramey on 21 February 1956 had no SAC Regulation 51-26 activity for quarter ending 31 March 1956. These crews, upon arrival at Ramey are required to attend MTD and other associated classes to qualify the crew for the type of equipment they will use. Crews also require a field check, and in some cases a complete standardisation check. In the case cited above the crews will have only twenty days to accomplish all SAC Regulation 51-26 and 50-8 requirements. This poses a somewhat interesting and unusual training problem.
- (11) The 72d Bombardment Wing is receiving crews from organ-

9

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72d BW 1 thru 29 Feb 56

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izations involved in the rotation program who are violating the provisions of Second Air Force message DOS 2410 dated 14 December 1955. This message states that crews involved in the rotation program will have a standardization check that is valid for 90 days from date of departure from parent organization. Three specific cases are as follows:

<u>Crew No and A/C</u>	<u>Date of Last Stdhd</u>	<u>Date Assgn Ramey AFB</u>	<u>Date Stdhd Due</u>	<u>Rotated From</u>
S07 (b) (6)	20 Jul 55	2 Feb 56	20 Mar 56	42 BW
L31	30 Jun 55	22 Feb 56	1 Mar 56	92 BW
R33	19 Aug 55	22 Feb 56	24 Feb 56	92 BW

*Bertram C. Harrison*  
BERTRAM C. HARRISON  
Brigadier General, USAF  
Commander

10

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~~Atomic Energy Act of 1954~~  
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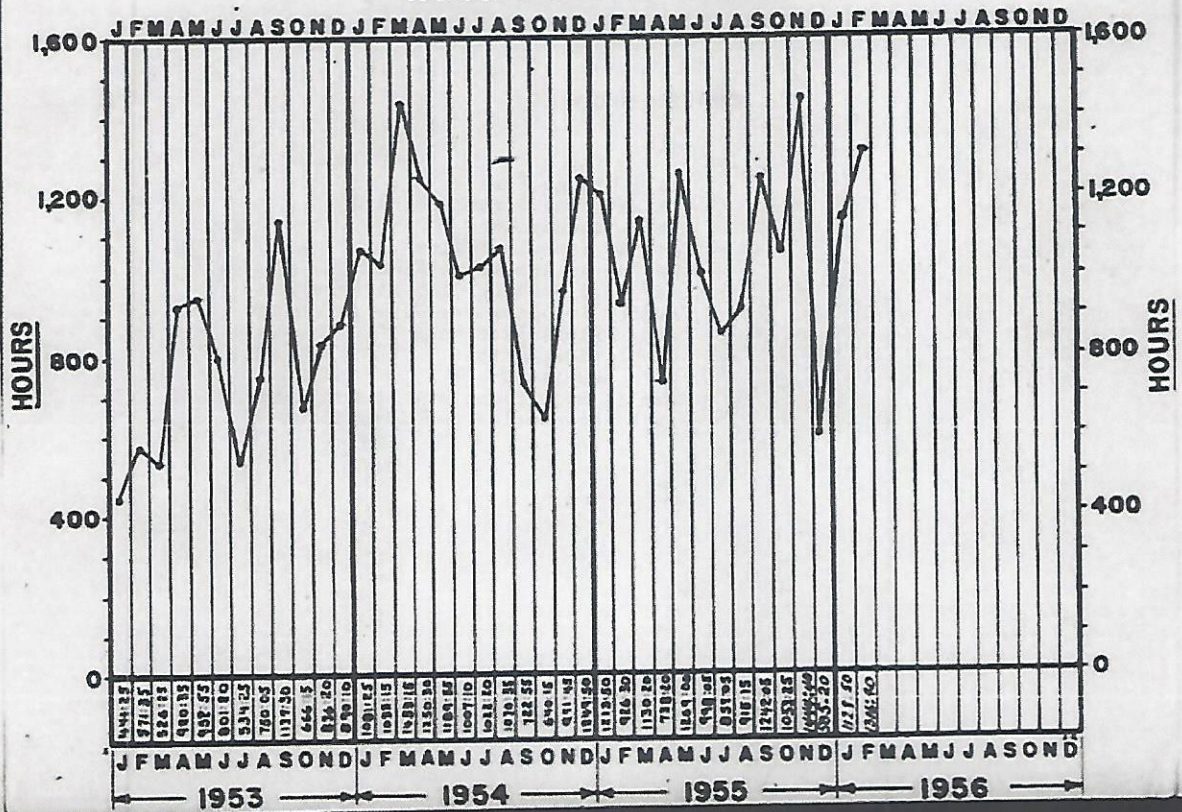
Exhibits #25 - 36

Charts

Wing Flying Time  
Flight Time Status per A/C  
Fuel Consumption  
J47 Av Installed Time  
R-4360 Av Installed Time  
J47 Av Operating Time at Change  
R-4360 Av Operating Time at Change  
Wing Maintenance Data  
Supply Statistics  
UR's Submitted  
Sortie Requirements & Accomplishments  
Av Discrepancies per Inspection



### 722 BOMBARDMENT WING, HEAVY WING FLYING TIME





## 72<sup>ND</sup> BOMBARDMENT WING, HEAVY FLIGHT TIME STATUS PER AIRCRAFT

A/C	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
005	A 0:00 1532:40	14:15 1500:55	47:25 1514:20	24:44 1544:05	01:30 1545:35	3:20 1552:55	35:40 1624:35	27:40 1652:15				
006	A 21:00 1452:10	15:50 1468:20	47:20 1515:40	13:15 1528:55	23:10 1552:05	28:40 1600:45	44:15 1625:10	52:45 1677:45				
007	A 0:00 1544:25	0:00 1544:25	22:45 1622:10	41:40 1668:50	70:15 1742:05	26:05 1776:10	13:35 1789:45	40:50 1830:35				
008	A 22:40 1106:10	9:00 1109:10	29:20 1214:30	23:15 1237:45	75:50 1313:35	10:00 1323:35	34:15 1357:50	40:00 1397:50				
009	A 0:00 1443:45	0:00 1443:45	26:00 1469:45	35:45 1505:30	64:40 1575:10	17:05 1592:15	12:30 1604:45	55:55 1660:40				
010	A 23:10 1553:25	2:00 1551:25	0:00 1551:25	8:30 1561:55	8:35 1636:10	18:10 1655:40	38:10 1694:50	50:35 1745:25				
011	A 26:25 1529:05	30:35 1559:40	0:00 1559:40	8:30 1567:10	8:35 1575:35	18:10 1593:45	38:10 1631:55	50:35 1682:30				
012	A 38:50 1561:10	26:00 1587:10	63:40 1650:50	42:00 1692:50	51:50 1744:40	11:00 1755:40	35:15 1800:55	67:00 1867:55				
013	A 13:47:00 12:10	1359:00 16:00	1422:45 27:35	1470:20 43:55	1520:20 53:15	1532:10 6:40	1578:55 25:00	1601:50 37:10				
014	A 1456:00 13:50	1474:00 49:25	1501:35 0:00	1528:10 0:00	1548:45 14:35	1603:25 22:10	1628:25 47:30	1673:55 38:10				
015	A 13:50 1356:15	49:25 1416:00	0:00 1416:00	0:00 1416:00	14:35 1430:35	22:10 1452:45	47:30 1500:15	38:10 1538:25				
016	A 16:25 1375:05	9:30 1380:35	27:15 1417:50	48:05 1460:55	25:35 1486:30	20:10 1506:40	7:40 1516:20	55:00 1571:10				
017	A 16:00 1385:35	30:40 1416:15	45:05 1460:20	24:10 1484:30	63:15 1547:45	27:15 1575:00	41:40 1616:40	49:20 1665:20				
018	A 38:50 1102:40	52:55 1155:35	24:30 1185:05	22:00 1207:05	80:55 1288:00	21:50 1309:50	14:35 1324:25	42:45 1367:10				
019	A 1:50 1106:38	41:00 1141:05	44:00 1235:05	35:10 1270:15	57:15 1327:30	14:05 1341:35	27:40 1369:15	48:55 1418:10				
020	A 6:00 1375:35	48:25 1416:20	60:55 1485:15	51:35 1536:50	10:00 1546:50	16:35 1563:25	22:45 1586:10	36:15 1622:25				
021	A 37:35 1314:55	23:00 1337:55	36:45 1374:40	57:55 1432:35	53:35 1486:10	6:00 1492:10	26:50 1519:00	41:00 1560:00				
022	A 26:40 1223:45	48:25 1272:10	23:45 1345:55	29:25 1375:40	12:45 1408:25	15:35 1424:00	57:15 1481:15	23:00 1504:15				

LEGEND: A-FLYING TIME THIS MONTH      B-CUMULATIVE FLYING TIME TO DATE



**72D BOMBARDMENT WING, HEAVY  
FLIGHT TIME STATUS PER AIRCRAFT**

A/C	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
023	21:35	20:45	20:10	19:40	37:35	12:45	16:05	10:15				
	1848:30	1809:35	1840:05	1860:45	1790:10	1403:05	1419:10	1452:55				
025	18:15	0:00	0:00	21:00	50:30	12:15	47:50	40:10				
	1579:30	1377:30	1377:30	1401:20	1651:50	1664:25	1511:55	1552:05				
089	46:45	22:50	27:45	6:00	0:00	1:40	37:15	21:55				
	1638:10	1661:00	1688:40	1644:45	1644:55	1625:25	1717:40	1752:45				
091	24:20	48:30	11:10	26:25	21:50	24:20	24:15	57:30				
	1604:25	1622:55	1544:10	1670:15	1603:25	1627:55	1654:10	1706:40				
093	22:55	16:05	34:20	64:10	21:20	20:20	29:30	20:55				
	1277:10	1341:15	1426:35	1489:45	1511:05	1531:25	1560:55	1572:30				
571	34:00	44:25	20:35	2:15	72:15	6:45	20:30	52:05				
	1521:25	1426:00	1476:35	1401:50	1554:05	1660:50	1571:20	1625:25				
686	20:40	76:25	54:00	4:15	23:00	32:10	66:00	38:10				
	1737:55	1814:20	1868:20	1877:35	1900:35	1922:45	1997:45	2024:55				
688	20:45	37:25	74:15	6:00	11:55	26:55	33:40	60:20				
	1444:10	1482:35	2064:10	2119:50	2127:45	2156:40	2191:26	2240:46				
690	51:20	6:50	71:00	37:00	53:35	3:00	40:30	26:25				
	1907:00	1913:55	1988:25	2022:25	2076:00	2079:00	2119:30	2155:55				
691	8:20	61:55	62:20	34:20	0:00	8:30	24:50	21:55				
	1872:20	1924:15	1996:40	2071:00	2031:00	2039:20	2044:20	2091:05				
693	54:20	25:55	58:55	34:05	61:30	24:20	50:25	16:05				
	1527:20	1583:25	1642:00	1676:05	1744:35	1768:55	1814:20	1835:25				
697	41:20	19:20	41:25	61:55	19:25	28:20	21:00	26:40				
	1642:40	1656:00	1697:25	1759:20	1777:45	1806:05	1828:05	1858:45				
698	54:20	19:50	47:15	59:20	40:40	21:35	25:45	48:50				
	1804:00	1817:50	1865:05	2004:25	2048:05	2066:40	2092:25	2151:15				
699	28:45	65:50	26:00	34:45	51:55	30:10	27:30	28:20				
	2022:55	2088:45	2114:45	2154:30	2206:25	2236:35	2264:05	2288:25				
700	46:25	37:15	24:20	33:40	2:45	32:00	37:55	52:25				
	1748:25	1785:40	1810:00	1843:40	1846:25	1878:25	1926:20	1951:45				
689	18:50	24:40	12:45	34:35	23:05	6:05	42:20	37:15				
	1683:05	1722:45	1735:30	1776:05	1843:10	1849:15	1871:35	1924:50				

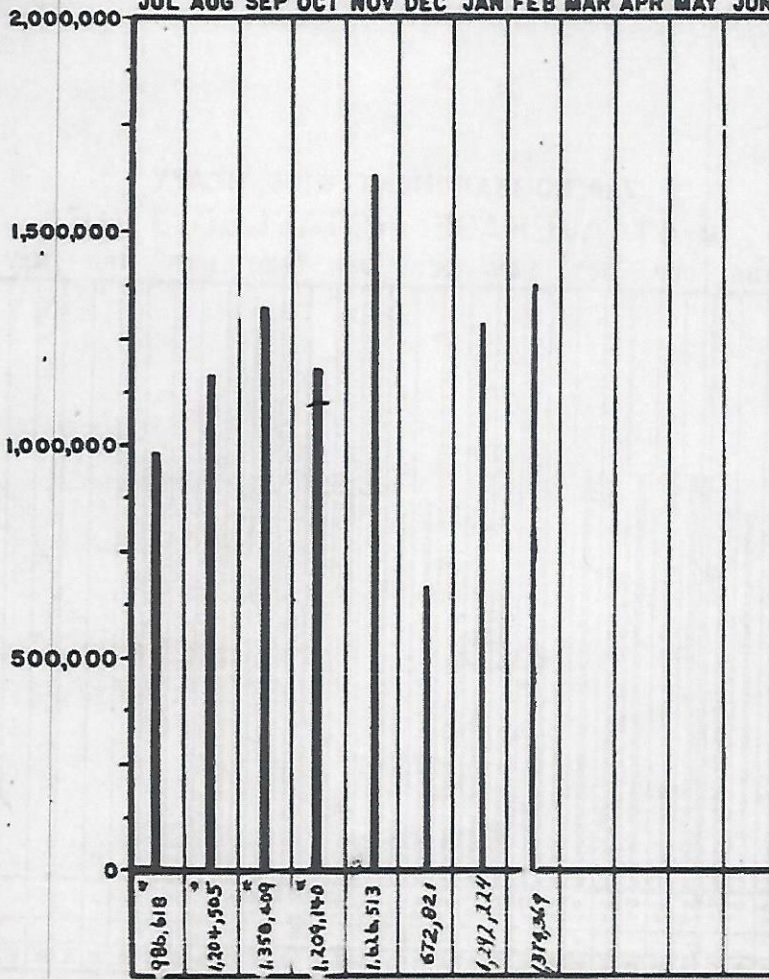
**LEGEND: A-FLYING TIME THIS MONTH      B-CUMULATIVE FLYING TIME TO DATE**



72<sup>D</sup> BOMBARDMENT WING, HEAVY  
**FUEL CONSUMPTION**  
 (115/145)

JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN

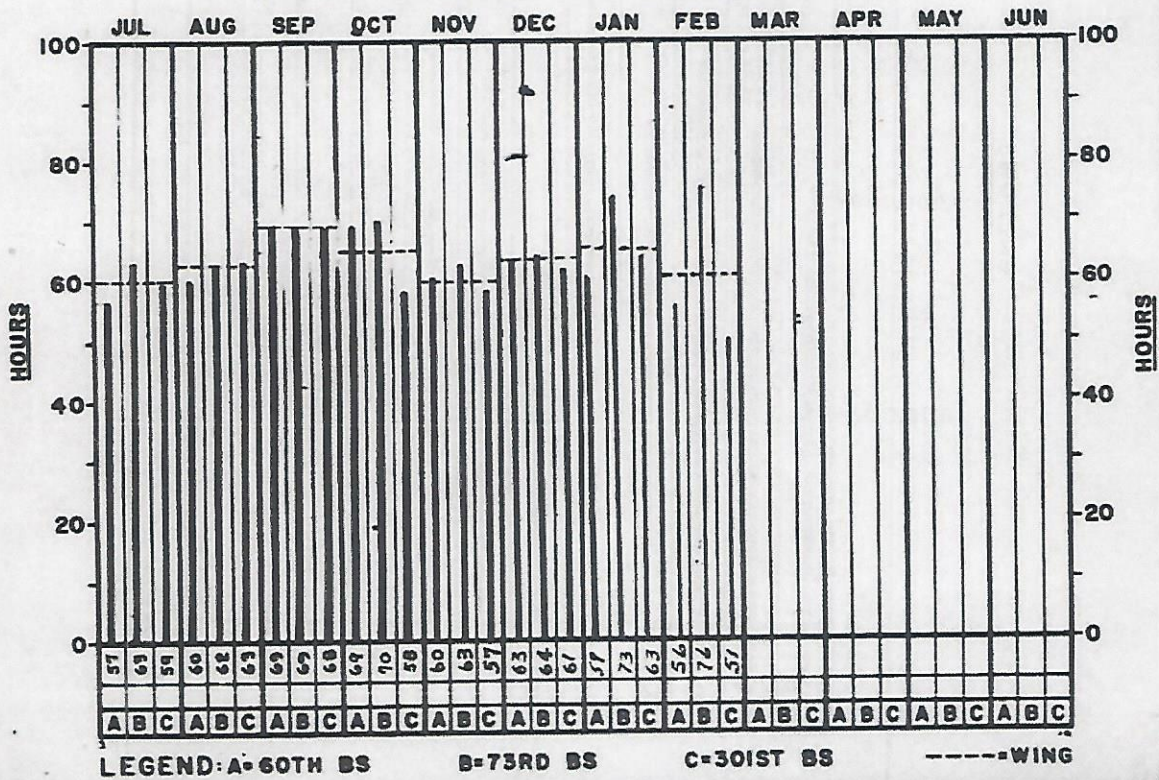
GALLONS



REVISED

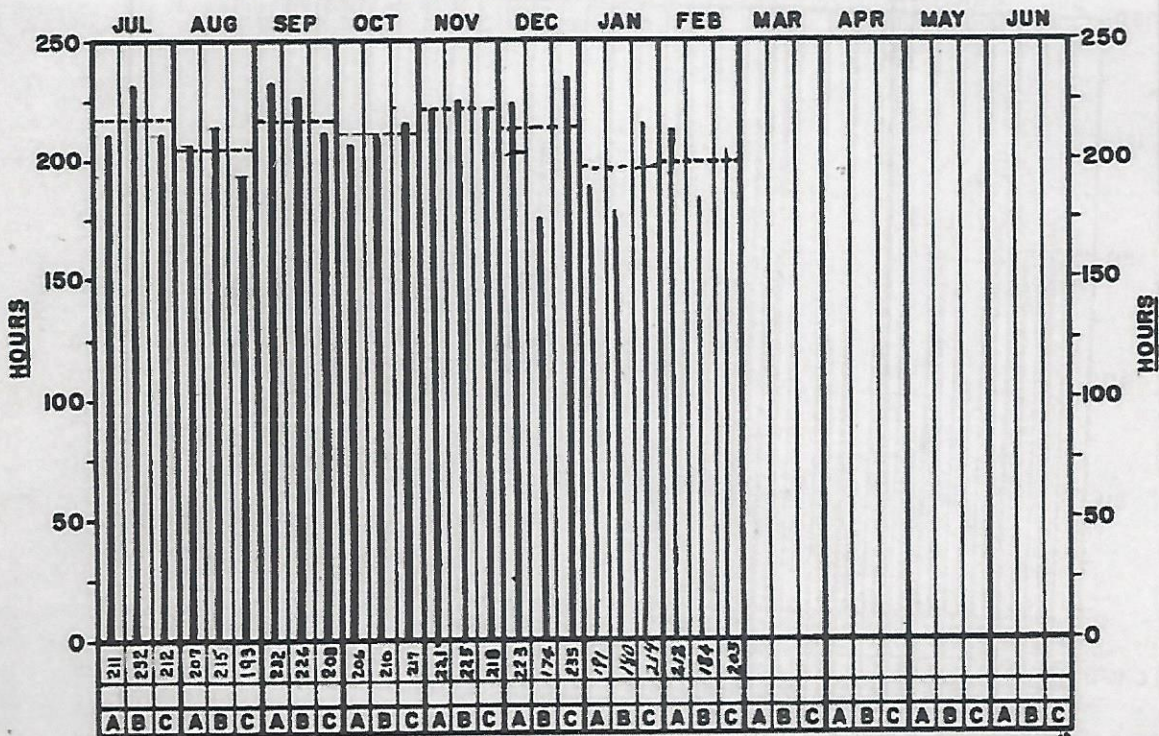


## 722 BOMBARDMENT WING, HEAVY J-47 AVERAGE INSTALLED TIME





## 722 BOMBARDMENT WING, HEAVY R-4360 AVERAGE INSTALLED TIME



LEGEND: A-60TH BS      B-73RD BS      C-301ST BS      -----WING











**722 BOMBARDMENT WING, HEAVY  
WING MAINTENANCE DATA**

JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AV NO ACFT POSS'D	25.8	28.7	28.8	30.4	32.0	34.0	37.0	34.0				
AV NO ACFT IN COMM	15.5	18.1	20.0	21.6	21.0	23.7	24.8	24.8				
% ACFT IN COMM	60.0	63.3	69.4	71.2	65.5	69.8	73.1	72.8				
NO TNG & FERRY SORTIES	72	72	76	70	105	57	84	99				
HRS TNG & FERRY SORTIES	837:25	878:10	1218:49	894:00	1416:00	545:55	1096:10	1021:20				
NO TEST SORTIES	15	14	12	25	10	15	12	9				
HRS TEST SORTIES	33:40	42:05	23:20	59:25	28:40	89:25	32:40	37:20				
TOTAL FLYING TIME	857:05	915:15	1242:05	1083:25	1444:40	585:20	1128:50	1316:40				
AV FLY HR PER A/C	24:36	31:48	43:09	37:40	45:20	17:10	33:10	38:45				
AV DIR M/H PER FLY HR	119	147	89	127	80	183	114	101				
AV SORTIE LENGTH (MINUS TEST HRS)	11:25	12:05	16:04	12:14	13:30	9:35	15:05	12:55				
AV NO TOC'S C/W	213	81	110	50	109	407	127	114				
AV NO TOC'S OUTSTANDING	25	22	02	03	04	00	02	08				



**72D BOMBARDIER WING, HEAVY  
WING MAINTENANCE DATA**

JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN

<b>NO MAJOR INSPS</b>	4	7	4	8	4	7	7	7						
<b>(TOTAL M/HRS EXP)</b>	22392	30524	17640	30155	29138	29046	32307	32806						
<b>NO POSTFLIGHTS</b>	29	34	39	39	49	27	40	40						
<b>(TOTAL M/HRS EXP)</b>	16092	24736	21866	21124	17795	28140	21603	23584						
<b>NO PREFLIGHTS</b>	82	79	88	103	115	72	96	108						
<b>(TOTAL M/HRS EXP)</b>	1725	2298	2150	2541	1449	1462	2045	1708						
<b>% ASGD PERS AVAIL</b>	75.1	88.2	85.2	88.2	90.4	95.2	91.1	94.9						
<b>% PERS ABSENT</b>	28.2	19.9	21.0	19.3	20.1	15.9	15.3	15.6						
<b>% DIRECT UTILIZ</b>	57.3	57.8	56.6	62.6	61.3	61.5	65.0	63.8						
<b>% INDIRECT UTILIZ</b>	44.0	42.9	43.4	37.4	38.7	38.5	35.0	36.2						
<b>TOTAL OVERTIME</b>	11468	23203	15192	19058	21283	18989	13903	22933						
<b>NET OVERTIME</b>	3457	8928	2219	1904	5790	10468	4525	7804						



**72D BOMBARDMENT WING, HEAVY  
SUPPLY STATISTICS**

JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL NO OF ITEMS REQD FROM SERV UNITS 1 & 4	5962	6862	6225	6306	6088	5654	6584	6732				
TOTAL NO OF ITEMS DEL	3792	4135	3881	4272	4256	3798	4625	5228				
TOTAL NO OF ITEMS B/O	2170	2127	2344	2034	1822	1795	1655	1904				
AV DEL TIME PER AVAIL ITEM (MINS)	32.1	36.6	34.9	36.3	35.4	36.6	30.8	28.6				
% OF SUPPLY EFFECT	63.6	60.1	62.3	67.9	67.7	65.4	67.0	76.7				
AACP PIPELINE TIME FROM DEPOTS (DAYS)	5.18	10.3	24.2	7.6	7.8	5.6	0	8.9				
ANFE PIPELINE TIME FROM DEPOTS (DAYS)	11.8	6.8	11.3	7.8	6.2	9.9	6.0	8.5				
AACP RATE (WING %)	5.3	2.8	7.5	4.0	2.2	3.2	0	3.3				
60BS	6.2	2.8	10.8	3.7	1.1	3.2	0	5.7				
73BS	2.7	0	6.1	9.0	4.8	1.9	0	1.9				
30IBS	6.8	0	5.0	0.0	0.0	4.3	0	2.2				
ANFE RATE (WING %)	12.4	18.3	24.4	30.8	39.5	27.5	27.6	37.9				
60BS	14.8	8.8	7.0	31.1	26.4	14.8	19.1	35.5				



**722 BOMBARDMENT WING, HEAVY  
SUPPLY STATISTICS**

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
<b>73 BS</b>	201	345	365	307	463	353	279	398				
<b>301 BS</b>	34	126	455	315	397	325	367	323				
<b>Nº CANNIBALS FOR AEMS</b>	26	10	11	26	21	10	17	16				
<b>60 BS</b>	11	5	6	12	9	4	7	5				
<b>73 BS</b>	6	3	4	8	9	4	4	6				
<b>301 BS</b>	9	2	1	6	4	2	6	5				
<b>M/HRS INVOLVED</b>	52	13	14	44	25	11	20	25				
<b>Nº CANNIBALS FOR APG</b>	79	67	64	60	60	34	25	41				
<b>60 BS</b>	31	19	20	22	14	10	11	19				
<b>73 BS</b>	23	29	31	17	24	10	8	11				
<b>301 BS</b>	25	19	13	21	22	14	6	10				
<b>M/HRS INVOLVED</b>	184	128	106	100	147	76	55	84				



**72D BOMBARDMENT WING, HEAVY  
UR'S SUBMITTED**

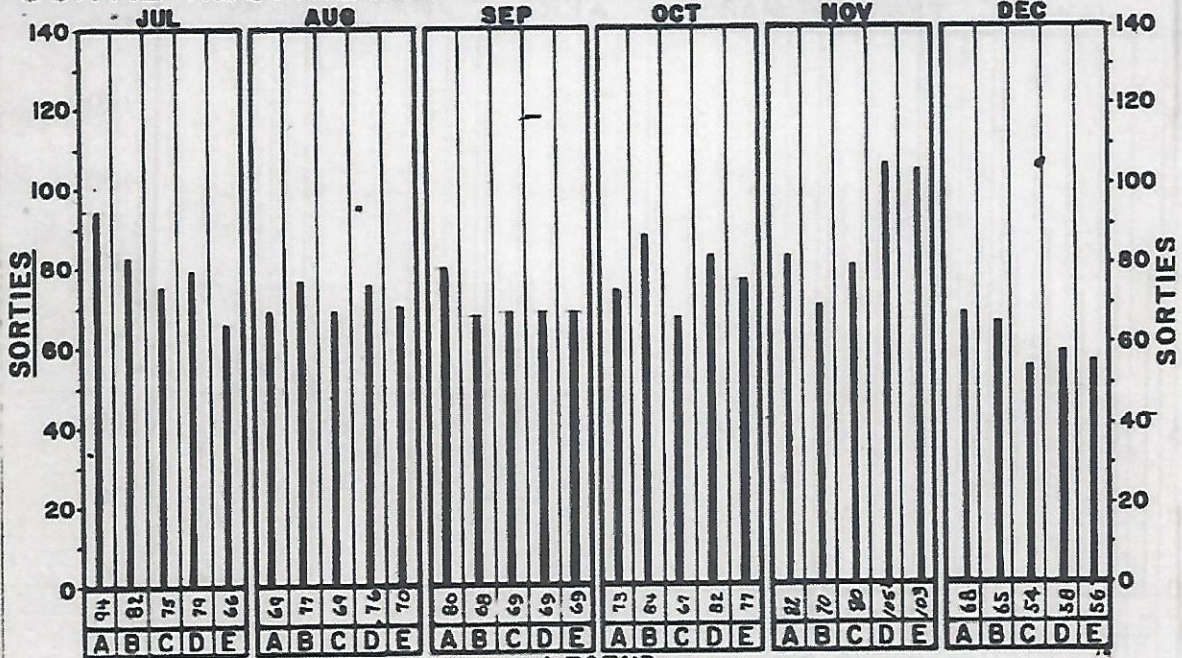
JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
<b>72D A&amp;E MAINT SQ</b>	59	84	94	138	60	116	139	126				
<b>72D FLD MAINT SQ</b>	25	26	17	53	56	61	40	20				
<b>72D PER MAINT SQ</b>	21	28	2	3	1	24	8	0				
<b>301ST BOMB SQ</b>	27	24	12	24	88	66	32	52			1	
<b>73RD BOMB SQ</b>	9	16	8	18	15	44	8	6				
<b>60TH BOMB SQ</b>	24	12	5	23	12	38	46	16				
<b>28TH AIR RESCUE SQ</b>	3	12	15	10	25	11	19	6				
<b>72D OPNS SQ</b>	0	3	2	6	0	1	1	0				
<b>72D HQ SQ, WG</b>	0	4	2	2	1	1	0	3				
<b>2D CRASH BOAT SQ</b>	0	0	0	0	0	0	0	0				
<b>HQ SQ, ABG</b>	0	0	0	0	0	0	0	0				
<b>72D SUPPLY SQ</b>								1				
<b>WING TOTAL</b>	108	209	97	277	258	362	293	240				



72<sup>ND</sup> BOMBARDMENT WING, HEAVY

**SORTIE REQUIREMENTS & ACCOMPLISHMENTS (F-1 RPT)**



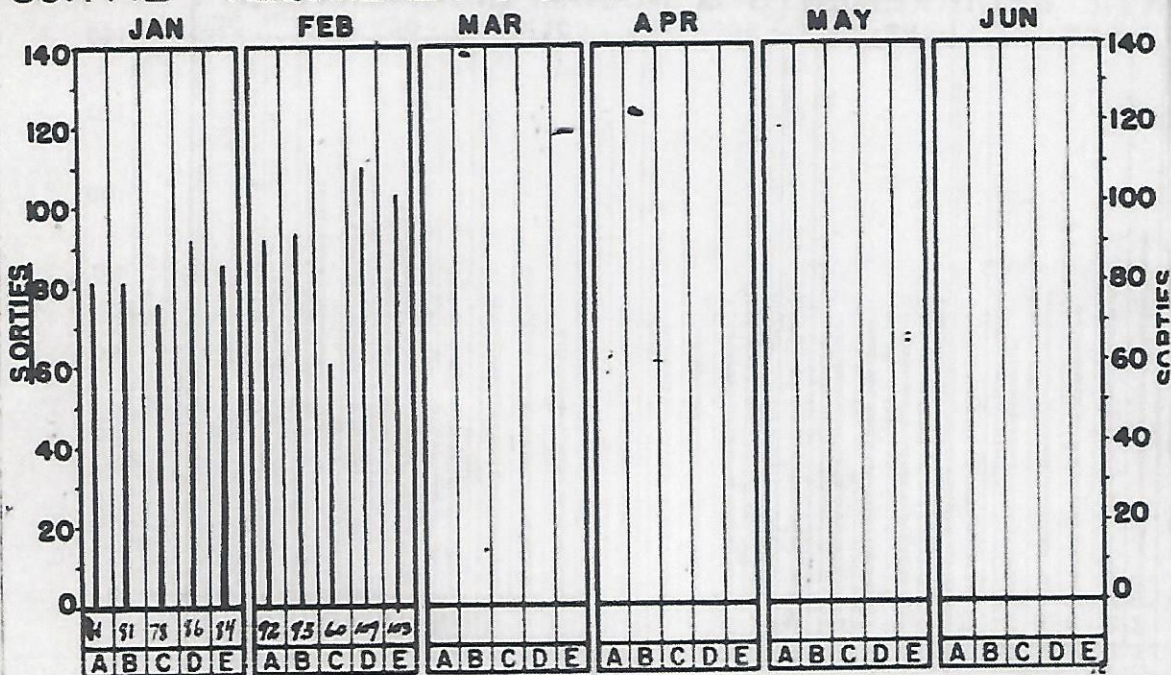
**LEGEND**

- A-SORTIES REQ'D
- B-MAINT CAPABILITY
- C-SORTIES SCHED MAINT
- D-SORTIES ACPT'D BY OPNS
- E-SORTIES UTILIZED BY OPNS



72<sup>D</sup> BOMBARDMENT WING, HEAVY

SORTIE REQUIREMENTS & ACCOMPLISHMENTS (F-1 RPT



LEGEND

A= SORTIES REQ'D      C= SORTIES SCHED MAINT  
 B= MAINT CAPABILITY      D= SORTIES ACPT'D BY OPNS  
 E= SORTIES UTILIZED BY OPNS







**72D BOMBARDMENT WING, HEAVY  
AV DISCREPANCIES PER INSP  
(POST FLIGHT DOCK)**

CATEGORIES	60BS						73BS						301BS					
	J	A	S	O	N	D	J	A	S	O	N	D	J	A	S	O	N	D
<b>JETS</b>	1.0	1.5	4.5	2.7	3.0	2.0	3.0	2.3	9.5	2.3	2.0	3.0	1.5	3.5	3.3	7.0	0	4.0
<b>R-1</b>	6.6	5.5	7.5	9.7	4.5	3.0	12.0	2.0	4.0	9.3	5.0	6.0	4.0	5.0	5.0	4.5	3.0	5.5
<b>R-2</b>	5.3	4.0	9.5	6.3	4.0	8.5	11.5	4.6	9.5	12.0	9.0	15.0	2.5	3.5	6.3	12.0	0	.5
<b>R-3</b>	3.3	7.5	14.5	3.3	4.0	5.0	8.0	4.5	4.0	8.3	4.0	5.0	3.0	6.5	7.0	5.5	2.0	9.0
<b>R-4</b>	6.6	7.0	7.0	6.7	7.0	6.0	7.0	2.0	6.5	6.3	5.0	9.0	4.5	6.0	5.0	4.5	2.0	4.0
<b>R-5</b>	9.3	7.0	6.5	4.3	4.0	3.5	10.5	7.3	5.5	16.7	18.0	5.0	4.0	3.0	5.3	13.5	6.0	5.0
<b>R-6</b>	6.0	1.5	8.0	7.7	3.5	4.0	3.0	2.3	5.5	11.0	6.0	9.5	5.0	1.5	4.7	8.5	5.0	5.0
<b>APG</b>	44.6	34.5	60.0	31.3	40.0	32.5	33.0	32.3	32.5	42.7	29.0	36.5	53.0	26.5	71.3	38.0	44.0	20.5
<b>BOMB-NAV</b>	10.0	8.5	2.5	0.7	4.5	1.0	2.0	3.6	9.5	5.0	0	2.0	10.0	7.5	4.7	9.5	2.0	0
<b>COMM-NAV</b>	6.3	12.0	10.5	10.7	6.5	4.0	4.0	15.0	15.0	5.3	15.0	7.0	12.5	17.0	7.0	5.0	16.0	6.0
<b>BS/AP</b>	1.6	11.0	4.5	2.7	6.5	2.7	2.0	8.0	8.0	2.5	4.0	.0	2.0	7.5	5.3	3.0	0	0
<b>REL SYS</b>	4.3	5.5	3.5	1.5	3.0	2.0	2.5	9.3	3.5	3.0	6.0	1.0	9.5	2.5	2.3	3.0	1.0	1.0
<b>FIRE CONT</b>	9.3	11.0	7.0	7.0	13.0	6.0	7.0	12.3	4.0	4.0	22.0	6.0	9.0	NO INSP	7.0	11.0	5.0	N/A
<b>APG-32</b>	2.3	2.5	5.0	3.5	3.0	2.5	2.0	5.3	4.5	3.0	9.0	3.0	6.0	3.5	1.7	1.5	2.0	1.0
<b>PHOTO</b>	1.3	0	0.5	1.0	1.0	N/A	1.0	0.6	1.0	0.7	0	1.0	1.5	1.5	0.3	0.0	2.0	N/A
<b>ECM</b>	16.3	18.5	9.5	5.3	9.0	7.0	10.0	12.6	7.5	6.7	12.0	22.0	15.5	10.0	10.0	5.0	7.0	8.0
<b>TOTAL</b>	134.1	137.5	160.5	104.4	115.5	87.7	118.5	124.0	124.0	136.8	152.0	131.0	43.5	105.0	147.2	131.5	94.0	69.5
	J A S O N D						J A S O N D						J A S O N D					
	60BS						73BS						301BS					



72<sup>D</sup> BOMBARDMENT WING HEAVY

AV DISCREPANCIES PER INSP (FLIGHT DOC)

POST

60TH

73RD

301ST

	60TH						73RD						301ST					
	J	F	M	A	M	J	J	F	M	A	M	J	J	F	M	A	M	J
JETS	2.6	2.0					3.0	1.0					2.0	1.6				
R-1	6.0	6.0					4.0	5.0					8.6	6.3				
R-2	8.3	3.0					8.5	8.6					11.0	4.3				
R-3	6.5	7.0					11.0	4.5					2.5	5.0				
R-4	5.0	4.5					3.5	10.0					4.0	6.3				
R-5	6.5	7.0					15.0	2.5					4.5	7.0				
R-6	6.5	22.0					10.0	5.5					3.0	5.3				
APG	31.3	35.5					36.0	21.6					23.5	25.6				
BOMB-NAV	0	1.5					.5	1.6					1.5	2.0				
COMM-NAV	3.3	6.5					4.0	6.6					6.5	6.6				
BS/AP	.3	1.0					1.0	1.6					1.5	1.3				
REL SYS	5.5	5.0					0	6.6					8.0	1.3				
FIRE CONT	20.0	13.0					11.0	3.6					14.5	6.0				
APG-32	1.0	2.0					3.0	2.0					3.5	2.0				
PHOTO	1.6	1.0					1.0	.6					1.0	2.3				
ECM	6.3	6.0					3.0	6.0					8.0	8.3				
TOTAL	95.7	123.5					101.5	92.0					77.1	68.2				

WING STANDARD 1100

1100

1100







Exhibit #37

72d EW, Aircraft Maintenance Order  
for February 1956; 27 Jan 56



HEADQUARTERS  
721 BOMBARDMENT WING, H (SAC)  
Raney Air Force Base, F. R.

AIRCRAFT MAINTENANCE ORDER

27 January 1956

FEBRUARY 1956

1. This Maintenance Order presents the maintenance and flying schedule for February 1956 and reflects all requirements known at this time. The annexes to this order indicate specific responsibilities of individual squadrons and supplement requirements contained in other directives.

2. The sorties scheduled in the inclosures to tactical squadron annexes implement the flying requirement approved by the Flight Scheduling Committee, 721 Bombardment Wing, as directed by SAC Regulation 60-9 and SAC Manual 66-3. For the month of February, 92 sorties are scheduled for a total of 1337 flying hours. Thirty-nine postflight inspections are scheduled for the month of February, this tabulation does not include test flights. Postflight inspections will be accomplished as scheduled in weekly scheduling meetings.

a. Average scheduled sortie duration (excluding flight test) is 14.5 hours.

b. Ordinarily, training sorties will not be scheduled for take off on Saturday, Sunday or Monday.

c. Acceptance of aircraft for training sorties will be, whenever possible, accomplished by the flight crew concerned two operational days prior to take off.

d. Average scheduled turn around interval is 8 duty days.

e. Required special weapons loadings will be coordinated, as the requirement becomes known, between the Offices of the Director of Operations and the Director of Material. In no instance will loading be accomplished at the expense of a scheduled sortie.

f. TOC will be accomplished as scheduled and coordinated by the Maintenance Control Unit.



3. a. Normal work schedule for maintenance personnel will be as follows:
- (1) 1 thru 29 February 1956: 0800 - 1700 hours.
  - (2) Saturday will be  $\frac{1}{2}$  day normal duty.
  - (3) No Sunday work is scheduled.

b. Overtime, as required, will be scheduled by the Flight Line Maintenance Officer to facilitate preparation of aircraft to meet the flight schedule and park returning aircraft.

4. No deviation from the succeeding schedules will be made except as authorized by the Chief of Maintenance. Maintenance capability will be carefully considered prior to authorizing any deviation from the monthly maintenance and flying schedule.

*Bertram C. Harrison*  
 BERTRAM C. HARRISON  
 Brigadier General, USAF  
 Commander

**DISTRIBUTION:**

In Accordance with SAC  
 Manual 66-3

MAINT ORDER

Condr 72d Bomb Wg  
 Condr 72d AB Gp  
 Condr Food Serv Sq  
 Condr Air Police Sq  
 Condr Motor Veh Sq  
 DO 72d Bomb Wg  
 Special Weapons  
 Chief of Maintenance  
 Maint Officer 60BS  
 Maint Officer 73AS  
 Maint Officer 301AS

ANEX

1 each  
 2 each  
 2 each  
 4 each  
 2 each  
 2 each  
 1 each  
 10 each  
 5 each  
 5 each  
 5 each

SCHED

1 each  
  
  
  
 2 each  
 1 each  
 10 each  
 2 each  
 2 each  
 2 each



72d Field Maint	18 each	2 each
72d PMS	7 each	2 each
72d A&E	18 each	2 each
Base Supply Officer	5 each	
Wing Historian	6 each	
Spec Weapons Officer	1 each	1 each
Chief Munitions Br	1 each	1 each
Base Weather Officer	1 each	1 each



HEADQUARTERS  
72D BOMBARDMENT WING, H (SAC)  
Roosevelt Air Force Base  
Puerto Rico  
27 January 1956

PLANNING FACTORS

1. Planning factors and other information required to prepare the monthly maintenance and flying schedule for February 1956, are as follows:
  - a. Periodic maintenance schedule is attached.
  - b. No SES commitment exists.
  - c. Aircraft assigned to the tactical squadrons will generate the following flying hours and scheduled sorties:
    - (1) 60BS: 471 flying hours in 35 sorties.
    - (2) 73BS: 431 flying hours in 31 sorties.
    - (3) 301BS: 435 flying hours in 26 sorties.
  - d. Standard turn-around including postflight inspection is eight working days. Standard turn-around without postflight is five working days.
  - e. Postflight inspection will be scheduled as much as possible the second day after a sortie, one per day and beginning at noon.
  - f. Sortie duration should provide for over flying periodic inspection an average of ten hours.
  - g. Schedule should provide for one spare aircraft per squadron per week, when possible. Spare aircraft should be available not later than Wednesday of each week.
  - h. Last sortie prior to periodic inspection should be scheduled seven calendar days prior to H hour.

ATTACHMENT 1



HEADQUARTERS  
72D BOMBARDMENT WING, H (SAC)  
Raney Air Force Base  
Puerto Rico  
27 January 1956

APPENDIX 1

60TH BS MAINTENANCE PLAN AND SCHEDULE

1. The 60th Bombardment Squadron will provide 35 training sorties for a total of 471 flying hours. Flight tests, as required, will be scheduled by Job Control in addition to the above. Attachment 1 provides schedule details.
2. No aircraft from this squadron is scheduled for SES during February 1956.
3. Aircraft will be prepared in accordance with the requirements of 72d Bombardment Wing Operations Plan 204-55, 12 May 1955, as amended for special weapons loading after proper coordination between the Offices of the Director of Operations and the Director of Material.
4. The following aircraft will be undergoing periodic inspections and preparation for flight test during the period indicated. A minimum ground crew to include the crew chief will accompany the aircraft through all phases of the periodic inspection.

<u>AIRCRAFT</u>	<u>IN DOCK</u>	<u>FLIGHT TEST</u>
008		9 Feb 56
689	WIP - 6 Feb 56	17 Feb 56

ATTACHMENT 1 - Maintenance and Flying Schedule

(b) (6)

Lt Colonel, USARF  
Director of Material



HEADQUARTERS  
72D BOMBARDMENT WING, H (SAC)  
Roosevelt Air Force Base  
Puerto Rico  
27 January 1956

APPENDIX 2

72D BS MAINTENANCE PLAN AND SCHEDULE

1. The 73rd Bombardment Squadron will provide 31 training sorties for a total of 431 flying hours. Flight tests, as required, will be scheduled in addition to the above, Attachment 1 provides the necessary schedule details.
2. No aircraft is scheduled for SES from this squadron for February 1956.
3. Aircraft will be made available for special weapons loading, as scheduled, after proper coordination between the Offices of the Director of Operations and Director of Material. Aircraft will be prepared in accordance with the requirements of 72d Bombardment Wing Operations Plan 205-55, 12 May 1955, as amended.
4. The following listed aircraft will be undergoing periodic inspection and preparation for flight test during the period indicated. A minimum ground crew to include the crew chief will accompany the aircraft through all phases of the periodic inspection.

<u>AIRCRAFT</u>	<u>IN DOCK</u>	<u>FLIGHT TEST</u>
006		6 Feb 56
018	"B" - 24 Feb 56	
686	"B" - 14 Feb 56	

(b) (6)

Lt Colonel, USAF  
Director of Material



HEADQUARTERS  
72D BOMBARDMENT WING, H (SAC)  
Roosevelt Air Force Base  
Puerto Rico  
27 January 1956

APPENDIX 3

301ST BS MAINTENANCE PLAN AND SCHEDULE

1. The 301st Bombardment Squadron will provide 26 training sorties for a total of 435 flying hours. Flight tests, as required, will be scheduled in addition to the above. Attachment 1 provides necessary schedule details.
2. No aircraft is scheduled for SES from this squadron for February 1956.
3. Aircraft will be made available for special weapons loading, as scheduled, after proper coordination between the Offices of the Director of Operations and Director of Material. Aircraft will be prepared in accordance with the requirements of 72d Bombardment Wing Operations Plan 204-55, 12 May 1955, as amended.
4. The following listed aircraft will be undergoing periodic inspection and preparation for flight test during the period indicated. A minimum ground crew to include the crew chief will accompany the aircraft through all phases of the periodic inspection.

<u>AIRCRAFT</u>	<u>IN DOCK</u>	<u>FLIGHT TEST</u>
693	"A" - 1 Feb 56	14 Feb 56
699	"A" - 9 Feb 56	22 Feb 56
025	"A" - 22 Feb 56	

(b) (6)

LT Colonel, USAF  
Director of Material



HEADQUARTERS  
72D BOMBARDMENT WING, H (SAC)  
Raney Air Force Base  
Puerto Rico  
27 January 1956

APPENDIX 4

72D PERIODIC MAINTENANCE SQUADRON MAINTENANCE PLAN AND SCHEDULE

1. The 72d Periodic Maintenance Squadron will provide personnel, tools, and equipment to process RB-36 aircraft through periodic inspection as per dates indicated below:

<u>AIRCRAFT</u>	<u>LOCK "A"</u>	<u>LOCK "B"</u>	<u>TEST FLIGHT</u>
008			9 Feb 56
689		6 Feb 56	17 Feb 56
006			6 Feb 56
018		24 Feb 56	
686		14 Feb 56	
693	1 Feb 56		14 Feb 56
699	9 Feb 56		22 Feb 56
025	22 Feb 56		

2. TOC will be accomplished during the periodic inspection as scheduled during the inspection planning meetings in accordance with SAC Manual 66-15.

3. The Periodic Maintenance Squadron will provide personnel, equipment, and supervision to wash all aircraft, as scheduled by the Maintenance Control Unit, prior to inspection.

4. The Periodic Maintenance Squadron will furnish equipment, and supervision for all flight line aircraft scheduled for washing.

(b) (6)

Lt Colonel, USAF  
Director of Material



HEADQUARTERS  
72D BOMBARDMENT WING, H (SAC)  
Roosevelt Air Force Base  
Puerto Rico  
27 January 1956

APPENDIX 5

72D FIELD MAINTENANCE SQUADRON MAINTENANCE PLAN AND SCHEDULE

1. The 72d Field Maintenance Squadron will provide necessary personnel, tools, and equipment to accomplish such periodic, postflight, and pre-flight inspections as are scheduled, and unscheduled maintenance as required to accomplish scheduled sorties on tactical and support aircraft.
2. The 72d Field Maintenance Squadron will provide a pre-issue stock level of aircraft spares as directed by the Chief of Maintenance.
3. The 72d Field Maintenance Squadron will accomplish TOC as scheduled by the Maintenance Control Unit.
4. Overtime, as required, will be scheduled by the Field Maintenance Supervisor.
5. Night shift personnel, as required by the flight schedule, will be established in accordance with instructions received from the Chief of Maintenance.

(b) (6)

Lt Colonel, USAF /  
Director of Material



HEADQUARTERS  
72d BOMBARDMENT WING, H (SAC)  
Randy Air Force Base  
Puerto Rico  
27 January 1956

APPENDIX 6

72D A & E MAINTENANCE SQUADRON MAINTENANCE PLAN AND SCHEDULE

1. The 72d Armament-Electronics Maintenance Squadron will provide necessary personnel, tools and equipment to accomplish such periodic, postflight, and pre-flight inspections as are scheduled, and unscheduled maintenance as required to accomplish scheduled sorties on tactical and support aircraft.
2. The 72d Armament-Electronics Maintenance Squadron will provide a pre-issue stock level of A&E spares as directed by the Chief of Maintenance.
3. The 72d Armament-Electronics Maintenance Squadron will accomplish such TOC as is scheduled by the Maintenance Control Unit.
4. Overtime, as required, will be scheduled by the Armament-Electronics Maintenance Supervisor.
5. Night shift personnel, as required by the flight schedule, will be established at the discretion of the A&E Maintenance Supervisor.

(b) (6)

Lt Colonel, USAF  
Director of Material



Exhibit #38

Maintenance Capability - February 1956; 13  
Jan 56



HEADQUARTERS  
72D BOMBARDMENT WING, H (SAC)  
Roosevelt Air Force Base  
Puerto Rico  
27 January 1956

APPENDIX 6

72D A & E MAINTENANCE SQUADRON MAINTENANCE PLAN AND SCHEDULE

1. The 72d Armament-Electronics Maintenance Squadron will provide necessary personnel, tools and equipment to accomplish such periodic, postflight, and pre-flight inspections as are scheduled, and unscheduled maintenance as required to accomplish scheduled sorties on tactical and support aircraft.
2. The 72d Armament-Electronics Maintenance Squadron will provide a pre-issue stock level of A&E spares as directed by the Chief of Maintenance.
3. The 72d Armament-Electronics Maintenance Squadron will accomplish such TOC as is scheduled by the Maintenance Control Unit.
4. Overtime, as required, will be scheduled by the Armament-Electronics Maintenance Supervisor.
5. Night shift personnel, as required by the flight schedule, will be established at the discretion of the A&E Maintenance Supervisor.

(b) (6)

Lt Colonel, USAF  
Director of Material



Exhibit #38

Maintenance Capability - February 1956; 13  
Jan 56



MAINTENANCE CONTROL  
THE BARRACIMENT WING, H (SAC)  
Ramey Air Force Base, Puerto Rico

DMMC

13 JANUARY 1956

MAINTENANCE CAPABILITY - FEBRUARY 1956

Prepared by Production Analysis

I. Operations Request = 99 sorties 1217 FH (12.3 FH FEB Sortie)

II. Aircraft Availability:

34 Aircraft assigned

x23 Maint - Operational days  
782 Aircraft days assigned

III. Turn-around Time:

Sortie Length 12.3

Sorties per 150 flying hours 12.2

<u>JOB</u>	<u>DUTY DAYS PER</u>	<u>NO.</u>	<u>TOTAL DAYS</u>
Pre-flight	.5	12.2	6.1
Post flight (25FH avg)	1.5	6.0	9.0
Periodic	21.0	1.0	21.0
Flying (per sortie)	.6	12.2	7.3
Fuel Cell	2.5	1.0	2.5
Misc Maint (per sortie)	4.0	12.2	48.8
Recip Eng Chg (55.0 FH)	1.5	2.7	4.1
	Total Maint/Fly Days		98.8
	Plus AOCIP (4% estim)		4.0
	Days to fly cycle		102.8

102.8 Maint/Fly = 8.4 Duty days turn-around time  
12.2 Sorties

IV. Sortie Capability:

Available Aircraft Days = Sortie Capability  
Turn-around Time

782 = 88.5 Sorties, if personnel are available  
8.4

(93.1 Sorties x 12.3 FH = 1145 FH)



V. Tactical Squadron Capability:

	<u>60BS</u>	<u>73BS</u>	<u>301BS</u>
Projected assigned personnel	100	100	100
Absent (% assgd) *	<u>25.4</u> (25%)	<u>25.4</u> (25%)	<u>28.5</u> (28%)
Personnel avail	80.6	80.6	79.5
Indirect (% avail) *	<u>27.4</u> (34%)	<u>29.8</u> (37%)	<u>31.0</u> (39%)
Personnel Productive	53.2	50.8	48.5
xHours/Day	<u>x8</u>	<u>x8</u>	<u>x8</u>
Productive MH/Day	425.6	406.4	388.0
xMaintenance Days	<u>x23</u>	<u>x23</u>	<u>x23</u>
Productive Manhours	9789	9347	8924
Manhours per Preflight	12	7	15
Manhours per Postflight/Sortie	171	150	143
Manhour Misc Maint/Sortie	<u>199</u>	<u>174</u>	<u>174</u>
Total Manhours per Sortie	382	331	332
Productive Manhours = Capability	<u>9789</u> = 26	<u>9347</u> = 28	<u>8924</u> = 27
Manhours per Sortie	382	331	332
Sortie Capability	26	28	27
xSortie Duration	<u>x12.3</u>	<u>x12.3</u>	<u>x12.3</u>
Flying Hour Capability	320	344	332

Total Tactical Squadron Capability = 81 Sorties 996 FH

(\* Based on data July thru December)

NOTE: July - December Cost Direct Manhours per FH      31.2      27.5      28.6

(All Direct Manhours Factors Used In These Computations Include Overtime)

NOTE: Should each Tactical Squadron Maintenance personnel be brought to full strength of 126 personnel the following Projected Capability would result:

	<u>SORTIES</u>	<u>FLYING HOURS</u>
60BS	31	381
73BS	34	418
301BS	<u>32</u>	<u>394</u>
TOTAL WING	97	1193



VI. Periodic Maintenance Capability:

Docks	2
xMaintenance Days	<u>23</u>
Dock Days	46
<u>Dock Days</u>	<u>46</u>
"In-Dock"Days/PI =	7 = 7 PI's
PI Capability	7
xFH per PI	<u>150</u>
FH Capability	1050

Dock Capability 1050 FH.

Periodic Maintenance Personnel Capability:

Personnel Assigned - - - - -	150
/bsent (15% assgd) - - - - -	<u>22.5</u>
Personnel Available - - - - -	127.5
Indirect (30% avail) - - - - -	<u>38.3</u>
Productive personnel - - - - -	89.2
xMaintenance Days - - - - -	<u>23</u>
Productive Days - - - - -	2054
xHours per Day - - - - -	<u>8</u>
Productive Manhours - - - - -	16432

Average Direct M/H Pre-Dock - - - - -	94
Average Direct M/H In-Dock - - - - -	1667
Average Direct M/H Post-Dock - - - - -	<u>567</u>
Average Direct M/H per PI - - - - -	2328

Productive M/H = Capability in PI 16432 = 7.1 PI's  
Average PI M/H 2328

7.1 PI's x 150 FH = 1065 FH or 87 Sorties.

NOTE: 1. An additional 2280 productive manhours will be required to support the projected program.

2. Should FMS be manned to 188 Maintenance Personnel the following would result:

Productive Manhours	20,592
Periodic Inspections	8.8
Flying Hours	1320



FIELD MAINTENANCE

REMARKS (X).

The following shops in Field Maintenance do not have the capability to support the projected flying program:

- |                               |                          |
|-------------------------------|--------------------------|
| 1 - Recip Engine Conditioning | 3 - Aircraft Fuel System |
| 2.- Recip Unit Change         | 4 - Aircraft Electric    |

In order that the capability of these shops can be increased, recommend the following action be taken:

1 - RECIP ENGINE CONDITIONING

- (a) Reduce the 35% Indirect time and convert to Direct manhours.
- (b) 840 manhours, Overtime, will be required to support the projected flying program.

2.- RECIP UNIT CHANGE

- (a) Reduce the 32% Indirect time and convert to Direct manhours.
- (b) This shop is authorized 36 maintenance personnel, and will have 24 personnel assigned during February (67% manned). Recommend that qualified maintenance personnel be made available to this shop to bring it up to authorized strength.
- (c) 1943 manhours, Overtime, will be required to support the projected flying program.

3 - AIRCRAFT FUEL SYSTEM

- (a) It will be necessary for this shop to borrow personnel to augment the assigned personnel as the workload is spasmodic and unpredictable. Suggest that at peak workloads, personnel from other shops be made available to this shop to meet it's projected requirements.

4 - AIRCRAFT ELECTRIC

- (a) 669 manhours, Overtime, will be required to support the projected flying program.
- (b) Recommend input of maintenance personnel be made available to this shop.



Exhibit #39

72d BW, Air Weapons Training Chart for  
February 1956



AIR WEAPONS TRAINING

February 56

<u>CREW</u>	<u>SAC REGULATION 50-24</u>			<u>SAC REGULATION 50-8</u>
	<u>Academic</u>	<u>Exercise</u>	<u>Simulator</u>	<u>Flight Mission</u>
<u>60th Bomb Squadron</u>				
L-01		X		X
L-02		X		X
L-03	X			X
R-04		X		X
L-05		X		X
R-06			X	X
S-07	X			X
R-74			X	X
L-75		X		
<u>73rd Bomb Squadron</u>				
L-30		X		
L-31	X			
L-32			X	
R-33				
R-34				
L-37		X		
S-39		X	X	
L-40		X		
N-45			X	
R-47		X	X	
N-48			X	
R-70	X			
R-73		X		
<u>301st Bomb Squadron</u>				
L-60		X		
L-61	X			
L-62				
S-67		X		
L-72	X			
L-77		X		
R-79		X		
R-80		X		
N-84		X		
<u>% Complete</u>				
60th BS	55%	78%	55%	100%
73rd BS	30%	60%	50%	50%
301st BS	44%	89%	44%	89%
Wing	46%	75%	50%	80%

attachment # 5

Exhibit #40

Chart on USCM (SQUEEZE PLAY) 5-1-66



10-31



WOM (SYSTEM PLAY)

Under the provisions of SAC Tech parallel 170-1B (SAC Management Control System) Crews placed in the following order in completing the WOM. Four crews obtained 100 percent of the available points. They are:

A/C	CREW	SQUADRON	POINT SCORE
(b) (6)	108	80th	200
	177	301st	200
	289	301st	200
	1104	301st	200

Other Standings are as indicated:

A/C	CREW	SQUADRON	POINT SCORE
(b) (6)	175	80th	199.1
	101	80th	199.99
	208	80th	199.88
	120	73rd	199.87
	174	80th	199.81
	101	301st	199.5
	157	301st	199.40
	170	301st	199.38
	127	73rd	199.28
	147	73rd	199.20
	108	80th	199.50
	1145	73rd	197.70
	1140	73rd	194.10
	104	80th	175.51
	100	73rd	146.33
	102	30th	140.00
	178	73rd	139.30
	100	73rd	133.75
	1113	80th	118.88
	189	301st	99.00

Squadron standing is as indicated below:

	Points	Percent
1st	200	50.0
2nd	199.99	49.9
3rd	199.88	49.9
4th	199.87	49.9
5th	199.81	49.9
6th	199.5	49.9
7th	199.40	49.9
8th	199.38	49.9
9th	199.28	49.9
10th	199.20	49.9
11th	199.50	49.9
12th	197.70	49.9
13th	194.10	49.9
14th	175.51	49.9
15th	146.33	49.9
16th	140.00	49.9
17th	139.30	49.9
18th	133.75	49.9
19th	118.88	49.9
20th	99.00	49.9

100th standing is as indicated below: 199.87 points plus 7.0 bonus points equals 206.87

Exhibit #41

Table showing completion of SAC Regs  
50-8 and 51-36 Requirements for January  
and February 1956 of Communications-  
electronics Division



Exhibit #41

Table showing completion of SAC Regs  
50-8 and 51-36 Requirements for January  
and February 1956 of Communications-  
electronics Division

COMMUNICATIONS-ELECTRONICS DIVISION  
Directorate of Operations

TABLE I

COMPLETION OF SAC REGULATION 50-8 REQUIREMENTS

January and February 1956

<u>SQDN</u>	<u>RECON COMPLETION</u>	<u>DEFENSIVE COMPLETION</u>
60th Bomb Sq	56%	46%
73rd Bomb Sq	38%	35%
301st Bomb Sq	68%	53%
72d Bomb Wing	56%	41%

TABLE II

COMPLETION OF SAC REGULATION 51-26 REQUIREMENTS

January and February 1956

<u>SQDN</u>	<u>DEFENSIVE RECORDS RUNS</u>
60th Bomb Sq	48%
73rd Bomb Sq	20%
301st Bomb Sq	61%
72d Bomb Wing	45%



Exhibit #42

"SQUEEZE PLAY" Bombing Results;  
February 1956